The Collectors Club

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The Collectors Club
Philatelist

JULY, 1949. VOL. XXVIII, No. 3

THE EDITORIAL comments in this issue have been turned over to *Harrison D. S. Haverbeck,* who has some observations to make upon that age-old philatelic problem of condition.

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The Relative Importance of Condition

In reviewing the events and history of our great hobby of stamp collecting, we see the development of two great movements which stand out above everything else; and which have been of the greatest benefit and advantage. They are the growth of specialism and the study of the minor variety, which have supplied us with much valuable, interesting information about our stamps; and, secondly, the estimation of fine condition. We all owe much to this latter movement and nothing has exercised a more beneficial influence. We only need compare an average collection made in the early eighties, under the influence of "Pendragon,"* with a similar collection begun today, to notice the importance of this question.

A well mounted collection of fine copies is a thing of beauty and interest in itself. But as everything has two sides, so also has this desire of possessing only fine and immaculate stamps. Naturally the value of fine copies increases enormously, and the consequence is that we see fewer complete collections than formerly, which I think, is to be regretted. We may easily sum up this argument by a reference drawn from some remarks of Mr. Castle in the October, 1908, issue of the *London Philatelist.*

"The standard of the estimate of condition has taken enormous strides during the present century. The number of really immaculate copies of stamps catalogued, say, from £15 upwards, is extraordinarily small, and there are always enough rich philatelists, in the four quarters of the globe, ready to snatch up these gems—at prices which laugh at catalogue quotations—provided only that the brilliancy of the specimen be undoubted.

* Author's note: The reference to "Pendragon" may be obscure to the reader who is not also a philatelic historian. This was the nom-de-plume of a British collector of the 1860's who advocated the elimination of all extraneous paper from stamps and who recommended that stamps be "firmly pasted to the album page." This fad resulted in cut-to-shape copies, trimmed perforations, and stuck-down collections.

The swing of the pendulum in the contrary direction has been equally marked. Specimens that are really inferior, i. e., heavily postmarked, with clipped margins, or damaged, hang in the dealer's books until their owners in despair 'put them in the auction and let them go for what they will fetch.'" How much more true this statement is today than in 1908!

And yet these very stamps are missing from most present day collections. Collectors are anxious to have these stamps but do not venture to buy them because they are constantly warned in philatelic publications against buying any stamp which is not in first class condition. The prices of first class fine copies of the classics are entirely out of reach of most collectors.

Is this right and desirable? Are we not going too far in our rule of excluding all but the finest copies? Are we encouraging the greatest number of collectors, or are we discouraging them?

Blank spaces in a collection have a disheartening effect, and I believe that many have given up collecting because they could not afford to pay the prices for very fine copies of the rarer stamps. And the number of rarities increases from year to year! The number of blank spaces increases in the same proportion, discouraging an ever growing number of collectors. Let it not be said that "stamp collecting is only for the wealthy, and men of moderate means must stand out," for this is not so.

The value of less than first grade copies has decreased considerably. A complete and interesting collection can be formed without taking downright damaged stamps. If carefully mounted, and chosen with some care and discretion, very nice looking and interesting collections can be formed at comparatively small cost.

I will make the firm rule that each stamp must absolutely prove its identity. If imperforate, there should be sufficient margins to ascertain that it is the imperforate variety; if perforated it should show enough perforation to enable the gauge to be measured. A slight thinning, a carefully repaired tear, a slight crease, a few pulled perforations, cut close on one corner, should not prevent an enthusiastic collector from adding the stamp to his collection if it be missing. A stamp of such calibre can always be replaced should the opportunity arise. And, in the meantime, much can be learned from the stamp itself.

But when I speak of a collector, I do not mean a speculator or an accumulator of stamps as an investment. I mean a collector who collects stamps for the love of them and whose first and great consideration is their study. No one need be ashamed to confess that he can not afford to compete with the wealthy for the superb copies. In the case of the cheaper stamps, however, the collector should be doubly fastidious and take only the finest copies, thus showing that he knows how to choose fine and superb stamps, and that he appreciates them.

Now I should like to say a few words with regard to the juniors, whose welfare we have all so much at heart. Nobody will expect them to have in their collections the rare and valuable stamps in fine condition. That cannot be. We constantly meet in philatelic papers, especially intended for beginners and juniors, the excellent advice: Study your stamps. Yet how can they study what they do not possess? And it is just the older and rarer stamps that require and repay us by careful study. One cannot do this with blank spaces, but less than top quality copies are perfectly good for that purpose; in fact a slightly damaged stamp with a dated postmark can often teach us more than a perfect copy with an ordinary obliteration or with only a trace of the cancel. Where we can help the beginner and must help him, is in advice as to the value of copies other than superb. The great mistake that many collectors make with regard to inferior grades of stamps is, not that they bought them at all, but that they paid too much for them.

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BOYD'S CITY EXPRESS POST

By Henry E. Abt

Introduction

THE stamps and covers of the private carrier services which flourished in the principal cities of the nation prior to the Civil War, and some of which continued to carry mail almost to the end of the last Century, are an integral part of the philatelic material of the United States.

Since the service of these "city despatches" or "express posts" usually included carrying mail to Federal post offices, to be transmitted by the government to out-of-town destinations, their stamps and markings are frequently found on covers in combination with the Federal issues. No collection of covers bearing five cent '47's, three cent '51's, three cent '57's, or three cent '61's is essentially complete without examples of these combinations, and specialists in other denominations of the '47 to '61 issues can sometimes supplement their showings with similar covers.

At times in the period from 1840 to 1861 these enterprises were the *sole* carrier services functioning in the larger cities except for the limited deliveries by the government of incoming mail originating in other cities. Even in periods when the government was endeavoring to establish its own "Penny Posts," the private firms were usually enjoying most of the public's patronage. Therefore, an album of United States stamps and covers omitting this material, particularly a collection focused on a specific city or area, is an inaccurate reflection of the philatelic field it purports to portray.

In a larger sense, knowledge of the private mails is essential to an understanding of postal history. Virtually every important innovation in postal practice originated with private, not government, enterprises. To cite a few examples, mail collection boxes, time markings of scheduled deliveries, adhesive postage stamps, stamped postal paper, registration of letters, "special delivery," and much more recently, air mail service, were all initiated by private postal enterprises.

The mail carrier service established by John Thomas Boyd, and first known as Boyd's City Express Post, has been selected as the subject of this series because its span of life exceeded that of any of the others and because philatelic material handled by Boyd is more plentiful and available to collectors than that of any other private post except, perhaps, the comparable service maintained by D. O. Blood and Company in Philadelphia. The philatelic supply is such that any serious collector can obtain bona fide and interesting Boyd material at relatively low cost.

In writing this series, the author will, of necessity, reflect his own perspective of philately. Stamps and covers, as he sees them, are interesting in themselves and often have merit as objects of art or the graphic processes; but much more significantly, they are mirrors of the eras in which they were used. A volume of letters is often the richest source of biographical insight. Similarly,

an album of the stamps and covers of a particular post office, public or private, is the window through which a complete drama of human experience may be seen. In this series, therefore, within his limited talents, the author will seek not only to describe Boyd's stamps and covers, but also to portray the background against which the philatelic substance is observed.

The writer will be exceedingly fortunate in having the generously given advice and critical comments on each chapter of four of the outstanding authorities of our time in the areas of philately embraced by these articles. Among those who have promised their assistance are Mr. Elliott Perry, dean of philatelic writers on the subject of private enterprise in postal service, and among the foremost students of United States stamps generally; Mr. George B. Sloane, who has intimately studied and written about the best-known collections of our time; Mr. Eugene Costales, dealer and student-extraordinary, whose own reference collection is the subject of envy in all philatelic circles; and Mr. H. W. K. Hale, of Montreal, author of an excellent earlier article on Boyd's which appeared in this magazine in July, 1931 (Vol. X, No. 3, pp. 239-242), and who has long been looked upon as the outstanding contemporary student of Boyd's and other local posts. With their gratefully received guidance, it is hoped that this series will make a helpful contribution to all collectors, whether or not they include private enterprise stamps, or even the stamps of the United States, among their treasures.

The writer also wishes to acknowledge the continuous and helpful assistance of his past and present business associates, Mr. Andrew Isaacson, Mr. Frank Tredinnick, Mr. William Dahlman and Miss Mary Louise Fast in frequent uncompensated contributions of research and other service toward the completion of this material for the *Collectors Club Philatelist*. Although only one of the individuals named is a stamp collector, their interest has been nonetheless sincere and generous. Appreciation is also expressed to Mr. Edward Karpinski of Columbia University, to the Library of Columbia University, to the New York Historical Society and to all the other helpful persons in the fraternities of philately and historiography who have, characteristically, given a hand whenever asked.

The Founding of a Great Enterprise

Chapter I

The privately owned Despatch Post established by Alexander Greig in New York City, February 1, 1842, was sold lock, stock and barrel to the Federal Government six months and sixteen days later. Thus, the ventures of private enterprise into city mail carrier service, begun by the Penny Post Association on New Year's Day of 1840, were, for the moment, ended. (1)

Apparently neither the Penny Post nor its successor had been profitable enough to cause resistance to the Federal postmaster's proposal, late in the spring of 1842, that the government purchase Greig's "fixtures, pouches, boxes, labels, stamps, etc. . . . for a sum not exceeding $1200." (2) The average volume of 437 letters per day carried by the City Despatch Post had been far short of the "ten thousand messages daily" which the New York *Journal of Commerce,* two years earlier, had expected the Penny Post Association to handle. (3) At best, the Greig enterprise had enjoyed a gross annual revenue of about $4000, and a net after all direct expenses, but no salary to the manager, of about $1200. (4)

Yet, pertinent facts continued, with increasing force, to suggest the possibility that a much larger and more profitable carrier business could be developed. The postmaster of New York, John Lorimer Graham, reporting his negotiations with Greig to the United States Postmaster General, C. A. Wickliffe, in July, 1842, indicated that he expected, under Federal auspices, to increase the business of the Despatch beyond Grieg's existent revenue by about 50 percent. (5)

Actually, the potential "market" for this service was, in all likelihood, far greater than Graham's estimate. The nation—and the city—were recovering rapidly from the depression of 1837-40, and the increased volume of business, as well as renewed spread of the population to the western frontiers, might be



JOHN THOMAS BOYD, 1797-1859

Reproduced from a daguerreotype lent to the writer for reproduction with this series of articles by the late Dr. William A. Boyd and Mrs. Frederic Ackerman (nee Gertrude Boyd), grandchildren of John T. Boyd.

expected to be reflected in greater use of the mails. The development of "uptown" residential areas was progressing farther and farther from the main post office, and the use of carrier service to bring mail downtown to the post office at City Hall Park, or to increasingly distant local addressees, could be expected to be increasingly popular.

Roger Butterworth, the historian, says: "They were bursting with energy and self-esteem, these Americans of the forties. . "(6) Because the population was not only being rapidly augmented by newcomers from abroad (92,000 in 1840; 110,000 in 1842 (7)), but was also spreading out across the country and within city boundaries, the flourishing new industries of Transportation and Communication were among the most popular outlets for private capital and initiative. It was recognized that these services would be essential to integrate the swelling, spreading tide of humanity.

By the beginning of 1837 at least two hundred railroads were "being operated, built, projected, planned or . . . talked about", (8) and though a high proportion of these projects had been wiped out in the Panic of 1837, by the early 1840's many were again well-advanced, and others were attracting new capital and management.

A Charlestown, Massachusetts, artist, Samuel Finley Morse, was seeking patents for a number of features of the electromagnetic telegraph which he had demonstrated before President Van Buren and his Cabinet early in 1838; and five years later (1843) would be constructing the first telegraph line from Baltimore to Washington.

A Boston and Worcester Railroad ticket agent, William F. Harnden, had resigned his position with the railroad to establish a regularly scheduled "Express" service, carrying package and mail matter between New England cities and New York. The success of Harnden's Express was swiftly followed by the establishment of several similar enterprises including Adams and Company, Pomeroy and Company—which became Livingston, Wells and Pomeroy—and others, as well as "Independent Mails"—Lysander Spooner's American Letter Mail Company, James W. Hale's Express and others, specializing in transmission of inter-city mails in direct competition with the government. (9)

The idea that Opportunity with a capital "O" lay in transportation and communication was "in the air," and despite tradition based on constitutional provisions and precedent that postal service was a Federal Government monopoly, the transmission of mail was no exception to the trend.

A New York City merchandise auctioneer, John Thomas Boyd, was a keen and interested observer of this trend. He had witnessed the establishment of the Penny Post, its successor the City Despatch Post and the transfer of the latter to Federal auspices. He observed the establishment, early in 1844, of the first "Independent Mails" competing with the government at lower than Federal postal rates, and realized that this new tide of letters being brought in private hands into New York City created a new need and opportunity for a privately owned firm to deliver mail in the metropolis. It was inconceivable to him and to others that the Independent Mails, harried as they were by the postal authorities, would turn over their mail to the United States City Despatch Post to deliver.

There were other reasons why a private enterprise carrying New York City mail would have an excellent chance to compete successfully with the United States City Despatch Post. Although the latter was operated as a wholly separate unit of the Federal postal organization, it was required to pay one cent to the general postal authorities on every letter it carried; and to make its expenses—i.e., to pay its carriers and other costs—it had to charge three cents each for its stamps ($2.50 in quantities of one hundred). A private enterprise, free of affiliation with the government, could save this penny per letter and thus could sell its stamps at two cents each, a saving to the public of 25 to 33 1/3 percent, depending on the quantity of stamps bought at one time.

There was every indication in early 1844 that, though Federal postal authorities might object to the competition of privately owned and operated service, they could not successfully drive the latter out of business. That year, or perhaps earlier, James W. Hale of New York in association with W. B. Kimball of Boston had established an independent mail service from Boston and other New England points to New York City and Philadelphia. In January, 1844, Hale and Kimball issued

adhesive stamps for prepayment of postage between points on their routes on letters up to one-half ounce sold at 6¼ cents singly or 20 for one dollar. This rate was one-third of the United States postage on a single letter sheet (about one-quarter ounce) between New York and Boston.

Postal authorities took instant exception, and Hale was continually harassed by arrests, suits and other forms of disturbance. He later said, " . . . no tramp was ever arrested a quarter as many times as I was."(10)

A government suit against the Hale concern was brought into the Federal District Court and was tried before Judge Sprague. In a decision handed down April 8, 1844, the court held that there had been no violation of existent laws. The government appealed to the Circuit Court, but on Tuesday, June 18, 1844, Judge Story, presiding on that bench, affirmed the lower court's decision.(11) The previous Saturday, June 15, the same Justice had dismissed a similar government case against the American Letter Mail Company.(12)

It is pertinent to note that these decisions were announced in the New York City press(13) about the same time as the first announcements appeared of John T. Boyd's decision to establish the third successive privately owned and operated carrier service in New York City.

That the two facts were associated together, at least in the public's mind, is evidenced in an editorial by Horace Greeley, appearing in his *New York Tribune* June 26, 1844.(14) It said:

> "The people are determined to have *Cheap Postage*—by aid of the Department, if possible; if not by admonishing the Department that its fancied monopoly is a bubble. The recent decision of Judge Sprague, and its confirmation by Justice Story, have dispelled the delusion; and now the Post Office must carry letters at a reasonable rate or it will have none to carry. In our City, Boyd's City Express Post; having its office at 46 William St., will deliver letters in any part of the City twice a day at two cents each; the Wickliffe price being three. The People's Postmasters, however, are content with moderate salaries, and don't have to spend three-fourths of their time in Washington to keep their offices."

Privately owned local carrier service seemed to be even more secure from government interference than independent intercity mail service. The atmosphere surrounding the government's purchase of the New York City Despatch Post appeared completely acquiescent to the *right* of private enterprise to operate in that field. The Philadelphia Despatch Post, predecessor of D. O. Blood & Co., established in December, 1842,(15) was flourishing without government interference, and its unhampered progress, in all likelihood, was also familiar to John Boyd.

The legality of postal service within city limits, in fact, had specific comment in District Judge Sprague's decision on the Hale case. Conceding that Section 19 of the Postal Act of March 3, 1825, had prohibited "the carrying of letters out of the mail . . . on any post road, or road parallel thereto," and Section 3 of the Act of 1827 had prohibited "the establishing a private horse or foot post on any post road," the judge threw out the government's case on the ground that "since the passing of the post office laws new modes of conveyance have been established and a condition of things arisen not then known or contemplated." He further specifically eliminated consideration of the alleged violation of law *within* Boston, by adding that "the distance between Court Street (Hale's headquarters) and the depot of the Providence Railroad . . . *does not appear to be a post road . . .* "(16)

John Thomas Boyd had compelling personal reasons for considering the abandonment of his long career as an auctioneer and pioneering a new and wholly different venture.

At forty-six years of age he was in the unenviable position of the one-time promising young man whose career had not quite "come off." A family in which the habits of initiative and success had been long maintained must have been a singularly galling environment for Boyd's marginal existence.

A tradition brought to America by John's grandfather, after whom he was named, (and one since confirmed by competent genealogical studies) derived the clan Boyd from Lairds Boyd of Kilmarnock in Scotland, and long before that from King Kenneth III of Scotland. John Boyd, the first settler in America, was a member of the branch of the family

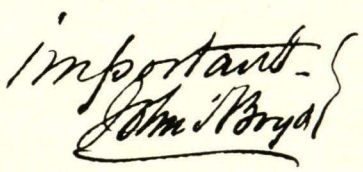
that had migrated to Anterim County, Ireland, in the 17th Century, and he had settled in Albany with his wife, Ann Logan, in the spring of 1762. John T. could—and probably did—learn these traditions from his grandmother, who survived her husband by sixteen years, and died in Albany in 1815 at the age of 76 years.(17)

The original John Boyd had prospered in America, first as a carpenter and later as the proprietor of a saw mill in nearby Johnstown, New York. He was an officer in the Army of the Revolution and an elder of the Presbyterian Church. He sired and educated eight children, the sixth being Dr. Thomas Boyd, born in Albany April 19, 1772, the father of John Thomas.

Dr. Boyd had graduated from Albany Medical College and on October 22, 1793, married Sarah, daughter of the Rev. Chauncey Graham, a Connecticut Presbyterian minister. He first practiced medicine in Albany, where his eldest son, John Thomas, was born July 4, 1797. When John was about six years old, his father and mother lived for a brief period in Tarrytown, and in about 1806 the family settled in New York City.

In 1816 the Boyds resided at 40 Cedar Street, in 1817 and 1818 at 54 Cedar Street, from 1819 to 1829 inclusive at 105 Liberty Street. In 1830 the Doctor's residence was listed at 117 Liberty, from 1832 to 1841 at 15 Warren Street, and in 1842 he followed the sweep of population uptown and purchased a home across from Gramercy Park at 291 Fourth Avenue (renumbered 303 Fourth Avenue in 1848)—where he and his wife resided for the remainder of their days.(18) He was one of the 185 physicians who established the New York Academy of Medicine, January 6, 1847. In recognition of his long service to humanity, he was granted an honorary degree by the New York College of Medicine in 1854. His good wife Sarah died at her home August 16, 1855, and he survived her by only seven months, passing to his reward March 18, 1856.

Dr. and Mrs. Boyd raised five children, of whom three were daughters. The eldest was Elizabeth, born in 1795, who married John H. McCall. John Thomas was the second child. The latter's younger brother, Dr. William Hugh Boyd, born in 1801, also became a prominent physician.



Autograph of John T. Boyd

From the face of a cover in the collection of the writer.

Initially the vocation to which John T. Boyd devoted the first quarter-century of his business life had offered promise comparable to the careers chosen by his father and brother. In the period between the War of 1812 and the middle '40's auction selling was relatively far more important an aspect of the business scene than it came to be in later years.

In that era the American market was still heavily dependent on imports from abroad for most of its manufactured goods. Our infant industries supplied only a small fraction of the requirements of the growing and spreading population.

In the earliest days of the Republic imports generally passed through exporters, importers, jobbers or wholesalers to retailers, much as they do today. However, following the almost complete interruption of trade which occurred during the War of 1812, in an effort to save time and cost in supplying the hungry American market, British manufacturers, particularly, began sidetracking the formal export and import merchants. They found it more expedient to send cargoes of woolen and cotton cloth, hardware, cutlery and other articles to New York, accompanied by factory agents who at once disposed of them quickly and efficiently through auctioneers. This practice flourished to the extent that, in the decade from 1821 to 1830, New York City auction sales constituted 44 percent of the port's total imports.(19)

This was the booming field to which John T. Boyd had brought his talents and energies in the early 1820's. Longstreet's "New York Register and Directory" of 1822 lists him as an auctioneer employed at 154 Broadway, his residence being at 71 Liberty Street, near his father's home. In 1824, when the Directory was next issued, he resided with his parents, and appears to have gone into the business for himself at 137 Broadway. The next year,

and thereafter until 1831, Boyd's firm had the trade style, "John T. Boyd and Company." In 1832 he was listed under his own name, only, as an auctioneer at 100 Broadway.

Directories for the following eight years (1833 to 1840 inclusive) did not list his name at all. This may mean he was outside of New York—but just as likely was one of the Directory errors characteristic of those days.[20] He reappears as an "auctioneer" at his old (1824-1831) address, 137 Broadway, in the Directories of 1841, 1842 and 1843.

Like all boom movements, the auction bonanza soon developed its limitations and unique problems. In 1817, two years after the boom was well under way, the State of New York enacted a new Law, tightening its importation and auction legislation, establishing a scale of duties ranging from 2 percent on wines and spirits to 1½ percent on most other items. All auctioneers were individually appointed and licensed by the Governor and the Council of Appointments.[21]

The industry was soon deeply involved in politics, both in New York State and overseas. An auction firm had not only to be *personna grata* in Albany (much of the time Democratic party affiliation was imperative) with suitable emoluments paid to proper channels, but also well-represented in foreign capitals, particularly London.

In such a situation political artfulness and adequate capital resources were requisites to success. John Boyd, from all we know a courageous and competent businessman and a good auctioneer, was apparently unequal to this kind of a challenge. He stayed stubbornly with his chosen calling and held on to his license (prima facie evidence that he was a good Democrat), but the volume more and more came to be concentrated in two firms, one headed by John and Philip Hone, and the other by John Haggerty and David Austin. Four others, Abraham Thompson & Co., Shotwell, Fox and Company, David Adee & Co., and Woolsey, Ward and Beach did moderately well.

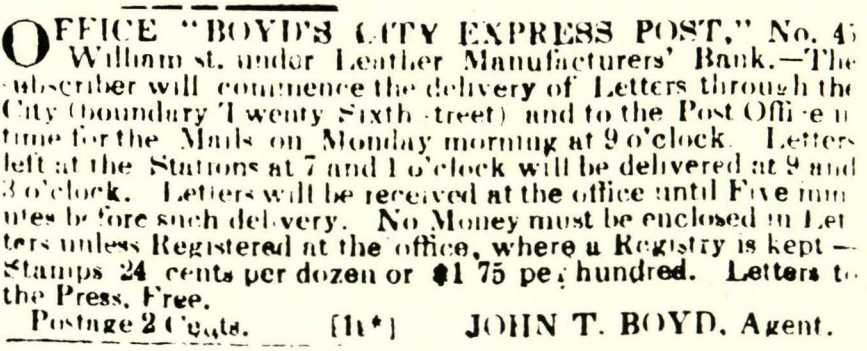
Boyd's struggle and relative rating may be envisioned from the fact that for the year ending September 30, 1831, his duties totalled only $21.91.[22] Thus, his taxable volume that year could not have been much more than $1500. In contrast, the Hones, that year, paid duties totalling $46,086.42. The next year, ending September 30, 1832, Boyd did a bit better, paying $61.80—but Haggerty and Austin that year headed the list with duties paid amounting to $46,896.99.[23]

He probably did somewhat better in the '20's. We do not have the data, but from 1827 on, the total volume of auctioned goods declined and the residue was steadily more concentrated in a few houses. Merchants, seeking less fluctuation of prices allied with the importers, and exporters, seeking to regain their part in the movement of goods, made the auction situation a political issue. In the next decade auction sales reflected only 21 percent of the imports. The appointment monopoly was ended in 1838.

Events which must have had decisive effects on Boyd's ultimate resolution to abandon his career as an auctioneer and launch Boyd's City Express Post were his marriage August 16, 1838, to Hannah Agnes Shea—thirteen years his junior—and the birth of his first two children, John Thomas, Jr., March 22, 1840, and William Augustus, November 25, 1841. Perhaps his income as an auctioneer was sufficient to meet the modest demands of his unusually long bachelorhood. We know that he devoted a considerable amount of his time to the New York State militia, having been appointed a First Lieutenant in the 14th Regiment of Artillery in 1822.[24]

Now there were new incentives, new responsibilities. And thus, on Saturday, June 15, 1844, there appeared in the *New York Tribune*[25] the following announcement:

> "OFFICE BOYD'S CITY EXPRESS POST" No. 45 William St. under Leather Manufacturers' Bank—The subscriber will commence the delivery of Letters through the City (boundary Twenty-Sixth Street) and to the Post Office in time for the Mails, on Monday morning at 9 o'clock. Letters left at the Stations at 7 and 1 o'clock will be delivered at 9 and 3 o'clock. Letters will be received at the office until Five minutes before such delivery. No money must be enclosed unless Registered at the office where a Registry is kept—. Stamps 24 cents per dozen or $1.75 per hundred. Letters to the Press, Free."
>
> "Postage 2 Cents. (1t*).


OFFICE "BOYD'S CITY EXPRESS POST," No. 45 William st. under Leather Manufacturers' Bank.—The subscriber will commence the delivery of Letters through the City (boundary Twenty Sixth street) and to the Post Office in time for the Mails on Monday morning at 9 o'clock. Letters left at the Stations at 7 and 1 o'clock will be delivered at 9 and 3 o'clock. Letters will be received at the office until Five minutes before such delivery. No Money must be enclosed in Letters unless Registered at the office, where a Registry is kept—Stamps 24 cents per dozen or $1 75 per hundred. Letters to the Press, Free.
Postage 2 Cents. [1t*] JOHN T. BOYD, Agent.

The newspaper advertisement announcing the establishment of Boyd's City Express Post. From the New York Tribune, June 15, 1944.

JOHN T. BOYD, AGENT"

So it was that at nine o'clock in the morning, Monday, June 17, 1844, began a commercial venture which is still existent 105 years later, although now engaged in rendering other services. For the better part of half a century this enterprise was to facilitate much of New York City's personal and commercial communication.(26)

Close to middle age, essentially defeated in his earlier career, John T. Boyd was not only to set a model for the several hundred other enterprises which carried local mail in major centers during the second and third quarters of the last Century, but perhaps more than any other individual was, by effective competition, to spur the cumbersome and lethargic Federal Postal Department to establish the present comparatively efficient intra-city service.

