

The Collectors Club PHILATELIST

Volume 55 Number 2
March 1976

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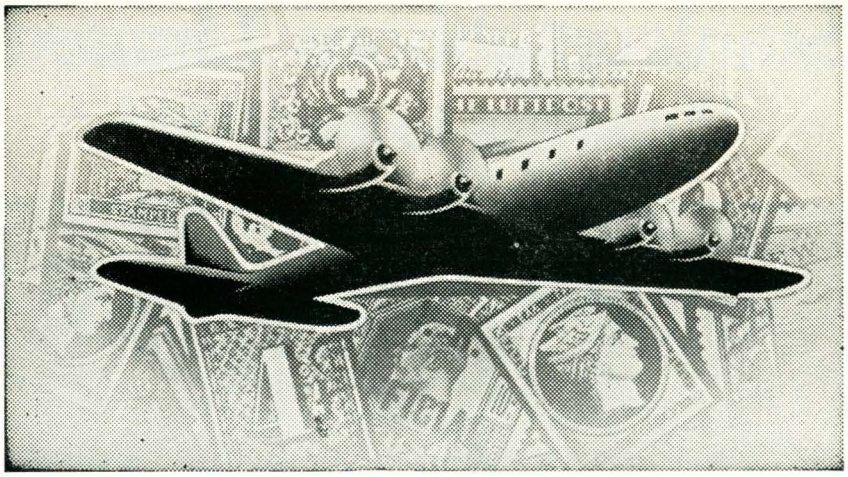
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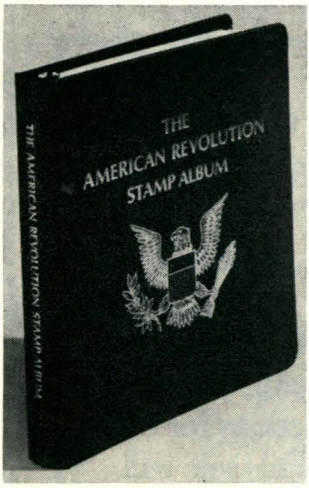
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The Collectors Club PHILATELIST

Volume 55, Number 2 — March 1976

Contents

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ARTICLES — Page

The Filchner and Shackleton Expeditions — 1911-22 — Alain Gibbs 79

Postal Markings of the A.E.F. — France, 1917-18 — The Van Dam 84

The Sirius Covers — Calvet M. Hahn 93

DEPARTMENTS

Editorial 112

Letters to the Editor 115

The Clubhouse

Annual Meeting 100

Meeting of Dec. 3, 1975 — Switzerland Postage Dues 105

Meeting of Jan. 7, 1976 — Egypt 107

1975 Lichtenstein Award 112

New Members Admitted 115

EDITORIAL

A Grim but Pertinent Subject

As long as we can remember, philatelic organizations, large and small, national and local, have appealed for funds to keep their operations solvent. This is particularly true during these times when runaway inflation, increasing material and labor costs are driving treasurers and budget planners to frustration as they endeavor to balance static income against growing expenses.

The Collectors Club is no different. Indeed, its financial requirements may be just a bit more imperative because of its continuing efforts to offer its international membership the very finest programs and services in its own home. A home that unquestionably is the most comfortable and utilitarian in the land, standing in the heart of one of New York's most fashionable sections.

In recent weeks our co-chairmen of the Capital Fund have sent the membership an urgent appeal for contributions and participation in a "Shares in the Future of the Collectors Club" plan.

Response already is gratifying. At least one "Patron's Share" ($5,000) was pledged on the day the drive to take care of our annual operating deficits began.

Hopefully, the remaining nine-tenths of our $50,000 goal for 1976 will be reached!

This brings us to an area which, until now, never has been brought to the attention of our members: suggesting that the Collectors Club be remembered when they are preparing a will.

Death is hardly the most pleasant subject, but, since all of us are faced with it daily, why shouldn't philatelists be addressed with the same frankness that schools, colleges, fraternities, churches and charity organizations use in asking us to consider them as heirs?

While we are enjoying life the amount of cash we would like to donate for the good and welfare of the Collectors Club usually is reduced because there always is that germ of fear for *our* own security in the twilight years.

But, in contemplating the future, when we no longer will have need of money and material property, a greater generosity is perfectly in order.

Government agencies normally take substantial chunks out of an estate to minimize that which is left for those who have been named as heirs but are not eligible for deduction credits. The bequest of valuable material, whether cash, securities or philatelic properties, to the Collectors Club for its numerous educational programs and projects becomes therefore a truly worthwhile and practical way of "getting the most out of what we leave behind us."

In many ways, naming the Club as an heir is perfectly reasonable.

Consider the innumerable hours we have enjoyed its facilities and services. How much have its publications done to increase our knowledge and appreciation of the broader aspects of our avocational interests? How numerous have been the friends we have developed at meetings, in the library and through correspondence? In short, the ways in which Collectors Club membership has made our individual lives more fruitful, rewarding and pleasant are too many to enumerate!

A bequest may not immortalize its giver in the same manner as have the temples and tombs of ancient Egyptians, the Taj Mahal or even the Washington Monument. But for as long as philately endures and the Collectors Club remains as America's premier institution, the member who carefully plans his testament can build for himself a lasting memorial that will be honored, respected and cherished by those presently on our rolls and by countless generations of future philatelists.

During the eight decades of our existence several members spontaneously included the club in their wills without any solicitation such as this. These generous, thoughtful benefactors have

done much for the club and their gifts are permanently recorded throughout The Collectors Club for stampdom's posterity.

So, when you think about an updated will, may we encourage you to recall the delight The Collectors Club has provided over the years? Having done so, please make a point of including it as one of the beneficiaries that shall be named in your testament.

(E.A.K.)

1976 PROGRAM AND CALENDAR OF EVENTS

March 3	— *NETHERLANDS CLASSICS*—Dr. Fred Reed, New York, N. Y.
March 12-14	— *ANNUAL COMPETITION*
March 17	— *U.S. WESTERN COVERS*—Marc Haas, New York, N. Y.
April 7	— *U.S. 1886-1898*—Rudolph Wunderlich, Ossining, N. Y.
April 21	— *THE DALE-LICHTENSTEIN GERMAN STATES* — Ethel Harper for the Anne Boyd Lichtenstein Foundation.
May 5	— *THE TYPESET STAMPS OF HAWAII*—Thurston Twigg-Smith, Honolulu, Hawaii
May 12	— *ANNUAL AWARD DINNER*
May 19	— *CLASSICAL SPAIN* — Louis Cervera-Vera, Madrid, Spain
May 26	— *OPEN HOUSE HONORING "INTERPHIL" VISITORS*—Cocktails 5-7 P. M.
May 30	— *COLLECTORS CLUB "INTERPHIL" LUNCHEON* at PHILADELPHIA
June 16	— *SWEDEN*—Tomas Bjaringer, Brussels, Belgium

SUMMER RECESS

September 15	— *BUENOS AIRES*—John Boker, Scarsdale, N. Y.
October 6	— *UNITED STATES, 1847-1857*—Louis Grunin, Spring Valley, N. Y.
October 20	— *THE U.S. 3 CENT, 1851-61*—Thomas J. Alexander, Prairie Village, Kansas
November 3	— *CONFEDERATE PHILATELY*—Charles E. Kilbourne, Charlottesville, Virginia
November 17	— *CANADIAN RATE COVERS, 1851-1875*—W. E. Lea, London, England
December 1	— *MAILS VIA PANAMA*—Col. James T. DeVoss, State College, Pa.
December 15	— *BOARD OF GOVERNORS OPEN HOUSE*

Program Committee:

LOUIS GRUNIN, Chairman ABBOT LUTZ

Letters to the Editor

Perforated Insignia

We read with considerable interest Floyd Walker's fine article in "The Collectors Club Philatelist," dated November 1975, about Perforated Insignia. He has made it a fascinating story and we were especially interested in his reference to the fact that Sloper's business still exists; we know it, as it is in a small street just off West End Lane in Northwest London.

Incidentally, on another point, F. Hugh Vallancey's name was spelled thus, not Vallency.

Near the end of the article Mr. Walker refers to Vojtech Maxa's mention of a perfin on an Austrian stamp, in 1879. Consequently we feel sure that you will be interested in the enclosed photo of a post card perforated Paget & Co. Wien, which we have. The card has Paget's advertisement on the reverse. We consider this to be one of, if not the earliest perfin postal stationery.

L. N. & M. Williams,
London, England



Long Way to Tibet

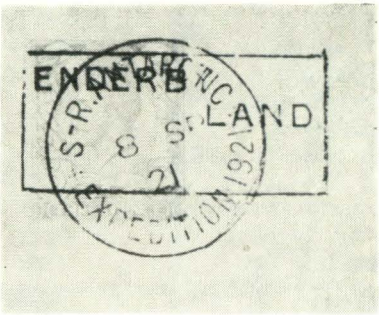
Since the publication in the November, 1975, number of the Collectors Club Philatelist of the example cover used from Urga, Mongolia, to Tibet in the Spring of 1911, I have had several replies furnishing the translation of the characters on its face. Since this may be of interest to other collectors, I am offering it for publication.

We will furnish translations from right to left of the three vertical columns of Chinese characters: The right hand column reads: "Kiang-Tze (Gyantse) Tibet Post Office." The middle column reads: Wang Tze Ting, Lord (Title), Honorably (Please) to open. The left hand column reads: By Way Siberia through Capitol (Peking) From Mongolia, Ku Luan (Urga) office sealed (sent).

Further, one of our correspondents furnishes a correction of dating as recorded. It was posted in Urga on April, 1, 1911, *Lunar* year which would be April 29th by the Gregorian calendar. It was received in Peking on April, 12th. *Lunar* year (May 16th. Gregorian).

It is also interesting to note that the letter was routed via Siberia. There is, however, no postal marking to verify this on the cover itself.

H. D. S. Haverbeck,
Bernardsville, N. J.



THE FILCHNER AND SCHACKLETON EXPEDITIONS 1911 to 1922 A PHILATELIC EPITAPH

By Alain Gibbs

The Filchner Expedition of 1911 and the Shackleton Expedition of 1922 into the Antarctic may have been scientific failures, nevertheless they did provide postal historians with some fascinating material.

Virtually all of the early twentieth century expeditions into the Antarctic used the Falkland Islands, or more correctly the Dependency of South Georgia, as a base from which to operate. Some of them, like the German Filchner Expedition of 1911, directly affected the postal history of the area. Others, such as the final voyage of Shackleton, left but a few unused "proof" impressions from date stamps. Oddly, the latter of the two, although strictly outside the philatelic influence of both the Falkland Islands and the dependencies, is usually included in books of reference and in major collections of the country.

The only post office in South Georgia at the time of these two expeditions was opened at King Edward Grove, Grytviken, on December 3rd 1909—some 798 miles from the main post office of the Falkland Islands at Port Stanley. It was under the charge of the island's Resident Magistrate and his small official staff—normally more than sufficient to cope with the largely seasonal population, most of whom were Scandinavian whalers.

At that time there was no telegraphic communication between this lonely outpost and the main body of the Falklands. Mail had to be first carried to Buenos Aires by ship and then retransported to Port Stanley. Other sailings from South Georgia were either from Husvik or Leith Harbors with their destination England and Norway.

In 1910, Dr. Wilhelm Filchner, impressed by earlier reports of Sir Ernest Shackleton, became imbued with the desire to undertake an expedition of his own for the exploration of the Antarctic continent. Presenting a paper before the "Allgemeinen Sitzung der Gessellschaft für Erdkunde" of Berlin, he expounded a theory (first implied by Shackleton) that there was water

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Alain Gibbs has written many articles for British stamp journals. Formerly with W. E. Lea of London, he is a full-time professional. He has recently come to the United States and is now with H. R. Harmer, Inc.



The "Deutschland" used by the Filchner Expedition to explore the South Polar regions.

south of latitude 75. A theory, if proved, that would show the Antarctic continent was not a single land mass, but was divided in two—or that the area was a southern version of Greenland. Also, if proven correct, it would provide a southern route through the continent which would be invaluable to whaling ships working in the area.

The original plan for this twentieth century reenactment of the search for the "Northeast Passage" was to send out a double expedition. A ship would approach the center of the area from the Weddel Sea and another ship would attempt the same goal from the Ross Sea—with or without the use of dog sleds where the water was totally frozen over. Unfortunately, the estimates of the cost ranged from 1.2 million marks for a single vessel to over 2 million marks for two ships. An unsolvable problem, it forced a reduction in size of the expedition and only one ship was used. The original plan was amended. Now, the single ship would make a landing as far south as possible in the Weddel Sea and the attempt from the Ross Sea would be made by sled. They would be helped to some extent by the fact that four hundred miles or so of the route had already been documented by previous explorers.

The following year the expedition left Hamburg on May 3rd headed for Buenos Aires. Their vessel was a Norwegian sailing ship now called the "Deutschland." It was commanded by a Captain Vahsel.

After an uneventful voyage they reached the Argentinian capital where dogs and ponies were added to the crew. Shortly thereafter, they weighed anchor and set sail for South Georgia, arriving at the remote island on October 21st 1911. There they remained for 48 days before setting off on the final leg of their journey of exploration on December 11th 1911.

No official postage stamps were supplied to the expedition, except for private labels printed in red depicting the "Deutschland" and bearing the legend, "Deutsche Sudpolar Expedition." These were affixed to regular mail and cancelled in violet with one of the ship's two cachets. The first, recorded during November 1911, consists of three lines—Polarschiff Deutschland / Sud Georgien / and date. Toward the end of the ship's long stay in South Georgia, a four line cachet was used. It was similar to the one

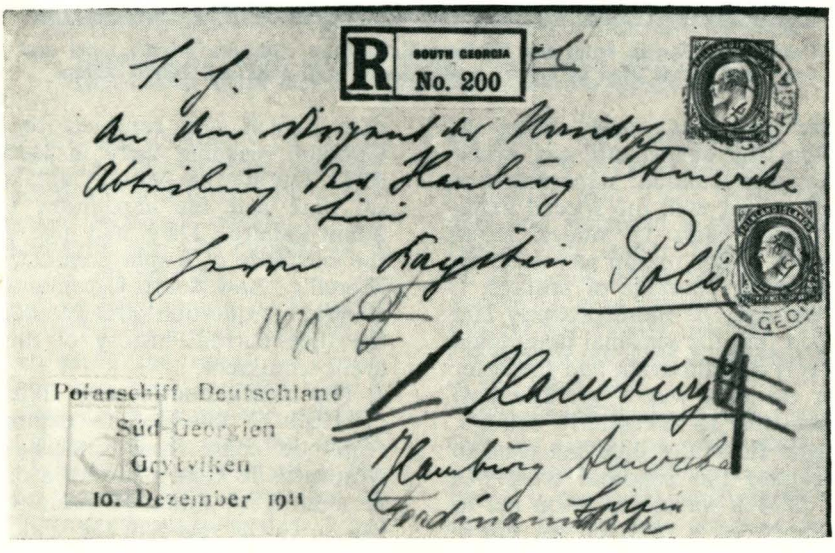
listed above, but with the word, "Grytviken," making up the fourth line. Although the final date is recorded by Andrews as January 2nd 1912, several examples of the second type are recorded on mail dated December 10th 1911, just one day before the departure of the "Deutschland."

