

The Collectors Club

PHILATELIST

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May 1970

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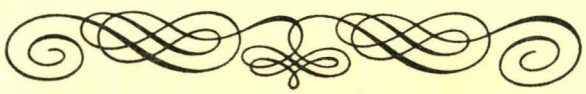
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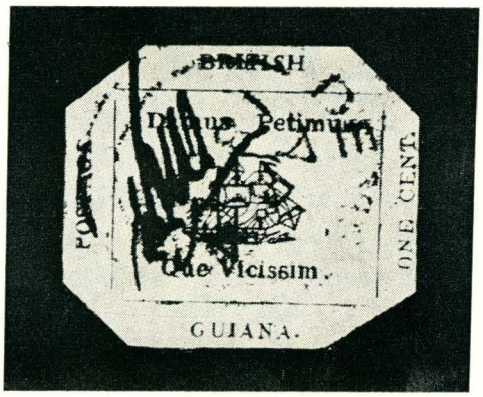
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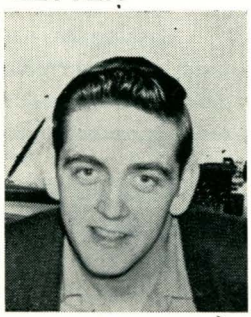
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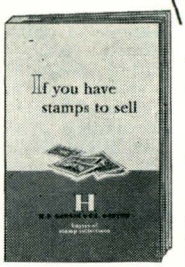
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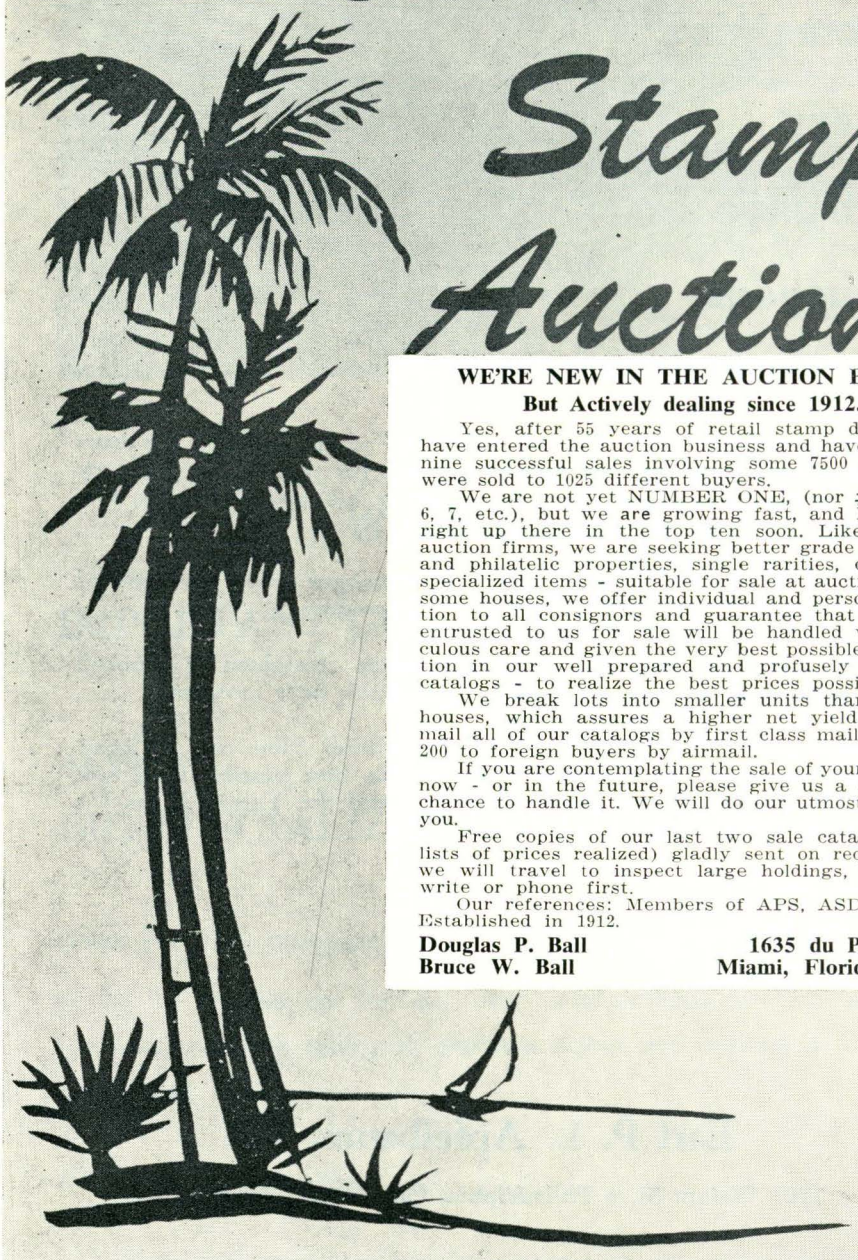
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The Collectors Club
PHILATELIST
Volume 49 Number 3
May 1970

Editorial

New Stamps Not The Only Stamp News

Stamp collecting now is receiving far more publicity than it ever did. Many of the daily newspapers throughout this country run a weekly stamp column. Is this such a great boon for philately, as many believe? Unfortunately, few active amateur and professional philatelists would give an affirmative answer to this question.

No analysis of the readership of stamp news columns has been made. Most likely, the majority of the readers are those interested in stamp collecting. But no doubt many non-collectors at least scan the stamp news.

If one assembled most of the weekly stamp news columns published over a month's time, one factor stands out. The type of stamp news printed is practically the same. With very few exceptions, the news relates only to new stamps with most of the stress being placed upon those of the United States.

The U. S. Post Office Department has a public information service that sends out comprehensive press releases and photographs announcing the issuance of a few stamps. Most of the stamp news writers only copy this. It has been noted that when the non-philatelist writing the government press release made a mistake, very few stamp journalists spotted and corrected this.

Evidently, those responsible for the stamp news do not go out to "dig a story." Instead they sit at a desk and let the news come to them. In addition to the United States, many other governments and private philatelic agencies mail out elaborate press releases about their new issues. As space permits, some of this appears in the weekly stamp columns.

The consequences are not difficult to perceive, although no mention of it in print is recalled. The readers of the printed stamp news believe that stamp collecting is 100% new issues. Very few even know of a stamp issued five years ago. This was made apparent when I was editing a popular monthly stamp journal. People wrote that all they collected was the new issues and requested that references to older stamps be dropped as a waste of space. The misconception was so widespread that it was thought only a handful of wealthly philatelists could afford to collect 19th or even the earlier 20th century stamps.

Perhaps the stamp columnist may wish to defend himself by explaining that he only receives news about the new stamps. On this desk is a file of correspondence from one of the leading metropolitan stamp dealers and auctioneers with some editors of daily newspapers, which refutes this. The professional had sent out some interesting news stories about older stamps. They had not been used and an explanation was requested.

Some of the newspapers did not reply. Those who did practically sent the same answer. They wrote that what constitutes stamp news is an individual opinion.

If one wants to observe what stamps are making the news, the best way of doing this is spending time with stamp collectors and dealers in one of the world's leading stamp centers like New York City or London. True, there is now more interest in new issues than there was years ago. But the older stamps still are widely discussed. Very popular topics of conversation are coming philatelic exhibitions and the disposal of well-known collections with older stamps exclusively at public auction sale. Such news, however, is seldom reported.

Publishing stamp news exclusively about new issues also has created a paradoxical situation. Presently, there is much ado about the growing number of abuses with new issues. The matter had acellerated to the point where several organizations here and overseas have found it necessary to establish a protective

committee to publish evaluations of all the new issues. Those considered offensive are condemned publically in print. Who has been responsible for this grading of new issues? Look at the names of those on the committees, and one notices a number who write the weekly stamp news. On the other hand, few philatelists, known for their wide philatelic knowledge and their stamp collection, are serving on such committees.

From this, one can draw what seems like a very logical conclusion. Most people will collect the stamps they read about. This is what has made the new stamps so popular. In turn, this has created the inducement for the issuance of so many stamps that are marked as abusive. The stamp news reporter by stressing only news about new stamps has created his own orge. Now, he is struggling with its elimination. The success of these condemnation programs are not yet apparent and will not be until only all the new stamps issued receive the seal of approval. Consequently, if all emphasis in stamp news was not placed upon the most recent stamps, the popular demand for them might ease. More would become interested in the seasoned older issues, and there would be less of a need to spend time on the new issues to determine which ones are approved or disapproved.

It is distressing to note that the most important stamp news continues to be made by philatelists and seasoned philatelic material. But it is not being reported by those who are responsible for the stamp news.

Letter To The Editor

F.I.P. Editorial

I have just finished reading your searching critique of FIP in the March 1970 number and couldn't agree more heartily with what you say.

From the 1948-1956 period, I attended virtually all FIP congresses since they coincided with the various international shows which I judged. At all of them I made it unmistakably clear that if an American affiliation were to be obtained it would have to represent ALL societies.

Following the Lisbon Congress I contacted all of the major societies' officers to see what could be done in this direction. There was absolutely no response! In the meantime a personality came on the scene who convinced the APS that he should represent America (The US, that is) and in some manner that still isn't clear to me, got FIP to designate the APS as its US "federation." I don't know whether you recall the events following the Instanbul Congress, when the SPA was clearly told by this same person that its application for FIP membership had been accepted, or the scandalous editorial wordage which the then-president of APS circulated denying that and stating so emphatically that only the APS had any affiliation. (I won't mention the correspondence between him and FIP, for that is not public knowledge.)

Over the years I've written more than my share of wordage regarding not only FIP but its publicity subsidiary, AIJP, which is doing precisely the same in the press field as FIP has done elsewhere. It was precisely for this reason that my vice-presidency of AIJP was terminated and my efforts turned to the Philatelic Press Club. In fact, right now there is in the works a piece on the FIP-Philympia 70 subject, which was submitted to one of the weeklies before yours reached me.

Ernest A. Kehr
New York, N. Y.

Uncommon Use Of Common Stamps

What our readers wish to see is a properly used cover having a common stamp that catalogs for $10 or less. But on cover this item's value is many times the standard catalog price for the stamp off cover, either unused or used.

You may own such material. Then it is hoped that you will send it to The Editor, Collectors Club Philatelist, 22 East 35 Street, New York, N. Y. 10016.

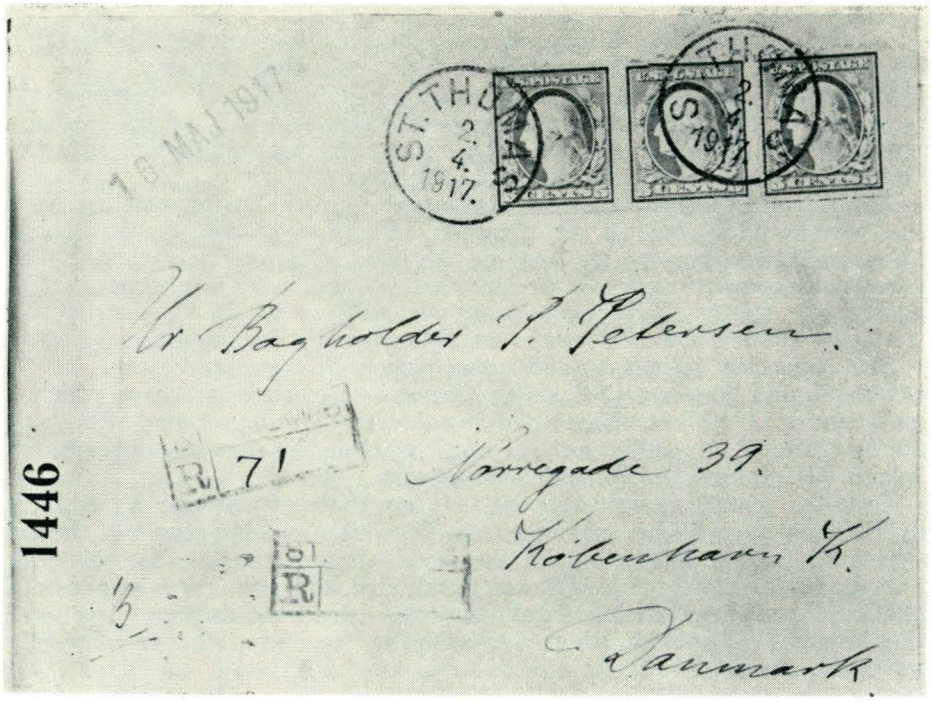
United States

First Day Cover From The Virgin Islands

The United States 5c postage stamp, perforated 10, Scott No. 466, still is a common stamp. Even a strip of three used on a registered cover is of no great value. Nevertheless, the cover illustrated here, bearing these stamps is far from ordinary; it shows use out of St. Thomas, Virgin Islands USA on April 2, 1917.

