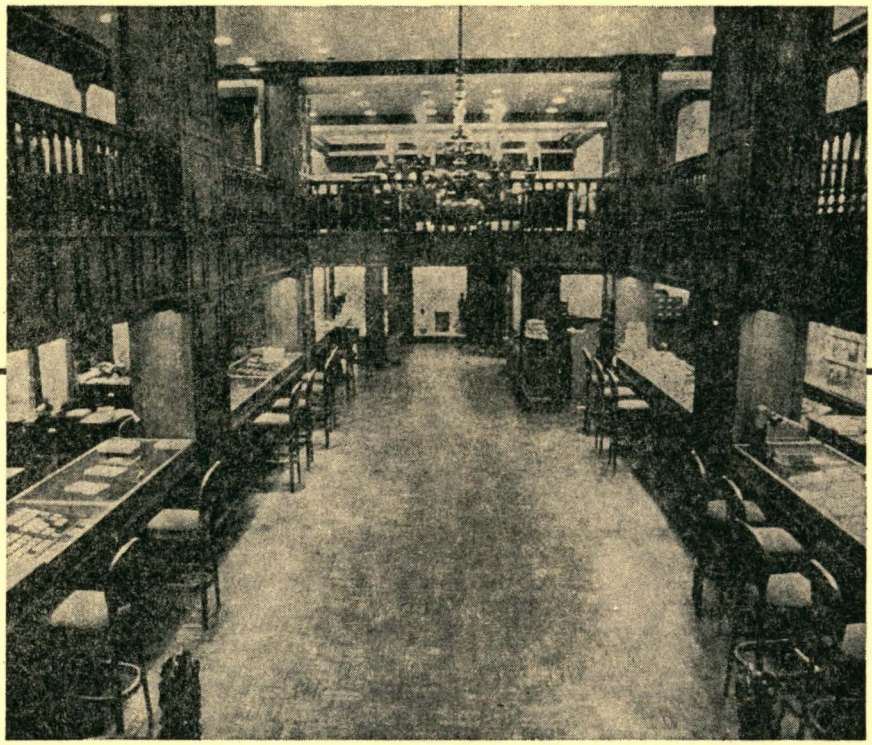


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Volume 51 Number 4
July 1972



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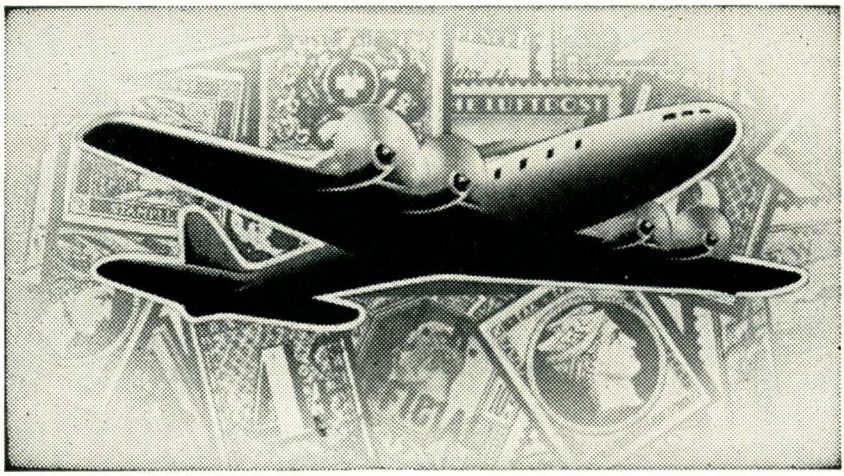
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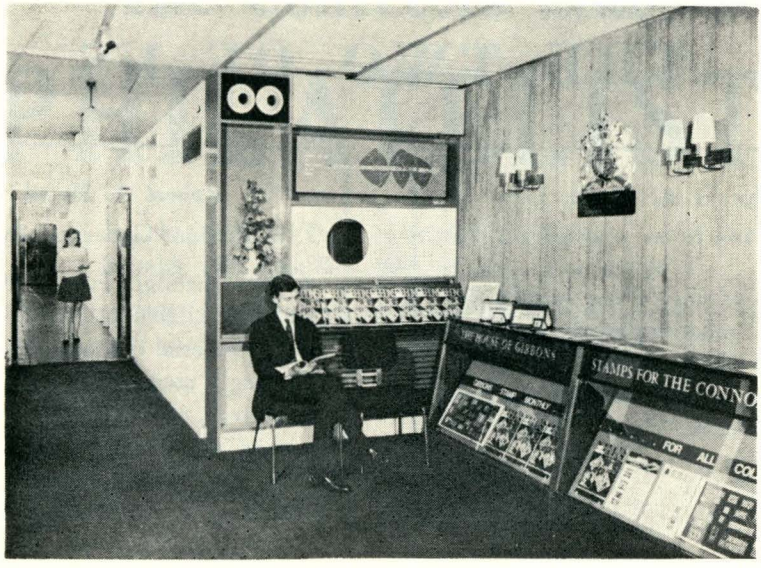
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PHILATELIST

HARRISON D. S. HAVERBECK, Editor
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Editorial

Philatelic Phences

As every philatelist knows, the last decade has been freckled with an ever increasing number of thefts, robberies, burglaries and larceny; not a week passed through the calendar but what stampdom's organizations equipped to handle such matters, reports some new criminal appropriation of someone's property.

However alarming this criminal activity may be, one fact stands clear: were there not a ready market for the quick disposal of stolen properties, it simply would not be profitable to engage in this nefarious business.

Where then can loot be sold?

Long before philatelic crimes became so commonplace we initiated our own investigations. Let us be frank and admit that despite intensive correspondence, personal talks and in several instances, contacts with law enforcement agencies here and abroad, we have not been able to come up with any conclusive leads.

But the pattern is clear enough to make some conjectures.

Our amateurish sleuthing first was awakened about a quarter of a century ago, when the majority of the late Clarence Brazer's stock was forcibly stolen from a reasonably secured office in the heart of Manhattan's fashionable East Side section.

The Brazer stock, valued at just under $\$1/2$ million, was no ordinary material. It comprised almost exclusively United States and British North American essays and proofs — many of them unique or excessively rare and valuable.

Here were treasures that could be so easily identified that the savants openly declared that it would be only a short time before it would leak into the philatelic market, be traced, and the criminal uncloaked.

Yet, after all these long years, the material has not been located nor the criminal apprehended!

We have worked with a sufficiently large number of law enforcement agencies, including the F.B.I., on a number of important burglaries to become convinced that many if not all of them are perpetrated by an organized group of individuals who know precisely what they are after and exactly where it can be fenced. The actual crime usually is committed by one or more professional burglars who are instructed, then paid for delivering what is wanted.

This is more than theory. We know of one specific case in which a philatelic repository was entered. Stamps were contained in the drawers of 32 steel file cabinets. The burglar(s) entered, went directly to two drawers containing precious U. S. issues, emptied them and left untouched the remaining 126 drawers. And this was no case of hurry. The robbery took place over an Independence Day week-end when no one was around to interrupt the larceny!

Evidence proves that a goodly portion of stolen material is fenced within the United States. In recent years there have been reports of such properties being offered to legitimate, but suspicious, potential buyers who called the police and later were able to prove in one way or another that it was indeed loot of a reported theft or burlary.

But the market simply is not large nor safe enough to believe that all of it could be fenced within this country.

Then how can stolen property be most easily turned into cash?

Permit us to throw out one theory.

We know for a fact that soon after many of Europe's nations were taken over by Nazi and Communist administrations, the homes of recognized philatelists were entered and their stamps and other valuables sequestered. These subsequently were put into the market on the Continent or here, through cooperative dealers and auctioneers. We have perused enough auction catalogues and other sales instruments since the end of WWII to be convinced that many of the lots seemed suspiciously similar to material once owned by collectors who exhibited it in shows we judged.

It also is known that some of the Iron Curtain State-owned "philatelic sales offices" abroad have stocks not only of stamps produced and issued by their postal administrations, but considerable other material; stamps and covers that must have been obtained from sources other than a domestic printing press.

Let us go one step further in our considered conjecture. Having been able to easily dispose of sequestered properties stolen from native citizens, is it not qiute possible that a foreign government agency might be willing to accept the loot of larceny and dispose of it at a profit? Might it not be worthwhile to take a partially-filled stamp album and pad it with stolen stamps here and there, then offer it with an almost certain assurance that interspersed stolen stamps will not be recognized?

That such reasoning is not entirely off-base, let us cite a situation that has puzzled us for several years. As a philatelic journalist, we often receive from some postal administrations, examples of the new stamps they issue. One of the nations that has been particularly generous in this manner is Cuba since the Castro regime took power on our insular neighbor.

For perhaps a year or two such new issues were submitted in ordinary, plain glassine envelopes. Subsequent sets came to us in envelopes that had previously been marked to identify the stamps they originally contained. We, of course, know that philately was an extremely widespread and popular hobby among Cubans before the Castro takeover; we know that many private collections were looted, but how is it that the Philatelic Sales Office of the Postal Administration, in Havana, now distributes new stamp issues in envelopes inscribed with Scott, Sanabria, Michel, Stanley-Gibbons and Yvert catalogue numbers?

Could it be that these reclaimed paper receptacles are only from appropriated collections of former collectors in Havana, Matanzas, Cienfuegos or Santiago, or might it just be possible that Cuba may just happen to have fences willing to re-sell stolen properties from the United States?

As we said, we've been alert to every and any lead to the discovery of a fencing pattern for more than a quarter of a century, and so far have come up with not a single shred of confirmation to our personal theory. But we are not daunted; we are convinced that one of these days we'll come across a general or by-country collection in a foreign-made album in which we'll locate one or more stamps that can positively be identified as part of a collection once stolen from an American owner.

Ernest A. Kehr

Tibet — The First Chinese Lhasa Postmark

By Edward M. Tolman, PhD.

According to the Chinese Post Office Report for 1910 (Hsuan-t'ung 2nd Lear),(1) the Post Office at Lhasa, Tibet must have opened at the beginning of the 7th month of that year (Chinese Calendar). From time to time over the past 30 years, contradictory opinions have been expressed as to the correct sequence of the first two postmarks used at the Lhasa Office. It is the most recent of these publications, 'The Postal History of Tibet' by A. C. Waterfall,(2) that has prompted the present study. Earlier, Messrs. Holmes,(3) Haverbeck,(4) and Tolman (5) had designated the horizontal LHASA marking as the initial postmark, Type I, (see Figure 1) used at the Lhasa Office in 1910 and the peripheral LHASA-TIBET marking as the subsequent postmark, Type II (see Figure 2). On the other hand, Messrs. Newman(6), and Waterfall(2) have indicated that the correct order of use of these undated postmarks was exactly the reverse.

In support of the designation described above as Types I and II, previously published evidence(5) of the author will be presented together with additional supporting evidence, some of which has been obtained from the publications of Messrs. Newman(6) and Waterfall(2). In the absence of such direct evidence as to the use of a dated postmark at Lhasa during the summer and fall of 1910, it was essential for this study to find covers bearing manuscript notation of the dates of sending or receiving. Such notation is not a practice customarily followed by the Tibetans. Fortunately, a number of Chinese covers from Lhasa have been found bearing 1910 sending dates. Furthermore, supplementary date-fixing evidence for the 1910 period was derived from another source, the fact that on the first day of autumn (18th day, 8th month, Chinese Calendar), the first class letter rate in China was increased from 2 to 3 cents.(1)

In the table, where covers have been listed according to their date of usage, covers 1 through 3 carry the basic 2c postage rate and covers 4 through 7, the basic 3c rate. Also, it is to be noted that covers 1 through 4 bear the Type I Lhasa postmark (Figure 1), and covers 5 through 7, the Type II Lhasa postmark (Figure 2). We are indebted to Mr. Albert Quast for information from his cover, (#4), which occupies a significant position in this series since it bears the Type I postmark but carries the 3c postage rate. From the date of sending of covers 4 and 5, it would appear that the change from the Lhasa Type I to the Lhasa Type II postmark occurred around the first day of the 9th month of the Chinese Calendar. Of equal interest is cover 7 (Figure 3) bearing the 3c rate, since it ties in, by date, the use of the Lhasa Type II postmark with the

1. Report of the Chinese Post Office for 1910, Pg. 2. Directorate General of Posts, Shanghai, 1911.
2. The Postal History of Tibet by A. C. Waterfall, Pg. 45. Robson Lowe, London, 1965.
3. Holmes, H. R., Phil. Jour. Grt. Brit. *50*, 104, 1940.
4. The Postage Stamps and Postal History of Tibet by H. D. S. Haverbeck, Pg. 25. The Collectors Club, New York City, 1952.
5. Tolman, E. M., China Clipper *16*, 103, 1952.
6. Newman, T. M., Collectors Club Philatelist, *19*, 38, 199, 140.
7. Exhibit of Tibet Covers, A. Quast, (Hamburg, Germany) Philympia, London, 1970.

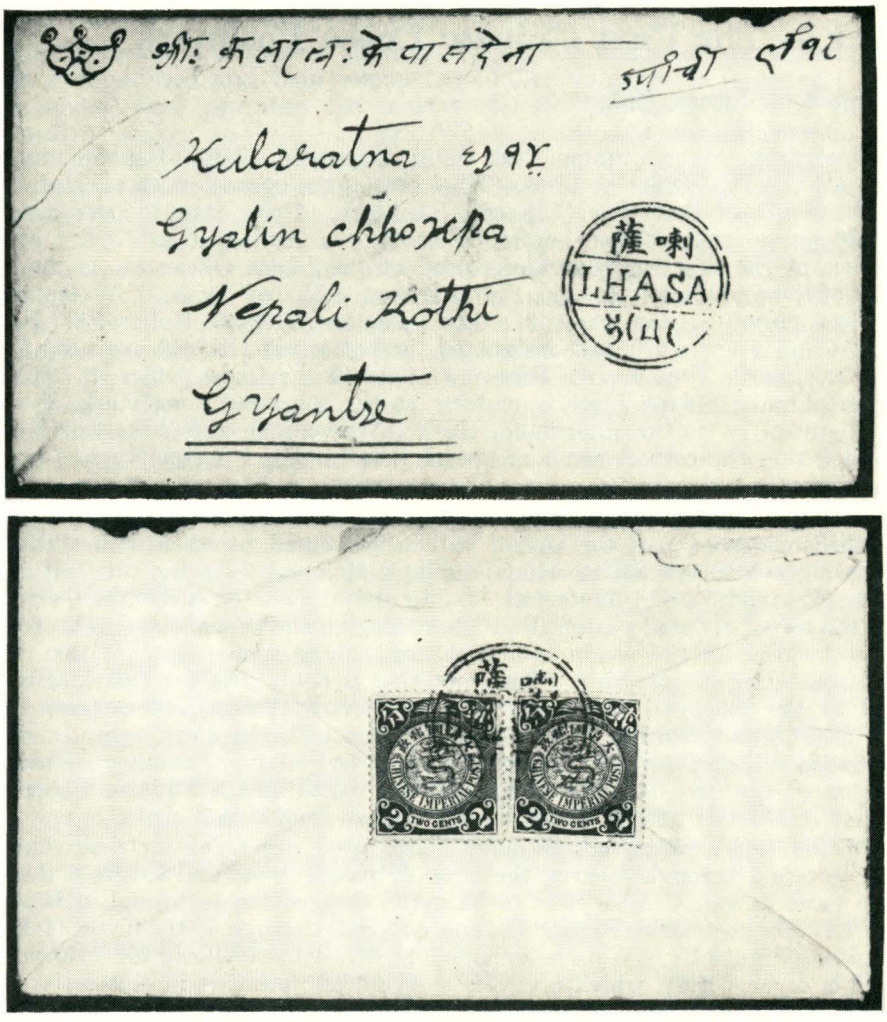


Figure 1. An example of the first type of the Chinese Post Office mark of Lhasa.

circular date stamp of Gyantse (Type II) which is known to have been in use near the end of the year.

