The Collectors Club

Philatelist

A Magazine devoted to Philatelic Study & Research

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STOP PRESS!

Reford Collection of B. N. A. Expected to Bring $250,000 At Harmer, Rooke Auctions

The famous collection of British North American stamps formed by the late Dr. Lewis L. Reford of Montreal is expected to realize around $250,000 when it is sold in a series of 1950 auctions by Harmer, Rooke & Co., Inc., 560 5th Ave., New York.

Practically every collector of B. N. A. issues knows of the Reford collection. It is believed to be the largest B. N. A. collection in Canada, and probably the second largest in the world. The auctioneers say it is the largest B. N. A. collection ever to come on the auction block. It predominates in Canadian issues.

Dr. Reford was one of the great specialist students in the stamps of Canada. He paid particular attention to the Pence issues, and especially to the imperforate 3p Beaver. Much of Dr. Reford's detailed study of the Pence issues, the 1859 issue and the Small and Large Cents issues will be available for the first time.

The first of the Harmer, Rooke auctions of the Reford collection probably will take place in February. The auctioneers consider the sale of the Reford B. N. A. collection a fitting sequel to their sale of the famous Charles Lathrop Pack collection, which realized about $360,000.

The Collectors Club
Philatelist

JANUARY, 1950. VOL. XXIX, No. 1

HENRY M. GOODKIND, **Editor**
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A Letter to the Members

This January issue of THE COLLECTORS CLUB PHILATELIST marks the beginning of its twenty-ninth year of publication. It marks also what we hope will be a new chapter in its illustrious history, for with this issue it ceases to be a quarterly and will be issued instead as a *bi-monthly,* reaching you regularly every other month from January through the year.

This forward step, whose purpose is to make the magazine a better and more frequent ambassador from the Club to its members and to philately generally, has been made possible only by the combined efforts of the *Editorial Board,* the scholars and students who have been our contributors, and the advertisers who have helped carry the burden of expense.

The new bi-monthly schedule will bring no change in editorial policy. That policy, so ably laid down at the inception of the magazine by the dean of philatelic publishers, Harry Lindquist, and continued by his successors, has been to make the magazine the learned journal of our hobby, the repository of the best-informed and most expert studies that American philately can produce. In the past these studies by our members have included such landmarks as Lobdell's *South, Africa,* Starr and Mills' *Chinese Airmails, The Brazil Centennial Issue,* Elliott Perry's and Clarence Brazer's *U. S. articles* and many others; and we hope for the future (and bespeak from our members) articles of new discovery and research of similar importance. In addition the Club owns the translation rights to the Kohl Handbooks, and further sections will appear from time to time (brought up to date by our own experts), not as separate supplements or handbooks, but as part of the magazine itself.

To carry on in 1950 there will be some changes in our personnel and in the Club's publications. The Monthly Newsletter, so ably edited by H. D. S. Haverbeck, and so warmly welcomed by resident and non-resident members alike, will be discontinued, and in its place a new department is being added to the magazine. You will find it in this issue on page 12; it is called *The Secretary's Page* (though it may sometimes run to much more than a single page), it will always be conducted by the Secretary of the Club, and it will contain current membership information, news of Club members, notices of meetings to come, and accounts of meetings held during the period. It will sometimes contain also, for the benefit of our out-of-town members, photographs of some of the unique or extremely rare pieces so frequently shown on meeting nights. It will be the human-interest part of the magazine, and we hope you will like it and contribute to it such news as you think might be appropriate.

During the past year, our affairs were conducted by an Editorial Board under the chair-

manship of *Henry M. Goodkind,* consisting beside him, of *Winthrop S. Boggs, Stephen G. Rich, Elliott Perry* and *Edwin Mueller.* It is difficult to speak too highly of the selfless, effective, painstaking work they have done, both in organizing production during 1949 and in laying the groundwork for bimonthly publication. Now, in 1950, Mr. Goodkind takes the title of *Editor,* and his associates, joined by Mr. Haverbeck, become the *Editorial Committee.* Mr. Philip F. Robbins will become Advertising Manager, and will assume the chores that in the past year were shouldered at various times by John J. Britt, by H. D. S. Haverbeck, Sidney M. Barrett and by our President, Richard S. Bohn.

We want and need advertising and we will try to merit it and to offer advertisers a punctual showcase worthy of their goods. Advertising will only be accepted from firms whose head, or some one of whose executives, is a fellow Club member, just as articles will appear only from the typewriters of our members. This is a Club organ, not a general paper, and we propose to make it in philately what the *National Geographic,* another club or society organ, is in natural history: the finest of its kind.

If you believe in the ideals and objectives of the Club, which, among other things, is to organize and assemble the best in philatelic knowledge, and to make it available to collectors everywhere, we ask your support.

We ask it specifically in the following ways:

Help us to find new readers by proposing for Club membership men and women whose character and devotion to collecting qualify them for that membership. Help us to see that THE COLLECTORS CLUB PHILATELIST is available in the library of your local stamp club and in your local public or college library. You may subscribe to it on behalf of such institutions, at the price of nonresident membership, and no gift will be more appreciated by your specialty society or local club, or by the average public library, which has, as a rule, little fare for stamp collectors.

Help us editorially. We want long articles, new research and the like, but we need short pieces too: brief articles, maybe only a photograph with caption about new discoveries, unusual covers, the folklore of philately, and we ask only that it be original, not copied from another source, and that it be accurate. Don't worry about style or how well you write. We can assist with that if you really need it.

Help us with ideas. Can you think of improvements in our make-up, contents, circulation or advertising policies? If you can, let us know. It is your Club—we're working in the dark unless we hear from you.

Help us with advertising. Use the magazine for your own special wants—a full-quarter page will cost you only $10.00. Tell our advertisers that you've noted their copy; tell them particularly if you're buying something advertised here.

And finally, in behalf of your Officers, the Board of Governors and all of us who have been concerned with publication problems, we take this opportunity of extending grateful thanks to the groups who have made continuing progress possible. The cover of this issue is a new color, marking the new year and a new annual volume. This year, it marks also new hopes, plans and objectives. To secure their success will require the devoted efforts of all of us.

For the Publications Committee,
MALCOLM JOHNSON,
Chairman

EDITOR'S NOTE

There are always people whose work is of utmost importance but who do this without any fanfare or desire for publicity. The above letter paid tribute to all those who strove to make THE COLLECTORS CLUB PHILATELIST as it is so ably described by the *Chairman of The Publications Committee.* Only one name was omitted, that of *Malcolm Johnson.* His wise council and expert experience, as a book publisher by trade, has been a tremendous asset to our publications. Furthermore, as a true philatelist, he has unselfishly devoted many hours and made innumerable helpful suggestions for the continual betterment of this magazine. With due regard to his inherent modesty, we believe that his work for the Club should become better known.

THE STAMPS OF THE SECOND POZNAN ISSUE OF POLAND

By V. RACHMANOV

Preface

Study of the second provisional issue of Poznan—German stamps of 2pf and 7½pf surcharged with a large "5" or "10"— has been a difficult task, due to the lack of official documents regarding this issue, as well as of full sheets.

Until 1938 only two articles had been published about this issue, one in German by G. Becker ("Briefmarken—Rundschau," Oettingen, 1926, Nos. 7 to 11), another in Polish by Prof. S. Mikstein and Dr. M. Rychlik ("Ilustrowane Wiadomosci Filatelistyczne," Poznan, 1933 to 1934). While the former article is full of unfounded personal opinions, based on doubtful sources, the second article shows positive results of research conducted with the help of genuine material consisting of large blocks and stamps on covers. Although the authors even used ultraviolet rays for their investigations, they did not detect that some blocks with faked surcharges were among their material and therefore their conclusions were not wholly correct. The listing of these stamps in the handbook of Polish stamps (published by Ikaros, Bialystok) is based upon the latter article and is therefore also unsatisfactory.

The lack of good research articles in the Polish and other literature, together with the great number of faked surcharges—some of them even on covers which were sent undetected through the mails, or with faked cancellations—has made collectors suspicious and many of them decided not to collect these provisionals. None of the established experts of Polish stamps was willing to give an opinion about these stamps and nobody could even tell for certain which of the surcharges were the official ones.

Early in 1938 through the courtesy of a high official of the provincial postal administration at Poznan, Mr. E. K., I received two full sheets of these stamps, one of each value, which undoubtedly came from the official issue. This enabled me to make a thorough investigation concerning the nature of these stamps. I showed my research collection, including the two sheets, for the first time at the Polish National Exhibition in May 1938, where it received much attention. About the same time, Prof. S. Mikstein received from a dealer, J. Witkowski at Poznan, large blocks of 60 genuine stamps and based on these an article which contains valuable information ("Ilustrowane Wiadomosci Filatelistyczne," 1938, No. 80).

I intended to publish my own research about these stamps in 1939 in the Polish magazine "Ikaros," but this was rendered impossible by the war which broke out in that year. I am now offering the result of my research and this should clear up all the doubtful details of this issue.

General Remarks

The history of the second provisional issue of Poznan is still enshrouded with mystery, because in 1919, when these stamps were issued, no official documents were published. The details published in later years in the philatelic press, which gave the date of issue, the printing etc., unfortunately differ. Today, after thirty years, it is impossible to get all facts verified.

The first mention of the stamps is found in the Polish magazine *Filatelista Polski* of No. 20, 1919, which came from private sources and reads as follows:

The newest stamps from Poznan. Early in October, 1919, the Postal Administration at Poznan distributed two overprinted German stamps of the Germania type to ten post offices in the district. They showed large figure surcharges, "5" on 2pf, mat overprint in red brown, and "10" on 7½pf, shiny overprint in light green. The printing is said to be 5000 of each value. The provisionals, necessary for lack of 5pf and 10pf stamps, were probably ordered several months before the recently issued set overprinted "Poczta Polska" was released. There were rumors about these stamps previously, but probably large supplies of 5pf and 10pf stamps became available and therefore the provisionals were not issued. Now, quite surprisingly, the two provisionals were issued early in October, but only at smaller post offices outside Poznan. It is reported that the supplies of the provisionals lasted only one day, although only three copies were issued to each buyer. They are little rarities today and sell for 50 to 100 Polish Marks a piece. They can only be found used on registered or money letters, as they were issued for that purpose.

The surcharge "10" on 7½pf varies considerably. The figure "10" comes thin and thick, the "O" wider or narrower or irregular. The color of the surcharge also varies from light green to dark green. In contrast to this, the surcharge "5" on 2pf shows no variations and has always the same color.

The stamps were used at the following post offices: Odolanow, Skalmierzyce, Gniezno, Trzemeszno, Ostrzeszow, Witkowo, Wrzesnia, Opalenica, Wolsztyn and Strzelno.

The only official document about these stamps, dated November 25, 1919, published in the following issue of *Filatelista Polski,* contains very little data of interest. It is a letter from the Poznan Postal Administration and reads as follows:

> In reply to your letter of Nov. 3 we want to inform you that the Poznan Postal Administration has issued 20,000 of each provisional, 2pf with surcharge "5" in red and 7½pf with surcharge "10" in green. These surcharges were made by the Postal Administration before the stamps overprinted "Poczta Polska" were issued. But their issue was delayed until after the stamps with the "Poczta Polska" overprint had been issued.
>
> signed: NIEGOSZ

This official document unfortunately contains no new information except for the number printed. Conspicuously absent are any statements about the reasons for the provisionals and their use outside Poznan only.

I received additional information from private sources, but the data about the reasons, printing etc. of this issue partly disagree. A former high official of the Poznan Postal Administration, who loaned me full sheets of both values, wrote me as follows:

In August 1919, the supplies of the first Poznan issue, overprinted "Poczta Polska," were almost exhausted and it became necessary to provide for necessary 5pf and 10pf stamps.

The Postal Administration at Poznan wrote to Warsaw for a new supply but received a reply that the stamps could be forwarded only after prepayment of the full face value. This proposal could not be taken seriously and therefore it was decided to prepare a second provisional issue, 5 on 2pf and 10 on 7½pf. The German stamps needed for the surcharge were on hand in quite large quantities in the depot of the Poznan Postal Administration.

Due to the fact that all large printing establishments were working overtime and could not take any new orders, the surcharge had to be entrusted to a small printing shop which did the work under great difficulties, spoiling a large quantity of the material. Due to the unevenness of the sheet margins great difficulties were encountered during the surcharging, which was made by typography. Many surcharges are strongly shifted, partly to the adjacent stamps. The printing shop which did the job no longer exists.

This second provisional issue was authorized by a decree of the Poznan Postal Administration and distributed to the post offices in its district. It has been erroneously stated that the provisionals were not sold in Poznan itself. They were sold there. However, most of them were purchased by postal clerks as a good investment.

In the meantime the Postal Administration received from Warsaw a supply of the definite Polish issue they had ordered and therefore the necessity for selling the provisionals no longer existed. They were withdrawn immediately and this was the reason for their limited use.

The printing of 20,000 of each value of the provisionals seems correct, but the quantity of each value actually issued seems to be smaller because plenty of printer's waste occurred, and this was later destroyed.

Unfortunately I am not in a position to give the exact date of the decree of issue, as I do not have a copy of it. As far as I can remember, this decree was issued early in October 1919, but it is possible that it shows an earlier date.

Mr. J. H., proprietor of a printing shop at Grudziadz, who in 1919 worked in the printing shop of L. Kapela at Poznan, informs me that only one printing of the provisionals was made, namely 5000 of each value. They were ordered by an official, Mr. B., of the Poznan Postal Administration. Mr. J. H. is of the opinion that the provisionals were not printed to satisfy a need but because Mr. B. saw in them the possibility for a big profit.

A well-known stamp dealer, Mr. J. J. of Bydgoszcz, who lived at Poznan when the provisionals were issued, gave me the following information:

1. The official name of the Postal Administration at Poznan at that time was "Poznan Postal Delegation."

2. The printing consisted of 18,000 copies of each value, of which quantity a great number were destroyed as printer's waste.

3. The provisionals were partly sold by the post offices Poznan 1 and Poznan 3. The balance was sent to larger post offices in the district, such as Inowroclaw, Witkowo, Gniezno, etc.

4. The provisionals were sold at Poznan 1 and Poznan 3 only for a very short time, as the German postal officials and dealers bought them up immediately to have them cancelled to order. At the other post offices, the supply lasted for a few days.

5. There was no decree about the issuance of those provisionals, only a circular by the Poznan Postal Administration, probably dated between August 15 and August 30.

This is the information I received about the history of the two provisionals. I have published it to show that sometimes even after a lapse of thirty years it is impossible to give the exact history of an issue when there are no official documents available. Private information, as far as it comes from eye witnesses or postal officials, can only help to fill the gaps of knowledge without being an entirely satisfactory substitute.

Even the exact date of issue cannot be ascertained, as the variously reported dates run from August 10 to October 10. The earliest date I found on used copies was September 25, 1919 on a registered letter from Skalmierzyce to Poznan which in my opinion went correctly through the mails.

During the Second World War, in 1940, a wooden box was found in Poznan, which had belonged to the Postal Administration and which, aside from other material, contained a considerable quantity of full sheets of both provisionals. Unfortunately the box had been inexpertly stored and the chemical influence of moisture and the metal items contained in the box resulted in complete deterioration of the sheets; these mostly broke to dust when they were taken out, especially the 5 on 2pf of which only a small quantity could be saved. This information came to me from two different sources of which the one estimated the number of provisionals found at several hundreds, while the other gave an estimate of many thousands.

Considering that the provisionals were sold at the post offices for a very short time only and are very rare in genuine copies, it is quite possible that these sheets found in 1940 were the remainder quantities withdrawn from sale in 1919 and since then stored in a damp cellar or under other unfavorable conditions.

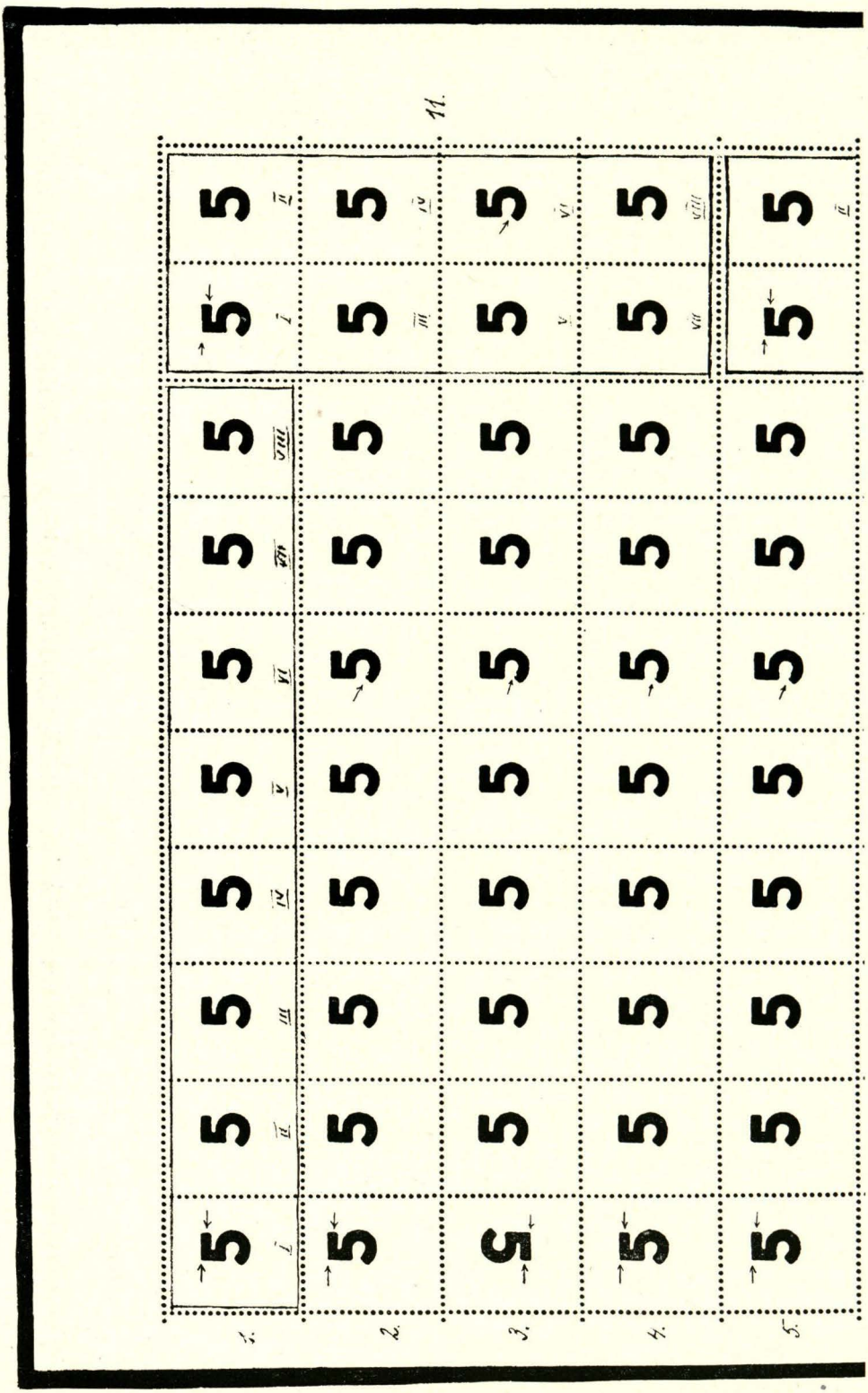
The "5" on 2pf provisional

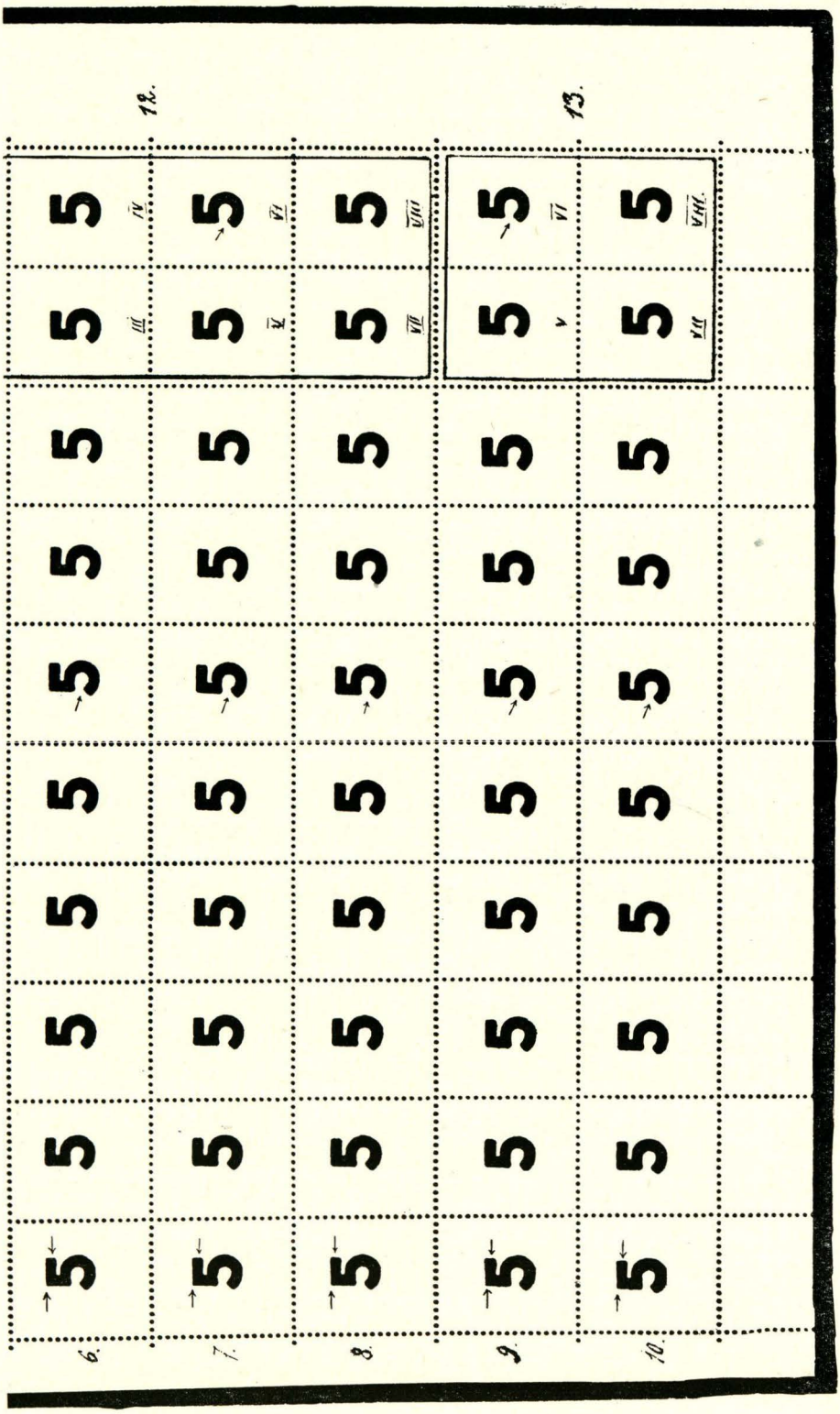
The surcharge on this stamp was made in typography by the printing shop of L. Kapela in Poznan, Wroclawska ul. 18. Full sheets of 100 were surcharged, but not in a single operation. Close investigation proves that less than 13 operations were necessary to complete the surcharging of a sheet.

For the surcharge only eight "5"s were used. First they were assembled in a horizontal row of eight and this setting was used to surcharge the first 8 stamps of all horizontal rows (operations I to X). Then, the same eight "5"s were assembled in a block of 8 (four horizontal pairs) and used to surcharge the two last vertical rows of the sheet (operations XI and XII) and finally the two lower pairs of "5"s to surcharge the right bottom corner block (operation XIII). The printing was done in such a way that first all sheets went through operation I, then all through operation II, etc. until the job was completed. Each sheet had to be run thirteen times through the printing press to achieve the purpose.

The eight "5"s have their small characteristics which distinguish them. Type 1 (first vertical row and positions 9 and 49) has a sharp upper left corner and a small white dot at the end of the flag. This type is 9 mm. high, while the others are 9¼ mm. Type 6 (sixth vertical row and positions 30, 70 and 90) has a small white dot on the tip of the curved bottom at the left. The other types also have their characteristics but these are less distinct. The distribution of the types on the sheets and the changing spaces between the horizontal rows as well as between the 8th and 9th vertical columns prove to our satisfaction that the surcharging was actually done in 13 operations. This is also proven by the fact that in case of offsets only eight stamps always show the variety.