The American Flag was raised at seven minutes before 5 PM, Saturday, March 31, 1917 at St. Thomas. Almost at the same moment, a Mr. Hathaway, the new U. S. postmaster for the island, moved into the former Danish post office, paid his respects to the outgoing Danish postmaster — O. F. Carstensen — and installed a supply of United States stamps. The United States Post Office was ready to operate.

(Continued on Page 179)



(Photo by Boutrelle)

Via Panama

Forwarding Agents On The Isthmus (Part 1)

By Colonel James T. DeVoss

Students of postal history are well aware of the important part played by forwarding agents in the handling of foreign mail during the period prior to the establishment of the Universal Postal Union. Except in certain countries which had reciprocal treaties for the exchange of mail, forwarding agents were utilized extensively for the dispatch of mail from one country to another before 1875.

With the exception of a few of the larger ports such as New York, London and Hamburg, nowhere on the entire globe did the forwarding agent play such an important role as in Panama. Packet lines, first sailing vessels and then steamships, of many nations converged on Panama from both the Atlantic and the Pacific. Panama became the most important trans-shipment point in the Western Hemisphere for mail to and from the west coasts of North and South America.

Gold was probably the principal cause of it all. Following the discovery of gold in California in 1848, Panama became the principal route between the east and west coasts of the United States. But long before James Marshall made his discovery, Panama had become familiar with the yellow metal as a result of the gold shipments across the Isthmus by the Spaniards who were sending it back to the Old World.

Commerical interests followed on the heels of the development of trade with the Western World; many European business firms established offices in the major ports and cities of Central and South America. Transportation was a logical development because without it foreign enterprise could not prosper. Communcations soon became all important. Even today, the mail is still the number one means of communications in spite of the advent of the telegraph and the radio. But during the 18th and 19th centuries it was practically the only means of conducting business.

Today, when we mail a letter to a foreign address, we give no thought to how it will be carried to its destination. Before the establishment of the Universal Postal Union, every letter writer was concerned about the routing of his mail to a foreign address, particularly if there were no direct packet lines serving the cities between the writer and the addressee. If trans-shipment by different packet lines or the exchange of mail between countries which had no postal agreement became necessary, the private forwarding agent was the principal intermediary required to insure the proper handling of foreign mails. It was not at all unusual for the writer to prepare duplicate copies of his letters and forward each of them on a different date and by different means.

Before the utilization of forwarding agents became the accepted method of handling the trans-shipment of foreign mail, much correspondence never reached its destination. In a letter[1] dated, July 20, 1842, written by William Nelson,

1. Department of State Consular Despatches. Panama. Vol. 1 (April 7, 1823-December 20, 1850). National Archives, Washington, D. C.

United States Consul at Panama, to Daniel Webster, Secretary of State, we learn that the governmental officials were quite concerned about this problem. A portion of this letter reads:

> "Many letters from and for citizens of the United States pass the Isthmus yearly but unless the person to whom the letters are addressed happens to have a correspondent in the place (Panama) to pay the transit postage of 18¾ cents per single letter, the letters remain in the (New Granada) post office here and if not taken out at the end of the year they are burned. As a great many letters for officers of the Pacific Squadron pass this way, I would respectfully suggest that the Hon^{ble} Secretary authorize me to pay the postage upon such letters and forward them to their owners."

In his dispatch No. 11[2] Nelson reported the arrival of three bags of mail aboard the U. S. Schooner "Flint." Not having received any instructions from the State Department, Nelson went ahead and paid the transit postage of $66.81 and submitted a 30-day sight draft for payment. Nelson's letter and draft were forwarded to the Navy Department where they were acknowledged and accepted for payment[3]. In the same dispatch, Nelson stated that he had "paid postage on all letters I found in the Post Office here (Panama) for the United States and will forward all of them by the American Brig *Denmark* to sail from Chagres in a few days for New York. I presume I may draw against the Department for the amount paid by me for postage on these letters."

From the consular correspondence originating in Panama it would appear that the problem of forwarding mail and the receipt of reimbursement for same was not completely clarified until the Second Session of the 28th Congress passed the Act of March 3, 1845[4] to provide for the transportation of the mail between the United States and foreign countries. Section 6, Chapter LXIX, of this Act reads:

> "And be it further enacted, That the Postmaster General, or the Secretary of State, be, and he is hereby, authorized to empower the consuls of the United States to pay the foreign postage of such letters, destined for the United States, as may be detained at the ports of foreign countries for the non-payment of postage; which postage shall be by the consul marked as paid by him, and the amount thereof shall be collected in the United States, as other postage stamps, on the delivery of the letters, and repaid to said consul, or credited on his account at the State Department."

Although the Act of Congress provided legal clarification for the consuls to act as forwarding agents, apparently things did not always work out so smoothly in practice. A letter[5], dated July 27, 1849, written from Panama by I. D. Carr, a former postal agent at New Orleans, and addressed to the Postmaster General, Jacob Collamer, reads in part as follows:

> "I find no person here, not even the American Consul, disposed to take any interest in the affairs of the United States at this place, and across this Isthmus. * * *

2. *Ibid.*, letter dated June 7, 1843, William Nelson to Daniel Webster.
3. *Ibid.*, letter dated August 10, 1843, David Henshaw, Navy Department. to A. P. Upshur, Secretary of State.
4. United States Statutes at Large, Vol. 5 (1835-1845).
5. Letters from the Department of State to Colombia (New Granada), Bogota, Vol. A-2 (1837-1852). National Archives. Washington, D. C.

"I also find at the Custom House here, a New Granada P. O., a very large quantity of letters for California, probably over 1,000, no person to arrange for, and forward them."

Maybe the immediate situation was one of personalities rather than the inadequacy of the system. Three months later, Amos B. Corwine was appointed United States Consul at Panama to relieve William Nelson. Not only did the number of complaints lessen after Corwine's arrival in Panama, the general acceptance by the public of the role played by the commercial forwarding agents and their subsequent utilization helped to make the system work more efficiently.

Forwarding agents normally were firms or individuals whose principal occupation was in some closely related endeavor. Commission merchants, shipping agents, consular officials, importers, and operators of express companies frequently doubled as forwarding agents.

Letters normally reached a forwarding agent through postal channels or through private individuals entrusted to carry them by hand. In either instance, they might be single letters with instructions written somewhere on the covers or several pieces of mail might be contained within a single wrapper with enclosed instructions. Normally, although certainly not in all instances, the forwarding agent endorsed each cover in manuscript or applied a handstamp marking to indicate that he had handled that particular piece of mail. The marking usually read, "Forwarded by" or the equivalent — in Spanish "Encaminada por." Some agents also dated or numbered each piece of mail handled.

The forwarding agent then dispatched each letter to the addressee by the most expeditious means available. Such dispatches were hand-carried by individuals or posted in the mails of a country different from that through which it had been received. In some instances a second forwarding agent in another country was involved in the handling of the final portion of the journey.

Collectors are cautioned not to accept all covers bearing a forwarding agent's marking as a forwarded letter. To properly qualify in the strictest sense without making allowances for certain exceptions, a forwarded cover should have originated at and been dispatched to a location different than the forwarder's business establishment. Forwarders occasionally used their handstamp marking on their own business correspondence in the same fashion as a return corner card. Although interesting and certainly proof of the forwarding agent's status, these covers cannot be accepted as a forwarded letter.

Before prepayment of postage was required, the forwarding agent paid the postage upon receipt for the first portion of the journey and the addressee paid the postage for the final portion of the trip when the letter was delivered to him. When prepayment of postage was required, the sender paid only the postage for the initial dispatch to the forwarding agent and the latter paid the postage for the last portion of the journey. The prepayment might have been in cash with merely a manuscript or handstamped paid marking appearing on the cover or, when available, postage might have been affixed to the letter being forwarded.

Although some of the firms acting as forwarding agents performed the service free, either as a business courtesy or a form of advertisement, most of them charged for the serivce. In a letter in the author's collection dated, February 14, 1853, William Nelson & Co., Panama, advised a New Bedford, Massachusetts client, "Our charge is 12½% on all postage bills which we render half yearly." Although no other evidence is at hand, we assume that this was the standard charge and method of billing by Panama forwarding agents during the mid-1850's. The considerable competition and the absence of any rates appearing in the newspaper advertisements, indicate that the forwarding agents probably standardized their fees.

Acknowledging the receipt of letters to be forwarded received from a business firm was also sufficiently important and frequent to require the printing of a standard letter form for that purpose. Smith & Lewis, a Panama forwarder, used a printed form which read:

Panama

M

Dear Sir

We beg to acknowledge the
receipt of your Letter dated with inclosures,
as at foot, which will receive our best attention, and be
forwarded to destination in due course.

We remain, most respectfully,

Dear Sir

Inclosures Your most obedient Servants,

A folded letter using this form with the blank spaces completed in manuscript in the Basil Pearce collection, dated January 21, 1850, was sent by Smith & Lewis to D. Gibbs, San Francisco. The form listed eight enclosures by name and the city of destination.

Postage stamps of the United States and Great Britain were regularly available in Panama. The first of two shipments of 2,500 ten-cent stamps of the 1847 issue reached the United States Consul in Panama on July 16, 1850[6]. During most of 1858 and 1859 a small advertisement appeared in the *Panama Star and Herald* reading, "Ten cents United States Stamped Envelopes for sale at the Star and Herald Office." Further evidence of the availability of United States postage stamps appeared in the April 19, 1862, edition of the *Panama Star and Herald*[7]. The notice reads:

> "We learn that the Post-Master General of United States of America has furnished the Mail Agent here with a large amount of Post Office Stamps for the convenience of our citizens and commercial men and the Pacific Squadron.
>
> "All letters to Mexico, South Pacific and Central America must be pre-paid otherwise they will not be forwarded — hence the importance of a full supply of postage stamps."

Although British stamps were reportedly sent to their postal agency in Panama in February 1865, they were available to the public as early as 1861. An advertisement appearing in the March 2, 1861, issue of the *Panama Star and Herald*[8] reads: "POSTAGE STAMPS. A few penny and sixpenny British postage stamps are to be had at the Star and Herald Book Store."

Earliest Agent

Whether David S. Craig, who was appointed United States Consular Commercial Agent in Panama on April 3, 1823[9], can be considered the first forward-

6. "Post Office Department Journal" recording the shipments of 1847 stamps to all postmasters.
7. *Panama Star and Herald*, Vol. XIV, No. 125, p 2.
8. *Ibid.* Vol. XIII, No. 132, p 3.
9. Department of State, Consular Despatches, Panama. Vol. 1 (April 7, 1823-December 20, 1850). National Archives, Washington, D. C.



Figure 1. Unloading mail and passengers at Chagres in 1850.

ing agent in Panama, cannot be firmly established. He was to become the first United States Consul in Panama.

While back in the United States, he wrote a letter dated March 17, 1824, to the Honorable John Q. Adams, Secretary of State, in which he states, " * * * the communications between Panama, Lima and Valparaiso is very frequent."

Consul Craig offered to take back to Panama any despatches for "Our Squadron of the Pacific." Obviously, Craig acted as a forwarding agent even though it may have been only for official correspondence.

Most of the forwarding agents on the Isthmus were located in the city of Panama. A few operated at Chagres (Figure 1), the native village at the mouth of the Chagres River near Fort San Lorenzo. Chagres served as the Caribbean port until Aspinwall (Colon) was formally inaugurated as a village at Navy (Limon) Bay on February 2, 1852[10]. With the establishment of the Panama Railroad terminal for the Atlantic side at Colon, Chagres was soon abandoned and the forwarding agents moved to the new village.