Thus, the period of usage of the Type II Lhasa postmark would appear to have been from the 9th month till the end of 1910 and of the Type I postmark only during the 7th and 8th months of that (Chinese Calendar) year. It is suggested that the dated covers described in this study provide conclusive evidence that the correct designation of Type I and II Lhasa postmarks has been made. Thus letters mailed prior to or after this date bearing the minimum letter rate (or multiples thereof), are, respectively, of particular significance. And finally, late 1910 Lhasa covers with Type II sending postmarks and the dated Type III receiving postmarks of other Tibetan towns are of value for date fixing. The Type III postmarks referred to are those shown in the Haverbeck[4] and Waterfall[2] articles. Lhasa covers exemplifying the various approaches to this problem of postmark usage will be described below. Unsurcharged Chinese stamps were used exclusively on these covers.



Figure 2. An example of the second type of the Chinese Post Office mark of Lhasa, showing 3 cent rate.

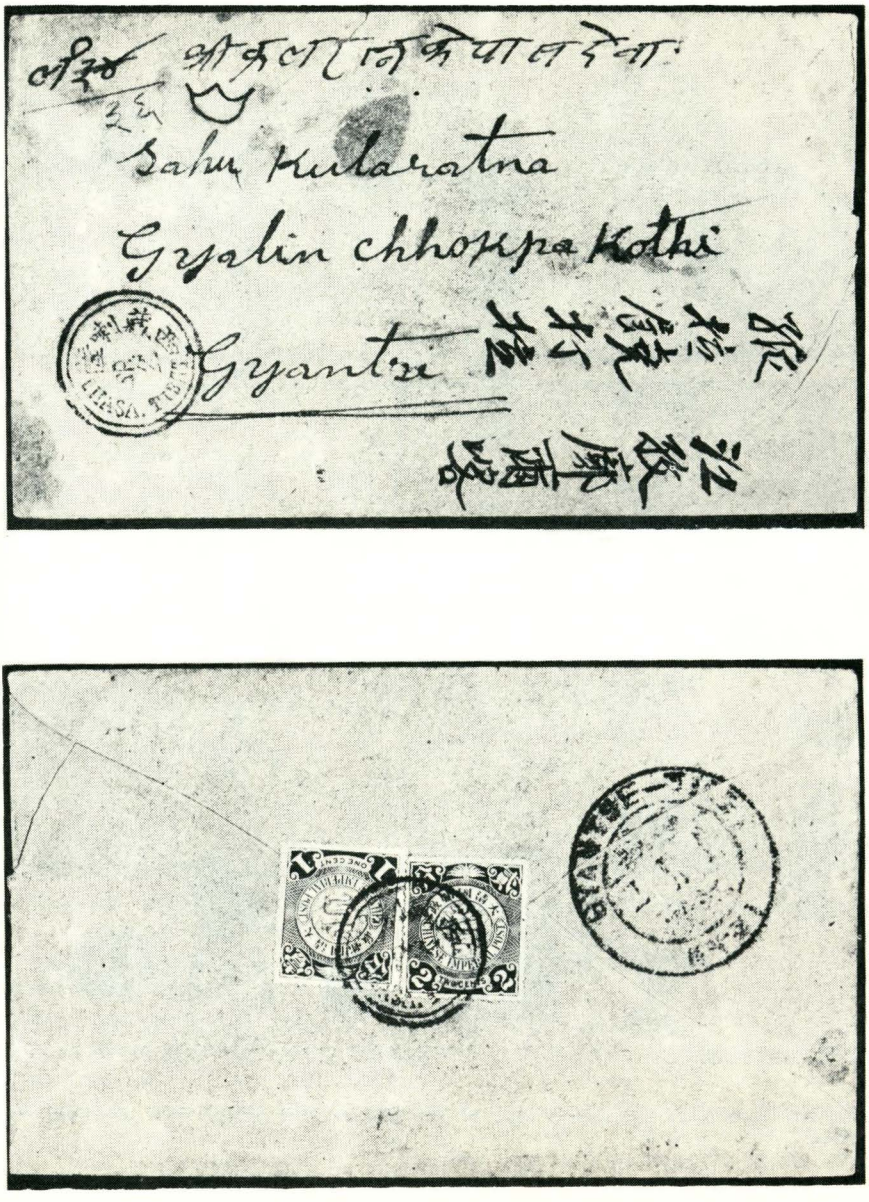


Figure 3. Cover from Lhasa to Gyantse showing 3c. rate.

Chinese Post Office Lhasa Covers — 1910

Cover No.	Post–mark Type	Min. Postage Rate	Total Postage Charge	Sending Date	Receiving Date	Destina–ation	Source of Cover
1 (Fig. 1)	I	2 cts.	4 cts.	—	—	Gyantse	(5)
2			20 cents. (Incl. 10 cts.) Regis.)	—	?	Shanghai	(2)
3			10 cts.	8th mo. 9th day	?	Shanghai	(6)
4		3 cts.	3 cts.	8th mo. 28th day	9th mo. 4th day	Phari	(7)
5 (Fig. 2)	II		3 cts.	9th mo. 7th day	9th mo. 10th day	Gyantse	(5)
6			3 cts.	(12th mo. 14th day Est.)	12th mo. 17th day	Gyantse	(2)
7 (Fig. 3)			3 cts.	(12th mo. 18th day Est.)	12th mo. 21st day Type III c.d.s.	Gyantse	(5)

Wonderful Holiday Gifts

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See Page 202 for the books currently available.

The Carrier Service In Baltimore Prior to 1863

By Denwood N. Kelly

(Continued from Page 159)

1860–1863

The year 1860 saw a considerable change in the carrier service in all cities. The previous year Postmaster General Holt had recommended that the drop letter charge should be abolished when such letters were delivered by carriers in order that drop letters would be charged only one cent whether they were picked up by the addressee at the window in the Post Office or delivered to him by carrier outside the Post Office. By the Act of April 3, 1860 this recommendation was carried out, the pertinent text reading:

> "Sec. 2: That on all drop letters delivered within the limits of any city or town by carriers under the authority of the Post Office Department, one cent each shall be charged for the receipt and delivery of said letters, and no more."

Prior to the passage of this act, drop letters which were delivered by carrier had been charged one cent at the drop letter window and an additional penny for the delivery by carrier. An example of such a letter is illustrated in Figure 10, the "1 in circle" postmark which accidentally ties the carrier stamp denoting the payment of the separate drop letter rate.

The Act of June 15, 1860 standardized the fees for the three services offered by the carrier departments at one cent each; upon its passage the Postmaster General stipulated that free delivery of mailable matter from letter boxes to the Post Office should stop and that thereafter a charge of one cent



Figure 10. Green carrier stamp (Scott 1LB4) tied to cover by the one-in-circle drop letter rate marking, indicating payment of both the drop letter and carrier fees. Date of use: Aug. 1, 1853. (Ex Caspary Collection).



Figure 11. Black Horseman carrier stamp (Scott 1LB8) tied by blue Baltimore circular date stamp, to a printed circular. The date of use, February 14, 1862 is the latest on record. (Ex Philip G. Strauss Collection).

was to be levied on all letters taken to the Post Office by the carriers. In Baltimore this could not have caused much of a flurry as the citizens had become used to this charge which had been in effect for most of the time since the inception of the carrier system. The big change effected by the new act was that in the rate for the delivery of incoming letters from other localities, a reduction from two cents to one cent being effected. The delivery fee for strictly local letters was unchanged by the new legislation, the fee remaining at one cent.

These rates remained in effect until June 30, 1863 when the Act of 1863 abolished the fee system entirely, all collections and deliveries being included in the basic postal rates from July 1, 1863 on.

As one would expect, examples of the carrier stamps used in the post-1860 period are much scarcer than those used in the 1850's. The latest date of use of a Baltimore carrier stamp so far recorded is February 14, 1862; the collection of the late Philip G. Straus contained a black "Horseman," tied to a printed circular announcing a meeting of the Fells Point Savings Institution, used on that date. This fine cover is illustrated in Figure 11. The late John N. Luff noted a blue "Eye" stamp used on May 10, 1861, and the rare green stamp, Scott 1LB4, used on June 13, 1861 on a local letter, is illustrated in Figure 12. This rare cover is now in a prominent Eastern collection and in addition to being a fine example of late usage is also an example of a drop letter delivered by carrier for the rate of one cent, as specified under the Act of April 3, 1860, the Baltimore circular date stamp showing that the letter had first been handed in at the Post Office and then turned over to the Carrier Department for delivery. Had this letter been handled solely by the Carrier Department, the Baltimore handstamp would not have appeared.

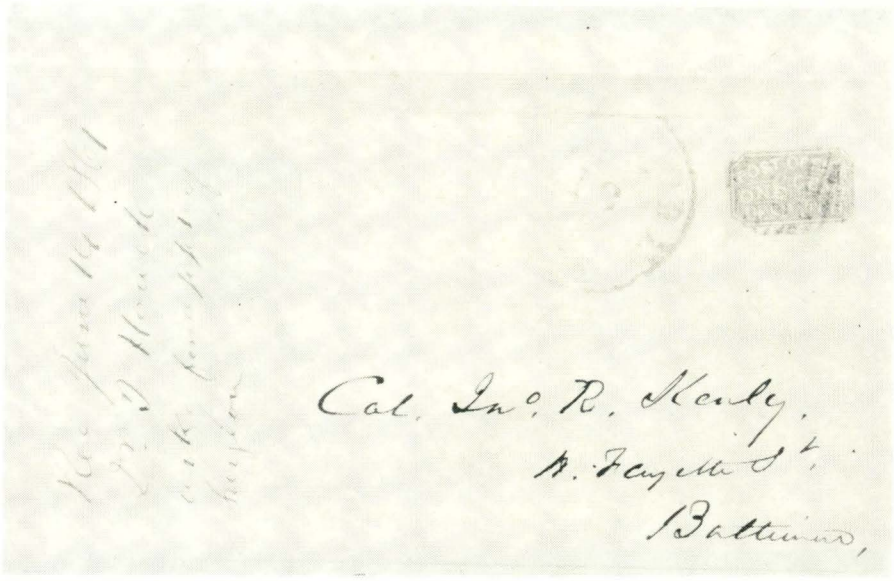


Figure 12. Green carrier stamp (Scott 1LB4) on local letter, June 13, 1861, a very late use. The stamp is cancelled by the seldom used barred oval obliterator. (Ex Caspary Collection).



Figure 12a. "Outgoing" letter, August 30, 1852 franked with the 1c and 3c 1851 stamps, the former prepaying the carrier fee for delivery to the Baltimore Post Office. (Sidney A. Hessel Collection).

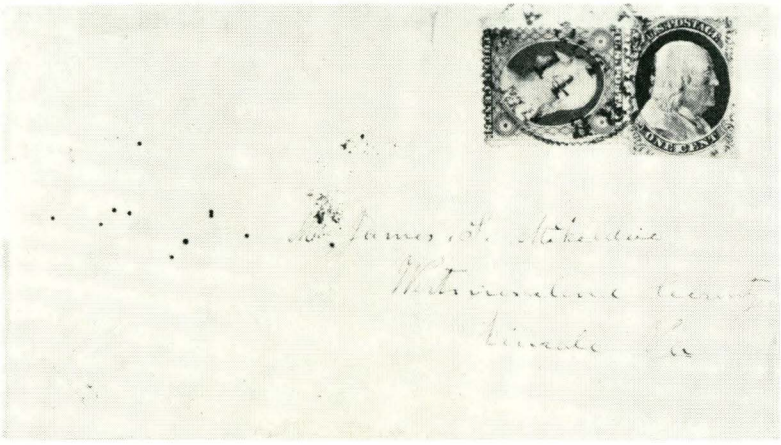


Figure 12b. "Outgoing" letter bearing a combination of the 1c 1851 and 3c 1857 stamps, the former prepaying the carrier fee for transporting the letter to the Baltimore Post Office, where it was placed in the mail to Virginia. (Ex Tracy Simpson Collection).

In Baltimore the use of the regular one cent postage stamps of 1851, 1857 or 1861 to prepay the carriers' fees was very limited, most of the relatively few examples of such usage so far recorded bearing the stamps of the issue of 1861. In the Carrier Chapter in *The U. S. One Cent Stamps of 1851-57* by Stanley B. Ashbrook, mention was made of a cover in the Sidney A. Hessell collection which bore a three cents stamp of the issue of 1851 and a one cent stamp of the same issue, the date of use being August 30, 1852. Through the courtesy of Elliott Perry, this fine cover is illustrated in Figure 12a. Another example of the 1c 1851 used to prepay a carrier fee, this time in combination with a 3c 1857, is shown in Figure 12b, again by courtesy of Elliott Perry. The cover illustrated in Figure 13 shows the use of the one cent stamp of 1857 to prepay the carrier's fee on an outgoing letter, the one cent stamp being manuscript cancelled in pencil. Mr. Mortimer L. Neinken has shown me a cover, Baltimore to Galena, Md., August 3, 1861, also bearing a 3c 1857 and a 1c 1857 to prepay the carrier rate (Figure 13a). Elliott Perry has also furnished a photograph (Figure 13b) of a most interesting cover bearing a 1c 1857 used by itself to prepay the carrier fee on a local letter which was dropped in at the post office, evidenced by the one-in-circle drop letter rate mark, and then delivered by the carrier service. The use of the one cent stamp of 1861 to prepay carriers' fees is encountered much more frequently on covers originating in Baltimore, but such usage is still far from common. Elliott Perry has furnished a photo of a cover bearing four of these stamps, three of them paying the normal postage and the fourth paying the carrier's fee (Figure 14). Such multiple use of the penny stamps is much more unusual than the combination of a three cents stamp and a one cent stamp, as shown in Figure 15. As previously noted, the use of the one cent postage stamps of 1851 or 1857 to prepay the carrier fee in Baltimore must have been very rare. The relative scarcity of examples of the one cent stamps of 1861 so used also indicates that the Carrier Department used its own stamps as long as supplies lasted before resorting to the regular postage stamps. This, of course, is further indicated by the late use of the first type green stamps issued by the carriers when supplies of the "Horseman" types were either very low or about exhausted.

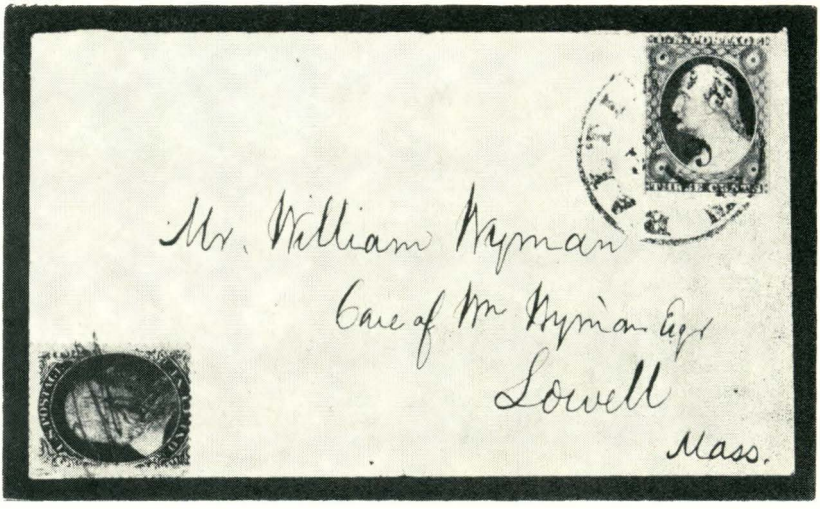


Figure 13. Cover showing the unusual use of the U.S. 1c 1857 stamp to prepay the carrier fee on an "outgoing" letter. (Kelly Collection).