When the third horizontal row was surcharged, the first "5" was inserted inverted, either by carelessness or possibly purposely. Therefore, in the entire printing (or pos-


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sibly only in part of it) position 21 shows inverted surcharge. As the inverted "5" is always in type 1, this facilitates detection of surcharge fakes. I have not seen any genuine inverted surcharges in other types and due to the method of surcharging it is very unlikely that full sheets with inverted surcharges exist.

The color of the surcharge varies from light brick red to dark red. The differences occur in the same sheet which is not surprising, considering the method of surcharging. This method is also responsible for the fact that we can find stamps on which the surcharge is strongly shifted, sometimes in pairs with normal stamps.

Statements in the philatelic literature that there were two or even three printings of these provisionals are without foundation. One writer even claimed that officially typography as well as lithography was used for the surcharges and that they were partly overpainted or overprinted with larger figures; but this is pure fantasy. There was no time for such fancy work as the stamps were real provisionals, necessary for lack of stamps. Anyway, the first and only printing was never sold out, as the remainders found in Poznan prove. Therefore, all provisionals differing from this first printing can be considered forgeries.

The "10" on 7½pf provisional

This value, unlike the other one, was surcharged in full sheets of 100 in a single operation. The surcharge was made by the printing shop of J. Goldberg at Poznan, Ul. Marcinkowskiego 6, by a lithographic process. One transfer block of 20 figures "10" (two horizontal rows of 10) was used and this was transferred five times on a zinc plate. As the transfer job was done in haste and not very carefully, the plate had to be retouched, which accounts for the fact that almost all "10's" of the plate have their characteristics which makes it possible to plate most of the stamps. The first two horizontal rows, which seem to have been only insignificantly retouched if at all, show clearer and more regular figures than the others.

All sheets of the provisionals of this value show in both left corners small markings (⌜ ⌞) which coincide with the corner perforation and were used to insure correct position of the sheets during the surcharging process. They can be found in the perforation of position 1 and 91. Due to those markings the surcharges are always in the center of the stamps and no shifted surcharges are known.

Inverted surcharges of this value are unknown and exist only as forgeries.

Cancellations

The great majority of genuine stamps of this second provisional Poznan issue are used, as the purchasers used them mostly on philatelically inspired covers or had them cancelled to order. Unused copies are considerably rarer and deserve a much higher price than used ones, although most catalogs give valuations contrariwise. For a printing of only 10,000 to 12,000 copies, they are priced much too low in most catalogs, especially the Scott Catalog.

The great majority of these stamps were cancelled with new Polish town and date cancellers, which can be recognized by a *"o"* after the indication of the hour in the date. I know of the following cancellations:

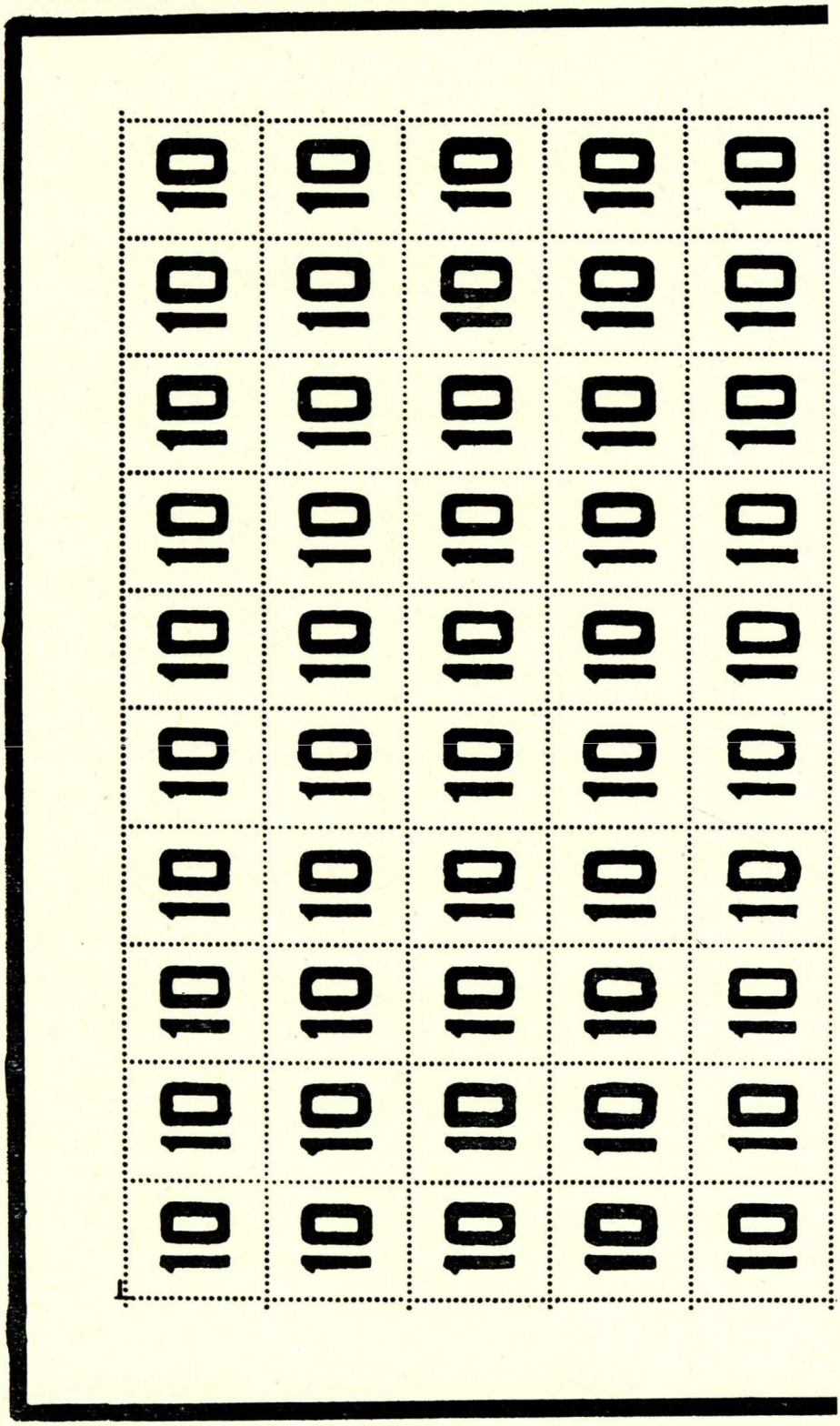
GNIEZNO *1*, *1b, *1c, *1e, *1f, *2*
JARACZEWO
ODOLANOW
OPALENICA
OSTRZESZOW
POZNAN *1a, *1k, *3b, *3f, *5a, *9c
SKALMIERZYCE ***, *a*
STRZELNO
TRZEMESZNO
WITKOWO
WOLSZTYN
WRZESNIA **a, **b

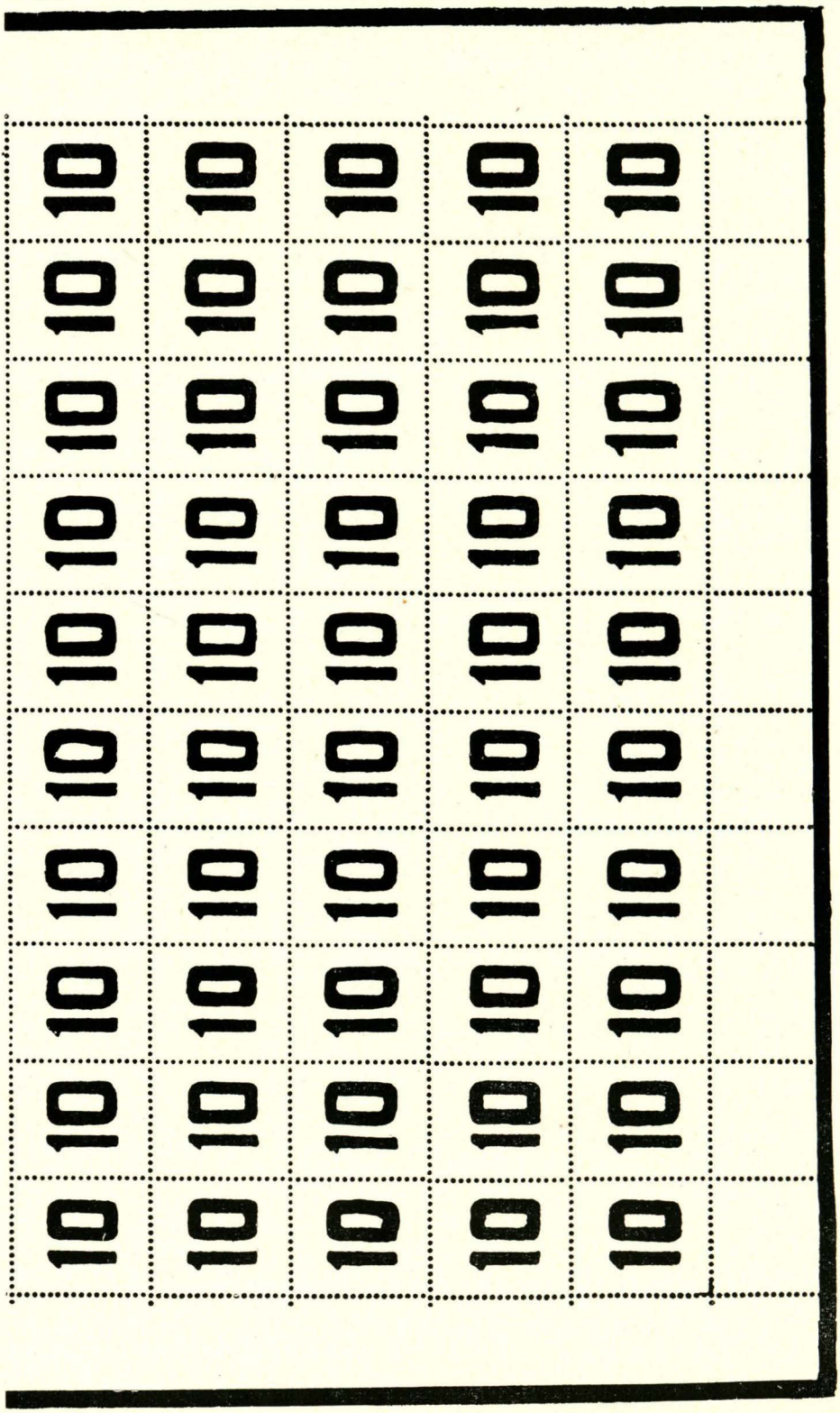
Of old German postmarks (single circles) I have seen only the following:

BUKOWICE (Kr. NEUTOMISCHEL) (Oct. 8, 1919)

KUSCHLIN (Nov. 4, 1919)

On registered letters, only German registration labels, with German town names, can be found, as Adelnau for Odolanow, Gnesen for Gniezno, Posen for Poznan, Wreschen for Wrzesnia, etc.


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Forgeries

Only of few provisionals can such a large number of faked surcharges be found as of the second Poznan provisionals. Over a dozen of more or less dangerous forgeries are known of each value. It is impossible to give the characteristics of these forgeries as this would fill many pages. It would not be of much use anyway as some of the dangerous forgeries can only be recognized by the specialist, who has the necessary experience and has large reference material available. This task is a very difficult one as some forgeries can be found with the signature of well known experts or reputable stamp dealers who have sold them in good faith as originals. The faked surcharges can be found lithographed as well as typographed, unused as well as used (with genuine pre-dated or faked cancellations) and even on bogus covers.

I am sure that at least 75% of these provisionals in collections in this country are forgeries. To enable collectors to exclude them from their collections, I advise that the opinion of a recognized Expert Committee be sought. Furthermore, prospective purchasers of these stamps would be well advised to follow a similar procedure.

Before closing this article, I want to draw the attention of the editor of the Scott Catalog to the fact, that these two provisionals as well as the provisionals of the first Poznan issue are listed in the Scott Catalog erroneously under Germany, Polish Occupation (Scott No. N101-107). But these provisionals belong under Poland, as they were issued in the second half of 1919, when the province of Poznan was definitely a part of Poland. They were issued by the Poznan Postal Administration which was a civilian authority and had nothing to do with military occupation. The Poznan provisionals are without any doubt regular Polish stamps and should be listed under Poland. It is to be hoped that the present erroneous listing will be corrected in the next edition of the Scott Catalog.

VLADIMIR RACHMANOV was born in Warsaw on April 27, 1886. Since 1905 he has collected the stamps of Hannover, Russia, British Colonies, and also rural issues. In 1907 he joined the Philatelists Club in Petersburg, becoming a specialist in the stamps of eastern Europe. After his return to Warsaw, Rachmanov began collecting Switzerland, and within six years his collection was awarded first prize in 1922 at the International Exhibition in Geneva.

In 1918 he began forming a highly specialized collection of reborn Poland, which he used as a basis for the first handbook of Polish stamps, published in 1925.

At the exhibition in Warsaw in 1928, his Polish collection received a gold medal and the honorary award of the Ministry of Posts and Telegraphs. For his collection of stamps and covers of 1858-1860, he received gold medals in Antwerp, Brussels and Warsaw.

Between 1923 and 1935 he contributed his time and effort to the founding and development of the Polish Postal Museum in Warsaw, was for several years president of the Polish Philatelic Society in Warsaw, also the first president of the Federation of Philatelic Societies in Poland.

In the years 1928-38 Rachmanov was a member of the jury at philatelic exhibitions in Gdansk (three times), Berlin, Hamburg, Koenigsberg, Paris, Vienna, Prague, Copenhagen and Torun. For his philatelic works he was awarded a gold medal at TIPEX in 1936, and a special plaque NORDOST in Koenigsberg, also a plaque SAVO in Vienna for his pre-stamp postmarks.

Rachmanov is an honorary member of the Societe Francaise de Timbrologie, the Philatelic Alliance in Torun, the International Alliance of Philatelists in Dresden; founder-member of SAVO in Vienna, and member of the Philatelic Academy in Paris, the Collectors Club in New York and the Polonus Philatelic Society in Chicago. He and his family are now making their home in New York.

THE SECRETARY'S PAGE

The events of interest to the entire membership will be published in the future on this page, and it is your Secretary's hope that you will look forward to it with the same enthusiasm as you have the *Newsletter*. This page will bring you the detailed reports of the Club's regular meetings and of the programs presented at them. It is hoped that we will be able to illustrate some of the outstanding material shown to the members of the Club during the coming years. The meetings will be reported more on the basis of the philatelic material shown than has been the custom in the past.

You will also be informed of the members admitted and of prospective applicants for membership. Your cooperation with the Admissions Committee is desired in the matter of notifying them of any prospective member's qualifications for admission.

The regular meetings of the Club will be published two months in advance so that our out-of-town members will have the opportunity of arranging their trips to New York to coincide with meeting nights. It has been gratifying to hear how much the *Newsletter* has helped in this respect and it is hoped that our present policy will be of even more help in the future.

The regular listings of additions to our library will be continued on this page for the benefit of members who want to keep abreast of the latest books received. The Editor will endeavor to publish reviews of some within a reasonable period after they are received.

It will not be possible to continue the personal notes and announcements of activities that take place at the Club. It will be the policy of this page to report as fully as possible all the events of the Club itself that are of general interest to the entire membership. Your Secretary has had the fullest cooperation from the members in the preparation of the *Newsletter*. It is hoped this this aid will be continued in his endeavors to bring you an interesting and informative report of our activities. Always bear in mind that this is *your* page and *your* magazine. Suggestions are always welcome.

H. D. S. Haverbeck

SCHEDULED MEETINGS FOR JANUARY, FEBRUARY AND MARCH, 1950.

January 4 — **Guatemala,** by Mr. Harry L. Lindquist

January 11 — **Annual Meeting** — Election of Governors, reports by various officers and committee chairmen.

January 18 — A. H. Caspary — **United States Locals,** arranged by Mr. George B. Sloane

February 1 — **Foreign Proofs and Essays,** by Mr. John J. Britt

February 15 — **Topical Collections** including **Music,** by Mr. T. E. Steinway, **Sports** by Mr. Ira Seebacher, **Lincoln** Material by Mr. R. S. Bohn, **Americana** by Mr. R. L. Graham, Jr. and **Stamp Centenary Material,** by Mr. F. R. Bruns, Jr.

March 1 — **The Stamps of Turkey,** by Mr. Gordon Harmer and **19th Century Turkish Postmarks,** by Mr. Paul Lindenberg

March 15 — **Ireland** under the direction of Messrs. H. G. Zervas and Malcolm O'Reilly

BOYD'S CITY EXPRESS POST

Chapter III

The Era of the "Postmasters' Provisionals" and '47s 1845—1851

By HENRY E. ABT

(Continued from Vol. XXVIII page 286.)

The old adage "history repeats itself"—and its corollary, that in history is drawn "the shape of things to come"—are nowhere better illustrated than in a comparison between the controversy concerning national postal policy which raged during the winter of 1844-45 and the debates concerning the Federal government's relationship to private enterprise which dominate platform and press in our time.

So closely did the issues which arose in postal debate of the 1840's parallel those which came into focus in the 1930's, that by veiling the headings, or a word or two of opening paragraphs, in newspaper editorials of the earlier period, one might be firmly convinced that the latter were clipped from newspapers with date lines ninety years later.

From the time the 29th Congress convened in the fall of 1844, it was clear that, before its adjournment, some action must occur to resolve the postal controversy. Great Britain's "penny postage" (lowered rates and prepayment by adhesive stamps) adopted four years earlier, was generally regarded as an unqualified success. While not concurring in full with the applicability of the British plan to the United States, Postmaster General C. A. Wickliffe had, in 1843, exhorted Congress to reduce basic inter-city postage rates to 5 and 10 cents based on distance and weights of letters.[1] When Congress failed to do so, private enterprise had come forward with efficient low-cost mail service which had attracted a steadily growing share of the postal traffic between the major Eastern cities. Judicial decisions in the spring and summer of 1844[2] had made it clear that, without more definitive legislation by Congress, the Courts would not support the government's postal monopoly.

While the government had succeeded by a contractual device[3] in checking private competition on the routes into central and western New York State, by the winter of 1844 it had lost to Hale, The American Letter Mail Company and others a major share of its mail business on routes North and South on the populous Atlantic seaboard.[4] If this trend were to continue, it would leave the Federal postal system with a residue of low-volume and expensive routes through the less densely settled South and West which would have to be financed by heavy subsidies or by postal rates still higher than those already prevailing. Private enterprise naturally would be attracted only where the volume of mail was sufficient to promise a profitable business.

Public opinion in the agricultural and frontier areas was, of course, aroused and militant. The impressive point was made that a nation subsidizing canals, roads and rail lines to develop its new territories would hardly be consistent in penalizing the mail communications of the same frontiers.

On December 9, 1844, Senator William D. Merrick of Maryland, Chairman of the Committee on Post Office and Post Roads, gave notice that "tomorrow he would introduce a

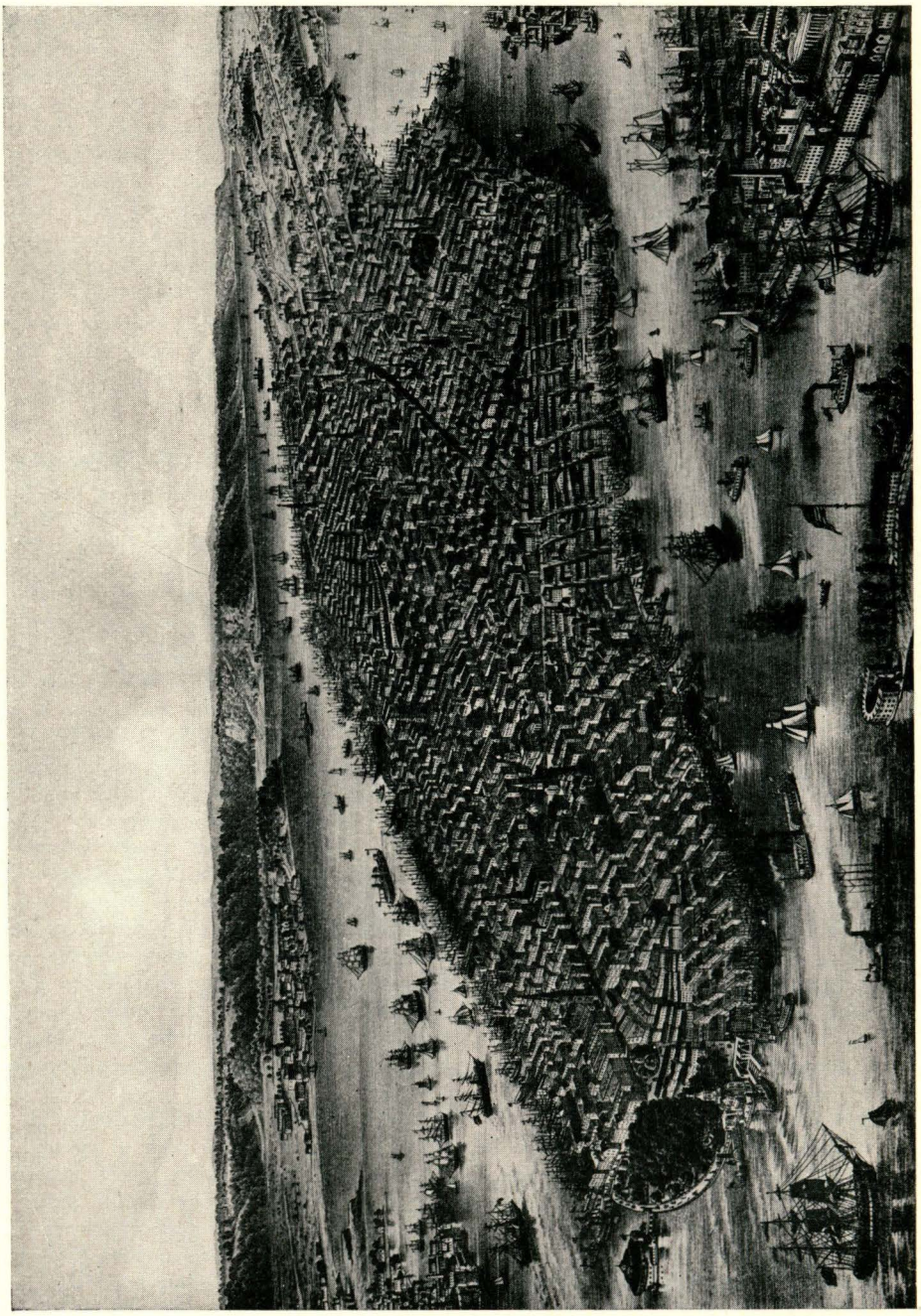


Figure 1. A Birdseye View of Manhattan Island in 1848. From an old print made available to THE COLLECTORS CLUB PHILATELIST through the courtesy of the East River Savings Bank.

bill to reduce the rates of postage and to abolish the franking privilege." [5] The House of Representatives' parallel committee, headed by Representative George W. Hopkins of Virginia, was shortly considering a similar, though not identical, bill, brought before the House on February 13, 1845.[6]

Nearly five months of intermittent debate in the Senate and two months of controversy in the House followed the introduction of these measures. The discussions were liberally reported in the nation's press. Public meetings to urge the adoption of postal reform [7] were held throughout the country, particularly in the mid-western states. At last, late in the afternoon of March 3, 1845, a few hours before its adjournment, Congress passed a Conference Bill which, among its nineteen sections, made it unlawful "for any person or persons to establish any private expresses for the conveyance . . . by regular trips or at stated intervals . . . from one city, town or other place to any other city, town or place in the United States between . . . which . . . the United States Mail is regularly transported, any letters, packets or packages of letters or other matter properly transmittable in the United States Mail except newspapers, pamphlets, magazines and periodicals . . ." [8] The Act also reduced to 5 cents the postage rates for "single" letters (one-half ounce) carried up to 300 miles and stipulated a rate of 10 cents for letters of the same description carried greater distances. This measure, which we know as the Postal Act of 1845, set the rates for the first United States general issue of adhesive postage stamps, authorized two years later.

We can be sure that the controversy attendant to the passage of this Act had no more attentive observer than John Thomas Boyd. While the discussions of 1844 and 1845 at no time contemplated regulation of intra-city mail service, the situation was fraught with significant import to Boyd's City Express Post.