Although officially named "Aspinwall" by the Panama Railroad personnel who built the village, the local inhabitants preferred the name "Colon" in honor of the discoverer[11] of the continent. In 1863 when the name of the country was changed from New Granada to the United States of Colombia, dissatisfaction arose with the name of Aspinwall, so the Colombian Congress changed it officially to Colon. Although the British used the name Colon from the beginning[12] and

10. F. N. Otis, *History of the Panama Railroad* p 33. Harper & Brothers, New York. 1867.
11. *Cristobal Colon* is the Spanish for Christopher Colombus.
12. The British Government dispatched the crown circle "Paid at Colon" postal marking device to the local mail agent in June 1854.

early British publications[13] repeatedly referred to the controversy, the Americans hung on obstinately to the name they originally had assigned.

Finally in 1872, when the United States diplomatic agent at Bogota applied for the usual exequatur for a newly appointed consul at Aspinwall, he was politely told there was "no such place as Aspinwall in Colombia;" but that if the name "Colon" was substituted in the consul's commission there would be no difficulty in obtaining the desired exequatur[14].

Hamilton Fish, the Secretary of State in Washington, reluctantly acquiesced, "Colon," therefore, became the legal name, although it was not until the late 1880's that the name "Aspinwall' 'was finally discarded. Both names are used in the text interchangeably in keeping with whatever name appeared in the source material used.

The earliest recorded example of a forwarding agent's endorsement is that of Ezekiel Wright of London, England in 1673. The endorsement of J. A. Moore of Philadelphia, Pa. in 1790 is the earliest recorded example from the Western Hemisphere[15]. Juan B. Feraud, United States Consul in Panama from 1833 to 1838, is the earliest reported forwarding agent on the Isthmus. By far the greater number of forwarding agents in Panama operated during the 12-year period following the discovery of gold in California.

Colombia, formerly New Granada, joined the Universal Postal Union on July 1, 1881. Theoretically, there was no further requirement for forwarding agents in Panama, but their markings are known on covers after that date.

The exact date of the establishment of the first foreign postal agency in Panama is not known, although reportedly the British were the first to establish an agency circa 1839[16]. The records of the G. P. O., London, reveal that the first postal marking devices had been sent to the British office in Panama on October 30, 1844.

The date when the French sent a mail agent to Panama likewise cannot be definitely established. Evidence exists that the earliest French postal marking used in Panama appeared during late 1843[17].

U. S. Secretary of State, A. P. Upshur, in a letter dated November 28, 1843, appointed William Nelson[18] to be the "Despatch Agent of the United States to reside at Panama in the State of New Granada[19]". The authority to make such an appointment had been included in an Act of Congress passed on March 3, 1843. Although frequently foreign consuls also served as forwarding agents, the existence of the foreign postal agencies in Panama made the task of all forwarding agents much easier.

The packet lines of the British, French and the United States, all holding mail contracts with their respective governments, established regular service to and from Panama during the 1840's. The packet lines of Spain and Germany and the steamship line of the Panama Railroad also were subsequently established and carried mail put aboard by the forwarding agents in Panama. (The details of the many other facets of mail via Panama will be covered in other chapters soon to be published by the author.)

13. Charles Toll. Bidwell, *The Isthmus of Panama*, p 119. Chapman and Hall, London. 1865.
14. William L. Scruggs, *The Colombian and Venezuelan Republics*, p 4. Little, Brown, and Company, Boston. 1905.
15. Kenneth Rowe, *The Forwarding Agents*, p 24. The Philatelic Specialists Society, Toronto, Canada. 1966.
16. Robson Lowe, *Handstruck Postage Stamps of the Empire*, p 49. London. 1941.
17. Raymond Salles, *La Poste Maritime Francaise*, Tome IV, p 215. 1965.
18. Seventh United States Consul at Panama appointed February 23, 1841.
19. Another chapter of the author's unpublished book "Via Panama" entitled "United States Despatch Agent at Panama" appeared in the Thirty-Second American Philatelic Congress Book, p 137. 1966.

ADAMS & CO.'S
EXPRESS,
J. M. FREEMAN, Agent,
PANAMA.

Bills of Exchange
drawn on ADAMS & Co., payable in

NEW YORK,	CINCINNATI,
BOSTON,	ST. LOUIS,
PHILADELPHIA,	NEW ORLEANS,
BALTIMORE,	SAN FRANCISCO,

AND
LONDON, ENGLAND.

In connection with the above Agency the subscriber will receive and forward Packages and Parcels to all parts of the
UNITED STATES,
Lima, Valparaiso, Australia and Europe.

All matters pertaining to a general
Forwarding & Commission Business
promptly attended to.

J. M. FREEMAN
Office, Main Street, same building with the U. S Consul. oct19tf

Figure 2.

Listing of Agents

In the section to follow, the forwarding agents in Panama will be listed. The first section will include all those known to the author whose status has been personally verified. Handstamp markings and manuscript endorsements of the forwarding agents will be illustrated. Any advertisements appearing in the *Panama Star*[20] and its successor, the *Panama Star and Herald,* will be depicted.

The second section will include those forwarding agents suspected to have existed but whose status is not verified by any cover personally seen by the author. This section will include those agents listed by other sources and authors, but until confirmed, their names will not be moved to the first section. Unfortunately, errors in published articles and handbooks have been repeated from earlier writings. We prefer this effort to be incomplete rather than inaccurate.

20. The first issue of the *Panama Star,* Panama's first English language newspaper, appeared on February 24, 1849. It combined with the *Panama Herald* on May 1, 1854, to become the *Panama Star and Herald.* Although it started as a weekly, it soon was published three times a week and eventually became a daily, except Sunday, newspaper. The author has scanned a microfilm of this newspaper from its first issue in 1849 to the issues published in the mid-1880's.



Figure 3.

The third section will include names of possible forwarding agents based primarily upon information gleamed from the Panama newspapers of the period. By including these last two sections, it is hoped that other postal historians will continue the search for new and additional information and that they will share such information with the author so that when his book "Via Panama" is finally published, it will be as complete and correct as possible.

Since the detailed listing of the forwarding agents will be in alphabetical order to facilitate easy reference, a special summary listing them in chronological order will be added at the end preceding the acknowledgement of the tremendous assistance given the author by the many philatelists and friends who made this effort possible.

The illustrations of the forwarding agent markings shown in the section to follow are reproduced in actual size. Unless otherwise indicated, the markings appear on covers or folded letters in black ink. Although many forwarding agent markings appear on both the front or rear of covers, most of the Panama markings appear on the address side. Important deviations from this norm will be mentioned.

The relative scarcity of Panama forwarding markings will not be discussed in this article except to say that those of Cova & Co., Wm. Nelson, Smith & Lewis, C. J. Fox, Hurtado i Hermanos, and Zachrisson, Nelson & Co. are the most common. If readers will report[21] the markings in their own collections together with the dates of the covers upon which they appear, the author would be happy to prepare an addendum covering the scarcity and values of the various markings.

21. Letters addressed to P. O. Box 765, State College, Pa. 16801, will reach the author.

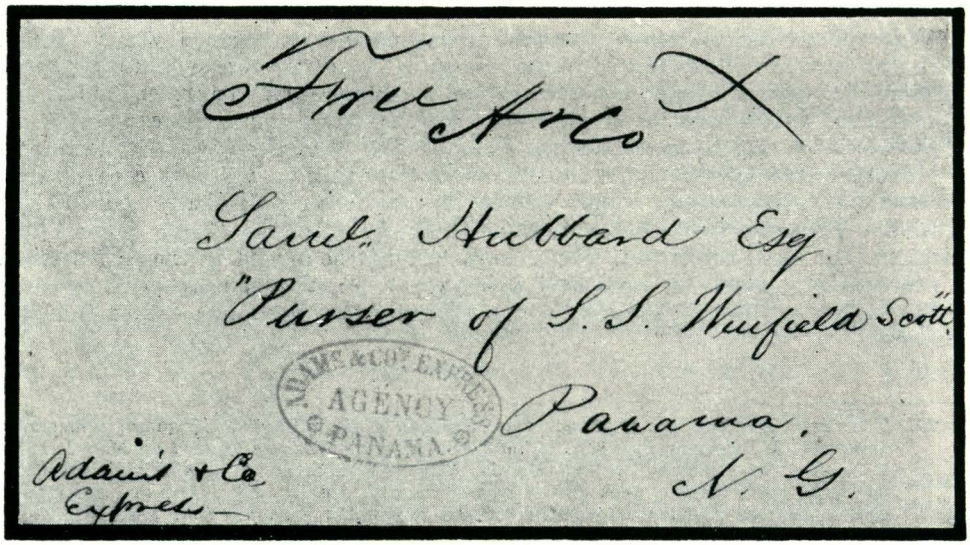


Figure 4.

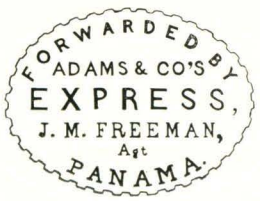


Figure 5.

All covers illustrated are from the author's collection unless otherwise indicated.

The Listing

Adams & Co.'s Express

Adams & Company's Express was, at the time, one of the largest express firms in the United States. Exactly when it started doing business in Panama does not appear in the files of the *Panama Star*. Advertisements for Cova & Co. appearing from January 7, 1851, until August 19, 1853, reveal that this firm was the agent in Panama for Adams. On the latter date, a new advertisement appeared which indicated that a change of agency was being made with the arrival of W. H. Freeman, expressman from California. It is possible that an error had been made in the initials of the new Adams agent, because a new advertisement, Figure 2, first appeared on September 3, 1853, listing J. M. Freeman as their agent.

The Adams advertisement continued to run until July 12, 1855. During this period, an advertisement of Ran Runnels in the February 8, 1854, edition

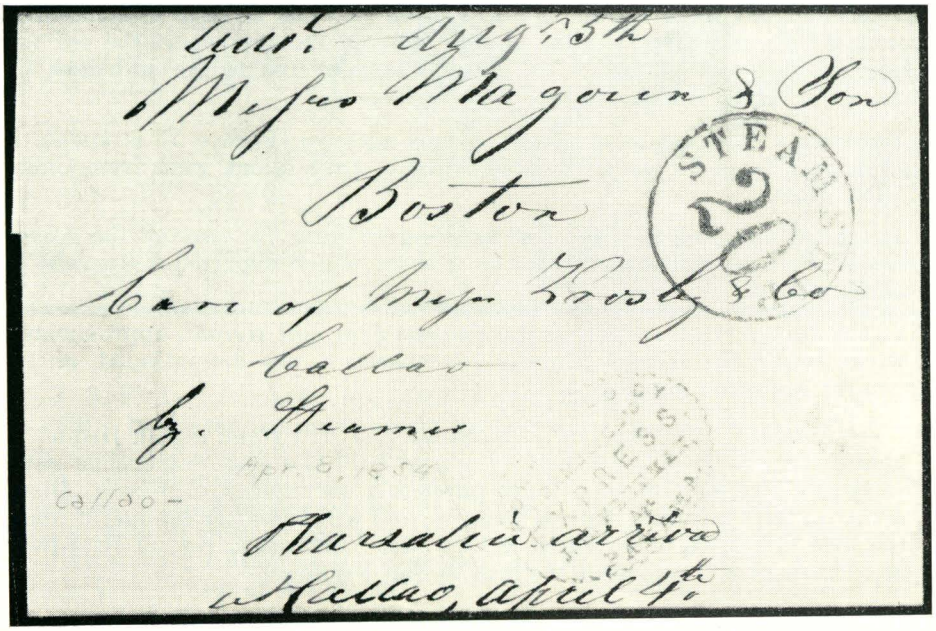


Figure 6.

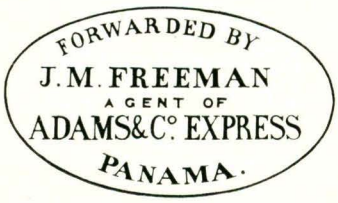


Figure 7.

of the *Panama Daily Star* mentioned that his firm was the "Transporter of Adams & Co.'s Express." On April 6 of the same year, the new partnership of Runnels & Hermann, with offices in Aspinwall, Obispo and Panama, continued to serve as transporters for Adams.

A. M. Hinkley, who had offices in both Aspinwall and Panama, apparently also served this express company. Hinkley's advertisement of November 19, 1853, referred to the firm as the "late forwarder on the Isthmus for Adams & Co's. California Express."

Three different forwarding markings are known for the Adams Express office in Panama during this period. The first (Figure 3), apparently used during the period Cova & Co. acted as agents for Adams, was used in 1852 and possibly early 1853.