(To be continued.)

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12) U. S. *vs.* Kimball, Case No. 15,531, 26 Feb. Cas., p. 782.

13) *New York Tribune,* (June 18, 1844) p. 4, col. 2; (June 19, 1844) p. 2, col. 5; June 20, 1844) p. 4, col. 2.

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16) Data concerning the Boyd family was derived from William P. Boyd, *History of the Boyd Family* (Rochester, New York, 1914) and from family records and testimony provided by the late Dr. William A. Boyd, grandson of John Thomas, who resided at 346 Willis Avenue in New York until his death in 1948.

17) U. S. *vs. Kimball,* Case No. 15,531, 26 Fed. Cas., p. 784.

18) New York City Directories, 1816-1856.

19) The rise and decline of auction selling in the early part of the last century is well told in Albion, *The Rise of New York Port, 1815-1860* (Charles Scribner's Sons, 1939) pp. 274-280.

20) We know from State records, for instance, that Boyd was duly licensed as an auctioneer doing business in New York City in 1833.

21) Walter Barrett, *Old Merchants of New York City,* published by (G. W. Carleton, New York, 1864) III, 240-241. See also, Albion, *The Rise of New York Port, loc. cit.*

22) Williams Annual New York Register, 1831.

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DR. CARROLL CHASE

At the Pre-Centenary celebration of France's first postage stamp, held by the France & Colonies Stamp Society, in October 1948 at the Hotel Lafayette, New York City, one of philately's foremost authorities, Dr. Carroll Chase, was the guest of honor. At the banquet, our Club's President, Richard S. Bohn, paid the following appropriate tribute to Dr. Chase by presenting him with this scroll:—

Resolution passed by the Board of Governors at the meeting held September 22, 1948:—

Whereas, The Collectors Club for over fifty years has been dedicated to the development and advancement of the cultural and historic side of philately; and

Whereas, Dr. Carroll Chase has been a distinguished member of this organization for over twenty-five years;

Now, Therefore, by act of the Board of Governors of The Collectors Club, this scroll of honor is given to Dr. Carroll Chase in appreciation of his outstanding contributions to the field of philatelic research and literature, and in token of his enrollment on the records of The Collectors Club as a "Distinguished Philatelist."

In Witness Whereof, The Collectors Club has caused the hand of its President and its Corporate Seal to be placed this sixth day of October, in the year nineteen hundred and forty-eight.

The Universal Postal Union

75 Years of Successful International Cooperation, unheralded and unknown to most of the world.

By Henry M. Goodkind

To paraphrase a well-known journalist who once stated:—"It is the sensational, the outlandish, and the controversial that makes our news. The smoothly functioning, the law-abiding seldom come before the public's notice."

How aptly this can be applied to the successful historical record of the international family of nations banded together for postal communications, called The Universal Postal Union, which this year marks its 75th anniversary.

If there is one thing that the public seems to take for granted, it is our postal service. It little realizes the post office not only transmits our correspondence but also acts as a bank and freight agent upon an international scale. The public's conception of this is almost completely lacking. Then again, as stamp collectors, it is surprising to find how few of us have any knowledge of the history of the Universal Postal Union, its direct influence upon the hobby of philately and the multitude of services it performs.

As proof of both of the above statements, may we cite two illustrations. The Union held a convention in May 1947 in Paris, France when postal delegates from practically every land in this world met and resolved certain problems of the present postal systems. One can search through the entire daily U. S. Press at this time and find little, if any, mention of this international gathering.

As to the stamp collector's knowledge of the Postal Union, we sought in our club library any books or periodicals upon the international body and found only ONE in English. It is odd to note, in contrast, that a student can find much written upon the beginning of postal matters in Great Britain, U. S. A., France, and other countries; but as to the formation of the international postal system, this field of philatelic history is quite lacking except for a few studies in German.

It is our purpose to offer a short, concise history of the organization of The Universal Postal Union, touch lightly upon its 75 years history of achievement, and mainly to bring into the spot-light the following facts which seem so timely in relation to current events. Thus, we have purposely omitted parts of the historical background, which the serious philatelic student will regret. These omissions should be recorded in future articles. These timely facts are:—

1. That in view of the tragedy of The League of Nations and the present difficulties of the United Nations, the world has before it one outstanding example of 75 years of successful global cooperation and operation.

2. That our country, the U. S. A., played a most important role in the establishment of The International Postal Union through the efforts of Montgomery Blair, President Lincoln's Postmaster General in 1862-63.*

* Montgomery Blair's father, Francis Preston Blair, purchased the house at 1651 Pennsylvania Avenue, Washington, D. C. in 1836; and presented it to his son in 1853. President Lincoln's Postmaster General resided in this house until his death, and in turn, willed it to his son. This house remained in the Blair family's possession for over one hundred years. It is the now famous BLAIR HOUSE, temporary residence of President Harry S. Truman and his family.



Montgomery Blair, Postmaster General of United States in President Abraham Lincoln's Administration March 1861-October 1864, who called the 1863 Postal Conference in Paris, France, which led to the formation of the Universal Postal Union.

3. That 75 years ago, the country which was unwilling to launch an international body for postal matters and which temporarily retarded its formation was Russia.

It was written in 1907.(*6)

"Such a Union has appeared to us one of the most imposing and admirable products of modern civilization and of the progressive spirit of the age. What has until recently been vainly hoped for with respect to questions of peace and war, to international courts of arbitration, to social policies has long since been realized in postal matters, namely, *the removal of national barriers, the combination of almost all the countries of the world into one common body*. Quite apart from the consideration of the immense material, moral and intellectual advantages, The Universal Postal Union is not to be underestimated."

"The leading motive for the attainment of this admirable object was the desire to remove the confusing and obstructive multiplicity of the separate conventions in general, and of rates of postage and transit, and of the partition of the postal charges in particular."

It was written in 1913(*1)

"The Postal Union, having by its birth effected a revolution in the constitution of the society of nations, has had a forty year history of placid obscurity, unworthy of the notice of patriots and rarely recognized as a herald of the millennium."

It was written in 1927 by Nicholas Murray Butler(*5)

"The Universal Postal Union, working with the greatest economy of time and effort, comprises nearly all of the countries of the world, its territory extending over more than one-hundred and twenty-six million kilometers with a population of 1,792,000,000 inhabitants—."

It was written in 1947(*8)

"The fundamental principle of the Union and its continued success is contained in a striking article which lays down that for the purposes of postal communication the whole of the signatory countries form *one single territory.*"

Shades of Wendell Willkie and his "One World"!!

Now let us go back almost one-hundred years and see how cooperation and coordination was forged from confusion, chaos, and complexity as concerns the international mails.

In an effort for simplicity and ease of comprehension and perhaps at the expense of exact postal history, let us follow the trials and tribulations of one Joseph Hungary who left his native city of Budapest in 1850 and settled in the thriving city of Pittsburgh, Pennsylvania in the year 1852. Joseph was then a young man, 23 years old, who came alone to the shores of U. S. A. He left behind in Europe his parents and a brood of younger brothers and sisters. He secured employment as a furnace stoker in a steel foundry in Pittsburgh for which he received when working the salary of fourteen dollars a week. Joseph had had some good elementary schooling in Hungary and so he wished to apprise his family in Europe as to his welfare since he embarked upon his voyage to the New World. Joseph was none too verbose so that his letter was quite laconic and simply covered the high spots of his adventures, welfare and the state of his health. Now Joseph wrote his letter upon a single sheet front and back addressed it to his parents, Mr. and Mrs. Bela Hungary in Budapest, and went to his local post office in Pittsburgh to send it on its way. Joseph also wished to evidence his financial independence and so he wanted to prepay his letter all the way. What amount of stamps did he have to buy? Well, that depended upon

1) the single letter rate from Pittsburgh to New York

2) the steamship route his letter would take and which nation's ship would transport it (Seapost Rate)

3) the port of arrival in Europe

4) the route his letter would follow in Europe to its destination (Transit Rate). As there were different steamship routes and different ports of arrival in Europe, the costs could vary as much as 50% to 200%.

But this was only a part of the problem. Delivery to Budapest was not assured, as perhaps France's post office saw no reason to relay this letter as it received no compensation. A popular, practical custom to avoid this was to employ a forwarding agent in the country of arrival, who, for a fee, undertook the delivery of the mail to the addressee. Perhaps the Swiss postal authorities desired to collect from the Austrian post office, who in turn demanded payment upon delivery from Mr. and Mrs. Bela Hungary in Budapest. This is postal complexity expressed in its simplest terms.

By 1843, there had been some postal treaties between individual nations for the transmittal of correspondence and printed matter. The earliest known postal treaty had been made in 1670 between England and France(*9) The first Postal Convention actually involving more than two signatories, was made on December 24, 1801 between France and the German States, which were then divided into five postal zones. A compilation, in chronological order, of the postal

treaties on file in the New York Public Library up to the time of the formation of the Union, is as follows:

1843—France-Austria
1843—France-Great Britain
1844—France-Thurn & Taxis
1846—Baden-France
1851—Belgium-Switzerland-Sardinia-France
1851—Sardinia-Spain
1852—Sardinia-Tuscany
1854—Austria-Sardinia
1855—Parma-Sardinia
1859—Modena-Sardinia
1861—Belgium-France-Sardinia-Switzerland
1862—Greece-Sardinia-Switzerland
1863—Belgium-Portugal-Sardinia
1864—Greece-Italy
1864—Brazil-Italy
1864—Italy-U. S. A.
1867—Italy-Netherlands
1867—Austria-Italy
1868—Baden-Bavaria-Italy,Russia-Wurtemburg
1869—France-Italy
1870—Belgium-Italy
1870—Great Britain-Italy
1871—Italy-Portugal
1873—Italy-Russia

Thus only a very few national boundaries had been breached but international communication by posts was far from organized.

The first step to direct international postal reform was undertaken by the United States of America in 1862(*6). The reason for this is historically interesting. Because of the waves of European immigration since about 1840, our country felt this problem of international postage more than any other nation(*7). Mail to and from Europe and the U. S. A. had grown to considerable proportions by the year 1860 and the burdens placed upon the U. S. Post Office Department were insoluble. A conference to explore the possibilities of an international agreement was suggested by Montgomery Blair, Postmaster General in President Abraham Lincoln's cabinet in 1862. A report was written first by the 1st Assistant Postmaster General, John Adam Kasson, who was one of the organizers of the Republican party in Iowa and who came to Washington for President Lincoln's first inaugural(*7).

The opening part of the inaugural address of the U. S. delegate to the 1874 Congress, M. Blackfin, Director of Foreign Mails, paid tribute to the pioneer work of the Postal Officials in President Lincoln's administration, which we quote:—

> "You know, Mr. President and Fellow Delegates, that the United States of America was the first nation which called attention of other countries to the importance of simplicity and uniformity in international postal matters which resulted in the Conference of Paris in May 1863."

Summarizing the chief points in Kasson's report, they were to quote:

> "Each state tried to promote its own profit at the expense of the other. The aim was not to improve the mail service but to make the foreigner pay the bill. The total U. S. postage rate of mail with a foreign destination usually consisted of these four charges
>
> 1) the domestic U. S. rate
> 2) sea postage charges for marine transport
> 3) transit rate by each country through which the mail was carried
> 4) domestic rate paid in the country where the mail was delivered."

Kasson then formulated a circular letter which was transmitted under the name of Postmaster General Montgomery Blair through the Department of State on August 4, 1862 to all countries with which our government maintained diplomatic intercourse (*7). At this time, eight postal treaties between the U. S. and as many foreign governments were in force.(5)

The gist of this letter read (*5)

> "Many embarrassments to foreign correspondents exist, which can be remedied only by international concert of action. The difference in postal principles, as well as postal details of arrangements, exists. A great diversity of rates between the same points, in some instances as many as six, causes mistakes and delay.
>
> "Without entering into details, it is evident that the international adjustment of a common basis for direct correspondence, and for immediate land and ocean transit, and for an international registry system, and for the exchange of printed mail matter is clearly of the first importance to the

commercial and social intercourse between this and other nations."

The letter had its desired effect and a conference was held in Paris on May 11, 1863. Fifteen delegates of the nations, to whom the U. S. Postmaster General's letter had been addressed, attended. The U. S. delegate was the 1st Assistant Postmaster General, John A. Kasson(*7). Deliberations of this conference had been agreed upon in advance to be confined to questions submitted by the U. S. A., Great Britain and France. It was also agreed upon that it was not the intention of the conference to enter into any agreements of an obligatory character. Thus in accordance with these stipulations, this Paris conference concluded on June 8, 1863 with the adoption of thirty-one articles of principles to be considered and to become effective in a future Congress(*5).

However, first, our own Civil War and then the Franco-Prussian War prevented the planned Congress(*6).

In the meantime, another great postal reformer, Dr. Von Stephan(11) of the North German Postal Confederation carried on the work to form a workable international postal unit upon the invitation of his government, supported by Belgium and the Netherlands. The Swiss government issued an invitation to all nations to a Congress to be held in Berne, Switzerland on September 1, 1873(*5).

However, Russia expressed an unwillingness to attend owing to the fact that she had recently concluded several postal treaties with some of her neighboring countries and believed that the effect of the success or failure of postal conventions had not had the time to be sufficiently observed. Russia would not change this attitude and the proposed meeting had to be postponed. Finally, the Russian Empire relented in her opposition and on September 15, 1874 twenty-one * nations gathered in Berne to lay the foundations of an International Postal Union(*5).

In a little over a month, the postal delegates convened, discussed, conferred, drew up a set of agreements and thus established The Universal Postal Union as we know it today. One could draw a parallel similar



HEINRICH VON STEPHAN
(1831-1897)

to the formation of our own United States whose Constitution, with the exception of none-too-many later amendments, is the law of this land. So is it with the Postal Union. The original articles of confederation, with a relatively few number of additions, has laid the cornerstone for a successful international world organization(*9).

The first Congress had to bring uniformity as regards to language, weight, currency, keeping of accounts, arbitration, payments, and other matters.

As mentioned before, the underlying principle adopted was that all members of The Universal Postal Union be considered as one single territory. All member nations bound itself to the transit of mails entrusted to it by every other member of the union by the best and fastest means of communication which it employs for its own mail(*4).

Thus the nation, in which a letter originated and which was paid the original postage retained this money and all nations handling this in transit agreed to its delivery to destination without compensation. Through a Central Bureau established in Berne, Switzerland, accounts between nations were kept and settled monthly by the International Bureau of the Union.(*2).

* The U. S. delegate was delayed in arriving and did not join the 1st Congress until the 3rd session on September 21, 1874.



The building in Berne, Switzerland, where the 1874 Congress met and founded the Universal Postal Union, as shown on Switzerland's 1924 Commemorative issue.

However, as we commented upon beforehand, the post offices do not only carry our letters. They also ship freight (parcel post); transmit money (money orders); allow printed matter, books, periodicals, newspapers and circulars to travel at special low rates. So the uninterrupted international functioning must cover all these services.

It was provided that Postal Conventions should be called every five or six years to discuss new developments. All matters to be considered must be submitted in writing in advance. Thus since its first organization in 1875,* the U. P. U. Congresses have established international agreements for parcel post, money orders, and printed matter. Thus we can rightly state that the Postal Union exercises control over international freight, commerce, banking, and education (*5,6).

It was also necessary to establish a satisfactory unit of voting, which was an arduous task. At the time, the European Empires with their multitudinous colonies complicated this question. It was decided that often a country and most of her colonies be lumped as one voting unit (*8).

All disputes and disagreements were to be decided by arbitration and its 75 year history is a remarkable success story in this regard. Not only have few disputes required arbitration but all those that did were satisfactorily settled (*9).

The first membership in 1874 was limited to the 22 original nations that gathered at Berne. These were, with a few exceptions such as U. S. A., mostly the European nations.

Those participating in the 1st Congress were:—

Austria-Hungary
Belgium
Denmark
Egypt
France
Germany
Great Britain
Greece
Italy
Luxemburg

* One of the Articles of the 1874 Congress stipulated that the Postal Treaty, as signed on October 9, 1874, come into force on July 1, 1875. Consequently, some designate the year 1875, not 1874, as the U. P. U.'s beginning.

Netherlands
Norway
Portugal
Rumania
Russia
Serbia
Spain
Sweden
Switzerland
Turkey
U. S. A.

In 1885, the membership had grown to 86. By 1900, there were 113 members. China, in 1914, was the last of the large countries to join The Universal Postal Union and at present practically every country and its colonial territories is associated with the U. P. U. Only two or three small domains in the East are not as yet members(*8).

In brief, we shall touch upon the primary function of the Postal Union's headquarters, which can be called simple but effective. The International Bureau in Berne, Switzerland.(*2)

a) publishes a monthly journal for members

b) assembles and distributes information of common interest

c) distributes to members statistical data

d) acts as clearing house for the settlement of accounts

e) lists what might be correctly called "An International Postal Guide"

f) Maintains a Postal Museum to which members send specimens of stamps issued and postal records for the Union's Archives.

The last-mentioned function is most important to stamp collectors. Controversy is always arising among philatelists as to whether a certain stamp or group of stamps are collectable. The originating directives (Official Decrees) are high-lighted by some philatelists as the all important guide. But an equally good, if not better test, is the confirmation of the receipt of specimen copies by the Union. We grant that this letter often can assist to "cover" the disdainful features of a questionable stamp, but philatelists should always check which stamps are registered with the Union's headquarters. The "U. P. U. Journal" publishes this data regularly(*2).

The Universal Postal Union has held its conventions as stipulated at regular five or six year intervals. A different world capital is generally selected as the convention city. World Wars I and II interrupted their regularity. Here is the listing of the dates and locations in which the twelve Congresses were held.

1. 1874 Berne, Switzerland
2. 1878 Paris, France
3. 1885 Lisbon, Portugal
4. 1891 Vienna, Austria
5. 1897 Washington, D. C.
6. 1906 Rome, Italy
7. 1920 Madrid, Spain
8. 1924 Stockholm, Sweden
9. 1929 London, England
10. 1934 Cairo, Egypt
11. 1939 Buenos Aires, Argentine
12. 1947 Paris, France

In this connection, the country in which the Congress convenes usually issues a special commemorative stamp or series of stamps to mark the occasion. Some highly prized 20th century stamps resulted from this as illustrated by the example of 1929 £1 black U. P. U. commemorative stamp of Great Britain (Scott 209).

It is stated that there are four basic principles underlying the structure of the Union, and they are(*1)

I The establishment of uniformity of rates and units of weights

II The classification of postal correspondence into

a) letters
b) postcards
c) printed matter

III The adoption of definite methods of payments. This is to be made by the country which dispatches the mail by the transportation of another country for the use of those services, with the exception that no payment is made to the country of destination; the flow of correspondence each direction being assumed to be about equal.

IV Universal adoption of a system of international registration and compensation. International registration differs from domestic registration being a fixed amount allowed only in the event of total loss and not for damage or loss of the contents only.



Monument of the Universal Postal Union, dedicated in Berne, Switzerland on October 4, 1909.

The regulations of the Postal Union attempt to set uniform rates and colors for stamps although individual currencies differ. The following is that section of its Postal Rules relating to this:—([4])

ARTICLE 106

POSTAGE STAMPS AND POSTAL IMPRESSIONS

1. The postage stamp representing the basic rates of the Union or their equivalents in the money of each country are made up in the following colors:

The stamp representing the postage on a single-rate letter in blue;

Stamp representing the rate for a postcard in red;

The stamp representing postage on a single-rate print in green.

Impressions produced by stamping machines shall be bright red, whatever the value they represent.

2. Postage stamps shall bear, in Latin characters, as far as possible, the indication of the country of origin, and mention their postage value in accordance with the Table of Equivalents adopted. The number of monetary units or fractions thereof serving to express that value is indicated in Arabic figures.

(Omitted Regulations about "Taxe Purcue—Postage Collect.")

3. Commemorative or charity stamps for which an additional charge is to be paid in addition to the postage value shall be made up in such a way as to avoid any doubt as to that value.

The U. S. Post Office for years adhered to these regulations. However, with the recent flood of commemorative issues and to break the tedium of all 3 cent commemoratives being purple, the U. S. Post Office decided that variety was the spice of United States commemoratives. Perhaps the sponsors and the collectors were pleased by each new 3 cents commemorative having a different hue, but

it has proven costly to the Post Office Department's revenue. Many a postal clerk seeing a blue 3-cents commemorative on a letter sent it on its way in the belief that it was sufficient franking for the 5 cents foreign rate. Many a person confused a 3 cents green commemorative with a 1 cent stamp.

A more complete compilation of the growth and history of the Universal Postal Union should be offered to stamp collectors in the not-too-distant future. A complete but concise resume of all the Congresses over the 75 years should prove of great interest and education to the philatelist. Its reports, published since 1874, are replete with vital statistical information for the philatelic student. As an example, one studying the stamps of a certain country or colony for the years 1880-85, should delay the publication of the results of his research until he has investigated the Union's published reports for those years.

However, before concluding we wish to again stress what we wish be the main theme of this article. In its 75 years of existence, when the world was torn asunder by two great wars with all the resultant consequences of changed boundaries, worthless former currencies, changes in the power of empires and nations, revolutions in politics and economics, and most outstanding when an international family of nations still seems to be something not yet achieved, the history of the Universal Postal Union offers us a shining example. Its story should be much more publicized. Let no cynic impune that successful international organization is easy when it concerns one simple matter as the transportation of mail. Postal communication means commerce, industry and banking with all its complex branches. To keep the mail moving with all the national interests in the world as one unit for 75 years is a great achievement. The stamp collector can gain pleasure and pride that the items he collects made this record possible.

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HENRY M. GOODKIND, chairman of The Editorial Board of the *CCP,* has been collecting stamps ever since he was a young boy. Manhattan Island was his birthplace, has been his residence since then and he is one of those rarities—a fourth generation New Yorker. His business interests are the ownership and management of property, being an officer and director of several real-estate and petroleum companies. He stems from a Cornell University family, having graduated A.B. 1925. He followed his father's footsteps not only in education but also as to an interest in collecting stamps. He still continues with his general collection, started as a boy.

Of recent years, he has devoted most of his philatelic interests to airmail stamps. He has been Editor of *The Aero Philatelists News,* the bi-weekly publication of "Aero Philatelists," since its inception in 1946. He is a member of the *Expert Committee of "The Philatelic Foundation"* and was on the *International Jury of the 1947 Cipex.* He has written articles on airmail stamps for many philatelic magazines. In addition, he is a member of national and international philatelic societies, such as The Royal Philatelic Society of London.

UNITED STATES

Comment on the 10c stamps of 1870-1882, with profile of Jefferson

By Elliott Perry

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Preliminary Notes

THE problems which some of the 10c stamps of 1870-1882 present to philatelists were recognized before the year 1900, but they were so difficult to solve that more than a third of a century elapsed before a solution was obtained which reconciled with the facts. Little on the subject has been found in the philatelic press. The facts which were known, or seem to have been believed generally for perhaps twenty years after the chapter was written on the "Issue of 1879" in Luff's book, are found in one long paragraph on page 144 of that work on United States postage stamps:

"As has been previously stated, the Continental Bank Note Co. began, about the end of 1878 or the beginning of 1879, to use a soft porous paper for their stamps. The American Bank Note Co. continued the use of paper of this quality, as it was found to give the best results, especially when steam presses were employed. The new company used many of the plates of its predecessor, also the plates of the National Bank Note Co. for the thirty and ninety cent and probably for some of the ten cent stamps. It is certain that ten cent stamps without the secret mark, and which are undoubtedly the work of the American Bank Note Co. exist. It is claimed by some writers that these are from the Continental Bank Note Co.'s plates from which the secret mark has worn away. In support of this statement pairs and blocks are reported, on which the mark shows with varying degrees of indistinctness and is sometimes almost invisible. It is scarcely possible that this claim is correct, as the secret mark is deeply cut and ought to be about the last thing to wear away. And there are certain other points about the stamps which are peculiar to the plates of the National Bank Note Co. and which lead me to believe they are from those plates. The question can only be settled by finding the stamps with marginal imprint or plate number or by an examination of the records of the contractors. It is to be regretted that there is no prospect that the privilege of making such an examination will be granted." *(End of quotation from Luff's book.)*

This quotation from Luff's work contains statements and inferences which should be borne in mind. Luff was certain that "ten cent stamps without the secret mark, and which are undoubtedly the work of the American Bank Note Co. exist," because of "certain other points about the stamps which are peculiar to the plates of the National Bank Note Co.," but nowhere did Luff reveal what were the "certain other points about the stamps which are peculiar to the plates of the National Bank Note Co." Even today those "certain other points" can only be guessed at, because some 10c stamps on soft paper and without secret mark occur with, and others occur without, characteristics which are peculiar to plates of the National Bank Note Co.

One characteristic which is known to be common to many National Bank Note Co.

plates—and may be expected on all of them—is also common to many soft paper 10c stamps which have no secret mark. However, none of the latter stamps have been found with another characteristic which occurs on so many National plates; that it is evidently systematic and therefore is believed to be common to all of them. These characteristics, and others which are peculiar to many 10c stamps from Continental plates, make it possible to determine which plate—or group of plates—many of the 10c stamps were printed from. They will be discussed later.

Other facts; Luff's statement that "the question can only be settled by finding the stamps with marginal imprint or plate number or by an examination of the records of the contractors," shows definitely that Luff had not seen stamps with marginal imprint or plate number, nor did he know what the records of the contractors might reveal.

No evidence appears that Luff had seen any of the stamps "on which the mark shows with varying degrees of indistinctness and is sometimes almost invisible," and altho his denial merely stated (quite correctly) that "the secret mark is deeply cut and ought to be about the last thing to wear away," nowhere did Luff affirm, deny, or attempt to explain the existence of stamps "on which the mark shows with varying degrees of indistinctness and is sometimes almost invisible." As pairs and some larger multiples with abnormal (or subnormal) secret marks are well known today, and single copies are far from rare, it is evident that Luff's statements were not the result of an examination of a large quantity of the 10c stamps which were printed on soft paper.

A very keen student, William L. Stevenson, worked out an ingenious theory to account for the variation in the appearance of the secret mark on the 10c Jefferson stamps. That solution presented an idea which was unheard of twenty-five years ago, viz; a shift in the relief design on a Continental 10c transfer roll.* It seems most probable that if such a shifted design were rocked into a plate, the stamps from that plate would agree in detail with many 10c stamps which have "hairline" or almost invisible secret marks. Unhappily for the Stevenson solution, there are too many other 10c stamps with which it does not reconcile. Neither Stevenson nor Luff realized the quantity of "run-of-mine" material which would be needed to solve the problems unless the student was so favored by chance as to happen upon the sort of material which Luff mentioned.