After all, the *basic* issue was the proper function of government with reference to the mails. That issue, from Boyd's viewpoint, was perilously "close to home." Even the proposed rate reduction was directed primarily to tightening the government monopoly rather than to the encouragement of postal communications. Boyd would certainly have preferred a congressional refusal to stifle private enterprise in any aspect of postal service. Had such a decision been reached, the security of private enterprise in local service would be guaranteed for a long time to come. There is also little doubt that Pomeroy's Letter Express and related services through New York State and westward would have been resumed, and with them, Boyd's arrangement for New York mail deliveries.[9]

On the other hand, as viewed by Boyd, there were favorable factors in the outlook. The reduction of Federal postal rates was expected swiftly to accelerate the use of the mails—with an increased volume of letters to be carried to the Federal Post Office and a fillip to the habit of letter-writing which might easily carry over to *local* communication. "Penny Postage," in its first year, had more than doubled the volume of Britain's letters.[10]

Thus, while the new Act prohibited private enterprise in inter-city postal service, it promised a greater potential market for enterprises remaining unaffected by the Act. In addition, quite unintentionally it appears, the measure gave a most fortunate "bonus" to the privately operated city mail carrying concerns.

At some time during the drafting of the Act (this writer has been unable to discover when or by whom) the theory was advanced that the measure should contain a "hedge" to the loss of revenue which might be the immediate result of lowering unit charges on inter-city mail transmission. Such an alleged safeguard of the government's gross postal income was inserted in the Senate Bill in the form of an *increase* in the prevailing "drop letter" charge, from 1 to 2 cents. This change remained in the Act as it was passed by both Houses and signed by President John Tyler.[11]

Now a letter dropped at the New York City Post Office and turned over to the United States City Despatch Post for delivery to a local destination would cost the sender or recipient 3½ or 4 cents, instead of the previous 2½ or 3 cents—and the government's rates would contrast still less favorably with Boyd's 1¾ or 2 cent rate for the same service.[12]

Instead of achieving its purpose, to increase the Federal Post Office's revenues, this provision of the Act gave a new competitive

advantage to private enterprise in the local mail carrying field and hastened the downfall of the already hard-pressed government mail carrying agency.

Boyd's future now appeared to be more promising than at any time in the nine months since his service was first established. A new Democratic administration, headed by President Franklin K. Polk, took office March 4, 1845. Boyd's long standing Democratic party affiliations assured him at least a temporary "non-interference policy" on the part of the government. Even without the new price advantage, his carriers' mail bags had fattened steadily as the winter progressed.

That winter was one of the mildest in the first half of the nineteenth century. The Hudson, ordinarily frozen from early November to some time in March, was open for navigation most of the 1844-45 season, and Philip Hone recorded the fact that he required no overcoat for his New Year's calls, January 1, 1845.[13] Snow-blocked streets would have been a handicap to Boyd in solidifying his reputation for swift and reliable service. As it was, his four daily pickups and deliveries were made faithfully and promptly, and the word spread in residential neighborhoods and business circles that wise and thrifty correspondents dropped their letters in Boyd's City Express Post's mail boxes.

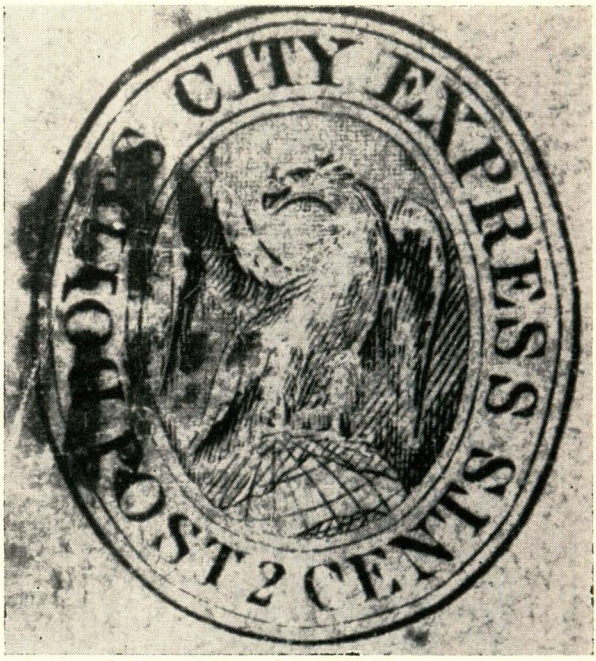
Never slow to make the most of his opportunities, Boyd's first major move when assured of the passage of the Postal Act was to extend the area served by his carriers to include the rapidly populating neighborhoods between 26th and 40th Streets.

On March 1, 1845, the New York Tribune observed:

> "We have taken occasion before to allude to the enterprize of Mr. Boyd of the City Express Post in establishing his Branch Offices at the most desirable locations. He has now extended them to Fortieth-street—thus further evincing at once the best proof of his success and of his claim to public support." [14]

At the same time, Boyd expanded his facilities, including his supply of postage stamps, to be ready for the anticipated increased volume of business. Some time in late March or early April, he placed an order for new stamps to replace the short-lived and unsatisfactory engraved variety used since February.

While varying from its predecessors in many details, the design of Type IV (Scott No. 20 L. 4) included the basic elements of the earlier Boyd varieties.*



(Photograph by Boutrelle)

Figure 2. The Fourth Type of Boyd Adhesive Stamps Nos. 20 L. 4 and 20 L. 5, used May 1845 to January 1849. Specimen struck with Type "iv" (grid)) canceller.

In the new variety (Figure 2) the eagle was again perched on a globe, its wings spread and its head inclined toward its right wing. As before, an oval band framing the central vignette contained the words (above) "BOYD'S CITY EXPRESS" and (below) "POST 2 CENTS." There were no periods after "POST" or "CENTS". The stamps were again printed in black ink on glazed and green surfaced, white wove paper. The sur-

* (Note: In a recent edition of his column which appears regularly in *Stamps*, George B. Sloane announced the discovery of a vignette, engraved on a sight draft dated at Boston, July 29, 1842, which may have been the prototype from which No. 20 L. 1 was copied—and on which all subsequent varieties of Boyd's City Express Post stamps, from 1844 to 1866, were based. Mr. Sloane suggests that the printer of the form on which the sight draft was written may have selected the vignette from a sample book of stock engravings (perhaps issued by the New England Bank Note Company of Boston) or the design may have been specially prepared for these forms.) (15)

face color of the paper ranged from Ridgeway's "Cendre" (3'b, Plate VI) to "Paris," "Motmot" and the still darker "Killarney" (35'j, Plate XVIII). The darkest shade appeared to be used in an 1848 printing.

The plate from which this stamp was printed was intaglio engraved and probably included 100 subjects, each framed by a rectangle 20¾ mm. (horizontal) by 23¾ mm. (vertical). The outer ovals of the stamps were formed by two concentric lines, the outer one slightly heavier than the inner one, separated by a width of one-half mm. The overall dimensions of the stamp were 16½ x 20 mm. The dimensions of the central vignette were 10 x 13 mm.

The engraver restored the cross hatched background of the central oval which characterized the original Boyd stamp, No. 20 L. 1. An innovation on No. 20 L. 4 was an area of diagonal shading adjacent to the eagle's left wing.

The fourth variety of Boyd's stamps can always be distinguished by the unique shape of the numeral "2". It was drawn tall and narrow, and alongside of the adjacent letters, it has the appearance of a wrong font. (Figure 3). Another unique characteristic of this variety is a crack which appears on all impressions and must, therefore, have occurred in the die. This is seen as a wavy line running downward through the cross hatched shading from a point on the inner oval directly below the "C" of "CITY" into the unshaded upper portion of the eagle's right wing.



Figure 3. Enlarged tracing of the characteristic "2" on No. 20 L. 4.

An identifying characteristic of this stamp is the formation of the "T" of "POST". A slender curved tail, evidently intended to be a serif, extends downward from the bottom of the vertical stroke of the "T" toward the left-hand corner of the stamp. (Figure 4).

The lower cross bar of the "E" of "CENTS" also has a unique appearance, being formed of a very thin stroke slanting downward from its normal position. (Figure 5).

Figure 4. Enlarged tracing of the characteristic "T" in the word "POST" on No. 20 L. 4.

Figure 5. Enlarged tracing of the characteristic "E" of the word "CENTS" on No. 20 L. 4.

No reprints of this stamp made from the original plate or die are known, but space-filler manufacturers, after the Civil War, distributed a crude lithographed counterfeit (Figure 6), a reproduction of which was used by Scott publications as an illustration of the authentic type until 1935. (The genuine type has been illustrated since that year).

The counterfeit is a one-half mm. narrower than the original stamp, and its vertical axis is only 19 mm. It may be quickly identified by the position of the numeral "2". On the original, the numeral is approximately equidistant from the "T" of "POST" and the "C" of "CENTS". On the forgery, the bottom of the "2" is a bare millimeter away from the "T" and almost 2 mm. from the "C".



(Photograph by Boutrelle)

Figure 6. Counterfeit of No. 20 L. 4.

The growth of the Express Post in the period from 1845 to 1849 is strikingly reflected by the comparative availability of used copies of this stamp. The earliest specimen of which there is record was one noted by J. W. Scott on a cover dated May 4, 1845.[16] Month by month, the number of covers bearing this stamp, known to philately, increases.

The latest use of No. 20 L. 4 seen by the present writer was on a cover in the Helen F. Novy collection dated January 9, 1849, though occasional examples have been noted by others used as late as 1851. As the stamped covers of this period are examined, it becomes evident that there were a number of printings of No. 20 L. 4 and that, on the later covers, the stamps reflect progressive plate wear. The cross hatching against which the central design is drawn has very nearly disappeared; the lower cross bar of the "E" of "CENTS" is worn away; and the tail of the "T", previously described, is also virtually gone on late impressions.

Locally addressed Boyd-carried covers throughout 1845 and 1846 were handstamped with the Type "C" postmark, previously[17] described. In January, 1847, a new and larger oval postmark (Type "D") came into use, struck in red, measuring 32 mm. (horizontal) by 18 mm. (vertical) (Figure 7).

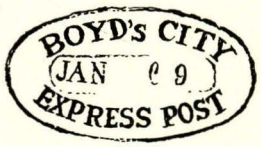


Figure 7. Retouched photostat of Type "D" postmark. Used January, 1847 to late 1849.

As noted in Chapter II of this series of articles, the latest impression of Type "C" observed by this writer was on a cover in his own collection dated March 9, 1848; the latest known use of Type "D", also in the same collection, on a cover dated October 5, 1849.

A fourth type of oval postmark (Type "E"), measuring 30 mm. (horizontal) by 20 mm. (vertical) is first seen on covers dated early in 1848. (Figure 8). Mr. Elliott

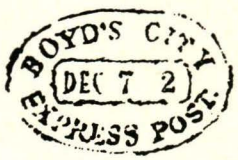


Figure 8. Type "E" postmark. (Tracing from original.) Struck in red, 1848-1850; in black, 1850-1855.

Perry has a record of this postmark struck on a cover dated February 15th of that year. Type "E" was continued in use, handstamped with *red* ink until the middle or latter months of 1850. (The latest known *red* impression is one dated July, 1850, recorded in *Pat Paragraphs,* April, 1938).[18] The same postmark was subsequently employed, struck in *black* ink. (The earliest *black* Type "E" noted, March, 1849; the latest, January, 1857, both described in *Pat Paragraphs*).[19]

The use of the Type "a" "FREE" prepayment mark was continued until the fall of 1845, when the previous restriction of the Type "b" prepayment mark to deliveries of mail brought to New York by the Independent mails[20] was lifted, and the latter came to be used as a confirmation of prepayment on most of the Post's strictly local mail.

The earliest known example of Boyd's general use of the Type "b" handstamp is one which Mr. Elliott Perry has seen dated September 5, 1845. The present writer's collection includes a cover dated September 12, 1845, bearing No. 20 L. 4, cancelled with the Type "a" prepaid mark in red, and also struck with Type "b" handstamp and the Type "C" postmark. This locally delivered cover has the latest date on which the writer has seen the Type "a" mark used.

The Type "b" prepayment mark is found on locally destined Boyd covers dated throughout 1846, 1847 and 1848 (latest, December 7, 1848, Abt collection). About the time the Type "a" mark was discontinued, the first of Boyd's obliterating cancellations (Type i) was introduced. This was a bar, rounded at one end, 10½ mm. (horizontal) by 4½ mm. (vertical). Other shapes of obliterating marks (Types ii and iii) were used in 1847. In 1848 a 4- and a 5-bar grid (Type iv) were adopted. (Figure 9). A round cork cancellation is also frequently seen on Boyd's stamps used in this period. (See accompanying photos of covers).

The philatelic material during this period handled by Boyd reflects the steadily increasing diversity of his patronage. In a typical assortment of covers, a bill for 800 hides or an order for a barrel of sperm oil may be followed by the official notice of a stockholders' meeting or the gathering of a literary society. Personal letters are mingled with business communications and letters addressed to out-of-the-city destinations, in 1845, 1846 and early 1847 with the characteristic red New York Post Office handstamps,



Figure 9. Boyd's obliterating cancellations, 1846-1849. (Tracings from originals.)

"NEW-YORK" (above); the month and day (at the center) and "5 cts" (below) (U. S. *Postal Markings,* Types XL, XLI and XLVI) [21] are mingled with mail addressed to places on Manhattan Island, handstamped only with the various Boyd postal markings. (Figures 10-13, inclusive).

After July 1, 1847, covers carried by Boyd to the Post Office for out-of-town transmission sometimes have the combination of the 5 cent stamp of 1847 (Scott, U. S. No. 1) and No. 20 L. 4, though the government's red New York circulation handstamp continues to be common.

Rare, of course, but known in several collections, are combinations of No. 20 L. 4 with the 10 cent stamp of 1847 (Scott, U. S. No. 2). These would be single letters destined for more than 300 miles from New York or double letters within the 300-mile radius prepaid by government adhesive stamps and entrusted to Boyd for transmission to the Post Office. Such a combination was listed in the catalogue of the Edward S. Knapp collection (Lot 2292)—a "10c black, tied together with Boyd's local 2c green No. 20 L. 4, by red square grid, New York to Hartland, Ill., letter dated Mar. 23, 1851." [22]

One of the early consequences of the Postal Act of 1845 was the emergence of the adhesive stamps we now refer to as "Postmasters' Provisionals". While the Congress had been willing to move in the direction of Great Britain's postal innovations, reducing rates and fortifying the government's monopoly of inter-city service, it had balked at adopting the full British "Penny Postage" program. A feature of this program which it had rejected was the authorization of postage stamps, a measure not adopted until the final session of the next, the 30th Congress.

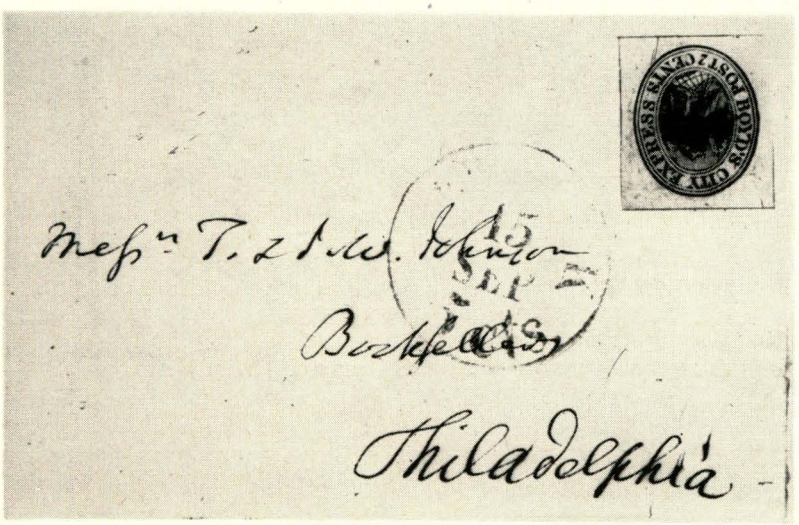
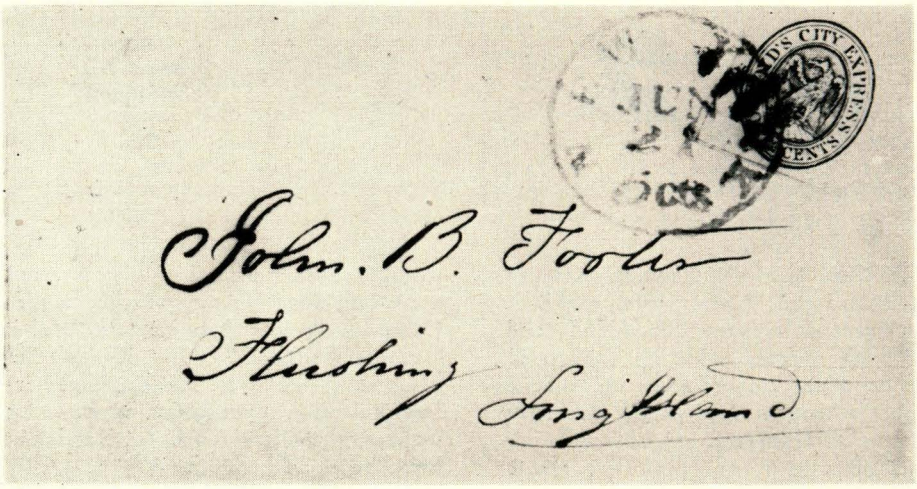


Figure 10. No. 20 L. 4 cork cancelled on a letter dated September 14, 1846 addressed to Philadelphia. Postmark ("Postal Markings" Type XLI) shows prepayment of government postage. (Abt collection)

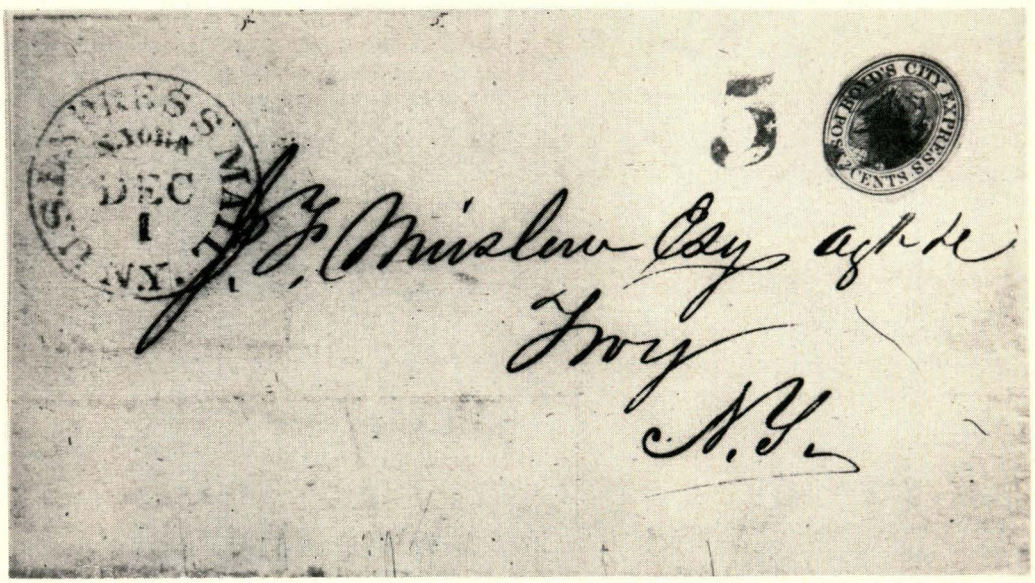


(Photograph by Boutrelle)

Figure 11. No. 20 L. 4 tied by postal marking XLVI on a letter dated June 21, 1850 addressed to Flushing, Long Island. Type iv obliterator cancelled the stamp. (Abt collection)

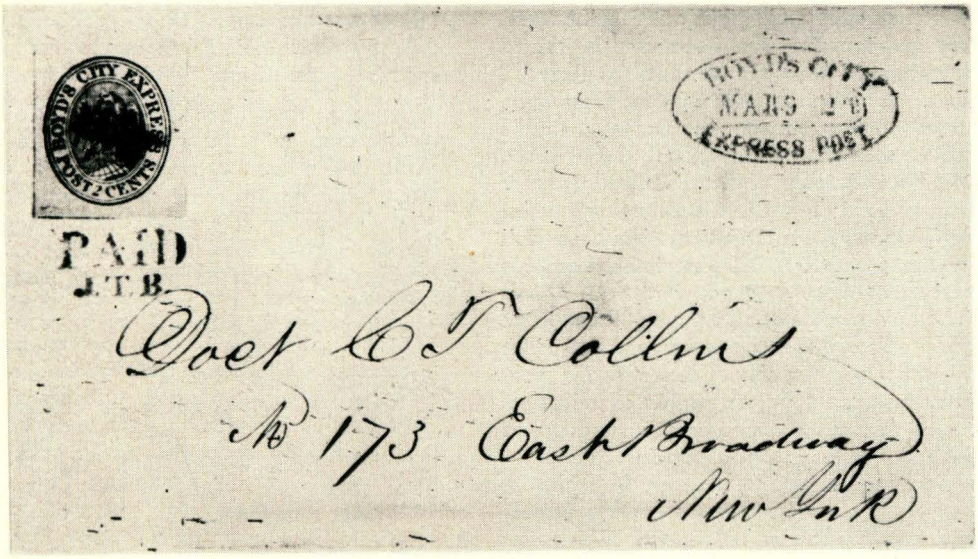
However, postmasters of the principal cities had observed with interest the popularity of the postage stamps issued by the privately owned inter-city mail services; and, there being nothing in the Act of 1845 to *forbid* their use, a number of the postmasters proceeded to issue their own stamps, good for prepayment of outgoing mails originating within their own communities.

The first postmaster to issue such stamps was Robert H. Morris of New York City. The Act of 1845 became effective July 1st and the New York "Postmaster's Provisional" (Scott, U. S. No. 9 X. 1) was on sale twelve days later. According to the late John Luff, 88,900 stamps were issued,[23] and most



(Photograph by Boutrelle)

Figure 12. Scissor-cut No. 20 L. 4, cork cancelled on an undated letter to Troy, New York. The red numeral "5" struck on the stamp and cover indicates government postage prepaid, and postmark shows United States Express mail handling. (Abt collection)



(Photograph by Boutrelle)

Figure 13. No. 20 L. 4 on typical local letter dated March 9, 1849. Type "b" prepayment mark, and Type "C" Boyd postmark. (Abt collection)

of them sold and used in the two-year period which ended with the availability of the United States general issue of 5-cent and 10-cent stamps on July 1, 1847. It is reasonable to presume that at least a small number of the letters prepaid with these stamps must have been carried to the Federal Post Office by Boyd; and that some combination of the Postmaster's Provisional and Boyd No. 20 L. 4 or, at least, Boyd handstamps, has at some time existed. However, no bona-fide example of such a combination is known to the writer and if discovered, the cover would be a choice philatelic treasure.

Some time in 1846 or 1847, the growing volume of formal social correspondence (wedding announcements, invitations to formal parties, etc.) entrusted to Boyd caused him to experiment with impressions from the Type IV (20 L. 4) plate struck in gold ink on cream color (closest Ridgeway shade, "Olive-Buff," 21 ″ f, plate XL) glazed paper. The resultant variety is the stamp listed in *Scott's United States Catalogue, Specialized* as No. 20 L. 5.

We know that the printing of this variety was done within the first year or two of the existence of the Type IV plate (No. 20 L. 4) because specimens seen do not show the plate wear which characterized the 1847 and 1848 printings. The purpose of this stamp is deduced from the fact that gold on white varieties issued later in the history of the Post were subsequently advertised for this usage.

The fact that copies of No. 20 L. 5 are exceedingly rare postally used, on or off of covers, indicates, however, that the sale of the stamp to the public must have been very limited, and the purpose primarily experimental. Unused copies are also quite rare, much scarcer than the catalogue value indicates.