The earliest reported cover, and the only one known in black ink, is a Wiltsee cover in the Wells Fargo Bank History Room in San Francisco. It is dated May 1852. The only cover (Figure 4) in the author's collection with this marking is undated. It is quite unusual because it was carried privately outside the mails for its entire journey. The cover originated in California, probably in the office of Adams & Co. in San Francisco. It was marked in manuscript "Free A & Co" and carried to the Adams office in Panama where the red forwarding marking was applied. The letter was delivered to the addressee the next time the "S. S. Winfield Scott" arrived in port.

The second marking used by the Adams agency, (Figure 5) is known in black ink on a cover (Figure 6) dated April 8, 1854, which went from Callao to Boston, Mass.

The third and probably the last marking (Figure 7) used by the Adams Express in Panama is known in red on a cover which departed Valparaiso in in February 1855.

In the June 5, 1855 edition of the *Panama Star and Herald*, approximately five weeks before the Adams Express advertisement was discontinued, an announcement appeared reading:

> "Messrs. J. M. Freeman, J. K. Stimson, J. Hoey and Josiah Hedden — gentlemen who have for many years past held the most responsible situations as active expressmen — have purchased the interest of Messrs. Adams & Co., in the California express business, and will hereafter conduct it under the firm and style of Freeman & Co., New York office, No. 59 Broadway. Mr. Freeman will represent the firm in San Francisco."

The details of the operations, its forwarding markings, and other matters of this new firm will be found later in this section under "Freeman & Co."

J. B. F. Arrivet

Two different markings are known to exist on letters forwarded by J. B. F. Arrivet. These markings (Figures 8 & 9) apparently were used concurrently. The earliest reported folded letter with the unboxed marking is dated February 15, 1851, mailed from San Francisco to Bordeaux, France. The second type



Figures 8 and 9.

marking, also in black ink, appears on a folded letter (Figure 10) written in San Francisco on July 14, 1851, and addressed to Havre, France. The postal markings on both letters reveal that they were carried by British packet from Panama to London and then transferred to the French at Calais.

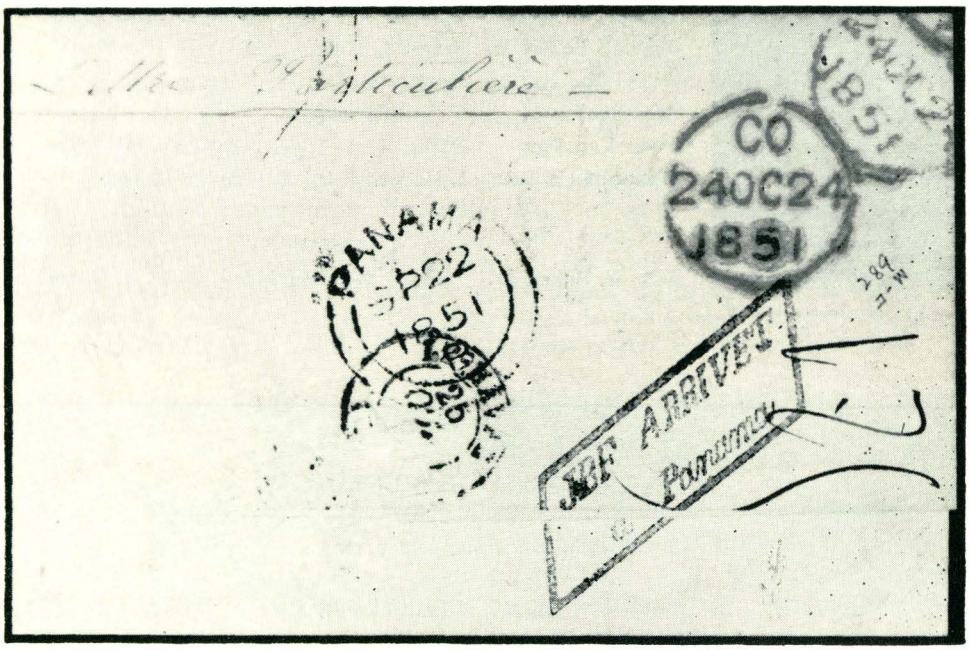
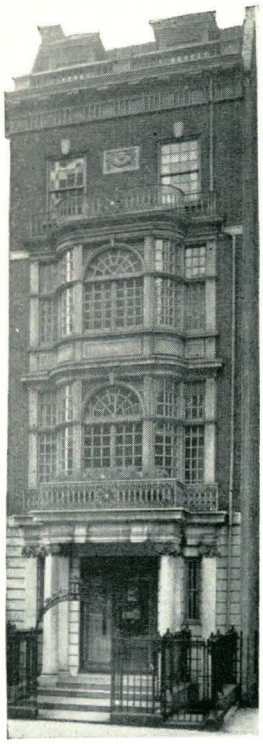


Figure 10. (Basil Pearce Collection)

J. B. F. Arrivet's name appeared twice in the published tax list dated June 17, 1852. In the tax list published in the December 25, 1852 issue of the *Panama Star*, one of the two entries for J. B. F. Arrivet is followed by "(store)."

Advertisements for the French packet line "Compagne Generale Trans-Atlantique" which appeared in the Panama newspapers during 1872, listed J. B. F. Arrivet as their agent in Colon. A list of foreign consuls published in the July 4, 1872 edition of the *Star and Herald*, listed J. B. F. Arrivet as the French Vice Consul at Aspinwall. Arrivet's name was not included in the tax list published in the December 24, 1877 edition of the same newspaper. The latter was the first tax list published since 1855, prior to which the lists were quite regularly published.



THE COLLECTORS CLUB

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F. Burton Sellers	*Vice-President*
Alex Rendon	*Secretary*
Howard B. Lee	*Treasurer*

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Alex Rendon	F. Burton Sellers	William H. Miller, Jr.
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1970 PROGRAM OF MEETINGS

Meetings convene at 8 p. m.

May 13th	— *ANNUAL AWARDS DINNER*
May 20th	— *JAPAN* — Mrs. William L. Evans, Brookline, Mass.
June 3rd	— *U. S. 2c BROWN OF 1883* — Edward L. Willard, State College, Pa.

SUMMER RECESS

September 16th	— *NEW ZEALAND, THE CHALON HEADS 1855-1873* — Marcel Stanley, Wellington, New Zealand

United States

The 1845 Provisional Postage Stamps Of James M. Buchanan

By Muriel Bemis Hayes

(Continued from Page 97)

Chapter 5

Questionable Baltimore Items

There are numerous items which originated in Baltimore which have long been considered possible Postmaster Provisional stamps. These have been before the philatelic world for so long that most dealers as well as collectors accept them as authentic. *They are not.* That is, they were not issued by the Baltimore Postmaster for the purpose of prepaying postage.

Some of these are illustrated and described in the Luff-Clark book, "Postmasters' Provisional Stamps[7]".

On Plate VI of the Luff-Clark book is an illustration of a cover addressed to the Consul of France in Philadelphia, Pa. (Figure 41). Across the lower left corner of this folded letter-sheet is a label bearing the signature of James M. Buchanan. The cover is postmarked "Baltimore, Md., May 17," bears a blue "PAID" and an oval blue "5" in the upper right corner. In the upper left corner is evidence that a stamp which had been struck by a numeral in an oval has been removed. In blue pencil near the center top is written "1846."

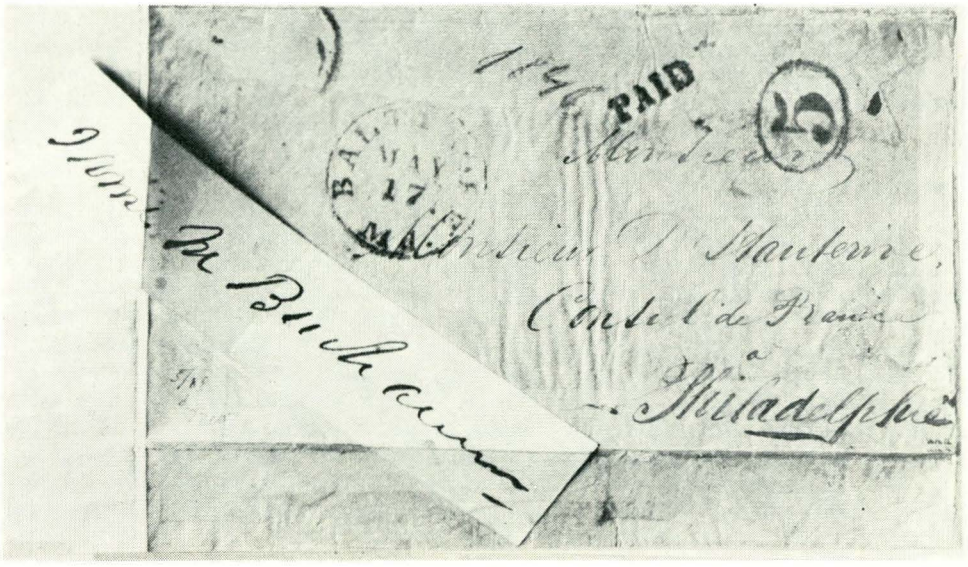


Figure 41. Cover addressed to the French Consul at Philadelphia, Pa. with James M. Buchanan's signature affixed diagonally.

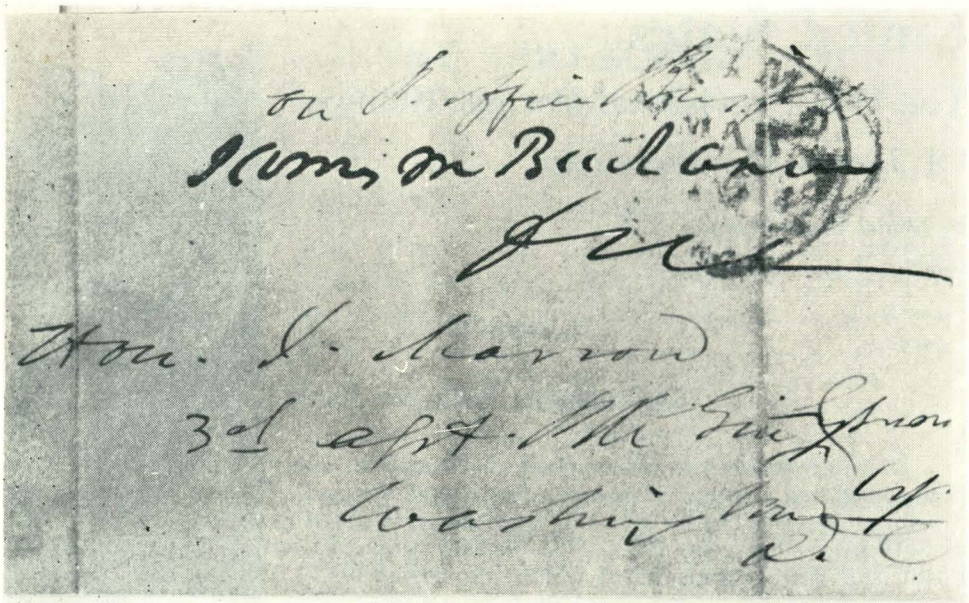


Figure 42. Folded letter to the "3rd. Ass't. P. M. Gen'l," Washington, D. C. written by a clerk and free franked by James M. Buchanan. Enclosed letter also bears his signature.

When this item was first sent to John N. Luff from Potsdam, Germany in 1897, a letter accompanied it, describing the original contents of the cover as a report concerning some shipwrecked French sailors who had been brought to Baltimore. The French Consul at Philadelphia had sent an agent to Baltimore, the letter continues, because there was no French Consulate in Baltimore at the time. The agent made his report in this cover. At present, nothing remains of the contents of the cover. The letter which now accompanies this cover is unsigned; it may be a copy of a previous letter.

There is no reason to doubt that the signature on the label affixed to this cover is that of James M. Buchanan. It is unmistakable to anyone who has seen very much of his distinctive penmanship. There is no reason to doubt that this cover went to Philadelphia prepaid. There are many matters, however, to doubt that this signature was used on this cover to prepay the postage for the following reasons:

(1) There was a French Consul in Baltimore from 1845-1847, named George C. Morton, whose office was listed in the City Directory[10] as 23 Exchange Building, South Gay Street. If the contents of the cover were, as reported, this would mean that the year date would have to be different, perhaps 1848-1851, when the 5 cent postage rate was still in effect. If this were the case, the stamp which had been removed could have been an 1847 United States five cent stamp.