Peculiarly, during the year 1911 three times the usual amount of mail passed through South Georgia. This led to a serious shortage of 1p and 2½p postage stamps in the fall which was the beginning of the whaling season. New supplies of stamps for the postmaster of South Georgia had to be obtained from Port Stanley. As mentioned earlier this was a lengthy business which could take many weeks to be effected.

charges—1p or 2½p—as the occasion demanded. The provisional, in addition, bore the initials, E.B.B., for Edward Beveridge, the postmaster.

The total amount of postage accrued from these provisionals is recorded as approximately 18 pounds. B. S. H. Grant[1] deduced from the above that no more than about 2,000 of them could have been issued. Thus, in terms of current market availability, these provisionals are extremely scarce. Paralleling this is the somewhat enigmatic situation that although basically prepared to prepay the postage on letters sent by whalers to Scandinavia and Northern Europe, *Any Mail* of this period to Norway and Sweden is relatively unobtainable.

Popular concensus of opinion used



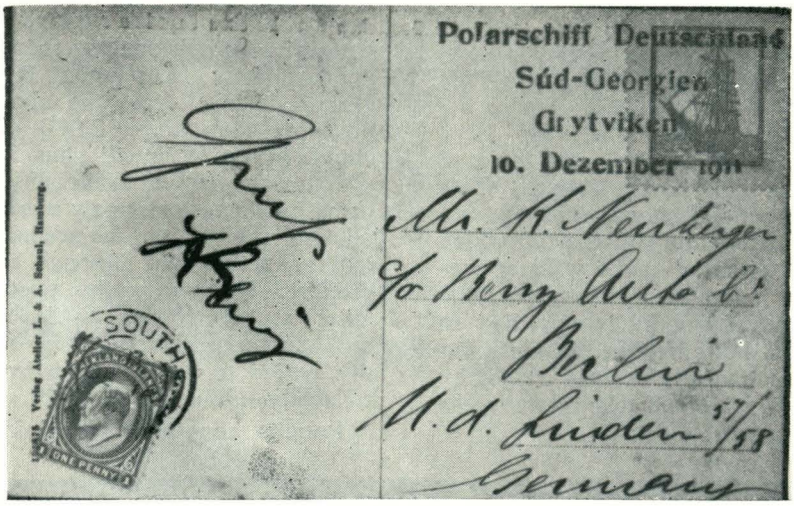
Letter from the Filchner Expedition to Hamburg bearing the expedition's private label and fuor-line cachet plus two 2½p Falkland Island stamps.

Faced with such a "crisis," the postmaster had little choice but to prepare his own "provisional" for use during the waiting period.

It took the form of a simple handstamp bearing the words, "PAID . . . AT SOUTH GEORGIA" in two lines. The space after the word "PAID" was for the manuscript insertion of the

to be that the shortage of postage stamps was a direct result of the visit by the "Deutschland." I am not so sure, although it cannot be denied that the expedition, or its impending arrival, may have aided the decision. The first recorded usage of the provisional is given by Andrews[2] as October 18th 1911, some three days before the

1. The Postage Stamps of the Falkland Islands and Dependencies.
2. Cancellations of the Falkland Islands and Dependencies.



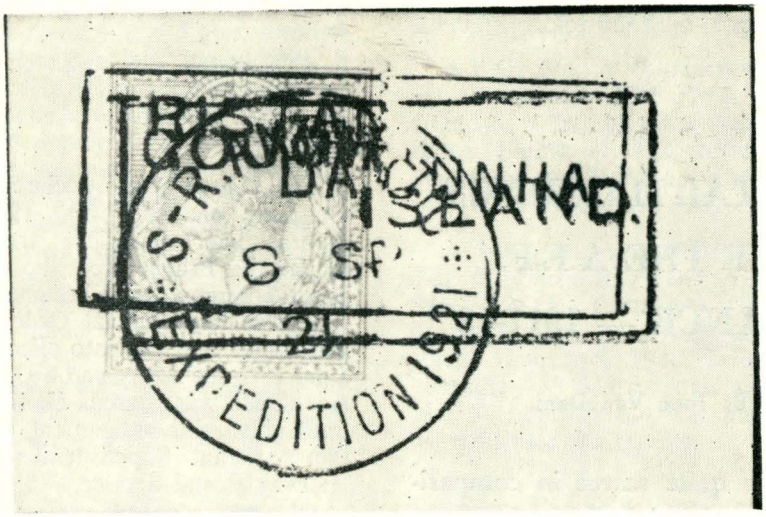
Postcard to Berlin from the Filchner Expedition with the private label and four-line cachet used by them. It also bears a 1p Falkland Island stamp.

ship arrived. This would seem to imply that the handstamp was issued purely as a precaution, since much of the mail posted with the special expedition cachet bears 1p values. However, if any major reason has to be attributed to the shortage of postage, it could, perhaps, be more properly laid to the fact that the seasonal population was largely Scandinavian and the letter rate for the area was 2½p. The post card rate was 1p. Peculiarly enough, Postmaster Beveridge does not seem to have realized this seasonal error. As late as 1928 a similar situation led to the issuance of a 2½p on 2p provisional. Once again, it was largely to prepay postage on whaler's letters to Scandinavia.

Leaving South Georgia, the "Deutschland" reached Prinz Regent Luitpold Land on January 30th 1912, Caird Coast being discovered shortly thereafter. A base camp was attempted on the ice barrier, but thawing and drifting resulted in its being abandoned after only a week. The "Deutschland" then became frozen in the ice. Unable to move a fraction of an inch she drifted northward with the ice pack for almost eight months (March 15 to November 26). Finally able to extricate herself she returned to South Georgia, reaching there in December 1912. During this period Captain Vahsel died and the expedition had to admit failure. They had not proved the existence of a split continent or of Morell's "New South Greenland" — a geographic question already ancient in the then current history of the Antarctic continent.

The Shackleton-Rowett Expedition of 1921-22 intended to explore the Antarctic coast from Enderby Land westwards to Coat's Island, a distance of some 2,500 miles. Its basic purpose was to call at many of the seldom visited islands of the Southern Atlantic, Indian and Pacific oceans with a view to geological, zoological and botanical study. The proposed route was from London to Rio de Janeiro, Tristan da Cunha and Gough Island before stopuing at South Georgia. After that, the expedition would head for the islands of the New Zealand Dependencies and then home via the Atlantic.

The ship chosen for the long journey was the Norwegian built "Foca I." She was extensively altered to adapt to the southern waters that were so different from those she previously experienced in northern Europe and her name was



Double proof strike on a 1 shilling value, never used, of the straight-line boxed dies for Tristan da Cunha and Gough Island.

changed to the "Quest" by Lady Shackleton. 111 feet long and 23 feet in the beam, she was fitted with a 125 horse-power auxiliary engine of the compound type and was capable of a speed of 7 knots an hour.

Before she left London on September 17th 1921, Sir Ernest Shackleton had been given the status of Postal Agent and had been supplied with a special date stamp for use on mail during the expedition. It bore the words — S.R. Atlantic/ Expedition 1921. He was also supplied with a number of British postage stamps in ½p, 1p, 1½p, 2p, 6p, 1sh, 2sh, 5sh and 10sh values. Any values other than those just mentioned are "proof strikes" taken from dies at the post office in London prior to the departure of the expedition. As such, they are much rarer than any examples cancelled during the journey. The total quantities used of all these stamps range from just 40 of the higher values to 1,146 of the 1p.

Shackleton was also given three straight-line boxed dies to be used at significant ports of call. They were "TRISTAN DA CUNHA," "GOUGH ISLAND" and "ENDERBY LAND."

The R.Y.S. Quest reached Tristan da Cunha in May 1922, collected some mail and cancelled a portion with the special date stamp. Most covers bear an additional strike, that of the regular double circle of Tristan da Cunha. The straight-line boxed die was not used. Circumstances were to prevent the use of the other two.

Shackleton died at South Gorgia before the expedition could reach its intended area of exploration. He was buried in the small cemetery there. The simple funeral was attended by most of the whalers in the area — and the only woman then living in South Georgia.

After Shackleton's death, the office of Postal Agent passed to Frank Wild[3] who kept an extensive diary of the events. Unfortunately, he included no reference to the three cachets. Whether they were mislaid or he decided not to use them will never be made clear.

As for the expedition, the route was changed and the "Quest" headed for home, finally docking in Plymouth Sound on the 15th of September 1922.

3. Shackleton's Last Voyage, the Story of the Quest.

POSTAL MARKINGS OF THE A.E.F. FRANCE — 1917-18

By Theo Van Dam

Although quite scarce in comparison to regular A.P.O. covers, new types of A.E.F. postal markings are still being discovered and others may still be in hiding.

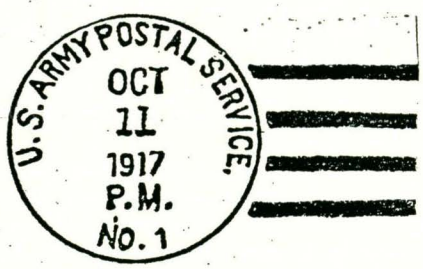


Figure 1.

Theo Van Dam, author of the prize-winning Steinway Fund publication, "The Postal History of Spain," is a leading authority on the cancellations and postal markings of World War I.

The United States declared war on Germany on April 6th, 1917. Two months later American troops had landed in France and the need for postal communication became vital. No time was lost. Official Order No. 43 was issued and put into effect and, by June 15th the Army had a U. S. Postal Agent. He was Marcus H. Bunn who, until given this assignment, had been the Assistant Superintendent of the Railway Postal Service.

Mr. Bunn, working as speedily as those who had issued Official Order No. 43, succeeded in establishing the first United States Army Post Office in France in record time. It opened July 10, 1917, a little over three weeks after his appointment. It became known as "A.P.O. No. 1" and was at St. Nazaire. Two days later, "A.P.O. No. 2" opened in Paris. Others followed in rapid numerical order, going as high as No. 18 at Saumur.

Unfortunately, the numbers began to be confused with those of the British Army and Field Post Offices and the French, "Tressor et Postes," causing delay and even loss of mail. The French requested a change in numbering. Accordingly, in September it was decided to change the "low numbers" (the term usually used for A.P.O.s (1-18) to a "700" series. No. 1 became 701, No. 2 became 702 and so on.*

At first the post offices were operated by civilians under the supervision of the Army. This ended on May 9th 1918 with the issuance of General Order No. 72. This put all the post offices under the management of the Military Postal Express Service which was run completely by Army personnel.

*The changeover took almost three months to effect and it wasn't until the end of 1917 that the "700 series" went into use. "Low numbers" are still found on letters mailed in 1918.

The Early (Low Number) Types

A rubber handstamp containing a four-bar killer similar to that used by the Navy (Figure 1) was supplied to the first seven A.P.O.s. Later, another type of canceller was issued with a "barrel" killer. Its distribution, use and varieties deserve an article of their own and it will not be disscussed here.

As with all such hasty operations, things often went amiss. The four-bar killer (the standard cancelling device) was not always available, providing the philatelist with several interesting varieties. A.P.O. No. 2 (Paris), for example, is found with the "2" outside the circle (Figure 2), and also in a "straightline" with the date reading "7.9.17" (Figure 3). Since this post office was not opened until July 12th 1917, it is safe to assume that the European system of dating was used in this cancel (date-month-year). Thus, the cancel is for September 7th 1917, a late usage for this type of marking.

A.P.O. No. 3 (Gondrecourt) was established July 28th 1917. It, too, is found as a "straightline," with various dates (Figure 4). The earliest known, so far, of any A.E.F. A.P.O. marking is one of these dated July 30th.

A very curious cancel is the barred No. 5 (Bordeaux) sent from A.P.O. No. 722 (La Courtine) (Figure 5). It was found on a registered letter dated June 19th 1918. It is possible that the "5" bears no relation to the A.P.O. number, but was merely used to obliterate the stamps.

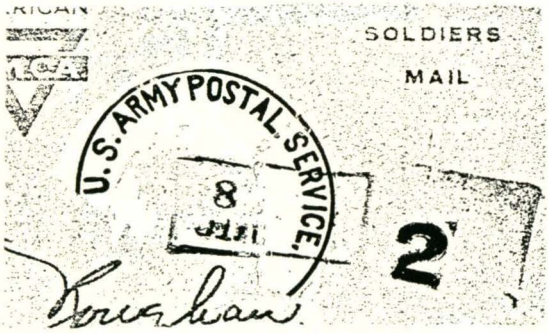


Figure 2.

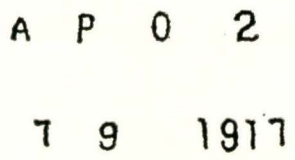
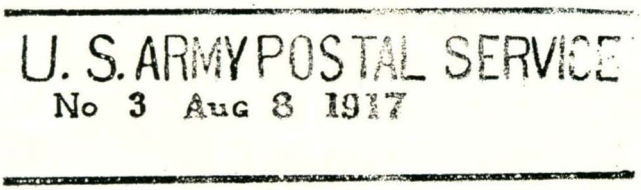


Figure 3.



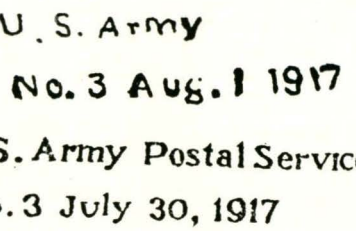


Figure 4.

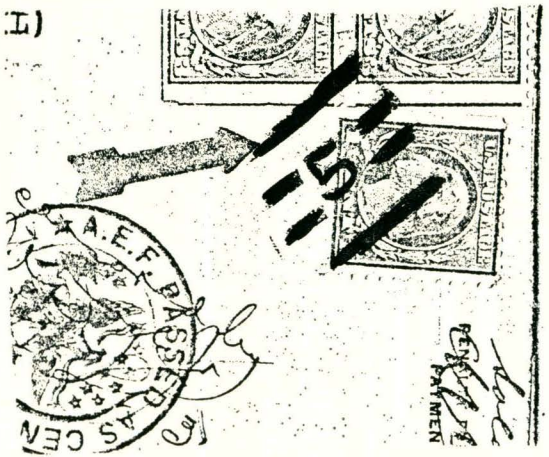


Figure 5.