In 1918 the present writer bought a large part of the Stevenson collection, including much study material, but the records and the writer's recollection indicate that none of it particularly concerned the 10c Jefferson varieties or plates. That part of the Stevenson collection may have been sold elsewhere and may or may not be in existence.

The "disappearing secret marks" had intrigued the writer at various times but no serious attempt to find out more about them was made until after the United States section (more than one hundred volumes) of the Ackerman collection, and some other parts of that immense collection, came into his hands in 1927. The Ackerman collection contained a number of blocks of the 10c Jefferson, of the issues of 1870, 1873, 1879 and 1882. The 1879 issue was represented by



Figure 1

Used block of four on hard paper from Continental plate 23 or 25. Altho the plate had become so worn that many lines of the background have disappeared, no change in the strength of the secret mark is apparent.

* In Collector's Journal, June 1915.



Figure 2

Unused block from an American plate (377 or 378). The background lines are complete, but none of the stamps show trace of a secret mark, or a double transfer or any indication of re-entry.

several blocks which included a block without secret mark, and a larger block which showed secret marks in various stages of completeness or distinctiveness. The writer was familiar with these blocks from close association with the Ackerman collection for about ten years.

The earliest memorandum which has been found in the Peach Orchard records is in John C. Sherron's handwriting and was made in the Portage Hotel in Akron, Ohio in December 1928. Mr. Sherron and the writer were visited by that fine student and famous "shift-hunter," the late Clayton W. Bedford, who at that time gave them data on two strips and a block of four 10c 1879 which had been in the O. S. Hart collection.

Some years prior to 1928 an accumulation of 10c stamps was purchased by the author from an old-time dealer. They are believed to have been taken by him from an extensive correspondence of registered mail as it arrived during the later 1870s and earlier 1880s. A large proportion of the stamps were from Continental plates. With this accumulation as a nucleus, other lots were purchased or examined during the period 1928-1931 until a total was reached which probably exceeded 20,000 copies exclusive of several thousand 10c of the re-engraved type.

Any stamp which appeared to show a deviation from the normal type was laid aside for further study, also copies which were from outside rows, or were suspected to be

such, including those with straight edges at left or right. The purpose was to obtain at least two stamps from each of the plate positions which by the law of averages were most likely to be identified with the least difficulty.

As most collectors of stamps of the "Bank Note" issues know, each sheet as printed consisted of ten horizontal rows of twenty stamps each, (or twenty vertical rows of ten stamps each). No perforations were made between the 10th and 11th vertical rows. By cutting along the imperforate gutter between those two rows each printed sheet was divided into two panes ("post office sheets") of 100 stamps each, arranged 10 x 10. Therefore the stamp at the right end of each row in the left pane had a straight edge at right and, similarly, the stamp at the left end of each row in the right pane had a straight edge at left.

Including these "natural straight edge" copies, there are in each pane four corner positions and eight copies in each outside row between the corners, or a total of 36 marginal positions. That is, slightly more than one-third of the stamps in any pane are from outside rows. Although all this is elementary, it is also highly important. An "inside" stamp may be from any one of 64 inside positions in the central 8x8 square of a pane, but a stamp which is from an outside row must be from one of the ten positions in that row. The corner positions, and markings which occur occasionally on or with the outside rows, increase the ratio of chance of determining the correct plate position of a marginal stamp as compared to an interior position from 64 to 10 to about 80 to 10. Furthermore, on each pane or sheet the imprint, plate number, and the dividing arrows which indicate the pane gutter, are all adjacent to the top or bottom marginal rows.

Although it was not invariably true that stamps, in a condition which collectors regard as least desirable, were apt to be most useful in the study, yet very often the distinctive variations which we sought were expected to occur most frequently on straight-edged or very poorly centered stamps from certain positions. These were surprisingly difficult to find. Some of the writer's experiences were disheartening; others were amusing. The late Herman Toaspern ("Toasty"), picked the choice "collectors copies" from a good-sized lot, and many of those fine stamps were purchased from him, but the remainder of that lot, which probably would have been much more helpful than the nicely centered copies, could not be found. Worse still, at that particular stage of the study, straight-edged and off-centered copies from that plate and printing were particularly needed.

Upon another occasion, a lot of several hundred was submitted, which was maintained to be all from one source exactly as put away years before. On the average, one stamp in ten from such a lot should have a "natural straight edge" at left or right, and the lot should have contained dozens of straight edge copies. But there were hardly any. Careful examination revealed the reason. Nearly all the straight edge copies had been spoiled by "unofficial" perforations on the straight edge side. Such a shenanigan has a modern aroma. It was certainly not prevalent seventy years ago on stamps as common as the 10c Jefferson was in 1880.

Perhaps the most curious, and certainly the most puzzling occurrence concerned the disappearance of an extremely useful variety which bore a Continental plate number. This stamp was in a small lot which had been borrowed from a well-known firm of excellent reputation and special care was taken to be sure it was included when the lot was returned by mail. But when the envelope was opened the firm reported that it contained the entire lot *except the plate number stamp*. No copy which could be that stamp, has been seen since, and the mystery is still unsolved. There have been many times when the writer gladly would have paid much more than the stamp was worth just to know what happened to it.

When the study began in 1928, the information which was known and the material on hand included the list of plates, plate numbers, and imprints in Luff's U. S. work, the paragraph which has been quoted from that work, Stevenson's shifted relief theory, perhaps two dozen covers bearing one or more 10c stamps, and at that time (or later) a block of India proofs from positions 85/100 in the left pane showing Continental imprint, plate number ("No. 23"), and dividing arrow.

In addition, an article on pages 73/75 in the *Philatelic Gazette* of April 1915 * contained data on the National, Continental and American dies, rolls and plates, and in par-



Figure 3

Block of plate proofs (positions 85 to 100) from the lower right corner of the left pane of Continental plate 23, showing the lower imprint, the number "No. 23," and part of the bottom arrow. The position dots are concealed in the portrait oval, at the left of the tip of Jefferson's nose. On the proofs the fine horizontal guide line, along which the dot for each stamp was placed, can be seen on positions 85/88, and crossing the gutter between positions 86 and 87. The guide line is greatly exaggerated in the illustration.

ticular, certain facts about the 1c value which apply to other values, including the 10c. This data was found to be extremely important. It furnishes a clue by which a competent student often may determine whether 10c stamps are from a plate on which the design was entered from a National or a Continental transfer roll, regardless of the presence, visibility, or absence of the secret mark.

It has been amusing to read statements by one writer or another who, not having learned how to identify National or Continental 10c stamps other than by the absence or presence of a secret mark, maintains such identification to be impossible, even though the facts which an examination of *the original dies* revealed to Mr. Owen were published and have been accessible since 1915 to anyone who would take the trouble to look for them. Reference to this means of identifying stamps from National, Continental and American plates will be made later.

Luff's book gives the following 10c plates and plate numbers;

National Bank Note Co., 18, 19, 48, 49
Continental Bank Note Co., 23, 25, 302, 303
American Bank Note Co., 377, 378

A study of the National plate numbers indicates that the first set of the 55 plates of 1870-72 consisted of two 1c (Nos. 16, 17), four 2c (Nos. 12/15), eleven 3c (Nos. 1/11), two 6c (Nos. 26, 27), two 10c (Nos. 18, 19), and one each of 12c (No. 24), 15c (No. 20), 24c (No. 21), 30c (No. 22), and 90c (No. 23). Two more 2c (Nos. 28, 30) and three 3c plates (Nos. 29, 31, 32), are numbered lower than the only 7c plate (No. 33), and only four 1c plates (Nos. 50/53), and two 3c plates (Nos. 54, 55) are numbered higher than the second (and last) pair of 10c plates (Nos. 48, 49). It is believed, therefore, that the first pair of 10c plates (Nos. 18, 19) became unserviceable and were replaced by plates 48, 49.

The first complete set of Continental plates for the ordinary postage stamps contained four 1c (Nos. 12, 13, 16, 26), four 2c (Nos. 2, 3, 4, 6), twelve 3c (Nos. 1, 5, 7/11, 14, 15, 17, 19, 20), two 6c (Nos. 18, 21), one 7c (No. 22), two 10c (Nos. 23, 25), one 12c (No. 24), and one 15c (No. 31). The plates numbered lower than 31 which are not included were for 3c stamps of Interior (No. 27), Justice (No. 28), Treasury (No. 29), and Post Office (No. 30), of the department series.

Replacement plates which were made as they became needed included many 1c, 2c and 3c, two 6c (Nos. 304, 305), and two 10c (Nos. 302, 303). Only five plates in the Continental series bore a higher number, viz; two 1c (Nos. 307, 308), one 5c (No. 306), and two 3c (Nos. 309, 310). It will be noted that in the National and the Continental series plates of the same denomination may bear the same number—No. 24 is a 12c plate in both series—because each series began with No. 1, and that the lowest American plate number is 311 because the American numbers follow those of the Continental series.

The sequence in which preparation of various plates was started or finished may correspond directly with the sequence of their numbers, but for various reasons it is believed that in some instances a plate may be finished or put to press before another plate which bears a lower number. However, the indications are very strong that the 10c plates 302,303 occupied about the same position in the Continental series as their numbers did, that is, they were among the last "baker's dozen" of the Continental plates.

Luff's book (page 145) gives two lists; first a list of Continental plates which "are known to have been used by the American Co.," viz., one of 1c (No. 301), two of 2c (Nos. 296, 297), three of 3c (Nos. 292, 309, 310), one of 6c (No. 305), none of 10c, and one (the only) 15c plate of the Continental series (No. 31).

The second list is Continental plates which "were probably used" by the American Co., viz., one of 5c (No. 306), one of 6c (No. 304), and two of 10c (Nos. 302, 303). From these lists, it is apparent that when Luff's book was written that writer believed or suspected that Continental plates 302, 303

* By the late Arthur E. Owen, one of the "Four Horsemen of Philately," who was personally known to the present writer at that date and until his death a few years ago. The article is one of a series entitled "A Detailed History of the General ssues of United States Postage Stamps from 1847 to 1890," by Dr. Carroll Chase (1847-60 issues), Arthur E. Owen (1870-89 issues), and the late William B. Sprague (1861-68 issues). The fourth "Horseman" was Van Dyk MacBride, who was then working on the 1869 issue; and whose recent studies in Confederates, and Valentine covers with enclosures are well known.

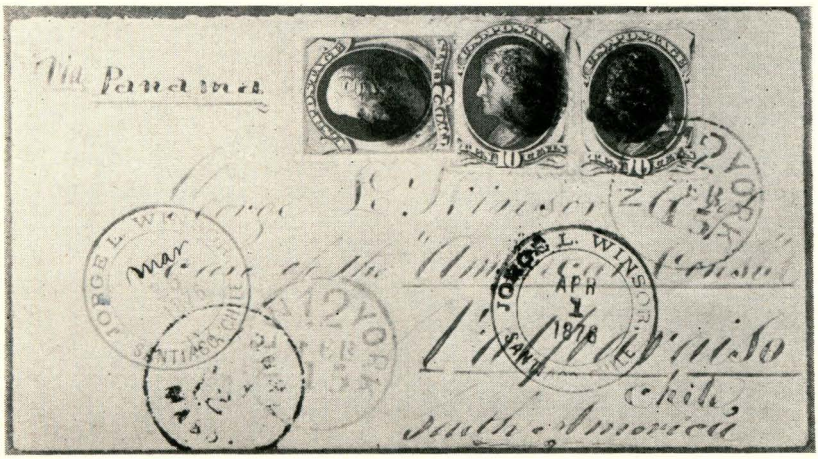


Figure 4

* A cover of February 15, 1876 from New York to Chile, bears two 10c stamps from the first pair of Continental plates, (No. 23 or 25). The background lines of the shield are entirely gone.

were used by the American Co. to print 10c stamps, but he was not certain that either of them had been so used.

Information on hand in 1928, or soon afterward, also included a brief memorandum. The data in this memorandum came to the present writer indirectly. Although there is reason to believe it is correct, the original source is not known, nor the date when the present writer obtained it. This data evidently refers either to the date when stamps from four of the 10c Jefferson plates were printed, or were first delivered, or to the plates themselves, viz., Continental plates of June 1877, re-entering of those plates in March 1880, and American plates of January 1882.

Study of the data which has been presented above led to a conclusion that if a sufficient quantity of suitable material could be examined the stamps and covers would be found to agree with several facts and/or suppositions;

(1) If any 10c stamps were printed from National plates after the National contract expired early in 1873 those stamps would be from plate 48 and/or 49.

(2), The Continental plates of June 1877 were the pair of replacement plates numbered 302, 303.

(3), The plates which were re-entered in March 1880 were the Continental plates 302, 303.

(4), The American plates of January 1882 were Nos. 377, 378.

(5), The replacement plates for Nos. 377, 378 were the first four (Nos. 403, 403A, 404, 404A) and the last two (Nos. 480, 481), of the six plates which had the "re-engraved" design that was first issued during or about April 1882.

(6), If the stamps on which the secret mark shows with varying degrees of indistinctness or was almost invisible occurred on soft paper only, as the references to them indicated, the only plates from which they could have been printed were Continental plates 302, 303 and/or American plates 377, 378.

(7), As the date of re-entry of plates 302, 303 was more than a year after the soft paper came into use, the fact that the disappearing secret marks occurred (or might occur) only on that paper indicated the possibility, or perhaps probability, of a "cause and effect" connection, i.e., that the variation in the distinctness of the secret marks was a result of re-entering one or both of those plates in March 1880.

The reader should understand that no attempt was made to gather, correlate and

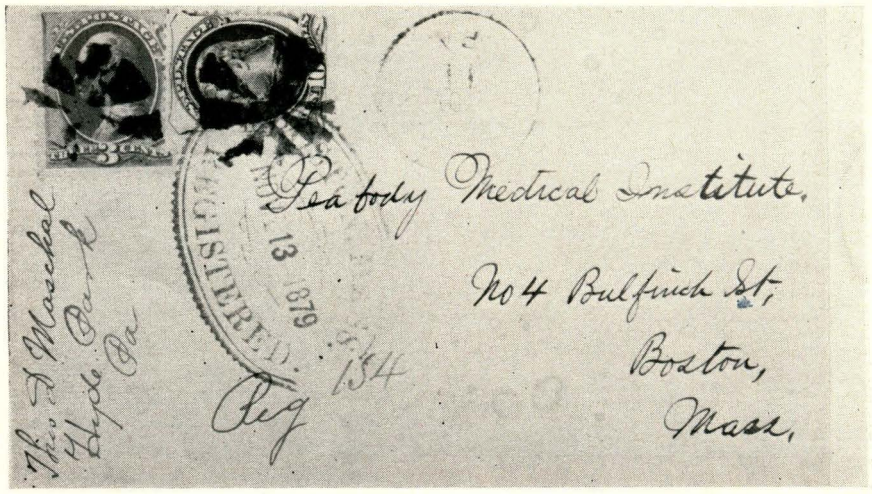


Figure 5

A cover of November 13, 1879 from Hyde Park, Pa., to Boston bears a 10c stamp from one of the second pair of Continental plates, (302 or 303). Most of the background lines of the shield have disappeared.

study all this data before the study of the stamps began. Study of the data and the stamps which were available was carried on simultaneously, and continued as more stamps were obtained. Hundreds of copies are still mounted as they were arranged early in the study; others have been re-grouped as more facts became known, or were remounted for exhibition.

The principal objectives were to determine if any stamps were Continental or American prints from National plates 48 or 49; which stamps came from Continental plates 302, 303 both before and after re-entry of those plates, and which stamps came from American plates 377, 378.

Largely because the present writer failed to grasp the full significance of Luff's statement about the need to find "stamps with marginal imprint or plate number" the project did not appear too difficult. All that seemed necessary was to find such stamps, or plate proofs which showed such inscriptions, and the remaining work would be plain, easy sailing. However, before 5,000 stamps had been examined the writer woke up to the true situation. And how obvious it should have been!

If stamps or proofs with marginal imprints or plate numbers were plentiful in the 1890s Luff himself would have found them. Luff did not find such stamps because those inscriptions were placed so far above the top and below the bottom rows that the perforations usually came between the stamps and the inscriptions. The outside margins containing the inscriptions were torn off and thrown away in post offices, or by purchasers of the stamps.

As for plate proofs which show the needed indicia, well, twenty years have passed since 1928 and the writer has yet to see a plate proof from an outside row on any state of Continental plates 302, 303, or American plates 377, 378, or from any interior position on those four plates—*not even a single copy!*

On each sheet a dividing arrow is at the top and bottom of the pane gutter and may extend into the gutter far enough to make the arrow point come between the upper part of positions No. 10 of the left pane and No. 1 of the right pane, and between the lower part of positions No. 100 of the left pane and No. 91 of the right pane. Usually in cutting the panes apart in the gutter between them the cut came at or close to the middle of the

gutter and the arrows were divided so that part of each arrow went with each pane.

As there were four "arrow positions" on each sheet (Nos. 10L and 100L, and Nos. 1R and 91R), and there were four National plates, there were sixteen positions on those plates which might be differentiated by variations in details of the arrows, such as shape, size, and exact location. Similarly, the four Continental plates had sixteen arrow positions and there were eight corresponding positions on the two American plates. On the ten plates the total of arrow positions was forty.

Eventually dozens of stamps from arrow positions were obtained and carefully examined. They fell into three groups, National, Continental, and American. In each group the arrows resembled each other but differed from the arrows in either of the other groups. Study of the arrows yielded additional facts, such as:

None of the stamps having National type arrows were found on soft paper. This indicated that 10c stamps on soft paper and without the secret mark were not from National plates.

There were two sets of top arrows and two sets of bottom arrows of the American type, agreeing with the two American plates, 377, 378. Stamps from these arrow positions had no trace of a secret mark and in some other details agreed with stamps from National plates, which was almost conclusive proof that the two American plates were entered by using a transfer roll of the 1870 (National) type.

The Continental arrows did not fit into so simple a picture. Instead of sixteen different half arrows on hard paper, (four positions each from plates 23, 25, 302 and 303), there were too many which were definitely different. The available information indicated that plates 302, 303 were first used in the hard paper period (prior to 1879), and were continued in use in the soft paper period after 1878. Arrows which occurred on both hard and soft paper were assumed to come from those plates. Later this assumption was found to be correct. All arrow positions for each state of plates 302 and 303 were obtained or have been seen.

The extra Continental arrows did not come from plates 302, 303 and they were found on hard paper only. Therefore they came from the only other Continental plates—Nos. 23 and 25. Two of these arrows are on positions 100L and 91R and may be from the same plate. Each position shows a distinct double transfer. In addition about a dozen other "double transfer" varieties were found which seem to agree better with plates 23, 25 than they do with any later plates. These facts led to the conclusion that plates 23 and/or 25 were re-entered after having been in use, and that some or all of the hard paper

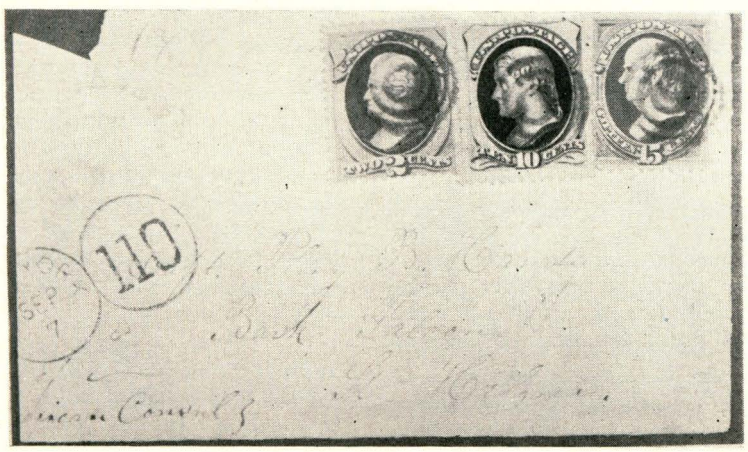


Figure 6

A cover of September 6, 1880 from Massachusetts to St. Helena bears a 10c stamp from a re-entered condition of plate 302 or 303.

10c with double transfers were printed from the second state of that first pair of Continental plates. From the condition of plate No. 25 in 1875, as shown by the "special printing" which was made in the spring of that year, the date of re-entry was in the subsequent two years, that is, prior to June 1877.

Whenever an attempt is made to establish a pre-conceived theory, there is always a tendency to stress any evidence which seems to agree with the theory and to minimize or disregard or even to deny the existence of evidence to the contrary. If the theory does not happen to be correct that method of solving a problem does not solve the problem and, by perpetuating error, is more likely to prevent the correct solution from being found. Unfortunately, pre-conceived theories which ignore facts about stamps, stamp plates, printing, impressions, color and other subjects still find their way into the philatelic press.

Luff's statement about the indistinct secret marks is an example of a similar error. Instead of determining whether or not stamps from 10c Continental plates existed "from which the secret mark has worn away," and investigating the report that pairs and blocks existed "on which the mark shows with varying degrees of indistinctness and is sometimes almost invisible", Luff did not seek to find such stamps, but inferred that they *could not exist* because "the secret mark is deeply cut and ought to be about the last thing to wear away." The *fact* that the secret mark would remain intact after other lines of the design had worn away was stretched by Luff into a *theory* that any stamp from a Continental plate must have a complete, normal secret mark. Luff's comment is true about many of the 10c stamps, but it does not apply to the particular stamps to which he applied it.

The attack at the Westfield Peach Orchard on the problems which the 10c Jefferson stamps present did not begin with any theory. A study of the stamps on soft paper seemed to offer the best chance of success, but when the stamps on hand that had peculiarities which indicated that they might be related had been sorted out and mounted together, there were not enough copies in any of the groups to afford a satisfactory basis for a theory. When additional material was obtained some of the groups were re-arranged, a pattern began to appear, and tentative theory was constructed to agree with what seemed to be the facts.

For a long period progress was extremely slow. Time after time, each new lot that was obtained contained at least one stamp which did not fit into the last theory. One theory after another had to be discarded, forgotten, and a new hypothesis constructed. That went on for a year or more. Some theories stood up for a week or two; others were thrown out within twenty-four hours. No record was made, nor any attempt to keep track of them. Finally a theory was obtained which stood up for several months and was then called No. 17, which may or may not have been the correct number. After seventeen years it still agrees with all the known facts and therefore is probably correct.

According to Theory No. 17,

(a), No National 10c plate was used by the Continental or by the American Bank Note Company;

(b), Continental plates 302, 303 replaced Continental plates 23, 25 about June 1877, were re-entered in 1880, and the "disappearing secret marks" were caused by use of a transfer roll of the National type of 1870—without secret mark—to re-enter one or both plates 302, 303;*

(c), A National type roll was used to enter the 10c design on American plates 377, 378, and therefore stamps from those plates do not have, and never did have, any trace of a secret mark.

Demonstration that Theory No. 17 is correct will follow, together with facts about many varieties on the Continental plates, and some on the American plates, which the writer has reason to believe have never been published.

(To be continued.)

The Pre-stamp Postmarks of

AUSTRIA

A Monograph about the postmarks used in Austria before June 1, 1850.

By Edwin Mueller

Part II *

Types of Town Postmarks

A large part of all Austrian pre-stamp postmarks were a product of private initiative. All post offices, which were administered by hereditary or appointed postmasters, had to procure the postmarks at their own expense and few directives were given to them in regard to their appearance. It was prescribed only that the postmarks had to contain the *name* of the post office and, since 1839, the *date;* other details were left to the postmasters. As the official language in Austria was at all times German, the *German* name of the post office had to be used; only when no such name existed, the customary name in the main language used locally was permissible.

Only those post offices which were administered by government employees received their postmarks through their Provincial Postal Administrations, which in turn partly procured them through the General Postal Administration. But the number of these government-administered post offices became more numerous only toward the end of the pre-stamp period. There is no doubt, that many postmasters employed local engravers (or less skilled metal workers, such as locksmiths and the like) to manufacture postmarks for them. These primitive locally made postmarks usually show remarkably good taste and sometimes excellent workmanship, but also frequently prove that the workman was out of his element when making a postmark. In the earliest days, foreign postmarks, later those of other post offices, were frequently used as examples for the work. This accounts for a certain similarity in the design of the postmarks of post offices geographically remote from each other. Aside from this, some local engravers gained a reputation for being competent makers of postmarks and they were employed not only by the local but also by other neighborhood post offices. In other cases, postmasters asked the Provincial Postal Administration to help them to procure suitable postmarks and the administration employed an engraver, thereby providing similar types of postmarks to various post offices in the province. Finally some Provincial Postal Administrations, which could not find able engravers, probably even some postmasters, petitioned the General Postal Administration for suitable postmarks. In this way they received the same types of postmarks, which were officially supplied to the post offices administered by government employees. Therefore, *locally, regionally* and *centrally produced postmarks* existed simultaneously and while it is not possible to separate them completely—as local engravers frequently imitated the regional and central types—they all together account for the great variety of types which can be found among the pre-stamp postmarks of Austria. The

*(Continued from page 99)

frequent violations of the regulations regarding town names and date indications added to the variety. *Town names* can also be found in *Hungarian* or *Italian,* where German names existed. In Hungary town names exist on postmarks also in *Latin,* the old-time language of the Hungarian educated class or in *French;* one case of a Latin town name is also known from Galicia. Even a few *bi-lingual postmarks*—Hungarian-German or Hungarian-Latin—can be found. About the *date indication,* some new postmarks without date were procured many years after 1839. The greatest variety can be found after 1818, up to the end of the pre-stamp period and partly even in the period of postage stamps, making the cancellations on the classic stamps of Austria also such an attractive and diversified field.

The oldest Austrian postmarks were engraved in *metal* (steel, copper and various alloys) or cut in *wood.* Aside from these postmarks in *immovable type,* early in the 18th century appeared postmarks, which were put together from *movable type,* assembled in a suitable holder in the same way as printing type for typography is set. These movable-type or type-set postmarks can be found at various post offices up to the end of the pre-stamp period and are not only responsible for frequent changes—as the postmarks of this kind were frequently taken apart for cleaning or improvements and reset in a different way—but also for spelling errors which occurred occasionally, like CRNOSTADT for CRONSTADT or POTCSHATEK for POTSCHATEK, etc. Later, when the date was added to the postmarks, this part was always made up from movable type and it is not surprising, that inverted date figures or names of months or date on top instead of below the town name are fairly common and even erroneous or unusual spellings or abbreviations occurred at times.

