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Volume 54 Number 2
March 1975

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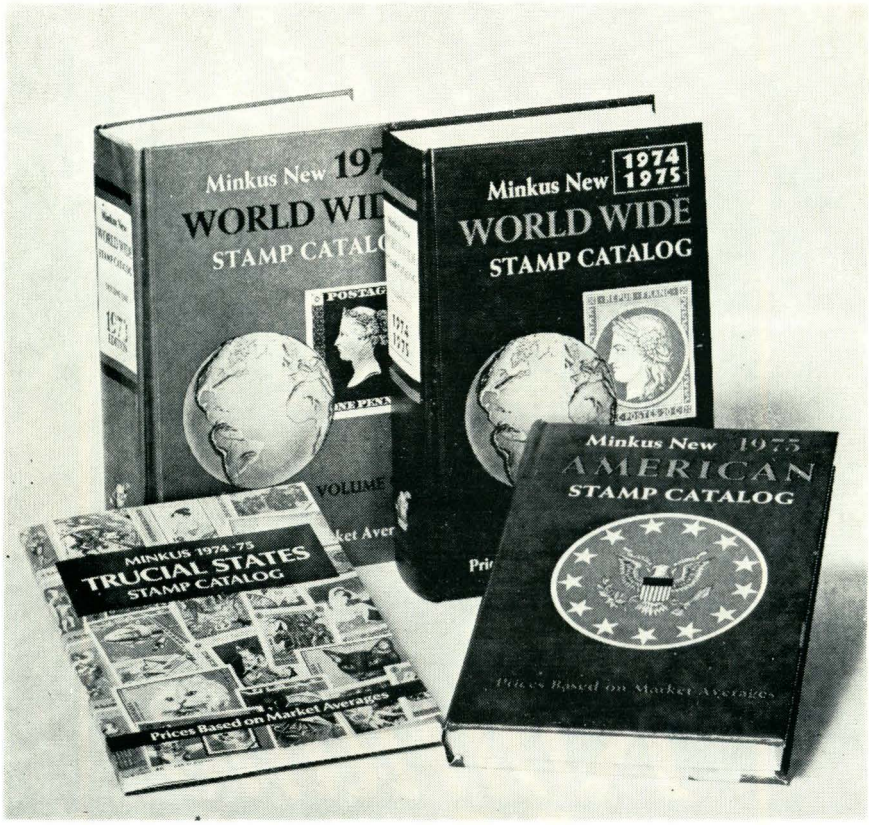
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The Collectors Club PHILATELIST

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New Stewardship for the CCP

With this issue of the "Collectors Club Philatelist," a new editorial team will endeavor to maintain and, perhaps, improve this instrument, which for many members, forms the sole bond between our New York home, the distant reaches of the United States and the far corners of the earth.

Abbot Lutz will assist in the mechanical presentation of the magazine's contents; Ira Zweifach is serving as Editor to obtain articles, news and illustrative material; to send copy to the printer and to read galley and page proofs; Ernest Kehr accepted a post of overseeing the unified efforts of these members.

All three have wide experience in the periodical field and it is hoped that their labors will meet with the acceptance of the entire membership.

As part of their continuing effort to make this magazine an interesting and useful philatelic tool as well as an excellent "journal of record," the editors are especially interested in your likes, dislikes and preferences in its editorial content. Your letters and comment will be appreciated.

The editors, too, are looking for editorial contributions on all phases of philately. They will consider good general articles, research studies, postal history material and any manuscripts of solid philatelic worth. If you have such material to offer or will undertake an editorial assignment, please contact them at the club.

1975 PROGRAM AND CALENDAR OF EVENTS

Exhibits Open 7:30 P.M.
Meetings Convene at 8:00 P.M.

April 16	— *WESTERN EXPRESS FRANKS "THE CALIFORNIA GOLD RUSH"*—Samuel S. Arlen, New York, New York
May 7	— *POSTAL HISTORY OF SCOUTING'S WORLD JAMBOREES*—Sheldon S. Levy, New York, New York
May 14	— *ANNUAL AWARDS DINNER*
May 21	— *SAUDI ARABIA*—Harrison D. S. Haverbeck, Bernardsville, New Jersey
June 4	— *POSTAL HISTORY OF THE DIVISION OF THE UNION*—Robert L. D. Davidson, Fulton, Missouri
	Summer Recess
June 18	— *SEMINAR ON SCIENTIFIC AND PHOTOGRAPHIC PHILATELY*—Theodore G. Helkowski, The Bronx, New York
September 17	— *AUSTRIA: FOUR POWER OCCUPATION*—Henry O. Pollak, Summit, New Jersey
October 1	— *CUBA—FOUR PERIODS OF POSTAL HISTORY*—Dr. Roberto M. Rosende, Yonkers, New York
October 15	— *PUERTO RICO*—Raul Gandara, Santurce, Puerto Rico
November 5	— *CANADA — SPECIAL AIRMAILS*—Chester S. Forrest, New York, New York
November 19	— *A DAY IN THE LIFE OF A STAMP DEALER*—Stephen W. Braham, Hounslow, Middlesex, England
December 5	— *SWITZERLAND POSTAGE DUE PROCEDURES*—Werner K. Elias, Jamaica, New York
December 17	— *BOARD OF GOVERNORS OPEN HOUSE*

Editorial

Anyone who has been actively engaged in stamp collecting for more than a few years is intimately acquainted with the multitudinous number of articles that have been written to convince the neophite that there are fortunes to be made through investment in the philatelic market place. And, as with any get-rich-quick promotional scheme, the arguments have been persuasive, even though promoters never could keep them alive.

Until recently — with extremely few exceptions — these touting operations have been confined to the pages of stamp periodicals most of whose readers knew enough about the avocation not to allow themselves to be victimized by illogical and deceptive claims. We all are familiar with those repetitious and misleading claims: "If you had spent $1 for a set of such and such stamps, they'd have a value of $1,000 today;" Mr. X received 25 times as much as he'd spent for his stamps only a short few decades ago;" "Persons who bought stamps before 1921, came through the catastrophic German inflation with their wealth intact," and all the rest.

Such advice has been written and published ad nauseam for as long as this collector can remember, and for many years before. Just why they have been permitted to appear in the philatelic press only the editors can explain, for "investment" in postage stamps is risky, difficult, even downright impossible. It is interesting to note that while wordage is ground out on an annual basis, the articles invariably are authored by writers who are but transients rather than experienced philatelists. The touts just don't seem to last very long.

In addition to articles, there have been many other operations to separate the uniformed from their dollars. We have witnessed the brief appearance and failure of books and "newsletter" tipping whose inferred guarantees assured buyers of certain profits. For a few weeks we even had a "stamp exchange" on Nassau Street which offered ticker-tape reflections of current market values of mint U. S. commemorative panes, and even a tote board and chairs for those few who watched hour-to-hour trading fluctuations.

All this reminds us of the commercial a New York savings bank sponsors on the airwaves which has a wife telling her wealth-hungry husband, "Joe, don't you know that the only people who make any money from 'how to become a millionaire' books are those who write them?"

Some of the more sophisticated and ambitious "investment" schemes have appeared with less frequency but without less financially disastrous results for those who were tempted by their preposterous claims: the Shanahan swindle in Eire, and the several "portfolio" offerings right here. All of them terminated in bankrupcy if not the criminal courts.

While the encouragement of "investment" collecting was confined to our own avocation's press there was some relief through knowledgeable veterans who were able to protect neophite friends from being trapped by the enticing wordage of the promoters.

Now, however, the lay press is giving valuable editorial and costly advertising space to this extremely tricky subject. More and more frequently we find the financial security of postage stamps grossly exaggerated without any noticeable effort on the part of publishers to verify facts available from any number of responsible philatelic institutions who have no vested interest in seeing stories and ads in print.

It is most disturbing to find misinformation written by columnists who have been reached by promoters and which is published by some of our more pres-

tigious business weeklies solely on the basis of "proof" evidenced by exceptional instances rather than the normal. We all know that many of our philatelic titans of yesteryear purchased stamps for a small fraction of what their estates realized when they were offered on the public auction block within the last few years. But what is never explained is that these veterans purchased these treasures for pleasure, satisfaction of ownership or as an aid to study and research.

Because the late Alfred F. Lichtenstein paid only $5,000 for a couple of "Post Office" Mauritius stamps on cover which half century later brought a record $380,000 proves nothing except that our dollar is worth a whole lot less and that as a connoisseur rather than a speculator he recognized a gem when he saw it. Instead of asking an auctioneer for such exceptional examples, the writer of articles would do better to ask how many "investors" had to liquidate thousands of sheets and panes for less than face value. Such inquiry would provide a feature writer with a much more accurate general picture.

But diving into the sensational without bothering to check the publicity handed to editorial desks seems to make "more desirable news" regardless of the fact that such fallacious information does the avocation more harm than good.

Look at the manner in which the newspapers and other news media jumped on a piece distributed by the wire services from here to Europe — and possibly beyond — only a few weeks ago. According to the six-paragraph teletype message, the owners of a three-man "stamp and coin shoppe" that had been open only about a year, bought a "stamp in a $10 collection for which they had refused two unsolicited offers of $1.5 and $1.7 MILLION."

It went on to say that "certificates had been issued by the American and Royal Philatelic Foundations here and in London," intimating that the treasure had been examined and found to be a genuine British error of 1887, in which the Victoria portrait was missing from its brown frame.

We don't know anything about the alleged certificate from London (there is no "Royal Philatelic Foundation") but we do know that The Philatelic Foundation, in New York, did indeed issue a certificate which opined that the missing center had been fradulently removed.

The failure of the wire services to place just one local telephone call to get expert advice from any one of the many philatelic institutions or responsible professionals available before moving the story over its wires is an example of the irresponsible and erroneous journalism so prevalent today.

Yet another activity that rightfully disturbs experienced philatelists is the manner in which prestigious magazines such as the "National Geographic," "U. S. News & World Report," rotogravure supplements to important newspapers and other circulation giants are advertising stamps and covers for merchandising promoters.

The same tribe of wordsmiths who have been peddling toothpastes, cereals, detergents, soaps and airline travel have been retained to lure the gullible into buying their wares with preposterous stated or implied promises of investment potentials in the philatelic market.

It is obvious that these copywriters know as little about stamp collecting as they do about dentistry, nutrition, laundering or aviation. Exaggeration, rather than proven facts, characterizes their copy output.

The situation has become so alarming that the American First Day Cover Society and a few other clubs have passed resolutions to eliminate "misrepresentation, falsehoods and deception" from published advertising. They urge their colleagues who have stamp and cover collecting at heart to join them in a

(Continued on page 121)



Dr. Joseph Schatzkes to Receive 1974 A. F. Lichtenstein Memorial Award

The Alfred F. Lichtenstein Memorial Award for Distinguished Service to Philately was established in 1952. Since that time it has become one of the most illustrious of all awards that can be bestowed in the realm of serious philately.

Each year, previous award winners of this coveted medal gather to chose a new and worthy recipient for this signal honor. Their nomination is presented to the Board of Governors of the club, then voted upon by that body for final approval.

At the December 1974 meeting of the Board a truly distinguished philatelist of world-wide renown received the unanimous votes of the Lichtenstein Award Committee and of the Governors to become the winner of the 1974 award. He is Dr. Joseph Schatzkes of Neuilly, France.

A profound student with a deep knowledge of the many facets of philately, Dr. Schatzkes has earned many tributes for his research and study in the classical field, as well as for his superb collections which have been honored with top awards by juries at international exhibitions the world over.

Dr. Schatzkes, who is seventy-seven years young, possesses a keen intelligence and an enquiring mind that has added much to our knowledge of the classic stamps of many lands. His contributions to philatelic lore through his magnificent study, "The Cancellations of Mexico, 1856-74," alone would keep his name alive wherever philatelic scholars gather. Based on the work of the old pioneers, it contains many of Dr. Schatzkes' own and hitherto unpublished discoveries, the result of long and ardent research. The work has been published in four languages and is a book eagerly persued by students of Mexican philately everywhere.

Dr. Schatzkes' Mexican studies are only part of what he has accomplished in the many years he has devoted to the field of philately. Unlike most other specialists, he collects and studies the stamps of other countries, sharing the result of his erudition with his fellow enthusiasts. Among his many collections in depth are those of France, French Colonies—the General Issues, Argentina, Brazil and Peru.

Acclaimed by philatelists in many countries, he has achieved many high honors in the philatelic world. He was chosen in 1963, to sign the Roll of

(Continued on page 119)

Uncommon Usage of a Common Stamp

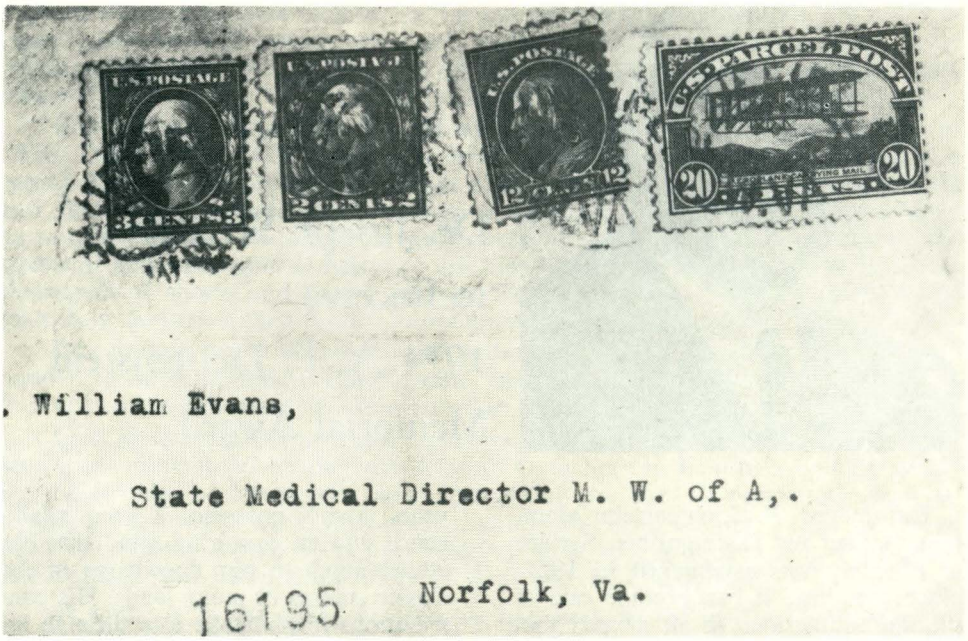


Figure 1.

U.S. 20-CENT PARCEL POST STAMP OF 1912

By Philip Silver

The United States 20-cent parcel post stamp of 1912 (Scott Q8) is the first adhesive stamp of any country to depict an airplane. This is acknowledged on page 358 of the 1975 edition of "Scott's United States Stamp Catalogue — Specialized," [1] thus corroborating what the U. S. air mail fraternity have been saying for years.

It is probably because of that airplane design that so many specialized U. S. air mail collections contain copies of this stamp. By no means the scarcest of the parcel post series — the 50-cent, 75-cent and one-dollar stamps are much rarer — the 20-cent value is, in this writer's opinion, the most elusive. Presumably, it is this popularity with air mail collectors that also accounts for the fact that it is frequently missing in auction listings that include all or most of the other stamps in the series.

An Act of Congress establishing the domestic parcel post system, was approved August 24, 1912, and went into effect January 1, 1913. It created rates of postage for that system and decreed that fees for parcel post should be prepaid with distinctive postage stamps.[2] A set of parcel post stamps was subsequently issued by the Post Office Department. Dates of issue were:

November 27, 1912, for the 1c, 2c, 5c, and 25c denominations

December 9, 1912, for the 10c denomination

December 12, 1912, for the 4c denomination

December 16, 1912, for the 15c and 20c denominttions

December 18, 1912, for the 75c denomination

January 3, 1912, for the one-dollar denomination

March 15, 1913, for the 50c denomination

April 5, 1913, for the 3c denomination

Unfortunately, the limited usage of these distinctive postage stamps on parcel post packages was short-lived. An order from the Postmaster General (No. 7421) dated June 27, 1913, discontinued the printing of parcel post stamps as of July 1, 1913. The order also provided that regular postage stamps could be used on parcels and further directed that parcel post stamps would henceforth be valid for all purposes for which regular postage could be used.[3]

Thus, parcel post stamps could be used on first-class mail. Obviously, such usage was not common. This is clearly shown by the high prices indicated in the 1975 Scott specialized catalogue for such first-class usage in the 1913-1918 period. For example, the 20-cent denomination (Scott Q8) is listed at $50.00 on cover during those years. This is a good indication of scarcity. Indeed, in the many years of the writer's philatelic experience, only a few such examples were obtained.