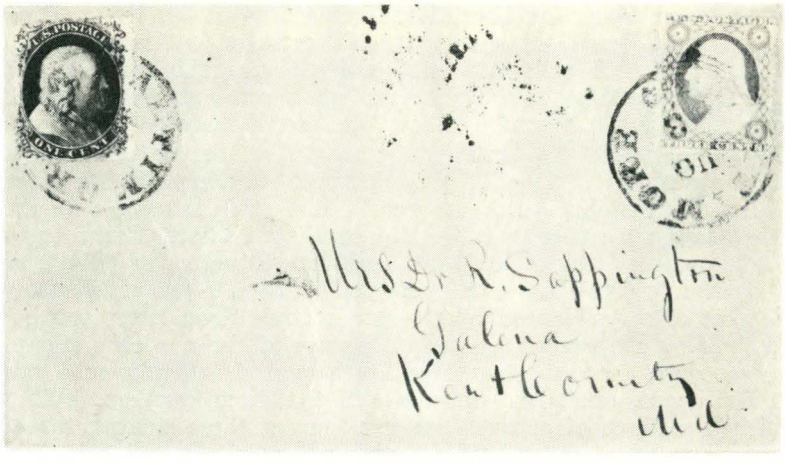


Figure 13a. "Outging" letter, August 3, 1861, bearing 3c 1857 and 1c 1857, the latter prepaying the carrier rate. (Mortimer L. Neinken Collection).

Finally, I am able to illustrate an extremely rare cover (Figure 15a) showing the compound 3c+1c star die stamped envelope, on buff paper, used in Baltimore. This cover was in the Marcus White Collection and, according to Elliott Perry, is one of two known.

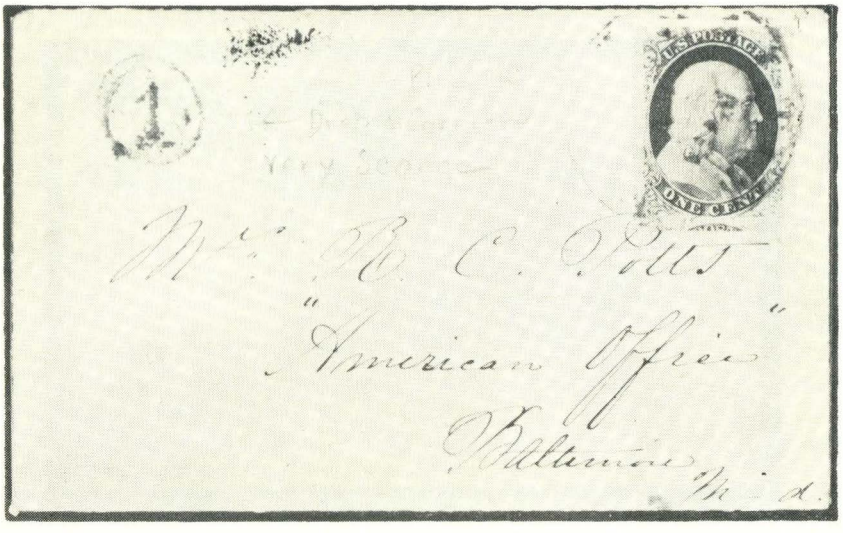


Figure 13b. Local letter with the 1c 1857 used to prepay the carrier fee for local delivery. This was a drop letter which was turned over to the Carrier Department for delivery.



Figure 14. Four copies of the 1c 1861 used to prepay the regular postage and the carrier fee on an "outgoing letter"; a very rare usage. (Ex Henry A. Meyer Collection).

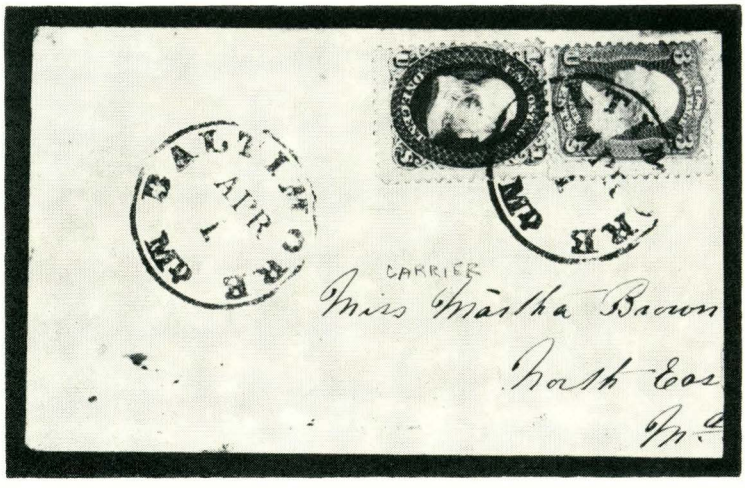


Figure 15. 1c and 3c 1861 stamps used on an "outgoing" letter to prepay the regular postage rate and the carrier fee. (Kelly Collection).

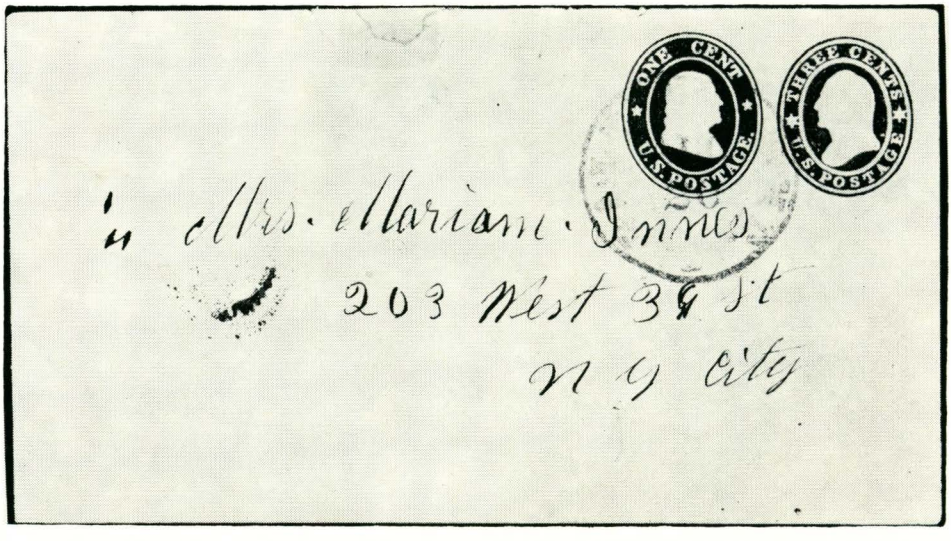


Figure 15a. Star die 3c + 1c combination stamped envelope used in Baltimore. One of two known. (Ex Marcus White Collection).

In order to give some idea of the volume of mail handled by carriers in Baltimore, the figures published in the Annual Reports of Postmasters General from 1852 through 1860 are given below in tabular form.

Year	*Number of Letters*	*Number Circulars and Handbills*	*Number Newspapers and Pamphlets*	*Total*	*Total Amount Received*
1852	620,651	64,094	129,876	814,621	$13,168.98
1854	765,149	34,430	130,677	930,256	14,434.02
1855	804,546			984,796	17,187.36
1856	819,011	26,615	155,427	1,001,053	17,423.49
1857	865,670	31,531	159,757	1,056,958	18,427.48
1858	886,403	34,128	166,690	1,087,221	18,902.78
1859	906,053	38,018	131,809	1,075,880	19,360.27
1860	866,079	50,765	184,971	1,101,815	18,754.07

(The fiscal year ended June 30th in all cases, the P. M. G.'s reports being dated December 1st).

When the fee system was abolished in 1863, letter carriers were paid by salary beginning July 1st. The Postmaster General's report for 1863 showed that there were 22 carriers on the payroll in Baltimore at that time and that they were paid an aggregate of $15,000, or an average of about $723 each. At that time New York averaged about $756 per carrier per year. Both in volume of mail handled and in number of carriers employed Baltimore ranked fourth in the country, behind New York, Philadelphia and Boston, in that order.

The official ending of the so-called "fee period" of the Post Office carrier service is probably exemplified as well as by any other means by the official announcement of the postmaster in Baltimore which appeared in the 1864 edition of the city directory:

> "The Carriers will visit each station or Branch Post Office in the City of Baltimore (under the new carrier system as inaugurated by the Postmaster General, commencing from July 1, 1863), three times a day, (Sundays excepted), commencing at the hours of 7 A. M., 11 A. M. and 2:30 P. M. By this system the letters for the outgoing mails will be brought to the Post Office in time to be sent with the corresponding mails, while the local or drop letters will be promptly delivered (within the city limits) as addressed, as often as three times a day, without charge or additional carrier's stamps as heretofore.
>
> The law requires that all matter to be sent through the mails, or to be delivered within the limits of the city, must be prepaid in United States postage stamps. Postage to be prepaid on local or drop letters *two* cents each, if within the half ounce in weight, four cents if over, and within the ounce, etc. Postage to be prepaid on all letters to be sent through the mails to any part of the United States (California included) *three* cents if single rate, six cents if double, etc. Special care has been taken in the selection of proper localities for the Drop boxes in order to afford the greatest facilities to each and every section of the city.
>
> Wm. H. Purnell, Postmaster — C. J. R. Thorpe Asst. Postmaster. Newspapers — Transient newspapers sent anywhere within the United States at two cents not exceeding four ounces, prepaid by postage stamps, all transient printed matter at like rates. The quarterly postage on regular newspapers, if prepaid, is 5c for a weekly paper, in same proportion if published oftener. Circulars — Three circulars or less, sent for two cents — prepayment by stamps required."

The Adhesive Stamps

The three types of adhesive stamps issued by the Carrier Department of the Baltimore Post Office and in use between 1850 and 1862 are listed in the Scott Catalogues as Types C1, C2 and C3 (Nos. 1LB1 to 1LB9). All three types were printed locally by typography and while no records now extant substantiate the theory, it is thought that they were all printed by the same firm of printers. The fact that vertical settings of 10 (2 x 5) were employed in the printing of the first and last types, and probably the "Eye" type also, gives some indication that one printer produced the entire series, although this is far from conclusive evidence. King Bros., a well-known local printing firm then as now, have specialized for years in the printing of state and municipal legislative bills, court notices, reports and forms. One of the more recent partners in the firm, prior to his death several years ago, told the late Philip G. Straus that he remembered, as a boy apprentice, seeing the small forme of ten cliches of the "Horseman" design in use in the office as a paper-weight. The office, plant, equipment and records of King Bros. were practically a total loss in the Baltimore fire of 1904 and among the items destroyed was the little "Horseman" paper-weight. One of the letter carriers in Baltimore during the period of currency of the carriers' stamps was William J. King, listed thus in successive editions of *Matchett's Baltimore City Directory* from 1855 to 1859; he was a brother to the partners in the original printing firm, this fact being attested to by a present-day descendant, a great grandson of one of the original partners. Inquiry made at the present firm of King Brothers, Inc. yielded no information beyond the confirmation of the genealogical factor and the fact that no records, order books or proof books of the mid-nineteenth century period are now in existence, all having been destroyed in the fire of 1904. Whether Letter Carrier King's influence secured the printing orders for his brothers or their connections secured him his job is a moot question, but one to which, from the human interest standpoint, it would be interesting to know the answer.

The "POST OFFICE ONE CENT DESPATCH" Stamps (Scott Type C1)

The stamps of this first type, which remained in use for some eleven or twelve years, obviously underwent several printings. Judging from dated covers inspected, it seems that red was the first color used, followed by green and then blue. The significance of the three colors, if any, is not definitely known. At one time or another collectors have speculated on this, even to the extent of suggesting that one color was meant to be used to denote prepayment of the carrier's fee on letters "to the mails," another on letters "from the mails" and the third on strictly local letters. This is purest speculation and is easily disproved by the simple fact that all three colors are known used interchangeably on letters "to the mails" and for local delivery; it is mentioned only for the purpose of clearing the record. It seems likely that Postmaster Maddox decided to reissue the stamps in a new color at the time of the reorganization of July 1, 1851 and that it was at this time that the green stamps made their appearance. Maddox's statement in his notice of June 19, 1851 that "stamps . . . will be furnished" tends to bear out the idea of a change in color if not in design. Even the approximate date the green stamps were succeeded by the blue ones is not known, either, insufficient dated material having been recorded to throw any strong light on the subject. The earliest date of use of a blue stamp so far recorded is in July of 1853; this may indicate that the blue stamps were issued after April 1, 1853 which was the date Maddox was succeeded in office by Col. Jacob G. Davies. There is also the possibility that green was con-



Figure 16. Blue Carrier stamp on white vertically laid paper, the stamp showing the mottled appearance typical of a late impression. (Kelly Collection).

sidered an unsatisfactory color and that blue was substituted earlier than 1853. The significance of the bluish paper on which both red and blue stamps appear is probably not too important. A local printer of the period would normally use whatever paper of adequate quality was on hand for jobs of this kind. Bluish paper was very prevalent in the mid-nineteenth century and the average print shop almost always had it on hand. It is considered just as likely that the red and blue stamps could have been printed three years apart on similarly colored papers as it is that the similarity in paper indicated contiguous or contemporaneous printings. It seems strange that the green stamps, which are the rarest, are the ones found showing the latest dates of use among the stamps of the first design, several such dates in 1861 having been recorded. Probably the answer is that the green stamps, having been printed in relatively small quantities and replaced fairly quickly by the blue ones, were on hand in small reserve stocks when supplies of the other later types were almost exhausted.

As would be expected in the case of stamps in use for some twelve years, impressions from both early and late states of the printing plate are found. Figure 10 illustrates an example of an early impression, the stamp being one of the scarce green ones. Reference to the cover in Figure 6 also will show another example of an early impression, the stamp in this case being red on bluish paper. Figure 16 shows one of the blue stamps from a late impression on white vertically laid paper. The overall effect of the early impressions is one of sharpness and clarity, while the later impressions have a somewhat mottled and dull look. Additionally the bluish paper varieties generally have a clearer impression due to the finer texture of the paper.

The sizes of the printing plate and the sheets are not known. Ten relatively easily discernible types are to be found, arranged in a vertical block of 10 (2 x 5). The ten types are not minor variations of one basic die; instead, each differs slightly in the formation of the lettering and scrollwork and in the relative positions of the words, "ONE CENT." These variations are most easily seen by comparing the position of the "C" in "CENT" in relation to the "O" in "OFFICE." In addition, small flaws and colored spots in various portions of the design also permit identification of the types. Whether or not additional stereos were then prepared from this setting and combined to form a larger final printing plate is unknown, but research still in progress indicates that this probably was the case. A sufficient number of sub-types of the ten basic types have been noted to make it seem highly unlikely that the final printing plate was a small one of merely ten subjects. The printing plate and press used were obviously not large, however, as evidenced by the "work and turn" method of printing, illustrated in Figure 17. This extremely rare block is probably unique and shows one complete setting of the ten types plus an irregular block of four, tete-beche. The close bottom margin and wide side margins seem to indicate that another block of ten was at one time joined to the existing one and suggests that the printing plate was probably of from twenty to forty subjects. The small size of such a plate is indicative of a small hand press, as is the use of the "work and turn" method of printing.

The rarity of multiple pieces is a real handicap; when it is realized that all of the multiples of all three designs now on record have been used to illustrate this article, their scarcity will be better appreciated. The sheet size may have been determined by the size of the paper used by the printer and it is possible that several sizes of finished sheets existed.