(2) If the contents of the letter were not what was reported by the accompanying letter, the date could be 1846. The missing stamp could have been a local or carrier stamp, and the postage could have been paid in cash. Baltimore had a delivery system at this time which provided for this type of payment.

(3) If the year was 1846, both adhesive stamps and a handstamp of James M. Buchanan's signature were available to the postal clerks. It is impractical to presume that the busy Postmaster would take the time to make his own stamps.

(4) When James M. Buchanan wrote his name on a cover to frank it (Figure 42), he made an effort to write small enough to fit the space allotted,

about 80 mm. A notation was added, usually by a clerk, "on Post-Office Business," because government officials had lost their franking privileges except for official business, when the Uniform Postal Law went into effect. The signature on this label, however, is 114 mm. long, as it is on many of the letters and documents which Buchanan signed in his long political career, both before and after his term as Postmaster.

These are the four chief reasons that cast doubt on the validity of the signature's use as a stamp.

A second cover is known with a similar, though somewhat smaller, label bearing James M. Buchanan's signature (Figure 43). This signature is 97 mm. long. This cover was lot 10 in the Caspary Sale of Postmasters' Provisionals[8]. Again, the signature is that of James M. Buchanan. The cover has "no date inside." From the postmark, however, it is evident that it was not used before 1848, because this type of marking was in use from 1848-1851. James M. Buchanan was postmaster for part of this period, when he had a large supply of the United States stamps on hand. He could have supplied such to the sender of this letter if a stamp had been requested. The same remarks on his frank apply to this cover as to the Figure 42 previously discussed.

Other dubious covers illustrated in the Luff-Clark book are Type B and Type on Plate VII.

Type B is a cover which is dated "Jun. 4, 1845" (Figure 44) before prepayment with stamps was possible. On this is pasted the printed name "Jas. M. Buchanan" on a buff strip of paper. This can be shown to have been cut from the type of receipt which was issued by the Postmaster in 1847 to customers who had paid their newspaper postage.

Type C is a cover which is dated "Dec. 11, 1850" (Figure 45) when Buchanan was no longer Postmaster. It has affixed on it a strip of light greyish paper on which is printed "J. M. BUCHANAN" in the type of print which appeared on the receipts which the postal clerks issued to post office box holders

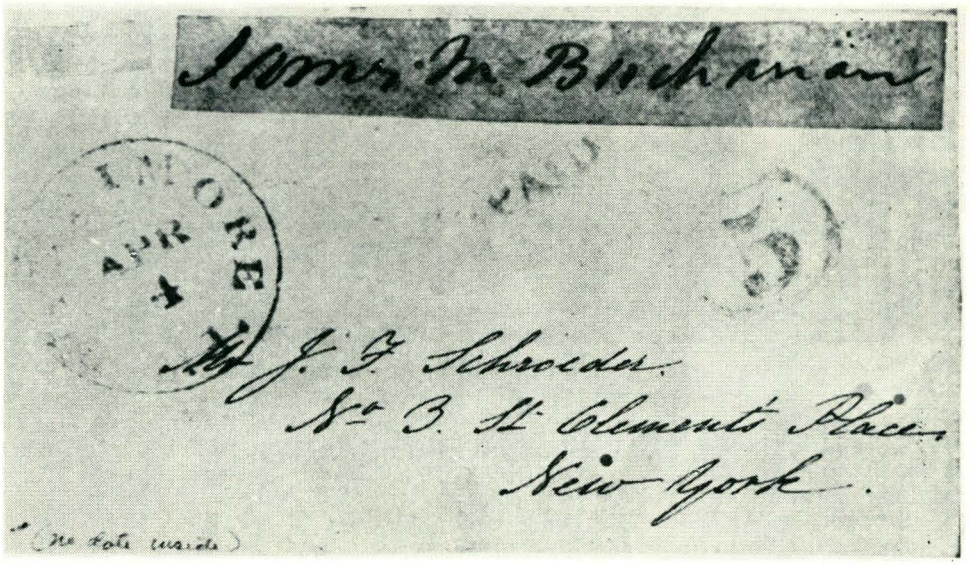


Figure 43. Cover bearing oblong strip of paper signed by James M. Buchanan on the top. The type of Baltimore town mark used here first appeared in 1848.

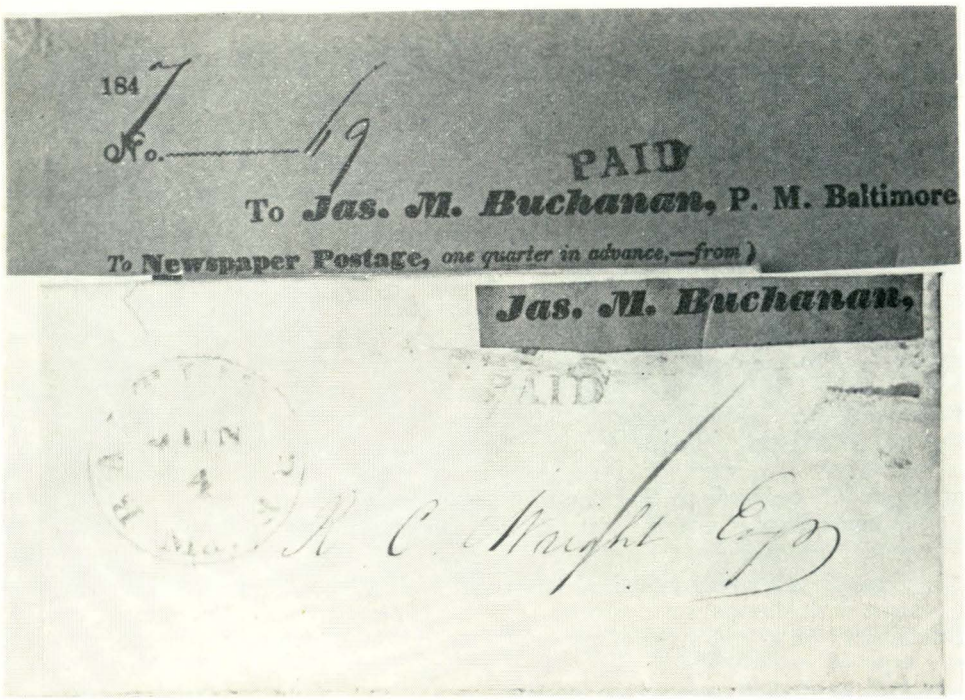


Figure 44. Cover with printed label, illustrated with a postal receipt of the type from which the label was cut.

who had charge accounts and paid their bills monthly. Incidentally, this is an unpaid letter.

There is a third such item which apeared in the Caspary Sale[8] (Figure 46). This is a folded letter-sheet. It is dated "Nov. 28, 1845," but is has affixed to it a printed portion of another type of postal receipt which was in use in 1847.

The evidence is against all of these labels having been used to prepay postage.

Type D on Plate VII of the Luff-Clark book[7] is an item which Luff chronicled "for what it is worth" (Figure 47). This intricate "stamp" on a cover to Lemuel Lynch, Hillsboro, North Carolina, was cut from an obsolete banknote printed by Toppan and Co. (Figure 48) .It may have been affixed to the letter when it was mailed, or when it was found, as Luff said, "through a whim or to deceive." But it was not issued by James M. Buchanan, who was Postmaster at the time. The cover is reported dated April 12, 1848.

Recently, a cut square, not on a cover, similar to that on the Lynch cover, was offered for sale, together with a square of equally intricate design containing the numeral "5" (Figure 49). Both these designs were frequently used by Toppan & Co., Philadelphia, Pa. and by companies later merged with them, on the banknotes which they printed for banks all over the eastern part of the United States (Figures 48 and 50). The markings which surround these designs on the previously mentioned squares clearly indicate that they were cut from such banknotes.

A very interesting group of stampless Baltimore covers has recently been promoted to unwarranted Postmaster Provisional status. These bear the usual Baltimore postal markings of the 1845-1847 period, but in addition have a large red boxed "PAID" (Figure 51). Most of these have all the postal markings

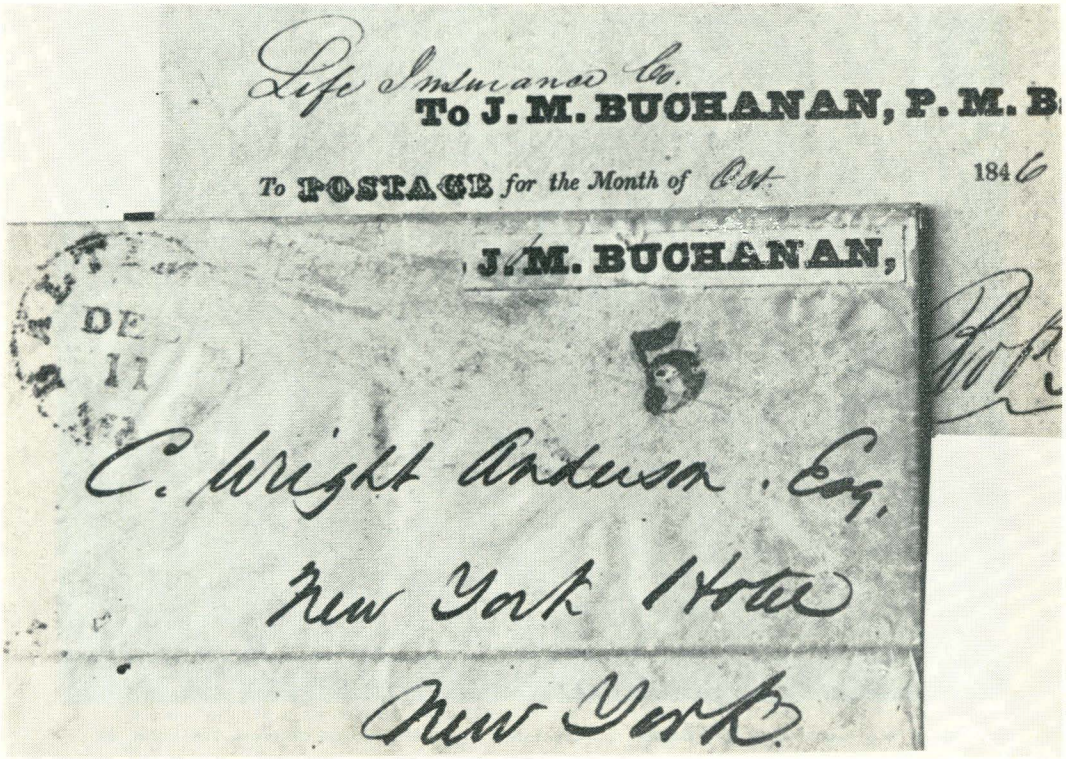


Figure 45. A second type of printed label on cover mailed more than a year after James M. Buchanan had resigned. On the top is the type of receipt from which this label was made. There is no "PAID."

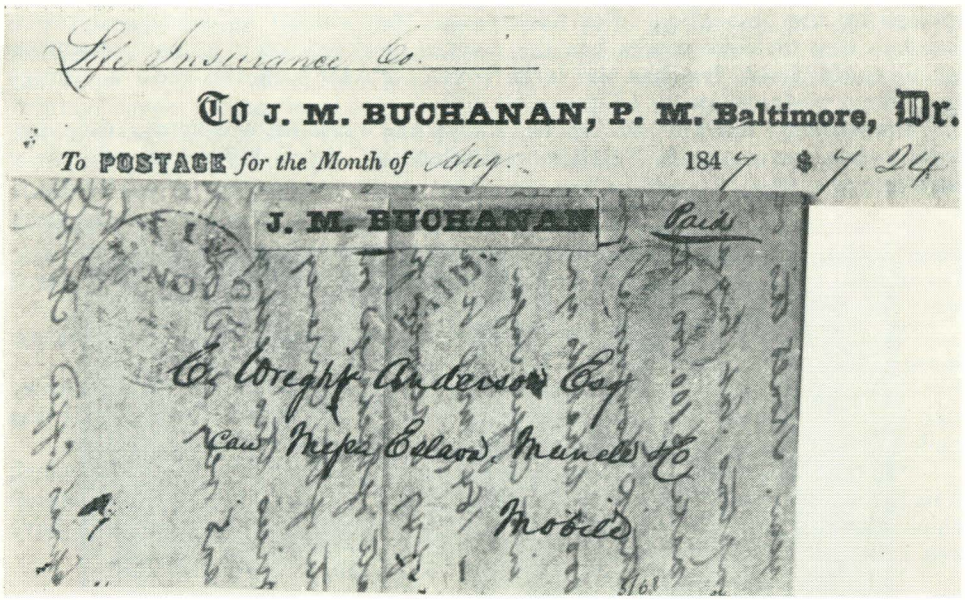


Figure 46. Third type of printed label on a cover used in 1845. The postal receipt above it is with this same type used in 1847.