Figure 1 shows this type of usage. It is a registered cover with a 20-cent parcel post stamp and 17 cents in regular postage stamps. The stamps are tied by a double oval handstamp emanating from Bluefield, West Virginia. Three Bluefield registry handstamps, dated November 15, 1917, are on the reverse side plus a registry receiving handstamp of Norfolk, Virginia, dated November 16, 1917. Since the registration rate was 10 cents, the balance of the 37 cent franking was for first-class service — nine ounces at three cents an ounce or 27 cents. It is an interesting example of the 20-cent parcel post stamp used to pay part of the first-class or registration fee.

Figure 2 is a cover postmarked at Philadelphia on May 15, 1918, for

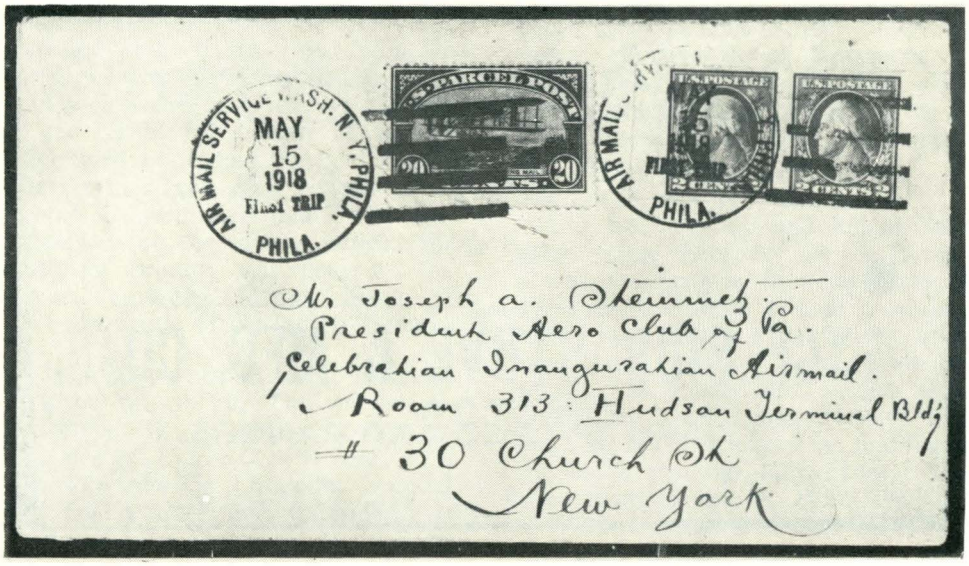


Figure 2.

the first flight to New York of the newly opened air mail route between Washington, Philadelphia and New York. Since the rate was 24 cents an ounce for air mail service, the 20-cent parcel post stamp paid for only part of that service. The balance of four cents was paid in ordinary postage. This is a philatelic cover, of course. However, since first-class service also was included in the air mail fee, the cover may be considered as a first-class usage of the 20-cent parcel post stamp during the 1913-1918 period.

If first-class use of parcel post stamps during the 1913-1918 period is so uncommon, how much scarcer is the use of these stamps on wrapping for a parcel? Probably more so, especially during the period prior to July 1, 1913, when these stamps were both mandatory and exclusive for parcel post. The reason for such scarcity is that most people would not save complete or even partial wrappings from a parcel. The stamps, in most instances, would be soaked off and the wrapping, because of its bulk, discarded. A non-collector would, of course, throw the wrapping with stamps affixed into the waste basket. It is a safe guess, for this reason, that parcel post stamps used on wrappings, even after July 1, 1913, are much scarcer than first-class usage of these stamps during 1913-1918.

In any event, unless a parcel was insured (registry was not permitted after September 1, 1915, per Postmaster General's Order No. 9099), it would be impossible to determine the date of usage since date stamps were not used to cancel stamps affixed to a parcel. The rubber handstamp usually applied was a double oval with the name of the city at the top between the ovals. In some instances, the name of the station or a number appears in the center of the inner oval.

Shown in Figure 3 is a tag envelope. On the reverse side (Figure 4) is a pair of the 20-cent parcel post stamps and a three-cent regular postage stamp, all tied with the parcel post handstamp of Quincy, Illinois. Each of the stamps is precancelled, E S & M Co., in two lines. The tag envelope emanates from the Excelsior Stove and Mfg. Co. of Quincy and is addressed to the Leslie Wallace Hdw. Co. in Sherman, Texas. For reasons that will become apparent later,



Figure 3.

Quincy, Illinois, is in the fifth parcel post zone and Sherman, Texas, is in the sixth zone, a one-zone distance between the office of origin and the office of delivery.

Now, let's see if we can determine the date of usage of the two 20-cent parcel post stamps on the tag envelope. It will be noted that there is a printed legend at the top of the address side which reads, "BILL INSIDE THIS TAG." Unfortunately, the bill that was in the envelope is missing. This complicates our determination of date of usage, but does not obviate it. There is, additionally, a rubber stamp on the right side of the envelope which reads, "FRAGILE." One can conjecture, accordingly, that fragile stove parts were sent by Excelsior Stove and Mfg. Co. to the Leslie Wallace Hardware Co. The stove parts, naturally, were packed in a parcel. Only the bill was enclosed in the tag envelope. The tag envelope with bill inside was attached to the parcel with string or wire.

But, since the bill probably was considered first-class mail, it required first-class postage. The requirement for prepayment of such first-class mail is contained in Postal Order No. 7890, dated March 14, 1914. In essence, it provided "that letters [read bills] in envelopes properly addressed and prepaid at first-class rates may be attached to the outside of parcels of fourth-class matter prepaid at fourth-class rates, such combination parcels to be treated as fourth-class mail." [5] In conformity with the above order, the first-class postage was paid by the three-cent postage stamp affixed on the reverse side of the tag envelope.

Examination of that stamp indicates it is perforated 10. The only U. S. perforated 10, three-cent stamps in that design (Scott A140) are Scott Nos. 426 and 464. Catalogue Number 426 has a single-line watermark. It was issued September 18, 1914. Scott Number 464 is unwatermarked and was issued November 11, 1916. The

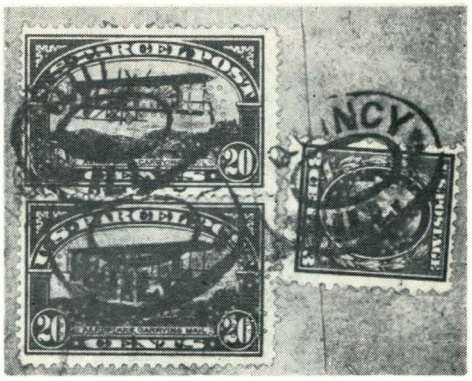


Figure 4.

stamp has not been removed from the tag envelope to determine whether it is watermarked or unwatermarked. It is sufficient for our purpose, however, to know that, because of either date, the parcel was not mailed prior to July 1, 1913, when use of the distinctive parcel post stamps was mandatory. The three-cent, perforated 10, postage stamp is our first clue.

Now, why a three-cent stamp? The first-class rate during the early 1910 period was two cents an ounce. Then, World War I intervened. All postage rates were increased. Per Act of Congress of October 3, 1917, the first-class rate became three cents an ounce effective as of November 2, 1917. This, then, is our second clue. The package had to be mailed on or after November 2, 1917, to require the three-cent rate.

But, after the war and Act of Congress, dated February 24, 1919, restored the pre-war first-class rate of two cents an ounce. The effective date was July 1, 1919. This is our third clue. Thus, we may deduce that the parcel was mailed not earlier than November 2, 1917 and not later than June 30, 1919. There is an additional possibility that the date of usage was subsequent to July 6, 1932. On July 6, 1932, the first-class rate was again increased to three cents an ounce. This

(Continued on page 119)



½ anna

1 anna

DUTTIA STATE — A New Discovery

H. D. S. Haverbeck

One of the greatest pleasures for the dedicated philatelist is the discovery of an hitherto unknown series of stamps. I have experienced this many times since taking up the study of the stamps of the Indian Native States. Over the past twenty years I have contributed perhaps twenty new major and mnior varieties to the "Standard Postage Stamp Catalogue." The stamps which are being discussed in this article should have been reported for the record at a much earlier time, since they were in my possession for many years.

I had believed these stamps to have been prepared prior to the issuance of the first issue of Duttia in 1893. However, at that time, there was no evidence to substantiate this. Also the ones in my possession were seemingly the only ones in existence. I had considered them to be possible essays for the first issue and had so noted them on my album pages. With the publishing of the addenda to the "Higgins and Gage Postal Stationery Catalogue" there appeared some small additional evidence to support my feeling. A postal card bearing the same design, constructed in the same manner, was recorded. Subsequently, a copy of this postal card was submitted to the Philatelic Foundation Expert Committee where I had the opportunity to study it. The inscription was written by the same hand and the control mark seal was identical to my specimens as examined under the comparison microscope.

This was the final bit of information needed. For I had already found that there were at least two other sets of these stamps in the hands of collectors, one in Great Britain and the other in India. While I was in India for the INDIPEX show I had had the opportunity to examine that set and to hear at first hand from the owner how it had come to him from Duttia State.

There is one element common to most of the Duttia stamps and that is the presence of a control mark for the purpose of validation. No stamp of the Ganesha design could be used for postage without the imprint of this control mark. The mark is the seal of The Raya of Duttia. It has as the central motif the figure of Ganesha seated similar to the little shrines which one sees so often in Indian towns and villages. This figure is surrounded by an inscription which is further surrounded by a border of pearls. It is important to note that the same seal was

(Continued on page 120)

(Continued from Page 52)

Three of the five towns serviced on the Eastern Shore route by Mr. Anderson are known with postmarks. One, the Newcastle strike reported by ter Braake, has already been discussed and is unlikely to be a 'provisional' candidate from Maryland. It may not even be an American marking. The best known of the remaining markings are the handstamped TALBOT C HOUSE/JULY 3 cover of 1775 which is reported in Sampson and the one of July 2 reported by ter Braake. This strike does not have the characteristic colon of the 'provisional candidates' and probably does not qualify, despite the fact that both strikes are post-Battle of Lexington and thus in a period when Parliamentary markings are much less used. While Talbot apparently had a postoffice as early as 1766, there was a change of postmaster on April 5, 1776, when John Nesmyth took over. I have no indication of a prior shift in 1774-5. As Mr. Nesmyth is responsible for the manuscript June 20, 1776 'Talbot' reported in Sampson, it is not likely that the earlier handstamp was American in origin.

THE PROVISIONAL POST OF THE UNITED STATES

By Calvet Hahn

A thus far unrecorded marking of this Eastern Shore service is the cover front sold as lot #33 of the Glassco sale, illustrated on page 45 (Figure 26). This manuscript Fred:Town with its 2dwt Paid 10d rate plus "2d" to John Kidd in Philadelphia. It is only a front and cannot be truly dated to 1775, as it fits the rate construction from 1765 onward for the 2 dwt. It might be noted in regard to this front that a) the handwriting appears similar to the 1765 postmark recorded in Sampson, which is about a year after Foxcroft established this Eastern Shore postoffice and b) Goddard never claimed an Eastern Shore route in his advertisements although his own newspapers were to use such a distribution. If we interpret the 10d paid plus the 2d to equal parts of the same rate, this would be equal to four dwt and thus represent a 100% inflation premium, over the 2 dwt sterling required. There was such a premium in the 1774-5 period, but it also existed earlier. Although the new 1973 edition of Robson Lowe's *Encyclopaedia* Vol. 5—British North America attributes this cover to the Congress post, I do not find the analysis convincing.

In short, there is not a single cover that has come to my attention that is even a very likely 'provisional' candidate on the Eastern Shore route. In the light of the data in Goddard's advertisements and the Franklin ledgers, a provisional Eastern Shore marking is not likely. We also have no covers that indicate provisional usage on the Baltimore to Annapolis route although a 'provisional' Annapolis would not be unlikely, and may turn up in some of the archives now being studied.

For the colonial collector there is a particularly significant cover dated February 14, 1774 and used on the Baltimore to Philadelphia route—the Stenson route. This item in the collection of a prominent Eastern postal historian is an address leaf addressed to Levi Hollingworth in Philadelphia. The markings on

it have not previously been reported, although the cover is a companion to two other address leaves written on this route, each of which bears a red PENNY/POST/PAID forgery, as I reported in my *Letter Carrier Service in New York.* The cover illustrated here is also a genuine outer leaf, but with an added forgery. In this case it is a handstamped red 52 x 5 mm. Christiana*Bridge, double struck on the back along with a larger 'C', at the bottom. On the face are other evidences of forgery—the testing of the 'T' and 'At'. The color does not come off as in the case of fairly recent forgeries and it is relatively close to the correct hue for the period. It should be noted that the forger, in this case, did not realize that there was no postoffice at Christiana Bridge in the year in which the marking was supposedly applied. (Fig. 27).

As these covers were out of circulation for many years, it is important to realize that the faking of colonial markings goes back many years. Too, there is some indication that markings have been added to archival correspondence that is genuine—perhaps to subsequently produce a non-archival copy that can be 'authenticated' from the archives. To date, the only known markings with the asterisk in the middle of the name are the 'provisional' candidates from NEW * HAVEN and NEW * LONDON, and the later Congressional mark from New York. This latter, Type E, is a N*YORK* in blue-green recorded from 8/24/75 to 4/19/76 with both large and small date styles on at least eight covers. It was superceded within two weeks by the green-blue Type F which has been recorded on May 2, 1776. These markings only use all upper case letters. The upper and lower case asterisk style of Christiana * Bridge is considered a much later style, in genuine use. It is known in New York, for example, in the statehood period, in 1789 as New * York (Type NA) and in 1792-7 as N*York (Types R and Y). There is one Type R strike of New York that has been reported in the colonial period.

The University of Michigan's archives has a 25 x 5 mm. blue-green Type R marking on a July 15, 1776 letter franked by George Washington to Gov. Cooke of Rhode Island. This Type R strike is some 16 years earlier than the next earliest use reported for that handstamp, while the handstamp FREE used on the cover is eight years earlier than the next earliest New York handstamped FREE and a full year earlier than the earliest recorded FREE used elsewhere in the colonies, e.g. Philadelphia. Because of the peculiarities of the dating a detailed study of the provenience of both the letter *and the postal markings* should be made. The logical handstamp for this date is the New York Type F.*

In the pre-Battle of Lexington period, as previously reported, the two types of Philadelphia cancellations recorded are the 21 x 4½ mm. red 'provisional' candidate PHILA MAR:21, recorded on just one cover in 1774, and the large PHILA/DELPHIA, which is definitely a Parliamentary mark. The Parliamentary strike is known as late as November 10, 1774. I have recorded none in 1775.