The most easily discernible characteristics of each of the ten types are described below, in addition to the relative positions of the "C" of "CENT" and the "O" of "OFFICE."

Type 1. "C" slightly to the right of "O". Colored dot in bottom of "O" of "ONE."

Type 2. "C" to the right of "O". Colorless flaw between the head of the "P" in "POST" and the frameline to the left.

Type 3. "C" slightly to the right of "O" and canted to the left. Dot of color at about "5 o'clock" in the "O" of "OFFICE."

Type 4. "C" slightly to the right of "O." Colorless cut across the right framelines oppositite the "T" of "CENT."

Type 5. "C" to the left of "O." Colored dot in the upper arm of the "E" in "ONE".

Type 6. "C" to the right of "O". Small colored dot in the top part of the upright of the "E" in "DESPATCH".

Type 7. "C" and "O" about aligned. Small colored dot in the bottom of the upright of the "T" of "POST" and another in the white frameline above the "ST" of "POST".

Type 8. "C" to the right of "O". Circular colorless flaw attached to right curve of the "S" of "POST".

Type 9. "C" to the left of "O". Colored dot at about "10 o'clock" in the "O" of "ONE".

Type 10. "C" slightly to the right of "O". Blob of color in the white frameline southeast of the "H" of "DISPATCH".

The arrangement of the above described types as they appear on a printed pane are:

1	2
3	4
5	6
7	8
9	10

Figure 18 illustrates an enlarged reconstruction of the setting of ten, composed of a block of four, a pair and four singles. Figure 19 illustrates a block of eight comprising Types 1 to 8, inclusive. Careful comparison of the individual positions in the blocks illustrated in Figures 17, 18, and 19 will show that in addition to the major characteristics described above, each type has minor sub-characteristics which vary on individual stamps. An easily seen example is in Type 5. In the full setting of ten in the tete-beche sheet fragment shown in Figure 17 and in the block of eight in Figure 19, the "T" of "CENT" has a spot of color in the center of the crossbar that makes it appear malformed to the extent of appearing almost in the shape of a "Y"; however, in the reconstructed setting in Figure 18 and in the irregular block of four (tete-beche) in Figure 17 the same position shows a normal "T". That there has not been a rearrangement of cliches is proved, however, by the basic characteristic, a small dot in the upper arm of the "E" of "ONE," which is present in all examples. All of the illustrated multiples are from late printings and the presence and absence of such strong sub-characteristics indicates that at least a second stereo was prepared from the first setting. Most of the other types show sub-characteristics, although they are generally less obvious than those used for illustration above.

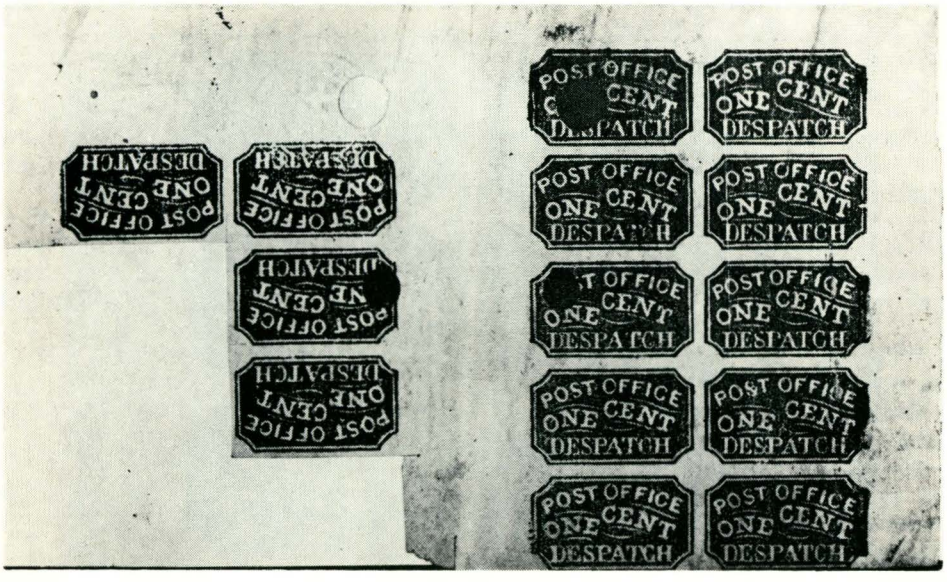


Figure 17. Sheet fragment of the blue stamp of the first type (Scott 1LB6), showing a complete setting of the ten types plus an irregular block of four tete-beche, the arrangement of the types being

		1	2
01	6	3	4
	7	5	6
	9	7	8
		9	10

(Ex F. A. Hollowbush Collection).



Figure 19. Rare block of eight of the first design carrier stamp printed in red on blue paper (Scott 1LB1), comprising Types 1 through 8.



Figure 18. Reconstruction of the setting of ten types of the first design of the Baltimore carrier stamps (Scott Type C1). (Ex Caspary Collection).





Figure 20. Imitation, Type I, of the "Post Office One Cent Despatch" carrier stamp. (Left).

Figure 21. Imitation, Type II, of the "Post Office One Cent Despatch" carrier stamp. (Right).

Robson Lowe has mentioned to me that while there is no doubt that the red and blue stamps were typographed, there seems to be no spread of ink, that one would expect to find on a typographed stamp, on any of the green stamps that he has inspected. I agree with his observation and it may be that a transfer to a lithographic stone was made when the green stamps were printed, using the plate from which the red stamp was printed as a die. Obviously, additional study will have to be undertaken before this theory can be either proved or disproved.

Imitations of this first type of carriers' stamp are quite common and have done much to reduce the popularity of the originals. All of those known were made for collector consumption, primarily in the last thirty years of the last century. Those so far recorded fall into four categories, as described below:

Imitation I — Figure 20. The letters in "CENT" become taller from "C" to "T" and are shorter than in "ONE." In "OFFICE" the "O" is rounder than it is in "POST" or in "ONE". In "DESPATCH" the "S" tips and the "S" and "C" are too small. This imitation was used as an illustration in 1877 by Coster, and in Scott catalogues from 1887 or earlier to 1942. It was printed in a block of eight from a plate which contained imitations of other carrier or local post stamps. It is found in red or in blue on medium and thicker paper which indicates at least two printings.

Imitation II — Figure 21. This imitation has a small oval "O" in "ONE"; and in "POST" the "O" is rounder than in "OFFICE" or in "ONE". The vertical stem of the "E" in "OFFICE" is too heavy and the horizontal bars are too short, with the middle bar nearer the bottom. It is commonly found in blue and in red, but has also been seen in gold, all on white paper. Vertical strips of five and a block of eight (2 x 4) are noted, which seem to indicate a sheet of (2 x 5).

Imitation III — Figure 22. All three letters "O" are similar ovals. In "OFFICE" each "F" is too narrow, the "C" looks too large, and the "E" is too small, with the middle and bottom bars the same length. Noted in rose and in gold on white paper only.

Imitation IV — Figure 23. The letters are all too small and in "ONE CENT" all except the "O" are too thin. Found in black and in various colors, on white and colored papers, all of which are credited to S. Allan Taylor.

The illustration formerly used in the Scott Catalogues, which dates from 1943, seems to agree with the upper left corner position (#1) in the setting of ten cliches, and apparently was made from an original stamp on which the ink of the background ran over at the left side and obliterated the colorless frame there. Such slopovers are so exceptional that to illustrate one of them as if it were the normal stamp is misleading.





Figure 22. Imitation, Type III, of the "Post Office One Cent Despatch" carrier stamp. (Left).
Figure 23. Imitation, Type IV, of the "Post Office One Cent Despatch" carrier stamp. (Right).

(To Be Continued)

The U.S. Express Mail

The Steamer Oregon Handstamps

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(Continued from Page 169)

The Oregon Handstamps

There were three handstamps used on the *Oregon* or its replacement during 1846-47. The dating of these handstamps depends upon the letter contents. These contents can differ from the actual date of use for three reasons: (a) no-difference but the boat is going South from Stonington (b) the writer misdated (c) the letter missed the steamer. The first two reasons are the most likely. The reason is that the Oregon did run in both directions but Northbound mail (Tuesdays, Thursdays and Saturdays) was much more likely to receive a handstamp and while it is common for inside datings to be one day earlier than the outside handstamp in this period, this is not necessarily true of the *Oregon* markings, which are Express Mail handstamps applied by the route agent and thus designed specifically to catch that day's steamer. Almost 50 handstamps used on the *Oregon* have been examined and the results support the above within reasonable limits.

The first marking used was the STEAMER/5/OREGON (Figure 3). It is known only in 1846 from August 6th through November 20th. No later marking can be expected. Earlier markings may occur back to the date when Captain Thayer took command or possibly to July 18th when the Oregon rejoins

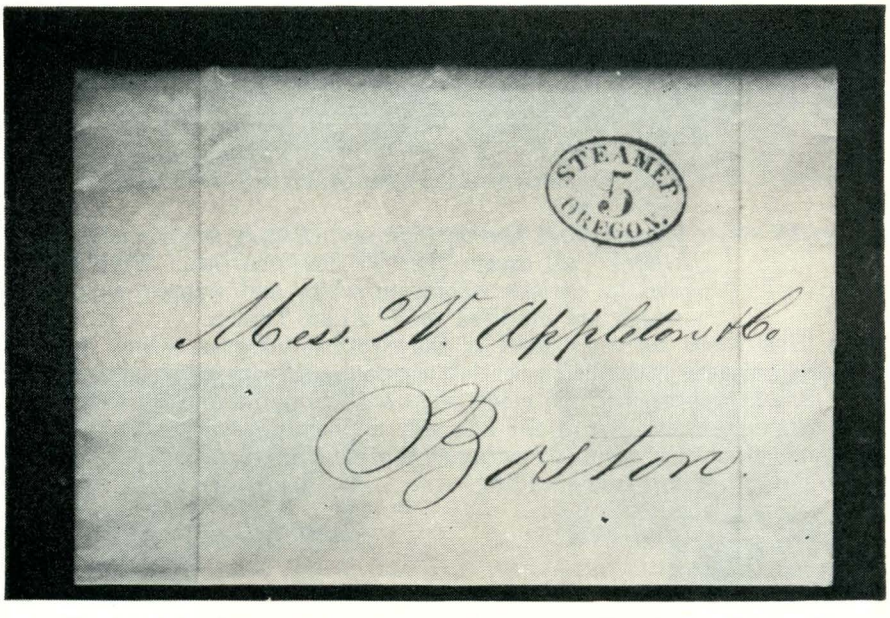


Figure 3. The initial handstamp is seen on this October 18, 1846 letter. This handstamp was apparently that of the express mail route agent who served on this boat, and its substitute in Winter, the "Governor", under Captain Seth Thayer. Known 8/6/46-11/20/46 with earlier dates probable.

the line. The writer does not believe the handstamp could date back to either the April 11th or April 1st date when the *Oregon* first appeared on the new Regular Mail Line.

The writer has recorded the following dates:

8/6; 8/8; 8/15; 8/20; 8/31
9/3; 9/6; 9/8; 9/12 (2); 9/29
10/2; 10/8; 10/10; 10/16; 10/20; 10/21; 10/24
11/5; 11/12 (Baker); 11/14; 11/20
Hall copy; date unknown; with handstamp PAID

One of these, the 9/6, is a Sunday date and obviously wrong as the *Oregon*, its sister ships, and the Express Mails never ran on Sunday. It presumably should have been the 5th. Six other letters are with inside dates other than on a Tuesday, Thursday or Saturday — the Northbound sailing dates: 8/31; 10/2; 10/16; 10/21; and 11/20. These letters are presumably Southbound or the dates are in error, in terms of the date the handstamp was applied.

One very unusual use of this handstamp is on a cover from Tabasco Mexico to London in 1846. Written August 8 (19) at Tabasco it was sent via Vera Cruz forwarder Hoffman & D'Oliere and marked in manuscript on the face, "Via New Orleans" and "pr. Steamer". It also contains a partially obliterated registry mark 1x943 of the forwarder. It did not pass through New Orleans postoffice but went direct to the New York forwarder who applied a red 47x31mm oval FORWARDED BY/MEYER & STUCKEN/NEW YORK and put it onto the *Oregon* where the red STEAMER/5/OREGON and a red PAID was applied. It received a manuscript 1/- steamer charge mark and a red 24mm HA/14 OC 14/1846 receipt mark in England. This copy, if not the Hall, is the second with the PAID. It is now (1972) in the Robert Dalton Harris collection. The *Oregon* marking was probably applied on September 26, 1846. That date would permit connection with the bi-monthly Cunarder (Figure 4).

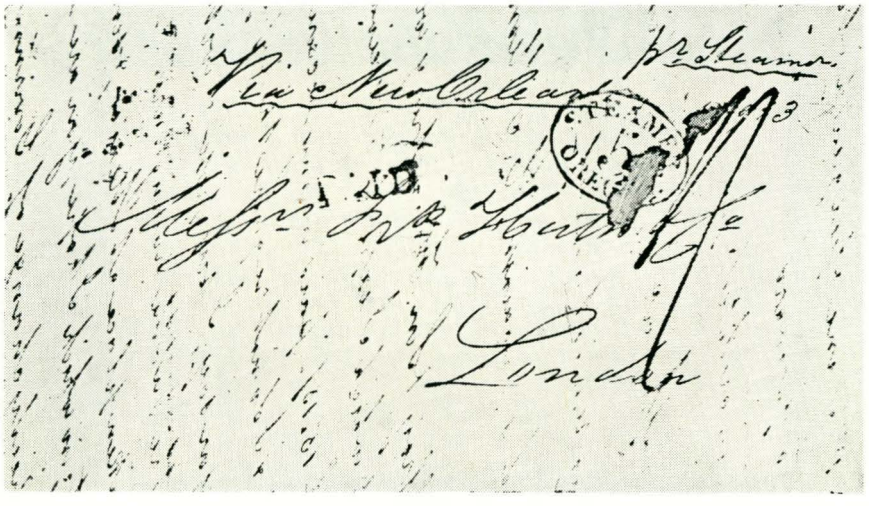


Figure 4. Trans-Atlantic use of the STEAMER/5/OREGON. Originating in Mexico 8/8 (19) 1846 this went via two forwarders, including Meyer and Stucken of New York to catch the Boston steamer to England. It probably was on the Oregon on the trip of September 26. It is the second copy with a red handstamp PAID. This is in the Robert Dalton Harris collection and is presumably the Hall copy.

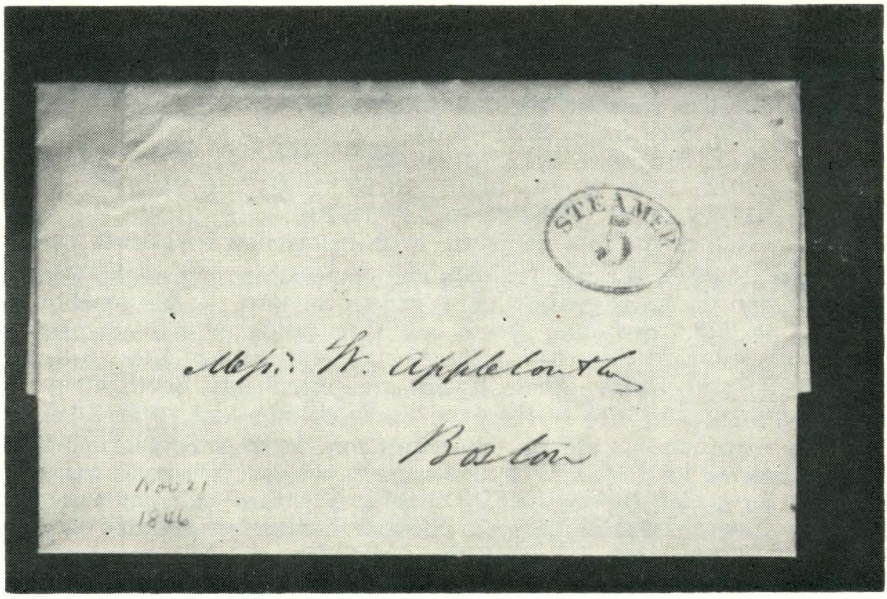


Figure 5. The "Oregon" was removed from the service for the winter season as its wrecks earlier in the year may have rendered it unsuitable to the winter storms. This 11/21/46 handstamp was used on the "Governor" the first day it replaced the "Oregon." It is a cut-down of the initial STEAMER/5/OREGON; it is also used on the "Oregon" when it resumes the run in the Spring and is recorded until October 27, 1847. It may be expected to at least November 8th.