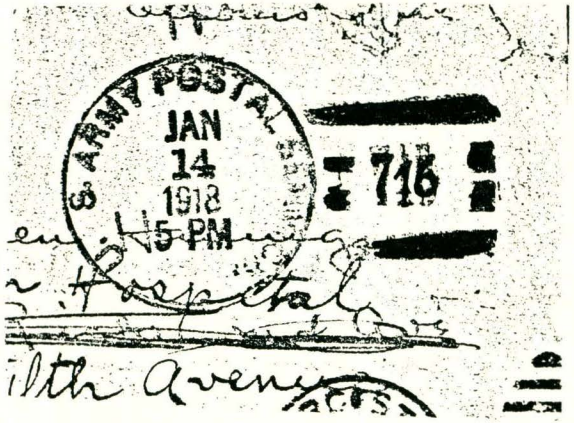


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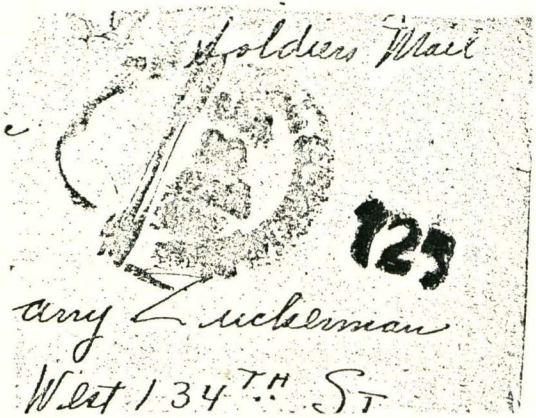


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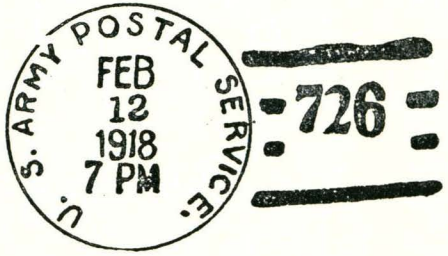


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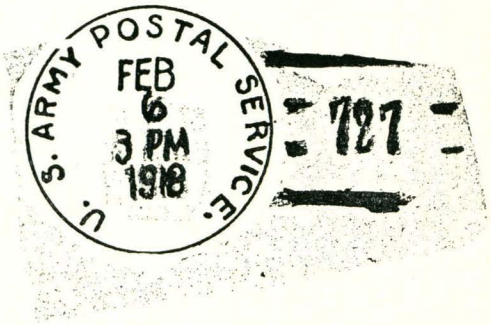


Figure 9.



Figure 10.

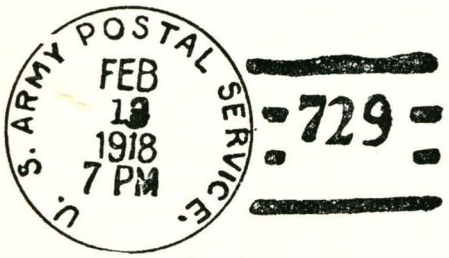


Figure 11.



Figure 12.

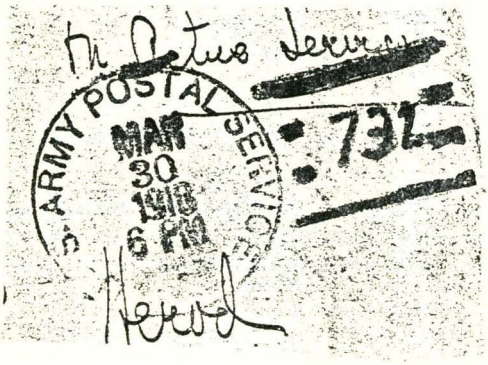


Figure 13.

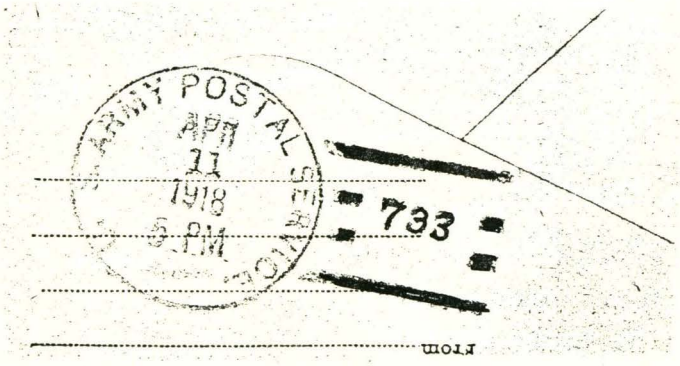


Figure 14.

The "700" and "900" Series

Actually there are two types of markings found in the "700" and "900" series. They are:

1) Rubber handstamps like that shown in Figure 1 with the numbers changed for use in the "700" series.

2) Improvised (or makeshift types, locally made). They are generally "straightlines," but in a few cases are "boxed" or "panel" types.

The reasons they were used vary. Sometimes the regular marking devices were worn out and were not replaced in time. Some areas were isolated and not accessible to regular postal personnel, forcing the local post office clerks to improvise.

Interestingly enough, these markings are mostly found during two special periods:

1) March-April 1919. This was the time when the Civilian Army Post

offices were taken over by the Military Express Postal Service.

2) August-September 1918. This is the period when the "700" numbers were exhausted and were about to be continued with the "900" series.

The following listing is far from complete, since these markings are quite scarce in comparison to regular A.P.O. covers. However, many more types are being found and are constantly being added to it. Unfortunately, A.E.F. covers are often in very poor condition and the strikes are, in many cases, indistinct, making it difficult to identify them with ease.

1. Changed Rubber Handstamps:

A.P.O. No.	Location (or unit)	Date(s) Found	Fig.
716	Brest	1/14/18	6
725	St. Maxent	3/20/18	7
726	Blois	2/12, 2/16, 3/18	
		4/27/18	8

These may be the most frequently found markings:

727	41st Division	2/6/18	9
728	1st Army Art. Hq.	2/6-4/30/18	10
729	1st Div.	2/3, 5/3/18	11
731	Neufchateau	2/11-4/11/18	12
732	Vittel	3/30/18	13
733	Angers	4/11-5/2/18	14
735	La Rochelle — A.P.O. No. applied separately	3/28-4/29/18	15
,,	Same — No. inside dater	4/12-4/29/18	16
738	Chateauroux, No. red or magenta	4/11-4/28/18	17
,,	Chateauroux, date applied separately	4/29/18	18
739	77th Div. (possibly 735)	5/30/18	19
743	35th Div., No. vertical	8/21-8/8/18	20
745	5th Div.	Not listed	
907	Bar le Duc	11/2-11/28/18	21
,,	,, APO No. under year	1/4, 5/19	22

2. Improvised Tlypes — Often Undated

701	St. Nazaire, also with P.E.S.	5/26-29/19 (late)	—
707	with Germany, listed as Mailly	no date	23
709	26th Div. w/US Army P.O.	10/4/18	24
709	26th Div. with APO	no date	25
713A	Romantin, Neg. single No.	8/13-8/16/18	26
717	Tours, oblique single No.	11/2/17	27
739	77th Div. US Army Postal Service	6/17/18 (arrival)	28
740	3rd Div., single No. ?	8/11/18	29
747	Sercy, APO	5/28/18	30
,,	Sercy, APO may be same as Fig. 29	6/3/18	31

,,	Sercy, w/lines, date always shown as 6/3, but used by several offices	5/18-6/21/18 & 2/1-4/5/19	32
752	Marseille, No. only, Pos.	7/25/28	33
,,	Marseille, No. only, Neg.	5/20/18	34
753	Bercy, from US APO	no date	35
761	89th Div., Panel type (see 791)	11/12/18	—
763	37th Div., w/AEF	no date	36
767	Nantes, single No., Neg.	7/22-8/14/18	37
772	Verneuil, boxed	8/8-9/11/18	38
,,	Verneuil, with APO	no date	39
777	78th Div., with APO or Army Post Office	8/10-9/21/18	40
791	6st Div., w/QD or DPR	3/3/19	41
	61st Div., Panel type	10/26/18	42
793	7th Div., No. only	8/28/18	43
795	88th Div.	2/3/19	44
901	Milano (Italy)	9/25/18-2/3/19	45

(The WWI-AEF Study Group of the War Cover Club is compiling a more comprehensive listing which will be released in the near future as part of a handbook to be published by The Theodore E. Steinway Memorial Publication Fund).



Figure 15.

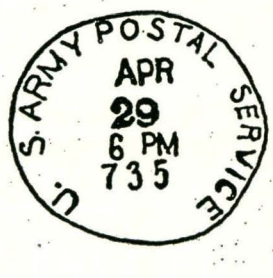


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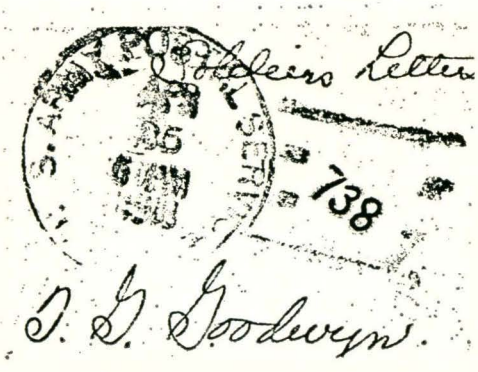


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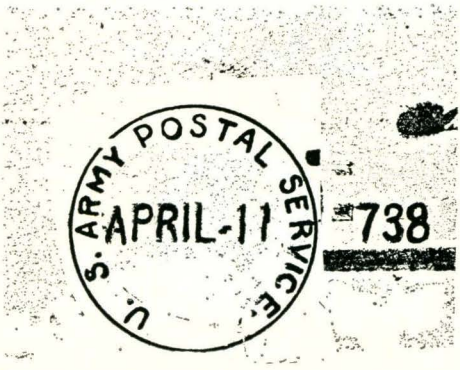


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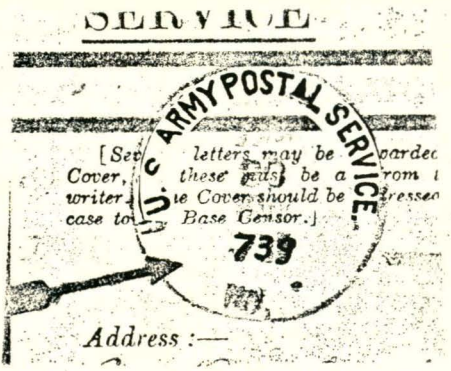


Figure 19.



Figure 20.

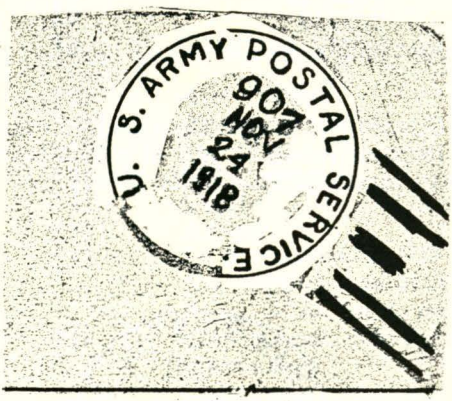


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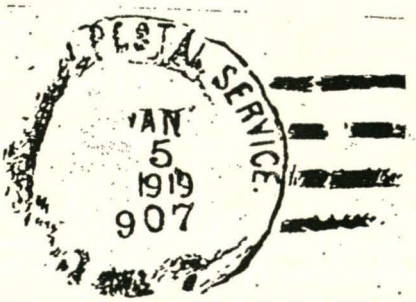


Figure 22.



Figure 23.

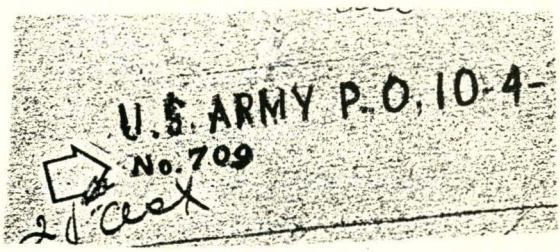


Figure 24.



Figure 25.



Figure 26.

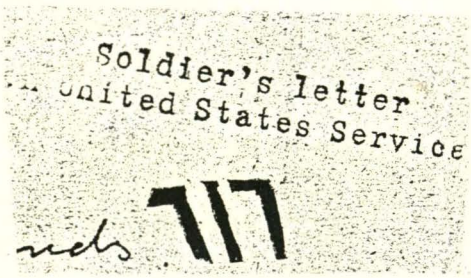


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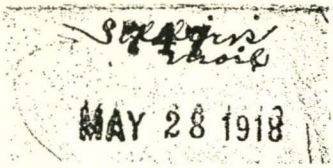


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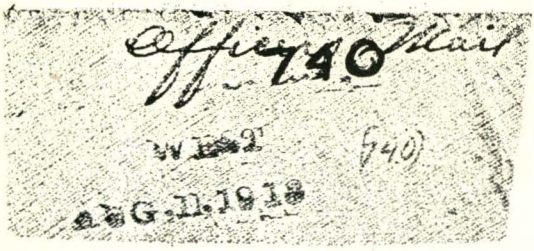
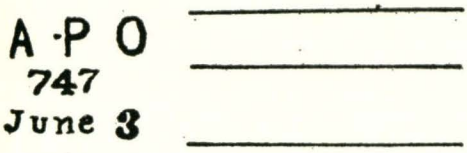


Figure 29.



Figure 31.



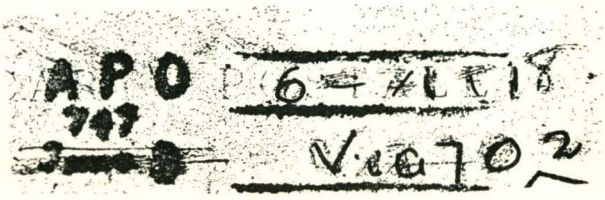
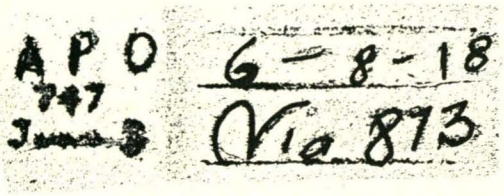


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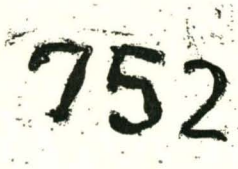


Figure 33.



Figure 34.



Figure 35.



Figure 36.



Figure 37.



Figure 38.



Figure 39.

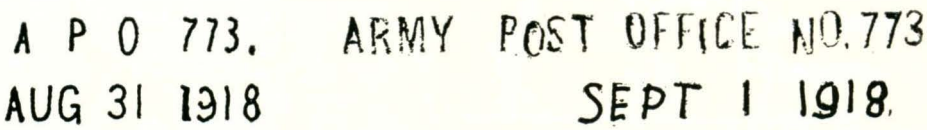


Figure 40.



Figure 41.

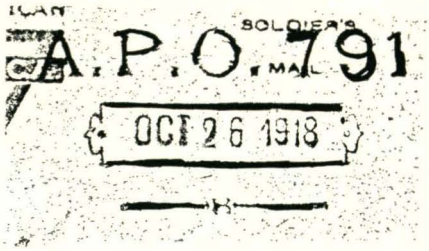


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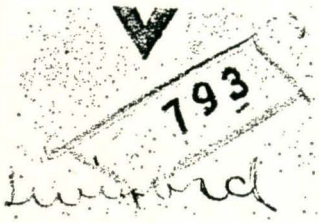


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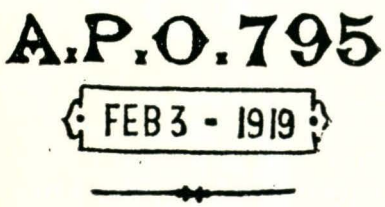


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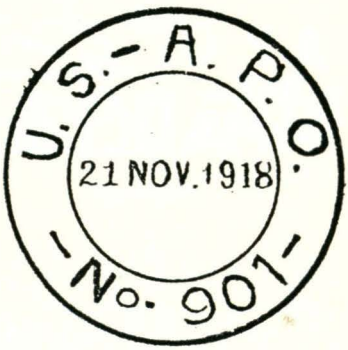


Figure 45.