The Specialized Catalogue also lists another stamp said to be printed from the 4th plate, No. 20 L. 6, printed in black on "dull white unglazed paper." The philatelic history of this alleged variety is quite interesting. Catalogues and check lists of the 1870's, including Charles Coster's *United States Locals,* published in 1877, did not list it or any issue resembling it. The lists of Boyd's stamps compiled in the 1880's included a "black on pale buff" stamp of this Type. One listing by Dr. William H. Mitchell, in 1889,[24] described the paper as "glazed." Another, by J. W. Scott in 1888 does not refer to a glazed surface. Scott mentioned a specimen seen on a cover, dated April 25, 1848.[25]

Catalogues of the early Twentieth Century, until and including the issue of 1921, listed the stamp as "black on pale buff (unglazed)" paper. In the next issue of that Catalogue, it was wholly omitted. But in 1933, on the basis of a specimen seen by Mr. Hugh Clark, then the publisher of Scott's Catalogues, it was restored to the *Catalogue of Local Stamps* with the description "black on dull white, unglazed." This description has been perpetuated in subsequent issues of *Scott's United States Stamp Catalogue, Specialized.*

The owner of the specimen on cover which was the basis for Mr. Clark's listing very kindly lent it to the writer for examination. This is the only example of this "variety" of which the writer could obtain information.

After careful examination of the stamp in question by several competent experts, including a noted authority on printing ink, it was the considered opinion of all that the stamp had been chemically treated by bleaching out the surface color of No. 20 L. 4 or No. 20 L. 5. Specimens of the latter, similarly tampered with, might have had the buff hue which was referred to in some of the early listings.

This information does not preclude the possible existence of an authentic "No. 20 L. 6," black on dull white or on unglazed buff paper. However, there seems to have been no purpose for such a stamp in Boyd's business at the time, and no present evidence, known to the writer, supports its existence. The "social stamp" (No. 20 L. 5) undoubtedly was a legitimate issue, several unquestionably reliable copies used and unused, having been seen.

The growth of Boyd's business was paralleled by an accelerated decline of the government's City Despatch Post. Covers carried by the latter dated 1845 and 1846, are rarer in direct proportion to their lateness. Finally, on December 1, 1846, the following announcement appeared in *The New York Herald*:[26]

> "By authority of the Postmaster General, the United States City Despatch Post is discontinued."

Thus ended in failure the government's first attempt to compete with private enterprise for the mail carrying business of Manhattan Island.

However, the end of the United States City Despatch Post by no means freed Boyd from all competition.

Strongly entrenched though Boyd's Post had become, it is the way of free enterprise that other persons of imagination and initiative would be attracted to compete for the potential profit offered by this responsive market. From 1845 on, a number of new entrepreneurs entered the "city despatch" competition.

Probably the first of these competitors was Cummings' City Post, established in late 1844 or early 1845 by Alfred H. Cummings, who is believed previously to have been a letter carrier of the Federal Post Office staff.[27] A cover carried by the Cummings Post, dated February 25, 1845, was exhibited in the Court of Honor at the Centenary International Philatelic Exposition.

After Cummings, in late 1845 or early 1846 Henry Dupuy and Jacob H. Schenck, "alumni" of the carrier force of the United States City Despatch Post, established the Dupuy and Schenck Penny Post at 70 Wall Street, around the corner from Boyd's office.[28]

At about the same time, Hanford's Pony Express came into the field and some time in 1846 William V. Barr established the Manhattan Express Post, and, it is said, the Franklin City Despatch, serving the "uptown" region between Canal Street and Union Square. This concern was taken over by John Bouton in the spring of 1847—to become Bouton's City Despatch.

Other competitors to Boyd emerging between 1845 and 1847 included Hall and Mills Free Despatch Post (A. C. Hall and Gustavus Mills); the New York City Express Post, which issued adhesive stamps bearing a considerable resemblance to the types sold by Boyd; and Stone's City Post.

Although the United States City Despatch Post had closed its doors late in November, 1846, A. B. Mead and other carriers of the government-sponsored enterprise immediately reopened it for business as the "Post Office City Despatch" with three daily pick-ups and deliveries, letter boxes throughout the area from the Battery to 42nd Street, and a *2 cent rate* for individual stamps, $1.50 charged for quantities of 100.[29]

There is no evidence that the challenge of this competition seriously disturbed Boyd; nor does this writer believe, as one historian has suggested,[30] that it caused a temporary reduction of Boyd's postage rates.

In the late 1930's there was discovered, in an original correspondence, a bisected specimen of No. 20 L. 4, tied with the Type XL red "New York 5 cts." postmark on a letter addressed to Wilbraham, Massachusetts dated September 8, 1845. This cover is now believed to be in a famous Philadelphia collection.

On the basis of this evidence, it was concluded by the discoverer of the bisect that competition had forced a temporary rate reduction in 1845. Consequently, in 1940, a sub-variety was listed in *Scott's United States Catalogue, Specialized.*

Of course, a brief rate reduction of this kind is within the range of possibility. However, a study of the Post's history reveals the fact that maintenance of the 2 cent rate was an unswerving fetish of the founder. As we shall read later on in this narrative, during 1849 and in the early 1850's, when several competitors were aggressively promoting comparable services, charging 1 cent per letter carried; and the government was back in the race, at one time carrying letters from its boxes to the Post Office without any charge whatsoever; John Boyd would not budge an inch on his 2 cent policy. He would not charge extra for delivery or transmission to the Post Office of larger or heavier letters (witness the 20 L. 4 and U. S. No. 2 combination previously described), but he would *not* carry a letter for less than 2 cents. Boyd's advertisements after the initial announcements of 1844 did not even repeat the reduced prices for stamps sold in sheets of 100, which he had first announced. As far as we know, no reduction of the unit rate was made until after Boyd's death in 1859.

Also, there is no evidence that any 1 cent competition existed in 1845. Cummings charged 2 cents, this being the face value of his stamps (Scott, Nos. 55 L. 1 to 55 L. 8, inclusive). Dupuy and Schenck stamps (Scott, Nos. 60 L. 1 and 60 L. 2) had no face value, and because the business was called a "Penny Post," the stamps are listed in the Catalogue as being of the 1 cent denomination. This is, of course, a misconception of the meaning of the words "Penny Post," which were then synonymous with "letter carrier." Dupuy and Schenck's rate was probably the same as their competitor's. Hanford's service had a 2 cent rate, both of its stamps (Scott, Nos. 78 L. 1 and 78 L. 2) being of that denomination. And, as we already know, in November, 1845, the United States City Despatch Post was struggling to stay in the race, handicapped by rates of from 2½ to 4 cents per letter.

It is this writer's belief, therefore, that the bisected specimen "slipped" through the mail. While, of course, it is now impossible to determine the reason, we may surmise that one or more of Boyd's patrons was misinformed about the rate and accordingly bisected 2 cent stamps. For reasons of his own, or through oversight, Boyd did not always return these letters, but, instead, mailed them at the government Post Office for transmission to their destinations. Oddities of this kind are not uncommon in collections of government-issued stamps.

On January 15, 1847, a more dangerous challenger than any previous competitor, entered the fray. The newcomer was Aaron Swarts, one-time grocer, who in 1845 and 1846 had been employed in the Chatham Square Branch of the Federal Post Office. Presumably, the revenue of this Branch had not equalled its operating cost and in December, 1846, it had been summarily closed. Swarts opened his private enterprise in the same building, No. 6 Chatham Square, and rather impudently called it the "Chatham Square Branch Post Office," although it had no affiliation whatsoever with the Federal postal organization.[31]

It is believed that Swarts was the first of the Manhattan private postal entrepreneurs to offer a *1 cent* carrier service. During his first year in business, postal markings indicate that Swarts charged the prevailing 2 cent rate for all forms of service, but sometime in 1848 he reduced his charge to 1 cent, at least for letters carried to the Federal Post Office. His adhesives "for U. S. Mail" (Scott, Nos. 136 L. 14-16) were 1 cent stamps. While the number of Swarts covers with 1847 dates surviving to philately is not large, it reflects a steady growth of his patronage and covers with 1848 dates are

comparatively plentiful. He evidently prospered in his first year as, in January, 1848, he bought out John Bouton and absorbed the latter's clientele.

By the middle of 1848, the nation was in the throes of its quadrennial political campaign. General Zachary Taylor, hero of the recent Mexican War, was the Whig candidate; Lewis Cass of Michigan, the candidate of the Democrats. Taylor was elected by 163 electoral votes to Cass' 127.

Taylor, in his campaign addresses had made it clear that he was an advocate of still further postal reform, still lower rates (5 cents for any distance) and a yet more complete government monoply.[32] Swarts may have been a Whig all along. However, since he had been a postal employee in a Democratic administration in an era when patronage governed most postal appointments, it seems more likely and in character with other facts we know about his ubiquitous and opportunistic ways, that the sudden interest in Washington and the Whig leadership which he now displayed had "apple polishing" as its aim.

John Bouton, whose Post Swarts had bought, had evidently been a devoted Whig during the campaign, having issued the first and only postage stamp in the history of the United States bearing the likeness of a candidate for the Presidency, Zachary Taylor. (Scott, No. 18 L. 1). The results of the election were no sooner known, than Swarts ordered stamps printed for his Post very much like those Bouton had issued with the central vignette a likeness of the President-elect. (Scott, Nos. 136 L. 1-8).

Since the Postal Act of 1836 authorized the Postmaster General to appoint an individual or firm as "official letter carrier," bonding the appointee and then contracting with him to handle the delivery of incoming inter-city letters,[33] Swarts believed that the way to forestall the incoming administration from extending its monopolistic objectives to the New York local carrier service was to obtain a Federal appointment as a "bonded letter carrier."

Apparently Swarts approached Cave Johnson, Postmaster General, and proposed that the city be divided into two zones—he (Swarts) being made the "bonded agent" for the area north of Chambers and Roosevelt Streets; and, since he dared not ignore the well-established Boyd enterprise, Swarts proposed that Boyd be the agent south of these boundaries. The Chatham Square Post Office rate of 1 cent per letter was to prevail for both agencies.

That Johnson was seemingly in agreement with this proposal is indicated by the following announcement appearing in the *New York Express,* December 27, 1848:[34]

> "ONE CENT FOR DELIVERY OF LETTERS
>
> The Postmaster General having appointed Mr. Aaron Swarts agent for delivery of all letters coming through the post office to persons living north of Chambers and Roosevelt Streets, and that in no case shall more than one cent postage be charged. South of these two streets Mr. John T. Boyd has been appointed general agent under the same restriction . . . "

This announcement apparently had wide publicity outside of New York as well as in the Manhattan newspapers. Mr. Denwood Kelly reports comment on it in the *Baltimore Sun,* and also *Philadelphia Ledger,* December 30, 1848.

There were just two "flies in this ointment." One was the fact that Swarts had not consulted Mr. Boyd, whose business was the larger and older of the two, extending *throughout* the city and who, as we have indicated, was allergic to 1 cent rates. The other was that Mr. Swarts had not consulted Mr. Morris, Postmaster of New York. While the Postmaster General had the right of *appointment,* the local Postmaster had the sole right of *nomination.*[35]

Boyd's response was swift and specific. *The Morning Courier and New York Enquirer,* December 29, said:[36]

> "We understand from Mr. Boyd of the City Post establishment that the paragraph we copied from the *Express,* stating that he had been appointed, by the Postmaster General, agent for delivering letters in the city south of Chambers street, is *entirely incorrect.* No arrangement of the sort has been made, so far as he is concerned, at least."

The public heard from Postmaster Morris January 1, 1849. The following announce-

ment appeared in the *New York Herald:*[37]

"Notice—Post Office, City of New York, December 30, 1848—A card signed Aaron Swarts, in the *Courier and Enquirer,* of this date, makes it necessary for me to give notice to the public, that said Aaron Swarts has no connection whatever with the Post Office Department, or with the collection of letters for the mails, or the delivery of letters from the mails, or from one part of the city to the other, as a carrier of the United States mail, or as agent for the Post Office Department. Mr. Robert Roberts is now, under the authority of the Postmaster General, districting the whole city into convenient beats for carriers to deliver letters from the mails, collect letters for the mails, and for the collection and delivery of letters from one part of the city to the other, at one cent for each letter. This arrangement will go into operation as soon as the beats are arranged.

R. H. MORRIS, P. M."

Thus, the dreaded blow had fallen. Perhaps Mr. Swarts had known of its imminence and sought to prevent it. Perhaps he had precipitated it. One way or the other, the government was coming back into the city despatch business. The handicaps that had encumbered the United States City Despatch Post were to be avoided by treating Mr. Roberts as a contractual agent, appointed and bonded to render a specified service, but without obligation to pay any surtax or fee to the government. A 1 cent rate was to prevail.

Actually, the new policy was a reinterpretation of the 1836 Law with the purpose of establishing within the framework of existent authority a full-fledged New York City despatch service of the Post Office, free of the limitations which had bogged down the United States City Despatch Post. The offices of the new "agency" were established in the Federal Post Office at Nassau and Liberty Streets, which had been purchased in 1845 from the Dutch Reformed Church. Subsequent advertisements placed in the newspapers by Postmaster Morris in January, 1849, referred to Robert Roberts as "Superintendent of the City Post" and his organization as the "Post Office Letter Carrier Department."

Twenty-five "stations" for the deposit of letters were established in drug, grocery, stationery and other stores. Four daily deliveries and pickups, directly competitive to both Boyd and Swarts, were inaugurated. On January 24, 1849,[38] stamps for prepayment of city mail (Scott, U. S. 6 LB. 9) were placed on sale—and the new "Carrier Department" was open for business.

These developments might well have discouraged a lesser man than John T. Boyd. Not, however, this one-time near-failure who had successfully pioneered a new form of service to the public and, in the process, had found himself.

The "green grocer of Chatham Square," as he may have caricatured Aaron Swarts, had not daunted Boyd. Neither would the competition of Roberts and his new organization of carriers daunt him, though they sold their services at a lower cost, though they operated rent-free in the most favorable possible location to receive mail deposits and enjoyed the prestige of the government's authority.

All that we know about Boyd's City Express Post in 1848 and 1849 reflects the firm self-confidence of its founder and his unshakable belief in the future of his business. In the spring of 1848, the old (Type IV) plate having worn out beyond further usefulness, Boyd ordered his printer to engrave a new plate from which another variety in his series of postage stamps was printed.

This was one Scott lists as No. 20 L. 7. (Figure 14). Boyd stayed with the design and general format which characterized all the stamps printed during his management of the Post. Again the eagle perched on the globe, and the surrounding inscription, "BOYD'S CITY EXPRESS" (above) and "POST 2 CENTS" below the vignette. Again, the cross hatched background of the central area.

It is clear that the engraver was endeavoring to follow closely the design of the preceding stamp. The globe on which the eagle is perched is almost an exact duplicate of the one portrayed in Type IV. The area of the design is slightly greater than that of the previous type, the horizontal axis of the outer oval of No. 20 L. 7 being 17 mm., the vertical

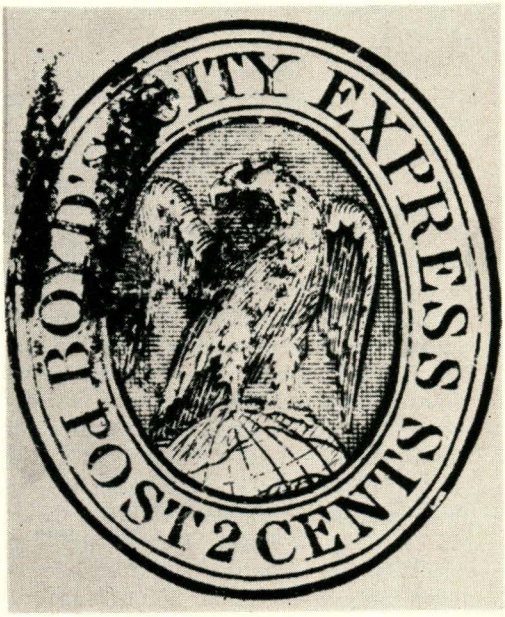


Figure 14. The Fifth Type of Boyd adhesive Stamp, Nos. 20 L. 7 and 7a.

axis, 20¾ mm. The corresponding dimensions of the inner oval are 10½ x 14 mm. Frame lines separating the stamps form a rectangle, 20 x 22 mm.

However, the new engraving had certain marked and easily detected differences from its predecessor. The outermost oval was distinctly heavier than the one framing the previous stamp, being drawn a thickness of ⅜ mm. Likewise, the innermost oval, which framed the cross hatched background was thickly drawn, a width of ¼ mm. The diagonal lines of shading adjacent to the eagle's left wing, which distinguished Type IV, are not repeated on Type V. The numeral "2" was drawn the same height as the letters it followed and preceded, and almost all the letters had thin long serifs. Two claws of the eagle's right foot were showing as compared with three claws drawn in Type IV. The eye of the eagle on the new plate was a circle with the eyeball clearly defined, whereas the eye on the previous type was indicated by a horizontal line with just a suggestion of the circle behind it.

The plate, believed to have included 100 subjects, must have been of good metal and well engraved, for it stood up well through repeated printings of the stamp from early in 1848 until late in 1852. The earliest use of No. 20 L. 7 of which record has been found was one noted by J. W. Scott[39] on a cover dated April 4, 1848; the latest, on a cover in the writer's collection, dated October 5, 1854. The earliest seen by the writer was on a cover in the collection of Mr. H. W. K. Hale, dated October 12, 1848, and Mr. Hale has a cover which, in all likelihood, is of this stamp's latest general usage, dated May 3, 1853.

The stamps were first printed, as usual, in black on green surfaced, glazed paper. The usual shade is the Ridgeway "Cendre" (35'b) Plate VI). On most copies of No. 20 L. 7, the impression shows sharply through the back. The usual paper is coarser grained, darker hued, softer and more transparent than the whiter, harder stock used for most of the printings of No. 20 L. 4. (However, this is not a certain method of identification. The writer has seen late impressions of No. 20 L. 4 printed on stock similar to the characteristic paper of No. 20 L. 7).

In 1850 and 1851, one or more printings were made on an unglazed and a yellower green surfaced paper (nearest Ridgeway "Light Oriental Green," 33'b Plate XVIII). This is the sub-variety listed as "olive green," No. 20 L. 7a.

No. 20 L. 7, like its predecessor, is known on cover in combination with the 5 cent stamp of 1847 (Scott, U. S. No. 1) and with the 3 cent stamp of 1851 (Scott, U. S. No. 33). An outstanding specimen of the former combination, dated November 1, 1850, was exhibited in the Court of Honor at the Centenary International Philatelic Exposition. Another interesting example of the combination is a cover, now in the collection of Mr. Edgar Jessup of Oakland, California. (Figure 15). It lacks a year date, but the shade of the 5 cent stamp indicates that it was probably mailed May 20, 1850. It was sold to Mr. Jessup in an auction of the Midwest Stamp Company, Chicago, Illinois, August 24, 1946.

Boyd met the challenge of his competitors by progressively making his service more convenient to the public. In an advertisement which appeared in the *New York Herald*[40] within the first two weeks following the inauguration of Robert Roberts' Post

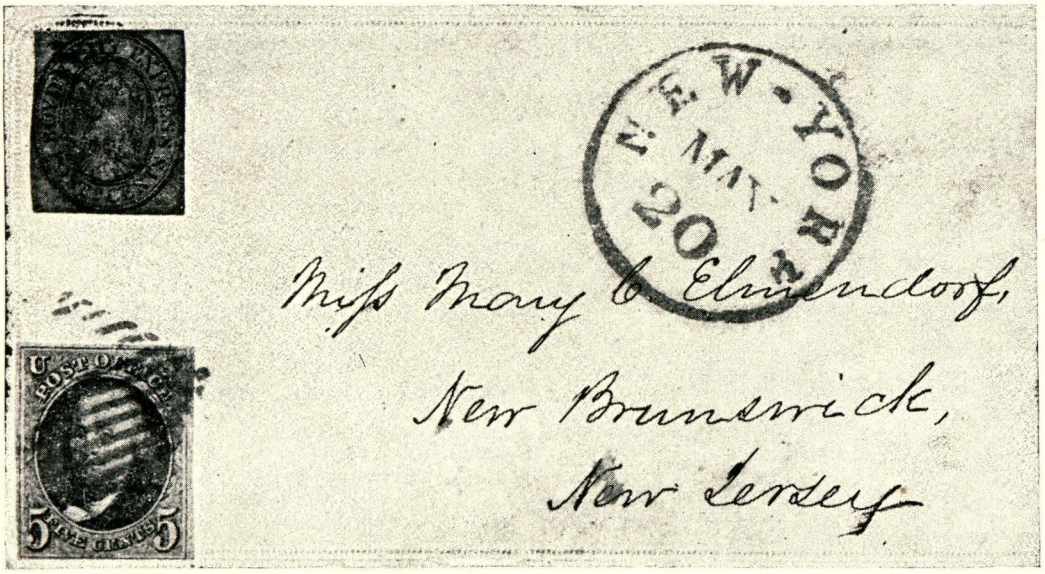


Figure 15. Cover believed to have been mailed May 20, 1850, showing combination of No. 20 L. 7 and the United States 5 cent stamp of 1847. Boyd carried the letter to the New York Post Office—the Federal mails brought it to New Brunswick. Now in the collection of Mr. Edgar Jessup, Oakland, California. (Halftone, courtesy of the Midwest Stamp Company, Chicago, Illinois).

Office-sponsored carrier service, Boyd called attention to the fact that he now had more than 1,000 boxes, one in nearly every block below 50th Street, for the receipt of his customers' letters.

Somewhat later in 1849, in an advertisement printed in *The American Advertiser*,[41] Boyd announced that his boxes then numbered 1,300 (a 600% growth since 1844), and that these were visited four times daily by a staff of 35 carriers. (Figure 16).

At about this time, Boyd brought his customers another form of convenience, long needed in prepaid postal service. Up to that

NEW-YORK ADVERTISEMENTS. 25

MISCELLANEOUS.

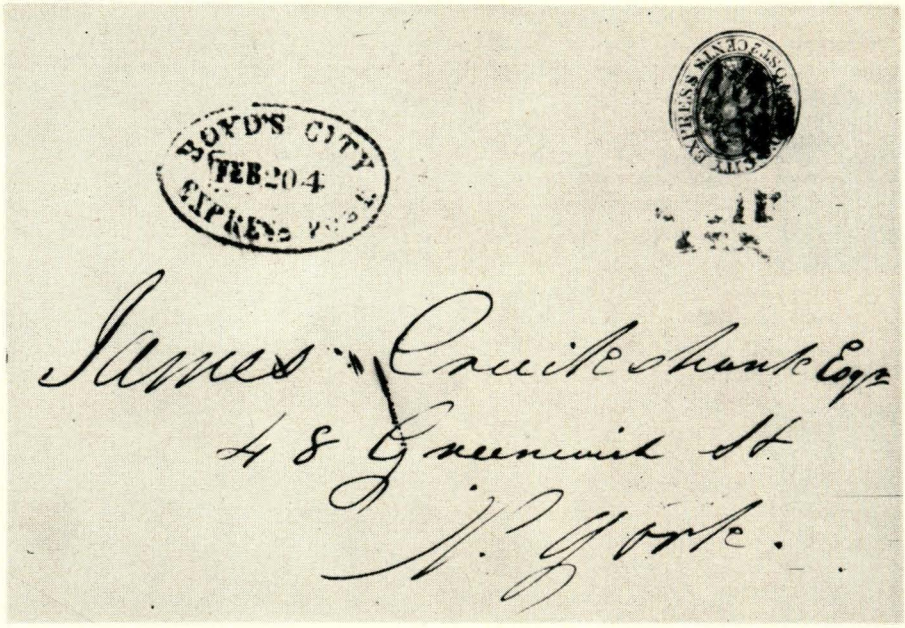
BOYD'S CITY EXPRESS POST.

Principal Office, No. 45 William-street.

The Subscriber delivers letters throughout the City Limits—50th St. He has thirty-five (men) Carriers, has nearly 1300 boxes, in every part of the City, to 50th st.
Letters Deposited before 7 o'clock A. M. will be sent out for Delivery at 9 oclock A. M
" " " 10 " " " " " " 12 " "
" " " 12 " " " " " " 2 " P. M.
" " " 2 " P. M " " " " 4 " "
Letters for the Post Office, put in his boxes before 7 o'clock, A. M., for the Southern Mail, are sent with the morning cars. Letters too late for the afternoon mails, either for the East or River Counties, are sent to the Boats. Postage 2 cents.

JOHN T. BOYD, PROPRIETOR.

Figure 16. Advertisement of Boyd's City Express Post, from "The American Advertiser," 1849. (See reference note No. 38)



(Photograph by Boutrelle)

Figure 17. No. 20 L. 7 on locally used cover, letter dated February 19, 1850. Cancelled by black grid with prepayment mark "b" and also Type "E" postmark. (Abt collection)

time, the utility of postage stamps had been considerably reduced by the nuisance of severing them from the sheets in which they were usually sold.