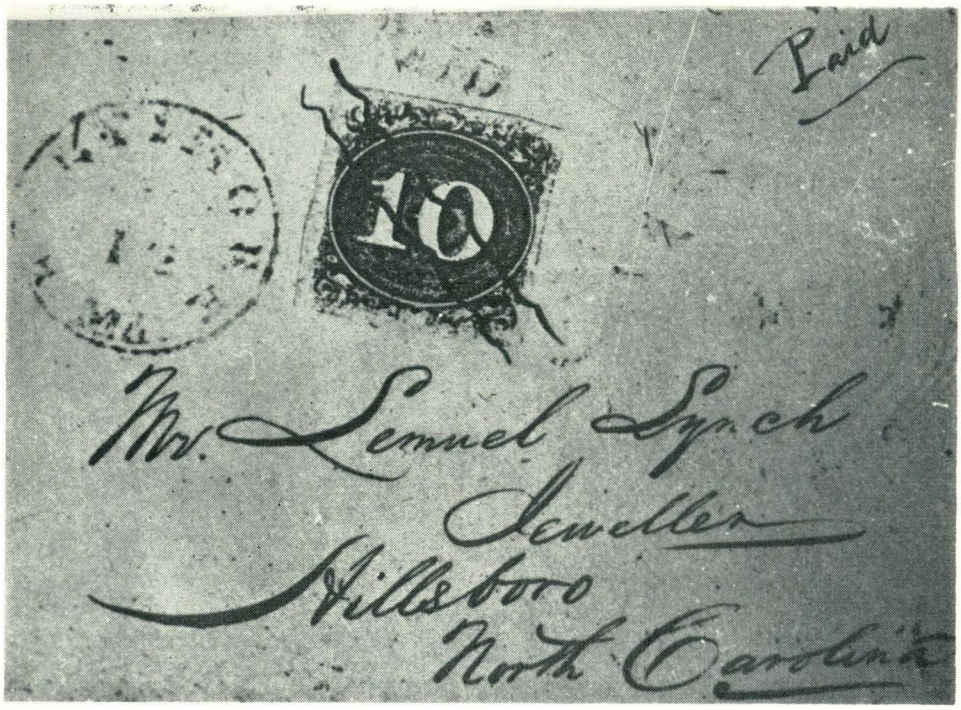


Figure 47. Cover bearing "stamp" manufactured by cutting up an obsolete $10 banknote.

in blue, but one is known in red. This was used in April 1846 when red was used in the Baltimore post office for postmarking the mail. These are perfectly legitimate, scarce, and attractive covers; but the red boxed "PAID" was not applied by the post office. For this reason, they cannot be considered provisionals. One of these covers has the normal markings of a prepaid stampless cover on the front, but has the large boxed "PAID" on the back, a strange place for a postal marking (Figures 52, 53).

Denwood N. Kelly of Baltimore, Maryland, wrote an excellent article describing these covers in the "Baltimore Philatelist" April 1962, from which the following is quoted:

"The handstamp measures 47½ x 24 mm. overall, the thick outer frameline being 1 mm. thick and the letters of the word, 'PAID,' standing 12 mm. high. The normal color of the ink was a fairly deep, bright red, the shades encountered being due to the variations in the strength of the impression. . . .

"Let us examine the available facts about the covers bearing this marking, to see if we can . . . come to some logical conclusion.

"(1) With a single exception* (in my opinion, a "made up" cover), every such cover I have seen (some two dozen) is addressed to Elie Beatty and was mailed by the same Baltimore private banking house, Sam. Harris & Sons.

"(2) Each cover bears a manuscript 'pd' in the upper left corner which is in the same handwriting and ink as that of the address. The red handstamp which also appears in the upper left corner on all satisfactory covers I have seen is struck *over* the manuscript 'pd.'

*A second such cover is known. (M.B.H.)



Figure 48. Banknote from which "stamp" in Figure 47 was made.

"(3) Each cover also bears the typical Baltimore circular date stamp, the small straight-line 'PAID,' and the oval rate mark (5 or 10) of the 1845-47 period, all struck in blue. Whenever one of these Baltimore post office markings and the red 'PAID' overlap, the blue marking is struck *over* the red one.

"(4) All the covers I had seen fall in the 1845-47 period, the early and late recorded dates of use being September 29, 1845 and January 10, 1847, respectively. . . .

"From the evidence at hand, summarized in (1) to (4) above, the inescapable conclusion seems to be that the handstamp was applied at the Harris office[11]".

Two covers, one of which was mentioned in the quoted article, are addressed to August Belmont, New York, and have a red boxed "PAID" on a "label" in the lower left corner of each cover (Figure 54). These are fakes. The boxed "PAID"s were cut from Elie Beatty covers and pasted upon stampless letters, which do not bear the typical blue "PAID" of the Baltimore post office, in order to create rarities.

The manuscript "pd" which was referred to in paragraph (2) of Denwood N. Kelly's article is seen on one of these labels; and there are other manuscript markings on both where the boxed "PAID" overlapped the address on the original cover. These markings do not extend from the labels onto the August Belmont covers to which they had been applied. Nor do the postmarks, which had previously hit the area in which the "PAID" was stamped extend from the labels onto the covers. These not only are not provisionals, they are not even good examples of the rare red boxed "PAID."

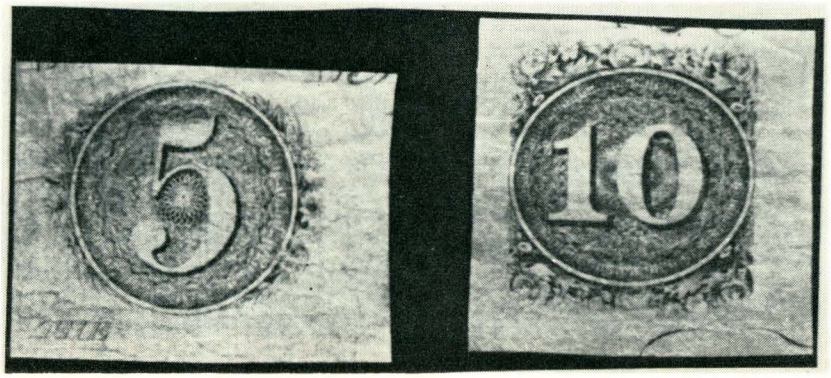


Figure 49. "Stamps" offered for sale as possible Baltimore Postmaster Provisionals.



Figure 50. Obsolete banknote which bears the circular value "5" surrounded by same intricate design as shown in Figure 49.

In 1956 an initialled envelope (Figure 55) was submitted to the Expert Committee of the Philatelic Foundation, New York, N. Y., and to the late Stanley B. Ashbrook for an opinion as to its status. Both refused to express an opinion on whether or not this was a Postmasters' Provisional. The envelope was written up by the late George W. Linn[12] in hope of acquiring more knowledge about it, but nothing more has been published about it.

The initials on the cover are similar to those which appear on the handstamped envelopes. However, they do not resemble those in the signature of James M. Buchanan, whose capitals were bolder and less carefully formed. This makes the use of the initials questionable.

Another reason to doubt that this envelope was intended for use as a Postmaster Provisional is the fact that there are two manuscript "Paid"s on it. After one of these is an account number, indicating that this letter was to be sent paid and charged to this account at the end of the month. These manuscript "Paid"s were usually placed on the envelope by the sender and are handwritten in the same script as the address. This is true of the "Paid" before the account number. The other manuscript "Paid" is a copy of one which appeared on the Lemuel Lynch cover (Figure 47), another dubious item. None of the handstamped envelopes issued by the post office in Baltimore bear a manuscript "Paid" because none was necessary. These envelopes had already been marked "PAID" before they were addressed.

There are also various covers which bear adhesive "stamps" which are such poor imitations that they would deceive no one. Their origin is not known. They may be considered "fantasies."

In addition to items on cover, there are some fraudulent "stamps" known, off cover. Some of these are excellent imitations of the engraved stamps. However, the color and texture of the paper is usually a warning to those acquainted with the genuine stamps. Some counterfeits which have come to the author's attention are illustrated (Figures 56, 57).

Recently, some of the souvenir sheets which were issued by the Baltimore Philatelic Society in 1946 (Figure 58) have been cut up and offered as "reprints" (Figures 59, 60). These sheets were printed on both blue and white paper. There are four sheets in a set, a 5 and 10 cent white, and a 5 and 10 cent blue. They were sold originally in 1946 for 40 cents per set.

These stamps are steel-engraved. Although the signature does not exactly match any known plate position, there is a marked resemblance to the original

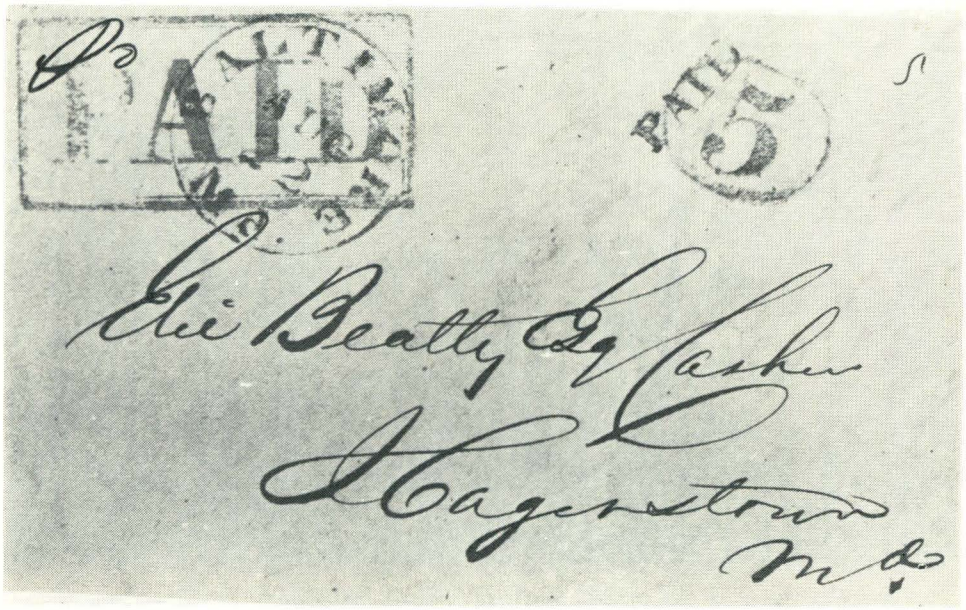


Figure 51. Prepaid stampless Baltimore cover bearing large red boxed "PAID".

adhesives. They are slightly smaller than the originals, approximately 50 mm. x 16 mm., and are framed in well-formed rectangles with no lines protruding at the corners. The paper is modern. The blue sheets are brighter than were

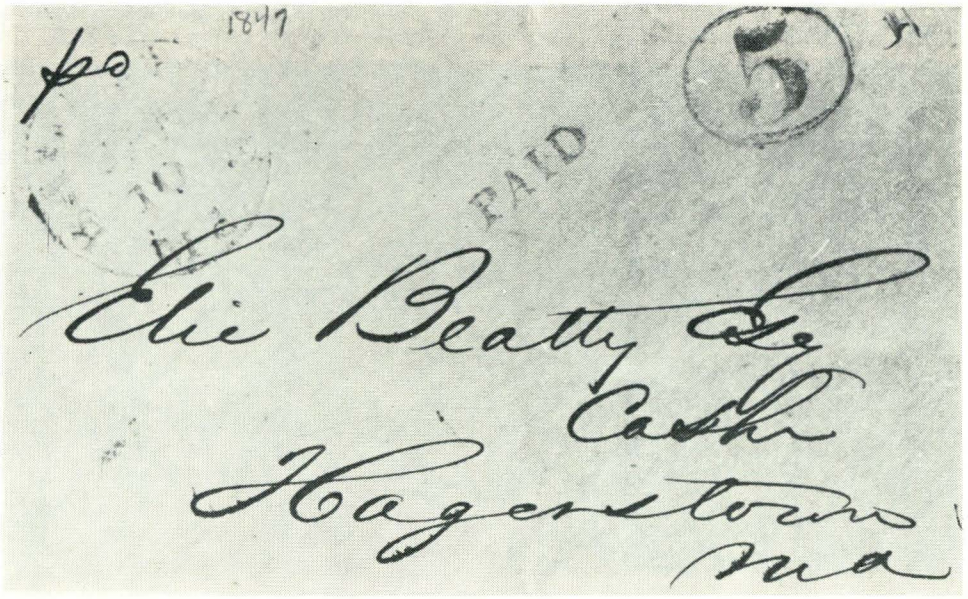


Figure 52. Front of prepaid stampless Baltimore folded letter.