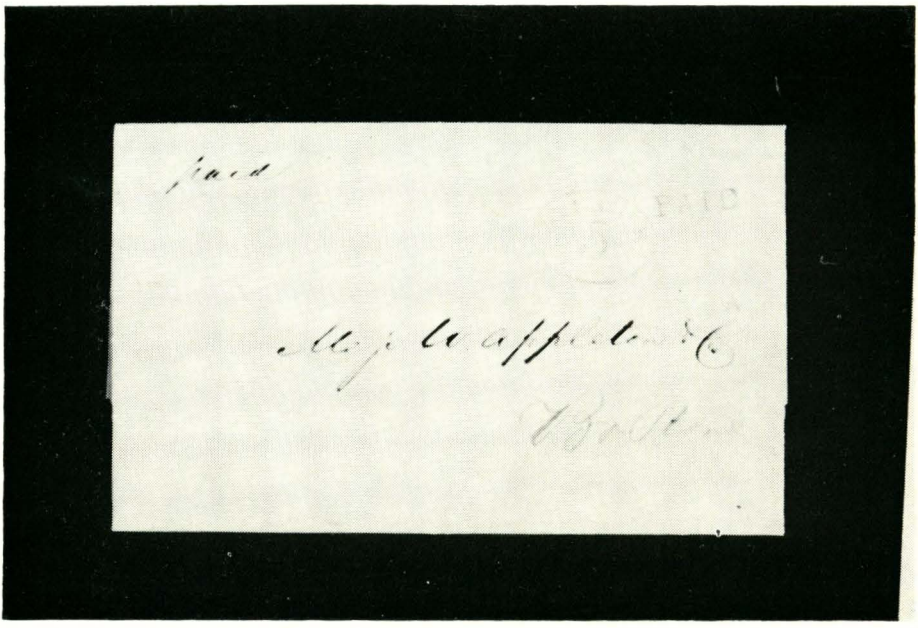


Figure 6. Steamer 5 handstamp used with a red PAID on a February 6, 1847 letter to Boston. This is one of two known copies with a prepayment.

The STEAMER/5 handstamp is a cut-down version of the STEAMER/5/OREGON as overlay of the two strikes reveals. Thus no copy can exist while an OREGON strike is recorded and the latest of these is November 20th. The STEAMER/5 is first recorded on November 21st, 1846 on a cover in the writer's possession (Figure 4). This letter contains a comment inside that "the mail of the 19th was detained in the Sound". The dating fits the shift in ads when the *Oregon* last shows in the ad of the 23rd. Presumably the Southbound trip of the 20th was the last of the season, and the ad didn't get pulled until the Tuesday sailing, following. The result is the Saturday and Monday papers were incorrect — this several days delay is not atypical in removing ads in this time period.

Henry Meyer has recorded two earlier dates. A November 4th date is noted from the Ashbrook Special Service pp. 345, and Chambers recorded another on November 12. The writer believes these sources are in error. They do not conform to the recorded markings of the STEAMER/5/OREGON and *just as important* they do not conform to the newspaper ad shift. The Baker sale had a STEAMER/5/OREGON on the 12th while Robert Dalton Harris has the one of the 14th, and the writer, in the last two years, recorded the one from the 20th.

The STEAMER/5 handstamps are recorded as follows:

11/21/46
12/31/46
1/5/47; 1/12; 1/23;
2/2; 2/6 (PAID); 2/20; 2/27
3/2; 3/11
4/15; 4/23
5/6; 5/18; 5/27
6/19; 6/24
9/11
10/2; 10/27

Two of these are not Tuesdays, Thursdays or Saturdays. One, the 4/23 cover, is Northbound to Boston. It presumably went on Saturday 4/24. The 10/27 letter may be either Southbound or went on Thursday the 28th.

The STEAMER/10 handstamp is different from the other two. It is 1½mm longer and the lettering is 3mm tall rather than 2mm tall as in the others. It cannot be a cut-down marking. The reason is that there is not enough physical space below the 10 to have the word OREGON in the same size letters as the rest of the handstamp. For this reason, it can be stated with almost certainty that no STEAMER/10/OREGON ever existed. For if it had it would have been cut-down and this marking, STEAMER/10, cannot be a cut-down version. It has been recorded from April 16, 1847 until September 30, 1847 with the probability that both earlier and later dates will turn up although it is not likely that any 1846 dates will appear. No PAID is yet recorded with the handstamp, although one would not be unexpected. An erroneous earlier listing of January 5, 1847 has appeared in print as a result of my misreading of a cover in the Jarrett collection which was dated June 5th. The earliest use is the one illustrated here, on April 16 (Figure 7).

The STEAMER/10 is considerably less common. First, its use would involve either a double letter or one beyond the 300 mile range of the five-cent rate of 1845. From New York there were only the Maine towns that fell into that 10¢ zone; Boston was a five-cent zone. Secondly, while many cities South of Boston fall into the over 300 mile zone, the handstamp would be unlikely to

be applied. For the same reason Southbound *Oregon* handstamps are uncommon. The reason is that the handstamp would be applied by the Express route agent only to letters handed him on board or at the dock at Stonington and only a few people in Stonington would write in comparison with the number from Boston or New York.

Elliott Perry in *Pat Paragraphs,* pg. 1768-9 shows what happened to the Boston letters when he recorded data on Supplementary Mail out of Boston in an advertisement of 2/9/1843. He noted this ad continued as late as 12/6/1846:

> "Southern Steamboat Mail closes daily, (Sundays excepted, at . . . . . 3 o'clock P. M.
> Supplementary ditto, for prepaid-letters only,
> closes daily, Sundays excepted at . . . . . 3:40 P. M.
> Letters are received at the Providence Railroad
> Depot, by the Express Mail Messengers until 4 o'clock P. M. . . . . "

It is thus impossible for a letter South from Boston to receive an *Oregon* handstamp unless carried out-of-the-mails privately and illegally to Stonington. Southbound Boston letters, legally, went through the post office as Southern Steamboat or Supplementary letters or they got Express Mail handstamps in Boston. Even Southbound mail from Stonington would normally take the five cent rate to New York. It required a letter to go on to Philadelphia or beyond to justify the ten-cent rate on mail zones; otherwise it had to be double, to require a ten-cent rate.

The STEAMER/10 handstamps are recorded by the writer as follows:

4/16 Southbound; 4/26
5/30 (Southbound with two 5c 1847's);
5/31 Southbound
6/1; 6/5; 6/12; 8/31
9/1 (Southbound); 9/4; 9/6; 9/9; 9/30

The 9/1 cover is with a 10¢ 1847 and is a Southbound cover thus appearing on a Wednesday sailing from Stonington. This is also true of the 4/16 and 5/31. The 4/26 cover is a Monday date thus either the cover is Southbound or it actually went on the 27th although dated inside the previous evening. The 9/6 letter is Northbound, to Bucksport, Me., and is a Monday sailing date. The inside date probably does not correspond and the letter went on the Tuesday sailing.

Of all the Oregon covers *where the direction is known* only two covers do not conform — one being a Sunday and the other a Monday trip. The remaining non-Tuesday, Thursday, Saturday dates may be correct as they may be Southbound letters, or they may have been written the evening before the sailing. As over 40 covers fit the pattern of the advertised sailings and only two are probably different, there can be little disagreement that the *Oregon* used all three handstamps and the handstamps were used only on the *Oregon* and its replacement, the *Governor.*

There were about 210 sailings of the *Oregon,* or *Governor,* Northbound upon which the handstamps could be applied. The equal number of Southbound sailings can be largely disregarded for the reasons previously stated. Handstamps were relatively unlikely to be applied Southbound. The valid question is what handstamp was used on the sister ships? Certainly an equally large

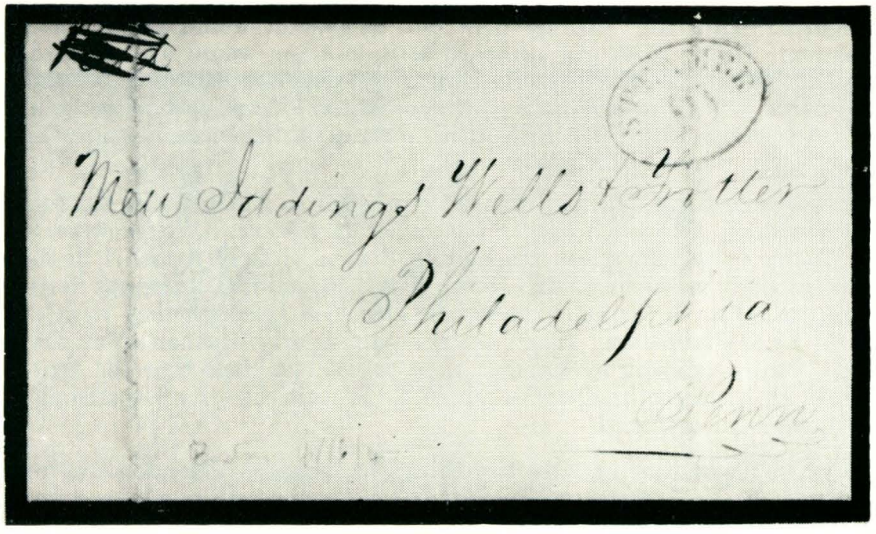


Figure 7. Scarcest of the Oregon express mail handstamps in the STEAMER/10. Thirteen copies have been recorded. This Southbound use is of April 16, 1847. The marking is known from this earliest use until September 30th 1847 with both earlier and later listings likely. Southbound uses of any "Oregon" handstamp are unusual.

number of letters would have been given on board the *Knickerbocker, Massachusetts, Rhode Island,* and *Vanderbilt,* or at least the last three as they ran simultaneously with the *Oregon* handstamps. No steamboat marking is known in comparable quantity that might have been so used. While there was a *Massachusetts* handstamp, it is of a much earlier period (1836) and used on the Boston run. The only marking that is common and that makes logical sense is the U. S. Express Mail/N.York handstamp.

The Case For the Express Mail

The hypothesis that the Steamer Oregon handstamps are U. S. Express Mail handstamps would explain a number of puzzling points. It accounts for the lack of a handstamp on letters handed to the boat at New York on Mondays, Wednesdays, and Fridays. It explains why some N. YORK Express Mail handstamp strikes are recorded on Southbound Mail. While the dates are not conveniently recorded, there are four such letters in the Miller collection in the New York Public Library. It also explains the scarcity, if not total abstinance, of Express Mail New York markings northbound on days that the *Oregon* was running.

The first question to examine is the Southbound markings on the Express Mail during this period. The *New York Express* of August 12, 1844, as previously noted, recorded the first trip by train to Boston over the Long Island Rail Road. It noted the passengers left Providence at 4:23 P. M. arriving in Boston at 6:09 P. M. They had left Stonington at 2:07 P. M. Thus it was a four hour trip from Stonington or an hour and a half from Providence, while it is six hours from New York to Stonington by the train and boat or an elapsed six hours and three minutes for the 125 miles from New York to Stonington on the *Oregon* during her fastest run, June 8, 1847. Thus it was quite possible for the Boston Express Mail route agent to make the Stonington trip and back the same day. The trip from New York to Stonington and back was an

overnighter. Thus any express mail out of Boston would carry the Boston handstamp. Only letters put on board at Stonington would need a handstamp. And, these might well have received the N. YORK handstamp for Southbound mail — there was little originating at Stonington. This probability would explain the peculiar uses of the N. YORK marking on Southbound mail which has been noted by postal historians.

In answering the question of what happened to Northbound Express Mail, the writer would like to go back a bit earlier in history. We know that directional instructions were given on mail to Boston to have it travel by Steamer at least as early as October 12, 1829. These directional markings were quite common on letters in the 1838 through 1844 period although they went through the New York Post Office. They are not particularly common after that date. In fact, the directionals by steamer were so commonplace that the writer was surprised by one directional of March 26, 1843 which is "By Land Mail". He has not recorded a second.

We also know that in 1844 two things happened — Harnden was removed in February as U. S. Express Mail Route Agent and the Long Island began an extra Mail service to Boston in August. The Express Mail thus went to Boston over the Long Island for some time. On November 23, 1844, the *New York Express* carried the N. J. Transportation Company's advertisement which noted that the *Massachusetts* left for Stonington from New York on Mondays, Wednesdays and Fridays and the *Mohegan* from Greenport on Tuesdays, Thursdays and Saturdays. We also know that somewhat later the boats alternated between Allyn's Point (Norwich) and Stonington.

There is reason to believe that in the Spring of 1846, the red 33x4mm RAIL R. handstamp on the Long Island was the Express Mail route agent's marking for letters on the Boston route. Remele has noted that he had examined about ten covers. All known copies are recorded between February 26, 1846 and May 7, 1846. The writer has examined four — all fell on Tuesdays, Thursdays, and Saturdays. The last reports "the Oregon is landing today", i.e. May 7th. It added, "we shall ship the cotton via the Oregon". Thus for some reason, the Oregon was late in arriving for its turnabout trip out at 5 p. m. that day (Figures 8, 9, and 10).

The date pattern of this handstamp combined with the date pattern of the subsequent Oregon markings suggests that the route agent may be the same and that later Long Island hand stamps may be found until sometime in July 1846. The regular red and black double circled Long Island Railroad handstamp is known *overlapping* with this straightline RAIL R. so they probably did not serve the same purpose. As the Long Island terminus was in Brooklyn, it is logical that fewer covers would be found than of the *Oregon,* if both were Express Mail route agent markings.

Perhaps the most solid proof of the express nature of this marking, other than finding the name and route of the agent in the Washington archives is a statistical analysis of the U. S. Express Mail handstamps of the period. I have yet to see one in the RAIL R. period. We do have some indication that a special service may have existed at this period for in my article, *Postal History Notes III,* published elsewhere, I quoted the *Boston Daily Mail* of May 9, 1846 as follows:

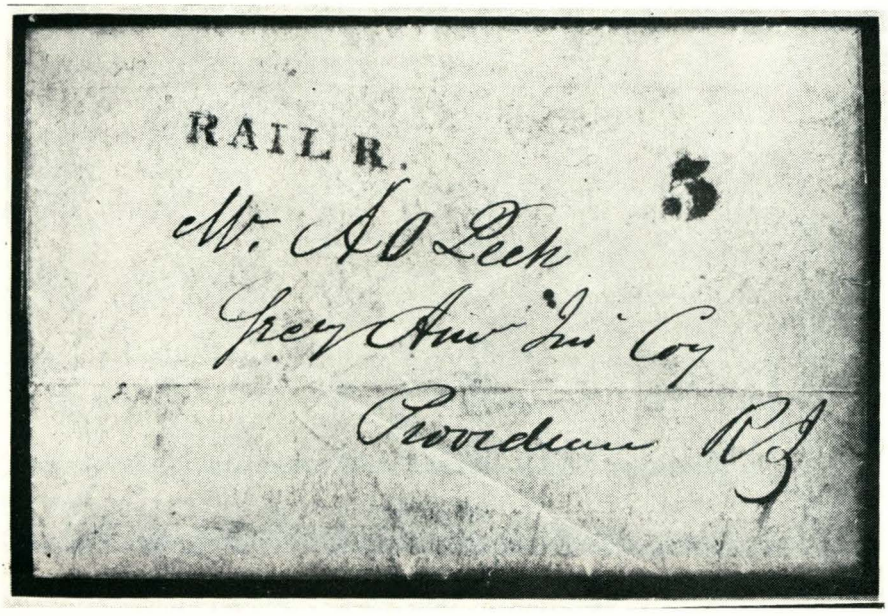


Figure 8. February 26, 1846 letter from New York to Providence with the red 34 x 4½mm RAIL R. and 5 rate. This is the earliest copy recorded of this possible Express Mail marking. It has a Thursday date.