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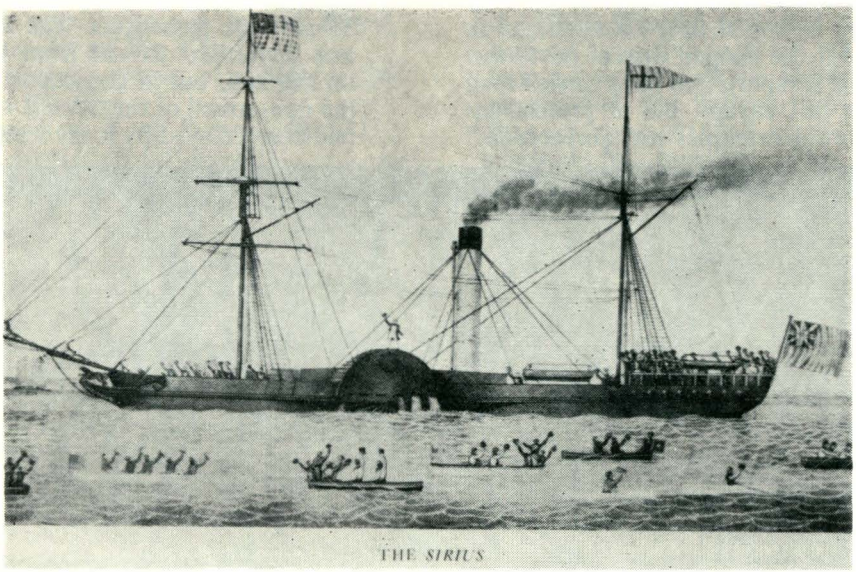
Acknowledgements

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THE SIRIUS COVERS

The First Transatlantic Mail Via Steam Navigation

By Calvet M. Hahn



THE *SIRIUS*

Low slung and black, 320 horsepower, 178 feet long and 703 tons burthen, the Sirius was the first vessel to carry letters across the Atlantic by steam.

The historic transoceanic voyage of the *Sirius* in the spring of 1838 inaugurated regular steam navigation across the Atlantic. True, two earlier vessels, the *Savannah* in 1819 and the *Royal William* in 1833, had used steam to cross the Atlantic, but not all the way. Both, at times, had to resort to sail. Of the two, the *Savannah* is known to have carried letters.*

The honor of inaugurating Atlantic steam navigation had not been planned for the *Sirius*. Junius Smith, owner of the British and American Steam Navigation Company had intended to use another ship, the *British Queen,* to make this first trip. Unfortunately, the company that was building her went bankrupt. That, combined with the accelerated attempt of Smith's rival, the Great Western Steam Navigation Company, to give the palm to their newly constructed *Great Western,* forced Smith to change vessels in mid-ocean. Using the influence of one of his directors, Joseph Pim of Liverpool,

*Only one letter of those carried on the **Savannah** is known to exist today. It is in the Savannah, Georgia, museum, a gift of Mrs. Frank Holowbush.

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he chartered the 320 horsepower, 178 foot, 703 ton *Sirius* from the St. George Steam Packet Company. It was a surprising move — from a coastal vessel running between Cork and Dublin since her launching late in 1837, she had suddenly become the choice to make the transatlantic run for glory—and to hold the fort until the *British Queen* was finished.

Rumors of letters carried on this maiden voyage have circulated among collectors for years. For example, Robertson (page B-49, *History of the Ship Letters of the British Isles*) states in regard to the maiden strip of the *Sirius:*

"She is reported to have carried mail on this voyage, but at present endorsed examples are unrecorded."

crossed the Atlantic entirely by steam. If unique, it is an irreplaceable piece of postal history.

Discussing the voyage, N. R. P. Bonsor, a major student of steam navigation *(North Atlantic Highway),* quotes the *Constitution or Cork Advertiser* of April 5, 1838 as follows:

"The *Sirius.* One of the most interesting sights witnessed for some time on our River was the departure of this splendid steamer yesterday for N. Y. There were on board 30 state cabin, 29 fore cabin and 35 steerage passengers. The *Sirius* was advertised to sail from Cork on the 2nd, but in consequence of the non-arrival of the *Ocean,* which had been delayed by foggy weather, her departure was deferred until yesterday."



Figure 1. Liverpool printed prices current carried on the Maiden Voyage of the "Sirius" and marked on arrival with a red orange 30mm NEW–YORK/SHIP/APR/23 and manuscript 20–3/4 rate to Richmond.

The maiden voyage cover in Figure 1 was sold as lot #533A in the Zimmerman 31st Auction. While there are about a dozen *Sirius* covers known, this is the only example thus far reported from the maiden trip. As such, it is a philatelic rarity of the first water for it represents the first mail to have

He indicates further, that he is not quite sure when the vessel left London, but thinks it was March 31st. The Marine Historical Association's volume, *Junius Smith,* by E. LeRoy Pond tells the story of the founder of the line giving the various prospecti used to raise funds. In a tantalizing note on page 104, Pond reports,

"While the *Great Western* was delayed by an accident, the *Sirius* slipped away, and after touching at

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A reearcher specializing in early U. S. postal history, Calvet Hahn is the author of "The Postal History Primer," as well as many articles dealing with this subject.

Cork and experiencing a mutiny of the crew who were fearful, arrived at New York, April 22, 1838 . . ."

Nothing else about this mutiny has come to my attention.

We do know that the maiden voyage cover is a brochure giving the current price of cotton and tobacco at Liverpool on March 31, 1838. It contains the following manuscript note:

"This goes by steam, and we shall try it again on the 5th by the new ship from Bristol. P.S. JTO has just come down from London and will, he says, write you by the Bristol Steamer on the 17th."

The Bristol steamer, of course, is the *Great Western.*

The *New York Post* of April 16, 1838 gives some further data:

"STEAM NAVIGATION BETWEEN ENGLAND AND AMERICA. The *Sirius* steam packet was ready for sea on the 14th of March and was to comence her first trip in a few days taking up her passengers at various ports between London and Lands End . . . The *Columbus* steam packet had arrived at Liverpool and was lying in the Trafalgar Dock. She is to proceed on her voyage early in April but is to carry no passengers, this being a voyage of experiment . . .' '

The issue of the 23rd carries the news of the arrival:

"*Sirius* arrived. Left Cork 4th of April at 11 o'clock in the morning. By politeness of Lt. Roberts of the *Sirius* and the agents of the company, Messrs. Wadsworth and Smith, we have (papers) . . . POSTSCRIPT. Just as our paper was going to press the telegraph announced the arrival of the British Steam Packet "Great Western," Lt. James Hosken, R.N. Commander from Bristol which she sailed on the 7th Inst. making her passage but 15 days."

This latter issue noted the *Sirius* was to depart New York May 1st.

New York went wild over the *Sirius.* As the *Weekly Herald* reported:

"The *Sirius!* The *Sirius!* The *Sirius!* Nothing is talked of in New York but about the *Sirius.* She is the first steam vessel that has arrived here from England."

The *New York Express* of April 24th noted:

"The *Sirius* sailed from Cork on the evening of the 4th instant, and made the Highlands of New York at 6 o'clock P.M. on the 22d, making the passage in 18 days. About 1 o'clock it was announced by telegraph that the steamer *Great Western* was off the Hook, when thousands poured down Broadway; and the Battery at 2 P.M. presented a brilliant appearance. The smoke of the *Great Western* was seen on the horizon ascending in black volumes long before her hull was visible. She approached the Battery through a fleet of rowboats and small craft, cheered by everyone. She soon ranged alongside the Castle, sailed around the *Siirus,* which saluted her, and the crowd from the wharves Castle, boats, etc., gave three hearty cheers.

The *Great Western* left Bristol April 7, and she was, April 23, only sixteen days, in New York, thus bringing England nearer to us than many parts of our own country. This has been done in a season of the year, not of summer sunshine, but of gales, storms, sleet, and hail —and steam navigation across the Atlantic is no longer an experiment but a plain matter of fact."

One reason for the great excitement over the arrival of the *Sirius* on this maiden transatlantic trip was the element of a race. Although, by leaving three days earlier than the *Great Western* she had won the crown, the finish was close with the crowds able to see smoke of the rival off shore as she docked—a most colorful picture.

Neither ship was racing across the ocean just to set a record or to boost the sale price—as did the earlier steamboats that crossed the Atlantic. Both were there to establish a regular line—and a mail packet contract was definitely one of the points under consideration. The British Consul in New York makes this point clear. Not only did he make a special effort to greet Captain Roberts of the *Sirius,* he also sent an official recommendation to the government on her maiden return trip.

William Smith, in his *History of the Post Office in British North America,* reports the British Consul recommended to the colonial office that all despatches and commercial letters for the Canadas should be directed to the New York Consulate where the consul would undertake to sort the mail and forward it to Montreal and Toronto via Queen's messenger. As the Consul noted, this would give greatly accelerated service. Letters from London would have a reply in 30-35 days, approximately the time taken by the Haifax packets on a single trip. Thus, it was the arrival of the *Sirius* and its rival that set the stage for one of the most famous packet services — the Cunard service of 1839.

The commercial significance of the new achievement was also noted by *New York Herald* editor, James Gordon Bennett. Mr. Bennett, according to his *Memoirs,* sold his library and furniture at auction in order to have ready cash for the return trip of the *Sirius* upon which he embarked to line up new, and much faster, news communications with Europe. His efforts made him and the *Herald* famous in the history of journalism.

Immediately following the arrival of the *Sirius,* advertisements were placed concerning the return trip. The *New York Post* of April 24, 1838 had a notice signed by the agents, Wadsworth and Smith:

> *"Sirius* . . . A letter bag will be made up and sealed at the Post Office and Ship Letter Office Reading Room Merchants' Exchange until 11 o'clock A.M. on the day of sailing. No charge for Letters or papers . . ."

The *New York Post* of May 2nd noted:

> "The *Sirius* departed yesterday for London with nearly 50 passengers . . ."

Thus far I have located two letters that went 'free' on this return trip and others should exist. Frank Staff (page 155, *Transatlantic Mail*) quotes the *New York Albion* of May 5th:

> "It is stated that the *Sirius took* with her 17,000 letters, for which no charge whatever was made. The act was a generous one, certainly, but not a judicious one . . . Supposing each letter had been charged at a quarter of a dollar, it would have yielded upward of $4,000, say £1,000 sterling! . . . her letter bags would have been more profitable than her cabins."

One recorded letter was in the William Peterman collection and was sold as lot #372 in the October 1975 Western Auctions. It bore a forwarder from New York, the red 70x24mm boxed AMERICAN & FOREIGN AGENCY /NEW YORK (date). The second letter came from Philadelphia and had a blue circle date stamp and a blue PAID applied there. It went via Falmouth. For transit it had a New York City Wakefield forwarder to show how it got to the ship. It sold as lot #534 in the Zimmerman 31st Auction with price realized noted as $95.

The *Sirius* reached Falmouth on its return on the 18th of May and, according to both Bonsor and Cutler, reached London the same day. This return voyage was philatelically most significant. According to Smith's *History of the Post Office,* as the *Sirius* neared the British coast, she overtook the 10-gun brig *Tyrian,* a mail packet out of Halifax, which was rolling about in a dead calm. The *Tyrian's* captain was so impressed by the steamer that he induced Lt. Roberts, the *Sirius'* captain, to take the mails and thus get them to London several days sooner than would otherwise be possible. Thus, all the Canadian mails were carried, at least part way, by the *Sirius* in addition to the two letters previously noted. This information is not contained in Robertson which notes no "named transatlantic mail at present recorded for 1st. voyage."

On board the *Sirius* during this incident was Joseph Howe, a Nova Scotia statesman who resolved to get a steamship mail line for Halifax. His politicking was so successful that the application of the Great Western Steamship Company for a mail contract in September 1838 was blocked and on September 24, 1838, the Treasury handed down a decision favoring a Halifax route. With this background, Samuel Cunard, a fellow Halifaxer, was able to enter the arena and gain the famous Cunard mail contract. It was signed May 4, 1839, eight months later.

The second trip of the *Sirius* was from London, which the vessel left on May 26th, via Cork. She left Cork on May 28th for New York arriving on June 18th. The dates were not those the agents had been advised of, insofar as the London departure was concerned. This shows in the *New York Post* advertisement of June 11th, which reports an earlier departure:

"BRITISH STEAM PACKET for London to sail from New York 22d June. The new and powerful Steam Ship SIRIUS . . . intended to sail from London 23d May and from Cork 28th of May for this port, returning from New York for London on 22d June . . .

The SIRIUS is intended to run until the steam ship *British Queen* is ready to take the station in September. Her regular days of sailing will be as follows:

From London	From Cork
23 May	28 May
12 July	16 July
30 August	3d September

From New York
22nd June
10 August
1st October

For passage and further information apply to:
WADSWORTH & SMITH
Agent, British & American Steam Nav. Company
Je 11 4 Jones Lane,
rear of 103 Front St."

One of the letters carried on this return was from Paris, datelined May 24, 1838. Addressed to Providence, R. I., it bore the London forwarding mark of Baring Bros. to indicate how it got on board the ship. A manuscript directed that it should be charged to the account of Wainwright in Paris. Upon receipt in New York it was struck with a New York red circle on June 19th and a red SHIP as well as a red 46 x 3mm 2*ND* DELIVERY. The exact meaning of this last marking has not been ascertained to date. It is definitely associated with ship mail, either coastal or transatlantic, and definitely is not a New York carrier notation as indicated by Robson Lowe in a talk before the Collector's Club.

Immediately upon arrival, the agents placed a new advertisement in the *New York Post* of June 19, 1838. It read as follows:

"British Steam Packet for London to sail from New York 23rd June at 4 o'clock P. M.

The new and powerful Steam Ship SIRIUS (700 tons burthen) Capt. S. S. Mowie, Commander will sail for London on the 23rd June at 4 o'clock P. M. . . .

Letters will be charged 25c each for single letters and larger letters and parcels in proportion. Captain or agent will not be responsible for any parcel unless bills of ladings are signed for the same. For passage or further information, apply to WADSWORTH & SMITH, Agents of British & American Steam Nav. Co.
Je 19 4 Jones Lane, rear of 103 Front St."

In the issue of the 20th we find a slight change in this advertisement—a change with great interest for collectors:

"NOTICE BRITISH STEAM SHIP SIRIUS FOR LONDON

The Letter Bags of this ship will be found at the office of the Agent of the British & American Steam Nav. Co., No. 4 Jones Lane, rear of 103 Front St. and at the Reading Room Merchants' Exchange and Hale's News Room, where letters will be received on payment of the postage until 2 P. M. on her day of sailing. . . . The ship will sail Saturday the 25th at 4 P. M.* Je 20 t 26th."