Some postmarks had a very long history, as they were used during many decades. The *longest life* seems to have been had by a postmark of the Hungarian town of Tokay, which was used for fifty years, from 1752 to 1790 and then again from 1818 to 1831, but other 18th century postmarks, some of them even from post offices in occupied territory, had also records of use for several decades. Of course, some of these long-lived postmarks showed marked *signs of wear* and in several cases they became so worn, that they were undecipherable at the end of their use. This was especially true of 18th century postmarks, while those procured after 1818 were mostly of harder material and also show deeper engraving. From 1844, all centrally made postmarks were prepared exclusively from *steel.* Another kind of apparent wear can be mentioned here, the alternate appearance and disappearance of a *"frame"* on the same postmark. Actually, this had nothing to do with wear. The "frame", which was mostly rectangular or oval, is only a marking of the outlines of the handstamp, which printed when the handstamp was applied to a thick or soft letter, while on a thin or hard letter it did not show and no "frame" is visible.

During the *occupation of Austrian territory* in the Napoleonic Wars, all occupying powers provided centrally made postmarks of special types. In accordance with the official language, in the areas under *Bavarian* rule the town names were not changed, but in the *Italian* ruled parts all town names were given in Italian and in the Province of *Illyria* the names of the post offices received a French complexion on the postmarks. There was little variety in the types, but they were, partly with changes, continued in use after the end of the occupation and contributed further to the variety. During the *rebellion in Hungary* in 1848, the official language there became Hungarian and a few postmarks with town names changed accordingly appeared; these were mostly abolished after the defeat of the revolution.

There are a few cases known where the postmark of a post office which was *shifted* to another town in the neighborhood was kept by the new post office without change and such postmarks with incorrect town name were used for months, even for years, before a new postmark with the correct name of the post office was procured.

In other cases, the postmark for the new location was made in the same type as that for the previous one, which is especially obvious, when the post office which was shifted, had employed some unusual postmark type locally manufactured.

The *earliest types of Austrian postmarks* were either *frameless* straight lines or they had, but much less frequently, a *rectangular frame.* Only very few other types like ovals

or ornamented straight lines can be found among the 18th century postmarks. After 1818, *frameless* and *framed postmarks* were first equally common, with *oval frames* predominant, but also a wide array of *fancy frames*. But after 1830 more and more new frameless postmarks were introduced and the framed postmarks became a small minority, until around 1840 *postmarks with circular frame* started to appear, first as regional types, and since 1846 as centrally manufactured ones. They began to replace the frameless straight line and curved postmarks which had for about ten years been almost the only new postmarks procured. First *double circles,* later, in the last months of the pre-stamp period, also *single circles,* were created. Aside from a few locally manufactured ones, with or without date, single circles, but without date indication, had been already used in the 18th century for the only regional type of that period.

While the 18th century postmarks were rather simple and with few exceptions had no ornaments, the postmarks introduced beginning in 1818 show a great variety of different *ornaments*. Traditional ones, which were symbols rather than ornaments were the *arms of Austria,* the double-headed eagle, and the *posthorn*. Both can be found on postmarks, alone or together. They are almost always found on post office seals, which only occasionally served as postmarks; but they are also used here and there on locally manufactured types and also on one regional type. Other ornaments from simple *lines* to rich *garlands,* or *stars* and *rosettes,* can be found on many locally and regionally as well as centrally manufactured postmarks. Some types of ornaments are typical for certain regional or central types, especially on the postmarks with oval and circular frames. Together with the various and sometimes oddly shaped frames, the great variety of different ornaments give the Austrian postmarks most of their attractiveness.

On *money letters,* which included currency or banknotes, large towns partly used postmarks, which cannot be found on other letters. This can be explained by the fact that such letters were not handled by the post offices themselves, but by the mail coach agencies; in the large towns these operated separately and had their own handstamps in use for receipts etc. These handstamps were also used on money letters to mark the place of origin. These markings closely resemble regular postmarks and only the fact that they are only found on money letters distinguishes them from those used on regular letters.

One of the characteristics of the pre-stamp Austrian postmarks is the addition of the word *"Von"* which means "From" before the town name on some postmarks and which was frequently abbreviated to *"V."* In a few cases the French *"De"* or the Italian *"Da"* was used instead. The earliest postmarks, those of Vienna of 1751, had a "V." before the town name and later this indication or a "Von" can be found on a great number of postmarks, with no apparent system. After 1818, only relatively few new postmarks with "V." or "Von" appeared. In the following years, the "Von" or "V." was removed from most of them as well as from some old postmarks of the same kind, held over from the 18th century. But occasionally later, in a few cases even after the introduction of dated postmarks, new postmarks with a "V." before the town name appeared and some of them can be found even for several years after 1850.

Changes in postmarks occurred quite frequently and it is not always easy to trace them. One of the most common was the *addition of a date* to a hitherto dateless postmark, by attaching a suitable device for the date indication. But also the opposite trend can occasionally be found, when the date indication—or the year date only—was removed. Frequent are also intentional or accidental *mutilations* of postmarks. In many cases a frame or part of it was removed, creating an entirely different type of postmark. Part of the town name was also occasionally changed by removing certain letters. A frequent change was the removal of the "Von" or "V." before the town name. Some postmarks were subject to several changes, for example first the removal of a frame, then of the "V." before the town name and next the addition of the date indication. A number of worn postmarks were re-engraved. Many postmarks which were procured during foreign occupation were subject to appropriate changes when their use was continued after Austrian administration had been reinstated.

Five main types of *lettering* were used for the town names or other inscriptions in Austrian postmarks; *Roman, gothic, script and text* letters as well as *Roman italics*. Gothic letters appear during the pre-stamp period only in a few isolated cases on postmarks. Roman, script and text letters can be found simultaneously, from 1751 to 1850 but postmarks with text letters (mostly "Old English"), which were the most numerous among the 18th century postmarks, are exceptions among the postmarks created after 1818. Roman italics can be found only in very few cases among the early 18th century postmarks, but the use of this type of lettering after 1818 became almost as frequent as that of Roman or script letters. Town names and other inscriptions in Roman letters or italics were usually in *capitals,* but the use of *mixed letters* (the first letter capital, the others lower case) was not unusual for inscriptions in Roman letters. Inscriptions in script or text letters consisted practically always of mixed letters; the use only of capitals was a rare exception. A peculiarity of some postmarks in Roman capitals (and a few in capital italics) was the use of *small and large capitals,* the first letter of every word being in larger type than the others. This was characteristic of many postmarks which appeared under Italian occupation, but can be also found, but much less frequently, in other periods or other parts of the country. Rather unusual are those postmarks which have the inscriptions in *negative letters*. Aside from post office seals, which were only occasionally used as postmarks, this peculiarity can be found not only on a number of locally manufactured postmarks, but also on one regional type.

A relatively small number of mostly locally manufactured postmarks included indications about the *type of post office,* where they were used, sometimes giving the full title, sometimes only abbreviated, for example, "K.K. P.S." for "K.K. Post-Station" or "B.S." for "Briefsammlung." In some cases, the abbreviations are not so easy to explain; for example, "K.K.G.A.P." which stood for "K.K. Grenz-Absatz-Postamt" or "K.K.T.P.A." for "K.K. Teilungs-Post-Amt." Comparatively few postmarks during the pre-stamp period included in addition to the town name indications, giving the *name of the province* or stating more accurately the *location*. This was mostly done in cases where several post offices of the same or similar name existed, but such necessary indications were also frequently omitted. In very few cases, the *name of the supervising post office* was included in the postmark of a letter collecting agency.

During the last years of the pre-stamp period, a number of post offices were opened in *railroad stations,* but indications of this fact were usually included in the postmarks only when another post office existed in the same town. Either the full indication "Bahnhof" (Railroad Station) or "Eisenbahn" (Railroad) was given or abbreviations "B.H." and "E.B." were used.

Special postmarks for *letters arriving by sea* in Austrian ports were introduced as early as 1830, but all known examples are from the last years of the pre-stamp period. The letters "C.V." are abbreviated for "Col Vapore," Italian term for "By Steamship."

The *date indication* on the postmarks consisted either of *day* and *month* only or with added *year date*. The name of the month appears usually in German, but in the Italian-speaking areas frequently in Italian. Only occasionally other languages, as Hungarian or Polish or even Latin can be found. Quite frequently the month is given in figures (Arabic or, occasionally, Roman). For the last four months of the year, in a few cases an odd kind of writing, going back to the Latin origin of the names of the months, was used, namely "7ber" (September), "8ber" (October), "9ber" (November) and "Xber" (December). Following the German custom, the figure representing the day usually appeared to the left of the month, but in a number of cases it was placed to the right of the month, especially in Hungary, where this was the custom. Only when the town name was in Roman letters or italics, the date was usually in the same type. Postmarks with the town name in script letters had the date almost always in Roman letters or italics. In a few cases negative lettering was used for the date. In some postmarks, procured at the end of the pre-stamp period for large post offices, aside from the date a number with added "Exp." or "E." for "Expedition" which means "Mailing," was included; for example "I.E." for the first mailing of the day. In a few cases, this *mailing indication* was added by a separate handstamp to a regular town and date postmark. In some post-

marks of large towns the *hour of mailing* is indicated.

To get a clear picture of the chronology of types of town postmarks, it seems advisable to divide the postmarks of the pre-stamp period into three groups. The *first group* contains all postmarks which appeared between the *introduction of postmarks in 1751* and the *abolition of the use of postmarks in 1790*. These 18th century postmarks are not very diversified, but include the rarest ones and have been registered only quite incompletely, leaving open much work for further research. The *second group* covers the *period from 1790 to the end of 1817*, when practically no postmarks were used and no new ones were created in the provinces under Austrian rule, but numerous new postmarks appeared in the provinces occupied by foreign powers. The *third group* is the most diversified and colorful, covering the *period from 1818 to May 31, 1850*, the end of the pre-stamp period in Austria. Not only a small number of carry-over postmarks from the 18th century group and numerous ones from the second group can be found, but also a great variety of new types, many of them of unique and unusual design. Aside from this, a number of profound changes took place in this period, among them the inclusion of the date indication in the postmarks, as well as the creation of special Paid and Registered postmarks. When, with the advent of the postage stamp, the Austrian Postal Administration, decades ahead of those in other countries, decided to use the postmarks also as cancellers, an extremely great variety of pre-stamp postmarks was available and was used for this purpose.

Group I: 18th Century Postmarks (1751 to 1790)

The *oldest known Austrian postmarks*, those of the capital Wien, from 1751, had *rectangular frames*. They had the inscription "V. Wienn" either in mixed italics or in mixed text letters.* In the immediately succeeding years, these first two postmarks underwent characteristic changes. First the frame was removed from both and shortly later also the "V." was cut off, leaving simple unframed straight line postmarks with the inscription "Wienn" in mixed italics and mixed text letters respectively. This development seems to have set the pattern for the other postmarks of this period. The majority of them had the indication *"Von"* or abbreviated "V.", in a few cases the French *"De"* or the Italian *"Da"* before the name of the post office. A small number had *rectangular frames;* all others were *straight line* types. Before 1780, most of the postmarks were in *Roman capital letters*, only a few in *mixed text or mixed script letters* and in *mixed italics*. After 1780 this changed somewhat, as now most of the newly created postmarks were of *mixed text* type, while postmarks in Roman capital letters were in the minority and only few others, like mixed Roman, mixed script or mixed italic types can be found. Most of the postmarks of this group were engraved in *metal* or cut in *wood*, but a few postmarks assembled from *movable type* appear early too. Only the postmarks of Friesach come *with date* (with and without added year date);

* All drawings of postmarks were made by the author and are, with few exceptions, taken from his collection and are in the original size.

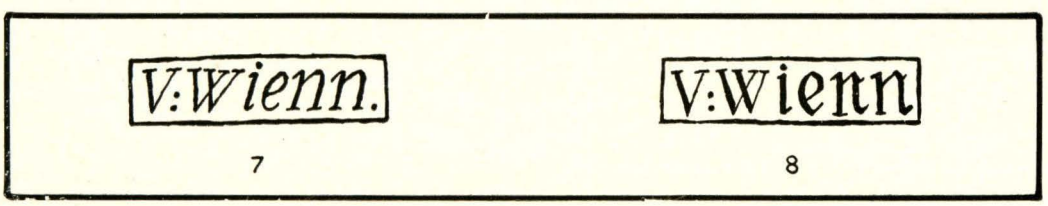


Fig. 7, 8. 18TH CENTURY POSTMARKS. The oldest Austrian postmarks (Wien, 1751).

none of the other postmarks of this period have any date indication.

Except for a few isolated cases, such as an ornamented straight line type "Jaromierz" of 1771, no irregular types of postmarks can be found in the 18th century group. Occasionally *post office seals,* which showed in an oval the town name, with the Austrian eagle at top and a posthorn at bottom, all in negative were also used as postmarks, but they were intended for other use and are not real postmarks; this is also true for a circular "PETERWARDEIN NETTO" with posthorn in center, which can occasionally be found and was decades later, after 1850, used even as canceller.

Of the newly acquired provinces, only *Galicia* added to the variety of the postmarks of this group. The Polish Postal Administration had introduced postmarks a few years before the first partition of Poland, which brought Galicia to Austria. From this ter-

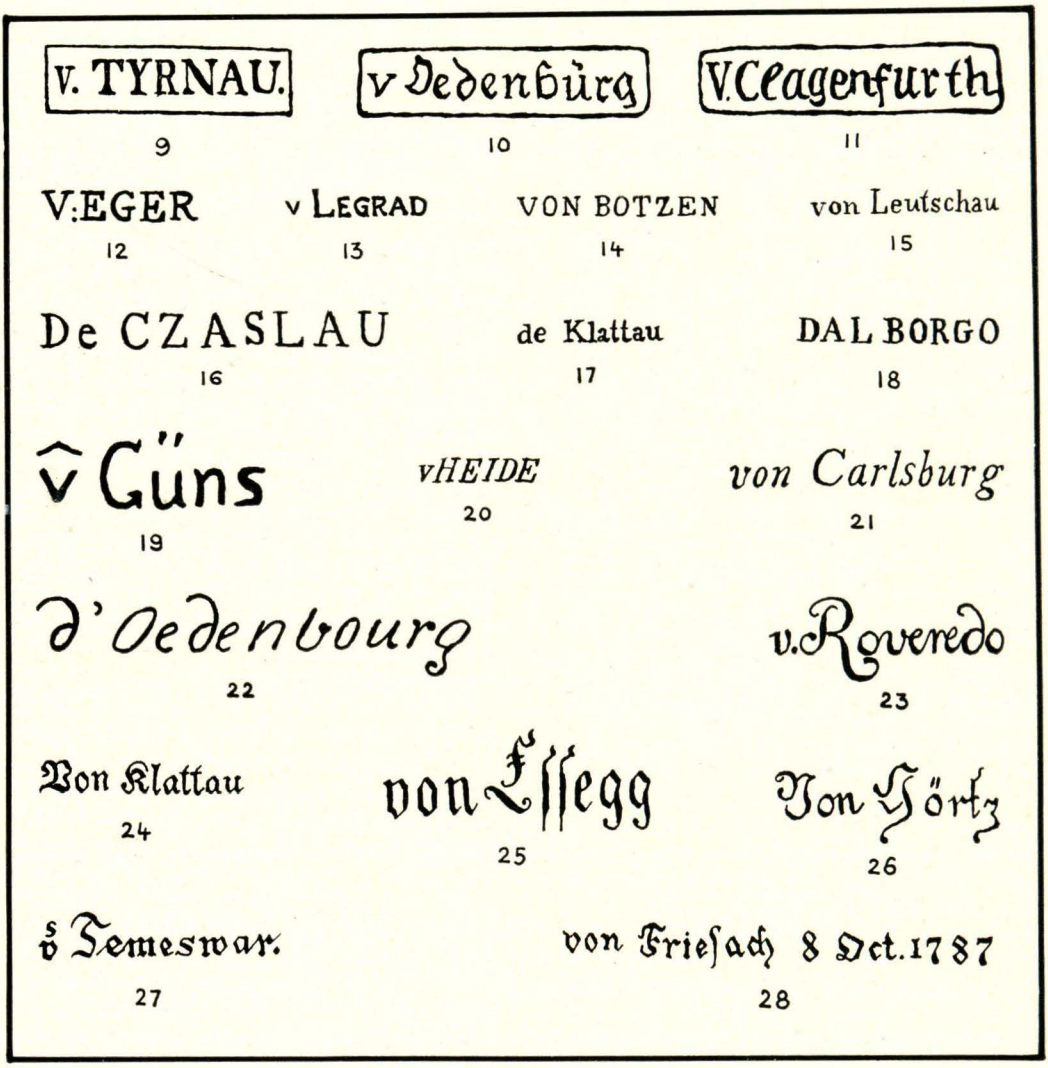


Fig. 9 to 28. 18TH CENTURY POSTMARKS. Framed and straight line postmarks with "VON" ("DE", "DAL") or "V." before the town name.

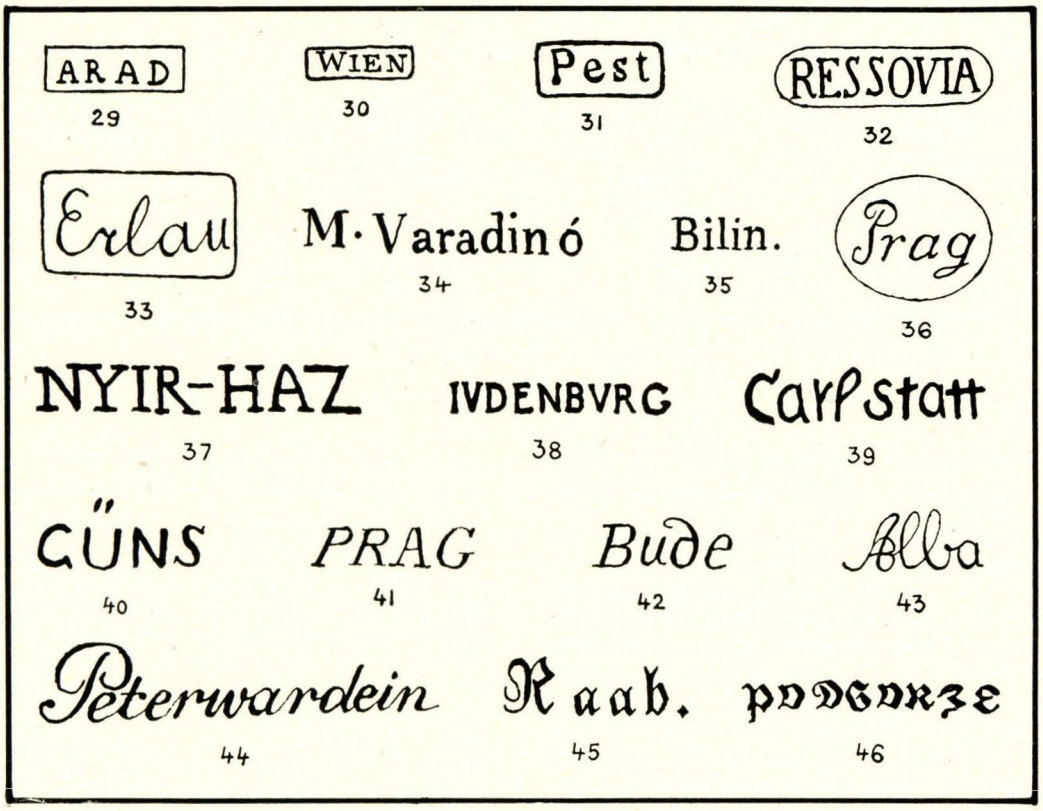


Fig. 29 to 46. 18TH CENTURY POSTMARKS. Framed and straight line postmarks, town name only.

ritory, the first *Polish postmarks* known are of 1768. They were obviously centrally procured and were circular or oval, with the town name in the center, the Polish crown above and a posthorn below. Only a few examples are known, in which these Polish postmarks were used during the transition period after change to Austrian rule. In 1773, the first *Austrian postmarks* were introduced; these closely resembled the previous Polish ones, only the Polish crown had been replaced by the Austrian eagle. Only the large

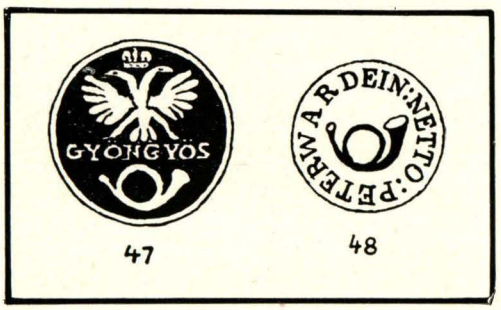


Fig. 47, 48. 18TH CENTURY POSTMARKS. Post Office Seals, occasionally used as postmarks.

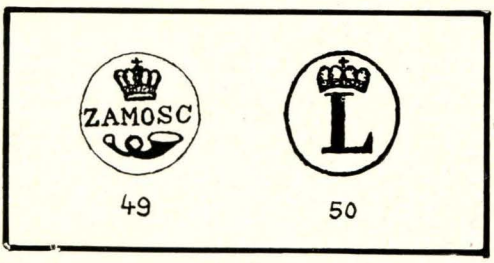


Fig. 49, 50. POLISH POSTMARKS, used in Galicia and Western Galicia under Polish rule and during the transition period under Austrian rule.

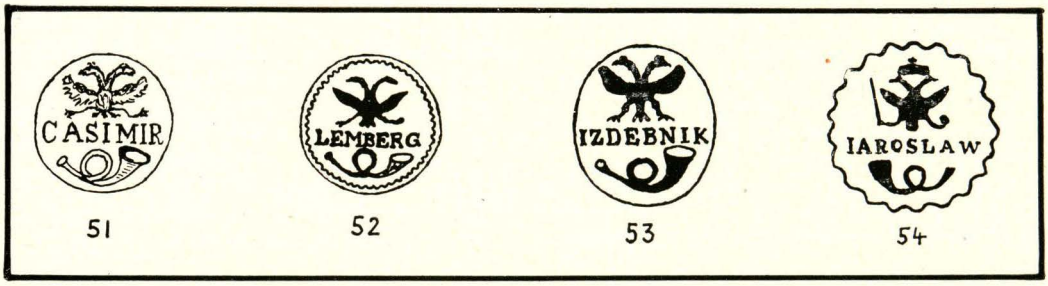


Fig. 51 to 54. 18TH CENTURY POSTMARKS. Regional Type for Galicia.

postoffices seem to have received such postmarks, oval or circular, in a few cases with slightly ornamented frames. They were obviously made by the same engraver and are therefore the first regional type, probably manufactured in Lemberg; but it is possible, that some of them were locally made, copying the regionally made type. After 1780, gradually the same straight line and framed postmarks as were used in the other provinces were also introduced at the post offices in Galicia.

No postmarks are known from *Bucovina* before it came under Austrian rule in 1775 and no Austrian postmarks of the 18th century from this province are known.

In the *Inn District,* no postmarks seem to have been used before it came to Austria in 1779, as postmarks were introduced in Bavaria only around 1780. Under Austrian rule, the same types of postmarks appeared as in other provinces.

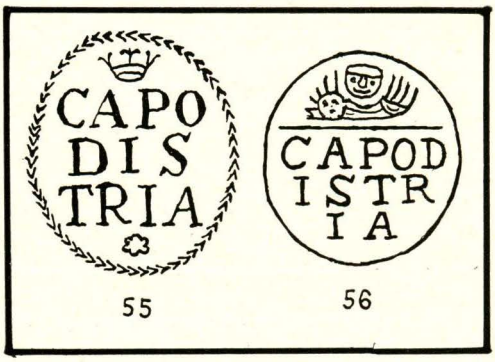


Fig. 55, 56. VENETIAN POSTMARKS, used in Istria under Venetian rule.

Group II: Occupation Postmarks (1790 to 1817)

It is one of the most amazing facts in the history of the Austrian pre-stamp postmarks, that, after a large percentage of post offices had introduced and used postmarks, suddenly and almost simultaneously the *use of postmarks was stopped entirely.* Although we can not give definitive reasons for this turnabout, we have to record the fact that in 1790 all large post offices discarded their postmarks and henceforth launched the letters unmarked on their way. In the following few years, postmarks also vanished from the smaller post offices and until 1818, when postmarks were generally introduced, the employment of postmarks was confined to scattered and occasional use at some small post offices. Practically no new postmarks appeared after 1790 in any provinces, as long as they stayed under Austrian rule; the few which are known seem all to have originated earlier.

In the newly acquired provinces, the same conditions prevailed as in the old ones. As far as the post offices there had postmarks of the pre-Austrian period, their use stopped except in a few isolated cases and no new Austrian postmarks were introduced. In *West-*

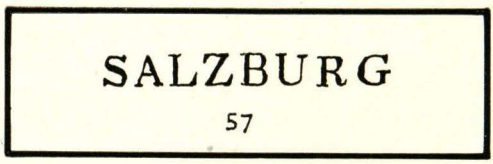


Fig. 57. "REICHSPOST" POSTMARK, used in Salzburg prior to Austrian rule.

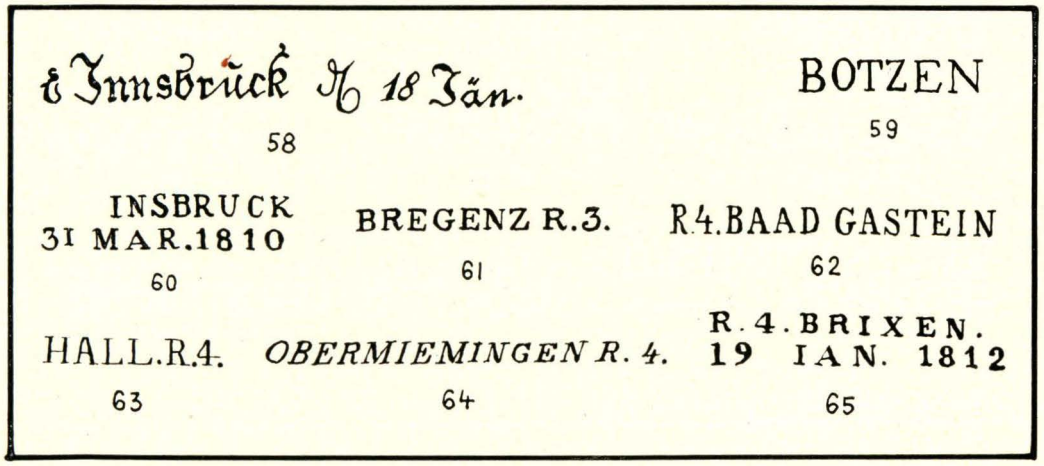


Fig. 58 to 65. OCCUPATION POSTMARKS.. Bavarian Occupation (1805 to 1815).

ern Galicia, which came to Austria in 1795, *Polish-type postmarks,* similar to those already described for Galicia, were used before Austrian rule. A few of these attractive postmarks, town name or initial letter of town name, crown and posthorn, are known used after 1795, but no new Austrian postmarks appeared. From *Dalmatia* and *Istria,* which came to Austria in 1797, no postmarks of the period under Venetian rule are known, except from the main post office of Capo d'Istria. In the Republic of Venice the first postmarks appeared as early as 1713, but in the rather neglected provinces on the other side of the Adriatic the oldest known postmark is of 1786. These *Venetian-type postmarks* are all upright ovals with the town name, first with the ducal crown of the doges at top, as used at large post offices in the republic since 1783, in isolated cases as early as 1781. Later, from 1792, a quite odd looking lion, the symbol of the Republic of Venice appears at top. This type was introduced in Venetia in 1784, and put in general use in 1795. None of these postmarks is known used after 1797, but it is quite possible that they were continued in use at least for a short period, probably after removing the now unpopular Venetian lion, as was done for many postmarks in Venetia itself.