Figure 9. A RAIL R. marking of Saturday April 4, 1846 to Boston. This is one of the three recorded copies that did not go to Providence, according to Remele.



Figure 10. Latest recorded of the Long Island RAIL R. markings this letter left New York on Thursday, May 7, 1846. This letter records "the Oregon is landing today" and added "we shall ship the cotton via the Oregon".

"The Postmaster General is now engaged in a scheme for transporting the mail to Boston from Washington in 24 hours."

Only the beginning of a sample of the Northbound N. YORK Express Mail handstamps in the 1846-47 period has been made. Yet, every cover checked falls on Mondays, Wednesdays and Fridays. We have the following:

9/18/46	8/30/47 (Blake pg. 65)
10/16/46	11/6/47
5/19/47, 8/4/47	11/10/47
	11/12/47

Both Nort Sampson and Bob Siegel cooperated in turning over Express Mail handstamps during these months for examination to add to the author's collection. One cover, in the author's collection — that of October 16, 1846 — specifically gives a directional mark in manuscript "pr. Stonington Line" (Figure 11).

The data is not yet in for conclusive proof. However, it is strongly evidential that the N. YORK express mail route agent marking was only used on days other than those of the *Oregon* marks. The writer believes it will also prove true of the RAIL R. marking and that no overlap will exist on Northbound uses. He does not have a large enough stock of these common markings for a definitive proof.

A question might validly be posed what about two N. YORK route agent handstamps — for two would be required if both lines were using this route agent marking? There are more varieties of Express Mail route agent marks than have been publicly recorded to date. The writer has identified four of Albany, three on the New York-Albany run, two on the Albany-Buffalo run, and three on the New York-Boston N.YORK strike, not counting date variations which would raise the number, or the manuscript marking of the changeover period. Type I of the N.YORK handstamp used to Boston is not used during the period in question. It was a Harnden marking and, so far, has not been



Figure 11. Red 29mm U. S. EXPRESS MAIL/N.YORK/OCT/16 and mspt. 25c rate. Directional marking "p. Stonington Line" not in writer's handwriting. This went on the "Rhode Island" in 1846. It is Type II of the N.YORK express handstamp on the Boston route.

found in the subsequent periods. Types II and III are used in 1846-47. Both are used on the non-*Oregon* dates. One is used in the Fall of 1846 on the *Rhode Island* and the other on the *Massachusetts* in the Spring of 1847. These two types are used throughout the remainder of the Express Mail period.

Thus, while no N. YORK express mail handstamps have been recorded to date on *Oregon* sailing dates, two types have been recorded on the other of the pair of steamers making the Stonington trip. The reason for the difference in the two types has not been ascertained although a time pattern analysis might be revealing. None have so far been recorded Northbound on an *Oregon* day, only Southbound. A larger sample would underline the thesis, but nothing at present contradicts the view that the Oregon and its associated handstamps were Express Mail markings. It is probable that the same route agent handled the RAIL R. marking of the Long Island in the earlier period.

The Other Boats

Five other boats ran along with the *Oregon* in 1846-47. The *Rhode Island* and its fate has already been covered. The substitute boat, *Governor*, came from the Maine run and went back there. I last record it in 1849 on the Portland to Bangor run. The *Knickerbocker* was built for Deacon Daniel Drew and Isaac Newton in 1843 by Smith & Dimson. It was 291½ x 31½ x 9 feet with a 10 foot x 65 inch beam engine, formerly in the *De Witt Clinton*. It make its maiden appearance as part of the People's Line to Albany on August 21, 1843 and continued into 1846 in that capacity when it was shifted over to join the *Oregon* in the maiden Long Island Sound voyage. It had an accident on July 21, 1845 when the main walking beam broke and it took until August 20th to repair. Dan Drew put the boat on the Norwich run—alongside a Vanderbilt boat—in 1848 where it ran until 1855 when it was widened by three feet. The

Drew ownership during the teamup with George Law again suggests there may have been more than meets the eye in the financing of the *Oregon*. Three strikes of the *Knickerbocker* handstamp during the Hudson period are recorded.

The *Massachusetts* was the granddaddy of the companion boats. It should not be confused with either the Connecticut river boat of 1833 or the first boat into Boston (same name) on July 4, 1817. This *Massachusetts* was built by Bell and Brown in April 1836. It used a handstamp on 5/27/36, on a cover in the writer's collection. There was a pair of beam engines and copper boilers by Allaire Works of New York. The main cabin was large—160′ x 22′ x 12′. This vessel along with the *Boston* was bought and formed into the Boston and Providence Railroad Line—the predecessor of the Transportation Company. It was transferred to the Fall River Line on 5/18/1847 and continued there until transferred to the Sag Harbor run around 1860.

The most grand of the companion boats, the *C. Vanderbilt* met perhaps the most ignoble fate. Built just in time for the *Oregon* race, it was delivered around May 25, 1847. The 300 x 35½ x 10¼ foot hull by Bishop and Simonson had a draft of eight feet. The one beam engine was by the Allaire works and the wheels were 35½ x 9 feet. Its maiden trip was June 7, 1847. It remained on the Stonington run until March of 1856 when it was transferred to the Troy Night Line on the Hudson. There it lasted until it was sold to the New Jersey Steam Navigation in September 1864 and sent with the *Francis Skiddy* for delivery on 11/25/64, when the *Skiddy* was wrecked. It still ran New York to Troy in 1865 and was finally dropped by Daniel Drew in 1867. Captain J. W. Hancox picked it up for his Troy Opposition Line where it ran until July 1872. At that time it was converted into a tow-boat where it survived until 1885.

CHRONOLOGY OF EVENTS DEALING WITH THE STEAMER OREGON

9/22-10/28/45	Oregon is part of the Opposition 6 P. M. line on the Hudson according to Morrison. She had just been launched.
2/26/46	Earliest recorded use of RAIL R. handstamp on the Long Island Railroad.
3/31/46	N. J. Steam Navigation announces termination of Stonington service. Fairchild and Richmond announce Oregon (Capt. Littlejohn) will start April 1 as part of Independent Line to Stonington.
4/1-4/10/46	Oregon not advertised. Letter of 4/26 refers to news of recent wreck of the Oregon on the rocks and that it will be replaced on the Stonington run.
4/11-4/20/46	Regular Mail Line advertises Rhode Island and Massachusetts carry the Great Eastern Mails.
4/11-6/30/46	Oregon (Capt. Rollins) and Knickerbocker advertised on the Independent line.
5/7/46	Latest recorded RAIL R. handstamp on the Long Island.
5/9/46	Newspaper reports Postmaster General engaged in a scheme to create 24 hour mail service between Washington and Boston.
7/1-7/13/46	Oregon not advertised. Massachusetts and Knickerbocker advertised from 10 Battery Place—address of the N. J. Steam Navigation Co.

7/14-7/15/46	Oregon and Knickerbocker ad of Independent Line repeated.
7/16/46	Steamer Oregon advertised for Newport from #1 North River by Fairchild.
7/18-7/23/46	Rhode Island and Oregon (Capt. Rollins) advertised on Stonington Line.
7/24-11/23/46	Rhode Island and Oregon (Capt. Thayer) advertised on Stonington Line.
8/6-11/20/46	STEAMER/5/OREGON handstamp recorded.
9/30/46	Law issues challenge to the Atlantic to race the Oregon in December.
10/31/46	Both Rhode Island and Oregon wrecked. Oregon ran foul of bark John Stroud. Greene, postmaster at Boston and a Harnden principal was aboard.
11/21/46	STEAMER/5 handstamp first reported.
11/24/46	Massachusetts and Governor (Capt. Thayer) on Stonington Line, for Winter. Notice in the paper refers to the advantage of the strongest and finest steamers during the winter season's boisterous weather.
5/16/47	STEAMER/10 handstamp is first recorded.
5/17/47	Oregon is again noted on the Stonington run racing the Bay State.
6/1/47	Oregon races the Vanderbilt on the Hudson. Is rammed by the Vanderbilt and damaged.
6/8/47	Oregon makes its fastest run to Stonington—6 hours 3 minutes running.
6/14-8/1/47	Governor (Capt. Thayer) and Vanderbilt (Capt. Potter), replacing the Massachusetts comprise the Stonington Line.
8/2-8/25/47	Oregon and Rhode Island comprise the Stonington Line.
8/26-11/7/47	Oregon (Capt. Thayer) and Vanderbilt comprise the Stonington Line.
10/27/47	Latest recorded STEAMER/5 handstamp use.
11/8/47-12/7/47	Oregon removed from Stonington Line permanently. Vanderbilt (Capt. Thayer) and Rhode Island make up the line. On 11/10, Capt. Potter is listed for the Rhode Island.
11/8/47-11/26/47	Oregon serves for two weeks on the People's Day Line from New York to Albany.
12/8/47-12/27/47	Massachusetts and Rhode Island comprise the Stonington Line.
12/28/47-1/21/48	Rhode Island, on Stonington Line, is captained by Thayer.
1/22/48	Massachusetts, on Stonington Line, is captained by Thayer.
First week of May 1848-12/25/49	Oregon is part of Peoples Line Without Landing 6 P. M. on Hudson.
12/26/49	Oregon "auctioned" to Mr. Dean for $36,000.
Summer 1850	Oregon is part of People's Line 1st Class 8 P. M. on Hudson.

2/25/51	Oregon opens the season to Albany with the same line.
1852	Oregon downgraded to 2nd Class 7 P. M. run.
prior to 7/1/53	Oregon is part of Troy 6 P. M. Line.
7/1/53	Oregon replaces the New World until Skiddy replaces it on the Day Line 7 A. M.
late 1853, early 1854	Oregon is sold by Deacon Daniel Drew to Haviland Clark & Co. for use on the run to Hudson.
1857	Oregon corner card shows it is captained by C. F. King on the Hudson run.
10/23/63	Oregon, on the Hudson run, sinks in collision with the City of Boston off New York.

Postscript

During publication of this *Oregon* article, an advertisement of the first *Oregon* service was located in the *New York Weekly Tribune* of September 13, 1845 by Robert Dalton Harris. This notice fills in the gap between the building of the vessel and its Hudson River appearance on September 22, 1845:

> "The *Oregon* — the utmost possible of steamboat building — makes her initial trip this evening to Newport and Providence. The capricious columns of our broad-side contemporaries have been so prolific of details and inventories of the various beauties and charms of this sea-shrine, that we will jump over all that. We might as well describe moonlight and roses after Tom Moore, or the glories of the 'Golden Horn' after Willis, as to attempt adding aught to what has already been said of the *Oregon*. Her luxurious rosewood furniture, costly divans, easy chairs, five dollar Imperial carpets, silver-toned piano, (Point Judith will give it a turn, we guess) — its exquisitely furnished state rooms, French bedsteads! — the airy and palatial dining halls, the massive silver plate, the blue and gold China, appetized with crimson — the elegant two-story barber's shop — the costly berths — the — there! that will do for catalogue raisonnée of the 'moveables'.
>
> Capts. St. John and Houghton taek charge of this glorious boat, and fortunately are so well known as not to need any puffing. Mr. Acker, the steward is also a celebrity in his way — and altogether we don't see why the 'Oregon question' is not going to be settled in everybody's favor."

This discription of the lavish appointments shows the *Oregon* to be a true luxury boat of the period. Neither of the two captains appears in connection with the later history of the *Oregon*.

— The End —

The Clubhouse

Meeting of January 5, 1972

Richard S. Wilson — Papua and New Guinea

The first meeting held at the club in the new year brought an interesting and unusual collection of stamps and covers to the walls of the Stephen G. Rich Room. Our secretary, Richard S. Wilson, showed his Papuan material, which ranged from the British New Guinea forerunners to the Territory's newest emissions which were not officially issued until January 16, 1972, ten days beyond the meeting date.

Mr. Wilson, after giving a brief historical background of the area, showed a selection of very early material that included a cover with the well known NG barred oval obliterator which served a dual purpose. One was to cancel the stamps and the other was to act as a kind of overprint. Another interesting piece was a Samarai cover dated August 21, 1896 with registry markings as was also a 1901 cover from Woodlarks.

Next, we were shown the British New Guinea Issue released on July 1, 1901. These were the first stamps of the Territory. On view, too, was an artist's working paste-up essay for the 2½d, a die proof of the vignette and an imperforate plate proof. Complete sheets of the ½d and 1d values illustrated the varieties found on the vignette plates. The stamps were printed by De La Rue.

Following these were examples of the postmarks used on these stamps at Port Moresby and Samarai. A copy of the 2d showed a strike of the Assistant Resident Magistrate Kododa cancel. Especially interesting was the exceedingly scarce cancel from Nivani.

Mr. Wilson then moved on to the 1906 Papuan overprints. At that time the administration of British New Guinea was transferred to the Australian Government and the new name, Papua, was adapted. There were two overprints —the Port Moresby where 2,786 sheets were done and the Brisbane where 3,830 sheets were overprinted, comprising the entire issue. Included in this frame was an essay — one of five known — of the Port Moresby overprint. Of special interest was the 2½d thin paper vertical watermark — one of two known copies — the one from which the 1972 catalog listing was made.

A frame of the small and large Papua lithographed was shown which included two engraver's proofs taken from the copper plates upon which the small and large Papua tablets for the 1907-1910 issues were engraved.

One of the more interesting issues of Papuan philately was exhibited in the next frame. It was an issue for which four different printers were used. Here we were shown two registered envelopes of which only 1,000 copies of each were printed.

Sheets of the 1916-32 issue followed and included were sheets of the four Harrison printings and the two Ash printing. Three panes of the 1d were displayed, one of which had a double perforation on the right margin.

Next, cancellations and ship mail were shown with postmarks from several Papuan towns. Included in this frame were transit and arrival marks and some ship letter markings.

Mr. Wilson now moved on to show the Samarai Provisionals and Postal Charges. With these were various examples of Papuan fiscal stamps including a strip of five of the 1d monocolor with a double overprint on one stamp, the overprint too low on three of the stamps and one with no overprint at all.

Another block of six had two without the overprint and four with the overprint misplaced. A page of proofs of the overprint on pink tissue was displayed and various covers showing usage of postal charges, one of which had the "dot X" 6d on 7½d provisional issue.

A frame showing covers and stamps of the various countries which had armed forces in the Territory followed. There were Japanese overprints on New Guinea stamps, New Zealand covers and two United States Army covers plus some Australian covers and a civilian V-Mail letter.

Lastly, Mr. Wilson showed Australian stamps used in the Papua and New Guinea Territory as well as specimen copies of the first issue and other issues of the area. There were also high values of the first decimal stamps and the last issue showing "&" in the name.

The discussion was closed with a display of the new stamps to be issued for the Territory which on that night were shown ten days before their official release.