The change, of course, is the shift from receipt of mail at the post office to receipt at the agent's office and that of the various newspaper rooms and ship letter offices such as Hale's. The other important difference between these notices and the preceeding voyage is that a fee is now to be charged for letters.

This fee, known as "freight money," is highly collectable and there is very little in print on the subject. Now, did the *Sirius* charge freight money on her maiden voyage? I would conclude that

*Actually Saturday was the 23rd. The advertisement is in error referring to the date as the 25th.

she did not. Junius Smith was a great believer in publicity for his new line and it is unlikely that a notice would have appeared in the British press and not be noted by scholars such as Robertson prior to this point. Further, the vessel definitely did not charge freight money on the maiden return. Thus, only the May 26th trip from London could have been involved in such a charge. The one cover that I know went on this voyage has been examined by several specialists who are students of freight money and no indication was found. Nevertheless, the question has to remain open and some English student might wish to examine contemporary newspapers referring to the *Sirius*' departure in May. Until such evidence is in, the only trip of the *Sirius* upon which freight money is known to have been charged is the second return voyage.

On June 21st the *New York Post* reported:

> "*Sirius* sailing tomorrow (Sat.) and letters to be forwarded at 25c each."

Again we find an error in the *Post* advertisement. Since Saturday was the 23rd and the ad appeared on the 21st, "tomorrow" had to be Friday. On the 23rd we find a further notice giving the final date:

> "*Sirius* postponed to 30th inst. at 4 o'clock."

This return trip did depart on the 30th, arriving at Plymouth on July 15, 15 days later, and going on to London on the 18th.

It is not clear just how many covers survived from this last trip. Further, none of the owners who own such pieces have indicated that they recognized that freight money was paid on them. I have been able to document the following items, although the same cover may be reported twice. First, Frank Hollowbush had a cover (circa June 30th) which arrived in London on the 18th via Plymouth. This cover sold as one of a pair of the second voyage items in the Zimmerman 31st Auction as lot #535 with a realized price of $125. Second, Robertson reports such a cover, via Plymouth, but gives insufficient details to ascertain which cover it was. I would suspect it is the Hollowbush copy.

A third (?) item, (Figure 2) is the Peterman collection copy with a 3/2 rate mark in ink, addressed to London with a red step SHIP-LETTER/PLYMOUTH on the reverse along with a red double circle B/18JY18/1838 London receipt mark. The contents tells of receiving letters of May 28 and June 1st (which had to travel via the

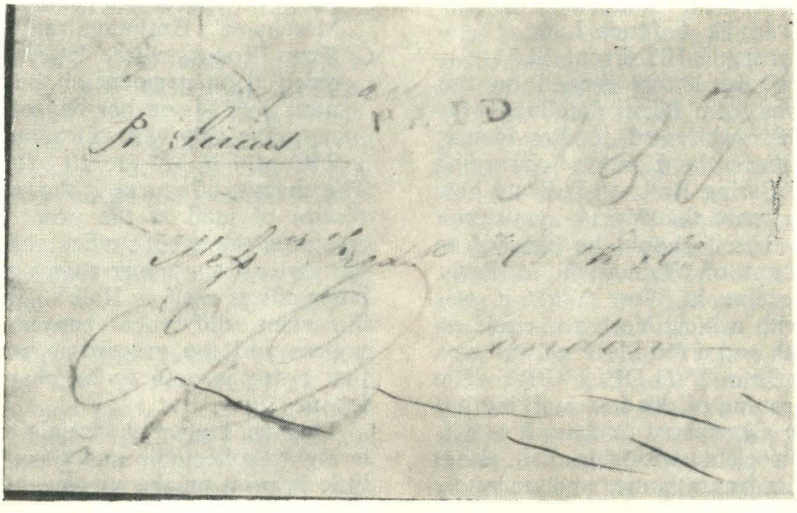


Figure 2. Return voyage letter from New York of June 25th, double rated and put into the British mails at Plymouth. Freight money was charged but not recorded on the face of this letter.

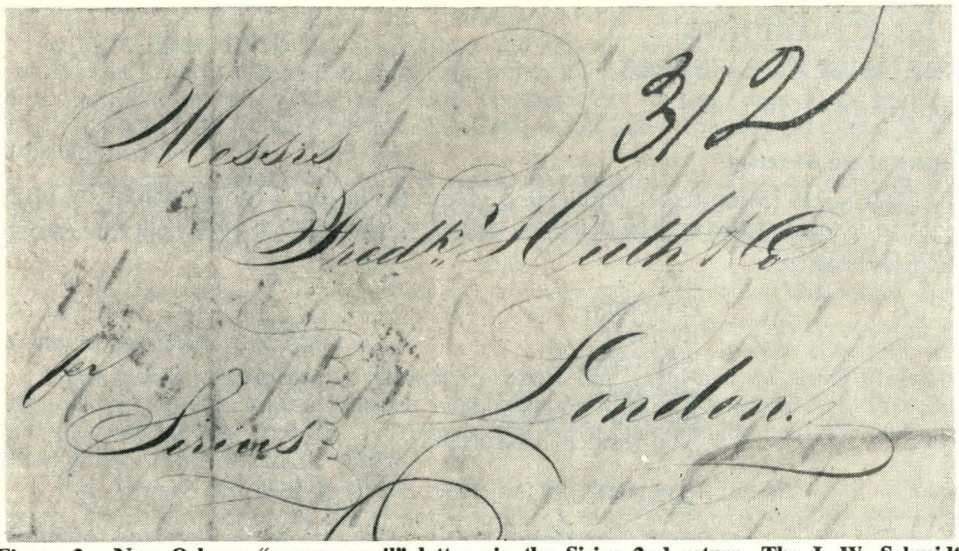


Figure 3. New Orleans "express mail" letter via the Sirius 2nd return. The J. W. Schmidt New York forwarder is crossed out. The double express rate of $1.50 was paid in New Orleans, while Schmidt paid the 25c freight money charge in New York and Hutch & Co. paid the 3/2 in London on receipt.

Great Western), and adds that 15 bonds are enclosed. Since it is a duplicate copy and rated as a double, the bonds were probably not contained therein. Plymouth is 218 miles from London, an 11d inland rate. A 6d ship and 2d captain's gratuity is added for a 1/7 single rate. Double this is 3/2 as marked on this cover. As can clearly be seen there is no indication of the "freight money" charge on the face of this letter. It would have been paid in cash, probably at the office of the agent, by the Townsend firm that wrote it. Freight money markings are not reported on letters mailed from New York itself although the charges were applied on the letters just the same. This omission has long confused students.

The fourth (?) item from this 2nd return voyage is perhaps the most remarkable of all (Figure 3). It is a New Orleans letter of June 18, 1838, noting the receipt of mail and a small box of documents sent via *express mail,* at a double rate, to Messrs. J. W. Schmidt & Co. in New York — well know mail forwarders. It bears a faint blue New Orleans circle date stamp and PAID as well as a manuscript pen 150 rate (twice the 75c express charge). It went out of the mail in New York and the forwarder crossed out his name, inscribing "p. Sirius" for routing after paying the 25c in freight money required — which is not recorded on the face —. A red 52 x 9mm SHIP LETTER / PLYMOUTH step marking was applied on the back and a red 23mm circle E/18JY18/1838 for the receipt in London. It is part of the famous Huth correspondence.

It is clear from the arrival date of the *Sirius* in London that the advertised third voyage did not occur. Actually the *Sirius* departed from London shortly after, in late July or early August on a trip to Copenhagen. Robertson (page E102/C of his *History of the Ship Letters of the British Isles*) illustrates a letter datestamped Copenhagen, August 18, 1838, addressed to Gurnsey via London which was put off at Gravesend, England.

The leading students of the transatlantic mails do not record that the *Sirius* ever made a third voyage to the U. S., despite the June 11th advertisement previously cited. Her first captain, Lieutenant Roberts, had already transferred off her, to captain the *President,* and she went into coastal work until wrecked off the coast of Ireland in January 1847. Although she was supposed to fill in until the *British*

(Continued on page 114)

The Clubhouse

THE ANNUAL MEETING

January 14, 1976

Report of the Secretary

During 1975 the total membership of the Collectors Club increased by fifty-eight to a total at the end of the year of 1,151. This sum is made up of the following categories:

Life	6
Honorary	4
Resident	244
Non-resident	728
Overseas	165
Resident Associate	1
Non-resident Associate	3
Total, Dec. 31, 1975	1,151

In November, a new class of membership, that of Associate, was created to enable serious young collectors to share in the Club's activities.

It is my sad duty to report the deaths of the following members of our club:

Edward O. Barton
Irving Bodenheimer
Edward A. Chappell
Harry A. Clampett, Jr.
Jacob J. Greenwald
Harley G. Hyde
B. Lillywhite
Charles E. Milburg
John H. Powell
Manuel Risueno
W. Flaccus Stifel
Sir John Wilson

One additional name must also be reported, Mrs. Anne Pritchett, our executive secretary, who served the Club for over twenty years. Let us stand for a moment of silence in their memory.

When Mrs. Pritchett was hospitalized after her accident, Mr. Albert Higgins took up the enormous tasks associated with the operation of our Club. My words are not adequate to give sufficient appreciation for the work Mr. Higgins has done and is doing.

Ernest C. Wilkens,
Secretary

Report of the Treasurer

My comments with reference to this year's report are similar to those of previous years. In order to overcome or reduce our deficits, we need more income, and especially, more resident members. A great help has been the increase in our advertising revenues. More advertising space has been sold and our regular expenditures have been kept to a minimum.

However, as we are all aware, the escalation of costs has continued and does not seem to abate. The Club has also been faced with an increasing number of resident members who have moved to the suburbs and to other states with a consequent loss of income.

Therefore, as stated in prior year's reports — and it bears repeating, without

impairing the normal functions and operations of the Club the only recourse will be to meet these deficits by calls upon the income of the Capital Fund. Such recourse is a good example of the importance of the Capital Fund to each and every member of the club. This Fund continues to warrant everyone's enthusiastic support. Without this subsidy, the Club would have to close its doors to the philatelic world.

Members are reminded that my report is unaudited. It appears that we will sustain an approximate deficit of between $8,000. and $9,000. Our auditor's figures will appear in an early issue of The Collectors Club Philatelist.

Albert Higgins,
Treasurer

Report of the House Committee

The House Committee is pleased to report that in a year of rising costs for services and materials, expenditures have been kept to a minimum. We have not had to undergo any truly major repairs and have successfully held the line for those things that had to be done.

Our largest expenses were for work on the roof and skylights, and a mandatory 5-year inspection of the elevator to check and test the cables, weights, etc.

During the year a new buzzer system and new locks for the front door were installed, the lights in the meeting room, the library and offices were cleaned and replaced. There were also, of course, all those minor repairs attendant in maintaining a building, young or old, plumbing, electrical, general maintenance, cleaning, etc. All, we are happy to say, within the house budget.

We are happy to say, too, that in spite of its age the house is in good shape. Those who constructed it, in the words of Ralph Waldo Emerson, "Builded better than they knew."

Ira S. Zweifach,
Chairman

Report of the Awards Committee

COLLECTORS CLUB PHILATELIST MEDAL

This highly sought after medal is awarded to: DAVID OPPERMAN, Urbana, Illinois, for his very fine article:
"THE COVERS OF THE SIBERIAN AEF."

Honorary mentions go to:
FLOYD A. WALKER, Glenview, Missouri, for:
"PERFORATED INSIGNIA."
RUTH AND GARDNER BROWN, Stamford, Connecticut, for:
"DETOURED MAIL DURING THE FRANCO-PRUSSIAN WAR, 1870-71."

MEDAL FOR THE BEST PROGRAM — 1975

This medal is awarded to:
LOUIS GRUNIN, Spring Valley, New York, for his showing of
"UNITED STATES COVERS 1847-69."

Honorary mentions go to:
HENRY O. POLLAK, Summit, New Jersey, for:
"AUSTRIA: FOUR POWER OCCUPATION."
Dr. ROBERTO M. ROSENDE, Yonkers, New York, for:
"CUBA — FOUR PERIODS OF POSTAL HISTORY."
RAUL GANDARRA, Santurce, Puerto Rico, for:
"PUERTO RICO."

All the above awards were made unanimously by the two Subcommittees.

Herbert J. Bloch,
Chairman

Report of the Collectors Club Philatelist

1975 has been a good year for the "Philatelist." That it was a good year, was due in a large measure to those whose names appear on the masthead.

Thanks are due to Ernest Kehr for his provocative editorials, to President Haverbeck, Robert Odenweller, Ira Seebacher and Philip Silver for their excellent articles and to Ernest Wilkens for his fine annual index and book review assignments."

It was a good year financially as well. Advertising in "The Philatelist," rose from $6,975.34 in 1974 to $9,591.51 in '75. The upsurge is due mainly to the energetic work of our advertising manager, Abbot Lutz.

Gains were also made in subscriptions and sales. Income from this source rose from $114.50 in 1974 to $338.50 last year. Thanks for that upturn goes to Al Higgins whose prompt answer to queries, swift filling of orders and indefatigable letter writing has been instrumental in improving this sales area.

Somewhat offsetting our rosy financial picture is a 10% rise in printing costs and the current raise in postal rates. In an effort to reduce some of these charges we are applying for a 2nd class permit in lieu of the bulk rate we now use. Should we be successful we will save in the neighborhood of 10 cents per each copy mailed.

A further saving has already been achieved by having the covers of the "Philatelist" printed in one color for the entire year. This not only constitutes a saving in hard cash, but makes it easier to file copies on an annual basis.

We look forward to additional improvements, both editorially and production-wise in the coming year.

Ira Zweifach,
Editor

Report of the Publications Committee

The publications Committee of the Theodore E. Steinway Memorial Publication Fund has seen much activity during the past year. Coming off press in March is a new hard-cover handbook, "The Postal History of Serbia," by Mirko Racek, orders for which are already on hand. Another book, already set in type, on U. S. Local Posts will follow shortly after. A third book on the postal history and postmarks of World War I is in preparation.

Sales for Steinway books were exceedingly good. They rose from a total of $1,561.47 in 1974 to $6,405.86 in 1975. Orders for 82 more books are currently on hand and the volumes are in the process of being shipped. Thanks are due to our Treasurer, Albert Higgins, for this phenominal spurt in sales. His untiring efforts in filling orders quickly and in promoting the books on our lists have dones much to foster this rising interest in the publications of the Steinway Fund.

Ira S. Zweifach

Report of the Library Committee

For some part of the past year the Library operated on a reduced schedule. I am very glad to report that our Librarian, Mrs. Josephine Eldridge, has been able to resume her post, and that, since September, she has been aided by Mr. John DeWitt. With this extra help, the library starts the new year in the best position it has had to offer its unrivalled store of materials in an open and pleasant atmosphere. Our sincere thanks go to Mrs. Eldridge and to Mr. DeWitt for making this possible.