Many patrons went to the additional trouble of scissor-cutting the stamps in oval shapes along the outlines of the designs. In late 1849 or early 1850, Boyd came upon the device of die-cutting his stamps* and selling quantities in small boxes suitable for ready availability on the users' desks. He is said to have charged a small premium for these boxes, but the number of die-cut copies of No. 20 L. 7 and subsequent issues on surviving covers indicates that they were popular. (Figure 17).

Most of all, in meeting the new competition, Boyd relied heavily on the confidence he had won, the public's faith in his reliability and efficiency. From time to time he would foster that confidence by advertisements like this one in the *Herald* of February 15, 1849:[42]

> "Office Boyd's City Express, No. 45 William St.—
>
> The subscriber has been informed that some of his carriers have collected two cents on his prepaid letters. Any person delivering a letter making such a demand, the subscriber will be personally responsible if the party will hand him over to the police.
>
> John T. Boyd, Proprietor."

The public liked these tactics and continued to patronize him. The comparative scarcity of covers bearing the typeset stamps issued by Robert Roberts' government carrier agency, and the comparative plenty of Nos. 20 L. 7 and 20 L. 7a on covers, are eloquent testimony to the fact that the 1 cent rate failed to undermine Boyd's business. Swarts continued to give Boyd stiff competition, but he never succeeded in matching the volume of mail handled by the Express Post.

*(Scissor-cut copies of No. 20 L. 4 are often mistakenly described as "die-cut," leading to the belief that the practice was adopted several years before, in fact, it began. "Die-cut" copies of No. 20 L. 4 were listed in many nineteenth century catalogues. Close examination of such copies always reveals the irregularities of the manual cutting.)

No better evidence may be had of Boyd's complete victory over Roberts than the fact that, by 1851, the government was once again searching for a way to gain control of the city's mail carrying business.

(To be continued.)

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THE ORIGIN OF THE U. P. U. COLOR SCHEME

As far as can be ascertained, the first attempt to establish a *uniform color scheme* for the postage stamps of different countries was made in *1861* by the *German-Austrian Postal Union*. This Postal Union was established in 1850 and functioned until 1875 when the creation of the Universal Postal Union made its further existence unnecessary. All German States, as well as Austria and Luxembourg, belonged to this Union, which for its part had postal treaties with a number of countries outside the Union.

On *March 9, 1861,* the *Prussian General Post Office* at Berlin sent a communication to all member countries, suggesting that they adopt a uniform color scheme for the most commonly used values of *1sg (5kr), 2sg (10kr)* and *3sg (15kr)* or their equivalent in the various countries' currencies. The proposal was to adopt for the 1sg (5kr) *rose red,* for the 2sg (10kr) *blue* and for the 3sg (15kr) *dark brown.* Most of the countries which were polled agreed to the proposal and, encouraged by the favorable reception, Prussia went ahead and issued new stamps, which conformed with the color scheme, on *October 1, 1861.* The other countries of the Union followed suit, some only slowly. The first one was *Hanover,* which to conform had only to change the color of the 3gr value, and it did as early as November 1861. In 1862 followed the Postal administrations of *Thurn & Taxis, Baden, Bavaria* and *Oldenburg;* in 1863 *Wurttemberg, Austria, Lubeck* and *Saxony.* In 1864, *Mecklenburg-Schwerin* and *Mecklenburg-Strelitz,* the former only for one value, adapted their stamps to the color scheme and eventually, in 1865, *Brunswick, Schleswig-Holstein* and *Luxembourg,* joined in. Three countries, *Bergedorf* (which did not belong to the Union, but accepted its regulations), *Bremen* and *Hamburg,* never got around to conforming to the color scheme; they all ceased to exist as stamp-issuing countries in 1866.

The idea of a uniform color scheme was introduced again, soon after the *Universal Postal Union* came into being. The first step was taken by the Postal Administration of *Luxembourg* which introduced a proposal to the preparatory commission for the *Paris Congress* of *1878.* The Bureau of the General Postal Union (as the Universal Postal Union was called at that time) forwarded the proposal to the member countries on *August 7, 1877.* We can give here a free translation of this letter from the French original, which we found in the files of the Austrian Postal Administration:

> "The Preparatory Commission for the Paris Postal Congress, which is examining the projects for the convention as well as for the regulations, has to consider a proposition for the adoption of a uniform color for each of the three categories of postage stamps, which represent the basic rates of the Postal Union (25, 10 and 5 centimes or their equivalent in other currencies).
>
> "On July 25, 1877, Mr. de Roebe, General Postmaster of the Grand Duchy of Luxembourg, informed the Commission, that the main if not the only objection to the proposal lies in the fact that in certain countries the public for a long time has been used to stamps of a certain color for specific kinds of mail and that the adoption of such colors for other values may cause some inconvenience.
>
> "Mr. de Roebe believes that even if the objections of this kind should really be valid, it would nevertheless be possible slowly to arrive at a result and achieve eventual uniformity, if the postal administrations would agree to postpone the adoption of the uniform colors, which should be those used by the most countries for the stamps in question, to such time as a new issue is introduced.

(Continued on page 41)

The Pre-Stamp Postmarks of *AUSTRIA*

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

By EDWIN MUELLER

PART IV*

City Posts

The Postal Service, which was conducted by the government, was originally only intended to transport mail between towns, provinces and countries, but made no provision for *local mail service.* When the growth of large cities made such a service more and more necessary—not only for local correspondence, but also to save the sender of a letter the burden of going a considerable distance to the post office—private initiative took the lead in organizing separate *City Posts,* to serve the large cities and their suburbs, and even far outlying towns and villages. Although most of these private city posts, which were officially called *"Kleine Post"* ("Small Post") were no big success and were after a few years taken over by the government, they were pioneers and deserve attention.

Unfortunately, the history of some of these city posts is only known fragmentarily and we know even less about the early postmarks used by them. It seems that the city posts did not do very much business and that they were mostly used by private persons, who did not preserve the letters. Business firms seem not to have made much use of the city posts and continued to deliver mail in the city and to the post office by their own employees. Although the city posts undoubtedly used special postmarks from their earliest days, very few examples of such have been found in archives, most of the local letters of the periods in question having no postmarks at all. Only during the last two decades before the end of the pre-stamp period did the picture change and we can find city post markings more frequently.

The first City Post started to function in the capital, *Wien,* on *March 1, 1772.* The promoter was Josef Hardi, who had received the privilege for a "Kleine Post" from Empress Maria Theresa only three weeks earlier. It seems that for the organization of the service the Paris City Post, which was created in 1759, served as example, but the Wien venture did not have the same success. As early as January 1, 1784, a reorganization was necessary, but when the hoped for result did not materialize and the service continued to operate at a loss, the government had to step in. On April 1, 1785, the government took over and consolidated the City Post with the General Postal Administration. But the name *"Kleine Post"* was kept and the organization was left independent of the other postal service. For the first time, mail boxes for unpaid letters were installed throughout the city, but the interest of the public continued to decrease. The mail boxes vanished after some time except one at the Main Post Office. During the Napoleonic Wars, the service deteriorated and continued to be of little importance until 1830, when a thorough re-

*(Concluded from page 302, Vol. XXVIII).

organization took place. The "Kleine Post" was replaced on *August 18, 1830,* by the *"Wiener Stadtpost,"* as the City Post was now called. A *Main City Post Office* (Stadt-Postoberamt) and *6 Sub Post Offices* (Filial-Postamt) were installed, as well as *73 Letter Collecting Agencies* (Briefsammlung). Regular mail routes were established with pick-ups and deliveries. This reorganization proved a complete success and the City Post started to grow; this led to inclusion of more towns in the neighborhood in the city's postal service and creation of new Letter Collecting Agencies. The growth of the new City Post was so strong, that it made a new reorganization necessary. On *October 11, 1847,* the General Post Office took over the City Post and, replacing the sub-offices, *9 Main Letter Collecting Agencies* (Haupt-Briefsammlung) were created. These had to supervise *87 Letter Collecting Agencies* (Briefsammlung) and *27 Rural Letter Collecting Agencies* (Landbriefsammlung) in suburbs and towns near Wien. In *1849,* a *Sub Post Office* (Filial-Postamt) was established to relieve the heavy burden on the General Post Office. Even earlier, in 1848, the Postal Administration started to exclude the Rural Letter Collecting Agencies from the City Post and to make them independent regular post offices, a trend which led to the concentration of the City Post to the city itself and the more closely connected suburbs. When in *1850* postage stamps were introduced, the Letter Collecting Agencies became unnecessary and were replaced by mail boxes, but the city post continued to be a separate organization for some time to come, after postage stamps had been introduced, with the Rural Letter Collecting Agencies partly functioning for decades to come.

In *Prag,* the capital of Bohemia, a city post was created in 1782. Francois Garcier and Joseph Karl Simitsch received on *July 15, 1782* the privilege of operating a city post at Prag and in towns and villages up to three miles outside the city limits. This venture enjoyed even less success, than that one at Wien. As early as 1784 the government had to take over and consolidate the city service with the Main Post Office of Prag. It retained a more or less separate status until *February 1, 1821* when it was *abolished.*

Only a few years later in *Ofen,* the capital of Hungary, and its twin city *Pesth,* a city post was established as a governmental institution subordinated to the Ofen General Post Office, on *October 1, 1787.* It also served the suburbs, but never gained a popular foothold and decreased in importance. It seems to have been abolished in the Thirties after 50 years of little activity.

The City Post of *Graz* which was created in 1796, covered probably the largest territory, because it served not only Graz, the capital of Styria, but almost all of central Styria to the borders of Carinthia and Hungary. On *August 7, 1795,* Francois Garcier, who had previously initiated the City Post at Prag, and Ignatz Kleebinder received the privilege of conducting the city post at Graz. A *Main Post Office, 7 Sub-Stations* in the suburbs and *6 Postal Stations* in the principal towns of East and West Styria were opened. Despite many vicissitudes, it managed to stay in operation as a private organization for more than fifty years, but its importance diminished in later years and due to newly opened governmental post offices, its territory became continuously smaller, until it went out of business on *July 31, 1847.*

In some documents, a city post at *Bruenn,* the capital of Moravia, is also mentioned, but no further information is available. No indications, that separate city posts may have existed in other towns in Austria, can be found.

For the city posts under private management, the *rates of postage* were fixed by the privilege and could not be changed without government permission. They were dependent on weight and distance and were first uniformly set at 2kr for all local letters in the city up to the weight of 6 loth and at 3kr for such letters to the suburbs. For letters which went out-of-town through the regular postal service, a *"Collecting Fee"* (Einsammlungsgebuehr) of 1kr was collected. For letters which came from out of town and were delivered in town by the city post, a *"Delivery Fee"* (Uebergabsgebuehr) of 1kr (in Wien) or 2kr (in the other towns) was to be paid by the addressee. Letters could be sent paid or unpaid, at the convenience of the sender, but the great majority were sent unpaid and postage collected from the addressee.

In *Graz,* the only town in which the City Post remained under private management for several decades, the rates were changed sev-

eral times. In 1807, an increase to 3kr took place for local letters, to 4kr for letters to the suburbs and to 6kr to the postal stations in East and West Styria. In 1811, when a new currency was created, the old rates of 1796 were re-introduced, but in 1815, a new increase took place, setting the rate for local letters and letters to the suburbs at 4kr and to the postal stations at 6kr. Finally, in 1817, these rates were again reduced to 3kr and 4kr respectively and remained in force until the end of the Graz City Post.

Under government management the rates were of course also fixed by the government. The old rates, valid under private management, were continued and changes are only known for *Wien,* where the separate City Post operated into the stamp period. In 1830, when the first thorough reorganization of the Wien City Post took place, new rates were fixed. The lowest rate for local letters was kept at 2kr, but only up to 4 loth; for letters to the suburbs the fee was 3kr and for letters between two suburbs 4kr. The Collecting Fee was fixed at 1kr and the Delivery Fee at the same amount. The fees for the local service had to be prepaid; unpaid local letters or unpaid letters to the suburbs were not accepted. Letters could now be sent, except from the Letter Collecting Agencies, also registered for an additional fee of 4kr. For larger mailings, high discounts on the rates were given, for more than 6 letters 50% and for more than 12 letters 75%. The reorganization of the city post in 1847 also brought changes in the rates. The rate for all letters up to 16 loth (which was the weight limit), in the city as well as the suburbs, was now uniformly set at 2kr. Letters could now be sent paid or unpaid; for paid letters a discount of 50% was given when more than 50 letters were mailed simultaneously. The Registration Fee was reduced to 3kr. The Delivery Fee was continued at 1kr, but the Collecting Fee was abolished. These rates stayed in force until the introduction of postage stamps on June 1, 1850, changed the whole system of postal rates.

The handling of City Post letters was generally the same as for regular mail. The rates—on incoming or outgoing out-of-town letters including the regular postage plus the fee for city delivery or pickup—were marked on the letters in the same way as on regular mail. The privately managed city posts had



Fig. 660. CITY POSTS. Wien postmark before 1830.

to keep registers concerning all mail and had to number all letters. We can frequently find such numbers on the address side of letters which were handled by such a city post.

From the regulations of the city posts the fact is known that they used *postmarks* from the beginning of their operations. But, unfortunately, very few early examples of the use of such postmarks are known. Almost all letters, which were undoubtedly handled by a city post, show no postmark at all and it seems, that laziness or lack of control were the reason that the regulations were not obeyed. Only a few 18th century city postmarks have been found, and even 19th century postmarks before 1830 are uncommon. Only after 1830, when the city post at Wien was reorganized, city post markings are found more frequently, but only from Wien.

While from *Wien, Ofen-Pesth* and *Prag* postmarks of the city post are only known on *local* and *outgoing mail,* in *Graz* and probably also in *Bruenn* only *local letters* and *incoming mail* were stamped by the city posts. In the early days, the postmarks were used on the *address side* of the letters; since 1830 the city posts in *Wien* and *Bruenn* put their postmarks (with the exception of a few special markings) only on the *back* of the letters. In *Wien* and *Ofen-Pesth,* outgoing letters received *in addition* to the city post markings also the usual *regular postmarks* of Wien or Ofen in the same way as all other outgoing mail.

The city post of *Wien* was the only one which produced a large number of postmarks. But this is only true for the time after the great reorganization of 1830. From the preceding period only very few examples of postmarks of the city post are known. They were straight line postmarks, assembled from movable type and therefore occurring in great variety. Unfortunately the lack of material prevents bringing these interesting early postmarks into any kind of a system. The regular

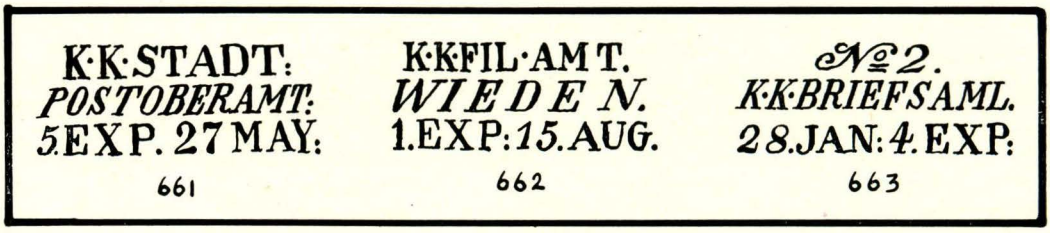


Fig. 661 to 663. CITY POSTS. Wien, postmark types of 1830.

use of postmarks by the Wien city post started in *1830. Straight line postmarks in three lines* were generally introduced, at the Main City Post Office, the Sub Post Offices and the Letter Collecting Agencies. They were inscribed on the first two lines "K.K. STADT/POSTOBERAMT" for the main office, "K.K. FIL. AMT/ (Name)" for the sub offices and "No. / K.K. BRIEFSAML." for the letter collecting agencies; the third line showed the mailing indication and the date. A similar postmark for returned letters, inscribed WIEN RETOUR, was introduced at the same time. The highest known number of a letter collecting agency on the postmarks was "119." These postmarks were generally used by the city post from 1830 to 1847, when the new reorganization took place and led to the general introduction of postmarks in new type, which replaced the previous ones. Uniform postmarks of a new and singular type were introduced in *1847,* which were *rectangular* and show the indication of the post office in a *ribbon,* which is draped around an oval with the date; the mailing indication and hour of mailing are included at the bottom of the rectangle. The Main Post Office used a postmark of this kind inscribed "WIEN." Of the Letter Collecting Agencies those in the city had the inscription "BRIEFS. No.....," for the Main Agencies "H. BRIEFS. No.....," while the Rural Letter Collecting Agencies showed the town name. In 1849 the first *single circle postmarks* came into use for a few Letter Collecting Agencies, showing only a "No....." at top, the date (month in letters) and the mailing indication. In the same year, a definite single circle type was introduced inscribed "BRIEFS. No.....," with the date in figures and the mailing indication or the hour of mailing. Several rural letter collecting agencies received also such single circle postmarks with town name, the main office one inscribed "WIEN." Only a few letter collecting agencies received these new circular postmarks; they were used simultaneously with the rectangular postmarks until 1850, when the letter collecting agencies in the City were abolished. It seems, that the regular postmarks of these agencies were withdrawn partly even a few weeks before the end of the pre-stamp period, as we know *provisional markings,* consisting of mailing indication and date, with additional manuscript number of the letter collecting agency, of the last days before June 1, 1850. Aside from exceptions in the earliest days, only the rural letter collecting agencies continued to use the rectangular and circular postmarks,

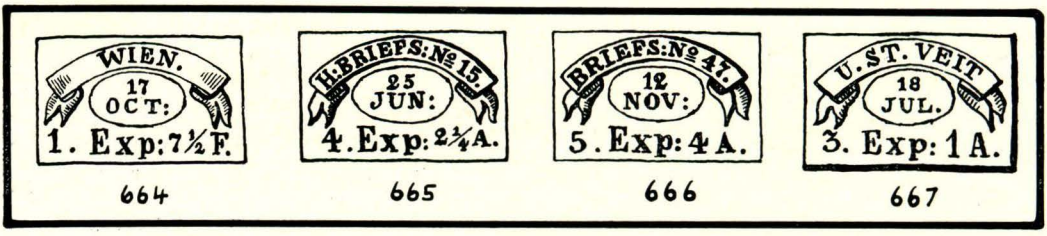


Fig. 664 to 667. CITY POSTS. Wien, postmark types of 1847.

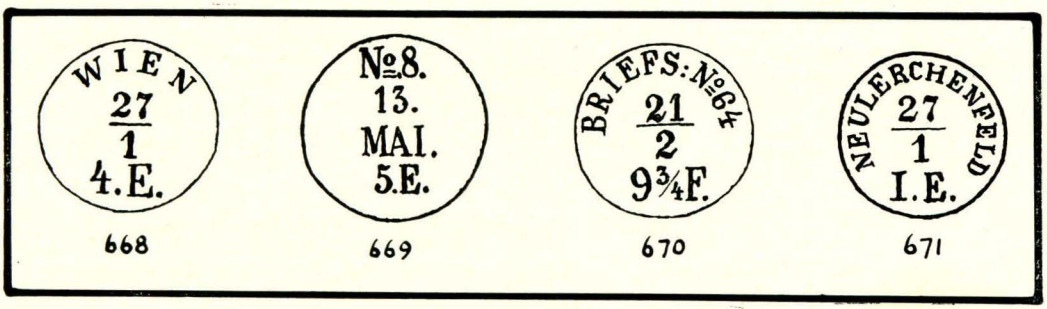


Fig. 668 to 671. CITY POSTS. Wien, postmark types of 1849.

all with town names, during the period of postage stamps and they can be found used as cancellers for several years, a few even in the Seventies. A few of the Rural letter collecting agencies were separated from the city post and became regular post offices even before 1850—Klosterneuburg as early as 1848—and continued to use the old postmarks of the city post, now as regular postmarks, on the address side of the letters. The highest known number of a letter collecting agency on the rectangular postmarks is "97," on the circular one "101." Since 1847, *special markings* were used for *paid, unpaid* and *registered,* as well as *"too late"* letters, all on the address side of the letters. Small rectangles were used for the "Franco" and "RECOM." markings. Unpaid local letters received a large rate marking "2xr," indicating the uniform 2kr rate of all local letters. The "too late" marking was a straight line "nach der letzten Expedition" (after the last mailing).

Only very scattered information is available concerning the postmarks used at *Ofen-Pesth.* A few copies of a straight line postmark "KL. POST," with or without additional date line, have been found of the 18th century, the earliest from 1788. It seems, that these postmarks were made of movable type and therefore changed frequently.



Fig. 672 CITY POSTS. Wien, postmark of the Sub Post Office, 1849.

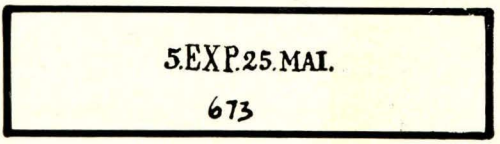


Fig. 673. CITY POSTS. Wien, provisional postmark, May 1850.

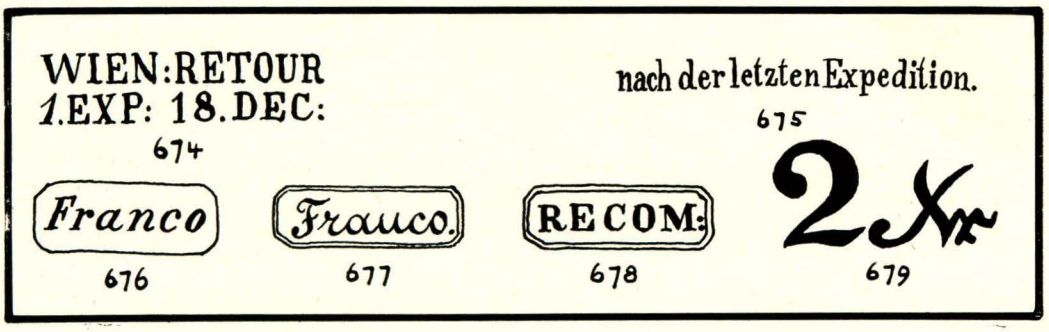


Fig. 674 to 679. CITY POSTS. Wien, additional postal markings.

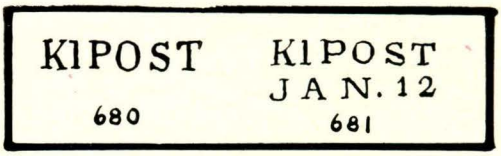


Fig. 680, 681. CITY POSTS. Ofen-Pesth.

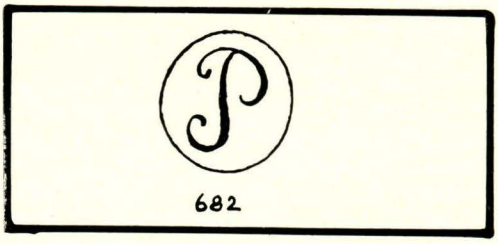


Fig. 682. CITY POSTS. Prag.

In *Prag* and *Graz* when the city posts were opened in the 18th century, special control marks for local and outgoing letters were created by the private managers; these showed for Prag a "P," for Graz a "G," each in a circle. Similar circles, with "E" or "Q" in center, found on mail of the Graz city post, seem to be control markings, of unknown purpose. These markings seem to have been used only for a few years, the last ones are found in 1810. In *Graz,* since the opening of the city post in 1796, stamped *rate markings* were also used, but only on unpaid local or incoming out-of-town mail, in the latter case giving the regular postage plus the city post fee. They first showed simple figures in a kind of script type; from the regulations it is known that 13 different markings existed, from 3kr to 1gld 40kr, all of which are known. In 1837, a new type of rate marking, small ovals with a sixpointed

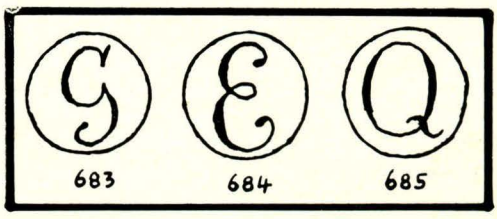


Fig. 683 to 685. CITY POSTS. Graz.

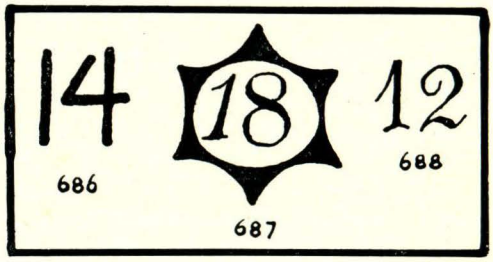


Fig. 686 to 688. CITY POSTS. Graz, rate postmarks.