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*This letter can be identified as far back as 1889 where it is quoted in W. C. Ford's *Writings of George Washington,* pg. 253 of the relevant date volume. It was not cited in the earlier 1839 or 1855 volumes of Sparks. It is only foot-noted in the Bicentennial edition of Washington's writings, Vol. 5, p. 283 where a companion letter to Gov. Trumbull is quoted which notes, "Enclosed is a Letter I wrote the 11th Inst. which Thro mistake was neglected by the Thursday Post." July 15th is a Monday in 1776, and at this time the Thursday post went to Boston via the upper road and the Monday post via the New London-Providence lower road. As both were mailed to New England the same date, both should have the same postal marking. Forged letters from George Washington abound from the 1776 period and one is known on this precise date with similar contents—the Lund Washington letter. While Washington records most of his correspondence in his daily reports to Congress, neither the Trum-

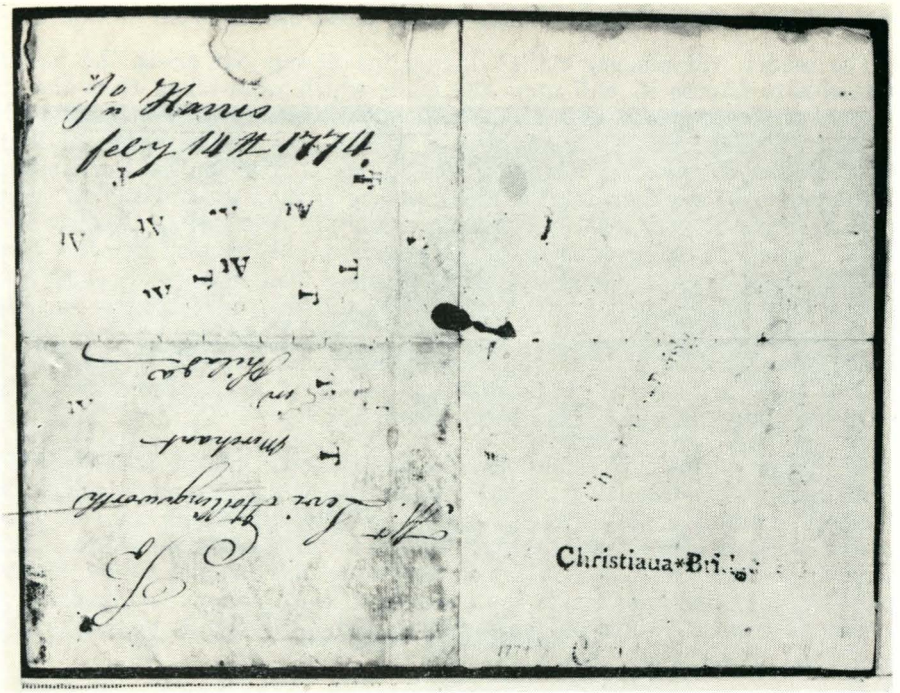


Figure 27. Red Christiana*Bridge forgery on a February 14, 1774 outersheet addressed to Philadelphia. The lettersheet is probably genuine. The color of the forged handstamp is quite good. The forger did not know there was no postoffice at Christiana*Bridge in this year.

The Philadelphia 'provisional' again appears in February and March 1775 as noted in the *Sampson Stampless Cover Catalog*. The catalog also notes that a 25 mm. circular POST/PAID handstamp is associated with this 'provisional'. Inasmuch as this POST/PAID is recorded as early as 1768 at Philadelphia, and is also reported on correspondence from other American colonies, it is probable that it is a Parliamentary mark. As most recorded copies with this marking are on letters to England and as the marking embraces several colonies it seems likely that it is a British domestic marking applied at the port of entry. Certainly, it is not a 'provisional' candidate.

Sampson records this Philadelphia 'provisional' as Type B and lists the late date of use as July 13, 1775. I suspect this is in error, for we know that the type B1 was used in June. It may well be a poor strike of B1 was misidentified years ago and is still listed. If I am correct then Philadelphia Type B may not be recorded at any time after the Battle of Lexington and the cover

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bull nor the Cooke letter is noted in the July 15th and 17th reports to Congress. Further, the contents of this July 15 Cooke letter seems somewhat contradictory to the July 17th letter to Gen. Schuyler and to the Cooke letter of September 17th which refers to a second hand way in which Cooke gets news via Governor Trumbull. We do know that on June 14, 1776, the Connecticut Assembly established a post between Hartford and Albany and that on Friday, July 19, 1776 in a letter to Governor Trumbull, a letter from the New York Committee is enclosed, and Washington notes, "They also contain a Report that I should solicit you to devise some mode for Keeping up a Communication and Intercourse between your State and This . . .". This suggests a breakdown of the postal system from New York north during the precise week in question.

illustrated here of April 4, 1775 may be the latest use reported of this type.

The reader will remember that during the Stamp Act crisis, the postoffice was unable to impose its will upon the mails which were taken from the ships and cried in the coffee houses although that was quite illegal. The anti-Parliamentary feeling was rising rapidly in 1774-5 as a result of the closing of Boston and the dismissal of Franklin. It was not a time for the Parliamentary postmasters to be sticklers for the rules if they wished to continue to operate. Too, John Foxcroft was seen by Franklin as only a little less an American than himself. Under these circumstances, it would not be illogical for the packetmaster at New York to accept letters that came from the 'provisional' posts, provided they were charged with postage for the trip in England—something that he could arrange. Too, the old packetmaster, Alexander Colden, who was also the New York postmaster, had died on December 19, 1774. The new man would be much less sure of his position and, as the customs people were intimidated, there is no reason to assume he would not be.

In light of these political events, the contradiction of the illustrated Type B Philadelphia 'provisional' on a letter to London is perhaps explainable. This letter from Pemberton & Edwards, merchants at Philadelphia, was written in that city on April 4, 1775 and discusses the invoice of the brig *Rachel* to Madeira. It is addressed to Alexander or James Gordon at the Jamaica Coffee House in London—a very well known spot for Americans, and those who do business with America, to gather. Thus, on the receiving end it is what is known as 'coffee house mail', a specialized field of collecting. (Fig. 28).

The letter went into the mail on April 4 as evidenced by the Philadelphia Type B 'provisional' red PHILA APRIL:4, on the back, over both flaps. It arrived in New York the following day and took the red-brown Type D 'provisional candidate' of that city: N YORK AP:5. The postage between Philadelphia and New York of 2 dwt. was not paid to the Parliamentary post as the manuscript "To pay 6d", sterling equivalent, indicated. The letter was marked in pen to go 'p. packet'. Either the packetmaster at New York or the one in England applied the very rare black straight-line 36 x 16 mm. AMN. & PAC./ POSTAGE and the pen mark 'IN6' for 1/6 next to it — this is the correct rate for the combined American and packet postage in sterling. There is a British Bishop marking of 4/MA to show arrival on May 4, 1775 in the same black shade as the handstamped American and Packet Postage strike, suggesting both are English. The docketing tells us the latter was picked up and answered on June 29, 1775.

The Philadelphia Type B1 'provisional' candidate is reported by Sampson only on a cover of September 7, 1775 which is addressed to England and has the circular red POST/PAID. The Rhode Island Historical Society, however, has a letter with the Type B1 in a 24 x 4½mm. red PHILA: JUNE 22. As the difference between the Type B and Type B1 styles is simply the shift in the location of the colon (and these markings were probably loose type), this earlier use suggests that the Type B item of July 13, 1775 reported as a late use by Sampson is probably a poorly struck Type B1 so that at least three B1 copies would be known. They would range from June 22 to September 7, 1775. As we know that Franklin was signing new Congressional postmaster certificates of appointment in September effective October 5, 1775, a shift in postmark in September-October is logical. Such a change occurs at Philadelphia when we find the October 12 introduction of the manuscript 'Phil^{a}' reported by Sampson. This manuscript mark is used from that date through June 11, 1776. Specialists are aware that Peter Baynton was Philadelphia postmaster on November 27, 1776. The use of the manuscript marking indicates he may not have been the

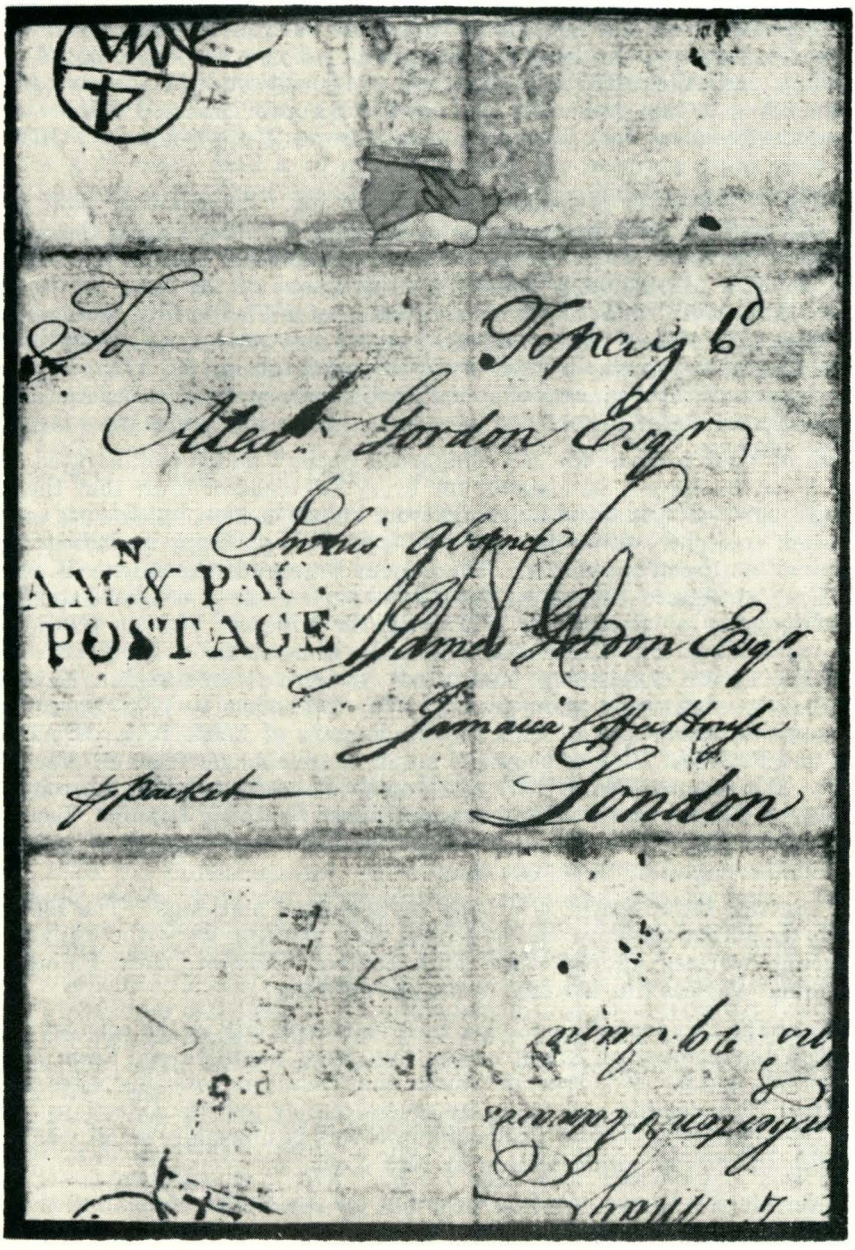


Figure 28. Double 'provisional candidate' 1775 cover bears a Type B PHILA: APRIL:4 in red and a red-brown Type D N YORK AP:5 on a letter to the Jamaica Coffee House in London. A scarce black AMN. & PAC./POSTAGE and penned '1N6' were apparently applied in England along with the British 4/MA (May) receiving mark. The American inland postage was collected in England.

postmaster appointed in October 1775.

The R.I. Historical Society cover originated in Baltimore and went to Newport, R.I. A manuscript 'way' is noted on the face, but it is crossed off so that way charges probably were not made; certainly they were not included in the rating; however, it was not typical to include them in the rating at this time. This cover bears three handstamped postmarks. It has the black 35 x 4½ mm. 'provisional' BALTIMORE/JUN 20, noted previously under Baltimore, but the colon is missing in this strike. It also has the B1 'provisional' PHILA: JUNE 22 in red and the New York Type D in a rust-brown 27 x 4½ mm. N YORK JU: 23.

Rating of this cover is a manuscript 1/- in ink. At this time both pennyweight and sterling rates were used interchangeably. This rate is the equal of the 4 dwt. Baltimore-Newport rate under the Franklin/Foxcraft rate charts of the Act of 1765. It should be noted that this is one of the rates that changed under the Franklin Tables of Congress postage of 1775 where it is reported as 4 dwt 16 grains. These latter tables of course are *not* examples of the 20% reduction act of Congress, in effect July 26 to September 30, 1775, but rather the new 'restored' rates equivalent to the Parliamentary rates of the Act of 1765. They represent a rethinking of distances since the earlier tables were made.

Both of these letters—the R.I. Historical Society and the illustrated Philadelphia Type B—have a handstamp for every key control town that the letter passed through. Such control markings were known earlier, but the use on these 1775 covers is slightly different, and well may be significant in indicating the 'provisional' nature of the covers. The famous Barrie correspondence illustrated and sold in the Glassco sale, shows the typical earlier use of control handstamps. The Barrie letter of October 8, 1772 from St. Vincent, W.I. to Florida was routed via Boston and Charleston, S.C. It bears both a BOSTON and a CHARLES/TOWN handstamp, but it does not have a Philadelphia, New York, or Virginia handstamp to show transit. The December 9, 1772 Barrie letter didn't go so far north and it bears the handstamps of IAMAICA, CHARLES/TOWN and PENSACOLA to show the major route changes from St. Vincent to Florida. The famous WM/BURG cover of 1765 that reposed in the collections of Ed Mayer, Glassco and Faulstich was addressed to Rhode Island. Yet it only has the originating Williamsburg postmark, and the control mark of New York because of the major route change there.

By contrast the covers of 1775 show more control markings. The Baltimore cover has the Philadelphia as well as a New York marking while the Philadelphia letter going overseas has the New York control. Earlier, most Philadelphia letters going overseas did not have a second marking.

Despite the fact that Philadelphia was the largest city in the colonies during this period the number of extent covers that were postally used from there is comparatively small. It is true, of course, that there are probably more archive covers from Philadelphia and there are several major private collections. Nevertheless, the quantity of 1774-5 Philadelphia covers is unusually small when compared with those from either Boston or New York.

In New Jersey I have noted no covers in the pre-Battle of Lexington period that might be 'provisional' candidates. However, there are three later candidates. Two of these, from Woodbridge, N.J. are recorded in Sampson. The marking is a black 40mm x 4½mm straightline WOODBRIDGE JUL:22 with the second date showing JUL:26 instead. Neither was available for analysis, but both markings are typical of the 'provisional candidates'. The third cover, illustrated here, has not been previously reported. It is a Quaker letter of Sept. 11, 1775 written by Jona D. Sargeant in regard to legal action against Mr. Paterson and also records a legal conference at Amboy, N.J. Written and posted

at Princeton it is addressed to John Roynoll, a Philadelphia merchant, who docketed it as being received on the 12th. It was backstamped in black with a 38 x 4½mm PRINCE*TON and a separate date stamp SEP:11. On the face the 9d rate is in red and the N4 is in black. This is the correct 1 dwt 8 grain (4d sterling) rate of both the 1765 Parliamentary and the Franklin Congress postal Tables. The 4d sterling (N4), with inflation, would give 8d or 9d in local currency. (It is possible that a delivery fee of 1d was charged). Although this letter was handled during the 20% rate reduction period of the Congress post, the distance travelled would require 26 grains, two grains more than sufficient for a 3d rate. Had a 3d rate been used, the marking could have clearly been attributed to the Congress post under the 20% reduction rate constructions.

There is only one other postmarked cover reported from Princeton in the colonial/revolutionary period and it is considerably later. That is the 43 x 4mm brown strike reported by Sampson as PRINCE*TOWN with a MAY:10 date stamp in 1780, after the war was well under way. This cover, until now the unique Princeton example, also bears a manuscript 26/16 rate—the rare twenty times rate of the period and long thought to be the only known example of the rate. The strikes of these two covers are identical—when laid on top of one another the letter in both markings overlay perfectly *except for the last two letters 'WN'*—but differing in color. Strangely, this 1775 example bears the more modern spelling of the town. (Fig. 29).