Ernest C. Wilkens,
Chairman

Report of the Admissions Committee

From the Secretary's report it will be noted that total membership of the Collectors Club is now 1151. This figure should be compared with a membership at the end of 1974 of 1093, indicating a net gain over the year 1975 of 58 members. However, there were a total of 59 members lost by death, resignation or

non-payment of dues, so that total admissions during the year were 117. This is one of the highest levels of admissions activity in many years and is, we believe, a reflection of the recruiting efforts of the Admissions Committee. Naturally we were helped in this recruiting by many club members who are not on the committee but the overall results are believed to be a reflection of the first organized campaign to obtain qualified members in many years.

Notwithstanding these efforts, we are still considerably below the authorized quotas for all classes of membership. Hence the committee efforts will be accelerated in 1976 but must be supplemented by general membership awareness of the need to seek ned members. While we are interested in quantity, we are more interested in quality and are looking for new members who will be a credit to the club and contribute to its activities. We are particularly anxious to bring our resident membership up to its quota and solicit all members cooperation to this end. If you will furnish us with the names of your collecting friends who would be suitable members, we will be pleased to solicit their applications, always mindful that membership in the Collectors Club is by invitation and is a privilege.

F. Burton Sellers,
Chairman

Report of the Program Committee

The Collectors Club three major attractions are the library, *The Collectors Club Philatelist* and our meeting programs. If these had to be listed in order of importance, I would rank the eighteen regular club meetings first, because there is no other club activity which attracts participation by so many members at one time or place.

Providing the most balanced program of interest to the majority membership was a primary goal for 1975. The programs were allocated on a percentage basis with 28% or five meetings related to the United States, while 11% (two meetings), went to each of the Asian, British Commonwealth and European subjects. The other three categories, Africa, Latin America and Thematic shared the remaining seven meetings. In addition to balance of subject and because most support for the club comes from the Greater New York Area philatelists, a conscientious effort was made to draw on our own membership for speakers. Eight meetings, (45%), were presented by our club's resident members and four meetings, (22%), were presented by non-resident members. Six meetings were provided by non-members. Two of the six subsequently became members of the Collectors Club.

The balance of subjects and speakers was well received because of the quality of the material presented and the ability of our speakers to discuss their subjects. The success of these programs is reflected in the difficulty your Awards Committee had in selecting the best program.

The "Seminar on Scientific and Photographic Philately" conducted by Ted Helkowski generated the most audience participation. This audience enthusiasm indicates a strong demand for the seminar participation type of meeting. Attendance was highest at Stephen W. Braham's, "A Day in the Life of A Stamp Dealer."

On behalf of the members of the Collectors Club I have thanked each of the speakers. A special thank you has also gone to Louis Grunin, who on short notice, provided us with a "Classic United States" program when the scheduled speaker was unable to attend.

Speakers last year made more extensive use of audio/visual techniques such as slides and handouts. This was a direct result of a "Collectors Club Speakers Guide" sent to each speaker before his presentation. Single copies are available to members. The new "speaker's medal" was presented starting this year.

John Dowd,
Abott Lutz,
Co-Chairmen

Report of the Study Group Committee

Consistent with The Collectors Club's educational leadership, the Board of Governors has opened our clubhouse to a variety of specialized research-oriented organizations. On behalf of the 23 groups which met on a regular basis during 1975, let us thank the Board of Governors, and members of the club for their support and to Mrs. Josephine Eldridge for her presence and help during the many evenings she devotes to the study group pogram. A special appreciation is expressed to the members who worked evenings when Mrs. Eldridge was unable to assist.

The Collectors Club is particularly happy in its role of host to these valuable and important groups. The club's hospitality to study groups has returned dividends commensurate with its costs. These include financial contributions made by most societies, donations to the library, and programs provided for the regular Collectors Club meetings.

The club received $325.00 in 1975. Our Library received 70 issues of 12 different periodicals and six programs were provided by these groups.

The Study Group Council was revived during the past year and now meets twice annually on the last Tuesday of April and October. The council meetings provided our study groups with valuable program ideas, and at the same time enabled the club to refine its study group guidelines.

This year we welcomed two new groups to the clubhouse, The Metropolitan Air Post Society of New York and the American Society of Polar Philatelists. After a 15 year lapse, we also saw the return of the Germany Philately Society, which met at the clubhouse for seven years from 1953 to 1960 and of the Topical Philatelists, who met here from 1954 to 1957 and are now known as The American Topical Association. Also, under the direct supervision of The Collectors Club, a Junior Study Circle for the 14 to 18 age group has been reactivated after a lapse of 17 years. This group meets on Saturdays, once every two months. Starting in September of 1976, monthly meetings are planned for the juniors.

The Fine Arts Philatelists have designed a master format worksheet for program meetings announcements which will save the club about $100 in printing expenses this year. The worksheet will also be available for other groups as it is a standard type format. The Italia Philatelic Society is having a filing cabinet built for the space between the spare desk and the wall in the lobby. The Cuba Philatelic Club replaced the 25 foot extension cord for the slide projector. The Germany Philatelic Society presented the club with a 30 cup coffee urn. In addition, several groups have undertaken the project of adding to the fund of research material by filling in missing numbers in our periodicals collection.

1976 will see the addition of The United Nations Study Group bringing to 24 the number of groups associated with our club. This may seem to be an overtaxing of our facility; however, we expect to reduce the number of operating days from 14 to 11 nights, thus saving on heat and lighting expenditures. This will be accomplished by moving at least two groups to each night and three groups to evenings where each organization's attendance is less than ten members.

The Study Group Committee invites suggestions and comments from club members and study groups on any aspect of mutual relations.

John D. Dowd,
William H. Miller, Jr.,
Co-Chairmen

Report of the Nominating Committee

The Nominating Committee has selected the following incumbent Board Members to serve for the ensuing three year term on the Board of Governors of The Collectors Club:

Class of 1978
H. D. S. Haverbeck
Norman S. Hubbard

William H. Miller, Jr.
Robert P. Odenweller
John D. Dowd
Ernest E. Fricks

Irwin Yarry,
Chairman

Report of the President

Usually the president's report lists the accomplishments for which the president takes credit. If your president had known the problems incumbent in the job, I doubt he would have accepted the office. The major problem has been the entire reorganization of the day-to-day operations of the club following the loss of our Executive Secretary, Mrs. Anne Pritchett. Fortunately, our able Treasurer, Mr. Albert Higgins, stepped into the breech. He has carried out sweeping changes, installing an efficient, business-like system which has proved to be of great benefit.

Also, during the illness of Mrs. Eldridge, we were able to obtain the services of an able volunteer, John De Witt, who is not even a member of the club. Working under the direction of the Library Committee's Chairman, Ernest Wilkens, he has restored order and cleared away a large backlog of papework.

These are the major accomplishments. Now for the problems.

It is essential for our continuing existence that the club stop operating on a deficit basis. Although the present deficit is more than covered by the income from our Capital Fund this is self-defeating, keeping the fund from growing at the rate originally projected.

Our expenses are going to increase — it cannot be helped. We cannot count on low salaried help and volunteers forever. We must build an adequate fund for contingencies.

We were fortunate in receiving a generous legacy from the estate of Lester Downing — somewhat in excess of $20,000 — but much more is needed. It is the duty of every member to give what they can to build up the Capital Fund.

At the same time, a concentrated effort to expand the membership to its stated limits must be made. Ideally, the income from dues should cover operating expenses.

The Board of Governors pledges itself to work for these goals.

Harrison D. S. Haverbeck,
President

The Meeting of December 3, 1975

SWITZERLAND — POSTAGE DUE PROCEDURES

Presented by Werner K. Elias

By way of introduction to his talk, the speaker gave a short outline of the history of the postage due concept which is closely tied to the British postal reforms of 1840. Rowland Hill was aware of the deeply ingrained habit of the populace to let postage be collected from the letter's addressee. He was convinced that introduction of prepayment would have to be backed up by a penalty imposed on the recipient of an unfranked piece of mail, if it was to meet with success. History has shown that Hill was correct, and sooner or later all postal administrations had to adopt his idea, including those which at first thought this unpopular measure could be avoided.

In the field of international mail, both required prepayment and the obligatory use of postage stamps came later. Under the then prevailing system of bilateral postal agreements with the emphasis on fiscal considerations rather than on postal efficiency, nations saw little advantage in having mail prepaid by the individual letter writer. The first bilateral treaties providing for this method and imposing a postage due charge in case of non-compliance were

concluded in the late 1850's. On the other hand, there was the Austro-German Postal Union of 1850, the first multilateral pact involving 16 separate administations, and which, among other innovations, prescribed prepayment of postage, failing which a postage due charge was collected from the recipient. This Union provided the administrative pattern for the Universal Postal Union of 1875 which established the framework for the international mail as we know it today.

Mr. Elias then turned to his exhibit which was divided into three sections: 1. Material relating to postage due practice for domestic mail, 2. Material concerning Switzerland's international mail, which to its largest extent provided an illustration of the U. P. U.'s regulations for underpaid foreign mail, and 3. A collection of covers documenting regulations of the Swiss postal service in regard to their postage due stamps.

1. Domestic Mail . . . The first effort on Swiss soil to induce prepayment of letters was made by the Canton of Geneva by selling in 1844, the famous "Double Geneva" at a discount of 20% from the 10 cent. denomination. The same policy was followed when in 1845 the rate for the entire territory of Geneva was reduced to 5 centimes. In 1849, the then formed Swiss Confederation took over the mails from the individual Cantons, and its first tariff of October 1, 1849, contained again an incentive for prepaying postage: a special rate of 2½ Rp. was established for local letters in the larger communities provided postage was prepaid, otherwise the regular rate of 5 Rp. for the 1st zone applied. Special stamps were issued for the reduced rate — the so-called "Ortspost" or "Poste Locale."

The use of stamps for prepaying mail was made obligatory with a regulation of October 1, 1850, but prepayment itself remained a matter of choice until 1862. A new tariff, in effect from July 1st of that year, established a uniform domestic rate for the entire country (except for the local rate) and introduced at the same time a penalty for unfranked mail: a letter up to 10 grams was now charged 10 Rp. if prepaid, and 15 Rp. if postage had to be collected from the addressee. Reduced rates went into effect for prepaid Printed Matter, whereas letter rate applied if postage was paid by the recipient. The need for these measures becomes apparent if postal statistics of the time are consulted; despite the availability of stamps and the relatively simple tariff that had been in force prior to 1862, the ratio of unfranked mail in that year was still 50%. In 1864 it was reduced to 30%, in 1875 to 7%, and in 1895 to 1%.

Postage due was increased to twice the prepaid rate in 1876, and it has remained the same ever since. The penalty for insufficiently prepaid mail, on the other hand, has been subject to many changes. The 1862 tariff treated this class like completely unfranked mail but authorized the deduction of the stamps actually used in computing the postage due charge. A regulation of 1871 was more lenient and required simply the addition of a 5 Rp. penalty to the prepaid rate. 1876 saw the return to the 1862 policy. Then, from 1891 to 1925, there was no penalty at all, and the recipient simply paid the amount short-paid by the sender. Finally, in 1925 the policy in force to this day was introduced: partially prepaid mail is subject to a charge of twice the amount short-paid.

Switzerland introduced postage due stamps in 1878 when the Numerals made their first appearance. They went through more than 30 printings and several color changes, and over the years they have been the subject of many valuable collections, — a rare occurrence with postage due stamps. The Numerals were replaced by the Alp and Flower series in 1910, and this in turn was followed by the Children set in 1924. Finally, in 1938 the last postage due issue made its appearance; the Large Numerals which were in circulation until 1956 when the use of postage due labels was discontinued and Switzerland began to use ordinary postage stamps to receipt the charge collected from the addressee. Stamps used in such manner are being obliterated by a special "T" canceller. The

"T" in a small circle is the norm; but some of the post offices have been using the large "T" in outline for this purpose although it was originally issued for use on short-paid or unfranked foreign mail, as required by the U.P.U. rules.

The speaker showed covers demonstrating the development of the postage due charges and of the many different rates in effect over the years. He also presented a selection of official mail sent deliberately unfranked and thus subject to postage due collection from the addressee. This was followed by Active Service and Red Cross mail, and finally by covers illustrating the different cancellers used to obliterate postage due labels and ordinary stamps used for the same purpose.

2. International Mail . . . This section was preceded by covers illustrating the various methods of collecting postage on Switzerland's foreign mail prior to the advent of the Union Postale in 1875. The major portion was devoted to covers demonstrating the postage due regulations of the U.P.U. Also shown were the various hand stamps used to void postage due charges that were not collected, and the different official stickers indicating the reason for non-collection.

3. Peculiarities of Swiss postage due stamp practice . . . This section included a parcel post dispatch note with a 500 Rp. postage due label used as postage — the only instance in which authorities permitted the use of any p.d. label for postage. This exception was authorized from 1879 to 1893 because prior to 1891 the Swiss had no postage stamp denomination larger than 1 franc. The speaker also presented covers illustrating the temporary excess of low denominations for which post offices had little use and which led to plastering some letters with large blocks of 1 and 3 Rp. postage due labels. On the other hand, a letter with a bisect 10 Rp. label was presented to illustrate a case of temporary shortages. Over-supply of some denominations resulted in "mixed frankings" on which due stamps of two different issues were used. A series of covers with such frankings concluded this interesting presentation.

The Meeting of January 7, 1976

EGYPT

Presented by Ernest Kehr

It may seem surprising that the first meeting of the Club's Bicentennial Year program should be devoted to Egypt, yet this is not entirely irrelevant. The historic and postal relationships between our own nation and that of the Land of the Nile have been much more similar than most of today's collectors may realize.

As a prelude, let us sketch a bit of background history. As the oldest civilization, Egypt gloried in the arts, culture, religion, architecture and government 5,000 years before the American colonies turned against British rule and began to campaign for independence.

Following a succession of governments under the pharoahs, Greeks, Romans and Turks, Egypt became a thriving province of the vast and powerful Ottoman Empire. Just about the same time New Englanders began to express dissatisfaction at increased taxation, Egyptians were protesting Constantinople's demand for 12,000 men to help fight the Russians in the War of 1769. Eventually the Egyptians rebelled, declared their independence and gave the Ottoman Pasha 48 hours to quit the country. In 1771, 30,000 marched north to conquer Syria and negotiate alliances with Venice and Russia. And, just as the American colonies welcomed the assistance of French, Hessian and Polish officers and troops, so did the Egyptians welcome the support of Memelukes, Russians and Albanians.

However, in the matter of communications there is a difference. A rather efficient communications system was available to the entire citizenry in America. Such facilities in Egypt were operated solely as an official or military service.

Most dispatches between Egypt and Constantinople and between military forces on campaigns were carried by

couriers in the employ of the Pashas, Beys and army leaders. While contemporary records show that although in that period Cairo had a flourishing trade — "principally . . . conducted by Moors, Turks, Jews, Copts, Greeks and Armenians . . ." — correspondence between them could be conducted only through private messengers. We might mention, however, that there was a pigeon post operated by the Government between Cairo, what is now Ismailia, the Gaza region, Jaffa and Damascus.