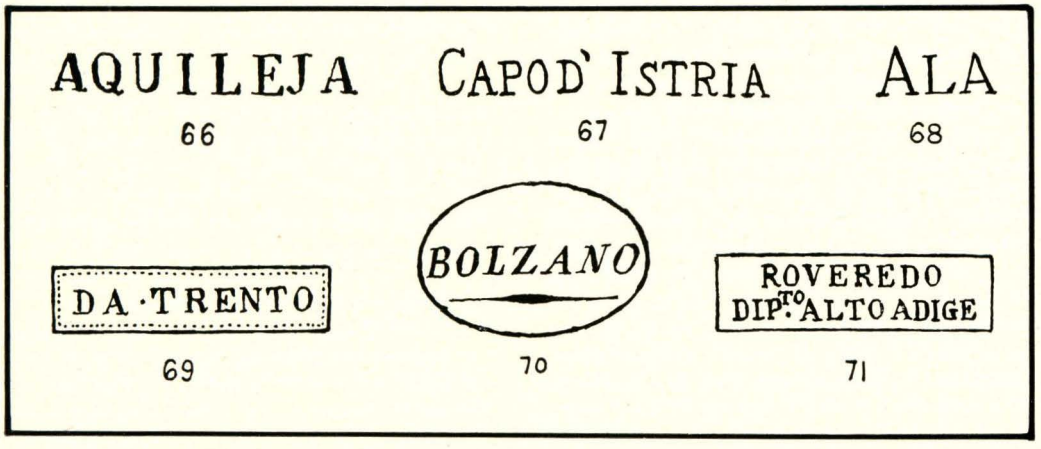


Fig. 66 to 71. OCCUPATION POSTMARKS. Italian Occupation (1805 to 1815).

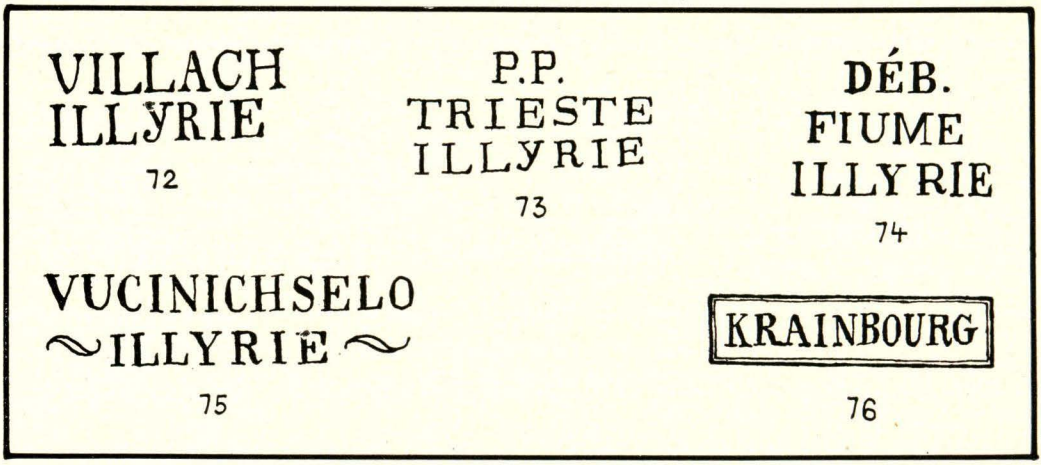


Fig. 72 to 76. OCCUPATION POSTMARKS. French Occupation (Illyria, 1809 to 1815).

No new Austrian postmarks seem to have been introduced. In *Salzburg* and *Berchtesgaden,* where the "Reichspost" of the Thurn and Taxis family was in charge of the postal service, *"Reichspost" postmarks,* all straight lines without frames, were used as in Bavaria since about 1780; the first example of Salzburg is known from 1786, a single straight line in Roman capitals. No new postmarks were introduced when the provinces came under Austrian rule, in 1805, and the use of the old postmarks seems to have stopped soon thereafter.

An entirely different picture presents itself in those provinces, which were *occupied by foreign powers* during the Napoleonic Wars. Postmarks were introduced soon at all post offices; many of them had no postmarks under Austrian rule and their foreign-created postmarks were the first ones used there. In the provinces, which came under *Bavarian* rule, *Bavarian type postmarks* were introduced only reluctantly. As the Bavarian types—straight-lines in Roman or text letters or in italics—were quite similar to the Austrian types of the same period, it is difficult to ascertain the origin of some postmarks, but the first Bavarian types seem not to have been used before 1808, in which year also the first postmark with date was introduced at Innsbruck, the capital of Tyrol. The *zone-postmarks,* which had been introduced in Bavaria in 1801 were at first not used in the annexed Austrian provinces, except in Vorarlberg, where they were introduced in 1805. From a zone-postmark of Innsbruck, erroneously introduced in 1808, the "R. 4" before the town name was removed before it was used. Only in the last months of 1810, the zone-system was extended to all former Austrian provinces and the special centrally procured zone-postmarks were introduced. They were straight lines in Roman letters or Roman italics, with the indication "R.4" before or after the town name. In Vorarlberg, the indication "R.3" had been used. The three main post offices, Brixen, Innsbruck and Salzburg, had also such postmarks with the date (day, month and year) in a second line.

In the provinces under *Italian* rule new postmarks were generally introduced shortly after the occupation. They were *Italian-type postmarks,* straight lines, obviously centrally manufactured, which are characterized by the use of large and small Roman capitals for many of them, 1806 in Istria and Dalmatia and 1810 in Italian Southern Tyrol. A few framed postmarks, in one case with the additional inscription "Dipartimento di Alto Adige," were also used, but no postmarks with date indication can be found.

In the French Province of *Illyria,* in 1810 a standardized *French type of postmarks,* straight lines with Roman capital letters, was centrally procured and generally introduced. It consisted of the town name—in a Gallicized form—in the first and "ILLYRIE" in

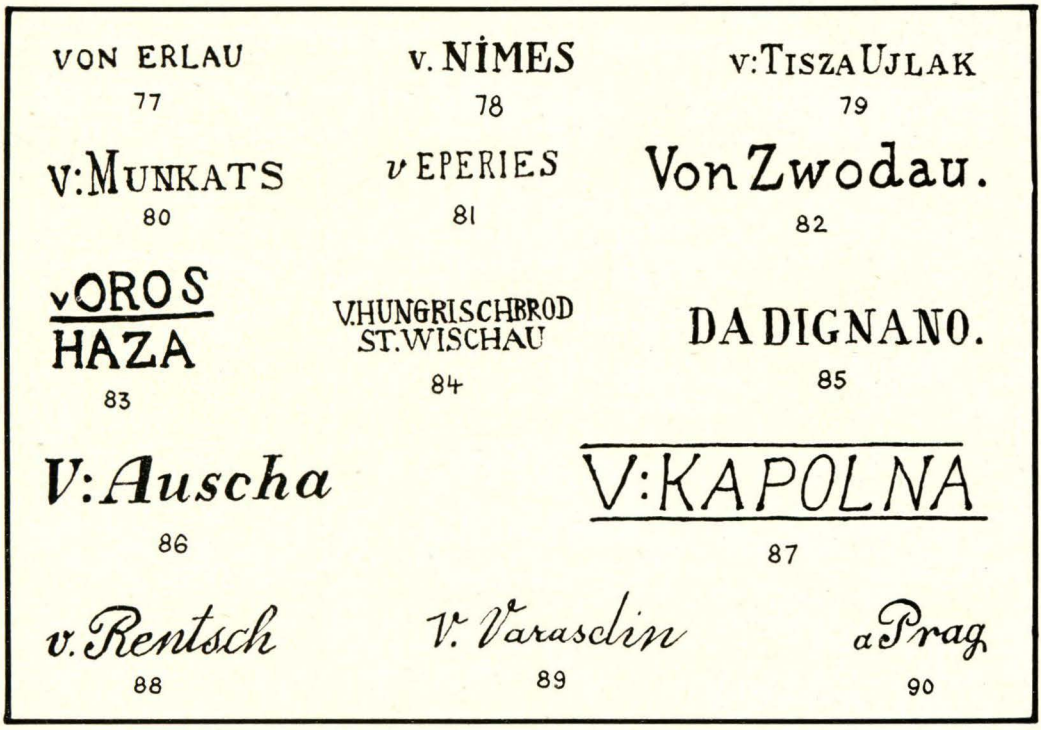


Fig. 77 to 90. 19TH CENTURY POSTMARKS. Dateless straight line postmarks, with "VON" ("DA") or "V." before the town name.

the second line. These postmarks were used for unpaid letters and *special postmarks* were introduced for *paid and forwarded paid letters,* as were used in the other French provinces. They were the first special postmarks of this kind for Austrian territory. Those for paid letters had a "P.P." (Port Paye) above the town name. The special postmarks for forwarded paid letters showed the indication "DEB." (Debourse) at top to warn that postage for forwarding was due. As relatively few letters were forwarded, only a small number of "DEB." postmarks are known, although most post offices may have had them. Of other types of postmarks only a few, apparently locally made ones for large post offices, are known from Illyria.

The sharp contrast between the provinces under Austrian rule, which used no postmarks, and those under foreign rule, with its general use of postmarks, lasted until 1815, when the lost provinces were regained by Austria. Then, until the end of 1817, the use of postmarks deteriorated also in the formerly occupied provinces, until in 1818 the Austrian postmarks had their renaissance.

Group III: 19th Century Postmarks (1818 to 1850)

When, after a period of 28 years without postmarks, the decree of November 18, 1817, ordered the *introduction of postmarks at all post offices,* not all of them had to provide new postmarks. The report on which the above decree was based, stated on the basis of a census at all post offices, that "157 post offices in the newly acquired provinces and even several in the old provinces" were in the possession of postmarks. Unfortunately, the accompanying list gives only the names of 74 post offices, excluding the letter collecting agencies. As most of the post offices named, except for 15, were in the "old provinces," it is safe to assume that more than 200 post offices (including letter collecting agencies) had postmarks before the end of 1817.

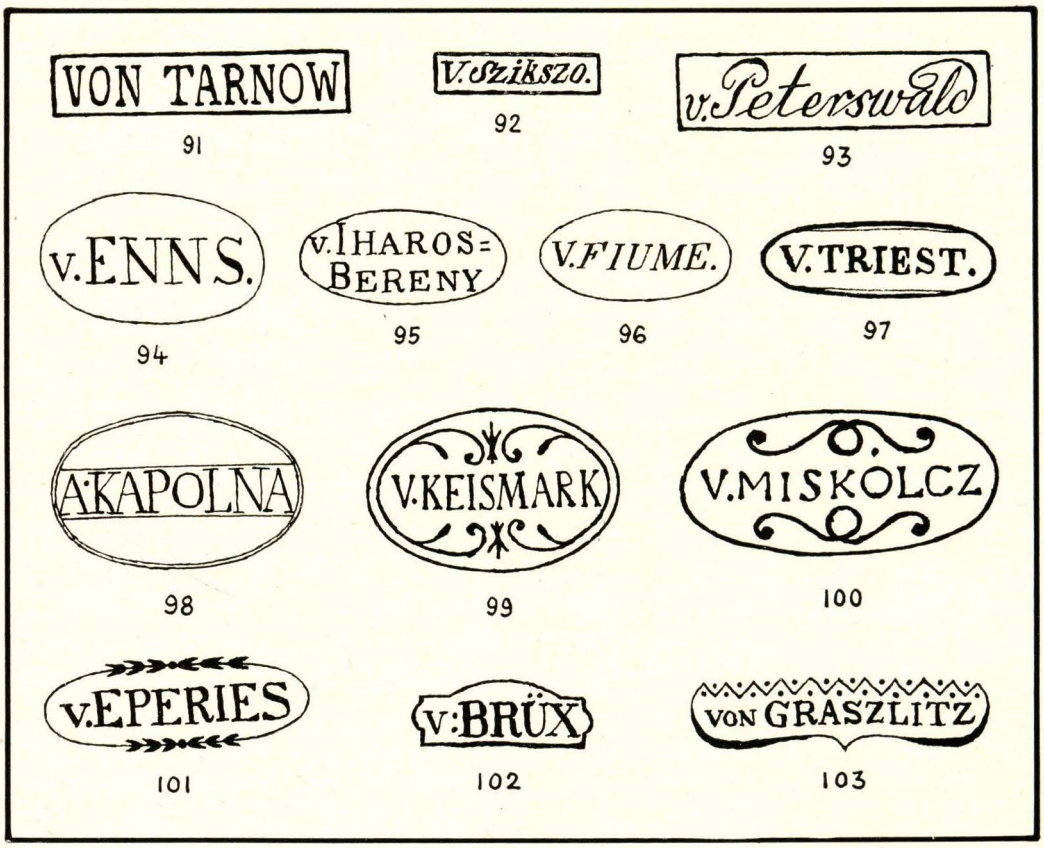


Fig. 91 to 103. 19TH CENTURY POSTMARKS. Dateless framed postmarks, with "VON" or "V." before the town name.

Only a small part of the old handstamps, now put again to use, were *18th century postmarks,* which were preserved from the time before 1790. Most of them were from large post offices in those provinces, which stayed under Austrian rule during the Napoleonic Wars. But some of them were from territory which was occupied and the postmarks kept for re-use. Very few, but nevertheless some of the earliest types of the 18th century postmarks have been found re-used after 1817, the great majority of them types which were introduced between 1780 and 1790. Some of them were in slightly worn condition, but most of them were in good shape and fit well with the newly provided postmarks. The great majority of these 18th century postmarks were used for a short period only, but some of them occasionally also later, even a few after 1850.

The great majority of all postmarks which were re-used or continued to be used were *occupation postmarks* from provinces which had been under foreign rule before 1815. A number of post offices seem not to have stopped the use of postmarks when they again came under Austrian rule, but others did. Now the use of all these postmarks was ordered and, as a general rule, obeyed. Most of the post offices made no changes in the postmarks, especially in those provinces which had been under Bavarian rule. Here the postmarks with the indication "R.4" or "R.3" were kept, in many cases unchanged, for decades even at large post offices like Innsbruck and Salzburg. At most post offices, these

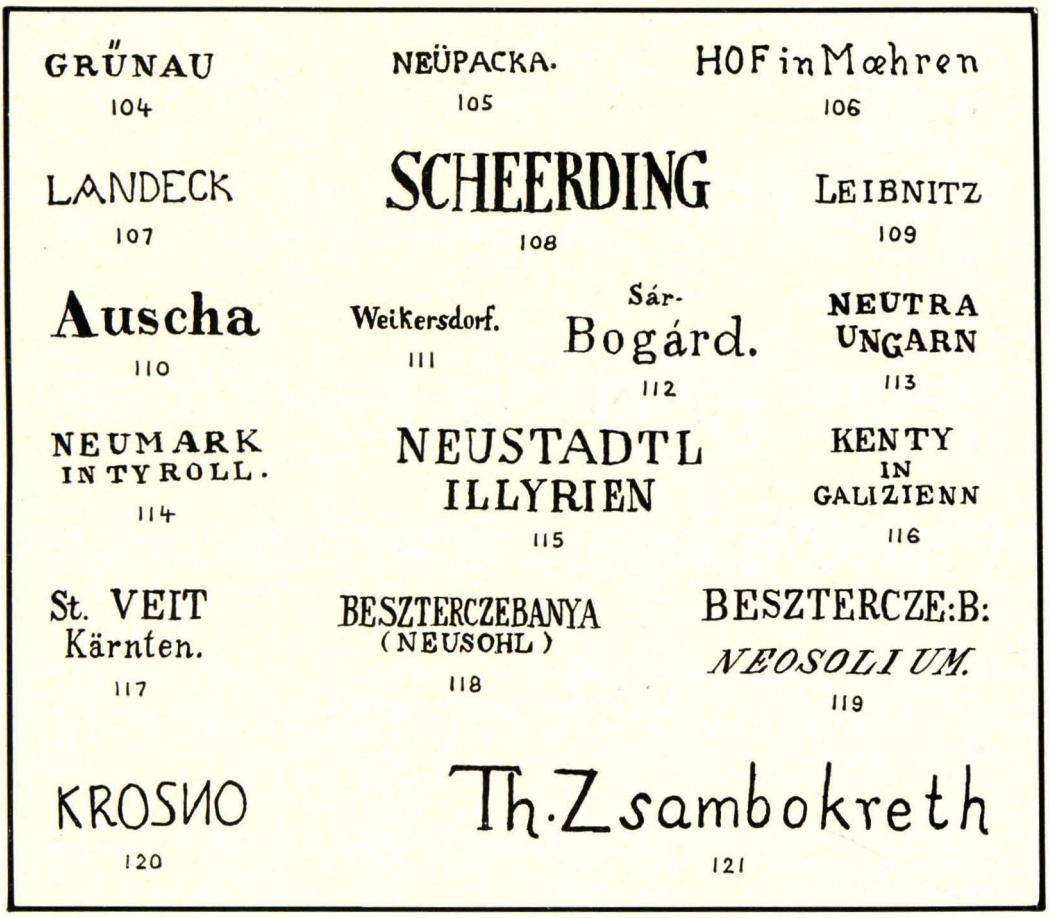


Fig. 104 to 121. 19TH CENTURY POSTMARKS. Dateless straight line postmarks in Roman or gothic type.

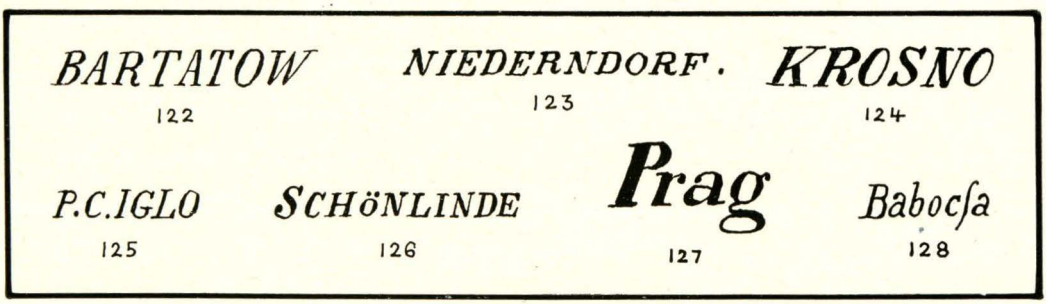


Fig. 122 to 128. 19TH CENTURY POSTMARKS. Dateless straight line postmarks in Roman italic type.

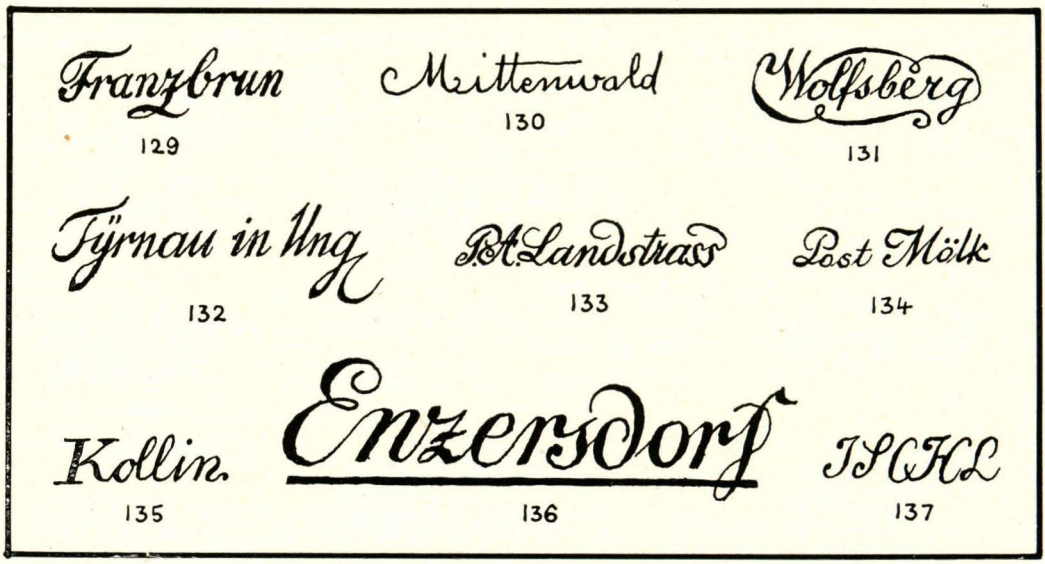


Fig. 129 to 137. 19TH CENTURY POSTMARKS. Dateless straight line postmarks in script type.

postmarks were changed one after the other by removing the "R.4" or "R.3", but it took small post offices almost to the end of the pre-stamp period for this to be generally accomplished. The postmarks which were used in the territory occupied by Italy had with few exceptions no special distinctions and were continued in use without change. Only those which showed the town name in Italian were replaced by postmarks with the German name, as far as such names existed. The post offices, which were located in the French province of Illyria, had partly old postmarks from the time before 1809, especially in those parts, which were under Italian rule from 1805 to 1809. They were usually retained without change. The post offices which had the special postmarks with "ILLYRIE" in a second line mostly continued to use these postmarks without change, some of them right up to almost the end of the pre-stamp period. Where changes were made, they consisted either in removal of the French word "ILLYRIE" or, in a few cases in adding an "N" to that word, transforming it in this way in the German word "ILLYRIEN." The postmarks with the "P.P." or "DEB." indication, were, as not in conformity with the Austrian postal system, generally not re-used or only after removal of the offending indications.

The overwhelming majority of all postmarks used after 1818 were *newly created* ones. The greatest variety of types appear and it is not easy to bring them into a suitable system, as it is sometimes quite difficult to distinguish between central, regional and local types. The decree which introduced postmarks generally left the postmasters a

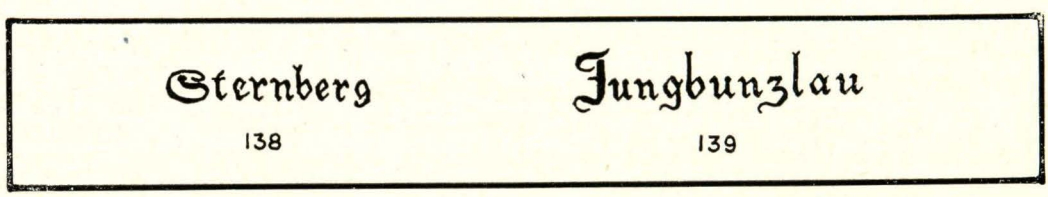


Fig. 138, 139. 19TH CENTURY POSTMARKS. Dateless straight line postmarks in text type.

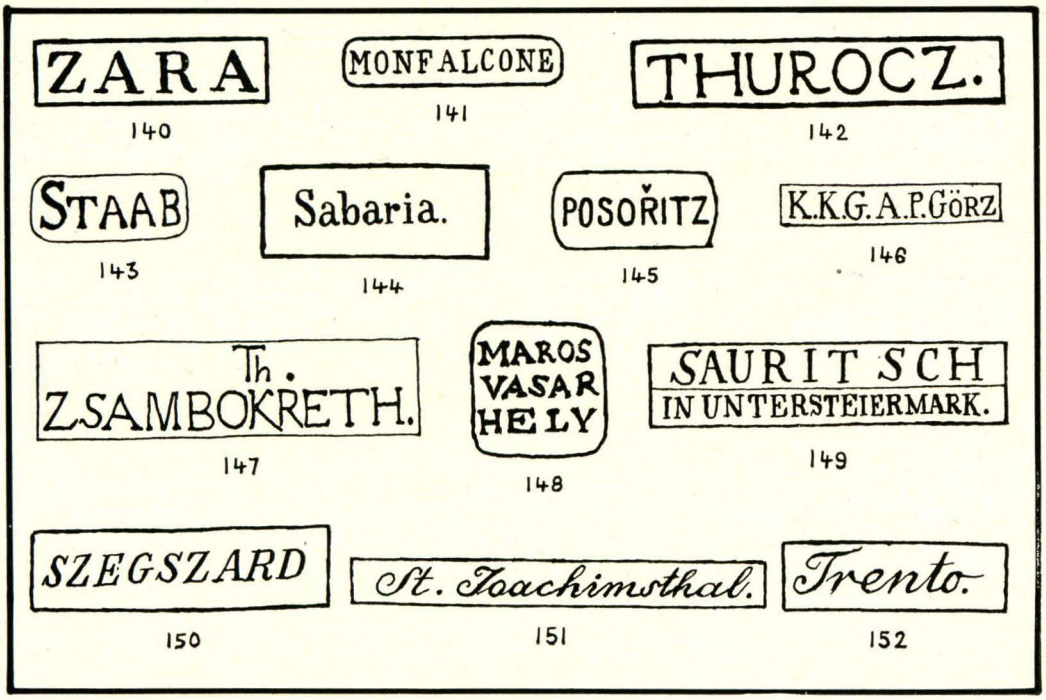


Fig. 140 to 152. 19TH CENTURY POSTMARKS. Dateless postmarks with rectangular frames.