The two letters were probably handled by different postmasters. The postmaster in early September 1775 in the Goddard office was Mr. John Baldwin of the local Committee of Correspondence, while the Congressional postmaster from 10/5/1775 until the British occupied Princeton around December 8, 1776 was Hugh Montgomery. The British occupation lasted about one month* at the time of the Battle of Princeton (12/8?/1776-1/10?/1777) and I am not sure whether Mr. Montgomery resumed the postal functions in early 1777 or not. We do know that Benjamin Plum took over sometime thereafter, but I have not yet had the opportunity to examine all the war time postmaster appointment records, so cannot comment for certain. It is possible the handstamp was damaged and reset with the extra letters by 1780. The two covers should be examined together to determine if both markings are authentic, as cursory examination indicates.

In 1774 the Parliamentary marking of the New York postoffice was the straightline black (Type C) NEW-YORK, measuring 40mm x 5mm. It is recorded in use from January 6, 1773 to October 28, 1774 in black. A red copy used in 1775 has been reported, but I have not examined it. In 1775 a brown-rust 27 x 4½mm (Type D) backstamp straightline N YORK AP:19 is reported; it is a 'provisional candidate'. This handstamp has been reported from March 3, 1775 through December 13, 1775—I have recorded some ten copies, but others are probably located in private postal history and autograph collections as well as in the archives.

There are two other types of postmarks recorded in 1775 for New York City. These are a manuscript marking of July 22, 1775 and a 34 x 4¼ mm green-blue (Type E) straightline N YORK * MA:1 used as a backstamp. This latter is definately a Congressional marking and is recorded in use until at least April 19, 1776. It is associated with both large and small date styles with the large dates being reported on March 16, January 29, September 14 and August 24. The

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*There is one occupation letter known from Princeton. This is the one from Banastre Tarleton to his mother dated Prince's Town December 18, 1776 reading:

"My dear Madam Our correspondence is totally stopt so few ships go to and come from England on acct. of the quantity of American privateers that this continent seems utterly secluded from Gt. Britain. You will with pleasure, if you receive it, read this letter . . ."

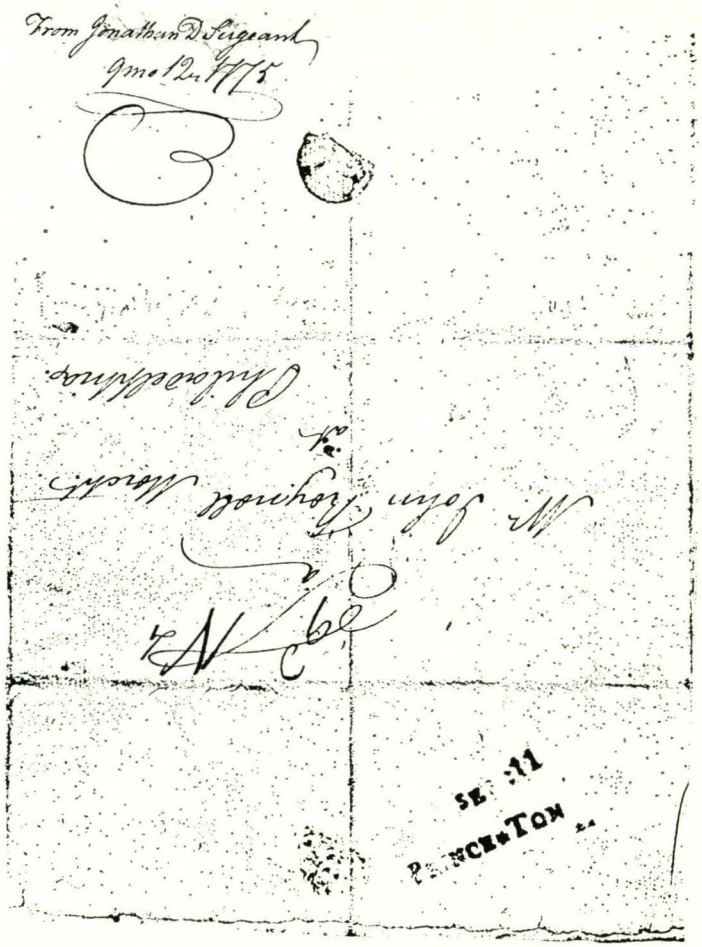


Figure 29. PRINCE*TON in black and SEP:11 backstamped on a letter to Philadelphia. This is a previously unreported marking in 1775. Written by Jonathan Sergeant regarding legal matters on the 11th it arrived in Philadelphia on the 12th of Sept. 1775. The rate is 1 dwt 8 grains or N4 in sterling or 9d in inflated Pennsylvania currency. This letter was posted in the 20% reduction period of the Congress post, but the reduction was not sufficient to affect this rate.

two earliest copies I record are the Faulstich sale item of September 14, 1775 and the Mason copy of August 24, 1775. While I have record of about 10 copies, it can be presumed that a number of others exist, particularly in the archives. A late manuscript marking 'N York ford' is known on two of these covers circa March 1, 1776.

It is clear that the New York Type D and Type E postmarks overlap. The manuscript markings known in connection with the handstamp Type E covers of 1776 should be in the handwriting of Postmaster Ebenezar Hazard, appointed by Franklin effective October 5, 1775. He had earlier been appointed by the New York Committee in May 1775 while Franklin's letters indicate that he was to function under his new commission in September. The handwriting on the 1776 covers, presumably Hazard's is not the same handwriting as that of the

manuscript marking of July 22, 1775. Other than recording these New York handstamps and noting the overlaps, a more detailed discussion of the implications and reasons will be deferred until the subsequent New York case study section.

All provisional candidates have now been placed before the reader as well as a number that are known in the latter part of 1775. Of course, a number of other postmarks are known used at this time, but all those are assignable to the Parliamentary postal services and need not be considered here.

What has not been noted is the extent to which colonial correspondence avoided any use of the postal system. While it certainly is a possibility that some of the unpostmarked letters of 1774-5 were actually handled by the 'provisional' postmasters, the large number of them suggests that the typical American reaction to the events of the period was (a avoid any postage if possible (b avoid using the Parliamentary post. Of course, there were the subscription posts and these, insofar as we know, did not postmark their letters.

The problem with this substantial quantity of unpostmarked material is that postal markings may subsequently be added. In fact, as I have illustrated, there are several cases where this has been done and the markings can be identified as forgeries. However, the forgery of Revolutionary period documents is a long-practiced art and the addition of a postmark is not that much of an additional hurdle. In fact, it is probably easier than faking the entire letter and we already know of the extensive forging of George Washington, Benedict Arnold and other correspondences. There is even a suspicion that good, or authentic, letters in the archives may have been 'improved' philatelically—a point that most archivists would not be prepared to have noticed nor competent to evaluate. Thus purchasers of letters which are 'authenticated' by reference to similar archive markings, but not otherwise authenticated, should consider the possibility that the archives might have been 'improved'.

Independent Mail Carriers in the North in 1774–5

Mr. Goddard did not invent the subscription post, although he may have turned an existing institution into a vehicle for his personal purposes. The subscription post concept has a long colonial past. It is an American institution. Years before William Goddard proposed an opposition American subscription post to the Parliamentary system he had worked with just such a subscription operation. In his youth in Connecticut, Mr. Goddard had worked with the riders of the local newspaper subscription posts.

Several of the better known subscription posts have been mentioned here, and elsewhere, in print. A detailed view of their operation is desirable in light of their importance as forebearers of the American system we know today. Quotations from the contemporary advertisements give us the least biased view.

One of the subscription riders mentioned earlier, on page 217, was Silent Wilde. His 'riding' advertisement appears in the May 5, 1774 issue of the *Massachusetts Gazette:*

> "SILENT WILDE, News-Carrier
> along the Road from Boston thro' Lancaster, Rutland, &c. to Northhampton, Deerfield &c. desires seasonably to put his Customers in Mind that the first Half-Year of his last Engagement ends with the Newspapers of the 9th of May inst. when there will be due from each of them *one dollar;* the *Payment* of which some time in the week following the said 9th of May at the usual place where he has left their papers he greatly hopes will be *certain* and *Punctual*—and flatters himself that none of them will be so Unkind as by their delinquency to deny him the Means of deferring the great Expense

attending the same. His former customers who are yet in the arrears may not expect to be callued upon again in *this way* as he must have his Pay in a short Time without fail. May 5, 1774."

In this advertisement, Mr. Wilde uses the exact term 'news-carrier' that was used in reference to Mr. Bradford's service on January 19, 1774 (see page 221). Apparently Mr. Wilde charged a dollar each half-year, equal to sixteen shillings a year per paper. This can be compared with Mr. Goddard's complaint about 'prohibitory exactions' of three shillings a year to delivery his newspapers to a subscriber (see pages 214-5).

Mr. Wilde's advertisement suggests that he was in business not only since November 1773, but probably since November 1772—"first Half-Year of his *last* Engagement". It is probable that he was in business for many years. We have other indications that he or his family kept an inn just outside of Boston and his route went by it directly west from Boston through the center of Massachusetts to Northampton and then turned north along the Connecticut river to Deerfield, site of the most famous massacre of Queen Anne's War, in 1704. This route which was about 100 miles one way was not a postal route under the Parliamentary post, the 'provisional' Constitutional post, nor under the first acts of the Congressional post. Yet there were undoubtedly letters carried along it and Mr. Wilde was the logical carrier, although his advertisements did not specify carrying letters.

Another rider who was also mentioned previously is William Williams. His advertisement is located in the *Boston Gazette* of February 28, 1774:

"All persons indebted to William Williams for the newspapers and carriage are desired to pay the same by the 7th Day of March inst. N.B. The said Williams intends to ride every other week from Boston to Fitchburgh the ensuing year if proper Encouragement is given and he will leave the papers at the same stages as usual."

Like the Wilde advertisement, this one concentrates on the newspapers and does not mention the possibility of carrying letters along this 40-mile, one way, route which ran to the northwest out of Boston. Like the Wilde route this one was not then, or in the immediate following period, a post route of the government. However, Mr. Williams did hold a postal position in the government, for he was a member of the Committee of Correspondence of Glastonbury. The Committees of Safety and Correspondence were the legal authorities for some time in the early days of the U.S. They elected or sent the representatives to Congress and they voted the laws into existence. They chose the Provincial legislatures. This odd state of affairs continued until about 1777.

Another subscription post, and this one specifically advertised carrying letters, is found in the *Massachusetts Gazette* of April 15, 1774. This is after the Goddard first visit and may well represent a response to it:

"JOSIAH TOWN Begs leave to inform the Public that he has engaged to ride, as a Post from Boston through Dedham, Medway, Medfield, Holliston, Bellingham, Mendon, Sutton, Oxford, Dudley, Sturbridge, and Brimfield. Such persons as choose to employ him he will serve with the Boston News-Papers with the greatest Regularity; he will carry Letters, Bundles &c. and transact whatever Business may be intrusted to him with the utmost Fidelity and Care upon reasonable terms.

Letters &c. to be conveyed to any of the above towns may be left at Mills and Hicks Printing Office or at Mr. Plimptons, South End—He leaves Boston every Thursday, 10 o'clock."

This route, too, was not a post road in the 1774-6 period.

There were undoubtedly other subscription posts out of Boston at one time or another covering the territory that was not serviced by the King's Post. A

line North and a line out onto the Cape would be expected, and probably existed. In the other colonies too, almost every Colonial newspaper carried word of the various posts. I will cite a number of those found in the Hartford and Philadelphia area to demonstrate not only the extent of the system, but that the true novelty of the Goddard 'provisional' post was its direct conflict with the Parliamentary post.

In examining the *Hartford Courant* from February 1775 through July 1776 I found that Ebeniezer Watson's paper carried the following on April 3, 1775:

> "Amos Alden who has rode as a News Carrier to Litchfield county and the Towns adjacent about eighteen months past desires all persons indebted to him for the last year to leave the money at the places where their papers have usually been left that he may thereby be enabled to make payment to the Printer March 29, 1775."

Mr. Alden had obviously started his business in January 1774—again before Mr. Goddard came North into Connecticut. The details of this route are not given, but it was due West from Hartford into an area that would obviously not have regular postal service, by the nature of the population and towns. Alden almost certainly carried mail as well as papers, for this reason.

One of the more important routes in colonial America was the route to Boston from New York via Hartford. *Rivington's New York Gazetteer* of August 25, 1774 carried the following, which specifically notes carrying letters:

> "By Subscription A NEW POST RIDER From New York to Hartford who will set out from New York every Thursday morning, pass through the White Plains, Northcastle, Bedford, Pound Ridge, Salem, Ridgefield, Danbury, Newtown, Woodbury, Waterbury, Farmington. Arrive at Hartford on Saturdays. Depart from there on Mondays, returning by way of Farmington, Harwington, Litchfield, New Preston, New Milford and Danbury &c. from the last of which places to Hartford they will ride alternately.
> Those persons who chose to subscribe for Rivington's New York Gazetteer which will be certainly published on Thursday mornings, are to pay one dollar and a half annually for the same; half of which is to be paid on receipt of the first paper and the rest at the year's end. The said riders will carry Letters, parcels, &c &c upon the usual terms, performed by ISAAC MITCHELL and NATHAN PERCY of Woodbury, Connecticut. In the months of January, February, March, and April they will ride only once a fortnight."

Shortly thereafter, in the issue of September 22, 1774 another notice appeared,

> "To Inhabitants upon the upper Post Road from New York to Hartford. Those gentlemen who are disposed to subscribe for their weekly newspapers are desired to leave their names directly at the same houses on the road where the Post Riders have left the advertisements. ISAAC MITCHELL and NATHAN PERCY, Riders."

Close to the end of the subscription year, advertisements appeared in the New York papers concerning this post. The first is in the pro-British *Rivington's New York Gazetteer* of August 3, 1775.

> "HARTFORD POST RIDER. The Subscriber's year of Riding Post between New York and Hartford being nearly expired, he is desirous of settling with his customers as he has to settle with the printers of their papers; their accounts may be made at the several stages where their papers are left, and receipts given willingly, by the persons with whom the accounts are left. The subscriber proposes riding another year to Hartford, which begins the 15th of September next; he has taken John Clark into partnership with him. He returns his most grateful thanks to the publick for thier past

favors and hopes that they will pay the postage on the papers at the same time that they pay the printers. NATHAN PERCY''

By this time, of course, the Goddard provisional postal system was advertised as being in operation with John Holt as the New York city postmaster. On the same date as the just-quoted advertisement in Rivington's *New York Gazetteer*, we find John Holt's *Journal* publishing two items. The first was a request for payment in Baltimore for newspapers. The payment was to be made through Henry Sheaf in that city. The second one is a slightly different version of Mr. Percy's advertisement. It is particularly interesting for the rates quoted, in light of Mr. Goddard's complaints about the Parliamentary rider's rates in the Philadelphia area and the fact that John Holt was the Goddard postmaster in New York:

''*Back Post from New York to Hartford.* These are to give notice that the subscriber being about to settle with the Printers for whom he has for near twelve months past carried newspapers, desires all persons who are indebted for the said Papers immediately to settle and pay for the same at the several Stages to the persons with whom the accounts will be left, who are appointed to receive the balance and whose receipt will be a discharge for the same.

And the subscriber having experienced the inconveniency of delivering papers to persons who have not paid the entrance, which is 6/- New York money and he intending to ride another year on the said road between New York and Hartford, He therefore desires of all persons who intend to encourage this business by taking the papers that they pay the same 6/- entrance money for another year to begin the 15th September next. He has engaged as a partner in this business Mr. JOHN CLARK of Woodbury and intends the ride from and to Hartford and New York shall be performed every week. NATHAN PERCY o3''

In light of the earlier advertisements that Mr. Percy would carry letters and bundles, this notice appears to put him in direct competition with the Goddard 'provisional' subscription post. Yet, he advertises in Holt's newspaper. This is another indication of the extreme complexity of postal arrangements in this period.