Fig. 689. CITY POSTS. Bruenn.

frame, came into use, of which 13, from 2kr to 3gld are known. Finally, in 1842, again simple figures, this time in Roman type, were introduced, of which only a few are known. They were used until the end of the city post in 1847 and were later re-used by the Graz Main Post Office for the marking of postage due until 1860.

Except from documents in which it is mentioned, the existence of the City Post at *Bruenn* is only ascertained by the fact that from the end of the Thirties of the 19th century we always find two postmarks of arrival on letters to Bruenn. The use of arrival postmarks started in Bruenn early in the Thirties; but only when arrival postmarks were generally introduced in 1839, two postmarks were used simultaneously on each arriving letter, one showing the town name and the date—similar to the one used alone before 1839—and one without date. It can be safely assumed that the regular use of two arrival postmarks on letters was due to the fact that two postal organizations, the regular post office and a city post, also managed by the government, existed at Bruenn at least during that period. Probably the dateless Bruenn postmarks were those which were applied by the city post, but as we know of no local Bruenn letters, this is only a surmise.

Color of Postmarks

In the early days of the pre-stamp period apparently no regulations existed regarding the use of special ink for the postmarks. *Black printing ink* was used for the earliest known postmarks, but a few years later—the first known example is from 1753—*red printing ink* was used simultaneously with black one at several post offices. But black postmarks were generally by far in the majority. It is apparent that some post offices frequently ran short of printing ink and used *black writing ink* as a substitute, which gave the postmarks usually a more or less blurred appearance; it is never as deep black as printing ink, but shows a tendency to grayish and brownish shades, which are characteristic of the postmarks for which writing ink was used. No other kind of ink is known to have been used during the period before 1790. In the period between 1790 and 1818, as far as postmarks were used at all, the same conditions prevailed. In the provinces under foreign occupation there was also no change in the use of colors for the postmarks; black remained predominant without any special regulation except in the provinces which came to the French Province of Illyria, where generally black ink was used for unpaid and red ink for paid letters. These regulations were partly copied by the Austrian Postal Administration when the lost provinces were regained. The new postal regulations which were introduced on *June 1, 1817,* ordered the large post offices to use *black ink* for *unpaid* and *red ink* for *paid letters,* leaving it to the convenience of the other post offices to use whatever ink they pleased. This freedom of action was limited only in *1839* when the use of *red ink* was *restricted to the large post offices* for *paid letters* and the use of this color forbidden to the smaller post offices. But these regulations were obeyed only to a very limited degree and although some large post offices complied with the regulations, most post offices used black and several shades of red ink indiscriminately on unpaid or paid letters without any system.

Aside from the use of these two main colors, we find after 1818 a number of other colors, mainly various shades of *blue* and *green,* which, after being occasionally found as early as during the foreign occupation before 1815, now gain more prominence, especially during the last ten years of the pre-stamp period. Occasionally also other colors, such as various shades of *purple* or *yellow* can be found, but they are exceptions. More frequent still is the use of *writing ink* instead of printing ink, which can here be found not only in the case of *black,* but also of *red* and *blue* ink. The use of black writing ink is again characterized also by a grayish or brownish shade and somewhat blurred appearance. An often found greenish black shade is the result of spoiled black printing ink, in which the oil has deteriorated. In a few cases, post offices seem to have had no ink of any kind and used their handstamps without ink, embossing simply them in the letters, resulting in what might be called *"albinos."*

The additional postal markings can be found in the same inks as the regular postmarks, especially as far as the arrival postmarks are concerned. For the *"Paid"* and *"Registered" markings* frequently *red ink* was used to make them more obvious. Some post offices, especially larger ones, used always red ink for all "Paid" postmarks (including the combined "Paid" town postmarks), while others were less strict and used various inks. *Arrival postmarks* were usually in *black,* less frequently in *red,* occasionally and only in the last decades of the pre-stamp period, also in *blue* or *green. Disinfection markings* are only known in *black,* with a few exceptions where *blue* or *green* ink was used. The postmarks of the *City Posts* were all *black;* only in the last years of the Vienna City Post *blue* or *greenish black* postmarks are known. The *rate markings* of the Graz City Post come in *black,* including brownish shades from the use of writing ink, and in *green.*

Conclusion

There are a number of other details of pre-stamp covers which may be discussed in a monograph dealing with pre-stamp postmarks, but as they are of secondary interest, a few short lines will be sufficient.

The collector who loves pre-stamp covers, will also get interested in the *addresses,* which are sometimes quite unusual, beautifully handwritten, with the elaborate politeness manifested in them and the large lists of titles and jobs of the addressee, included in the address, filling many lines. The *contents*

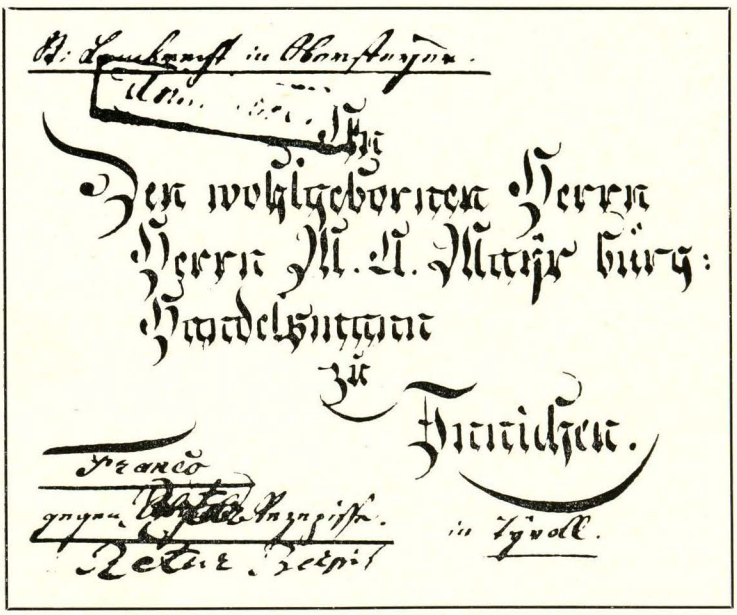


Fig. 690. Letter with artistically written address.

of the letters, frequently with remarks about political and economical conditions, are also interesting, especially when they also refer to mail or communications.

Quite a large number of pre-stamp covers, which are in the possession of collectors, are *official letters,* exchanged between government agencies, other authorities or public institutions as well as letters sent by private citizens to such authorities or institutions. This is not because there were more official letters written than others—although the old-time bureaucracy was not lazy in letter-writing—but because the official archives were kept intact by the bureaucrats for centuries and have provided us with a large percentage of the pre-stamp covers, which are now in collectors' hands. *Private business letters,* mostly from the archives of large old-established firms, are less frequent than official letters and purely

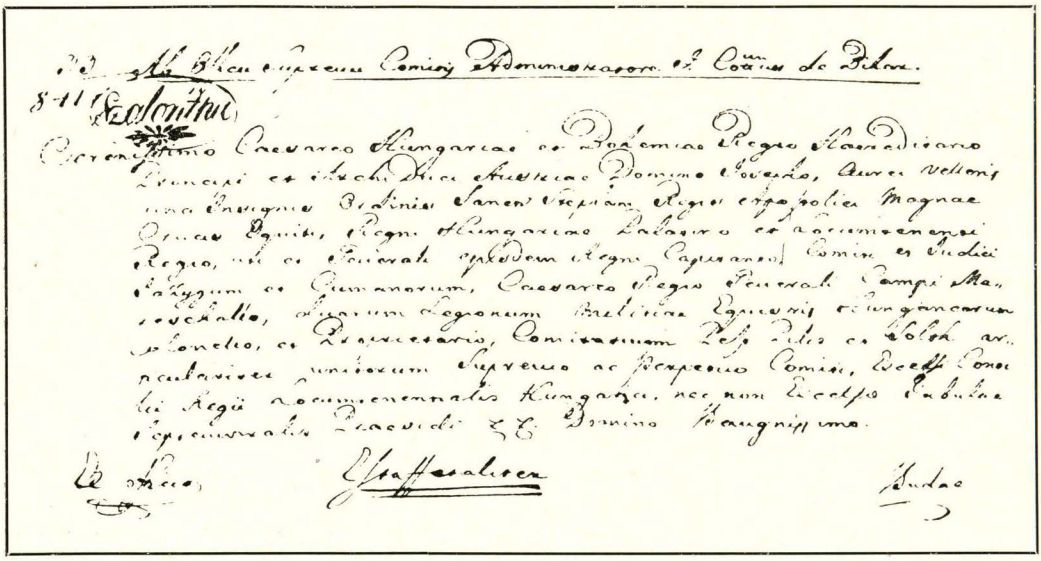


Fig. 691. Letter with very long, polite address.

private letters account for only a small percentage of the existing pre-stamp covers, as they were kept only in exceptional cases for such long periods. Interest in pre-stamp covers developed considerably later than for stamps. Plenty of material has been destroyed when covers with stamps were cleared out of archives and stampless covers were disregarded only to be disposed of as waste paper. Today, only official archives and the few still existing files of old business firms contain pre-stamp covers, but many of them are kept for their historical contents and will never be available to the collector of pre-stamp covers. Therefore, the existing material is quite limited and only a few larger additions can be expected in the future.

The field of Austrian pre-stamp postmarks is quite an extensive one. *More than 2000 post offices* existed during the pre-stamp period, of which about 300 were closed before 1850. A rough estimate shows that they may have used about *6000 different postmarks* of which about 75% or 4500, are known. These figures can be raised considerably when *colors* are distinguished and the figure will be well *over 10,000,* when *additional markings,* such as "Paid" and "Registered" are also included. This shows that most collectors will have to confine themselves to a regional group—one or more provinces—or to a certain period—18th century, Occupation etc.—or to certain groups of postmarks—dateless or dated ones, ornamented types, etc.—or to special markings, such as "Paid" or "Registered," Disinfection markings, City Postmarks, etc. "Type" collections, as practiced frequently for cancellations, can also be made for pre-stamp postmarks and they prove quite attractive.

There is a large field for research and this research, as the examples of the work done on the Hungarian and Galician postmarks have shown, can be more efficiently made on a regional basis, than when one tries to tackle the vast field comprising all Austrian postmarks. In this way, it will eventually be possible to establish a reliable list of all post offices and to compile complete lists of existing postmarks with all important details such as period of use, color, etc. Such lists will never be complete and every new archive or file made available to philatelic students or collectors will yield new material theretofore unknown.

One thing about which the collector of pre-stamp postmarks need not worry too much are *forgeries.* It should not be denied, that such forgeries do exist. But they are either crude and not dangerous to the student of the field, to which category most collectors of pre-stamp postmarks belong anyway, or they cover only a limited field, such as the 18th century postmarks of Galicia, where they have been spotted by the pioneers of research in this field and will not do much further harm. Aside from these forgeries, made to deceive collectors, there exist also forgeries which were made during the pre-stamp period to defraud the government. A number of cases is known in which dishonest postal employees cheated the government by putting forged postmarks—handpainted or assembled from movable type—on prepaid letters and smuggling them into the mail sacks, in this way keeping the paid postage for themselves.

Before we close this monograph concerning pre-stamp postmarks of Austria, a few words about the *value* of these postmarks seem advisable. There are not many philatelic fields in which it is so difficult to establish the relative rarity of each item as for pre-stamp postmarks. The material in any event is not large enough to provide a good basis for a valuation. But the fact that the material of old archives or files, which are dissolved, can entirely change the rarity of a pre-stamp postmark has also to be considered and calls for caution in the making of valuations. Each such new source of pre-stamp postmarks yields not only a number of hitherto unknown postmarks, but also supplies additional material of already known postmarks, which can transform what had hitherto been a rarity to a common variety. Aside from this, we have to distinguish between really rare postmarks and those which are not rare, but more popular than others. This latter fact is immaterial when considering only the rarity of a pre-stamp postmark, but it becomes important when establishing the market value. A proper valuation of a pre-stamp postmark will have to take into account its rarity, but will also have to take its popularity, based on attractiveness and other factors, into consideration. A system of index figures, in conjunction with the point value of rarity, indicating a multiplying factor by which we can arrive at a market valuation, may be the best method to provide proper valuation for fancy or ornamented or otherwise attractive postmarks.

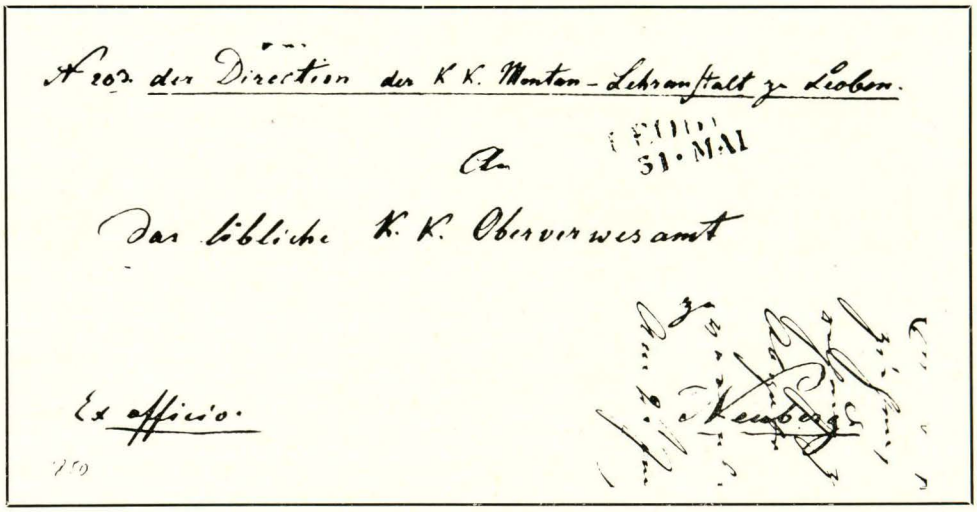


Fig. 692. "Last Day" letter, May 31, 1850.

Generally, there are certain groups of pre-stamp postmarks, which are rarer than others. Of course, 18th century postmarks are all rare and many occupation postmarks likewise. Postmarks of small post offices or of post offices, which were in operation for only a short period or were opened only a few months before the end of the pre-stamp period, are also rare. It is understandable that the conditions which determine the rarity are not the same for pre-stamp postmarks as they are for cancellations on stamps and many postmarks which are the most common as cancellations are rare on pre-stamp covers and vice-versa. This is especially true for the single-circle postmarks which were introduced only in the last months of the pre-stamp period. Most of the postmarks of the City posts (except those of Wien since 1830) are rare and it is a well established fact that from some provinces, where the illiteracy was high, pre-stamp covers can be found much less frequently than from other more developed provinces. For the connoisseur, the rare *"Last day covers"*—dated May 31, 1850—and the equally rare *"First day covers"*— from the first day a post office was opened or the first day a postmark was used—are especially valuable.

Condition is, of course, important in determining the market value of pre-stamp covers. Clear and distinct postmarks are more valuable than indistinct, smudged or worn ones. Some postmarks are usually nicely struck because the postmaster kept them clean and applied them neatly and carefully. Others are mostly indistinct and carelessly applied because the postmaster seems to have considered their use a nuisance; accordingly, they are hard to find in fine condition, some even do not exist in satisfactory shape. The condition of the letters themselves is also a factor to be considered. Nice clean letters with neat addresses are much more attractive than dirty or defective ones. The size of the letters can also add to the attractiveness; small letters are preferred to large and unwieldy ones. Unfortunately most official letters were folded to a rather large size and are therefore less attractive than small personal letters. Valentine-type envelopes, quite moderately ornamented, appear only in the last decade of the pre-stamp period.

An important factor in the valuation of a pre-stamp letter is the matter of whether or not it is *dated*. Full letter sheets, which are intact and in which the sender has marked the date of mailing, are the most satisfying in this respect. Frequently, when the letter comes from archives or files, a filing note gives the date of arrival and provides an almost perfect control of the date, making errors improbable. If such a letter in addition has a postmark with year date, it can be called perfect. Less convincing, but still quite satisfactory, are letter sheets, from which the page with the letter itself was removed and only the page with the address and the filing note, containing the date, are left. The same is the case with envelopes, on which the

filing date is marked, but the letter itself missing. Even if a dated letter is still in the envelope, this is not 100% proof of the date. When the student bases his findings on letters with only one date, he has to be especially careful, as errors in dates—by letter-writers as well as by postmasters—are not infrequent and can lead to entirely erroneous conclusions. Letters which have no original date indication at all are of course less valuable than dated ones. They can only be considered pre-stamp covers, when from other indications, as rate markings etc. there can be no doubt, that they were mailed during the pre-stamp period. In some cases, mostly concerning envelopes, the person who removed them from an archive or file (but could not take the letters themselves), marked the year dates on them, providing some clue to the dates of mailing, but which, due to the possibility of errors and carelessness, should be used only with due reservations.

Pre-stamp postmarks will always be a field for few collectors, although every specialist will like to have a few of them to give his specialized collection of a country a kind of "prologue," showing how letters were handled before postage stamps were introduced. Pre-stamp covers will never be "big business"; the material is difficult to obtain—it can not be produced to order as modern stamp issues —and it needs plenty of study and knowledge. But the collector who likes to assemble material, not created for him, but through postal necessity, will enjoy collecting pre-stamp postmarks and will find in them a source of never ending philatelic satisfaction.

THE END.

(Continued from page 30.)

"The postal administration of Luxembourg is willing to modify its proposal in this respect. Therefore, it wants to find out which colors are used the most by the countries of the Postal Union for the postage stamps of 25c, 10c and 5c or their equivalent in other currencies, as stated in article IV of the regulations to the Postal Convention of Paris.

"Please inform the undersigned Bureau, if your administration supports the proposal of Mr. de Roebe and at the same time supply the information which colors are used by your country for the stamps representing the three basic Union rates."

The answers of most postal administrations were received before the Paris Postal Congress of 1878 convened and were favorable. As only the countries of the former German-Austrian Postal Union had a uniform color scheme, it is quite understandable that the colors they were using received a majority vote, at least for the 10c and 25c, namely red and blue. The lowest rate, for printed matter, had not been fixed by the German-Austrian Postal Union, but it was sufficient that Austria and Hungary and, somewhat by accident also Bavaria, had adopted green as the color for the 5c value (3kr in Austria, 5pf in Bavaria), to make this color the chosen one. The color scheme, 25c blue, 10c red and 5c green was established and a resolution requested the member countries to adopt it as soon as possible, but not later than when a new set of postage stamps would be introduced. This was a somewhat flexible regulation, which was later included in the permanent regulations and it took more than twenty years before the color scheme was universally adopted. *Austria, Hungary* and *Bavaria* were fortunate because they did not have to make any changes in color to conform to the regulation. The first countries to conform were *Italy* and *Romania,* both in 1879; the first by introducing a new issue in the agreed colors, the latter by color changes. *Great Britain* followed in 1880, but only for the 5c (½p) and 25c (2½p) value, while for the 10c (1p) value the traditional lilac color was kept until it had to be replaced, due to the death of Queen Victoria, by a new issue in 1902. Other countries followed in the eighties, but many, even large ones, postponed the change almost to the end of the century, a few even longer. *Portugal* and *Spain* waited until 1899, *France* even until 1900 for the change. The *Latin-American countries* were mostly quite early with the color change, but later most of them abolished it and used it only occasionally. The *United States,* as is well known, adopted the color scheme first in 1898, but has partly abolished its use since 1925.

E. M.

BOOK REVIEWS

The Overland Mail. By John K. Sidebottom, O. B. E. Published for The Postal History Society, by George Allen & Unwin, Ltd. 1948. xi—174 pages. Cloth bound 25/-.

To most of us in this country the Overland Mail means our Trans-continental route, but equally important as well as romantic is the story of the development of a faster route for the mail from India to England.

This is really the story of the struggle of one man, Lt. Thomas F. Waghorn, whose persistence, and unswerving efforts, amounting to fanaticism, overcame all obstacles, physical as well as official, and finally proved the feasibility of a route from India by way of Suez, Alexandria, Italy or France, and thence across Europe to England.

His name is hardly known today except to students of Postal History, but the great ocean liners, and the airplanes that go so quickly to India, are today's evidence of Waghorn's forgotten courage.

The book is amply documented, and aptly illustrated with portraits, maps, and sketches. In the appendices there is a great deal of contemporary data from rules and regulations of the various mail services, and shipping lines, as well as extracts from Waghorn's Guides, which were primitive Baedeker's of the Overland Route to India.

From the point of view of the collector there is a valuable, well arranged, and copiously illustrated section of the various Waghorn and other Overland Mail markings. The classification of these as given in this book will undoubtedly be the standard on which future studies will be based.

There is also a good index, which aids immeasurably in the use of this work.

The Postal History Society is to be congratulated in publishing so important a contribution to Postal History, and in bringing to public attention again the work of a man who ranks among the great benefactors of improved mail service.

W. S. B.

The Philatelic Handbook of Jamaica. By E. F. Aguilar, P. O. Box 406, Kingston, Jamaica, B. W. I. Paper bound, 20 shillings; Half leather bound, autographed, 30 shillings.

This long-awaited volume will find a welcome in the hands of serious collectors of Jamaica although it is by no means an adequate substitute for the scarce original handbook published over two decades ago.

The author has established his own system of numbering the stamps and types by giving the imperforates as well as watermark and paper varieties distinct identity instead of dismissing them with a footnote as do commercial cataloguers. All known varieties are listed or mentioned including those discovered since the publication of the handbook and, of course, stamps issued in the meanwhile.

In addition to a chart of all plate numbers and current numbers with the position of these described there is a very comprehensive section on Specimen stamps by L. C. C. Nicholson originally published as a separate book but now out of print.

The section on the Temporary Rubber Date Stamps of 1881-1838, also a reprint from a pamphlet by L. C. C. Nicholson, the postmark authority, had been revised to include additional information and varieties uncovered since the original publication in 1938. Many of these temporary postmarks are probably still unknown due to negligible use in remote post offices and agencies supplied with these devices and due to discard from philatelic hands because of their resemblance in shape and color to fiscal cancelations. Temporary postmarks from 1939 onward have been added to bring the listings up to date. The entire section is profusely illustrated for ready identification of all types.

Although postal stationery is not covered and the section on the adhesives is little more than an elaborate specialized catalogue without prices the student of the stamps and postal history of the Isle of Wood and Water will find the reprinted, revised and new information included of great value.

Charles S. Lasky

(Continued on page 53.)

THE FIRST ESCUELAS STAMP OF VENEZUELA 1871-76

By C. W. WICKERSHAM

(Conclusion)*

We now come to the later issues, all of which were overprinted with the slanting overprint, but in two double lines instead of one as in Overprint B. These include three issues of a few values only, among which are the famous Laid Papers (Sixth Issue), and a final large issue of all but three values. While all have the same overprint, called Overprint C, the different issues show wide varieties in some cases, and similarity in others. Many can be distinguished by the colors, and most of them by the different types.

Fifth Issue. November or December, 1874. Overprint C, the same as Overprint B, but in two double lines, slanting, instead of one. The overprints are parallel to each other and generally between 7 mm. and 8 mm. apart. Values, 1, 2, and 5 centavos, 1 and 2 reales. Printed by Rasco, Caracas. Rasco was also the printer of the Contrasena stamps of the 1874 issue. (Fig. 14).
This issue includes the famous 2 centavos with the inverted frame. (Fig. 15).

The printing of the stamps of this issue is clear and fine, especially when compared with later issues.



(All Photographs by Boutrelle)

(Fig. 14) 1874. 2 reales, Fifth Issue, with overprint C. The only unused copy of the 2 reales in this setting known to the writer.

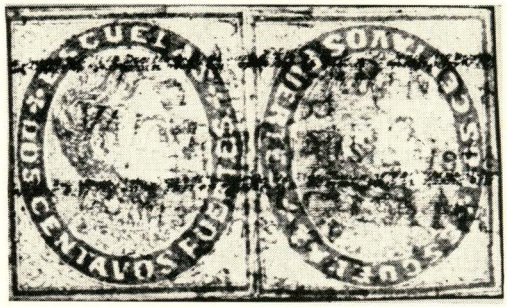
For some reason, while the number of the 1 centavo printed was moderately large, probably 115,000, and of the 1 real probably 50,000, there were only 5,000 of the 2 centavos. The number of the 5 centavos and the 2 reales must have been very small, as both these values are extremely rare in this printing.