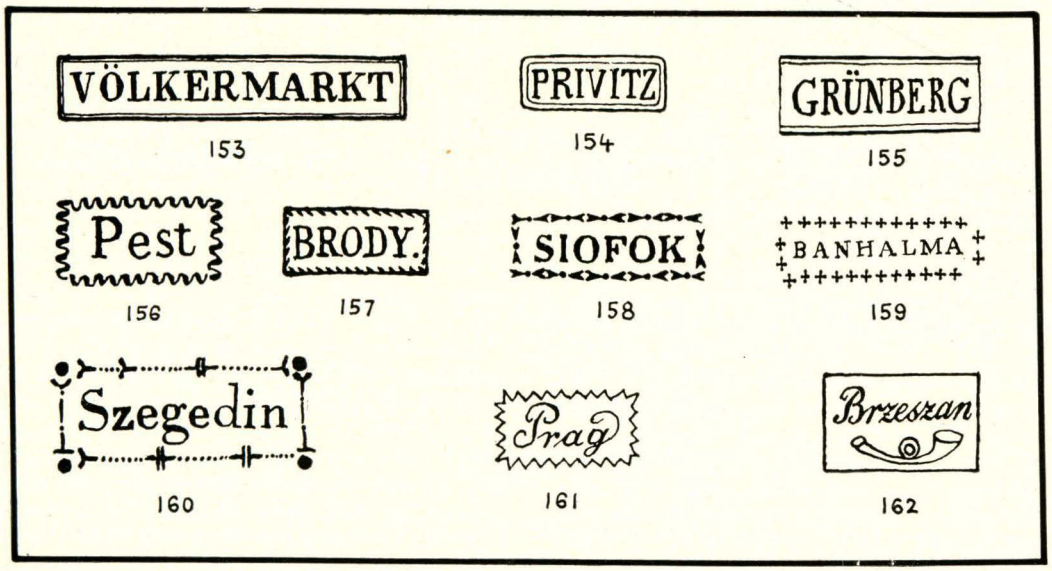


Fig. 153 to 162. 19TH CENTURY POSTMARKS. Dateless postmarks with ornamented rectangular frames.

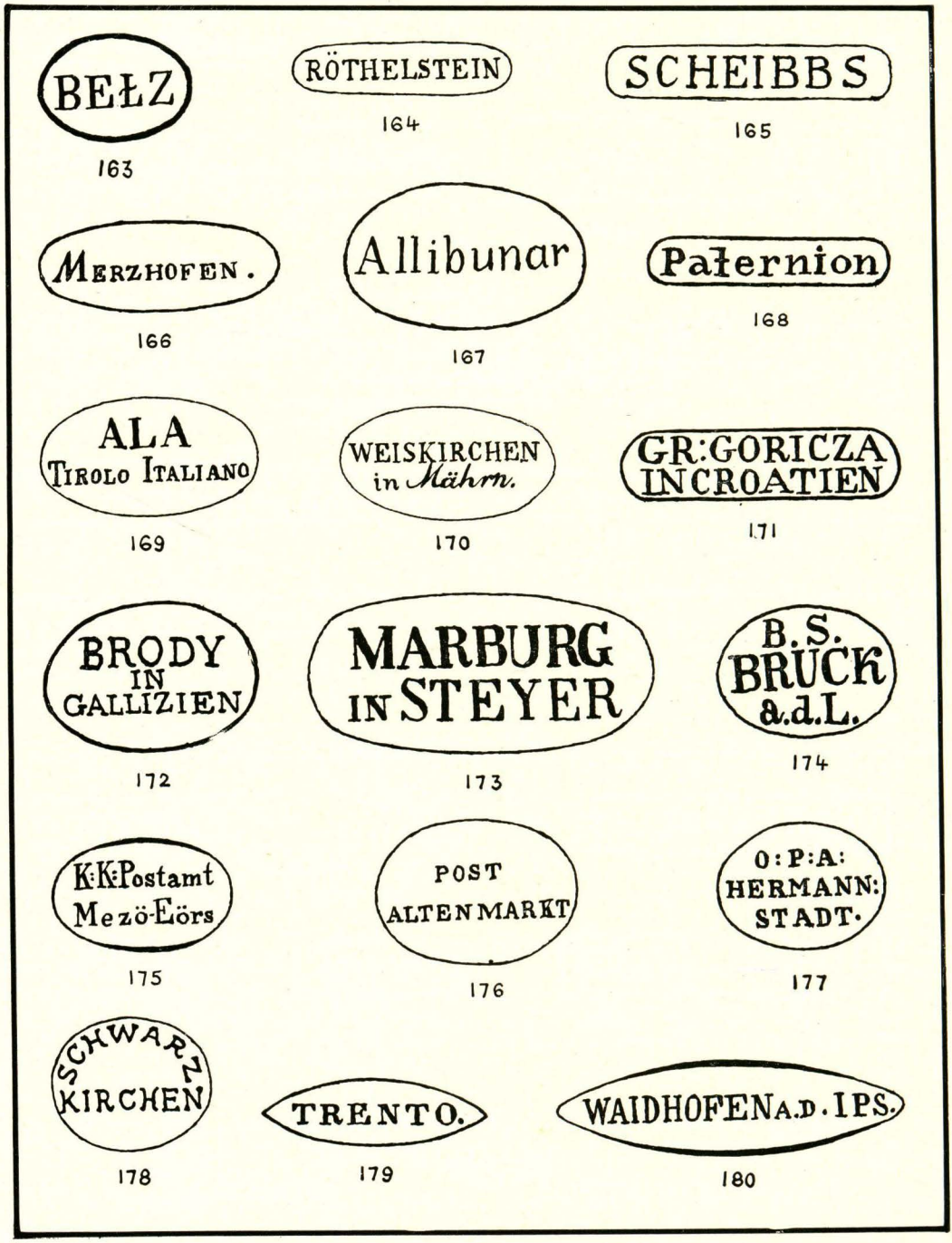


Fig. 163 to 180. 19TH CENTURY POSTMARKS. Dateless postmarks with oval frames, town name in Roman type.

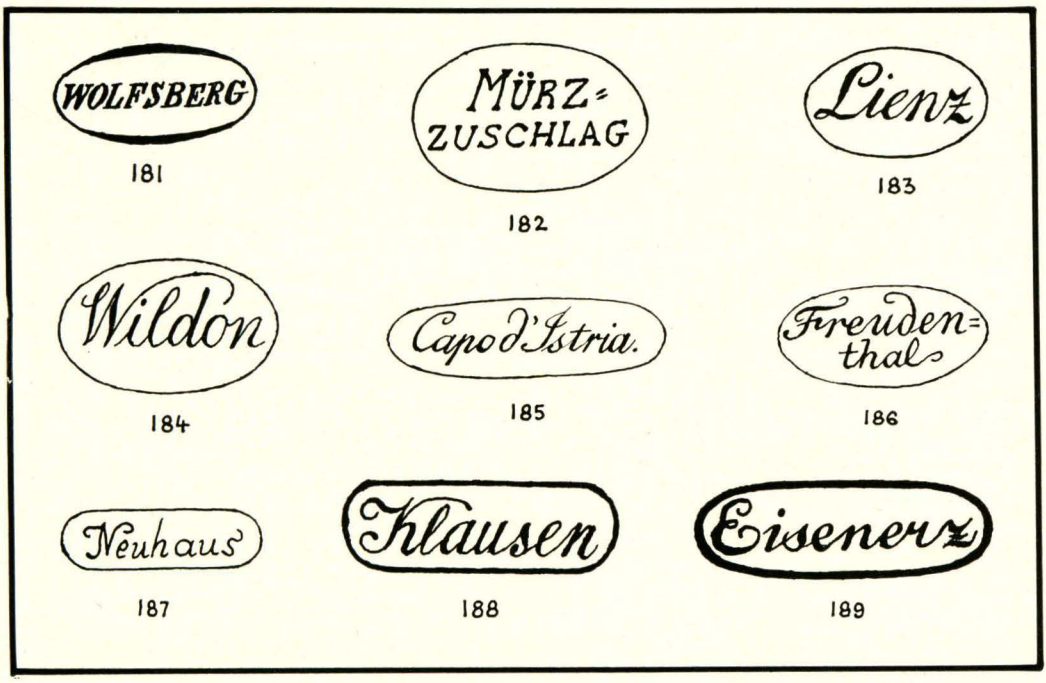


Fig. 181 to 189. 19TH CENTURY POSTMARKS. Dateless postmarks with oval frames, town name in Roman italic or script type.

free hand regarding the type of postmark they should use, when only the name of the post office was properly included. The variety would have been still greater than it was, had not several Provincial Postal Administrations made efforts for similarity by providing samples of suitable postmarks or providing postmarks themselves. It even seems that some stubborn postmasters, who did not comply with the regulations, got a postmark delivered without request with the costs charged to their accounts. Only a relatively small number of postmasters went entirely their own ways and created postmarks in special designs, which were unique and distinguished themselves from those of all other post offices by shape, ornaments or special inscriptions. Most of the postmasters chose easier ways, in either ordering the postmarks through the Provincial Postal Administration or having some engraver copy the postmark of another post office which they found suitable. This accounts probably for the fact that sometimes widely separated post offices had similar postmarks or that foreign postmarks were obviously taken as samples.

The decree of November 18, 1817 ordered the introduction of postmarks "immediately, but not later than from January 1, 1818" and the first new postmarks can be found as early as the last weeks of 1817. The order was this time quite quickly obeyed and it can be supposed that already at the end of 1818 most post offices and a large part of the letter collecting agencies used postmarks.

The *earliest generally introduced postmarks* —all making their appearance simultaneously in 1818—were *straight line* ones—mostly in Roman capitals—and such with *rectangular or oval frames,* the oval types being the most frequent, with ornaments as well as without.

The *straight line postmarks* were undoubtedly to a large extent centrally made, but also provided in part regionally or locally, usually without giving sufficient characteristics to assign them to one of these three groups. But there is reason to believe that centrally only straight lines with Roman capi-



Fig. 190 to 209. 19TH CENTURY POSTMARKS. Dateless postmarks with ornamented oval frames.

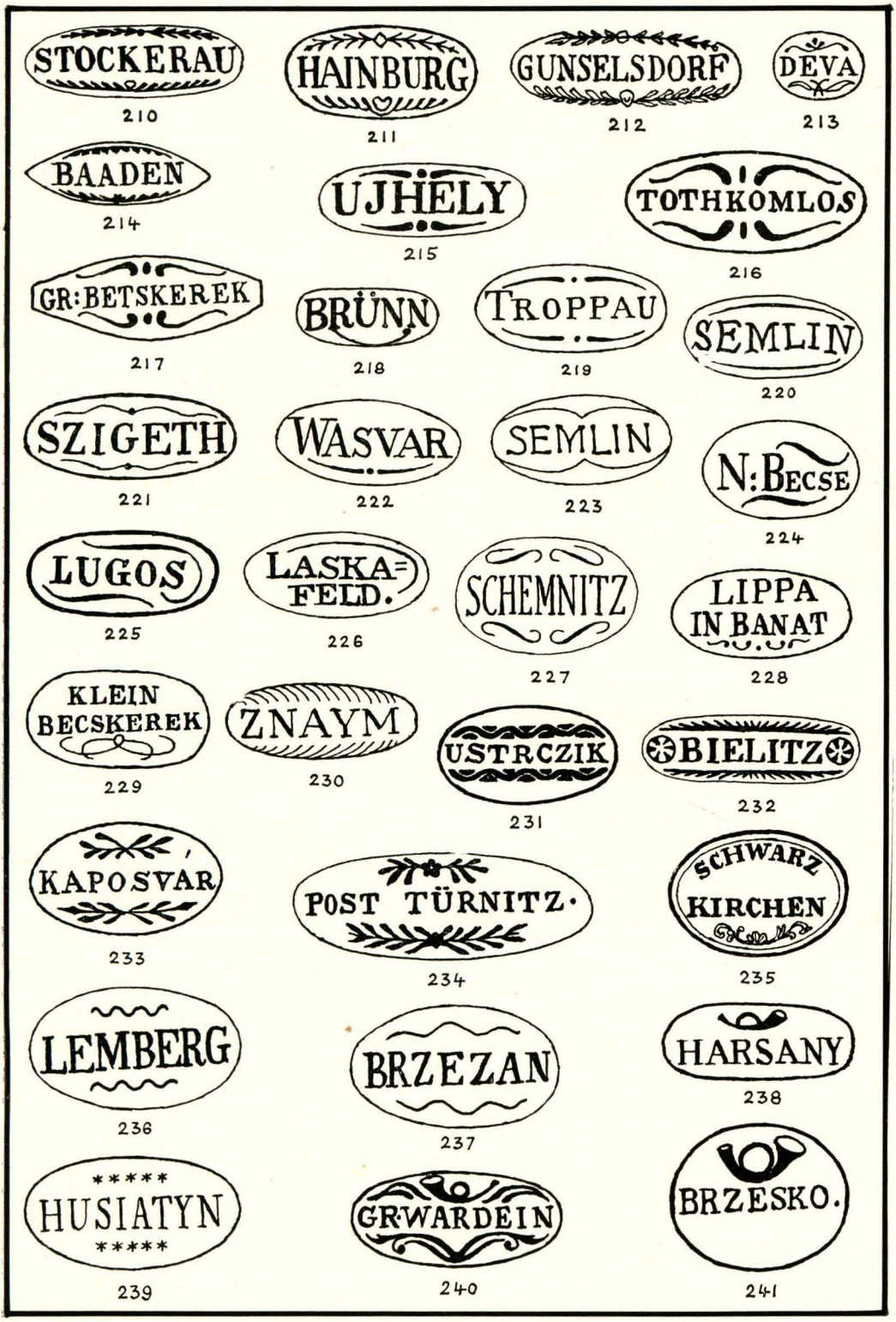


Fig. 210 to 241. 19TH CENTURY POSTMARKS. Dateless ornamented postmarks with oval frames, town name in Roman type.

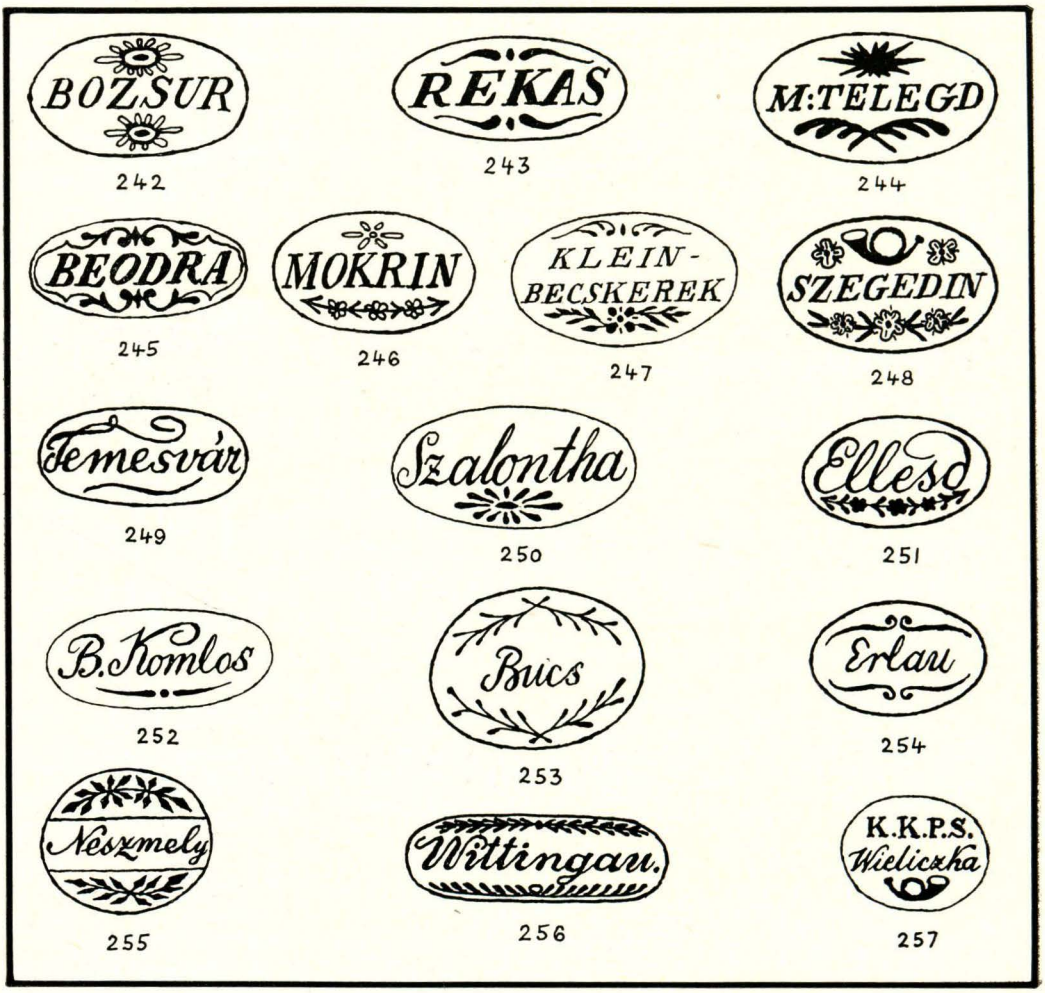


Fig. 242 to 257. 19TH CENTURY POSTMARKS. Dateless ornamented postmarks with oval frames, town name in Roman italic or script type.

tal letters were provided, while those in other types of lettering were mostly provided locally, probably some regionally. A great variety in size and character of the letters makes the straight line postmarks, which seem the least attractive ones, nevertheless a rather interesting field.

Not too numerous were the *postmarks with rectangular frames*. They can be found at post offices scattered throughout all provinces, but with a bit heavier concentration in the Italian speaking southern provinces; this fact suggests regional origin. In most other cases they were probably locally provided, although similarity in their appearance, especially of those used at larger post offices, suggests that postmarks of this type were centrally manufactured. They all had the inscriptions in Roman capital letters and it is safe to assume that those with other types of lettering are of local make.

The largest and most diversified group among the postmarks, arising in 1818, were those with *oval frames*. The postmarks of this type without ornaments can be found in all provinces, with the town name in Roman

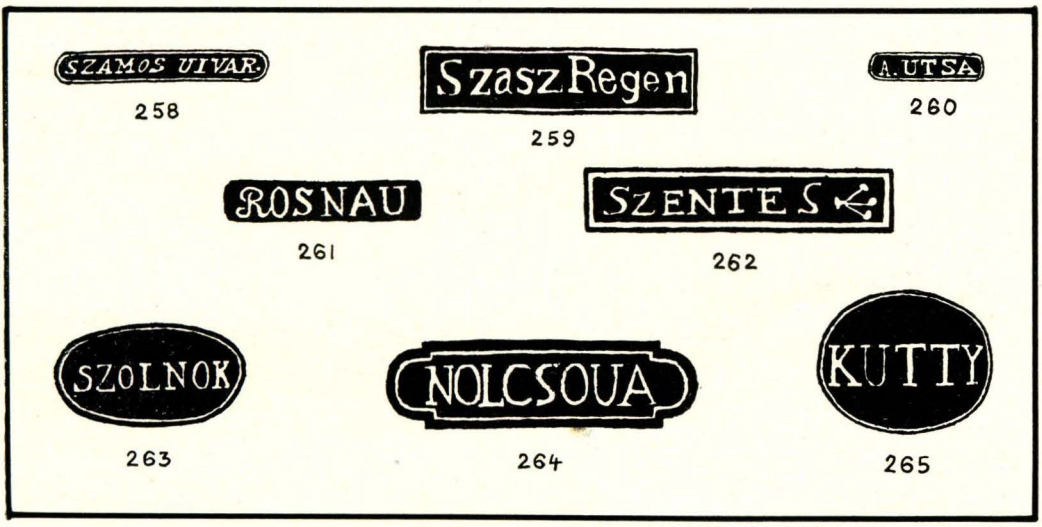


Fig. 258 to 265. 19TH CENTURY POSTMARKS. Dateless postmarks in negative type.

capitals or, much less frequently in script letters. Of those with Roman capital letters a larger percentage can be found in Dalmatia, suggesting regional manufacture. The others were partly centrally, partly locally provided; among the latter belong also all ovals with inscriptions in other lettering. The ovals with ornaments show a great number of types, which differ not only in the shape of the ornaments but also in their size and in the character of the town name. But among them are quite large groups of undoubtedly central or regional origin. One of them, with a garland above and a differently shaped ornament below the town name, seems to be a centrally manufactured type, but with a distinct regional character. Almost all postmarks of this type were used in Lower Austria, with a sprinkling in several other provinces, but not in all. A similar large group has a dot on top and below the town name, with more or less curved lines to the left and right of these dots. It seems also to be a centrally manufactured type, but as it was used almost exclusively in Hungary, including Croatia-Slavonia, it has also a somewhat regional character; similar types used in other provinces seem to be of local origin. These two largest groups of ornamented oval postmarks always have the town name in Roman capital letters. Another less frequent type, probably also centrally provided, shows only more or less curved lines as ornaments and comes with Roman capital or script letters. In Galicia, a regional type of ovals showed wavy lines or similar ornaments above and below the town name, which is in Roman capitals. A regional type of ovals, used in Southern Hungary only, has the town name in italics or script letters, with various shaped ornaments above and below the town name. All other oval types, with a great variety of ornaments, including posthorns, are local types and can be found from widely separated post offices in all provinces.

Among the most attractive pre-stamp postmarks, for which there is no parallel in other countries, belong the *negative postmarks,* which can only be found in Hungary and Transylvania, as exception also in Galicia. In Transylvania, they were obviously a regional type, as beginning 1818 a large number of post offices had this impractical, never clearly readable type of postmark, showing the town name in italics (in a few cases in Roman capitals) in a small box with rounded corners and a double border line. In Hungary a number of negative postmarks, all of larger size, rectangular or oval, were used beginning in 1818, at scattered post offices and in all probability were locally made.

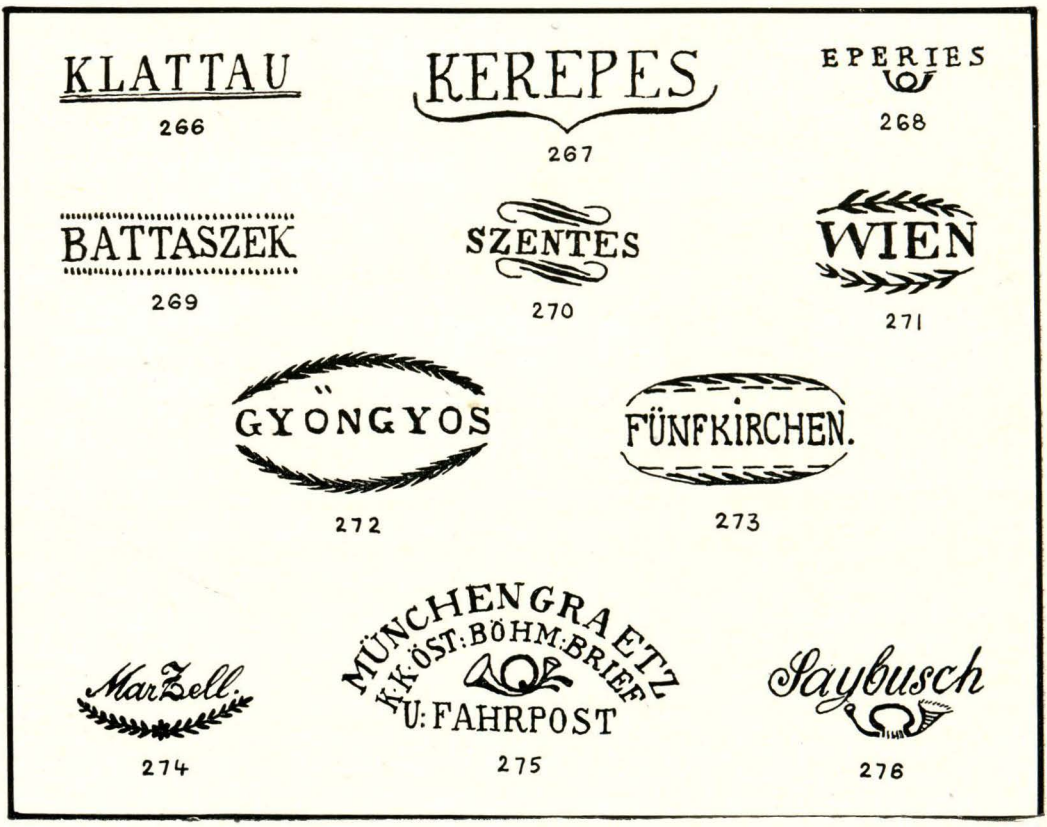


Fig. 266 to 276. 19TH CENTURY POSTMARKS. Dateless ornamented straight line postmarks.

In the first twenty years after 1818 there were few fundamental changes. The main types of straight line, rectangular and oval postmarks as introduced in 1818 were procured, when the need for new postmarks occurred, but the ornamented ovals became less and less frequent and seem not to have been procured after the end of the Twenties. The straight line postmarks became more and more prominent, with a liberal sprinkling of unornamented oval and rectangular types. Aside from this, the *fanciest types of all pre-stamp postmarks* arose during this period, all locally produced and mostly unique in composition, lettering and ornaments. Many of these postmarks show frames of various shape, composed of small ornaments; they show garlands, posthorns, stars, rosettes and similar devices, making them the most attractive among the pre-stamp postmarks of Austria.