An advertisement in *Rivington's Gazetteer* on October 5, 1775 of the back post to Hartford is the earliest published record so far of the Hazard post office in any New York newspaper. It reads:

''The Publick are hereby notified That the subscriber rides once in each week as POST from New-York to Hartford on the road usually called the *Back Road.* He sets out from New-York on Thursday, precisely at one o'clock and goes through the following places: West Chester, East Chester, White Plains, North Castle, Bedford, Pound Ridge, Salem, Ridgefield, Ridgebury, Danbury, New Town, Woodbury, Waterbury, Southington, Farmington, Hartford.

He leaves Hartford at 9 o'clock and arrives at New-York the Wednesday evening following. He begs who may have letters to go by him for this city will leave them with Mr. Ebenezar Hazard at the Constitutional Post Office where those he brings to Town will be left.

NATHAN PERCY New York September 14, 1775''

The post had apparently been converted from a private subscription post to a formal operation connected with the Constitutional Post Office system. There are slight differences in the towns served. East Chester and West Chester,

Ridgebury, and Southington are added while the Northern return route is omitted.

A subsequent advertisement of this post is found in Holt's *New York Journal* of February 29, 1776:

> "NATHAN DUDLEY Post Rider on the back road between New York and Hartford. Hereby desires all who are indebted to him for Newspapers to make immediate payment the first half year of his riding being nearly expired. NATHAN PIERCY the former rider, also desires payment of all amounts due to him for the service."

Dating this advertisement back suggests that Dudley started riding just about the time that the Hartford back post was connected with the Constitutional post office under Hazard.

A particular piquancy in this series of advertisements is the demonstration of how the "subscription posts" competed not only with the King's post but also with the Congressional post. Further, the August 1775 ad in John Holt's *Journal* apparently puts this post into direct competition with the Goddard 'provisional' post of which John Holt in every issue recorded that he was the New York office. The old King's post riders—Peet and Hurd—are the Goddard 'provisional' post riders from New York to Hartford at this time. They do not advertise! Hurd retired in 1775 in very comfortable circumstances having ridden for 48 years. His wife, Elizabeth, had died on November 28, 1774 at Stratford. She was but a slip of a girl being only 24 years and three months old at death according to the newspapers.

Another important "subscription post" went South from New York to Morristown, New Jersey. The March 9, 1775 issue of Holt's *Journal* carries the news of a change in its operation:

> "This is to give notice that the subscriber intends to ride post from this place to New York and return here as usual on every Tuesday afternoon—he also proposes to erect a complete and commodious Stage-Wagon to go from his own house in Hanover and call at the house of Joseph Morris, to the house of Thomas Kenney, Esq. and from thence set off at 5 o'clock on every Tuesday morning commencing the first Tuesday in May next and proceed the same day to Powles Hook, calling at the following places, viz. at the house of Silvanus Ciely and Matthias Winins, at Passiack River; at the house of Nehemiah Woodruff at Springfield; at the house of Josiah Person in Newark and from thence proceed to Powles Hook; From which last place said Stage will set off on its return at 5 o'clock every Thursday morning and come through Newark, Springfield, and Passiack (without calling at Hanover) to this place on the afternoon of said Day;—As the stage must set off early to perform this journey timely, the passengers are requested to come over the river on Wednesday evening. The rate for each passenger from this Place to Powles Hook will be eleven shillings New York currency and the like fair for each returning passenger and so in proportion for those taken in along the road. Bundles &c. belonging to passengers and not exceeding 14 pounds will be carried free. The public may depend that the subscriber will use his utmost diligence and care to render satisfaction to any person that will encourage him in this undertaking. And as he flatters himself that he has given satisfaction to the gentlemen that have employed him for some years past in riding post from this place to New York, he requests the continuance of their favors, assuring them that he will faithfully exert himself to merit their further approbation.
> CONSTANT COOPER Morris-Town 4th March 1775"

This Morristown stage venture did prosper, however, it appears that Mr. Cooper dropped out of the picture. We find many subsequent advertisements of the

Morristown stage until the closing of the New York papers in 1776. Typical is the report in the April 11, 1776 issue of Loudon's *New York Packet:*

> "Notice is hereby given to the Public in general that the MORRIS-TOWN STAGE continues, as usual, to set off from Hackets-Town, every Monday morning. Every Tuesday morning sets off from Captain Dickerson's in Morris-Town at sunrise to Powles Hook; from thence to return every Thursday morning at 7 o'clock as usual; And every Saturday morning again to set off from the house of Captain Dickerson's at Morris-Town by way of Chatham and Springfield to Powles Hook and return from thence on Monday evening at 7 o'clock the same road to Morris-Town, and will be continued by DANIEL BURNET, JOSEPH CONLIFFE and SILAS BURNET"

Powles Hook, the northern destination of this stage, is in Jersey City just opposite the tip of Manhattan. It is one of the earliest settlements in New Jersey showing up on the Dutch Manatus map of 1639. Hacketts Town, the other terminus is well west of Morristown, about 2-3rd across the state, on the route to Stroudsburg, Pa.

This advertisement, unlike the 1775 one, does not specify that the owners will also 'ride post' to New York; however, it is likely that the Morristown stage did carry letters for, in the post-Revolutionary period, we know of letters carried on this stage run, inscribed 'per stage'.

It is interesting to note that several of these subscription posts do advertise the carrying of letters in the period after the first Goddard proposals were publicized. They may well have promoted their letter services previously, but the advertisements I have seen fall in the subsequent period.

The *Norwich Packet,* a Royalist Connecticut newspaper, records two interesting notices in 1775. The first is in an advertisement of the January 19, 1775 issue where the following is noted:

"Subscriptions taken by Mr. Leonard Hills of Lebanon-Goshen, Post Rider." This route is about 50 miles long across the middle of the state of Connecticut, passing through Hartford. From what I can determine of the selection of towns along the route, it has no postal connection, although Mr. Hills is specifically called a 'post' rider. I would assume the phrase means 'subscription post'.

The second *Packet* item relates to the post in the South rather than New England. It is, however, too interesting to omit. Appearing in the March 19, 1775 issue, it reads:

> "Williamsburgh March 4. Last Wednesday as the Rider who carries the mail between New Castle and Richmond was returning from thence about 10 miles before he had finished his stage, he found in the road a young child carefully placed and a box with £10 cash . . ."

New Castle is located on the Virginia-West Virginia border between Roanoke and White Sulphur Springs. This route across the Cumberland mountains goes back to at least 1771 and is one of the early Western mail routes. It would be from this route that mail would be forwarded onward through the Cumberland Gap at the Kentucky/Tennessee/Virginia border in colonial days. Traders and trappers had gone through as early as 1763, and Thomas Walker had crossed in 1750 looking for settlement sites, although the first permanent *English* settlement, at Harrodsburg, was not made until 1774.

The Private Subscription Posts of Philadelphia

Philadelphia, as the number one city in the colonies, was a natural center for various subscription posts. A series of advertisements did appear in the local papers during 1774-5 and undoubtedly there were other posts that were not picked up.

The importance of Mr. Bradford in the 'provisional post' scheme dictates that the first notices should concern the Bradford family. In the *New York Mercury* of June 13, 1774 we learn:

> "Last Monday evening the Committee of Correspondence met and answered several Despatches brought by Mr. Cornelius Bradford from Boston."

Mr. Bradford kept a coffee house in New York as I reported in my *Postal History Notes VI*. There, the Samuel Loudon newspaper, the *New York Packet* of November 20, 1783 was cited as source for an advertisement by Cornelius Bradford of the New York Coffee House reading:

> "Particular care will be taken in the delivery of all such letters as may be entrusted to his care."

Thus, Cornelius Bradford ran what could truely be called 'coffee house mail' in the immediate post-British occupation days of New York. Almost all of the various postoffices at New York—Holt, Hazard and the Parliamentary—were located within just a few doors of the New York Coffee House. The Bradfords of New York were close relatives of the ones in Philadelphia.

Among the early advertisements in the Philadelphia papers were those for the various stage lines, many of which carried mail but did not necessarily advertise that portion of their service. Joseph Tatlow's stage boat between Patrick Hamilton's stage wagon and Philadelphia is advertised at least as early as November 20, 1773. It is again advertised in the August 27, 1774 issue of the *Pennsylvania Gazette*. The route went to Baltimore via Newcastle and Charlestown. It was a competitor to the Goddard/Stenson route between the two towns in terms of geography if not in service. One of the major stage route managers in the colonies, James Parker—not the printer who was the comptroller of the Parliamentary post until his death in 1770—advertised on October 10, 1774. He promoted a Stage Boat between Philadelphia and Cohawsey Bridge, N.J. at this time.

The Parker Stage Boat route was basically duplicated on land by a particular significant subscription post route which not only carried mail but advertised the fee for same, just eight days after the first of the Stinson/Goddard advertisements. This advertisement which appeared in the March 2, 1774 issue of the *Pennsylvania Packet* was for the Bennoni Dare post and it supplies considerable detail about the route:

> "The Subscriber begs Leave to Inform the Public that he now designs driving a Stage-Wagon from the House of Mr. Michael Lee in Greenwich, Innkeeper, starting from said House on Mondays at 12 o'clock and to proceed from thence to the House of Mr. John Dickinson, Inn keeper, in Salem to set out from said House on Tuesday at Sunrise and proceed from thence to Mr. William Cooper's Ferry; he then crosses the said Ferry to Capt. John Hyden's in Philadelphia and return from thence to the Town of Salem on Thursdays and on Fridays to the Town of Greenwich as aforesaid. —Rules of the Fare as follows—For a single person from Greenwich to Salem 3s—From Salem to Philadelphia 5s—and Luggage per 100 pound from Greenwich to Salem 1s, from Salem to Philadelphia 4s6d. Letters 4d apiece, the money to be delivered with the Letters. All Gentlemen and Ladies that please to favor the Subscriber with their Company or Orders may depend upon the most Civil Usage and Punctual execution of their Commands by the Publicks humble Servant March 1, 1774.
> BENNONI DARE"

This route is approximately 60 miles long and runs through territory that is relatively sparsely populated so that it was unlikely to attract true competition from any of the governmental postal services inasmuch as it would not probably

generate adequate revenues to cover the service. According to maps of the 1770's, this route follows the main roads through southern New Jersey. The 4d rate for letters is identical to the charges for equal distances in the Post Office Acts and Tables. Careful readers will note that the John Dickenson, Innkeeper, mentioned here is not the Capt. Dickenson of Morristown on the Morristown Stage route. As Salem is located just across the river from Newcastle, however, the geography is right for a relative of farmer John Dickenson, the Pennsylvania Signer of the Declaration of Independence.

In the summer of 1775, a 90-100 mile long route through rural Pennsylvania north from Philadelphia to Allentown was advertised. It specified letters would be carried. While part of the route matches the road on the Faden map of 1776, this post follows no road I can otherwise trace on that map or on maps from the 1850's on. Most of the towns are identifiable, however. The description of this rural subscription post is found in the *Pennsylvania Journal* of August 30, 1775:

> "Whereas there is a RIDER proposed to go from Philadelphia to Allens-Town in Northampton county once a week to leave Philadelphia every Wednesday for the conveyance of Newspapers, letters etc. to go by way of German Town, Buffel-Town, Four-lane-End, Newtown, Durham, Easton, and Bethlehem, all ladies and gentlemen who are pleased at this alarming crisis to encourage an undertaking of so great utility are requested to Leave their names with the following gentlemen: viz, Mr. Joseph Vandergrift at the Cross Keys Philadelphia; Messrs. Alexander Edwards and Joseph Addis, Esq. innkeepers at Buffel-Town, Messrs. Jacob Comely and James Vanzant, Moreland Manor; William Buckham, at New Town; Wm. Bennett, innkeeper at Wrights Town; Messrs. Wm. M'Calla and Alexander Robinson, Plumstead; Mr. Joseph Braden at Bedminster; Mr. James Smith, merchant at Tinnicum; Mr. George Oberbeck at Noxanixon; Geo. Taylor Esq. at Durham; Mr. James Clapham at Springfield; Mr. James M'Allister at Williamton; Messrs. Israel Sedman and Adam Yoes at Easton; Mr. Jacob Aible at Greenwich in Sussex County, N. J.; Mr. Jacob Lival between Easton and Bethlehem; Mr. John Francis Oberlin and Mr. Juste Jackson at Bethlehem; Mr. Peter Rhoads and Mr. Michael Strader at Allen-Town. Shall be thankfully received and punctually obliged by, Ladies and Gentlemen, your most obedient humble servant, THE RIDER.
>
> N.B. The first Publication of all *New Pamphlets* may be had of the rider.

One of the most important of these early private or subscription posts, and the only one where we have postal markings known today, is the Bordentown Stage. While the handstamps are from a later period, the operation began many years before. I have recorded covers from August 23, 1786 until November 21, 1786 with handstamps of this stage. These include the following dates: 8/23, 8/28, 10/28, and 11/21. There are, I believe, at least two more covers in that time span. The first advertisements for this service appeared before 1771 and are outside the scope of this 'provisional' period, as are the handstamps. One of the major postal incidents of early 1774, however, involved this service. The Philadelphia papers devoted article after article to the subject. The first of the series was printed on March 23, 1774 in the *Pennsylvania Gazette:*

> "Whereas on or about the 15th day of December last, a letter written by the subscriber to a gentleman in New York, was delivered on board the Borden-Town stage belonging to Joseph Borden, Esq. stage master. And whereas also two other letters one for the same gentleman in New York and one for a Gentleman in New Brunswick in the Province of New Jersey written by the subscriber and bearing date of 5th day of January last was

delivered at the house of the said Joseph Borden, in Borden-Town on the evening of the same day. Whereas as the letter of 18th day of December hath not yet been received by the gentleman to whom directed and the other being dated the 5th of January has been BROKE OPEN by some unprincipled person or persons to answer wicked and malevolent purposes and one of the said letters of the 5th day of January appropriated by the infamous villain who broke it open and a copy of it sent to the gentleman in New York; and Whereas a practice of so base a kind must be attended with dangers in general and to merchants in particular the subscriber thought it a duty he owed to the public as well as to himself to publish this advertisement and recommend it to all stage masters and others who are entrusted with the charge of conveying letters to execute their trust with fidelity. Philadelphia Mar. 7, 1774. SIEWL LEINATHAN''

On April 6, Mr. Borden writes a defense against ''the insinuations of the shrewd Humphrey Traveller or the cautions of Siwel Leinathan'' whom he identifies as Nathaniel Lewis. On April 13, 1774 the paper carries an answer from Lewis dated the 5th, while on the 22nd Borden writes to Lewis in a postscript to the paper of April 13th challenging him to make formal legal charges. There is also a very witty card ''Dear Natty'' signed by ''Joseph Switch'', which deals with the subject. The May 4th issue has a two page supplement on the Lewis/Borden argument while the 5/11 issue carries a Lewis letter. The papers continue to print extensively on the subject until the issue of June 8, 1774.

Mr. Borden continued to have troubles. A January 4th notice in the *Pennsylvania Gazette* discusses these along with one in the *New York Journal* of 1/5/1775:

''BORDEN-TOWN STAGE

Whereas one of the store houses belonging to the subscriber was broken open in June last and sundry articles of wearing apparel were stolen and carried off from hence . . . in order to prevent any misunderstandings for the future the subscriber gives the public notice that he keeps a stage for the carriage of passengers and goods to and from *Philadelphia* and *South Amboy* ferry ONLY; and therefore if any passengers or goods should offer which are not to be carried through to said ferry but only some part of the Way, they must take their chance for a conveyance and not expect in case the stages are full to have Waggons purposely provided for their accommodation . . . and where large sums of money have been frequently forwarded by his waggons the subscriber further declares that he will not from henceforth be chargeable with any cash so entrusted as his waggons have no place proper for the securing of money, and the risque is thereby very considerable; of which his employers are requested to take notice.
JOSEPH BORDEN, Borden Town Dec. 23, 174 702''

It is obvious from the various letters to the editor and news stories about the Bordentown stage that this operator carried letters in the early days. Nevertheless, neither this January 5, 1775 advertisement nor its predecessors specifically bring out this philatelically interesting fact. All that can be noted is that Mr. Borden, like Harnden some 75 years later, carried money letters and goods.