The colors are as follows:

1 centavo, yellow, pale orange, orange, and light brown orange.
2 centavos, yellow, pale yellow, pale yellowish orange.

* Continued from Vol. XXVIII page 252.

5 centavos, yellowish orange.
1 real, rose, dull rose, pale rose.
2 reales, rose, pale rose.



(Fig. 15) 1874. 2 centavos, Fifth Issue. Inverted frame in pair with normal.

Any stamp of the values mentioned with the slanting overprint in two double lines and with a clear and fine impression in the foregoing colors on wove paper, presumably belongs to this issue.

As to the date of issue, we find again a lack of definite information. Dull says October, 1874. Hall & Fulcher say "probably about November, 1874." The earliest dated cancellation known to the writer is December 23, 1874. Other dated copies show the following: 1874; 1875; February 20, '75; August 16, '76.

While the exact date of issue is uncertain, we can say with some degree of assurance that it was late in the year, probably November or December, 1874.

Fourteen types have been identified of both the 1 and 2 centavos, and the 1 real; eight of the 5 centavos, and at least two of the 2 reales, but with no knowledge of the actual number. The last is not surprising, since there is so little material to work with. Hall apparently had only 2 copies. The writer of this article has only 3 copies. In the absence of further material, the number of types must remain unknown.

Besides the variety of the 2 centavos with the inverted frame, copies are known without the overprint. There is a used block of four in the writer's collection, whose upper pair shows Overprint C, while the lower pair is without overprint. The types are as follows:

12	5	← Overprint C
6	7	← No Overprint

In the 1 real, there is a transfer fold sometimes occurring in type 1 where the bottom frame-line is broken or kinked immediately under the "R" of "REAL" and the foot of the upright stroke of that letter slightly distorted. This is shown in the upper left hand stamp in a block of 15 in the writer's collection. There is also a damaged transfer sometimes occurring in the lower right hand corner of Type 4. This shows as a white line or scar running diagonally downwards into the left lower corner of the stamp on the right.

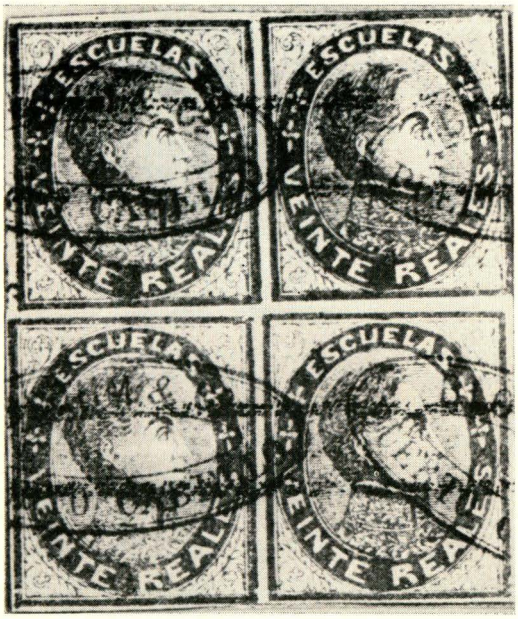
So much for the earliest issue with the slanting overprint in two double lines.

We now come to the famous issue on laid paper, and we see again a change of printers. Some months after the Rasco issue just described, stamps of six values only from new stones were printed by Aramburu. A much larger number of stamps of the same values as the Fifth Issue appear, together with probably 10,000 of the 20 reales. The need of additional numbers of the centavos values and the 2 reales is understandable because of the small number printed by Rasco. The 1 real must have been in fairly large demand, since probably 190,000 had been already printed, including all five issues, before those of the laid papers. Of the 20 reales, it is doubtful whether the first three issues totalled more than 4,200 stamps, and none were included in the Fourth or Fifth Issues.

Sixth Issue. 1875. Laid paper. Overprint C. Values 1, 2, and 5 centavos, and 1, 2, and 20 reales. Printed from new stones by G. J. Aramburu, Caracas. Aramburu also printed the Contrasena stamps of the 1875 issue.

The colors of the 1 centavo vary from a golden yellow to a brownish yellow and a yellow ochre and intermediate shades, including an orange and a brown orange. An error in pale red is also known. There may have been a second setting, since a number of copies, usually in a lighter shade, including lemon yellow, are found, which do not fit any of the three types identified for the first setting. The other centavos values are brown orange, with very little variation in the shades. (Fig. 16).

The 1 and 2 reales come principally in two different shades, one a pale pinkish rose, almost a pink, and the other a deeper rose of a somewhat dull appearance. The 20 reales is printed in a fairly bright green. (Fig. 17).



(Fig. 16) 1875. Block of the 20 reales on laid paper.

There are 3 types of the 1 centavo, 5 types each of the 2 and 5 centavos, 6 of the 1 real, 5 of the 2 reales and 4 types of the 20 reales.

An unusual feature of this issue is that two or three copies, clearly identified by type, color and printing, have been found on wove paper. A copy of the 5 centavos (Type 1) on wove is in the writer's collection.[7]

The printing of the issue is not too clear or distinct. The colors are usually dull, giving a somewhat drab appearance. The paper is vertically laid and easily identified.

The date of issue is unsettled. Hall & Fulcher say "Issued probably about March, 1875". Dull says "May, 1875". Dated copies examined show the following: June 12 '75 or December 6, '75 (12.6.75); July '75; July 10, '75; July 27, '75; August 12, '75; September 10, '75; January 11, '76; April 8, '76; June 30, '76; August 14, '76; and January 15, 78.

The first date mentioned (12.6.75) is perhaps more likely to be June 12, '75, since it was common, although by no means universal, to give the day of the month first in using numerals for dates. The July, August, and September dates in 1875 appear to be certain. Clearly the date of issue was before July 19, and very likely before June 12. It may have been in May, although no dated copies known to the writer support this, and it is not known upon what evidence the March date was suggested.

Again we see a large number of the 1 centavo printed. Dull says 500,000 and 200,000 of the 2 centavos. The need of many more 5 centavos and 1 real values is shown by the printing of 100,000 each, and of the 90,000 of the 2 reales—six times the number printed

7. Dull says that he has also found a copy of the 20 reales, type 2, on wove paper, as well as a 5 centavos, type 4, and that Bartels claimed that only the 1 centavo was known in wove in this printing.



(Fig. 17) 1875. Unused block of 10 of the 2 centavos on laid paper.

in the First Issue. As already mentioned, 10,000 of the 20 reales appear to have been printed, thus making the laid paper 20 reales by far the commoner in the early days of the four printings of this stamp. Those with Overprints A or B totalled only 4,200 between them!

Imprints on margins of the laid paper issue noted are as follows: (Fig. 18)

(1) 1 centavo, unused pair (Types 3 and 1), bottom margin, "255 ESTAMPILLAS."

(2) 1 centavo, used pair (Types 2 and 3) bottom margin, "G. J. ARAMBURU".



(Fig. 18) 1875. Used pair of the 1 centavo on laid paper with imprint.

(3) 1 centavo, used single, (Type 2), bottom margin "G. J.".

(4) 1 centavo, pale red error, used single, bottom margin "(c)ent.°".

(5) 2 centavos, vertical strip of three, left side margin, "—5 Estampillas de a Dos cents. fr".

(6) 1 real, used single, bottom margin, "UN REAL".

(7) 20 reales, used pair (Types 4 and 2), bottom margin, "—jral Jose Miguel—".

From these imprints, it is clear that the printing was done by G. J. Aramburu of Caracas, and that the 1 centavo and possibly the 2 centavos were printed in sheets of 255 stamps, probably 15x17, as suggested by Hall & Fulcher.

A transfer fold on the 2 centavos is known. This squeezes the "CUE" of "ESCUELAS" and the bottom of the second "E" is lost, so that the word reads "ESCUFLAS." (Fig. 19)

Retouches of the 2 centavos and the 1 real are known, as well as a 2 reales stamp with



(Fig. 19) 1875. 2 centavos, Sixth Issue (on laid paper) showing "ESCUFLAS."

defective transfer. This shows as a broad vertical line on the right hand side extending from top to bottom just to the left of the right frame line.

After the Laid Papers, there was no further issue until the following year. And now we come to another disputed question of dates. There were two further issues, both in 1876. The first included only the centavos values. The second included all values except the 7, 9 and 20 reales, and there were two or more settings for all values to and including the 5 reales. Hall & Fulcher put these issues in the order adopted in this article, and I shall call them the Seventh and Eighth Issues accordingly. But Dull disagrees and believes that the Eighth Issue came first. He dates our Seventh Issue (his Eighth Issue), however, in 1878, which is certainly wrong. There is a block of four of the 5 centavos in the writer's collection dated October 17, 1876, and a block of six dated 1877. (Fig. 20)

Moreover, out of numerous dated copies of the Eighth Issue, only six have been seen with the 1876 date, (none of them being a centavos value), while there are many stamps of this issue known that are dated 1877 and later.

Seventh Issue. 1876. Overprint C. Values, 1, 2, 3, 4, and 5 centavos. Probably printed by Rasco.

The impressions of this issue are coarse but moderately clear. The appearance of the head is slightly different. The eyebrow is much straighter than in previous issues, and ends well above the eye, rather than level with its angle. This is also a characteristic of the Eighth Issue. The color is a strong brown orange, except in the 3 and 5 centavos,

where paler and more yellowish specimens are common.

The only dated copies examined are those referred to above carrying the dates October 17, '76 and October, '77.

The numbers printed are said by Dull to be 300,000 for the 1 centavo, 200,000 for the 2 centavos, and 100,000 each for the remaining values.

Imprints are known as follows

(1) 1 centavo, postally cancelled single, type 3, bottom margin "(CAR)ACAS"

(2) 3 centavos, unused pair, type 3, bottom margin "(Estamp)illas de 3 cs."

(3) 4 centavos, used single, type 3, bottom margin "(2)55 E(stampillas)"

(4) 5 centavos, used block of six, types 2, 4, and 3 repeated, bottom margin, "255 Estampil(las)" (Fig. 21). In each case, the letters in parentheses are supplied.



(Fig. 20) 1876. Block of the 5 centavos, Seventh Issue, dated October 17, '76.

These imprints establish the size of the sheets of the 4 and 5 centavos, and probably of the other values, and the printing was undoubtedly done in Caracas.

Two specimens of the 4 centavos now in the writer's collection are most interesting. Both are a pinkish shade wholly different from the brown orange of the issue, and they are only 19 x 22 mm. in size, noticeably smaller than the ordinary size of the stamps of this issue, which are 20 x 24 mm. These two copies are unused, but have no gum. Both show small portions of the stamp below. What they are is certainly a mystery. The type is much like type 3. They are described by Hall & Fulcher, who state that they do not appear to be forgeries, a statement in which it is very easy, after careful examination of these mysterious stamps, to agree.[8]

Four types of the 1 and 5 centavos have been identified, three of the 2 and 4 centavos, and five of the 3 centavos. In all four lower values, the horizontal rows appear to be of the same type, with occasional variations.

The types of the 5 centavos were differently arranged, vertical repetition being more common than horizontal.

In the 3 centavos value, a transfer fold is sometimes found which results in the right frame line being bent and broken near the "R" of "FUERTES." The copy examined was type 3.

The error without overprint occurs in the 5 centavos. There is also a copy of this value showing white flaws above the "E" and between the top of that letter and the "L" of "ESCUELAS."

We now come to the final and most productive issue of these interesting stamps. While the number printed appears to have been less than those of previous printings in most of the values, a larger number of specimens seems to have survived. The reason for this is not clear. The "Contrasena" issues appeared in 1873 to 1876, and were exhausted before 1880. Moreover, the 1875 and 1876 "Contrasenas" each contained only two values, the ½ and the 1 real. The imperforate large "Escuelas" were not issued until 1879. We should expect, therefore, that the issue of the small "Escuelas" that we are about to describe would have been pretty well used up. Nevertheless, a great many have survived, both unused and used.

Eighth Issue. 1876. Overprint C. All values except the 7, 9, and 20 reales. Probably printed by Felix Rasco, Caracas. Very coarse printing.

This issue is distinguished by the very poor, coarse, and rough impressions of the stamps, and in some settings and values by the pale or dull coloring. The two different settings of the centavos values are readily differen-

8. The *London Philatelist,* May, 1919, p. 116.



(Fig. 21) 1876. Block of 6 of the 5 centavos, Seventh Issue, with imprint.

tiated. Both types and colors are different. The first setting of each of these values was printed in orange and yellow, but the second setting is a pale buff. It will be helpful to look into these colors in more detail.

1 centavo:

1st setting: Dull orange, deep orange, red orange, yellow, pale yellow, buff yellow.
2nd setting: Pale buff, pinkish.

2 centavos:

1st setting: Dull orange, dull deep orange, orange yellow, brown orange.
2nd setting: Pale buff, pale orange.

3 centavos:

1st setting: Orange. This is a rare stamp.
2nd setting: Buff, pale buff, pale orange buff.

5 centavos:

1st setting: Orange, brown orange, yellow, pale orange red (error).
2nd setting: Pale buff, buff.

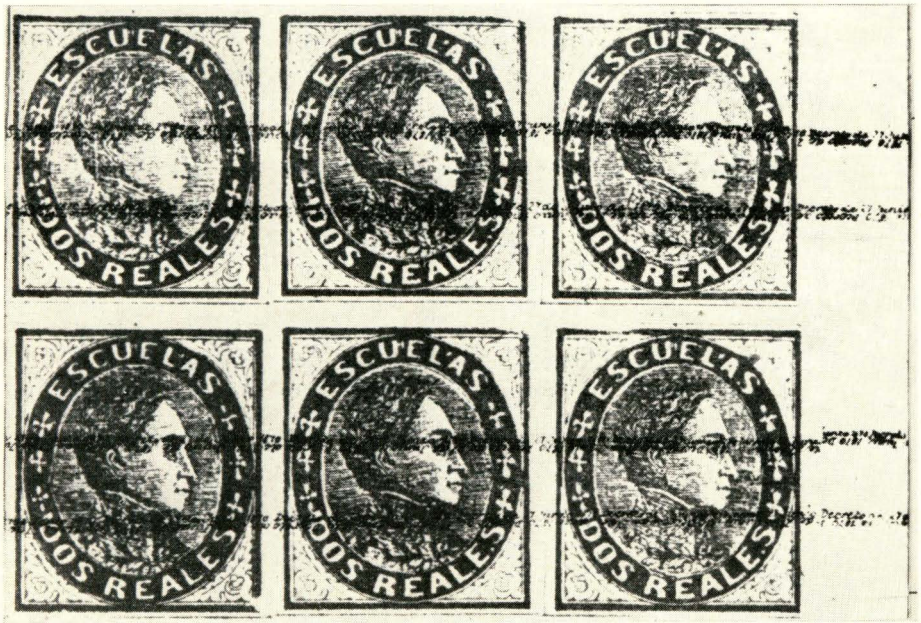
Occasionally a copy will be found that is difficult to identify by color, but practically all specimens are easy to place. The pale buff and buff of the second setting are completely different from the oranges and yellows of the first setting.

The rose stamps, the 1, 2, 3, and 5 reales, do not show so much difference between the two settings. Moreover, there is a third setting of the 1 and 2 reales. (Fig. 22).

In the case of all but the 5 reales, the second setting is usually of a paler shade and with more pink than the first setting. In the 5 reales, these conditions are reversed. Description by values may now be given:

1 real:

1st setting: Carmine rose, rose, deep rose.
2nd setting: Pale rose, rose, pink.
3rd setting: All shades of rose of the first two settings.



(Fig. 22) 1876. Unused block of 6 of the 2 reales, Eighth Issue, Third Setting.

2 reales:

1st setting: Rose, rose red.
2nd setting: Pale rose, pink.
3rd setting: Pinkish rose, rose.

3 reales:

1st setting: Rose red, rose.
2nd and 3rd settings: Pale rose, rose, pinkish rose, pink.

5 reales:

1st setting: Pink, pinkish rose.
2nd setting: Rose, pinkish rose.

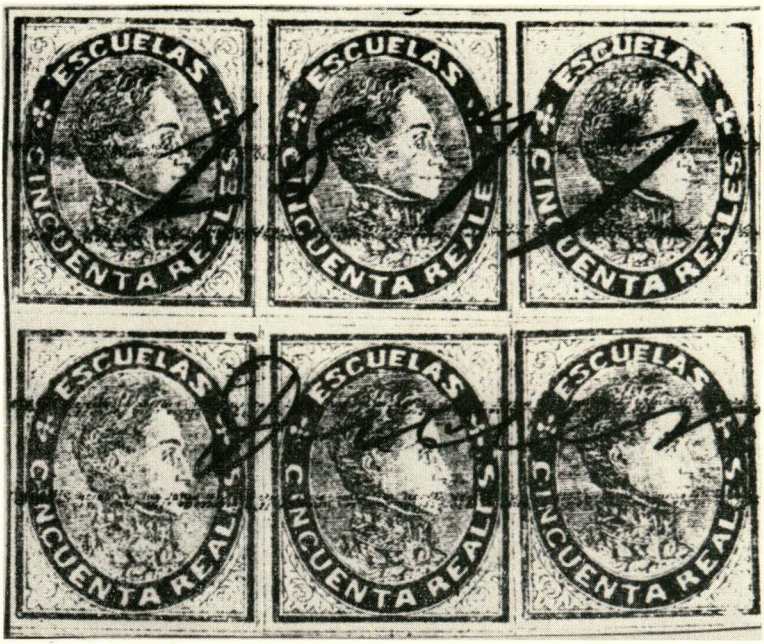
It is possible that the order of the settings of the 5 reales should be reversed. In all the others, the earlier setting is stronger in color. The pink shade appears only in the later settings of each value. The majority of the second setting stamps of the 5 reales are in stronger rose colors. The pink shade prevails in the first setting. Reversal of the order of these two settings would therefore make them consistent with the other values. We have no other proof to support this suggestion, but it is interesting and challenging. Further research may solve the riddle.

The 15, 30, and 50 reales are all printed in a gray green. This distinctive shade and the poor impression makes identification easy, even without the fact that there was only one issue of these values with Overprint C. There was only one setting of each. (Fig. 23).

Some 46 dated copies of this issue have been examined. None of them are as early as March 1876, the month of probable issue according to Hall & Fulcher. The earliest dates examined are July 8 or August 7, '76 (8.7.76—3 reales); 1876 (1 real); 8/76 (possibly August—1 real); October 11 or November 10, '76 (11.10.76—5 reales); December 13, '76 (1 real); and December 19, '76 (3 reales).

Various copies of the 1 real, the 2 and 3 reales, the 5, 15, and 50 reales are dated in 1877. The 5 centavos, and the 1, 2, 3, and 5 reales are also found dated in 1878, and they, together with the 1 and 4 centavos, and 15 reales, in 1879. The latest date seen is 1886 on a copy of the 2 centavos.

It may be possible that some values were issued in 1876 and others later. But this seems most unlikely. In the absence of better evidence, we may say with a good deal of con-



(Fig. 23) 1876. Block of 6 of the 50 reales, Eighth Issue.

fidence that this issue came out in the spring or summer of 1876, possibly in June or July.

The numbers issued as given by Dull were comparatively small, assuming that they include all settings of this issue. He gives 150,000 for the 1 centavo, 75,000 for the 2 centavos, 50,000 each for the 3 and 4 centavos, and 60,000 for the 5 centavos. The reales numbers are much lower—15,000 for the 1 real, 12,500 for the 2 reales, 10,000 for the 3 reales, and 12,000 for the 5 reales. The higher values were even less—3,000 for the 15 reales, 1,500 for the 30 reales, and 1,000 for the 50 reales.

These numbers lend some support to the claim that this issue came before the Seventh Issue, but, as we have already seen, the dates on dated copies so far noted do not bear this out.

It is rather curious that out of hundreds of stamps of this issue that have been examined, including many pairs and blocks and some rather large pieces, only one has been found with any sign of a printed imprint.[8A] This is a single used 3 reales with bottom margin showing the tops of letters which undoubtedly are "FELIX R(ASCO)." There is no doubt that the stamp belongs to this issue, and while this is slim evidence, resting on only one copy, and that not complete, it is nevertheless good proof that Rasco of Caracas was the printer.

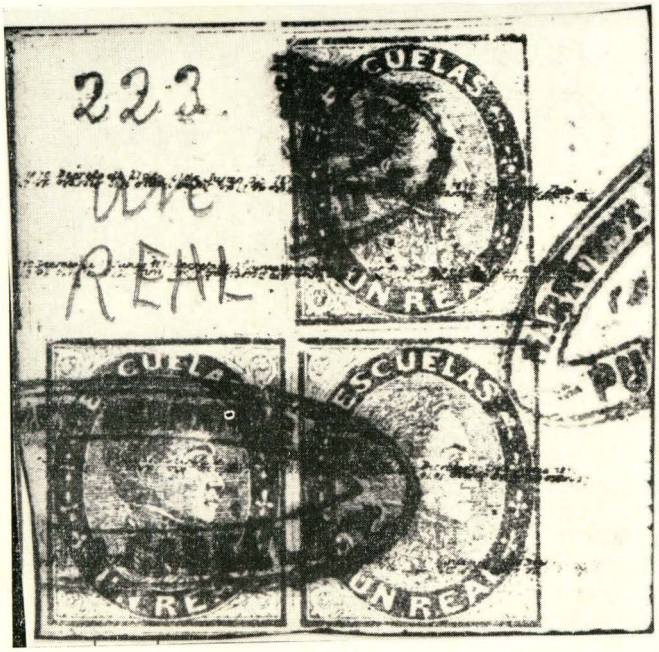
Another and most unusual imprint is found in a block of four of the first setting of the 1 real (Fig. 24). The space which would normally be occupied by the upper left stamp is blank, but there is written in the blank in manuscript in ink of much the same color as the stamp the following:

223
UN
REAL

It will be noticed, of course, that the stamped cancellation of a business house of Porto Cabello stops abruptly *in media res* at the edge of the blank. The paper shows slight traces of gum on the face. It is possible that a loose stamp was affixed over the blank to make up a higher rate.

Hall & Fulcher say of this piece:

8A. Dull mentions three pieces with imprint, showing different imprints. These have not been seen by the writer.



(Fig. 24) 1876. Block of the 1 real, Eighth Issue, 1st Setting, showing manuscript imprint.

"Whether this means that the sheet consisted of sixteen rows of fourteen stamps, with one blank space, or some other arrangement, there is no evidence to show. We may note here that the transfer No. 10 immediately below the space shows a defect at the top, the tops of the letters 'UEL' of 'ESCUELAS' being cut off by a white space extending over the top of the oval containing the head."[9]

I leave the solution of this mystery to wiser heads than mine. But we may make a suggestion. This was the first setting of the 1 real since Aramburu's laid paper issue in the previous year. Some official may have wanted information, including a sheet. There may have been no imprint that would suffice. It would be easy to insert a small piece of paper over one impression, and after removing the sheet, and using the same ink that was used for the printing, to make the inscription in the blank so left. Later the sheet or portion of it may have been sold for postage. But all this is guess work, which should have no place in the sober study of our hobby.

There are a number of minor varieties in this issue. (Fig. 25). The 2 centavos orange of the first setting is sometimes found with a double overprint, i. e., four double lines instead of two.



(Fig. 25) 1876. 2 centavos, Eighth Issue, 1st Setting, with double overprint (4 double lines).

The 5 centavos, first setting, is found very rarely in a pale orange red—more red than orange. There is a copy of the 1 real of the same setting with large blobs of color near the last "S" of "ESCUELAS" and the "L" of "REAL," which is partly obliterated. A pair of the pink 1 real of the second setting, privately perforated between, postally cancelled, and dated August 25, '77, is in the writer's collection. There is also a single copy privately perforated all round.

9. The *London Philatelist,* 1919, p. 159.

The third setting of the 1 real shows redrawn or retouched copies of types 2 and 5.

In the first setting of the 2 reales, there is a variety with a broken corner at the top right. The copy referred to is type 5. There is also a very defective transfer of type 5 where the whole upper right hand corner is missing outside of the colored label bearing the word "ESCUELAS" and the label itself is slightly affected.

There is a transfer fold bending the left outer frame a little below and almost opposite the first "E" of "ESCUELAS" occurring in a copy of type 9. There is also a worn print where most of the corner decorations are so faint that the corner spaces between the colored label and the frame lines, especially on the right, are nearly blank.