Most of the postmarks of the period between 1818 and 1838 had no *date indication.* But a number of post offices, especially larger ones, but also some quite small ones, started to use new locally made postmarks with date indications as early as 1818. Many of them also showed the year date and were probably influenced in this regard by foreign postmarks; but quite often the indication of the year date was abolished after a few years, probably because the postmaster did not bother at the change of the year to provide the proper types for the new year date. There are cases known where postmarks with an entirely wrong year date, for example 1840 instead of 1850, were used for a long period, because the postmaster obviously did

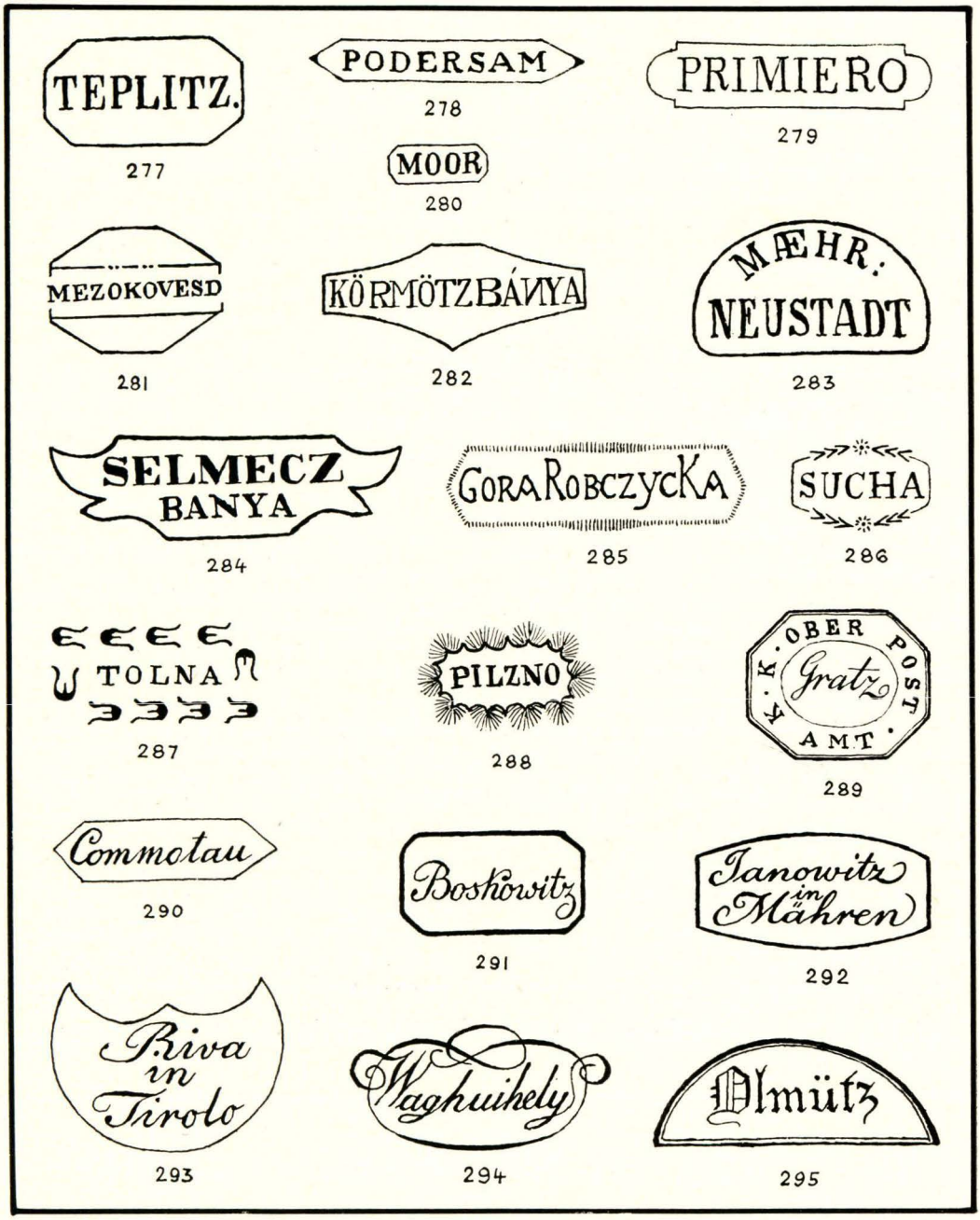


Fig. 277 to 295. 19TH CENTURY POSTMARKS. Dateless postmarks with odd-shaped frames.

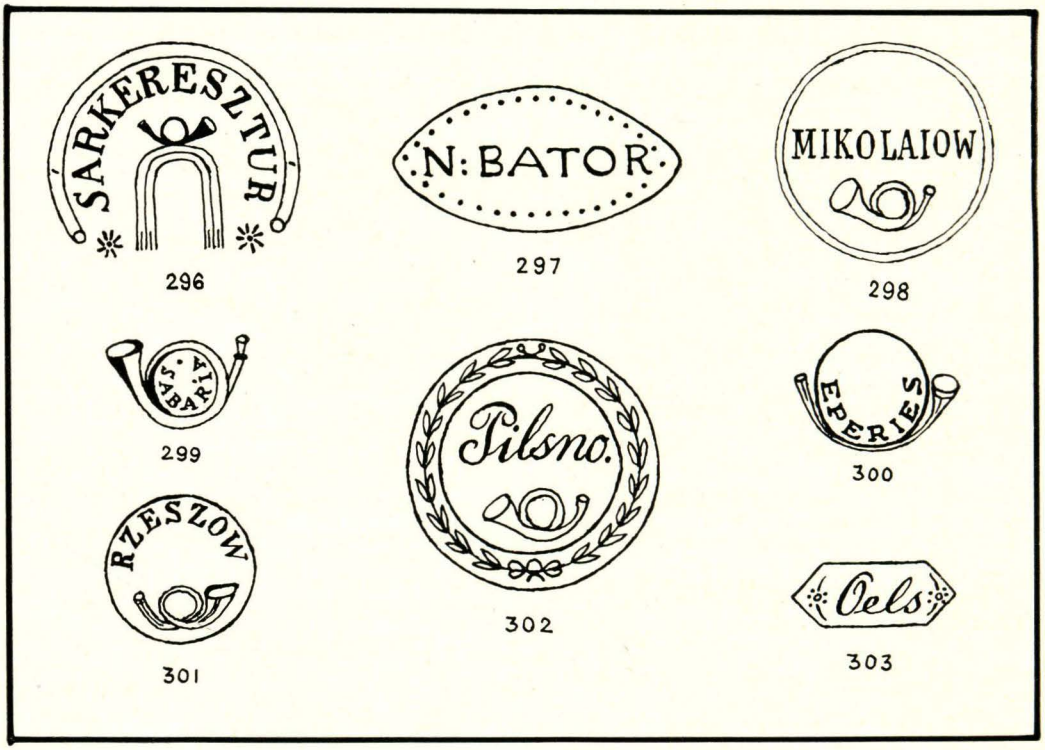


Fig. 296 to 303. 19TH CENTURY POSTMARKS. Dateless ornamented postmarks with odd-shaped frames.



Fig. 304 to 312. 19TH CENTURY POSTMARKS. Date postmarks, used in addition to dateless postmarks.

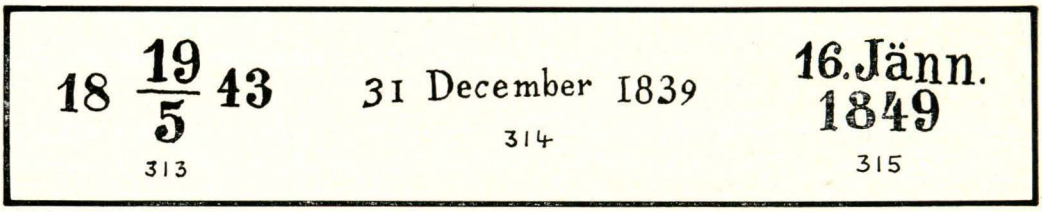


Fig. 313 to 315. 19TH CENTURY POSTMARKS. Date postmarks with year date, used in addition to dateless postmarks.

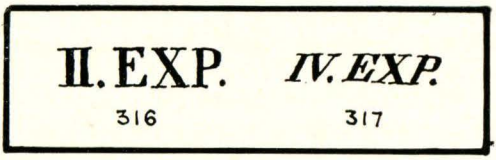


Fig. 316, 317. 19TH CENTURY POSTMARKS. Mailing indication postmarks, used in addition to dated postmarks.

not have the correct one. In the Thirties, the General Postal Administration started to promote inclusion of the *date* in the postmarks and a number of such centrally made postmarks were provided to large post offices and in a few cases also to smaller ones. This policy was generally adopted in 1838 and since then the centrally made postmarks all had a date indication. Nevertheless, several years later some centrally made dateless postmarks were provided for new post offices, because the establishment of these post offices had been decided years before and the necessary postmarks ordered. When the opening of the post office was then delayed, it frequently started upon its actual opening with an outmoded postmark. The latest known case of a new post office using at its opening a dateless postmark is from 1845; all post offices which opened later received dated postmarks without exception, as did the great majority of all new post offices since 1838.

The first *dated postmarks* were provided centrally and showed the town name in one line and the date—day and month—in a second one. The first postmarks of this kind, in 1838, had the town name in script letters; others with the town name in Roman or italic capitals appeared only a few months later in 1839. All three kinds of these postmarks had the date either in Roman or in italic capitals, never in script letters. This type of postmark was provided to all new post offices until 1846, but after 1841, no more postmarks in script type were centrally provided. Since 1845 only postmarks in Roman capitals were provided and the use of italics was also abolished.

Although the centrally provided postmarks showed date indications as early as 1838, only by May 1, 1839 was the *inclusion of the date in all postmarks* generally ordered. It was permitted to add the date in manuscript to the old dateless postmarks and a number of post offices did so until the end of the prestamp period, a few even when they cancelled stamps. Other post offices procured separate *date handstamps,* with the name of the month either in letters or in figures, some also with year date. They added them to the postmarks, in stamping them separately on the letters, usually near the town postmark. A number of post offices joined their old postmark with a date device and in this way created dated postmarks, which sometimes, especially when using straight lines, closely resemble the centrally made dated postmarks. But a great number of post offices provided locally new dated postmarks similar to those centrally provided. Some of them came in more or less fancy types similar to those prior to 1839, but with date indication, thus making the field even more colorful. Sometimes they show similarities, which might be accounted for by regional manufacture. The straight lines in mixed letters, some of them including the year date, as well as a larger number of postmarks with the date in figures only, all of which are mainly found in Bohemia, were probably such regional types.

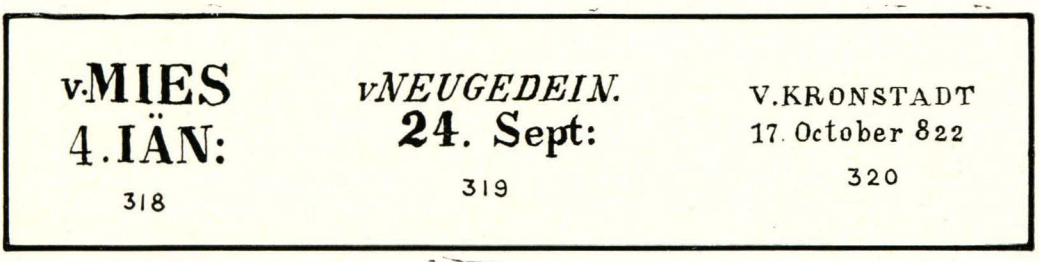


Fig. 318 to 320. 19TH CENTURY POSTMARKS. Dated straight line postmarks with "V." before the town name.

Several other regional types made their appearance in 1839. A few straight-line postmarks, in Roman capitals with year date, closely resembling the contemporary Bavarian postmarks (where they were introduced in the Twenties) appeared in Upper Austria and Salzburg early in the Thirties. They became a regional type in 1839 and a large percentage of post offices in the two provinces was provided with these characteristic postmarks with year date. In Galicia and Bucovina a similar development oc-



Fig. 321 to 340. 19TH CENTURY POSTMARKS. Dated straight line postmarks in Roman type.



Fig. 341 to 356. 19TH CENTURY POSTMARKS. Dated straight line postmarks in Roman italic, scrip or text type.

curred, when around 1830 a few dated postmarks with a curved town name appeared, which became a regional type in 1839, which was used by a large percentage of post offices in both provinces. In Tyrol and Vorarlberg also a new regional type of postmark appeared in the form of large double circles, with or without ornaments, all with the date (month in letters) in the center. These were, aside from very few locally made types, the first double circle postmarks used in Austria and probably influenced the later general adoption of circular postmarks. A few other locally manufactured double circle postmarks appeared also in other provinces.

The *regional types* for Upper Austria, Salzburg, Tyrol, Vorarlberg as well as Galicia and Bucovina were all procured only for a few years and no new ones appeared after 1842, except for a few "delayed" appearances. The influence of the General Postal Administration on the procurement of postmarks always became stronger and the centrally provided types of postmarks gained more and more prominence. This became especially apparent when a new change in

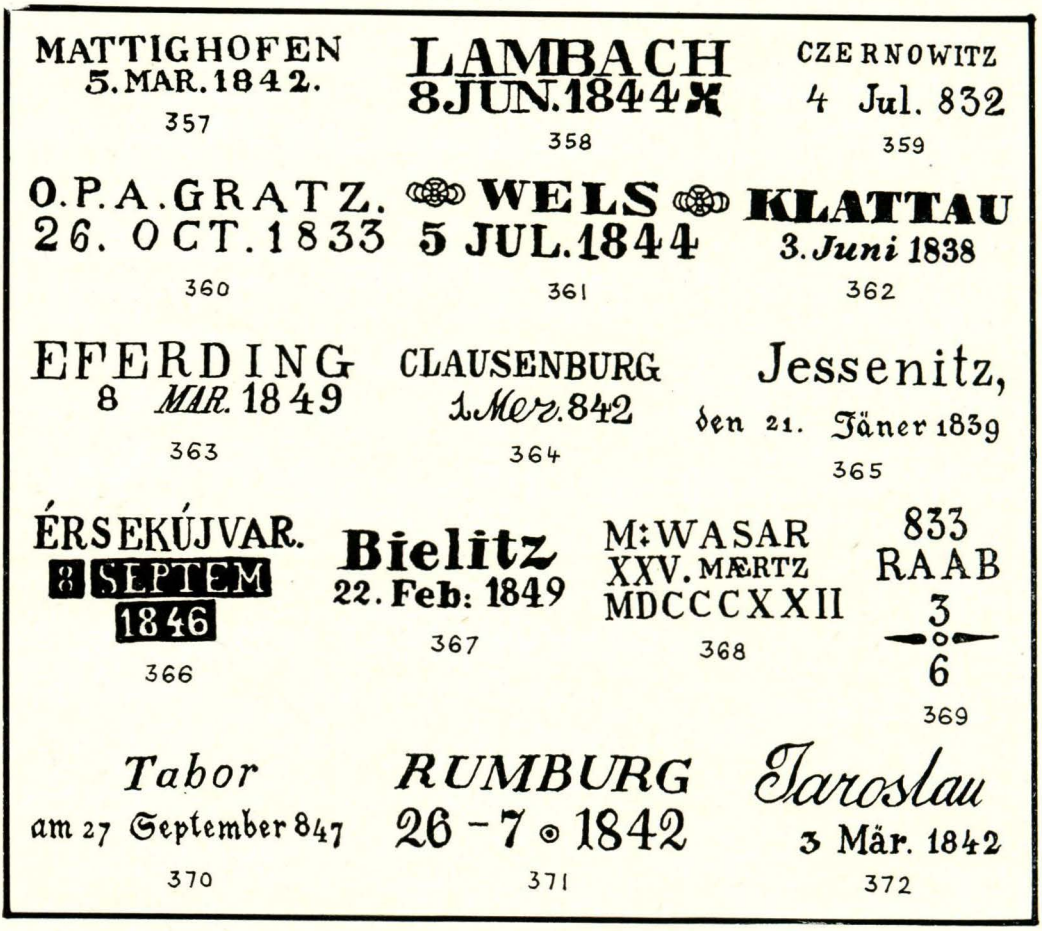


Fig. 357 to 372. 19TH CENTURY POSTMARKS. Dated straight line postmarks with year date.

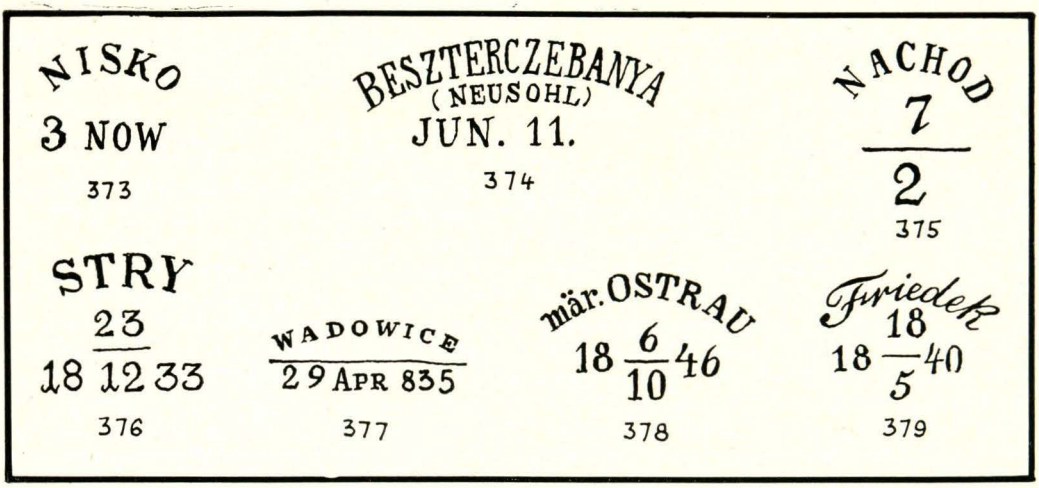


Fig. 373 to 379. 19TH CENTURY POSTMARKS. Dated curved postmarks.

the policy of the General Postal Administration made *double circle postmarks,* with the town name at top, a branch-like ornament at bottom and the date in figures in the center, the only central type provided hitherto. The first postmarks of this type appeared in the middle of 1846 and they were the only centrally manufactured type until the middle of 1849, when this type was replaced by a similar double circle type, which had a star instead of the ornament at bottom. Until a few months before the end of the pre-stamp

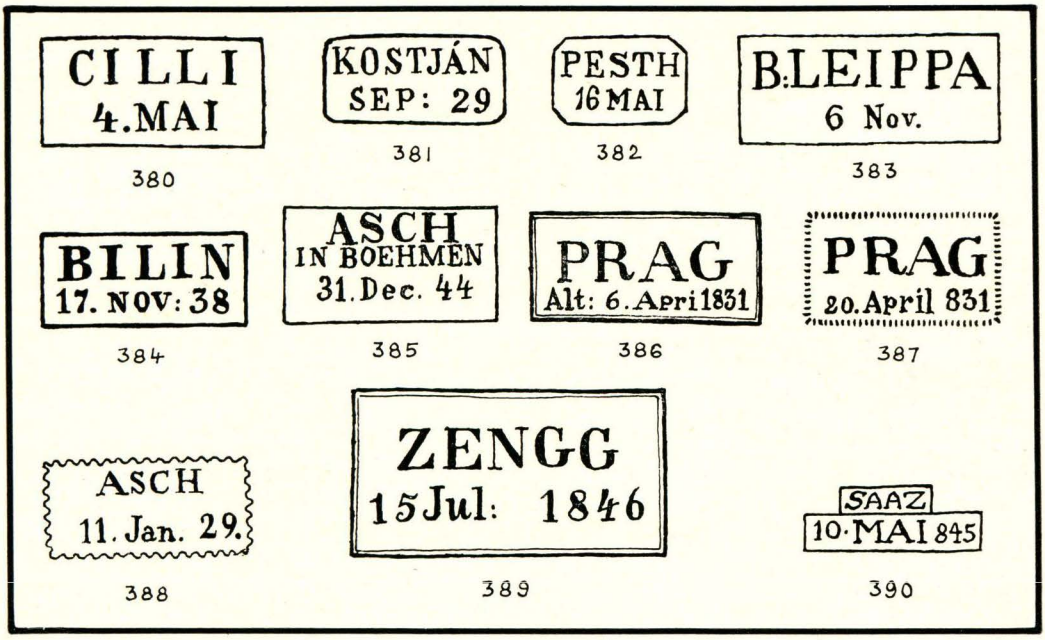


Fig. 380 to 390. 19TH CENTURY POSTMARKS. Dated postmarks with rectangular frames.

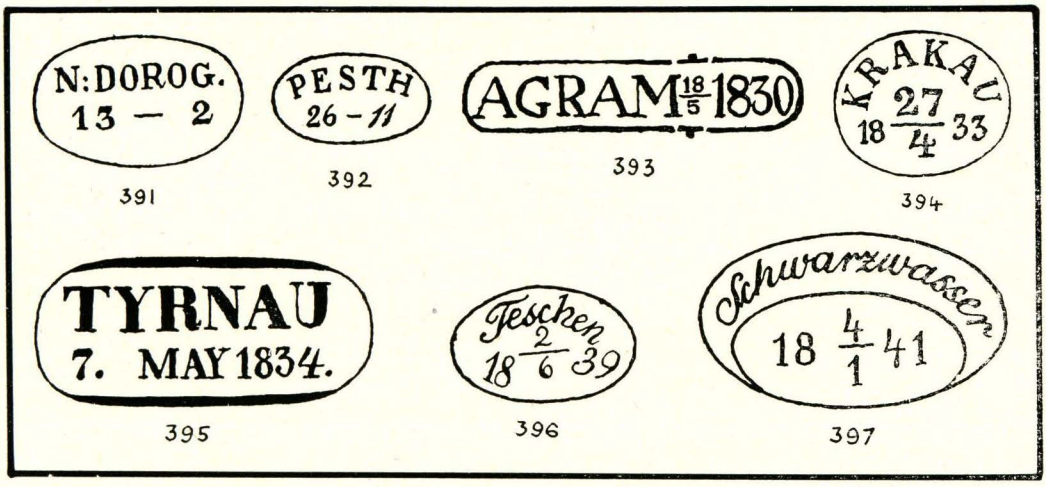


Fig. 391 to 397. 19TH CENTURY POSTMARKS. Dated postmarks with oval frames.

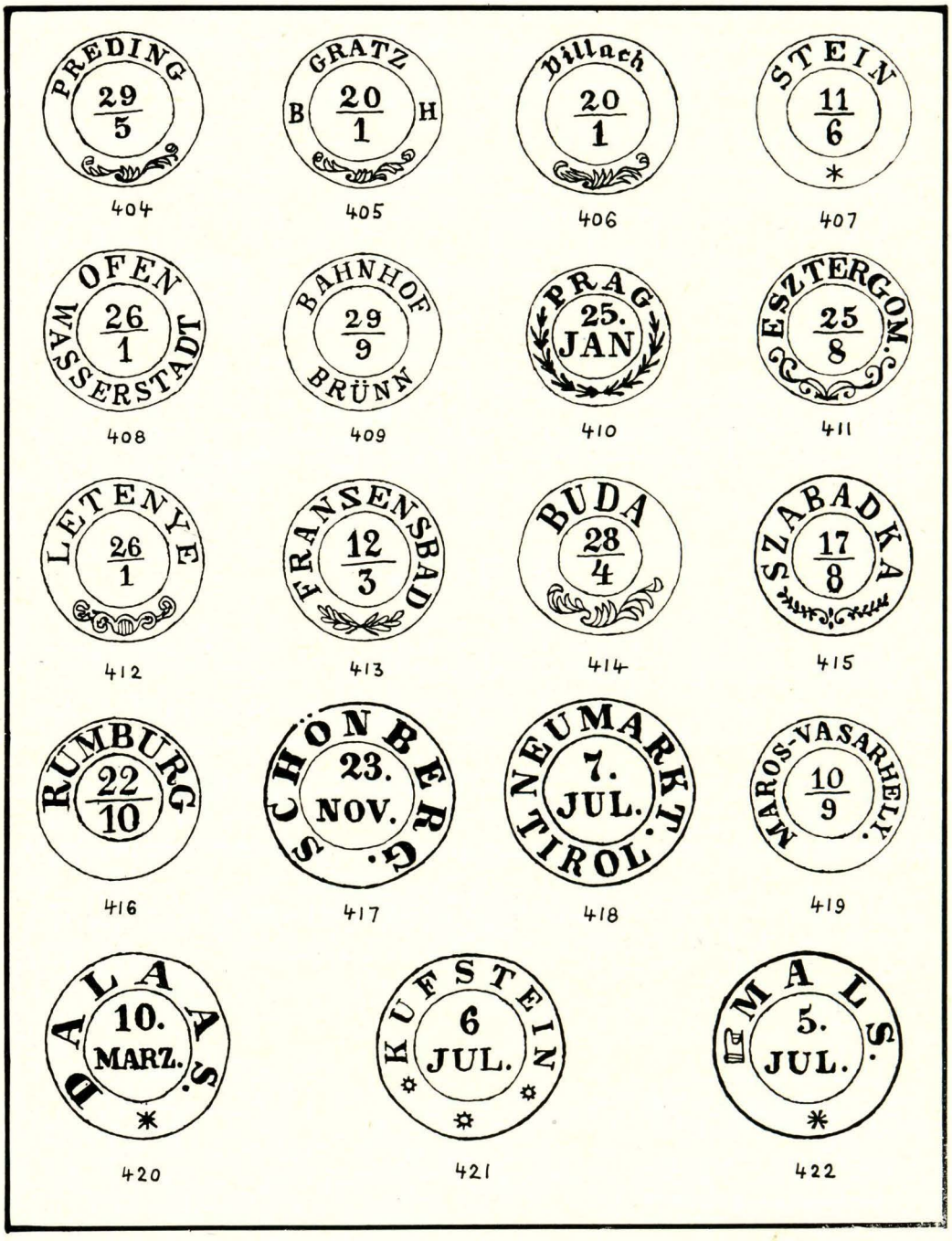


Fig. 404 to 422. 19TH CENTURY POSTMARKS. Dated double circle postmarks.

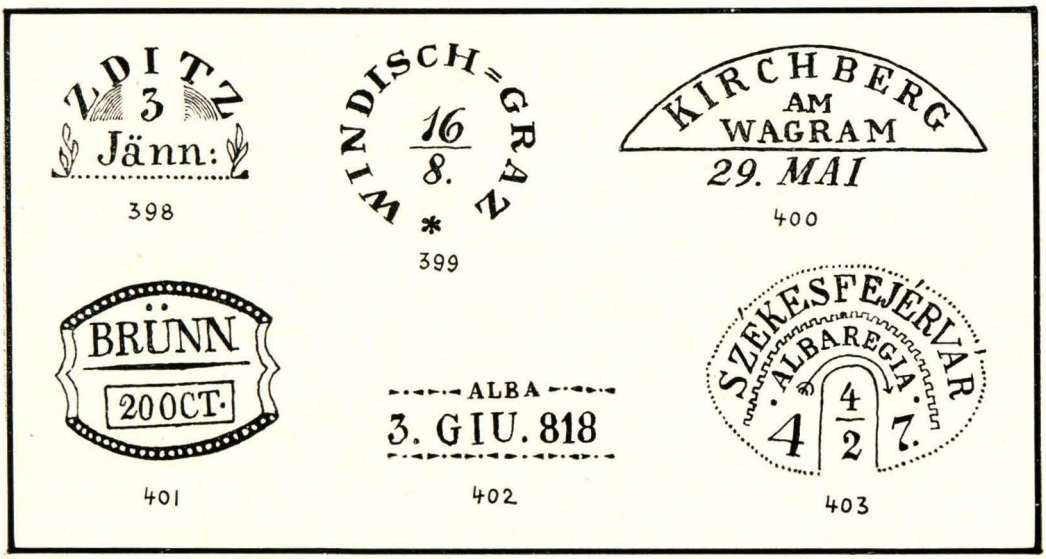


Fig. 398 to 403. 19TH CENTURY POSTMARKS. Dated odd-shaped postmarks.