The Private Mail Carriers in Philately

The advertisements just cited of the various subscription private posts in New England and the middle Atlantic states give us a substantial amount of information about this type of operation during the 'provisional' period. Letters were carried. There were fees for such letters and newspapers, and most of the subscription posts carried both although this was not always noted in the advertisements. Insofar as such fees were checkable they conformed with the stand-

ard postage rates of the period. Too, a number of these private posts did not compete directly with the official mail services but rather operated in territory where the official services were non-existent because of the scarcity of population, which meant revenues would not cover the charges.

What is clear, however, is that there was a full blown independent mail system in operation during the colonial period. The operating methods of these men were similar to those of the express men and the independent mail carriers of the 1830-50 period. The present day collector who specializes in the independent mail services or in the express companies needs to drastically expand his time horizon backward into the colonial period. Only by doing so can his collection be representative of either type of service. Rather than being the beginning of a new type of service, the Grey/Harnden/Adams/Hale operations of the 1830-40's are the culmination of a long development that is rooted in colonial America. There is really no time period from at least the 1770's onward when such independent mail and express services were not offered.

The postal historian needs to understand these private posts not only for their part in the 'provisional' period but also for a deeper understanding of all colonial and confederation postal history, as well as the subsequent express, independent mail and in-town locals. Because the Goddard proposals of 1774-5 for a subscription 'provisional' postal system developed out of these private posts, it is critical to recognize that many of these posts refer to their customers as subscribers.

Both before and after the 'provisional' period, these private posts either a) operated on routes not covered by the official postal services of the period, or b) confined their operations to newspapers, money letters and express matter. It is only during the 'provisional' period that we find these private posts directly and openly competing with the main mail-carrying operations of the official governmental postal authorities, prior to the resurgence of such direct competition in the 1830-40 period. Goddard's genius consisted of recognizing and propagandizing this system as an opportunity to frustrate the Parliamentary post, rather than in any specific organization he constructed.

The recognition of these private or subscription posts opens an entirely new field of philately. Up to now, almost all postal history efforts have been confined to known postal routes and known markings of postoffices upon those routes. Occasionally strange markings or rates are found, but these are usually tossed into an 'unexplained' file or ignored.

Under the aegis of men such as Elliot Perry, postal historians have also examined the history of the local and independent mail services of the mid-1800's —where they have markings. The examination of the history of these companies in that time frame has been particularly revealing in putting the adhesives and handstamped covers of those posts into perspective. It has enabled us to identify many fakes as well as clued us as to other possible postal operations.

The new field consists of identification of private or susbscription post material in the earlier periods, particularly in the pre-1800's. A considerable quantity of material is extant. But, it has not been identified or classified. Little was postally marked, for it was usual to prepaid such private mail services. The series on *Letter Carrier Service in New York* published during 1974 in the U.S. Classics Society *Chronicle* indicates the manner in which known services can be extended backward and how a number of letters can be identified.

In the independent mail and private posts area, there are several ways to identify philatelic items. Contents, odd rates, strange directional markings such as ' 'per stage' or 'courtesy of Mr. Dare'—all are clues. By researching the various known routes, any letters bearing directional markings of these private carriers on them can automatically be assumed to have travelled by that route.

They are collectable philatelic items. Once the basic research into the advertisements of the period has been done, these covrs will be relatively easy to identify. Some of it is presented here. Western postal historians are adept at the type of philatelic digging needed to unearth more. They have had to do it in countless newspapers and archives dealing with early Western express mail. No serious student of the colonial posts can afford to do less.

A detailed checking of routes is the second key method of identifying the philatelic portion of this material. Did a letter start on a subscription private route and move to a regular route? Certain of the official postoffice markings serve primarily to identify just such material. Eventually I hope to publish a series of such letters from the 1790's, although they can be found in other eras. At this point, the presumption is strong that a letter is philatelic if it is clearly not a 'courtesy' cover and the contents give no indication of service outside the mail *and one of the private or subscription posts connected the two points.*

To identify such philatelic material and associate it with the proper independent mail system will take many years. At present, as noted, almost all of these items are lumped as 'courtesy' out-of-the-mail emissions. Other than myself I know of only one collector who is now working along these lines. Mrs. Faulstich had begun work along this direction before her death, for we had discussed it, but she died before making any substantial progress. What notes she had are apparently destroyed. Until such material bears signed certificates from specialists, collectors are advised not to pay a premium for it, when it is offered by dealers.

IV. Lexington and its Aftermath

The Express Mails of 1775

When the Battle of Lexington took place, April 18-19, 1775, the Parliamentary post was operating freely throughout North America. According to Ruth Butler's *Dr. Franklin, Postmaster General,* which relies upon a letter in the *Massachusetts Historical Society Proceedings, VIII,* 85, John Foxcroft wrote Benjamin Franklin in London in April 1775 that,

> "... the Post Office has escaped the 'storm of political range' and riders are proceeding without interruption the full course from Quebec to St. Augustine."

This letter, of course, did not reach Franklin prior to his departure, for he was on the high sees at the time of Lexington.

Within a short time Foxcroft knew better. He was in New York and had to face the fury directly. It was he who had to dismiss the riders on May 1 and had to meet the New York Committee. Finlay also quickly learned. He had been attempting to go north to Quebec and had reached Albany at the time of Ticonderoga and Crown Point (May 10) when he had to turn back upon learning plans were afoot to capture him. At New York he promptly went aboard the sloop *King Fisher* to intercept the *Mercury* packet which was due from Falmouth. The Americans, he had learned had a vessel with 60 stout fellows aboard designed to seize it. General Gage in Boston had protested about the mail service on May 4 and 19th. On May 20, 1775 while on board the *King Fisher,* Finlay wrote the Earl of Dartmouth,

> "The communication by post is stopped between every part of the Continent and Quebec. Few men care to write by post; some because it is held as unconstitutional; others because their letters are not safe in His Majesty's mails."

Finlay told the story to Todd in a letter of the same date and on May 29th he wrote Parliamentary Post Office Secretary Todd proposing a Halifax service with an armed vessel calling once a month to carry the mail down to New York for the regular New York packet. Finlay took General Gage's letters to Boston on the *King Fisher* along with the incoming packet mail from Falmouth. This was the only safe communication for the Parliamentary mails between the two

major American cities. In his May 29, 1775 letter to Todd he wrote,

> "If report be true, even a passage by water is not without risk."

He added wistfully,

> "I most sincerely wish to be once more in a land where quiet, peace, and good order yet reign."

Of course in this he was to be disappointed as he soon learned of the invasion of Canada and on September 12, 1775 writes,

> "In all probability we shall be shut out from all communications from any one part of the world after the middle of November until the middle of May, unless letters can be conveyed by Halifax."

By November 9th, Finlay had to stop all posts in Canada and was anticipating a siege that might froce the surrender of Quebec. It was during that seige that he penned his famous 'Seige Journal'.

As can be seen from this brief review of events, the battle of Lexington ushered in a new cycle in the history of the American post. The Parliamentary post was doomed. As Miss Goddard stated earlier, on July 16, 1774, a Constitutional Post Office was arising on the ruins. (See pages 292-3).

The Americans realized that they could not afford to leave communications in the hands of the Parliamentary post. This has been clear to some patriots for almost 15 years and was a key reason behind the founding of the Sons of iberty. What happened in April 1775 was two-fold. The separate Provinces set up their own posts or took over existing posts and sooner or later banned the Parliamentary post. In addition, through the new governmental organs that had replaced the old Provincial legislatures, they also set up an official express mail system. With the outbreak of hostilities, a speedy means of obtaining news was needed.

Philatelically this new express service has two important characteristics. First it was official for it was sponsored by and paid for by the various governmental agencies. Second, it was not limited to military mail, but open to all the new officials who had news to send.

The Committees of Correspondence and Safety were so interwoven with the local governments as the American system began that these committees were, in effect, the government. This fact shows regularly in the newspaper advertisements of the period. For example in the *Boston Gazette* of July 25, 1774, we find:

> "Wednesday night last our Committee of Correspondence met and asked citizen approbation at the Coffee House tomorrow of their delegates for Congress."

In this typical example the people had all the choice of an Eastern European today to approve or disapprove a slate of delegates—by approbation.

Throughout most of the colonies the 'official' provincial governments were Tory or pro-British to the point that they did not represent the populace at large. The Committees therefore replaced them and negotiated as an equal among themselves and with the British governors. For example, in the *New York Mercury and Gazette* of Monday, March 27, 1775 we find that the,

> "Albany Committee of Correspondence and Safety on March 21, 1775 selected Abraham Yates, William Livingston, Col. Schuyler, Col. TenBrock and Col. Peter R. Livingston to represent them in Congress. John N. Bleecker Clerk".

On October 13, 1775, Governor Tyron of New York fled to a ship in the harbor and from there carried on a correspondence with the New York Committee of Safety, the members of which assured him he was safe on shore. He

(Continued on page 121)

The Clubhouse

THE ANNUAL MEETING

January 15, 1975

To The Voting Membership:

Notice is hereby given that the Annual Meeting of The Collectors Club will be held at the Club House, 22 E. 35th St., New York, N. Y. on Wednesday, January 15, 1975 at eight o'clock in the evening for the purpose of:

Receiving and acting upon the reports of the Officers, Election of Governors for the Class of 1977, and such other business as may be brought before an Annual Meeting.

Your attendance is respectfully requested. Please be sure to come so that we have a quorum.

Ira S. Zweifach

Secretary

Report of the Secretary

It is the duty of the secretary to keep the records of the club, to announce and keep the minutes of its various meetings, attend to its correspondence and keep a record of the membership. I am pleased to say that with the help and guidance of Mrs. Anne Pritchett that duty has been accomplished in a satisfactory manner. The minutes of the club are in order and its correspondence up to date.

The membership records are also in order. They show that during 1974, a year of increased dues and creeping inflation, our ranks decreased from 1175 to 1093. In all, a total of 103 members were lost by resignation or non-payment of dues. 29 members were lost by death.

The distribution of our current membership as of Dec. 31, 1974, is as follows:

Honorary & Life	10
Resident	250
Non-Resident	694
Overseas	139
	1088
	1093

It is heartening, however, to report that our membership losses were partially offset by the admittance of 48 new members and the reinstatement of 2 past members.

Now, it is my sad duty to report the death of the following members of the our club. When their names have been read we will rise for a moment of silence in memory of these esteemed colleagues who are no longer with us.

Necrology:

Irving H. Bodenheimer
John F. Conners
Livingston T. Dickason
William A. Finnegan
John R. Henry
M. Charles Hoffman
Walter A. McIntire
Thomas F. Morris
Herman Shenitz
Lawrence L. Shenfield

Dr. Arthur F. Abt
Edward O. Barton
T. Blacktadius
Thomas W. Blinn
Carl A. Cato
Edward W. Cragin
Bernard Davis
Lester L. Downing
Leon C. Forcheimer
Sydney E. Goldie
Dan S. Hammack, Jr.
Sol Kaplan
Kenneth E. Keister
Frank J. Kovarik
Harold E. Levitt
Dr. Richard A. R. Maresch
Bernard H. Matthies
Delf Norona
William R. Rankin

Respectfully submitted,
Ira S. Zweifach
Secretary

Report of the Treasurer

With reference to the Current Funds of the Club, a few remarks seem to be appropriate.

Despite the additional revenue brought in as a result of the increases made in membership dues and advertising rates, the Collectors Club operated at a deficit. The deficit appears to be in the neighborhood of $8,500.00 against an actual deficit for the year 1973 of $13,216.90.

The members are reminded that the figures submitted in this report are unaudited. The statement of the Club's finances and operations will be published in an early issue of The Collectors Club Philatelist.

Costs have continued to increase. This is especially true in areas that the Club cannot control. Prime examples are the costs of utilities, heating oil, printing and postage. We are all familiar with this problem from our own experience with day to day living costs.

Control and examination of expenditures have continued during the year through the efforts of the Treasurer and the Budget Committee. However, it appears certain that costs will continue to escalate and the Club will continue to suffer deficits.

Without impairing the normal functions and operations of the Club, it seems that the only recourse will be to meet these deficits by calls upon the income of the Capital Fund. Such recourse is a good example of the importance of the Capital Fund to each and every member of our Club.

Respectfully submitted,
Albert H. Higgins,
Treasurer

Report of the House Committee

It is pleasant to report that the clubhouse remained in sound condition during 1974 with no major repairs necessary. However, many minor chores and regular housekeeping duties were performed to make your building more comfortable and attractive.

The drapes in the meeting room and the lounge were cleaned as were the rugs on the second floor. Thirteen chairs from the library, Governor's room and the lounge were repaired and recovered. The large sofa in the lounge was entirely rebuilt and reupholstered. A new water cooler was purchased for the second floor and the skylights refurbished and made leak proof. Window locks were installed, pictures rehung, etc. Further redecorating is in progress.

Best of all, all these things have been accomplished well within the house budget. That they were accomplished with facility and efficiency is due in no small part to the help of Mrs. Pritchett whose aid in performing these endless tasks was invaluable.

Ira S. Zweifach
Chairman

Report of the Awards Committee

COLLECTORS CLUB PHILATELIST MEDAL

This highly coveted medal was awarded for 1974 to ERNEST A. KEHR of Richmond Hill, New York for

"THE POST OFFICE SEALS OF THE UNITED STATES".

Working originally in close cooperation with the late Edward Gottlieb, it is a superb article which covers all facets of this interesting phase of U. S. philately. On some 48 pages of this Philatelist, it is a classic example of interesting and fine writing.

The Medal for the Best Program of 1974

Once again the Committee awarded two medals of equal merit. These medals go to

W. R. HART of London, England for
"NATAL"
and W. FRAZER of London, England for
"SUDAN"

Both showed their collections on Nov. 20th and provided us with a very enjoyable and interesting evening.

Honorary mentions go to
L. A. PARKER of London, England for
"ICELAND"
and Dr. A. S. MISHRICK of Manhasset, New York for
"EGYPT, Proofs and Essays"

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

Respectfully submitted,
Herbert J. Bloch,
Chairman

Report of the Publications Committee

This report combines the reports of the Chairman of the Publications Committee and the Editor of the Collectors Club Philatelist.

The Publications Committee continued work on the Theodore E. Steinway Memorial Publication program. Progress was made in spite of the fact that difficulties presented themselves with regard to getting bids for printing. These bids were all too high to enable us to operate on schedule.

The Collectors Club Philatelist issued the usual six issues during the year. Several new authors were welcomed to the fold and the regulars lived up to expectations. The advertising expanded slightly as more members of the A.S.D.A. realized the importance of our publication as the magazine of record for United States Philately.

For the most part, our publication schedule was adhered to. While costs increased, the increases were within tolerable limits.

Respectfully submitted,
H. D. S. Haverbeck

Report of the Library Committee

A most important event during 1974, from the Library point of view, was the publication in June of the catalog of the Club's holdings of handbooks and periodicals. It was not so much that the 700-page volume itself was of value, but that the Library had been inventoried and a uniform indexing system put in use.

There is one aspect of the use of the Library which, although not new, has never received much mention, and that is its use by those outside the stamp collecting community. Three recent examples will show the diversity of this practice. The Canadian Government sent a researcher to compile a bibliography of the philatelic and postal history of Canada; a librarian from Yale University searched the Club's holdings for references on playing cards; and a postgraduate student from Columbia wrote a thesis on the setting-up of specialized libraries. All praised the openness of the Library and the ease with which the desired material was found.

In 1973, the President of the Club asked the Study Groups if they would aid the Library in any of a number of suggested ways. During 1974, all, without exception, did help the Library. Their contribution of specialized knowledge and material is most valued and appreciated by the Library.

It is also my pleasant task to give our thanks to Mrs. Josephine Eldridge, Club Librarian, for making the Library such a useful place in which to pursue our hobby.

Respectfully sumbitted,
Ernest C. Wilkens
Chairman.

1974 Study Group Report

Total attendance at the various Study Groups meeting was 17 per cent ahead of 1973. This is 7 per cent more than the estimated increase for 1974.