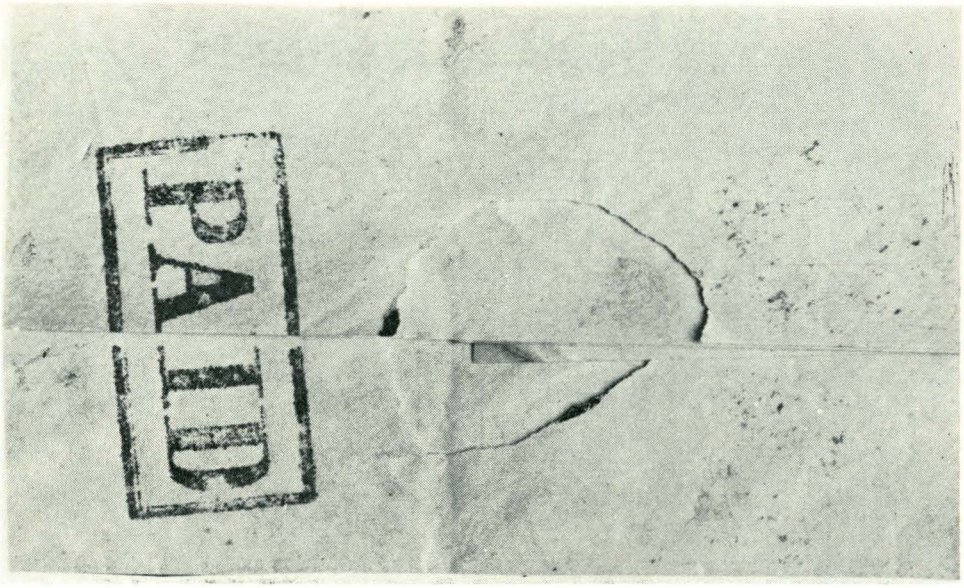


Figure 53. Back of folded letter illustrated in Figure 52. Note large boxed "PAID".

the original blue papers. The white sheets are less yellow than the original white paper has become. Consequently, careful inspection should be given to any "unused" stamps.

Another "unused" item is a 5c/10c pair shown in Figure 61. This is on a jagged piece of paper which has printing on the reverse side. Its origin is not known. It may have been an essay, or it may have been an attempt at counterfeiting. It is shown "for what it is worth," as John N. Luff had previously written.

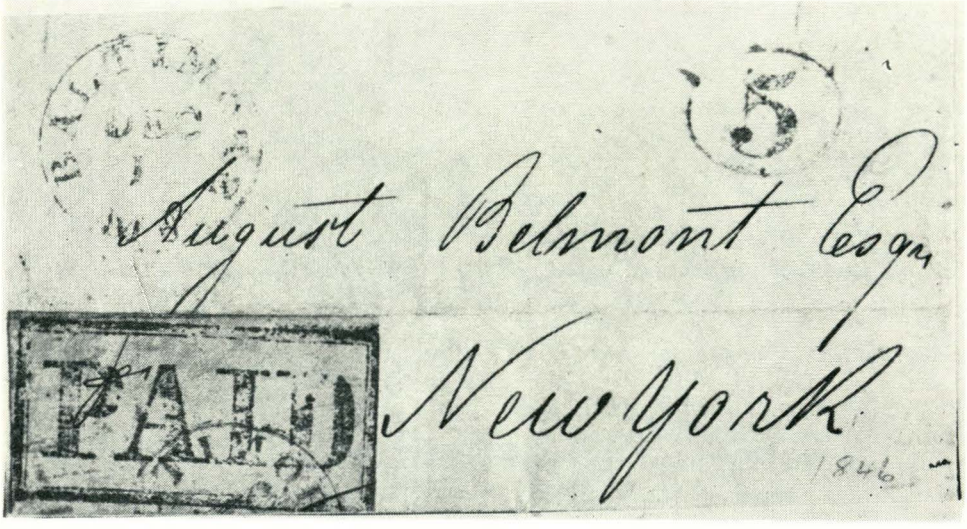


Figure 54. Cover addressed to August Belmont. The boxed "PAID" pasted on bottom left corner was cut from another stampless letter. Cover does not have usual small blue "PAID" of Baltimore.

Chapter 6

Postscript

It has been possible to write the preceding information on the Postmaster Provisional stamps of James M. Buchanan because I asked many questions of many people. Some questions remain unanswered. I have not always found the proper persons to contact for information.

Perhaps, some of you readers should have been consulted; but I have no way of knowing who you are, unless I hear from you.

One area in which you could be of valuable help would be that of illustrations. Some of the copies of the adhesive stamps which were used to illustrate the various plate positions are heavily pen-cancelled. These copies were used, not because they were the best examples known, but, because they were the only ones available. More attractive copies would better illustrate some of the finer details of these positions. Some of you may own these choice copies. If you would permit them to be photographed, better illustrations might be included in a future handbook, should one be published.

Some of you may own material which has not been sold publicly at auction sales and so has not been included in the lists of known covers. You could inform the editor of this ownership and retain your anonymity, if you so desire.

You may have knowledge of reference material which I have not found. My search for the post office records under the adminstration of James M. Buchanan has been fruitless. The Library of Congress has referred me to the National Archives which has sent me to the United States Post Office Department. It suggested the Maryland Historical Society which referred me back to the Post Office Department.

I had hoped that if records of expenditures for envelopes, printing, engraving, and other means of producing the stamps could be found, some estimate of the number of provisional stamps issued could be made, or that the name of the printing firm could be learned.

The wide variety of paper used in the envelopes might also be explained if records showed where and when they were purchased. My theory is that Mr.



Figure 55. Initialled envelope presented as possible Baltimore Postmaster Provisional.

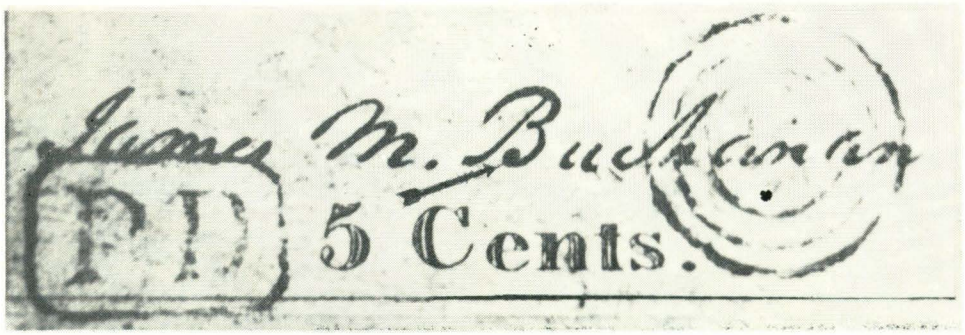


Figure 56. A dangerous counterfeit copied from plate position 8. Chief faults are the presence of a ball on the "B" of "Buchanan" and the absence of plate flaws. Format of stamp is long in proportion to its width. Postal markings are not from Buchanan's period.



Figure 57. Counterfeit of 10 cent adhesive. The three black arrows indicate areas where deviations from genuine stamps are obvious.

Buchanan was so busy with his public and private duties that he left the details of the operation of the post office to his subordinates, who were not too concerned with the uniformity of the envelopes as long as they helped to move the mail. Records could support or refute this opinion.

Throughout, I have deliberately avoided using catalogue numbers for these handstamped envelopes, because I believed that there was little correlation between the known envelopes and the numbers and descriptions assigned to them by the "Scott Catalogue[3]." For instance, a 5 cent red on buff is listed in Scott, but I have found no trace of such a cover. Contrawise, there is no listing for 5 cent red on manila, although there are at least six such envelopes known. There are also listings of 10 cent red on white, 10 cent red on salmon, 10 cent black on white, but I have no knowledge of the envelopes from which they were catalogued. Some of this confusion is the result of changing the term "buff" to "manila" in the more recent editions of the "Scott Catalogue" without eliminating the listing of those items previously incorrectly described as "buff."

Separate catalogue numbers are given to 5c + 5c envelopes, whereas I believe that these additional postal markings should be listed under "Cancellation" as such markings are listed for other early stamps.

No catalogue number is assigned to the buff envelopes which have the name

in black ink and other markings in blue, although these are definitely different from, and used at a different period from those envelopes which have all the markings in blue.

The light buff paper used in 1845 and early 1846 is not distinguished from the dark buff paper used late in 1846 as in 1847.

In addition, the envelopes are not listed in chronological order in the "Scott Catalogue. United States Specialized."

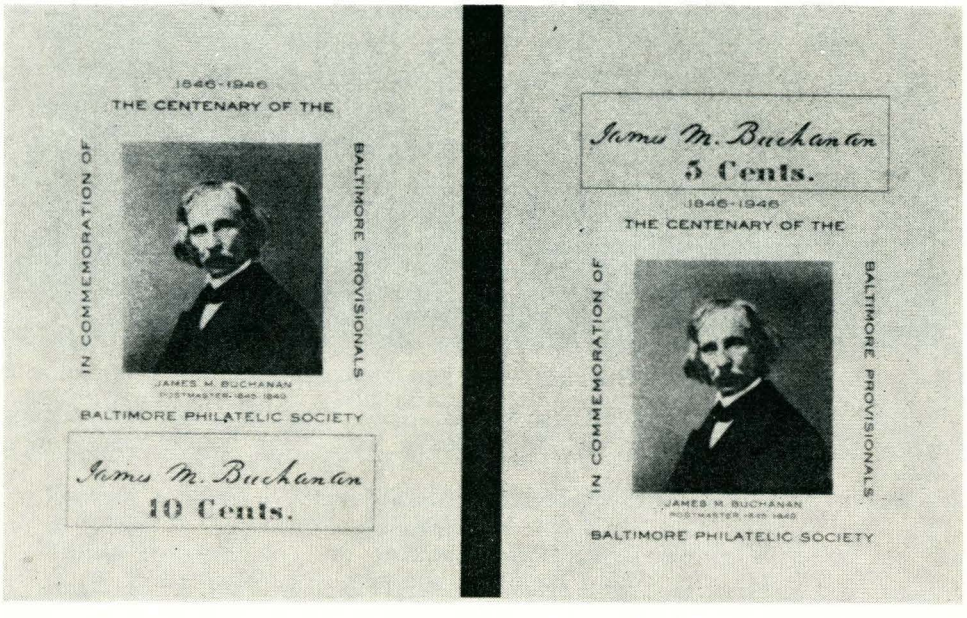


Figure 58. Souvenir Sheets issued by the Baltimore Philatelic Society in 1946.



Figure 59. 5 cent "stamp" cut from one of the 1946 souvenir sheets.



Figure 60. 10 cent "stamp" cut from one of the 1946 souvenir sheets.