When the British lost the American colonies, London focused its attention on East India and to shortening the trade route to the Asian subcontinent. They started a service in 1779 between Bombay and England via Suez, Cairo and Alexandria. Letters and merchandise were transported by ship to and from the Egyptian port, then overland by caravan through Cairo to the other port where they again continued by ship. This was the forerunner of the private service introduced by Thomas Waghorn several decades later which continued for many years afterward.

The French were the ones who provided the initial postal facilities in Egypt during the brief period of Napoleon Bonaparte's occupation. His troops were supplied with a military postal service which allowed them to communicate with relatives and friends at home. Cancelled at field post offices such letters bear the familiar straight-line markings of the French military P.Os.

The first real mail service within Egypt was introduced in 1832 by Carlo Meratti, an Italian entrepeneur, whereby letters were carried between and within 12 of the major cities of Egypt as a private enterprise. Meratti's business flourished, for with a cessation of hostilities commercial trade boomed and communication services became an absolute necessity. They were not forthcoming from the government.

The Meratti posts thrived in proportion to the service rendered, which to say the least, was uninspired until Giacomo Muzzi entered the field. A man of keen business acumen, Muzzi envisioned a much better and more lucrative enterprise even before he became proprietor of what he called, "Posta Europea," a name he chose because it had the sound of the efficiency that was sadly lacking in Turkish business operations.

Muzzi, having mapped out his plans, approached the Khedive, Ismail Pasha, and obtained a monopolistic concession to operate his post for a period of ten years, beginning January 1, 1864. Muzzi, in exchange for this postal plum (which included permission to carry letters on the railroads in existence at the time), had only to carry official government communications without charge.

Contract in hand, Muzzi went to work. He not only expanded the Posta Europea service to additional cities, but drastically improved schedules and reliability. Within months Posta Europea became so succesful that Ismail Pasha eyed it with envy and eventually decided that it should rightfully become a government adjunct, just as in other nations. By the end of 1865 he had concluded negotiation with Muzzi to acquire the service, paying a substantial sum in gold guineas for it. Then, since Ismail could find no Egyptian or Turkish official qualified to run it, he offered the directorship, along with a generous salary and the title of "Bey" to Muzzi. It was, of course, immediately accepted.

As soon as he had begun his service in 1864, Muzzi had decided to introduce a means of distinguishing between letters dispatched by the public for a fee and those mailed by government officials without charge. As an Italian, he was familiar with the frankings used in his native land. There, public letters were franked with the usual rectangular adhesives, while official mail was identified by circular stickers inscribed, "Administrazione Delle Regie Poste." Using these as his model, Muzzi had similar ones printed. They were inscribed, "Administrazione Della Posta Europea — in Egitto" within a double-lined circle. In the center we find, "Ufficio/di," and the name of one of the 16 cities where he had offices. The use of a round adhesive had a dual purpose; not only would the stick-

er identify official mail to his clerks, many of whom were less than literate, but it would insure good handling and prompt delivery. Too, it would distinguish incoming Egyptian mail from mail from foreign lands, all of which then used rectangular stamps.

As Postmaster General working for Egypt, Muzzi felt justified in issuing postage stamps. And, even before he officially took office on Jan. 1, 1866, he had notified various security printing firms around the world that he would entertain bids to provide Egypt with supplies of stamps.

Offers—many accompanied by suggested stamp designs — arrived in Cairo between September and November, from Paris, London and Italy. Muzzi was most impressed by the one submitted by Prevost of Paris. It consisted of an exquisitely engraved basic design printed in a variety of colors upon which an overprint or superscripture could be inexpensively applied for each denomination.

However, the order was not given to Prevost, but to the Pellas Brothers of Genoa. Why, we cannot say. Our guess is that Muzzi preferred to do business with a fellow Italian rather than with a French firm. Obviously, the Pellas outfit was shown the Prevost essays, for the idea was adapted, but misunderstood. Instead of printing ONE basic design and then overprinting that with different face values, the Genoese made up seven different basic designs, overprinting each one. Instead of saving money, the firm actually doubled work and costs.

These first seven stamps are among the least attractive in philately, having only arabesque patterns and Turkish superscriptures. The former was necessary because Islamic precepts pohibit the use of portraits or pictures.

However, from a philatelic viewpoint, this first issue provides scholars with an unsurpassed opportunity for study. (Indeed, it was this factor which led us to specialize in the stamps of Egypt. When we began in 1928, not only had extremely little research been done, but the field was one that required more time for study than money to buy specimens for investigation).

Pellas workmen, in making up the lithographic stones from the approved designs, were not aware of a microscopic difference in all arabesque designs. Each is slightly different in the top and botom portion of the composition. This is especially done in weaving prayer rugs so that the owners are always able to place the rug towards Mecca for their five-times-a-day worship. Further, it ensures that their forehead, which must touch the rug during prayer, will not be "defiled" by touching the end of the rug where their "unclean" feet may have rested at a previous time.

The compositors of the seven designs, oblivious to the variations explained above, transferred the dies to matrix strips with 10 subjects as they came to hand, then transferred the matrices to the printing stones in the same haphazard manner. This resulted in stamps that would accurately be called "normal" or "inverted," but which were dubbed "Type I" and "Type II" by Fred Melville, the first to note the differences.

This first set was in circulation but a short time when Muzzi began to receive complaints from countries in Europe. They claimed their postal clerks had a difficult time recognizing stamps emanating from Egypt. They asked that Muzzi add "Egypt" to the designs in Latin characters. (This was before the UPU came into being and ruled on this very point).

Muzzi himself, not content with the arabesque designs, took the matter directly to Ismail. To strengthen his argument, he showed him essays he had received from the National Bank Note Company in New York which featured beautiful pictures of the Sphinx and a Pyramid.

Egypt, until Napoleon occupied it, had been neglected by tourists. But the reports written by his archeologists and the precious antiquities brought back by them had fired the European imagination. The country was in the process of being rediscovered.

Muzzi playing on that rediscovery, argued that the use of antiquities on his stamps would recall the land's ancient glories and still not offend Islamic sensibilities. More than that, it would help in developing an embry-

onic tourist trade for the country.

The idea was approved and a German engraver, F. Hoff, then in the employ of V. Penasson of Alexandria, was instructed to work up a new stamp design. He engraved a die showing the Sphinx against the Pyramid of Cheops within an oval panel flanked by Hadrian's Column and Cleopatra's Needle. Value and inscription panels were at top and bottom.*

After approval, Hoff engraved four designs of each of the six denominations on *steel dies,* impressions of which were then transferred to lithographic stones for printing in sheets of 200 subjects. This led to the philatelic recognition of four "types" (because of small variations in Hoff's engraving of a quartet die unit) which may be found in any block of four from the sheet.

The contract again was let to Penasson. Seeking a method of producing supplies at the least possible cost, they came up with an idea that was, indeed, the forerunner of the "key plate" process introduced by Thomas De la Rue many years later, for printing the British colonial issues.

A central design was engraved to show the Sphinx and Pyramid in an oval. Above and below are, respectively, Turkish and Latin inscriptions reading, "Egyptian Khedival Posts." This time the Sphinx' head was in proper perspective against the Cheops Pyramid.

Hundreds of cliches or stereotypes were made of this design. Then the lateral panels in which the figure of value and inscriptions in Turkish and Italian were given were made. (Arabic for the left, Italian for the right).

It now became necesary to use the basic, central cliche for *all* denominations, adding only the lateral panels for individual values which were printed in different colors. It was a first in philatelic history and a tribute to Penasson's ingenuity.

Unfortunately, Egypt was saddled with a Khedive whose extravagance was unparalleled, but was also involved in the construction of the Suez Canal, causing a very shaky economy. Penasson's charges strained the Egyptian budget even more, forcing the transference of all the cliches from Alexandria to the Government Printing Office in Boulaq — an ancient section of Cairo's Nile embankment.

There, untrained, inexperienced iliterate workmen used them for future printings. The hapless workers, when assembling printing surfaces, frequently inserted the three-part units into the chases in such slipshod fashion that they caused any number of tete-beche arrangements to appear in the Boulaq printings. Indeed, in the case of the five-para value, they even placed the lateral panels upside down in relation to the central vignette!

In talking about the classic era we must include one more chapter.

As philatelists and postal historians know, there were efforts to call a convention for the simplification of international mail handling as early as 1860. Two were interrupted by the Civil War in America and the Franco-Prussian War in Europe. Another was called for Bern in 1874. All of Europe's postal administrations were represented, but only two overseas nations — the United States and Egypt — signed the resulting convention that led to the Universal Postal Union.

It was a reflection of the progressive ambitions of Muzzi. Not only was he one of the foremost delegates, suggesting several of the ideas which became part of the initial rules and regulations of the Union, but he went back to Egypt and immediately commissioned Penasson to prepare special U.P.U. stamps for use on domestic and foreign mail.

Five different essays were engraved and submitted and a supply of the accepted design actually was printed. Delivery, however, was never made. Egypt was unable to pay the printing costs.

In the intervening century political relationships between the United States

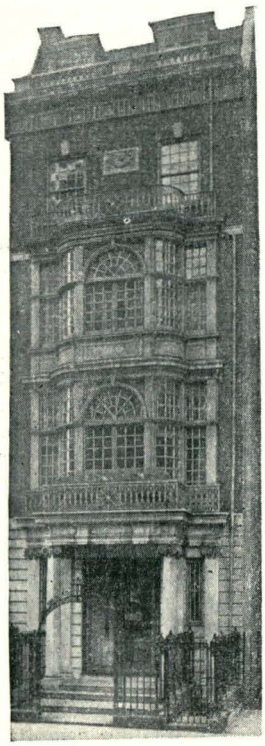
*In this, Hoff took liberties. If one looks at the Sphinx head as on the stamp, the second, Menkaura, Pyramid would be in the background, not Cheops. Cleopatra's Needle, in later years given as a gift to the United States, today stands behind the Metropolitan Museum of Art in New York's Central Park.

and Egypt have been at times strained, but that between the postal authorities of the two nations have been exceedingly strong and most cooperative.

When elections were held to select the last two Directors Generals of the UPU, the United States delegations at Vienna and Lausanne staunchly supported Dr. Michel Rahi and Major Md. I. Sobhi, both Egyptians, in hotly contested ballotings.

On any number of occasions, American postal officials have traveled to Egypt to inspect innovational mail services, just as many Egyptian authorities have visited the United States to see our latest technological advancements. Indeed, less than two months ago, Major Sobhi came to New York and Washington for a visit before continuing to Melbourne for an annual meeting of the Southeast Asian Postal Union.

Before we close, let us recall one further relationship between Egypt and the United States. Right after World War II, one of the Survey Department's most promising craftsmen came to the Alco Engraving Co. at Hoboken, N. J., to learn modern techniques of multicolor offset lithography. Upon returning to Cairo and learning that Egypt wanted a new definitive set to replace the Farouk designs, he urged the use of this technique. Unable to convince his superiors at the Survey that this method could produce more beautiful stamps, he worked on his own time, making up the necessary diapositives for a natural-color stamp. When he submitted the results of his work, the director was elated and approved the production of a £1 value portraying the famous Nefertiti statue in all its delicately magnificent tints. That adhesive still is recognized by qualified artists to be one of the most beautiful in the world of philately.



THE COLLECTORS CLUB

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

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George T. Turner to Receive 1975 A. F. Lichtenstein Memorial Award



George T. Turner of Washington, D. C. has been selected by The Collectors Club as the recipient of the Alfred F. Lichtenstein Award in its 25th Jubilee year. This honor is presented to another philatelist of quality known world wide for his unselfish devotion to the best interests of philately.

George Townsend Turner, Jr. was born in 1906 at River Forest, Illinois. There he spent his childhood and graduated from Oak Park and River Forest High Schol in 1925. He still has the small general collection of stamps he started as a lad of ten. He recalls that his mother would not permit him to have the albums while studying at Cornell University where he received the degrees of Bachelor (1929) and Master of Chemistry (1931). He spent the summer of 1927 on a student tour of eight European countries. He married in 1929, a collegiate status frowned upon at that time.

George's interest in stamps was revived when Prof. B. S. Monroe showed him a collection of the 3-cent 1851-57 issue and Dr. Carroll Chase's book on the subject. Going "all out" he amassed a general U. S. collection that was sold at a loss during the Depression of the 1930s. He took an interest in cancellations and postal markings when he acquired a large lot of covers, also began searching for plate varieties and started replating the 3-cent 1851 issue stamps.

While he was engaged in research for Armstrong Cork Co. at its factory in Beaver Falls, Pa., George came to know the area's active collectors and was initiated into the "Visiting Firemen of Philately." His interest in United States revenue stamps was stimulated when C. W. Bedford, who founded the "Shift Hunter," inspired him to undertake the original plating of the 10-cent Certificate Civil War revenue issue. He completed the plating in a year and other plating research has been a continuing endeavor.

Transferred to the Company's home office, he became a member of the Lancaster County (Pa.) Stamp Club and joined the American Philatelic Society in 1933, attending its annual conventions at Atlantic City in 1934 and Washington in 1935 where he met the A.P.S. leaders of that era. During a brief residence in Chicago he was invited to present a paper entitled "Some notes on Revenue Plating" at the Third American Philatelic Congress in 1937, and had the opportunity to use the fine library of Ralph A. Kimble then the editor of the American Philatelist. He conducted columns in the "A.P." for the Postal Markings Unit and Revenue Unit between 1934 and 1942.

When he was employed by U. S. Steel Corp. on a development project it was moved to Newark, N. J. early in 1938. Being in the New York area he had the fortunate opportunity to work on and study the many ramifications in the field of U. S. revenues with Morton D. Joyce, the leading revenue

collector with whom a lasting friendship developed. He joined the Collectors Club in May 1938 and worked on the Library Committee during the period 1938-56.

George's ardent interest in the literature of philately came about through his purchase in 1939 of the "Uncle Billy" Stone library in order to secure needed reference material on revenue stamps. Originally he planned to dispose of the unrelated foreign publications in the collection, but he became fascinated with philatelic books and soon expanded his interests to include the entire field of literature. Later he acquired a considerable portion of the William R. Ricketts library, then, in 1950, the entire W. R. King library and in 1953 the exceptional library of Ralph A. Kimble. One of his goals has been to obtain as nearly as possible all philatelic works published in the United States.

George assisted Elliot Perry in preparing the wonderful exhibit arranged by Alfred F. Lichtenstein to honor the "Centenary of the Postage Stamp" at the Collectors Club in 1940.

After a year working on color and plastic research with Ciba Inc. he joined the research group at Johnson & Johnson where his experience with plastic and rubber adhesives was essential to the war effort. He was chief chemist with Revertex Corp. of America for the years 1944-46, formulating rubber latex compounds for various uses. In 1946 he began work for I. B. Kleinert Rubber Co. as chief chemist and was technical director from 1954 until 1957.

In July 1958 George's avocation became a "second career" with his appointment as asociate curator of the Smithsonian Institution's Division of Philately and Postal History. His primary efforts were devoted to coordinating the design of display cases and of frames suitable for a hall in which the National Collection in a new Museum of History and Technology would be exhibited. He also planned the offices for the division. The Hall of Philately was opened Sept. 18, 1964, during the NAPEX show; 15 national philatelic societies convened for the dedication.