The major increase came from four new study groups, The American First Day Cover Society, Cuba Philatelic Club of America, Fine Arts Philatelists, and International Society of Japanese Philately. This brings to 18, the total number of study groups meeting at the Collectors Club, not including the Metropolitan Air Mail Society which will start meeting this year.

The 1975 Study Group attendance will show only a 5 per cent increase unless additional organizations request meeting facilities.

Respectfully submitted,
John Dowd
Chairman

Report of the President for the Year 1974

This will be my fourth, and final, report of stewardship as President of the Collectors Club. I say final, inasmuch as I had indicated to the Board of Governors when reelected last January to a fourth year as your President, that this responsibility and honor should pass to other hands in 1975.

Since this report may be considered a sort of valedictory, perhaps I can be permitted a few personal observations before turning to a summary of the activities of the Collectors Club in 1974. To have had the privilege of serving 4 consecutive terms as President of the Collectors Club, I consider a singular honor. A review of club archives indicates that I share this distinction with only three previous Presidents. I find myself in distinguished company, indeed, when I note that John N. Luff, who served a total of five years in 2 and 3 year stints — 1906-07 and 1922-25 — Harry L. Lindquist, who served four years

— from 1927-30, and Arthur W. Deas, who served five years — from 1937-42, are the only other Presidents to have held office more than 3 years.

These 4 years have been demanding and exciting ones for me. They have included the excitement of Anphilex '71 when we celebrated our Diamond Anniversary; the concern over city, state and federal tax status reviews which had favorable results; the satisfaction of supervising the redecoration and refurbishing of the clubhouse; the pleasure of welcoming speakers, visitors and new members; the sadness at the loss of many old and cherished members; the challenge of keeping the club as a vibrant, leading organization serving its membership and international philately in general; the problems of maintaining fiscal viability, which unfortunately, are still with us; and the many pleasures of being associated with people and an organization that command respect throughout the philatelic world.

To all those members, and particularly to the Officers and Governors, who have given me support and encouragement through these years, go my profound appreciation and gratitude. The Collectors Club is, and always will be, my Number One philatelic affiliation. Although I will no longer be its chief executive officer, I will continue to give it all my support as a continuing Governor and member.

Turning now to the year just past, I can report another year of progress. As a result of the courageous action of the Board and the membership, we have taken some significant steps toward a solution of our perennial financial problems. The increase in dues, an action which Board and members were reluctant to take, but which was an obvious necessity, has increased club income. Happily there were fewer defections from membership than had been anticipated as a result of this action a year ago.

The increased advertising rates for the CCP have helped to keep pace with the ever rising costs of producing our journal. Stringent budgetary controls have also helped to narrow the gap betwen income and outgo. However, we are still dependent on income from the Capital Fund to meet our continuing annual deficit. You have all received a mailing recently, soliciting your further contributions to the Capital Fund. Please give this matter your prompt and generous attention, for a healthy Capital Fund represents our best bulwark for coping with our financial needs.

To give further attention to our finances, as well as to many other short-range and long-range problems and opportunities, I appointed a Planning Committee under the chairmanship of Robert Stuchell. This committee has already addressed itself to a variety of matters concerning club welfare and will, I am confident, play an increasingly important role over the next few years in focusing attention on needed changes and will recommend courses of action for Board consideration that will mean much to the future welfare and progress of the Collectors Club. Mr. Stuchell was subsequently appointed to the Board of Governors to fill the vacancy created by the death of Lawrence Shenfield, and is a nominee for the unexpired portion of Mr. Shenfield's term as Governor.

At this point I would like to acknowledg the service of those members of the Board of Governors who are retiring this year. In addition to Mr. Shenfield who served almost 4 years, we are indebted to Robert Siegel for two years of service, and particularly for his co-chairmanship of the Program Committee which gave us such a fine series of programs in 1974. Special tribute must be paid to Ezra Cole who retires from the Board after 17 years of continuous service, many of them as Chairman of the important House Committee. While we will miss these Board members, it is gratifying to note the fine slate of Governors who have just been elected and who will ably carry on the work of the Board.

To enhance the image of the Collectors Club in the eyes of the philatelic world, we again maintained hospitality lounges at the ASDA and Interpex shows here in New York. Portions of the club's collections were shown at INTERNABA in Basel, Switzerland in June 1974 and are committed to the international show, ESPANA 75, in Madrid this coming April. Board members Bloch and Kehr were Judges at INTERNABA and Kehr and I will be the U.S. Judges at ESPANA 75. Many other Board and club members have served as Judges at a variety of local and national stamp exhibitions. I personally attended INTERNABA, where I was privileged to speak on behalf of the Collectors Club at two important social functions. I also attended the APS Annual Meeting in Chicago, and the BALPEX and NOJEX exhibitions. As President of the Collectors Club I again served as Master of Ceremonies at the opening ceremonies and the banquet of the Interpex show and as a member of the Philatelic Advisory Panel of the American Revolution Bicentennial Administration. Board member Ernest Kehr and I have recently been elected to the Board of Directors of INTERPHIL '76, the international exhibition scheduled for the summer of 1976 in Philadelphia.

The Annual Awards Dinner was again held at the Tower Suite and the coveted Lichtenstein Award presented to our own Governor, Ernest A. Kehr. The Members Competitive Exhibition will be resumed in 1975, after a lapse of several years and will use the Interpex show in March as its venue.

Additional meetings by special committees of the Collectors Club and the Philatelic Foundation were held during the year and significant areas of cooperation were delineated. The course on stamp collecting offered by the Foundation was again held in the clubhouse, and a variety of special meetings of philatelic groups, as well as an enlarged program of Study Group meetings, enjoyed the use of our facilities.

Through the generosity of one Board member, who defrayed almost half their cost, beautiful medallions were obtained for presentation to our guest speakers as a token of appreciation for their talks.

These are only a few of the highlights of the 1974 activities of the Collectors Club. As we move into our 80th year, I am confident that we can look to the Board of Governors and its new slate of officers, soon to be named, for the leadership and progress that I believe has been evidence in past years.

I close this report and my period of responsible stewardship with the profoundest expression of gratitude to the officers, Governors, resident staff, and the membership for their contributions and support in a memorable period in my philatelic life.

Respectfully submitted,
F. Burton Sellers
President

Report of the Nominating Committee, December 2, 1974

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

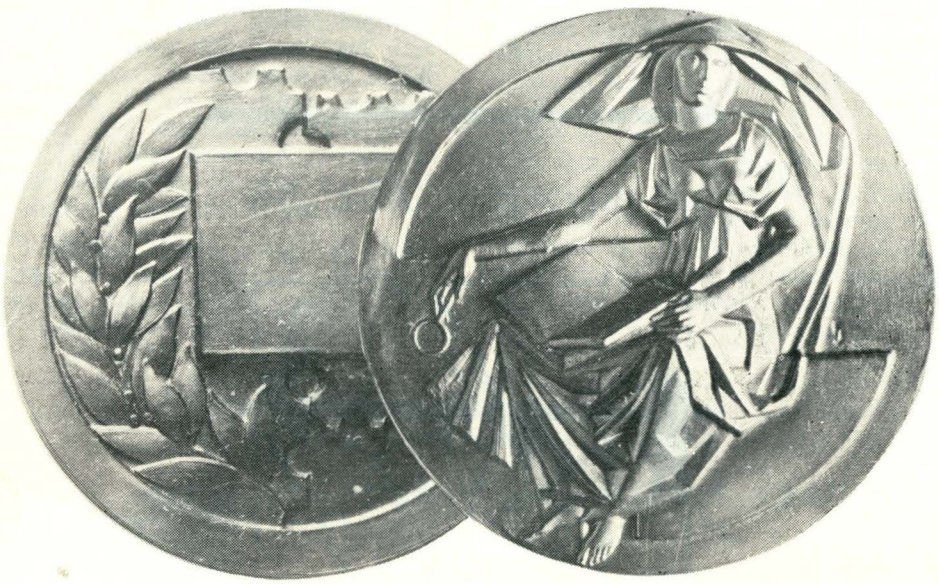
Ernest A. Kehr
F. Burton Sellers
Philip Silver
Ira S. Zweifach

The Committee has also nominated —

Joseph E. Foley
Abbot Lutz

The Committe has nominated Robert Stuchell for one year to fill out the unexpired term of the late Lawrence Shenfield.

Respectfully submitted,
Theo Van Dam
Chairman



NEW SOUVENIR MEDAL TO PROGRAM SPEAKERS

The problem of providing an appropriate token of a philatelic institution's appreciation to those who present outstanding programs to the membership always has bedeviled club officers.

The Collectors Club, therefore, feels it has found the perfect answer to this perennial problem in the presentation of a truly attractive expression of gratitude to those who display and discuss their treasures at club meetings.

The souvenir is in the form of a bronze medal, three inches in diameter and weighing 6 ounces. Sculptured by a distinguished Spanish artist, its obverse features a seated female figure of "Philately," holding, with her left hand, a stamp album upon her lap, and a magnifier in her right. The reverse has a simple rectangle against a background of two stamps and flanked by a laurel spray. The rectangle allows for the engraving of the recipient's name and the date of his presentation.

The unusual medal was struck at the Fabrica Nacional de Moneda y Timbres, in Madrid, one of the five top government Mints in the world today.

Arrangements for the acquisition of a supply of these exceptional medals was made possible through the efforts of a Collectors Club officer who had

chanced to see the original dies in Spain about two decades ago. After months of correspondence, the FNMT's director authorized the striking of the medals for the club. The dies will be retained for use when additional supplies are needed.

To spare the club all of the expense of striking the medals and transportation to New York, a member who prefers to remain anonymous, volunteered to personally pay for a major portion of the costs.

"Anyone who accepts an invitation to come to New York from distant American or foreign cities to share with our members, his specialized knowledge by showing and explaining his treasures, deserves more than a verbal thank you or paper certificate," he said. "This medal, which is as permanent and endurable as any man-made piece of art, is a fitting souvenir from the country's most prestigious philatelic institution."

(E.A.K.)

SIR JOHN WILSON, BART., C.V.O.



A characture of Sir John, published in his native Scotland, by the "Glasgow Bulletin" in 1964.

The death of Sir John Wilson, Bart., early in February, leaves the realm of serious philately with a void that will be virtually impossible to fill. For more than four decades he stood as a dedicated and distinguished practitioner of our avocation.

A collector since childhood under the tutelage of his father, he demonstrated his love for and knowledge of classic issues early in life. He soon joined the Royal Philatelic Society of

London, later rising to the presidency of that organization.

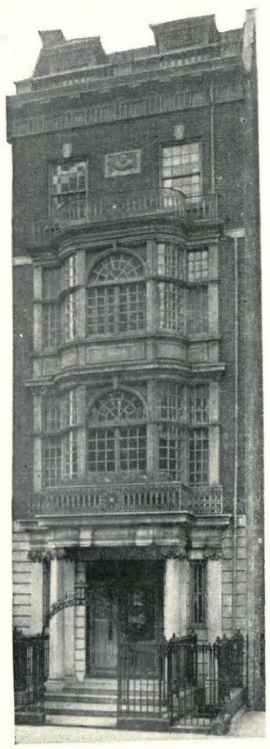
Shortly after Sir Edward Denny Bacon died in 1938, Sir John replaced him at Buckingham Palace as "Keeper of the King's Collection," a post to which he was reappointed by Queen Elizabeth when she acceded to the throne in 1951.

During his long tenure, until he was compelled to retire because of failing eyesight and other disabilities, Sir John, each year, displayed and described individual sections of the Royal Collection at the Society's opening meeting. He also selected and took pages from that collection to international exhibitions all over the world for showing in courts of honor.

A widely known judge, Sir John served on more international juries than any other individual. Even after his retirement, although in failing health, he was invited to be a consultant at "Philympia." He came to America for the 1936, 1947 and 1956 Internationals in New York and on numerous other occasions, usually as the guest of Alfred Lichtenstein or Alfred Caspary. He invariably arranged his schedule on these trips to allow attendance at Collectors Club meetings. He became, in 1956, the fifth recipient of the "Alfred F. Lichtenstein Award" and was the first foreign winner of that "Nobel Prize of Philately." That same year he was made an honorary member of the club.

Though he wrote many articles for philatelic journals, his outstanding contribution to the literature was his compilation of "The Royal Collection," a huge tome cataloguing the contents of the Buckingham Palace holdings and the most lavish book ever published in stampdom's history.

(E.A.K.)



THE COLLECTORS CLUB

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

1975 Officers

H. D. S. Haverbeck ..... *President*
Ira Zweifach ..... *Vice-President*
Ernest Wilkens ..... *Secretary*
Albert H. Higgins ..... *Treasurer*

Governors

Class of 1975	*Class of 1976*	*Class of 1977*
H. D. S. Haverbeck	Herbert J. Bloch	Joseph Foley
Norman S. Hubbard	John R. Boker, Jr.	Ernest A. Kehr
William H. Miller, Jr.	Albert H. Higgins	Abbot Lutz
Robert P. Odenweller	Louis Grunin	F. Burton Sellers
John D. Dowd	Bernard D. Harmer	Philip Silver
Robert Stuchell	Ernest Wilkens	Ira Zweifach

Trustees

John R. Boker, Jr. H. D. S. Haverbeck Philip Silver

Book Reviews

Italian Air Mail Catalogue, Vol. 1: 1846-1930, by C. Cherubini and S. Taragni, 300 pages, copiously illustrated. Published by G. Orlandini, via Cavour 18, 50129 Florence.

With the intense interest in aerophilately among today's Europeans, it is inevitable that our literature will continue to be enriched by handbook-catalogues covering various specialty fields. The works of Field, Sieger, Boesman and such societies as the Aero-Philatelic Federation of Switzerland, already have established themselves. Now comes an entry that deals with the Italian flights which did so much to advance aviation's role in the transportation of mail just before and immediately after World War I.

Long recognized as among the top experts in their specialty, Cherubino Cherubini and Sandro Taragni have assembled just about everything that is known and which they have researched after decades of serious study.

The catalogue begins with flights of lighter-than-air vehicles such as the hot-air and manned balloons that dropped news and propaganda leaflets over Milan and Venice during the Austrian siege of 1848-'49; the Paris balloons that landed in Italy, and even pigeon messages from Rome during the silver wedding celebrations of King Humberto I and Queen Margaret, in 1893.

It continues with the experimental flights since 1908, made in planes, until the initial regular adhesive air-mail stamp of the world, in 1917.

The body of the book is divided into four major sections: air-mail flights from Italy; those to Italy from other countries; those carried entirely within the country, and air-mail flights made by Italian pilots from one foreign city to another foreign destination. These include epochal flights by such notable Italians as Calderara, da Schio, Forlanini, dal Mistro, d'Annunzio, de Pinedo, Balbo and de Bernardi.

The value of this work to Americans lies in the fact that the original Italian text is on one page; the English translation on the facing one, so there is no language barrier to understanding what the authors have assembled. Indeed, prices for individual covers are given in both lire and dollars.

Of inestimable worth, too, are the illustrations whose clear reproduction on coated paper give them the appearance of actual photographs to make visual understanding of stamps, postal markings and cachets of joy.

Any one who is interested in this popular branch of aerophilately *must* have this first volume of what will become a series; those with only a general concern for air-mail covers *should* own one, for it is unquestionably the definitive work on this subject.

As our colleague, Dr. Enzo Diena says in the preface he wrote for the book:

"This catalogue speaks in many instances the 'final word' on most of the controversial issues that pinpoint the history of Italian air-mails. It has been written on a scientific basis; it therefore makes no concessions of any kind and in some instances it reappraises the real status of a few items. On the other hand, the light of truth now shines brighter on the flown covers, the cards and all the other air-mail items cherished by collectors."

American Air Mail Catalogue, Vol. I, fifth edition, by a 29-man editorial staff, 480 pages, illustrated. Published by the American Air Mail Society, Box 499, Conneaut, OH. 44030. Costs $12.50 (plus $1 if to a foreign address).