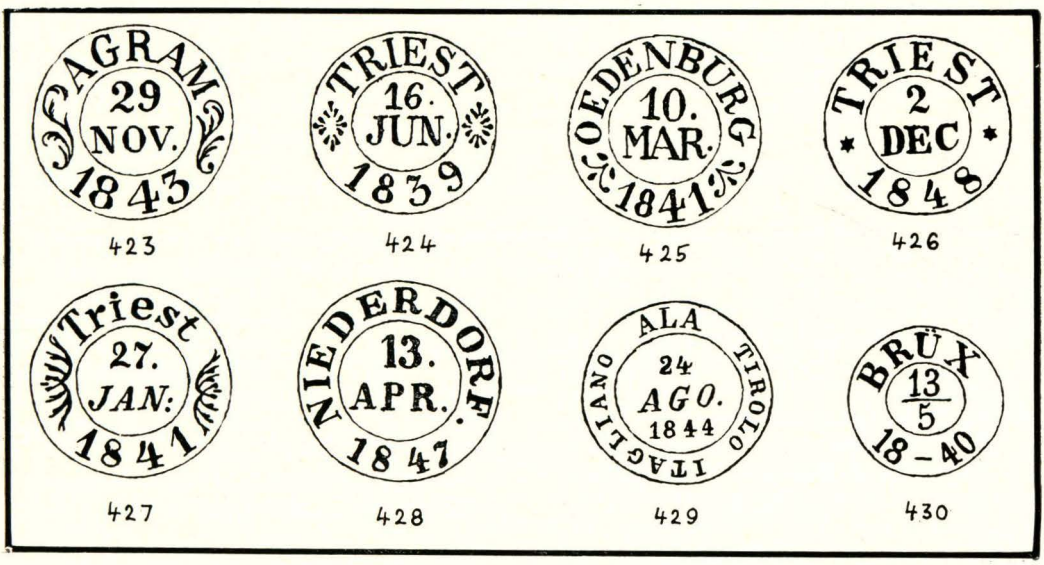


Fig. 423 to 430. 19TH CENTURY POSTMARKS. Dated double circle postmarks with year date.

period these double circles with star at bottom were assigned to all newly opened post offices.

The last centrally provided type, which appeared only a few weeks before the end of the pre-stamp period was the *single circle postmark,* with the town name at top and the date (month in letters) in the center. Only a few large post offices received such single circle postmarks and they are generally hard to find on pre-stamp covers. A few other large post offices at the same time became similar postmarks, but with octagonal frame and date (in figures) in the center. A few lo-

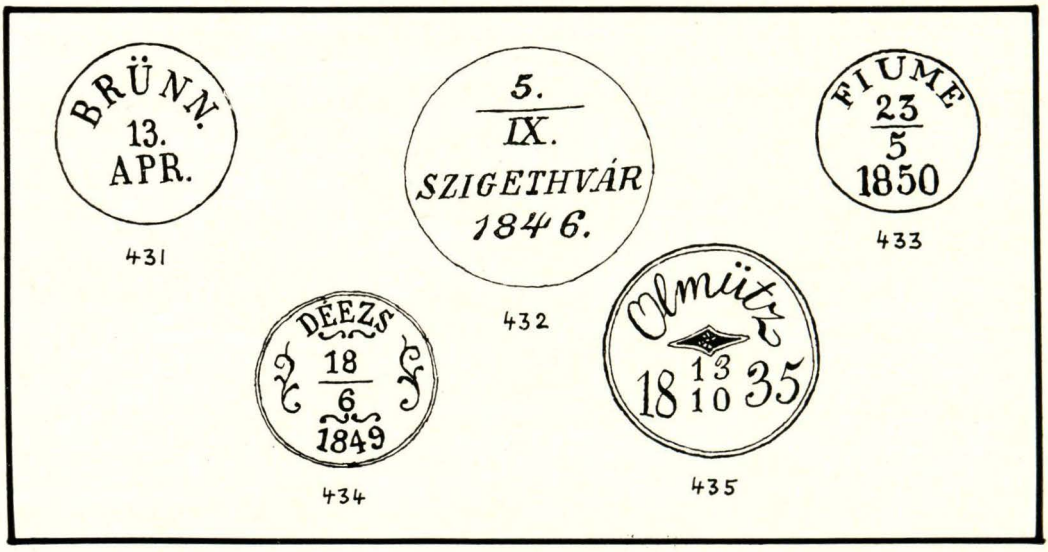


Fig. 431 to 435. 19TH CENTURY POSTMARKS. Dated single circle postmarks.

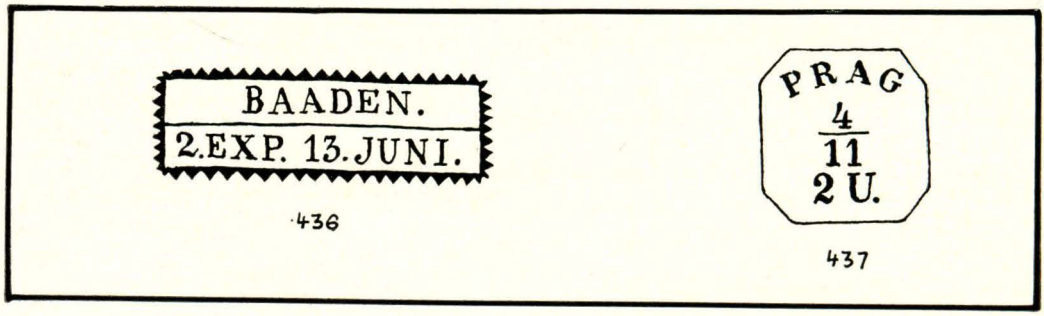


Fig. 436, 437. 19TH CENTURY POSTMARKS. Dated postmarks with mailing indication.

cally provided single circle postmarks, all with year date, existed even a few years earlier, probably copied from foreign examples.

During the last years of the pre-stamp period a few *ship postmarks* made their appearance. They were not used on the ships themselves, but at the port of arrival and indicated the origin of the letter. The introduction of such ship postmarks was ordered as early as in 1830, but actually they can be found only much later. Straight line types without date, with Italian inscriptions, were used.

For the newspapers delivered through the mails, separate *Postal Newspaper Agencies* (Zeitungs-Post-Expedition) existed in the large towns, which used special postmarks with appropriate inscriptions. As they can only be found on newspapers and not on letters, they do not need to be discussed in this monograph.



Fig. 438. 19TH CENTURY POSTMARKS. Ship postmark, used at arrival port.

When the pre-stamp period ended on May 31, 1850, a very large variety of postmarks, including almost all different types created since 1818, with and without date, were in use and were carried over to the period of postage stamps.

(To be concluded.)

Supplementary Notes and Comment On the Centenary Handbook of 1942

"100 YEARS AGO"

By Elliott Perry

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(PART III)

(Continued from April.)

City Despatch Post 2 Cents Red

Comment on this alleged New York carrier stamp will be found on pages 54-56 of "100 Years Ago." Further investigation has uncovered some interesting facts but nothing to substantiate Luff's claim that this 2c red belongs among the New York carrier stamps and that it was "the successor of the United States City Despatch Post."*

After the latter service was discontinued by the Postmaster General late in November 1846, for several months or perhaps a year letter carriers who had worked for it continued similar delivery service as a private post called the Post Office City Despatch. The possibility exists that this crude 2c red adhesive was hastily prepared for use until the value of the subjects on the City Despatch Post plate had been changed from "THREE" to "TWO" and a supply of those engraved TWO CENTS stamps from that plate had been obtained. In this case the 2c red would have followed, and to that extent have succeeded, the stamps of the United States City Despatch Post, but that would not make them official carrier stamps.

Another possibility is that the 2c red was not issued in December 1846, but was printed for a later proprietor of the post after the TWO CENTS plate became too worn for service. The indicated date may be as late as 1853. Unless or until more reliable evidence is available the date of use of the 2c red, or the identity of the post which issued it, can only be surmised.

The stamps are readily divided into two groups. Some copies are fairly bright red on white paper which is only slightly yellowish. Other copies appear duller and browner and the paper is less white, as if, perhaps, they were from a small block or lot which had been in a damp place and became mildewed. Some of these dull brownish copies have been affixed to covers and "tied" with a hand-stamped PAID which, in a manner of speaking, is no relation of Caesar's wife.

That is to say, with intent to make these City Despatch Post 2 cents stamps appear to be United States carrier stamps, they were affixed to covers which had been mailed and postmarked long before, and particularly to covers which showed the "NEW-YORK—

* This misinformation from page 231 of Luff's book is still being printed. It appears again on page 247 of the 1949 edition of Scott's United States Stamp Catalogue Specialized.

2cts" drop letter marking because that handstamp was supposed to show delivery by United States letter carrier.

The pair and six singles which are illustrated include all but one of the copies which have been recorded. Figures 57, 59, 60, 61 and 63 are from photographs in the *Pat Paragraphs* archives.



Figure 57—October (1845-1850)

Brownish red stamp cancelled with a curved Paid in red similar to the red PAID which was handstamped on prepaid mail at the New York post office.

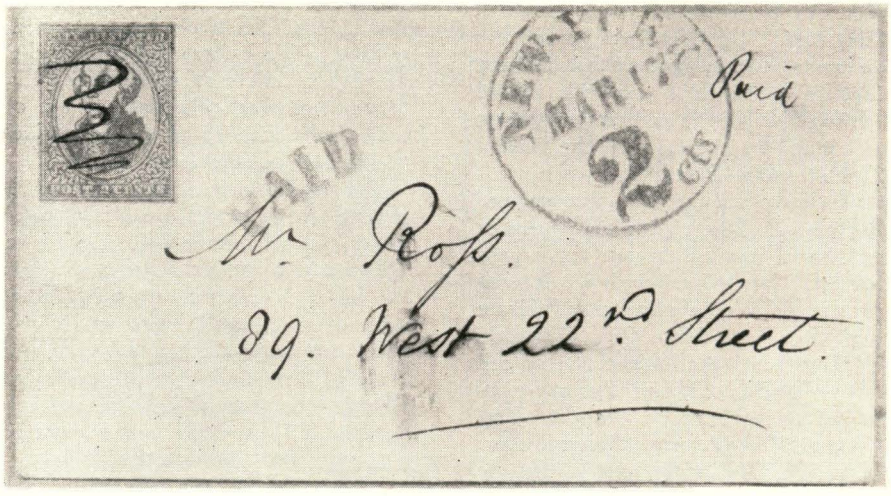


Figure 58—March 17, (1846-1851)

Bright red stamp with pencancellation which is believed to be authentic. The undersize white envelope and contents were a prepaid 2c drop letter. From the Sidney A. Hessel collection.



Figure 59

This vertical pair is uncancelled and is the only pair or other multiple piece which has been recorded.



Figure 60

Uncancelled single, evidently from the top row of a sheet and showing part of the stamp next below.



Figure 61

Bright red single with manuscript cancellation which is believed to be authentic.

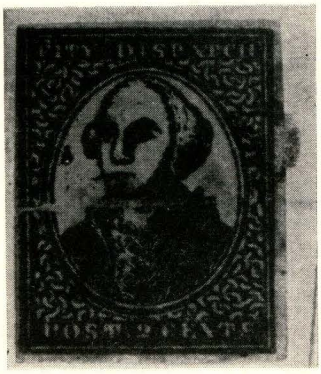


Figure 62

Brownish red single on a cover to which it is tied by a red PAID. Illustrated by courtesy of Conrad S. Ham.

Memo

Material is still needed to make the story more complete. For this purpose Mr. Perry desires to borrow (with privilege of photographing) U. S. City Despatch Post stamps and TWO CENTS City Despatch Post stamps, used or unused, on or off covers, whether in fine, fair or poor condition, and will be glad to accord full credit. Anyone having Scott Nos. 6LB1 to 6LB8 or 40L2 to 40L8 should write to him at Box 333, Westfield, New Jersey.



Figure 63

Bright red single, evidently from the top row of a sheet and showing a bit of the stamp next at right. Very lightly cancelled in pencil, if at all.



Figure 64

Bright red single with manuscript cancellation. Illustration by courtesy of Gene Costales and Harmer, Rooke & Co.

(To be Continued.)

BOOK REVIEWS

Le Service Postal Dans L'Isthme De Suez Pendant Les Travaux De Creusement Du Canal De 1859 A 1869. With 13 illustrations and a map. 11 pages. By M. Jean Boulad, F. R. P. S. L. Cairo, 1948.

The Stamps of The Suez Canal Company. 27 pages, with 16 illustrations. By Jean Boulad, F. R. P. S. L. Cairo, 1948.

A traveller passing Alexandria or Port Said seldom escapes being offered by so-called stamp dealers "guaranteed genuine Suez Canal stamps." If he is no real philatelist, the said "dealers" do good business. If, however, he is more critical he will know that really genuine copies of these four famous stamps are almost only to be found in the stocks of reliable stamp houses in London or New York, sometimes also in Alexandria itself, and he will more or less politely decline the offer.

But the interested collector will find that literature about these Suez Canal Company stamps is deplorably scanty, that neither the philatelic periodicals nor the handbooks give sufficient information. We must, consequently, welcome the two publications by M. Boulad, in which he has set forth all this valuable and interesting information. This work is the result of the combined efforts of the author, the brothers L. N. & M. Williams, Lt. Col. G. R. Worthington Wilmer and Ibrahim Chaftar Bey.

It is here that we read for the first time about the coming into existence of a set of four stamps which was in use only from the beginning of July to August 16, 1868.

Regarding the 1, 5, and 40 centimes denominations, the researcher discovered that the transfer to the printing stone was done in blocks of four so that we can find four minor types of each of these values occurring regularly on the whole sheet of 120 stamps. Strangely enough the 20 centimes was done by transfering a single design. As some full sheets of it still exist, a description of the individual copies was comparatively easy.

Excellent enlarged photos and charts enable the reader to grasp all the intricate details of the description. In addition, the author succeeded in giving the full story of these stamps, the postmarks, and even promises to publish further, more of his admirable research work.

P. P. Lindenberg

ARTHUR W. DEAS

On April 20, 1949, at the beginning of the meeting, the Club, through President Richard S. Bohn, honored Arthur W. Deas by a short well-spoken tribute and then presented him with this scroll reading:—

Resolution passed by the Board of Governors at the meeting held January 26th, 1949:—

Whereas, Arthur Wellington Deas, beloved by all, has served The Collectors Club as a Governor (1933-1949), President (1937-1942), Vice-President (1934-1936), Secretary (1935-1936) and Secretary-Treasurer (1934), and has maintained an active interest in the welfare of The Collectors Club for a period of twenty-one years.

Be it Resolved that he is unanimously elected Honorary Life Member of the Board of Governors.

R. J. MECHIN and ALEX A. COHEN

As already announced in The Collectors Club *Newsletter,* an annual award for the top article published in the *Collectors Club Philatelist* had been stipulated by the Board of Governors. Each year, the author of the best article, selected by an Award Committee appointed by the President of the Club, is to be presented with a medal, most suitable as a constant reminder of this well earned honor.

The 1948 award winner was *R. J. Mechin* of New York, N. Y. and *Alex A. Cohen* of San Jose, Costa Rica who collaborated upon the study entitled *"Costa Rica, The First Postage Stamps of 1863."*

DR. HERBERT MUNK

Because of his outstanding labors and learned contributions to philately, *Dr. Herbert Munk* of Lugano, Switzerland, was made an Honorary Life Member of The Collectors Club at the May 1949 meeting of the Board of Governors. Dr. Munk's foremost achievement is the editing and compiling of the famous "Kohl Handbooks" to which The Collectors Club has always been proud to have the exclusive rights for their re-publication in English translations.

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U2	.45	.40
U3	.30	.25
U4	.35	.30
U5	—	2.25
U6	2.25	2.00
U7	—	5.50
U8	.35	.25
U9	.15	.12
U10	.15	.13
U13	.18	.14
U14	.25	.20
U17	.40	.38
W1	.25	.22
W2	—	1.00
PHILIPPINES		
U1	.13	.11
U2	1.10	1.00
U3	3.75	3.50
U4	1.00	.90
U5	3.75	3.50
U6	1.35	1.25
U7	3.00	2.75
U8	.30	.25
U9	1.10	1.00
U10	1.10	1.00
U11	.90	.80
U12	5.00	4.75
U13	1.50	1.40
U14	8.50	7.50
U15	1.50	1.40
U16	5.00	4.75
U17	.50	.40
U18	1.35	—
U19	1.35	1.25
U20	1.35	—
U21	3.00	—
U22	1.35	1.25
U23	2.75	2.50
U24	1.50	1.35
U25	2.75	2.50
U26	10.00	—
U27	8.00	7.50
U29	—	14.00
U30	.05	.04
U31	.85	.75
U32	.40	.38
U33	.48	.45
U34	3.00	2.80
U35	.06	.05
U36	.50	.48
U37	.55	.52
U38	.55	.52
U39	2.75	2.50
U40 (used)	6.00	3.25
U41	.07	.06
U42	.12	—
W1	.16	.13
W2	4.25	4.00
W3	4.50	4.25
W4	.12	.80
PORTO RICO		
U1	1.75	1.65
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U3	.32	.30
U4	.90	.80
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U8 (used)	—	32.50
U10	—	9.00
U11	.50	.48
U14	.85	.75
U15	4.00	3.75
U16	4.00	3.75
U17	4.00	3.75
U18	4.00	3.75
W1	.16	.15

HAWAII

1884-93 SG.	Scott		Unused Ent.	Unused Cut	Used Cut	Used Ent.
E 1		1c Bluish Green (Medium) (10,000)	2.00	1.10	.70	—
a	1a	1c Pale Bluish Green (Medium)	—	.90	1.00	—
b		1c Bluish Green (Small)	6.00	*	*	—
E 2		1c Yellowish Green on cream (Medium)				
a	1	1c Yellowish green on white (Medium) Pointed	.35	.30	—	—
E 3	2b	2c Dull rose pink on cream (Medium) Rounded	2.50	.50	.29	—
a		2c Dull Pink on cream (small) (150,000)	1.50	*	*	—
b		2c Dull Pink on cream (small) Lined	.70	*	*	—
E 4		2c Pink (Medium) Pointed (5,000)	5.00	2.50	.90	—
E 5	6	2c Pink (Medium) Rounded-Blue (2,000)	12.50	10.00	7.50	12.00
E 6		2c Rose on cream (Medium) Pointed (150,000)	.50	.40	.40	—
a	2	2c Rose on white	.45	.40	.36	—
b	2a	2c Deep rose red on white	.65	.45	.32	.75
E 7	3	4c Vermilion (Medium) (18,000)	3.50	1.25	2.00	—
E 8	7	4c Vermilion (Medium) Blue (2,000)	32.50	14.00	—	—
E 9	4a	5c Dark Blue (Medium) (118,000)	1.00	.85	.50	—
a	4	5c Blue (Medium)	4.00	1.50	.70	—
b		5c Dark Blue (small) (20,000)	1.25	*	*	—
E10	8	5c Dark Blue (Medium) Blue (2,000)	27.50	16.00	—	—
E11	5	10c Black (Medium) (42,500)	3.50	1.75	1.75	—
a		10c Black (Large) (9,000)	10.00	*	*	—
E12	9	10c Black (Medium) Blue (1,000)	60.00	30.00	—	—
E13	10	1c Yellow green on cream (16,000)	.75	.60	.60	1.00
a		1c green on white	—	.60	—	—
E14	11	2c Bright rose on cream (37,000)	.60	.28	—	.75
a		2c Carmine on cream	.75	.30	.60	—
b		2c Carmine on white	—	.50	—	—
c	11a	Var. Double overprint	15.00	—	—	—
E15	12	5c Blue on cream (Medium) (36,293)	.80	.60	.45	—
a		5c Blue on white (Medium)	—	.75	.60	—
b		5c Blue on cream (Small)	1.75	*	*	2.00
c	12b	Var. Double overprint	22.50	—	—	—
E16	13	10c Black (Medium) (17,207)	1.50	.75	1.25	2.00
a		10c Black (large)	7.50	*	*	—
b	13a	Var. Black. Double overprint	30.00	—	—	—
E17	14	10c Black (Medium) Blue (500)	6.50	5.00	—	—

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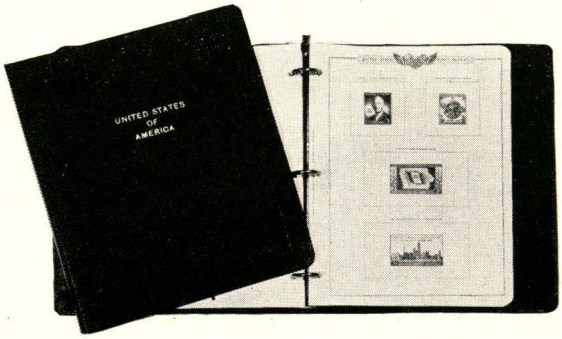
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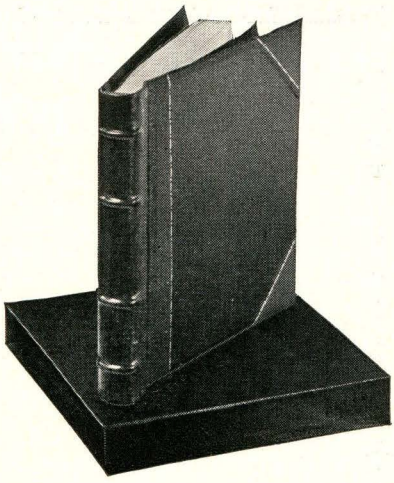
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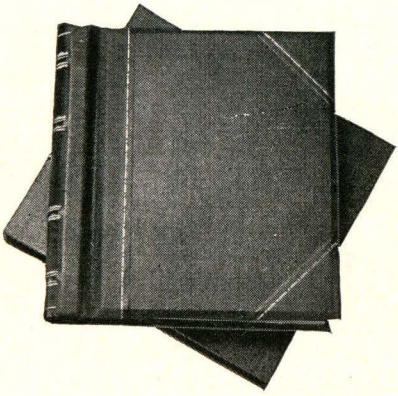
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U16	9.00	7.50
W20	6.00	4.50
W21	3.65	3.25
U28	65.00	—
U29	50.00	—
U36	3.00	2.25
U38	11.00	—
U39	5.00	4.90
U41A	3.00	—
U47	9.00	—
W51	8.00	7.50
U60	—	3.00
U62	3.50	—
U63	3.00	2.75
U64	3.50	—
U67	7.00	—
U68	19.00	16.00
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U87	3.25	—
U91	7.00	—
U93	—	7.50
U95	—	13.00
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U101	—	9.00
U102	11.50	—
U104	—	15.00
U105	15.00	—

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U132	5.50	5.25
U146	8.50	—
U149	7.00	—
U150	3.50	3.00
U153	8.00	—
W158	14.00	—
U161	3.00	—
U186	9.00	—
U187	4.50	4.00
U188	7.00	—
U198	3.00	—
U204	3.00	2.75
U205	5.00	—
U207	3.50	—
U208	4.00	3.75
U209	3.75	3.50
U210	4.00	—
U211	4.00	3.75
U215	12.00	9.00
U216	9.00	7.00
U224	11.00	—
U225	3.00	2.65
U244	6.50	—
U266	4.00	3.50
U270	6.00	—
U274	11.00	—
U277A	4.50	4.00
W287	5.00	—
U307	5.20	5.00

	Unused Entire	Cut
#U320	6.50	—
U336	3.25	2.50
U337	3.00	2.50
U342	3.50	3.40
U343	3.90	—
U346	5.00	—
U347	5.00	—
U350A	—	30.00
U361	4.00	—
U375	5.65	5.00
U408A	—	22.00
W410	4.75	4.65
W427	15.00	14.50
U454	5.50	5.40
U457	7.00	—
U462	7.50	—
U463	10.00	—
U464	30.00	—
U475	9.50	—
U476	4.00	—
U478	9.00	—
U481A	10.00	—
U486	30.00	—
U489	—	4.00
U500	—	3.50
U501	3.75	—
U502	—	8.75
U503	9.00	—
U509B	3.40	3.35
U511	11.50	—
U520	11.00	10.50

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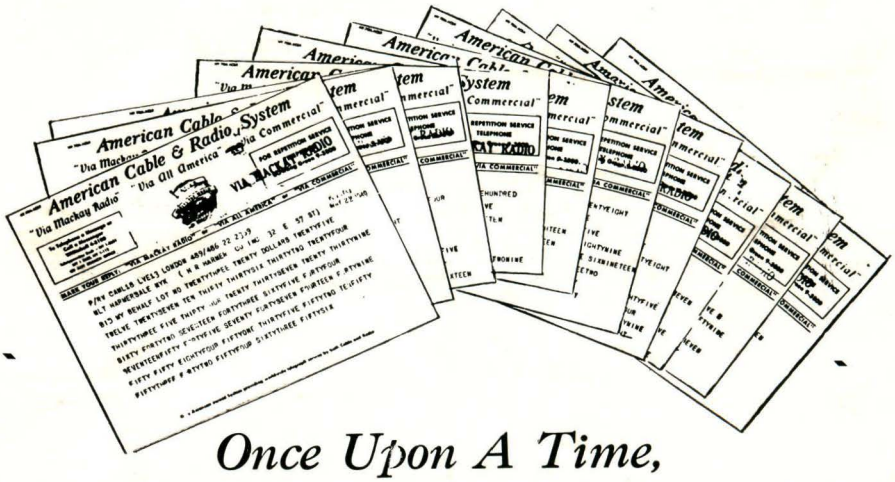
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Once Upon A Time,

(Actually About Five Weeks Ago)

There Was A Clever Man...

We have a short story to tell—naturally with a moral at the end. When we issued the May 23, 24, 25 auction catalogue—which you will remember was the "A. D. Jenny" collection of British Commonwealth of Nations—we realized how parties in London would love the opportunity of buying some of the gems. However, the British currency regulations will not allow dollars for our essential hobby, but will permit exchange of stamps. We wrote to one particular party, the "clever man" of our story, and suggested that he send over some * Silver Wedding stamps and with the proceeds buy in this auction. After several cables in each direction, figures were agreed and on the morning of May 23rd the ten page cable, illustrated above arrived. The "clever man" bought over $3,500 in the auction, probably causing the auction to realize $1,500 more than it would without his bids.

Who gained? The vendor, the Countess de Westerholt in Venezuela? Certainly, to the extent of $1,200. Ourselves? Certainly, to the extent of $300, the commission on the increase. The "clever man"? Certainly, he obtained a choice selection of British Empire stamps he desired. Yourself? Indirectly, yes. As a potential vendor interested in receiving a first-class realization, this is not an unique example of fore-sight on our part. Every auction benefits by ideas we have to assist overseas collectors in buying in our New York auctions.

The moral—yes, we promised one—is obvious. When you consider selling, write to H. R. Harmer, Inc., whose whole resources are devoted to your interests. We have a booklet "Concerning Your Stamps" which tells you all about us.

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***The sets are available for sale—complete used set of Silver Weddings, price $320. Complete mint $280, subject unsold. Delivery when received—$50 deposit will hold.**