In the third setting of the 2 reales, a transfer flaw is known which shows the right end of the top frame line bent diagonally upwards, leaving a gap about 2 mm wide between it and the top of the right frame line. This occurs in type 5.

In the second setting of the 3 reales, there is a double transfer. Here the left frame line is double from the top to the lowest cross, roughly two-thirds of the way down, with a clear white space between the double frame lines. (Fig. 26).



(Fig. 26) 1876. 3 reales, Eighth Issue, 2nd Setting, showing double transfer.

The most conspicuous stamp in this issue is, of course, the 15 reales with the inverted frame. It is said that this occurs once in the sheet.[9A] The pair shown in the photograph is obviously from the lower right corner of the sheet. (Fig. 27). The manuscript date is May 5, 1879. The type of the lower stamp is probably Type 1.



(Fig. 27) 1876. 15 reales with Inverted frame in Corner Pair with Normal.

Hall & Fulcher say that eight copies examined of the inverted frame appear to be of the same type. The "Q" of "QUINCE" is an "O." They also refer to a dated copy giving the date 3.8.77, nearly two years earlier than the date mentioned above. This stamp with frame inverted is extremely rare.

It remains to consider the number of types of the different settings of the Eighth Issue. According to the authorities, they are as follows:[10]

Values	*1st Setting*	*2nd Setting*	*3rd Setting*
1 centavo	2	4	
2 centavos	2	9	
3 centavos	2	5	
4 centavos	6	7	
5 centavos	8	6	
1 real	11	10	7
2 reales	12	8	7
3 reales	10	—	14 —

9A. Dull, p. 180.
10. Hall and Fulcher. See Note 1.

5 reales	10	7
15 reales	5	
30 reales	6	
50 reales	6	

The fourteen types of the 3 reales probably represent two settings of 7 types each, but they have not been distinguished thus far nor allocated to their proper settings. There is room here for new research.

The difficulty of sure identification of the different transfers is very real because of the poor impressions of this issue. We may properly wonder why there is such a wide variation in the number of types of the different values. Is it possible that some are only subtypes, or possibly not constant? There is plenty of material for most of these stamps and it is hoped that someone will carefully review this subject. It is well worth the effort.

In the first setting of the 2 reales, there is a period or stop after the second "E" of "REALES" in all types except type 10.

We should not close this discussion without mentioning the proof of postal use of these First Escuelas issues of 1871-76. The decrees authorizing use for postage have already been referred to, and there is no doubt that the use was extensive, especially of the lower values. But the lack of cancelling machines and the custom of manuscript cancellation has resulted in a real scarcity of postally cancelled copies.

Twenty-three specimens with what are believed to be genuine postal cancellations have been examined. They are from all issues except the Fifth. They include all the lower values to and including the 3 reales. None of the higher values are included except the 30 reales. The towns identified are LaGuaira, Caracas, Porto Cabello, and Valencia. Four copies are cancelled with numerals—probably the old weight marks that were used extensively to cancel the early issues of Venezuela before the First Escuelas.

In conclusion, it should be said that the forming of a collection of the First Escuelas combines most of the pleasures of philately. Here we have a variety of colors, of impressions, of overprints, and of dates that make a fascinating study. The results of the use of different stones, the mysteries of some of the problems, the identification of types, give any lover of stamps a real objective. With a few exceptions, the stamps are readily obtainable still, and their examination, and the search for covers, which are badly needed to help solve some of the unknown details of the use of the First Escuelas stamps of Venezuela, will repay in full the efforts and interest of any collector.

(The End.)

BOOK REVIEWS

(Continued from page 42.)

A President's Hobby, the Story of F. D. R.'s Stamps, by Lena Shawen. H. L. Lindquist Publications. 48pp. Paper bound. $1.00.

This is a story of the stamps issued during the administration of President Franklin D. Roosevelt. Most stamp collectors already know the details set forth about these stamps. In fact, most of us know much more than the brief facts contained in this book. Furthermore, there are some inaccuracies such as the one on page 25 which says, " . . . to issue a distinctive stamp providing for the payment in one stamp of the postage and special delivery fee, which at that time amounted to 16-cents." The reference is, of course, to the 1934 16-cent Air Mail special delivery stamp.

The value of this book lies in the illustrations. Here are reproduced those famous sketches of the ideas for stamps done in the President's own hand. Other illustrations, of which there are many, are well chosen and give this book a standing, which would otherwise be most mediocre.

The fascination and influence of our hobby upon one of the most outstanding figures of our times is something which philatelists should always remember. Perhaps some day, this story can be told by a stamp collector for stamp collectors and still be read with interest by the general public. This book is too superficial.

H. M. G.

(Continued on page 54.)

An Editorial

HOW GOOD IS THE BEST?

There has been a trend, which has achieved some limited acceptance, to avoid the over-description of stamps. Nomenclature such as superb, unique, extremely rare, have been discontinued by some of the stamp trade, especially the auctioneers. But hyperboles are generously applied to everything else in philately. This could be moderated for the benefit of the hobby.

One is proclaimed the greatest expert. Another is called the leading authority. A third is dubbed the dean, although lacking even the basic qualification of seniority. A writing is exaggeratedly reviewed as the best, the last word or a must, when it is only partly commendable. The errors therein become just as generally believed as the facts, and sometimes it is generations before philately accepts the necessary revisions.

A rudiment taught in school is,—avoid the use of superlatives. Philately seems to have forgotten this. Those bestowed with such exaggerated praise become inebriated with their infallibility and brook no criticism. All margin for error is denied and woe unto the heretic or upstart who would refute the revered authority. How often do we hear or read if a certain person said so, it is an axiom. The evil results need not be described. The new student or younger philatelist finds it almost impossible to be heard.

If we wish to witness the spread of discord among the professionals, it is evidenced when word is printed that one among them is the leading auction house or another the top in his specialty. One should not be deluded that such unproven statements in print are isolated. It is to be regretted when these hyperboles are permitted to appear in self proclaimed paid advertisements, but it is plainly misleading when such exaggerations are allowed in the textural part of a publication.

The best, the greatest expert, the leading dealer, the finest book, the greatest catalog, the top student or the foremost philatelic authority *do not exist.* The next time you read it, you would be well advised not to be so impressionable by its belief. In actual practice, there might be the finest collection, the leading specialist or the best stock of stamps. A competition for such titles has not been held, and if it were, the results might be surprising. Some of our keenest philatelic minds are unpublicized. If philately could learn to avoid the indiscriminate use of superlatives, more harmony and less dissension would exist in our ranks.

P. S. This is not the best philatelic editorial ever written.

H. M. G.

BOOK REVIEWS

(Continued from page 53.)

Jamaican Obliteration Numbers. By L. C. C. Nicholson. Published by W. S. Stamps Ltd., 309 Old Kent Rd., London, S. E. 1, England. $1.50.

Here is another reprint of Jamaica philatelic literature, this one out of the 1928 handbook. In this 16-page pamphlet the author has revised and added new information to the Obliterators section of his chapter on postmarks. Set forth in text, an elaborate table and an alphabetical index of postoffices is the complete known history of the numbered obliterators from their manufacture in England and first use in the island on British stamps (Kingston, March 8, 1858) until they were replaced by squared-circle postmarks between 1882 and 1892. Information on relative scarcity of every number on the various stamps is provided and all 15 styles are illustrated in their exact measurements.

Charles S. Lasky

Supplementary Notes and Comment On the Centenary Handbook of 1942

"100 YEARS AGO"

By ELLIOTT PERRY

(All rights reserved by Elliott Perry.)

(PART IV*)

FIGURE 65



City Despatch Post stamp from the upper left corner (No. 1 position) of a sheet, on a cover dated at New York, March 15, 1842, to Schenectady. The similarity to the covers which are illustrated on page 118 of the April COLLECTORS CLUB PHILATELIST, 1949, is apparent. The rate marking "12½" (or 18¾?) in manuscript is at upper right, the

*(Cont'd from Vol. XXVIII, No. 3, p. 223)

dater handstamp of the New York post office is toward the lower left, and Greig's stamp, which was affixed at the upper left corner, is pen cancelled. The postmark of the local post was not struck on any letters which have been seen and which the City Despatch Post delivered to the U. S. post office in New York "for the mails," but when so used, the Greig stamp was pen cancelled. The cover is illustrated by courtesy of Charles F. Meroni.

FIGURE 66



City Despatch Post stamp from the upper left corner (No. 1 position) of a sheet, cancelled with the framed "U.S.", on a cover with the Type I postmark of the United States City Despatch Post. The stamp and the official markings show use as a U. S. carrier and delivery by the U. S. City Despatch Post to a local address in New York.

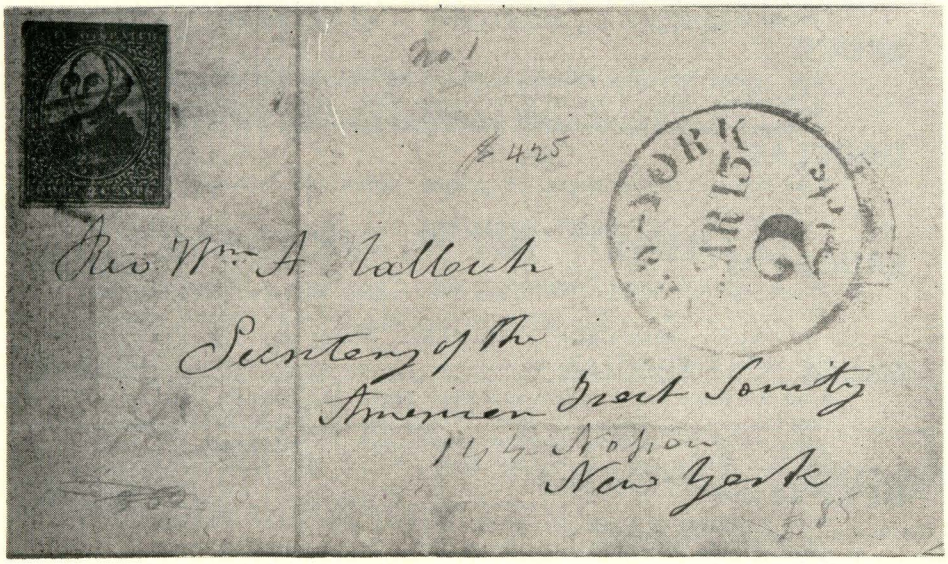
December 2, 1842 was more than three months after August 16th, 1842 when the United States City Despatch Post stamps were issued. Hence, this cover furnishes additional proof that Greig's "City Despatch Post" stamps were recognized as valid by the United States City Despatch Post, instead of being "used provisionally during the preparation of stamps for the latter." So far as the record shows, Greig's THREE CENTS stamp continued to remain valid as an official carrier stamp until the United States City Despatch Post was discontinued by the Postmaster General late in November 1846. The cover is illustrated by courtesy of Frank A. Hollowbush.

FIGURE 67



On this strip of four United States City Despatch Post stamps on blue glazed paper the framed "U.S." cancellation is in red, as usual. The three stamps at the right are from the same plate positions as the three which comprise the bottom row of the block of twelve which is illustrated on page 29 of the January 1949 COLLECTORS CLUB PHILATELIST. The left hand stamp is from the same plate position as the copy in the Hooper correspondence which was numbered 30 in the Hooper series when those stamps and covers were photographed more than twelve years ago. The strip is illustrated by courtesy of Gene Costales and Harmer, Rooke & Co.

FIGURE 68



Local delivery cover to which is affixed a 2c. red cancelled by a curved "PAID" and postmarked by the large circular marking containing "2 ct." The illustration is from a photograph in the *Luff Collection* now the property of *The Philatelic Foundation* and loaned for illustration by its courtesy. Notations in pencil on the back of the photograph read "Ayer collection" and "From H. E. Deats, Feb. 4, '05." The present whereabouts of this cover is not known.

FIGURE 69



This off cover single appears to be uncancelled. The writer has no information beyond that which is shown in the photograph except that the stamp is owned in England. It is illustrated by courtesy of the owner, W. Humphrey Golding, with the generous cooperation of Roland King-Farlow and Denwood N. Kelly.

(To be continued.)

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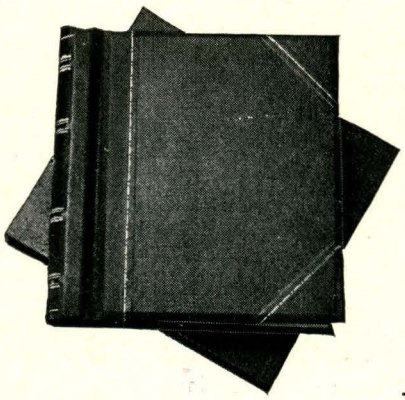
Like the Bruce Post in size and binder colors. Has morocco back and corners, linen-covered slip case. 50 pages of special Crane linen paper, with transparent glassine interleaving. Extra pages, 25 for $3.75. Binder only, with case, $11.

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1,3,5	1857	1, 3, 5, Thick P.	—	33.50	48.50
2		2d Scarlet verm.	—	V.G.110.00	
6		6d Scarlet verm.	—	—	150.00
7		6½d Scarlet verm.	—	100.00	G.75.00
8		8d Scarlet verm.	—	24.00	—
11	1860	2d Orange	—	32.00	—
11a,12a,15a		1d. 3d. 5d Thin P.	—	25.00	—
12		4d orange	—	200.00	60.00
13		6d orange	—	—	60.00
17–23	1860-63	2d-1/(7)	—	47.50	—
24–31	1866-94	2c-24c(8)	—	67.50	47.50
32–36	1868-94	1c-6c(6)	—	31.50	15.00
37–40	1876	Rouletted(4)	—	36.50	11.50
41–60	1880-96	½c-10c(20)	130.00	30.00	16.50
61–74	1897	Cabot(14)	80.00	17.50	15.50
75–77	1897	Provisionals(3)	75.00	47.50	55.00
78–85	1898	Royal Family(8)	8.50	2.15	.80
86	1908	2c Map	7.50	1.35	.03
87–97	1910	Guy Litho(11)	185.00	36.00	37.50
98–103	1911	Guy Engraved(6)	225.00	46.50	45.00
104–14	1911	Royal Family(11)	170.00	32.50	31.00
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183–210	1931-7	Industrial(20)	37.00	9.25	6.75
211	1933	L & S Post	2.40	.60	.75
212–25	1933	Gilbert(14)	90.00	22.50	27.50
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245–48	1938	Royal Family(4)	3.80	.95	.25
249	1939	Royal Visit	1.00	.25	.25
250–51	1939	War Provis.(2)	1.60	.40	.40
252	1941	Grenfell	.52	.13	.10
253–66	1941-4	Re-issue(14)	10.00	2.50	1.60
267	1943	30c College	1.50	.38	.27
268	1946	2 on 30c	.60	.15	.18
269	1947	Princess	.24	.06	.02
270	1947	Cabot	.32	.08	.07
C 2	1919	Alcock-Brown	100.00	22.00	—
C 3	1921	Halifax	57.50	12.50	12.50
C 6–8	1931	No Wmk.(3)	39.00	9.75	11.50
C 9–11	1931	Watermarked(3)	68.00	17.00	22.50
C 12	1932	DO-X	180.00	38.75	37.50
C 13–17	1933	Labrador	95.00	22.50	27.50
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FACTS

ABOUT SELLING YOUR STAMPS

- Public Auction is the modern way to sell most collections.
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	Unused Entire	Cut
#U 9	.90	.85
U10	.70	.20
U12	6.00	5.50
U19	.85	.75
U26	1.30	1.10
U27	.80	.65
U34	1.25	—
U35	1.00	—
U40	1.70	—
U41	1.50	—
U50	1.00	—
U52	1.25	.90
W53	4.50	2.75
U54	.65	.55
U56	.65	.55
W57	.85	.80
U61	2.50	2.40
U63	3.00	2.75
U65	2.50	—
U74	2.25	—
U75	2.00	—
U76	.50	.45
U78	1.00	.95
U79	1.00	—
U80	.35	.27
U84	.60	—
U85	1.25	1.00
U85A	1.70	—
U86	1.35	1.15
U88	1.50	1.40
U111	1.25	1.00
U111A	.90	.80
U113A	2.25	—
U116A	.35	—
U117	.25	.20
U119	.45	.40
U121	.85	—
W131	1.35	1.30
U132	5.50	5.25
U142	.27	.24
U143	.35	.28
U144	.75	.65
U147	.50	.45
U151	1.00	—
U151A	1.25	—
W155	.70	.65
U159	1.75	—
U160	2.50	—
U165	.55	.50
U166	.35	.30

	Unused Entire	Cut
#U172	.42	.36
U173	.45	.42
U175	.50	.45
U177	.30	.28
U178	.30	.28
U179	1.60	1.50
U181	.35	.32
U181A	.60	.50
U182	.60	.58
U183	2.50	2.20
U184	2.25	—
U189	.32	.30
U189A	.90	.75
U190	.32	.30
U190A	.50	.38
U191	.55	.50
U192	.70	.65
U192A	.70	.65
U192B	1.25	1.00
U193	.75	.70
U193A	1.10	1.00
U194	.90	.85
U194A	1.10	1.00
U205	4.50	—
U218	1.85	1.40
U219	1.10	.87
U221	2.00	1.85
U223	.40	.35
U228	.35	.33
U233	.40	.38
W235	.55	.50
U236	.32	.30
U237	.75	.70
U238	.80	.75
U240	2.25	—
U252	1.10	1.00
U253	1.00	.95
U254	1.15	1.00
U255	2.30	2.15
U257	.95	.85
U258	.37	.35
U259	.32	.30
U260	.70	.60
U261	.70	.65
U262	.70	.65
U263	1.00	.85
W264	1.20	1.00
U265	.75	.70
U268	.45	.40
U282	.45	.42

	Unused Entire	Cut
#U289	.90	.80
U291	1.85	1.75
W292	1.60	1.50
W293	.45	.20
83 Perf..	.45	—
41 Perf..	.45	—
Series #1 ..	.50	—
Series #3 ..	.50	—
Series #7 ..	.50	—
U295	.35	.30
U297	1.50	1.40
U302	2.25	2.00
W303	1.10	—
U304	.28	.25
U305	.40	.38
U306	1.30	1.25
U326	.30	.27
U326A	.30	.27
U327	.30	.28
U327A	.30	.28
U328	.34	.32
U328A	.34	.32
U328B	.75	—
U329	.28	.25
U329A	.28	.25
U331	.28	.26
U332	.35	.30
U333	.35	.30
U334	.85	.80
U335	.38	.34
U338	1.60	1.55
U338A	1.60	1.55
U339	1.60	1.55
U339A	1.60	1.55
U340	2.00	1.85
U340A	2.00	1.85
U341	2.00	1.80
U341A	2.00	1.80
U349 I	.30	.28
U351 III	.75	.70
U354	.75	.70
U355	.75	.70
U359	1.10	1.00
U360	.48	.45
U368	.65	.60
U369	1.10	1.00
U371	1.40	1.25
U372	1.25	1.20
U374	.25	—
U377	.48	.46

WE HAVE OTHERS. YOUR WANT-LIST WILL BE APPRECIATED.

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#613b, 2c BLACK HARDING ROTARY PRINTING—PERF. 11

This is undoubtedly the rarest U. S. commemorative; only a very few copies have ever been found. It is not known unused. **We offer a very good used copy for $395.00, and a fine used copy for $550.00.**

R21c, 4c PLAYING CARD CIVIL WAR REVENUE

Most copies of this very scarce stamp are damaged; we offer a good-looking, but repaired space filler for **$5.95.**

HAWAIIAN REVENUES

Not many collectors have seen any Hawaiian revenues, except the $1.00 slate blue, which is comparatively common used, though scarce unused. We offer the following, all in **fine condition:**

R1	25c green	**.20**	**R12**	$50 blue & carmine	**1.75**	**R15**	$1 gray	**.30**
R11	$1 slate blue	**.50**	**R14**	50c orange	**.20**	**R16**	$5 red & blue	**.50**
			R17	$10 brown & green	**.60**			

Mint set of 7, 25c to $50—for $3.75; blocks $15.00.

ILLUSTRATED HAWAIIAN PRICE LIST—very complete. A must for Hawaiian collectors! **50c**

1929 EDISON COIL #656

Well centered copies of this stamp have been hard to find recently. We can offer this stamp as follows:

Single copies, very fine o. g. **75c**; practically perfect centering **97c**
Pairs, very fine **$1.50**; centering practically perfect **1.95**

NEWFOUNDLAND-WAYZATA STAMP

In 1932 a flight from Wayzata, Minnesota to Newfoundland was projected. Special stamps were issued and sold to dealers. The flight, however, fell through and the stamps repudiated. We offer a mint copy of the $1.00 blue a. m. for **78c**; block, **$3.00.**

HIGH VALUE WINES

The large $50.00 and $100.00 Wine stamp (RE57 and 58) were reissues in a very bright yellow green, perforated 12½ at the left instead of about 11¾. **We offer the new printing for $50.00 the pair.**

RE80	$2 green	**$ .80**	RE150	$1.60 grn. & blk.	**$ .35**	RE	$50 grn. & blk.	**$14.00**
RE81	$4 green	**2.00**	RE159	$4 grn. & black	**2.25**	RE169	$100 grn. & blk.	**12.50**
RE83	$9.60 grn.	**25.00**				RE170	$200 grn. & blk.	**11.50**

PEP UP YOUR COLLECTION!

Fill in those out of the way spaces that are usually so distressingly empty! We list below a few special packets that will help to brighten up your collection.

Postage Dues—a magnificent collection of **55** varieties, values to $5.00 .....**$ 4.25**
Cigarette Tubes—Three varieties ..... **.30**
Motor Vehicle Stamps—The **five** highest values of each year **3.75**
Fire Arms—1 variety **1.25**
Duck Hunting Stamps—12 Different handsome stamps **8.95**
Potato tax stamps—10 varieties, for **3.25**
Tobacco Sales Tax—6 different for **5.75**
Customs House—large stamps, **5** varieties ..... **.50**
Consular Free Stamps—18 var. to $10.00, **$2.25; 27** val. plus $5—bisected on doc. **18.50**
Playing Card Stamps, fine collection of **12** varieties for **1.75**
Wine Stamps—A real representative packet of **73** diff. values up to $9.50 ..... **7.50**
Narcotics—A representative collection of **19** varieties of these odd stamps **4.50**
Confederate States—8 different varieties, all unused **7.95**
"Dr. K." Proprietary Provisionals (1898), **three** different **3.75**
Silver tax—16 varieties **1.25**
Post Office Seals—10 different, including large Registry, and Type-Set **1.65**

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- a single Line-Engraved stamp
- a collection of Line-Engraved
- a collection of Imprimaturs
- a Cancellation on a cover
- a Cancellation off a cover
- a single Penny Black
- a single Twopenny Blue

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- a collection of British West Indies
- a British North American classic
- a specialised collection of one issue

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AUCTION SCHEDULE

Monday, Tuesday, Wednesday
JANUARY 9, 10, 11

FIRST SESSION: United States, strong in 19th Century, incl. Providence sheet, fine range of 1847 issue, and good range of 20th Century.

SECOND SESSION: Air Post Collection (327 lots) and a fine range of wholesale (122 lots)

THIRD SESSION: General Foreign, incl. British Commonwealth, concluding with valuable "Collections & Various" lots.

Auction Catalogue Free on Request

Monday, Tuesday, Wednesday
JANUARY 16, 17, 18

AN EXCEPTIONAL COLLECTION OF KING EDWARD VII AND KING GEORGE VI IN MINT USED CONDITION, by order of the Overbrook Foundation of New York, N. Y.

Many of the big rarities including British Central Africa, 1907.

Mult CA 2p., 4p., (cat. $2000), Jamaica 1sh inverted frame used (cat. $900), Newfoundland "Pinedo" on cover, Halifax invert, Rhodesia £1, error of color, all the rare commemoratives, etc., etc.

A SALE IN WHICH THE BRITISH EMPIRE COLLECTOR MUST PARTAKE.

Special Catalogue Free on Request

Monday, Tuesday, Wednesday, JANUARY 23, 24, 25

The "Leon Abbett" Collection of 20th Century issues of the World, by order of the Executors of the late Leon Abbett of Glen Head, Long Island. An outstanding collection, very complete with many rarities and sets, collections by countries, etc., etc.

Auction Catalogue Free on Request.