In 1947, the first edition of this catalogue was published after more than a decade of laborious research, study and work by the largest number of specialists and experts ever to volunteer their expertise and time to advance knowledge of and interest in

aero-philatelic souvenirs.

In the intervening decades as this monumental labor of love became more widely recognized and was used as a definitive reference source, new, enlarged editions were compiled to keep the listings up to date and especially the pricing as demands continue to increase market values.

The catalogue contains individual sections for the following branches of air-mail cover collecting: domestic pioneer flights; our Governmental flights, Army emergency flights, early foreign flights, balloon posts of the Paris siege, Zeppelin posts, interrupted (crash) flights, aerial propaganda leaflets and a specialized section for Philippines flights.

Just for the fun of it, we compared quotations of four arbitrarily selected Italian items, and although the editors of the two catalogues did not consult with each other, both this one and the Italian give exactly the same value for all four!

Ernest A. Kehr

The Congress Book, 40th American Philatelic Congress. 204 pages, illustrated. Published by the American Philatelic Congress at $10.00, available from R. B. Brandeberry, 58 W. Salisbury Drive. Wilmington, Del. 19809. Editor: James P. Harris.

At the annual APC meeting, October 25-27, 1974, President David Stump reiterated the purpose of the *Congress Book* on its 40th anniversary. He noted the key aims were wide dissemination of new philatelic knowledge and improvement of philatelic scholarship. This review will focus on some of the articles that can help improve philatelic scholarship.

Overall, editor Harris has selected 15 articles and attractively presented them for easy reading. Copy was carefully proofed and the photographic layout designed to enhance the articles. The conscious attempt to divide the book into foreign and U. S. sections works to give the book a sense of theme.

The importance of the provenience of a stamp or cover is an integral part of *Haiti 176: A Search for Identity* by F. Burton Sellers. This is a lucidly written article about a philatelic rarity and how it can be expertized by knowing the history of each piece. Mr. Sellers gives an inside view of the problems facing any expertizing body and one way they can be met. He shows effectively how auction catalogs, album pages, knowledge of printing, etc. can be combined in the search. The result is a probable reevaluation of catalog listings and expert certificates. Even for those with no interest in Haiti, the article makes fascinating reading.

Charles L. Towle in his *Manuscript Route Agent Markings of the United States* gives us an example of interpretive cataloging. In the past this reviewer has objected to catalogs in the Congress Book as being inappropriate. That objection does not apply to the manner in which Mr. Towle has handled this work. He carefully takes us through the subject to show how and why manuscript markings are applied and then given a catalog. Almost every single item in the catalog has received individual interpretive comment rendering this a far more valuable work than it would be as a mere listing. Mr. Towle's techniques need to be examined by all potential catalog writers to see if any of his techniques can be incorporated. Certainly, if the articles are to go into publication as other than just listings, Mr. Towle's approach is invaluable.

In the *Ross Smith Air Stamp,* Nelson Eustis demonstrates Stanley Ashbrook's axiom that it is the story behind the stamp that makes the stamp. Mr. Eustis has ransacked newspapers, aviation publications, official government files and man's memory along with philatelic records in order to flesh out his story of this unusual air stamp. After setting a minimal background he has tightly focused in on

the interlay between the issuance of the stamp and the events and personalities involved. The result is not only good philately it is also a good human interest story.

The human interest element is also the key to Brian M. Green's scholarship in *Prisoner of War Covers Censored by Henry Wirz*. Green brings out the background of Captain Wirz and the prisons in which he operated, to directly relate it to the covers and documents of philatelic interest. As a result his material is both scholarly and lively. Mr. Green must have his bad days, but this reviewer has yet to see a bad article by him. For those interested in philatelic writing, Brian Green's articles should always be studied for the techniques he uses to bring liveliness and human interest into serious scholarship.

Dr. James J. Matejka's *Posta Ceskoslovenska 1919* can serve as a final example of how this 40th *Congress Book* furthers philatelic scholarship. In it he discusses the problems of inadequate governmental control over what it has printed—favor cancels, printer's waste, unauthorized overprints, etc. As Dr. Matejka shows, the inadequacy of the government's records and controls is combined with dangerous forgeries to make this issue a difficult one to study. He demonstrates how forgeries of overprints can be made and suggests several techniques for detecting them that can be applied to other overprinted issues in other countries. Among the points he makes is that handset forgeries can often be detected by paper shrinkage, that the idiosyncracies of machine-made overprints can't be reproduced on a hand press, and that the angle of the overprint is often a good guide as to genuineness. He discusses the technique of cutting out the center of a genuine cheap overprinted item and using the cutout to check width, height, and spacing of other overprinted stamps.

In addition to the articles selected for review, this edition contains many other valuable articles. They include: *Publibel Pharmaceuticals* by G. B. Griffenhagen, *The Island of Lemnos. Its History and Stamps* by P. J. Drossos, the *St. Thomas Harbor Stamps of the Danish West Indies* by V. E. Engstrom, the *"Rhein-Main Airflights" In the Year 1912* by Albert Fischel, *New Orleans Maritime Mails of 1825-1850: The "MAIL ROUTE" and "SHIP 14½" Covers* by A. H. Bond and H. C. Skinner, the *Isthmus of Panama Mail Route* by C. J. Turner, the *Model Used for the 3c U. S. of 1890* by G. and E. Karl, *Fort Snelling* by G. J. Neufeld, *Cover Highlights from a Collection of the Stamps of the U. S. Offset Printing Issue of 1918-20* by Dr. D. M. Bennett and *Duke Cigarette Cards With Stamps* by E. Denison.

CMH

The Encyclopaedia of British Empire Postage Stamps. Volume V: North America. Published, 1974, by Robson Lowe, Ld., 50 Pall Mall, London SW1, England. xvi + 760 pages, illustrated, 11 color plates, hardbound. (U. S. distributor: HJMR Co., P. O. Box 308, North Miami, Fla., 33161. Price $40.00, deluxe edition $50.00).

In a publishing effort unmatched in philately, except perhaps by Dr. Munk and Paul Kohl two generations ago, Robson Lowe has brought out the fifth volume of his monumental Encyclopaedia of British Empire Postage Stamps, this volume treating the Empire in North America. And, befitting the richness of our continent, it is the biggest of the lot. The major part of the volume, of course, covers the Dominion of Canada and the predecessor colonies; but, in addition, there are chapters on Colonial Posts in America, Bermuda, British Honduras, British Postal Agencies in Columbia/Panama, Guatemala, Mexico, Nicaragua, and the United States.

Each of the sections includes information on postal history and rates,

postal markings with valuations, essays and proofs, stationery, and counterfeits, as well as a detailed listing of the postage stamps and their varieties. A well made index and a bibliography have been appended.

Volume V of the Encyclopaedia has been greeted everywhere with words of high praise, all of which are certainly well deserved by the publisher and his editorial team. There also should be a special word of praise for the modest price of the volume considering its size and the wealth of illustration it contains. Remembering the maxim: to criticize is not to condemn, we would like to include the review of one section, that of Newfoundland, from the viewpoint of one specialist.

A detailed and accurate book on Newfoundland has been much needed for the last 25 years. This portion of the Encyclopedia, which utilizes 122 pages of the text, relies basically upon previously published and often assumed information, thus the mistakes of the past again are fortified and projected into the future. The bibliography unfortunately, does not refer to some of the known modern articles such as were prepared by the Reverend Kirby of Newfoundland, Donald King of Nova Scotia (one-time Postmaster General) or Sir Edward Deny Bacon of London. Even current releases appearing in *The American Philatelist* of May, 1968, the *Collectors Club Philatelist* of 1968, and various issues of *The London Philatelist* seemingly were not consulted. The compilation, therefore, does not reflect some current information which has been uncovered within the last few years.

Much valuable knowledge has been included, which was secured by a detailed combing of many years of auction catalogues. Depending upon the analysis given this data, the interpretation can be of great interest. Unfortunately, perplexing conflicts of statement occur and one can be left bewildered as to the authenticity of an item. Actually, many more forgeries are reported in this book than students, such as E. A. Smythies, believe exist. One very annoying and disturbing facet of the report is the continual reference to "Postmaster's perquisites." This slighting statement is particularly obnoxious when cited during the later Perkins-Bacon years. The culpable one (if there was one) was most certainly closer to the editor's desk than that of the Postmaster General. Humorously enough, the same type of material, legitimately obtained from De LaRue and sold for the benefit of the Employees' Retirement Fund, has acquired a factual instead of questionable status among the imperforates.

The proof listings are quite complete and are the best that have been seen with the exception of the superb listing in the Essay Proof Book published in 1970. Cancellations also are included in the listings; however, lack of knowledge of those in actual use during the early period has resulted in many proper ones being listed as false while some that are portions of later, legitimate devices are listed as forgeries when applied to remainders of Rose Pence stamps. Unremembered is the fact that the 1857 cancelling devices were in use in the outports until at least 1900.

The book contains a proper listing of known stamps and variants; it is as complete as can be done at this time. As a reference, it is excellent but difficult to use. Information on specimens, proofs, forgeries, essays, stamps, covers and variants for once are collected together in a single place. If one is in quest of information, it can be found, but it must be searched for. When this section is considered as a "most complete listing," and if the deleterious comments are disregarded or taken in stride, Section IV becomes palatable. There is much here that has merit and new things to be learned.

This volume was probably many years in preparation and, undoubted-

(Continued on page 120)

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possibility is considered somewhat remote, however, because it is unlikely that parcel post stamps would be used on and after that date.

By referring to Post Office Department Order No. 9010 of July 13, 1915, effective September 1, 1915, we may even determine that weight of the parcel to which the tag envelope was attached.[6] It will be recalled that there was a one-zone difference between the office of origin and the office of delivery. Order No. 9010 established rates of six cents for the first pound and two cents for each additional pound for parcels mailed in the first and second zones. Thus, we may calculate the parcel's weight at eighteen pounds as follows:

1 pound	=	6 cents
17 pounds at 2 cents	=	34 cents
18 pounds		40 cents

The reader will remember the title of this article included the word—"UNUSUAL." Since parcel post stamps are not commonly found on wrappings, the affixing of the two 20-cent parcel post stamps to the tag envelope in lieu of a wrapping — but serving the same purpose — provides us with not only an uncommon item, but an unusual one as well. Hopefully, the parcel was mailed in 1918 and not in 1919.

REFERENCES

1. Scott Specialized Catalogue of United States Stamps, Fifty–Third Edition, 1975, (Scott Publishing Company, New York, N. Y.)
2. United States Domestic Postage Rates 1789–1956, Publication 15, (Post Office Department, Washington, D. C.), pp. 68, 69.
3. Ibid, p. 70.
4. Ibid, p. 71.
5. Ibid, p. 71.
6. Ibid, p. 71.

LICHTENSTEIN AWARD *(Contd.)*

Distinguished Philatelists, the highest award conferred by the Philatelic Congress of Great Britain. He is Vice-President of the Académie de Philatélie of Paris. He is President of the Board of the Musée Postal Francais also in Paris, and a Corresponding Member of the Académie de Belgique. He is a former President of the Club Philatélique Francais.

A man for all seasons, Dr. Schatzkes also has achieved honors outside of philately. A Doctor of Chemistry and a Doctor of National Economy, he has been made an Officer of the Ordre National de Merité by the French Government.

It is indeed fitting then, that the Alfred F. Lichtenstein Memorial Award for Distinguished Service to Philately should be awarded to this man who has enlightened the dark corners of philatelic research with the light of his discoveries and the depth of his learning, bringing knowledge and pleasure to those who have made use of them.

(I.S.Z.)

DUTTIA STATE *(Contd.)*

used for validating all the stamps up to the time the State Post ceased. With the use of a comparison microscope it has been determined that the seal appearing upon these crude stamps is identical to that appearing on the other issues. This would, in my opinion, establish the official nature of these stamps. They have not as yet been reported on cover. For that matter, neither has the 1893 issue (Scott 1 thru 5).

The ¼ anna and the 1 anna denominations are illustrated with this article. The stamps are prepared by ruling double pen lines, inscribing the denomination at the bottom and impressing the control seal in the rectangle formed by the ruled lines. These lines seem to be drawn without the benefit of a straightedge. The seal is rather clearly impressed compared to the impressions on the later stamps. Either more care was taken for this first attempt at manufacturing postage stamps or the seal itelf became worn through use. The paper used is rather thin and of the quality usually found in the paper sellers' booth in the bazaars. This quality is sometimes referred to as "sugar paper" since it was used for wrapping sugar.

A description of these stamps follows:

1890-93 (?) Hand drawn and inscribed on this colored paper. Inscription and control seal in black. Imperforate.

¼ anna, orange paper, Red ruled lines

1 anna, toned white paper, Red ruled lines

2 annas, yellow paper, Red ruled lines

4 annas, rose paper, Black ruled lines

The dating of these stamps still is open to question. The only thing that we can be sure of is that they predate the issue which is catalogued for the year 1893. Research into the literature of Duttia State shows that this date is not sure. The earliest reference that we can find is in *The Philatelic Journal of India* for February, 1897. Mr. C. L. Pigott writes: "It *appears* that this State has had a post and postage stamps of its own since 1893." (Italics ours) Even such a meticulous student as Maj. E. B. Evans writes in *Stanley Gibbons Monthly Journal,* Vol. X, 1900, pp 232: "It seems to have been taken for granted that the stamps which were found in use in 1897 were the same as those that were first issued four years previously, and I have no evidence to produce against this theory." If we accept the 1893 date as correct then these new discoveries must have been made before that time. If we accept the stamps which were in use 1897 as having been in use since 1893, we come to the same conclusion. However, it is quite possible that the first press-printed stamps (Scott 1 thru 5) were issued later than 1893, which then might give these new discoveries the position of being the earliest issue referred to by both Pigott and Evans. This still remains to be resolved. It would appear that the further research on this problem must be done on the ground in India.

BOOK REVIEWS *(Contd.)*

ly, some of it was typeset while modern researchers were rapidly uncovering much more factual and reliable information. No other major stamp country has had so much new information discovered during the last five years. The volume is long overdue and will be long remembered—but this section is possibly several years ahead of full disclosure and publication of all that is known now. Unluckily, it falls to my lot to oppugn portions of this valuable compendium.

(Robert H. Pratt)

did not return.

The philatelic tie-in of the Committee has been on the record for many years. The *Magazine of American History, 13,* pg. 122 notes,

> "August 30, 1776 Hazzard was ordered by the Committee of Safety to Dobbs Ferry."

Thus, the official abandonment of the New York city postoffice was not ordered by the Postmaster General but rather by the New York Committee of Safety acting as the government.

In the *American Archives V,* 2, pg. 694 a note of slightly later date also illustrates the close tiein between the Committees and the postal system. It reads,

> "September 17, 1776 New York Convention. RESOLVED that Col. Allison, Mr. R. R. Livingston and Mr. Wisner Sen. be and hereby are appointed a Committee of Correspondence. That they be and hereby are authorized to establish Post Riders . . ."

The President of the Albany Committee was Abraham Yates, Jr. Thus we find the record of the Albany post office in the *American Archives IV,* 3, pg. 1413 reading:

> "Mattias Vissher to Abraham Yates, Jr. dated Albany Nov. 9, 1775.
> Dear Sir: yours of the 1st Instant I have received together with the instructions for the Post Office; which were very agreeable as I very often was at a loss how to regulate the charges. As to the secrecy of the matter, your commands shall be readily obeyed . . ."

The Parliamentary postmaster, John Monier, had apparently left about the time Finlay passed through Albany in early May 1775. This letter seems to suggest that Mr. Vissher had been secretly named the new Albany postmaster and was directly responsible to the Committee of Correspondence.

We do know that Albany had long been under control of the military in postal matters so a subsequent letter from General Schuyler dated Ticonderoga November 27, 1775 to John Hancock, President of Congress was not unexpected.

(To Be Continued)

EDITORIAL (Contd.)

campaign to get the Federal Trade Commission, the U. S. Postal Service and other government agencies to issue cease and desist orders against these merchandisers.

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