All in all it was a pleasant and informative evening during which some excellent material rarely seen was displayed. *(Ira Zweifach)*

The Meeting of May 3rd

CANADA, CAPE OF GOOD HOPE, AND RUSSIA

W. E. Lea, Jr., London, England

The display opens with a representative showing of the first few issues of Canada on cover. Most stamps are included, though the emphasis lies with combination frankings and overseas rates. One should note in the "Pence" issues, combinations of the 7½d and 3d, and two copies of the ½d on ribbed paper with the 3d and 6d values, which both are illustrated in the Boggs handbook.

Other items of note include a 10c pair and single of the 1847 United States issue used from Montreal and the rare "Crimean War" rate of 10d and 6d to England.

The 1859 issue has some fine examples of the 10c black brown. The strength of the 1868 issue lies in the display of the 15c, including the earliest known.

Concluding the Canadian display is a rare set of covers bearing the 1897 Jubilees.

One of the most interesting countries of the world to collect must be Cape of Good Hope, if for no other reason than that this was the first country to issue triangular stamps.

The display concentrates on the Perkins Bacon and De La Rue issues on cover and includes several exceedingly rare items.

Two examples in the display show the 1d Soldier's letter rate, one being of outstanding interest as it is addressed to Prussia. This is due to the presence of Prussian soldiers in the Cape, they having been hired for the Crimean War originally, remaining with the British Army in the Cape.

Other covers of note include a 4d and a pair of the 1d on a cover to Budapest, Hungary, and four covers showing combination frankings to Walter Shenley in Canada. In the De La Rue issues there is an interesting cover showing a mixed franking of triangular and rectangular stamps.

The Imperial Russia display concentrates mainly on the first stamp of Russia, the 10k imperforate of 1857/8. This stamp is really an error as it was intended to be issued perforated, but as there was a delay with the perforating

machine, the stamp was issued imperforate. It was produced for only some ten days in this form, but was still widely distributed as the variety of cancellations shown will prove. Initially this stamp was cancelled solely by pen strokes, followed by pen strokes and postmark, and finally postmark alone.

This is one of the largest accumulations of Russia #1 in existence and includes no fewer than twenty-seven covers, including "used in Poland." The majority are from the collection of Agethon Faberge, the Crown Jeweller to the Tsar. Among the rarities on display are cancellations including STATION TSCHERWIN in manuscript, KOVNO in broken circle, and PUTSCHESH (GOVT. KOSTROMA). In the Polish section, there is a red bilingual strike of Plock and the numeral "85" cancel of Hrubieszow.

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

5524 Keith Mervis, New York, N. Y. Collects Germany, German colonies, all German specialities.

5525 Ralph F. Brandon, M. D., Short Hills, N. J. Collects Confederate States of America, Union Patriotics, Campaign covers, Free Franks and Autographs.

5526 George J. Rogers, New York, N. Y. Collects Canada.

5527 Robert Allen Smith, Sunnyside, N. Y. Collects Puerto Rico, Masonic, Franklin D. Roosevelt.

5528 Theodore Gregory Helkowski, New York, N. Y. Collects General, Zeppelin Mails, Sailing Ships on Stamps.

5529 Dr. Chester M. Smith, Jr., Pine Grove Mills, Pa. Collects Postal History of Vermont, Centre City, Pa., Precancels.

5530 Raymond L. Blozis, Washington, D. C. Collects Portugal and Colonies.

5531 George Haertel, Stevens Point, Wis. Collects United States Classic Issues, Free Franks.

5532 Michael L. Ibanez, M. D., Houston, Texas. Collects Latin America, United States, Israel, Vatican, Topical.

5533 John J. Bishop, Auckland, New Zealand. Collects New Zealand and Pacific Islands.

5534 Max Guggenheim, Basel, Switzerland. Collects Great Britain, Topical Homo sapiens philatelicus.

5535 Jacques E. Marcovitch, Rego Park, N. Y. Collects Imperial Russia, Zemstvos.

5536 Ryohei Ishikawa, Tokyo, Japan. Collects Hawaii, 19th Century United States, Japanese, Pacific Mails.

5537 Robert Arthur Helm, East Meadow, N. Y. Collects Iceland, Postal History.

5538 Hal W. McCracken, New York, N. Y. Collects Israel, United States, United Nations.

5539 Richard S. Kaplan, New York, N. Y. Collects United States Air Mail.

5540 Andrews B. Hale, Rochester, N. Y. Collects Antigua, Leeward Islands.

5541 Norman R. Scrivener, New York, N. Y. Collects Great Britain Semi-Official Air Post.

5542 Frank B. Scrivener, Canterbury, England. Collects Australia, Malta, New Zealand, Scandinavia.

5543 Arnold J. Rosenberg, Louisville, Ky. Collects Confederate States, United States Locals and Carriers, Civil War, Free Franks.

5544 Jack Hammer, Brooklyn, N. Y. Collects United States.

5545 Rae Sobel, Jackson Heights, N. Y. Collects United Nations, Needlepoint philately, Postmarks.
5546 Lester J. Zucker, Greenwich, Conn. Collects United States, United Nations, Italy, Vatican, Israel.
5547 B. Howard Rappaport, Newark, N. J. Collects Russia, France.
5548 Raymond Hofmann, New York, N. Y. Collects Russian Air Covers.
5549 Michael A. Niegro, Jr., Virginia Beach, Va. Collects United States.
5550 Raul Gandara, Hato Rey, Puerto Rico. Collects Puerto Rico, United States, Vatican, Israel.
5551 Daniel R. Seigle, New York, N. Y.
5552 Gene Daniels, Camarillo, Cal. Collects Postal History of China.
5553 Donald F. Halpern, Flushing, N. Y. Collects Scandinavia.
5554 John W. Kaufmann Sr., Bogota, N. J. Collects United States Classics, Confederate States.
5555 M. L. Myrick. Collects United States Mint and Postal Stationery.
5556 Alice A. Sornberger, Long Island City, N. Y. Collects World Wide.
5557 L. Wallace Dean III, Glastonbury, Conn. Collects Haiti, Ecuador, Leeward Islands.
5558 Terence J. Dodson, Fairview Park, Ohio. Collects United States, Monaco, Western Express, Autographs.
5559 Alan F. Doyle, Houston, Texas. Collects United States and Possessions.
5560 Leo A. Elliott, Quanah, Texas. Collects Australia, United States Hardeman County Texas Covers.
5561 William M. Fitch, Meadowbrook, Pa. Collects United States.
5562 Ralph W. Frantz, Bethlehem, Pa. Collects Netherlands & Colonies, Rhodesia.
5563 Barry D. Hoffman, Westwood, Mass. Collects Palestine.
5564 M. Vaughn Swafford, Crossville, Tenn. Collects United States Plate Blocks, First Day Covers, United Nations First Day Covers.
5565 Irving H. Bodenheimer, New York, N. Y. Collects United States, Private Perfs.
5566 Philip Kamil, Fort Lee, N. J. Collects United States.
5567 D. L. George, Jr., Hawley, Pa. Collects Canada, Mobile, Ala. covers, Canal Zone.
5568 John A. Sherred, San Francisco, Calif. Collects France, Ceylon, S. Rhodesia.
5569 George P. Trefonas, Park Ridge, Ill. Collects Greece.
5570 Christopher T. Sinclair, New York, N. Y. Collects Great Britain.
5571 Michel Liphschutz, Neuilly S/Seine, France. Collects Russia, Finland.
5572 Herbert E. Conway, New Hyde Park, N. Y. Collects United Nations.
5573 George Eliassof, Long Island City, N. Y. Collects United States, United Nations, Freaks & Errors.
5574 Eleanor Martin, M.D., New Rochelle, N. Y. Collects United States, Sweden, Greece, New Zealand.
5575 Jerome Skalka, Short Hills, N. J. Collects United States.
5576 Michael M. Laurence, Windsor, Vt. Collects United States 10c stamp of 1869.
5577 Thurston Twigg-Smith, Honolulu, Hawaii. Collects Hawaii, 19th Century United States.
5578 George S. Wegg, Toronto, Canada. Collects Canada.
5579 John N. Weyerts, Rochester, N. Y. Collects United States 3c 1851-57 issue, stampless covers, postal history.

5580 Robert S. Cragg, Minnetonka, Minn. Collects British Borneo.
5581 Billings G. Burlingame, Delmar, N. Y. Collects United States.
5582 Gordon Kiddoo, Chagrin Falls, Ohio. Collects United States, United Nations, Topical.
5583 John N. Farthing, London, Englind. Collects British Commonwealth.
5584 Robert Kaufmann, Newington, Conn. Collects United States Locals and Carriers.
5585 Harry Schneider, Montreal, Canada. Collects Canada, British North America.
5586 Tomas Bjaringer, Stockholm, Sweden. Collects Sweden 1855-1872.
5587 Charles J. Peterson, Ft. Sheridan, Ill. Collects Germany, Stampless Covers, Philatelic literature.
5588 Peter G. DuPuy, Northampton, Mass. Collects Reprints, Re-Issues, Special Printings, Pan-Am ExPo 1901.
5589 Daniel S. Franklin, Thornwood, N. Y. Collects British Commonwealth, Boer War, Holland, Venezuela.
5590 Steve Pomex, New York, N. Y. Collects Early Swiss Pre-stamp covers, Rayon I and II, Ticino Ovals Helvetic Rep.
5591 Michael P. Rosenberg, Camp Hill, Pa. Collects United States Match and Medicine.
5592 Howard B. Young, New Haven, Conn. Collects British South Africa, Rhodesia.
5593 Henry H. Hull, Jacksonville, Fla. Collects Confederate States of America.

1972 PROGRAM OF MEETINGS

September 20th — *VALENTINES*—Jules G. Plancquaert, Brussels, Belgium

October 4th — *GREECE*—Ronald A. G. Lee, London, England

October 18th — *BERMUDA*—Sir Henry J. Tucker, Paget, Bermuda

November 1st — *PHILATELIC FOUNDATION NIGHT* — Philatelic Foundation, N. Y.

November 15th — *SOLANO COUNTY (California); Express Covers, Ghost Towns, California Penny Post, Generals Vallejo and Denver, and other Fascinating Historical Characters*—William C. Robbins III, Oakland, California

December 6th — *UNITED STATES*—Wilber H. Schilling, Minneapolis, Minnesota

December 20th — *BOARD OF GOVERNORS OPEN HOUSE*—Robert P. Odenweller, Theo Van Dam, Co-chairmen

THE COLLECTORS CLUB, INC.

BALANCE SHEET

DECEMBER 31, 1971

ASSETS

CURRENT FUNDS:			
Cash in Banks:			
Chemical Bank New York Trust Co.	$ 5,545.71		
Bowery Savings Bank	1,522.18	$ 7,067.89	
Petty Cash Fund		50.00	
Deposit with Post Office		20.00	
Due from J. Brace Chittenden Memorial Fund		499.25	
Publication Fund		350.00	
Total Current Funds			$ 987.14
PLANT INVESTMENT FUND:			
Real Estate	69,780.87		
Furniture and Equipment	28,986.19		
Library	30,293.35		
Total Plant Investment			129,060.41
OTHER FUNDS:			
House Replacement Fund:			
Cash -Seamen's Bank for Savings	8,351.26		
Marketable Securities at cost (Market Value $29,503)	25,107.26	33,458.52	
J. Brace Chittenden Memorial Fund:			
Cash-Seamen's Bank for Savings	1,316.75		
Marketable Securities at cost (Market Value $25,082)	14,375.13	15,691.88	
Theodore E. Steinway Memorial Publication Fund:			
Cash-Manhattan Savings Bank		3,254.02	
Dr. Harry Mark Daggett, Jr., Fund:			
Cash-Seamen's Bank for Savings	501.74		
Federal Government Notes	9,574.56	10,076.30	
Life Membership Fund:			
Cash-Bowery Savings Bank		660.00	
Capital Fund:			
Cash-Union Dime Savings Bank	7,212.00		
-Emigrant Industrial Savings Bank	172.92		
Marketable Securities at cost (Market Value $162,995)	164,398.28	171,783.20	
Total Other Funds			234,923.92
TOTAL ASSETS			$371,971.47

LIABILITIES AND CAPITAL

CURRENT FUNDS:			
Payroll taxes payable		$ 303.75	
Reserve for anticipated street assessment		2,500.00	
Account Payable - Anphilex		4,500.00	
Current fund surplus		683.39	
Total Curernt Funds			$ 7,987.14
PLANT INVESTMENT FUND			129,060.41
OTHER FUNDS:			
House Replacement Fund		33,458.52	
J. Brace Chittenden Memorial Fund:			
Due to current fund	$ 499.25		
Surplus	15,192.63	15,691.88	
Theodore E. Steinway Memorial Publication Fund:			
Due to current fund	350.00		
Surplus	2,904.02	3,254.02	
Dr. Harry Mark Daggett, Jr., Fund		10,076.30	
Life Membership Fund		660.00	
Capital Fund		171,783.20	
Total Other Funds			234,923.92
TOTAL LIABILITIES AND CAPITAL			$371,971.47

THE COLLECTORS CLUB, INC.
STATEMENT OF OPERATIONS AND SURPLUS
FOR THE YEAR ENDED DECEMBER 31, 1971

CURRENT FUND

Income:		
Membership dues	$18,609.58	
Interest on bank account	105.77	
Contributions	1,294.50	$20,009.85
Operating Expenses:		
Office	5,388.55	
Club Activities	4,435.38	
House	16,505.84	
Library	3,816.87	30,146.64
		(10,136.79)
Cost of publishing **Philatelist**		5,650.55
Excess of operating expenses over income		(15,787.34)
Transfer to Plant Investment Fund	(10,531.60)	
Transfer from Capital Fund	25,000.00	
Transfer from Daggett Fund	1,900.00	16,368.40
Net change in surplus		581.06
Surplus - January 1, 1971		102.33
Surplus - December 31, 1971		$ 683.39

THE COLLECTORS CLUB, INC.
STATEMENT OF CHANGES IN FUND BALANCES
YEAR ENDED DECEMBER 31, 1971

PLANT INVESTMENT FUND

Balance, January 1, 1971	$118,528.81
Add:	
Furniture & Equipment Purchases in 1971	10,531.60
Balance, December 31, 1971	$129,060.41

HOUSE REPLACEMENT FUND

Balance, January 1, 1971		$ 31,696.15
Add:		
Interest on bank account	$ 297.21	
Interest & Dividends on securities	1,465.16	1,762.37
Balance, December 31, 1971		$ 33,458.52

J. BRACE CHITTENDEN MEMORIAL FUND

Balance, January 1, 1971	$ 14,414.63
Add:	
Interest & Dividends	778.00
Balance, December 31, 1971	$ 15,192.63

THEODORE E. STEINWAY MEMORIAL PUBLICATIONS FUND

Balance, January 1, 1971		$ 3,450.26
Add:		
Handbook sales	$ 1,331.54	
Interest on bank account	222.22	1,553.76
		5,004.02
Deduct:		
Printing & publishing costs		2,100.00
Balance, December 31, 1971		$ 2,904.02

THE COLLECTORS CLUB, INC.

STATEMENT OF CHANGES IN FUND BALANCES

YEAR ENDED DECEMBER 31, 1971 (Cont'd.)