After retiring from the Smithsonian in April 1963 he joined the Technical Staff of the Bureau Issues Association as research philatelist. With George W. Brett he co-edited the "Bureau Specialist" between July and September. Earlier he had compiled "SLOANE'S COLUMN," published in 1961 by the B.I.A. under the auspices of the Hugh M. Southgate Fund. His most recent B.I.A. publication is "Essays and Proofs of United States Internal Revenue Stamps." Completed in December 1974, it received the 1975 Eugene Klein Award of the American Philatelic Congres.

George has always been an active member of local clubs wherever he has lived, and has held important offices in many national societies. With a dual membership — Nos. 13 and 14 — he helped the Philatelic Literature Association when founded in 1941 and later served as its president 1952-63. He was on the Board of Governors of the B.I.A. 1946-49 also serving on its Catalog Listing Committee. Long a member of the American Philatelic Congress, he was its president for the years 1954-58. More recently he was president of the American Academy of Philately 1970-74. He had joined the Royal Philatelic Society in 1948 and was elected a Fellow in 1955. He also holds membership in the "Royal" of Australia and Canada. In 1956-58 he assisted Harry Lindquist on the Hobbies Committee of the People-To-People Program that promoted better international understanding.

Turner has been a member of the American Philatelic Society's Board of Directors in one office or another every year since 1957 except during 1965-67 when he withdrew as a candidate for president to devote his full time and energy to the SIPEX international philatelic exhibition. Currently he is serving for a second time as A.P.S. Director of International Affairs.

He has represented the United States as a delegate to the Fédération Internationale de Philatélie (FIP) Congresses in Paris '64, Munich '66, Prague '68, Sofia '69. London '70, Budapest '71 and Madrid '75. He has served as an international judge at

FIPEX '56, SOFIA '69, PHILATOKYO '71 and POLSKA '73.

Several of George's collections have been exhibited at times since 1934, in national shows and occasionally overseas. They are educational in nature, created to interest the public or inform fellow collectors of the possibilities in a subject, rather than to win awards. However, major awards have been received. A United States postal history collection limited to mourning covers won the grand award and Postal History Society's gold medal at VAPEX '73. An original topical exhibit, "Collecting Stamp Collectors," which depicts about 60 recognized stamp collectors pictured on stamps, has received a variety of awards. An exhibit of the Flag Cancels of the American Postal Machines Co. used from 1894-1940 has attracted considerable interest and gained five special trophies at shows in 1972-75. An "On Document" display of U. S. Revenue Stamps shown in 1963 is now being remounted. Occasionally items from his philatelic library have been shown hors concours.

George's second marriage, in June 1949, was to Helen Jo Jasper after a ten-year friendship. A career woman, Jo was in the educational field for many years, then a creative editor with Artists and Writers Press, a division of Western Publishing, printers of the well known line of Golden Books. Later she served a term as president of the Women's National Book Association.

Jo observes that her husband's primary concern is helping young collectors by freely sharing his broad knowledge of philately But she adds that he can be a rather harsh and outspoken critic at times because he abhors the perpetuation of factual errors in philatelic articles resulting from failure of authors to check all prior references or review their writings thoroughly with others before rushing into print. He also has little patience with the inaccurate use of precise philatelic terminology.

There are few that possess as vast a perception of historic philately and the many participants therein as Mr. Turner. Several influential individuals owe their present position today to George's recommendation.

George has received "Services to Philately" awards from—the Garfield-Perry Stamp Club in 1958, SEPAD in 1968 and the American Philatelic Congress and the Order of the Vest in the same year.

But the one of which he is proudest is a simple testimonial based on his most important achievement, the direction of the Sixth International Philatelic Exhibition (SIPEX 1966) in Washington after plans by the Association for Stamp Exhibitions for a New York show collapsed.

The citation presented to him by his fellow SIPEX directors reads:

Let it be known whenever philatelists speak of SIPEX that it was George T. Turner's original idea to hold this great event in Washington, that his was the guiding spirit and principal organizing effort, that by his talents, wisdom and warm human qualities he guided SIPEX to success, and thereby rendered a great service to philately and his country.

SIRIUS COVERS (Contd.)

Queen was ready, she apparently did not, for we find six trips listed for the *Great Western* between August 18, 1838, and July 12, 1839, when the *British Queen* began her delayed maiden voyage and none for the *Sirius*. The explanation may be in Pond's *Junius Smith,* page 107, where it is noted:

> "There was no certainty that the *Sirius* would be able to continue her record, and it was not intended that she should. She was run at a loss . . . It is significant that not withstanding the huzzahs with which the voyage of the *Sirius* was greeted, the letters of Smith to his New York nephew have little to say concerning her. What Smith impatiently waited for was the maiden voyage of his big liner, the *British Queen.* It was business he was looking for, rather than glory . . ."

It is sad that Smith did not realize that he could have subsidized his voyages through the mails carried on the Sirius' initial Atlantic crossing.

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5851	Max Draissner	New York, N. Y.	South America – Essays & Proofs
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5855	Frank Vignola	San Francisco, Calif.	Nepal; Guatemala; and Postal Stationery
5856	Roland H. Cipolla II	Houston, Texas	1c Blue (1851) with emphasis on Type IV, Scott #9 and 23
5857	E. Ray Shank	Norristown, Pa.	U. S. Huck Press products; 10c flags, 68–69 Christmas, 6c and 8c flags
5858	Kalman V. Illyefalvi	Pikesville, Md.	Hungary; South Africa
5859	John A. Carlson (Associate Non–Resident Member)	Palos Park, Ill.	Canada, Great Britain; Indonesia
5860	Arthur H. Groten, M.D.	Fishkill, N. Y.	1859 Decimal issue of Canada
5861	Julius Lieberman	Levittown, Pa.	Ethiopia; Liberia
5862	Raymond C. Patton	East Stroudsburg, Pa.	British Colonies; Canada
5863	Richard A. Weinberg	Columbus, Ind.	Russia; U. S.
5864	Arthur J. Kobacker	Steubenville, Ohio	U. S. A.
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5869	Robert A. Brisson	New Bedford, Mass.	U. S.; United Nations
5870	R. Alan Baker, M.D.	Kettering, Ohio	U. S.; Canada
5871	Michael Meyer	Monsey, N. Y.	United Nations; U. S.
5872	Fred M. Boughner	Houston, Texas	U. S. Pioneer Airmail 1910–1916; U. S. Airmail 1918–1930
5873	Richard A. Voit	Newport Beach, Calif.	U. S. Plate Blocks; German Colonies; Monaco; Rhodesia; South Africa; Cape of Good Hope; Natal
5874	Corrado Mazzolini	Larchmont, N. Y.	Italian area

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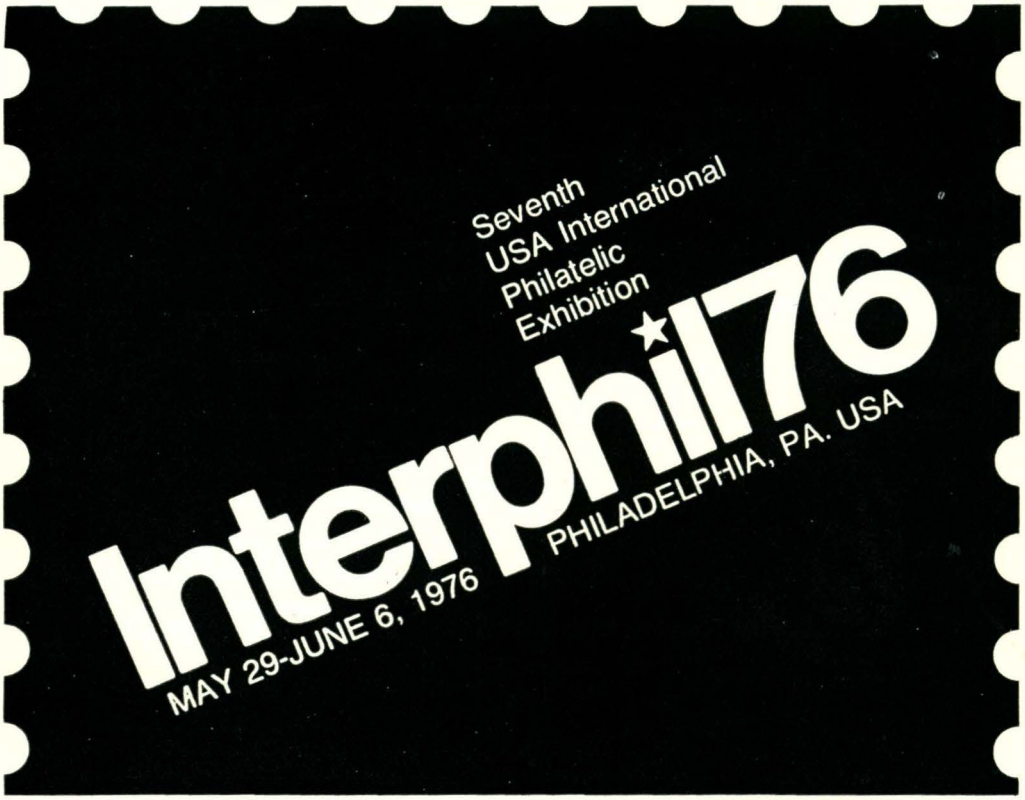
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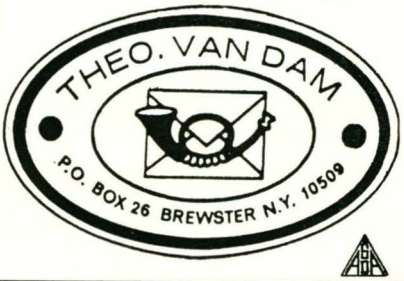
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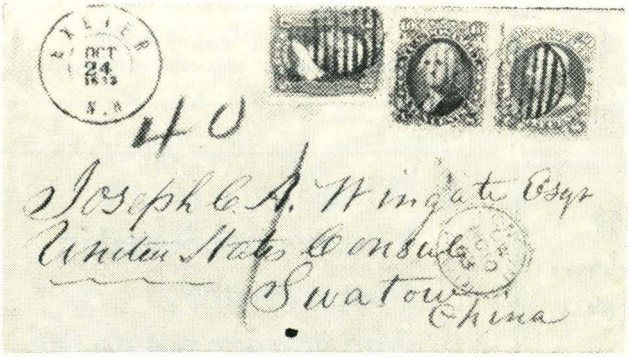
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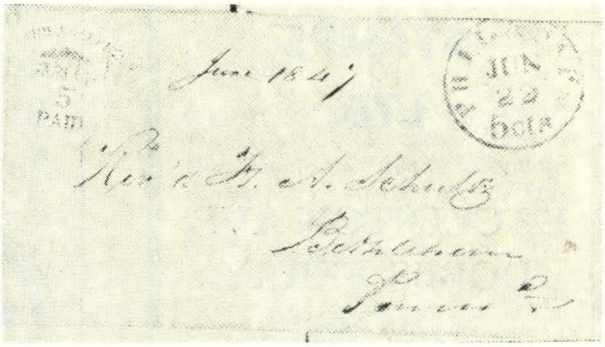
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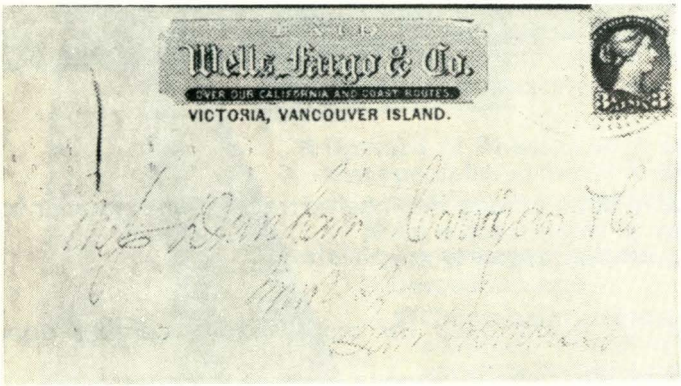
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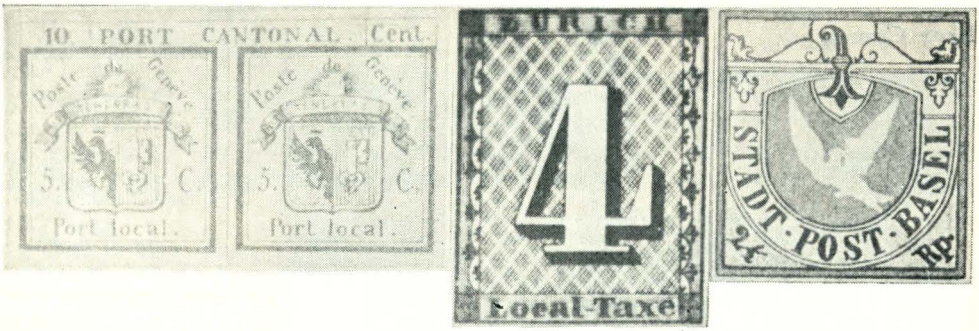
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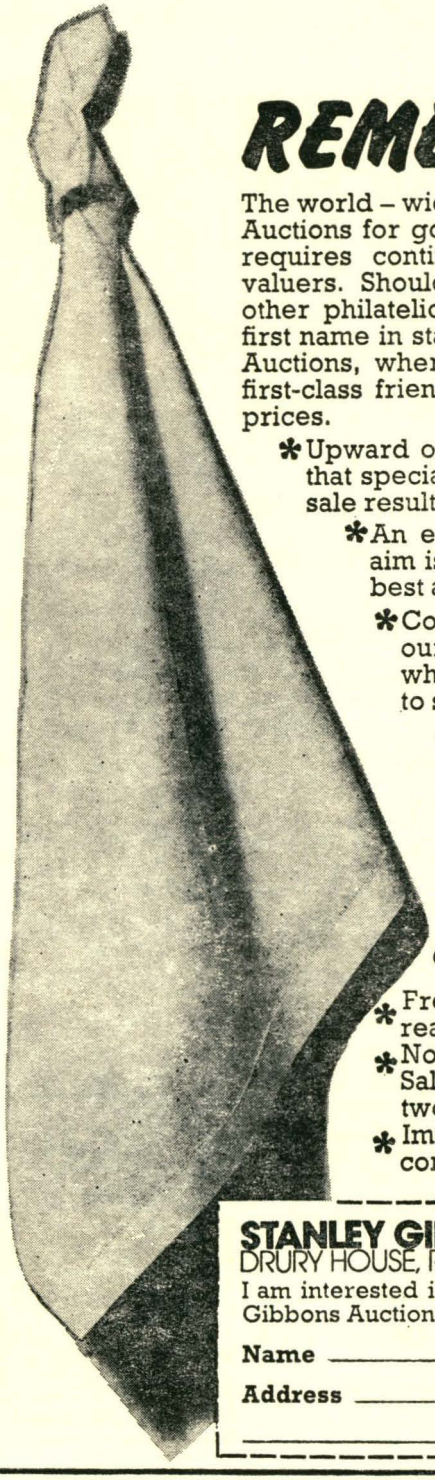
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