DR. HARRY MARK DAGGETT, JR., FUND

Balance, January 1, 1971		$ 11,184.56
Add:		
Interest on bank account	$ 64.64	
Interest on securities	727.10	791.74
		11,976.30
Deduct:		
Transfer to Current Fund		1,900.00
Balance, December 31, 1971		$ 10,076.30

LIFE MEMBERSHIP FUND

Balance, January 1, 1971	$ 730.00
Deduct:	
Allocated to 1971 membership dues	70.00
Balance, December 31, 1971	$ 660.00

CAPITAL FUND

Balance, January 1, 1971		$175,537.10
Add:		
Interest on bonds and mortgages	$ 11,793.58	
Interest on bank accounts	321.34	
Contributions	4,455.00	
Gain on sale of securities	4,676.18	21,246.10
		196,783.20
Deduct:		
Transfer to Current Fund		25,000.00
Balance, December 31, 1971		$171,783.20

THE COLLECTORS CLUB, INC.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 1971

1. It is the practice of the Club to record the value of donated collections at the selling price at the time of sale only. The value of donated collections in the possession of the Club at December 31, 1971 is not reflected on the balance sheet.

To the Board of Governors

April 21, 1972

The Collectors Club, Inc.
New York, New York 10016

I have examined the balance sheet of The Collectors Club, Inc. as of December 31, 1971, the related statement of operations and surplus and the statement of changes in fund balances for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as I considered necessary in the circumstances.

In my opinion, the accompanying statements present fairly the assets and liabilities of The Collectors Club, Inc. at December 31, 1971, arising from cash transactions, the revenues collected and expenditures made by it, and changes in fund balances during the year then ended on a basis consistent with that of the preceding year.

Patrick D. Pilla
Certified Public Acountant
1 Neperan Rd.
Tarrytown, N. Y. 10591

Book Reviews

Stanley Gibbons Great Britain Specialised Stamp Catalogue, Volume 3, Queen Elizabeth II — Second edition. Published November 5th, 1971 by Stanley Gibbons Limited, 391 Strand, London, W. C. 2. 747 pages, illustrated. Retail Price $6.00 U. S.

An important book for the modern Great Britain collector. Contains everything there is to know about the stamps of this period, including good working illustrations of flaws and varieties. The only subject it doesn't touch is the "Doctor Blade" flaw, because this is not a constant variety but a rather ephemeral thing.

One often wonders why booklets of the same face value and time period are so different in catalogue price until quantity produced is noted. 50,000 for one, 415,000 for the other. All the printing quantities are here including amounts sold and dates of withdrawal.

The phosphor specialist with have a field day for research. These have been thoroughly updated along with the Wilding issues as well as coil stamps. An excellent catalogue complete with used, unused and First Day Cover prices

(Abbot Lutz)

Stanley Gibbons Elizabethan Catalogue of Modern Commonwealth Stamps 1972. Published by Stanley Gibbons Limited, 391 Strand, London, W. C. 2. 747 Pages, illustrated. Retail Price $5.50 U. S.

A pocket size reference work which is starting to require a rather large size pocket. For the Elizabethan collector this is it. Illustrations and type have been reduced photographically but all is clear and readable. Varieties are noted and priced. The information is King or in this instance Queen. Shades, plate varieties, booklets, dates of issue, dates sold out, dates of withdrawal, artists and besides Great Britain and the British Commonwealth, Ireland and South Africa are listed. Thoroughly done and complete with used and unused prices. *(Abbot Lutz)*

Catalogus van de Postwaardestukken van Nederland en Overzeese Rijksdelen (Catalogue of the Postal Stationery of the Netherlands and Overseas Parts of the Kingdom). Geuzendam's Postzegelhandel, 89 Torenstraat, The Hague, Netherlands. 124 pages, $6.00, including postage.

This catalog is the second edition of a publication which appeared in 1961, and which, at that time, filled an urgent need of the postal stationery collectors for a listing of this material, especially for the former colonies.

Although the forword states that the catalog is not meant for the specialist, it does list the most important differences between types. Errors are given in footnotes. Envelopes, letter-forms, post cards, change of address cards, postal money order cards, etc., are enumerated for the Netherlands, Dutch Indies, provisional Republic of Indonesia, Netherlands New Guinea, Netherlands Antilles, and Surinam.

The compilers of the catalog mention in the foreword that the prices of postal stationery reflect not only the fact of the continuing inflation of the Dutch guilder, but also that collecting postal stationery is becoming more popular.

Many earlier issues are scarce and the prices prove it. With a few exceptions prices have doubled since 1961.

Even at this late date, some issues have made their first appearance, such as the 10-cent post card of the Dutch Indies, which in 1940 appeared in a local printing with the Konijnenburg portrait of Queen Wilhelmina. Priced at fl. 47.50 unused it is one of the more expensive items.

Postal stationery of Netherlands New Guinea has expanded. The prices show that this area is avidly collected. The UNTEA overprints command premium prices.

Prices for material from Netherlands Antilles have not moved much, except for some early nineteenth-century post cards. Surinam is slightly better, although both these countries show that they are not popular collectors items.

Even for the American collector unfamiliar with Dutch this catalog will be useful, because on page 8 one finds a number of envelope models, and the various types of designs printed on the inside of the envelopes, each coded with a letter and number. Each "chapter" begins with *afmetingen* (dimensions), which are also coded. With these and some ingenuity in translating Dutch words for colors (*grijs* would, of course, be grey) the American collector of Dutch sta-stationery is off to a good start. *(Paul E. van Reyen)*

The Letter Box by Jean Young Farrugia. Published by Centaur Press Ltd., Fontwell, Sussex, England. Order from Centaur Press Ltd., 11-14 Stanhope Mews West, London, S. W. 7, England. Price 45/- Net.

If anyone is upset about the space your philatelic interest consumes in your home, you have a comforting response; wait until you start collecting early letter boxes — Type I, Type II, and the like.

This book is dedicated "To Iron Founders and their men everywhere." Don't let this put you off. *The Letter Box* is a unique record, taken step by step, showing the development of communication, vision, and the lack of it; a subtle report of bureaucracy, its ineptness in grasping the capability of answering needs.

What makes *The Letter Box* both entertaining and useful to postal history buffs is the simplicity of imagining that a letter box, at one time, never existed. It had to be born from a need.

Part I describes the history of the earliest letter boxes. Part II tells about the first Bell-man and introduces the roadside pillar boxes, wall letter boxes, lamp letter boxes and moves up to town and country and double aperture letter boxes. Here is the story of *The Telepill* or the letter box that never was and, finally, the facts of present day manufacture of letter boxes.

Part III gets into letter boxes on boats, railroad stations and trains, buses, etc. This book could possibly solve the origin of a T.P.O. cover traced to its original mailbox.

Part IV tells the saga of Private and Household letter boxes; and finally Part V presents tables of notice plates and indicator tablets, mindful of the true collectors records.

Florence, in the early 16th century was the birthplace of the letter box. Churches invented a wooden box with a slit whereby anonymous letters could be received denouncing law breaking individuals and enemies of the state. During the 17th century stone slabs were used in St. Helena and the Cape of Good Hope for posting of letters. Captains of eastbound ships left letters under stones, with the high hope they would be collected by the next home bound vessel. The

oldest reported was dated 1607. The same system was used in Ascension Island in 1673.

Louis de Bougainville, commander of the frigate "La Bandeuse" saw the first "bottle post," an exchange of shipping intelligence between captains of ships when piracy on the high seas was of great concern.

The story of John Sands marooned in St. Kilda, a remote island off the coast of Scotland, who sat and figured out "that the North Atlantic drift, a branch of the Gulf Stream passed eastward from St. Kilda." He launched a miniature mailboat which carried his message "Help." Much to his luck, an Australian ship was shipwrecked, so here the survivors and Sands posted two more pleas which carried "Open This." So there we have the first letter in a bottle. Today army personnel put on a rubber handstamp known to you as "St. Kilda's Tin Can Mail."

Another story labeled "The loneliest post box in Great Britain" also ended up with the tinge of commercialism in postal history. At Cranmore Pool, 100 years ago, a small cairn with a bottle inside was set up so that visitors could leave their cards in it. By 1905 "find the cairn if you can and put your post cards" became a game. Today people go to Cranmore Pool just to sign the visitors book and mark their maps with a special rubber stamp that is provided.

France introduced the first system of roadside letter boxes. Postings away from the post office date from 1653. Germany followed in 1780 and Belgium in 1836.

From London's Letter Receiving Houses, dated May 1, 1814, came the request, "Must have a letter box in the front for unpaid letters, fixed in a part convenient for public access, to be large and strong." It wasn't until 1908 that sub-office letter boxes were of any uniform appearance. The postmaster had to pay out of pocket, hence this deleted enthusiasm on the part of the postmaster for the installation of a letter box. One exception was in Edinburgh. The people refused to pay the cost of 11/6d. They forced the Postmaster General to pay for the letter box. It was done with great reluctance.

The oldest letter box still in existence was placed in the wall at Wakefield post office in 1809.

The introduction of "window men," where stealing was threatened with deportation for life to a penal colony, didn't put off offenders. By 1887, carpenters were making cast iron letter boxes. It was not until 1907 that the post office paid the cost. James Ludlow got the first contract. From 1929 to 1965 only four types of letter boxes existed.

The stories told on business men are interesting. An enterprising merchant, Wm. Dockwra, in 1680 organized a highly efficient system of local posts for London. He delivered letters and parcels for 1 penny each. His undertaking was declared illegal. In 1682, the Penny Post was restored as a government service under the management of Dockwra.

The practice of collecting letters on the street by the ringing of bells was still in use in 1701. In 1709 Charles Povey created a service he called "Half Penny Carriage" charging one-half less than the post office. His advantage over the penny post was that he had a team of little collectors known as "Povey's Bellmen." This saved the trouble of taking letters oneself to the post office. This was stopped in May 1710. This too was finally taken over by the Post Office. The postmen became official.

In the mid nineteenth century, Anthony Trollope, who was to become a famous novelist was the surveyor's clerk in the Channel Islands. In an official report to England he wrote, "I believe that a plan is in France of fitting up

letter boxes in posts fixed by the roadside and it may perhaps be advisable to try this system in St. Heliers. Postage stamps are sold in every street and therefore all that is wanted is a safe receptacle for letters.'' Trollope got permission to erect three boxes in St. Peter Port, Guernsey. They were of ''cast metal about 4 ft. high and sexagonal.''

Details of design and progress of varied letter boxes increase your interest in this different history of Posts.

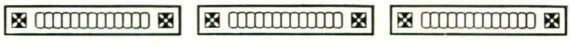
Trollope's plan reached the mainland by 1853. The first erected was at Botchergate, Carlisle. So, finally, London was given roadside pillar boxes.

In September, 1854, Rowland Hill, the newly appointed secretary to the Post Office, asked for six pillar boxes. On April 11, 1855 they were along Ludgate Hill, Fleet St., The Strand and Piccadilly.

The ramifications of letter boxes are as complex as shade differences in stamps. Apertures vertical, others horizontal, lowering of apertures, change of Royal Cipher all add to the flavor of this unusual book on letter boxes.

Not to spoil what there is to learn, this review should whet your appetite for extras in the field of postal history. This is especially interesting for those who follow the British Post Office of yesterday and today.

This book is more than an evening's entertainment. It is a vivid history that is a most unusual part of the hobby of Philately. *(Viola Ilma)*



Colorado Postal History by William H. Bauer, James L. Ozment and John H. Willard. Published by J-B Publishing Company, Crete, Nebraska. It can be obtained directly from the distributor Mr. Daniel A. Stone, Suite 406, 1545 Glenarm Place, Denver, Colorado 80202 for $15.00.

Colorado Postal History by Bauer, Ozment and Willard is a 248 page book on basic Colorado post office statistics and related information. It is divided into five main sections. The first section is a 136 page alphabetical list of all post offices that had ever been established within the borders of Colorado from 1858 to date. Included is the county location, the dates that each post office was established and discontinued, and any pertinent remarks. The second section lists all post office branches, stations and rural establishments. The third division catalogs all zip code assignments for Colorado post offices. The fourth part of the book lists all the counties that had ever been established in the territory or state, their dates of establishment, their county seats and all the post offices in each county. Supplementing this presentation is a most helpful series of eight maps from 1861 to date that illustrate the changes in county boundaries. The book concludes with ten pages of line cut illustrations of a broad representation of different types of Colorado preterritorial, territorial and statehood postmarks ranging from the classical Coraville K.T. 1859 straightline to some modern zip code townmarks. At the end are three pages of bibliography.

The book has been printed by the offset method on eight by eleven sheets. There are several full sized cover illustrations in the book. Unfortunately the publishers did not use halftone screening on the illustrations, which has generally resulted in only two tonal values in each cut, black and white. A considerable amount of planning and work has gone into this publication.

(David L. Jarrett)

Runner and Mailcoach; Postal History and Stamps of Southern Africa. By Eric Rosenthal and Eliezer Blum. 280 pp. illus. Published by Purnell, Cape Town, 1969. Price: $9.75.

Written in two distinct parts, this book includes, to quote from the jacket, "a comprehensive account not only of the postage stamps, but of the romantic and exciting postal developments in the entire sub-continent." To that end, the authors have given us a 110 page narrative on the evolving postal systems and devoted the rest of the book to a catalog of the stamps with indications of market values and information on forgeries and reprints.

The project was an ambitious one, in fact too ambitious. The historical narrative is absorbing as far as it goes, but a sense of superficiality is everpresent throughout many of the chapters.

It appears that authors were well aware that the space limitations dictated that much important material would have to be left out. For example, the preface to the catalog section indicates that the omission of a listing of the stamps of Mozambique, St. Helena, and Mauritius was because of the enormity of the subjects.

The lack of footnotes and bibliographical references is inexcuseable, especially since the authors mention that material was drawn from many published sources.

The sacrifice of in-depth, documented information to make mention of something about everything leaves us with little more than a series of dilletante glimpses of limited value to either the specialist or the generalist.

(Deborah Friedman)

Checklist of Canadian Official Stampless Covers Since 1963. By William Pekonen. 68 pages, illustrated. Published by Will's Bookshop Ltd., P.O. Box 1175, Station A, Surrey, B.C., Canada. Price $2.

Certain branches of the Canadian Government had free mailing privileges; the rest used special stamps (Scott O1-49) on their mail. In the interest of efficiency, the use of these special stamps was discontinued on January 3, 1964. Since then bulk mailing has been used, with special envelopes and/or mailing labels.

There are 55 agencies with bulk-mailing privileges. Bureaucratic inventiveness has devised 35 different ways to indicate the official character of the mail. Throw in different types and sizes of envelopes and the collector can have a field day.

This is a field for the postal-history enthusiast (or any other collector) who enjoys the chase but has a limited budget. For anyone interested in this field this list is essential; it describes 518 different items and provides a guide for their valuation. *(Harry A. Clampett)*

Stanley Gibbons "Europe 1" Stamp Catalogue. Covering countries A to F. Published by Stanley Gibbons Limited, 391 Strand, London W.C. 2. 468 pages, illustrated. Retail $7.95. Soft cover.

The difference between this and their 1970 Europe catalog is that it is now 2 columns wide instead of 3. The countries have been reshuffled so that Aegean Islands now start the catalog off instead of Albania. It is still the same well done catalog. There seems to have been no new information added to the 19th century material. Pricing is rather odd on some of the better material. A bit on the low side. *(Abbot Lutz)*

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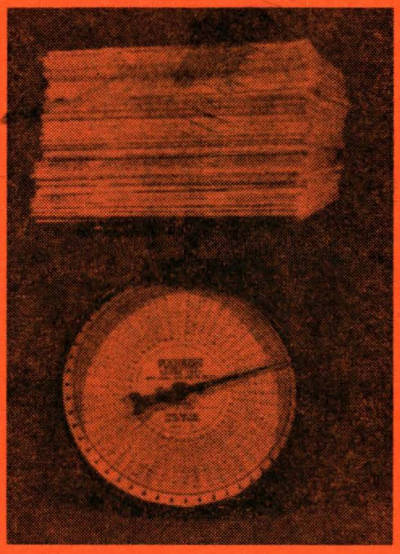
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