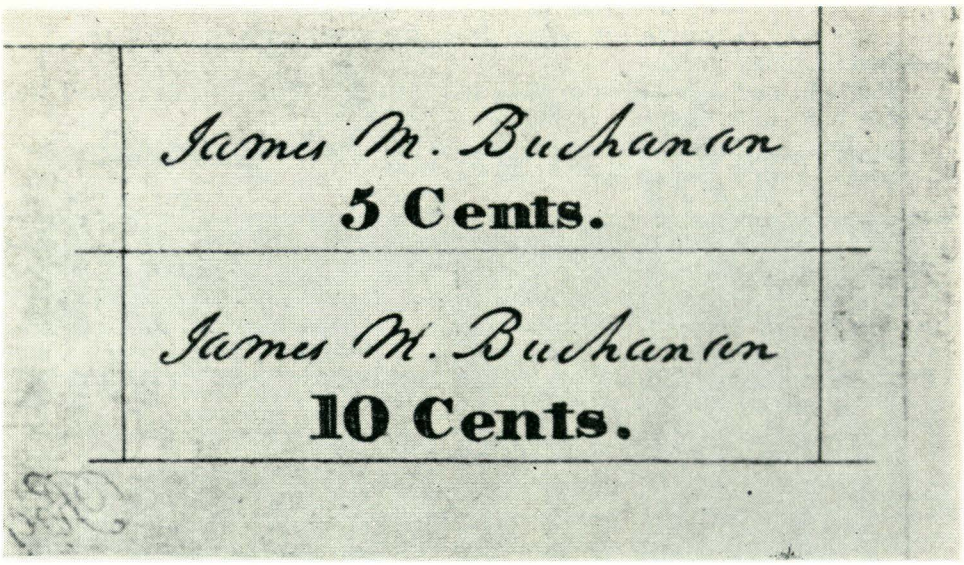


Figure 61. 5 cent/10 cent pair of unknown origin.

This last comment applies also to the adhesive stamps. The blue stamps, having preceded the white, should be listed first. The logical listing is as follows:

3X1, 5c black, bluish,
3X2, 10c black, bluish,
3X3, 5c black, white,
3X4, 10c black, white.

The note "11 varieties of the 5c are known" should be changed to read, "9 types of the 5c . . ." and the date "1846" should be changed to "1845" in the catalogue.

Let us see if together we can amass sufficient evidence to show the editors of this widely used Scott catalogue that collectors of early United States covers would really appreciate knowing whether an envelope described as "3XU2" is (1) light buff with black signature and other markings in blue, (2) light buff with "5" in elongated oval and all markings in blue, or (3) dark buff with "5" in rounded oval and all markings in blue. At present, these covers, with varying degrees of scarcity are all lumped together.

One of you, who knows more about paper than I, might suggest the proper designation for each shade of paper.

Anyone who finds errors in my statement is invited to say so, publicly or privately, as he wishes. This appeal for your participation is the chief reason for the publication of this work.

Bibliography (Continued)

10. "The Baltimore Directory" printed and published by John Mnrphy, 178 Market Street, Baltimore, Maryland, 1845 edition, p. 162, 1847 edition, p. 422.
11. "Still a Mystery after 115 Years?" by Denwood N. Kelly, *The Baltimore Philatelist*, published by the Baltimore Philatelic Society, April 1962.
12. 'Is It A Provisional?" by George W. Linn, *Linn's Weekly Stamp News*, vol. XXX, no. 8, April 29, 1957.

The Clubhouse

Board of Governors' Open House

December 17, 1969

Each year, at the November meeting of the Board of Governors, the same point is raised — should the Governors show portions of their collections in the wall frames the night of "Open House?" The debate follows a predictable pattern. Some feel there should be a philatelic flavor and that a meeting without a showing of stamps and covers is barren. Others feel a spirit of the holiday season should prevail and that most members are more eager for good fellowship than for attractive stamps. Predictably, the result is always the same — the frames are filled by most of the Governors. And, invariably, after appetites are sated, the members drift down from the lounge to the main meeting room to look at and talk stamps. For philatelists, that is always the main attraction, in any event. And the talk, as usual, continues on and on for hours.

The December 17, 1969 Governors Open House, then, followed the usual pattern. After President Philip Silver had greeted the members and guests and made a few necessary announcements, most repaired quickly to the second-floor lounge where Mrs. Pritchett and Mrs. Eldridge, ably abetted by our lady members and members' wives had arranged a sumptuous repast. Others lingered in the Stephen G. Rich Memorial meeting room for a while examining the following exhibits and getting enlightened remarks from the owners:

Herbert J. Bloch — *Cuba, France and Colonies from his reference collection*
Mrs. Rae D. Ehrenberg — *Autographs*
Henry M. Goodkind — *U. S. Beacon air mails*
H. D. S. Haverbeck — *India*
Albert H. Higgins — *Niger Coast Protectorate*
Norman S. Hubbard — *Colombia*
Howard B. Lee — *United States Islands' stamps*
Alex Rendon — *Bolivia*
F. Burton Sellers — *Haiti*
Philip Silver — *Uruguay air mails*
Theodore Van Dam — *Spain*
Irwin M. Yarry, D.D.S. — *Fiji*

So, Governors Open House 1969, enjoyed by all, is now a memory, but there will be other holiday seasons to celebrate at the Collectors Club.

Now, here I would take issue with those who feel the sated stomach adversely affects the flow of intelligent conversation. George Pettie, in 1581 in "Civil Conversations of Stefano Guazzo," said "A full belly doth not engender a subtle wit." It can be stated with reasonable certainty that, full bellies or not, the conversation on matters philatelic and non-philatelic was subtle, sparkling, witty and engendered. *(P. S.)*

Meeting of January 7, 1970

Aden

The program was presented by Albert H. Higgins. The topic was "The Aden Post Office during the Reign of Queen Victoria," being a study of the postal history of this Crown Colony of Great Britain.

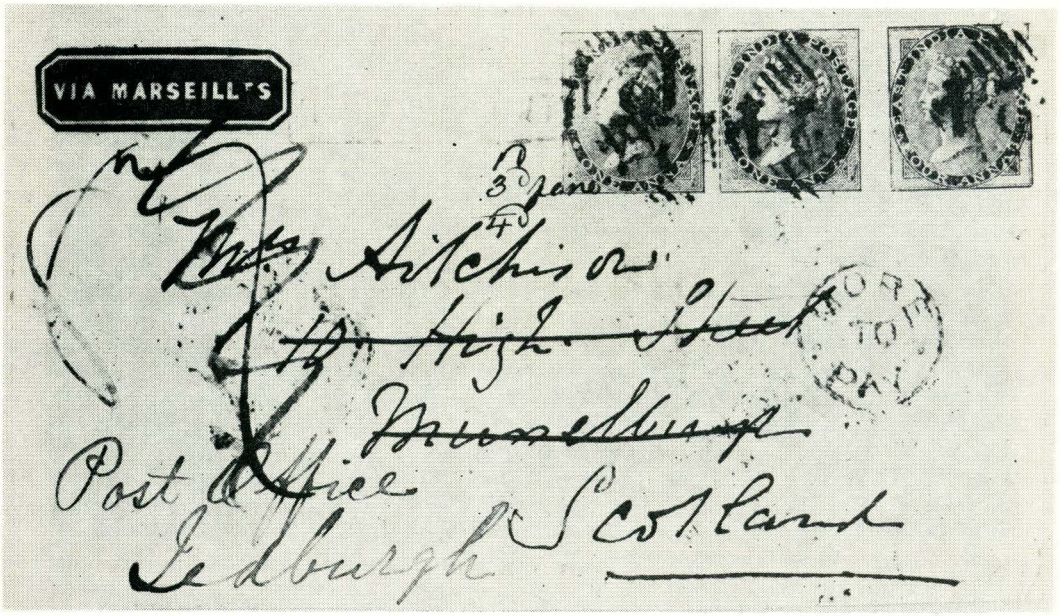


Figure 1. (Photos by Boutrelle)

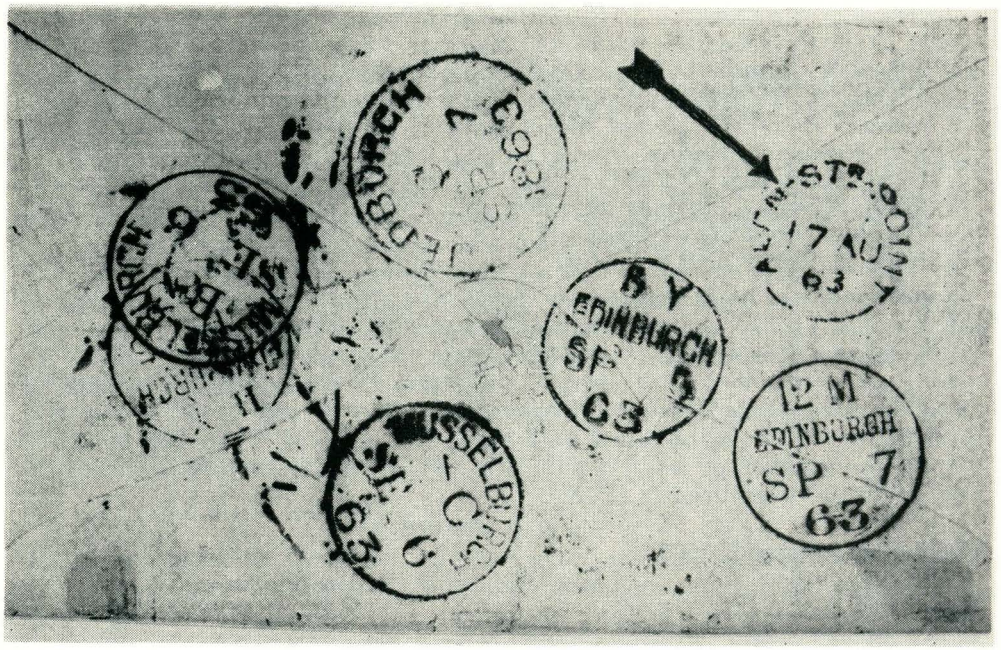


Figure 2.

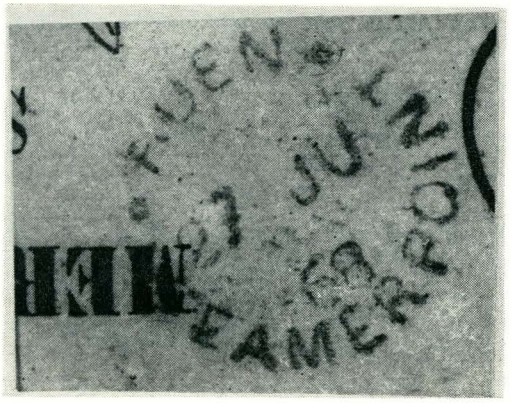


Figure 3.

The settlement of Aden is located on the coast of Arabia about 100 miles eastward of the Strait of Bab-El-Mandeb, where the Red Sea and the Gulf of Aden are joined. It is on a volcanic peninsula. Steamer Point is located at its western extremity. Approximately five miles to the East lies the Crater, a relic of a long extinct volcano, where the military establishment is accomodated. The settlement is made up of the old Arab town of Aden, the Somali village of Ma'ala and the township of Steamer Point.

Aden is one of the oldest ports in the world, having been an important commercial center for some 4000 years. Mention is made in the Old Testament: and among the crags of the Crater is supposed to lie the burial place of Cain. Marco Polo called at Aden in the 13th century, describing its wealth and export trade. In the 14th and 15th centuries, the Portuguese were active in this area. During the 16th century Aden was occupied by the Turks, but in 1708 it was again a separate state with its own Imam or Caliph. It was at this time that it became a pirate headquarters doing great damage to the Indian and East African shipping trade. This lead to a punitive action and Aden was captured by Captain Haines of the Indian Marine. Aden was formally ceded to the British in 1839 and became the first colonial territory acquired during the reign of Queen Victoria.

At the time of its capture, a post office was established in the settlement administered by the Indian postal authorities. One of the assistants to the Political Agent, or the Civil Surgeon, performed the duties of postmaster, with the assistance of two clerks and four peons. In 1857, the Aden post office was placed under the Director-General of Posts of India. A postmaster was appointed and one clerk was added to the establishment.

Up to this time there had been no office at Steamer Point. When mails were to be received or dispatched, a clerk and peon were sent for the purpose from the Crater, the mail being carried by camels. With the opening of the Suez Canal in 1869, former arrangements for handling the mails at Steamer Point proved inconvenient. The headquarters of the postal service was moved there and a new building constructed, and enlarged in 1877. Runners carried the local mail between Steamer Point, the Isthmus and the Crater. A runner left the Head Office at 11 A.M. daily and the Crater or Camp Office, as it was called, at 3 P.M. Indian inland postal rates were charged for this service.

The first handstruck markings came into use about 1842. The post office was administered as part of that of India through the Bombay Presidency. The original post office in the Crater continued in use for the military and civil

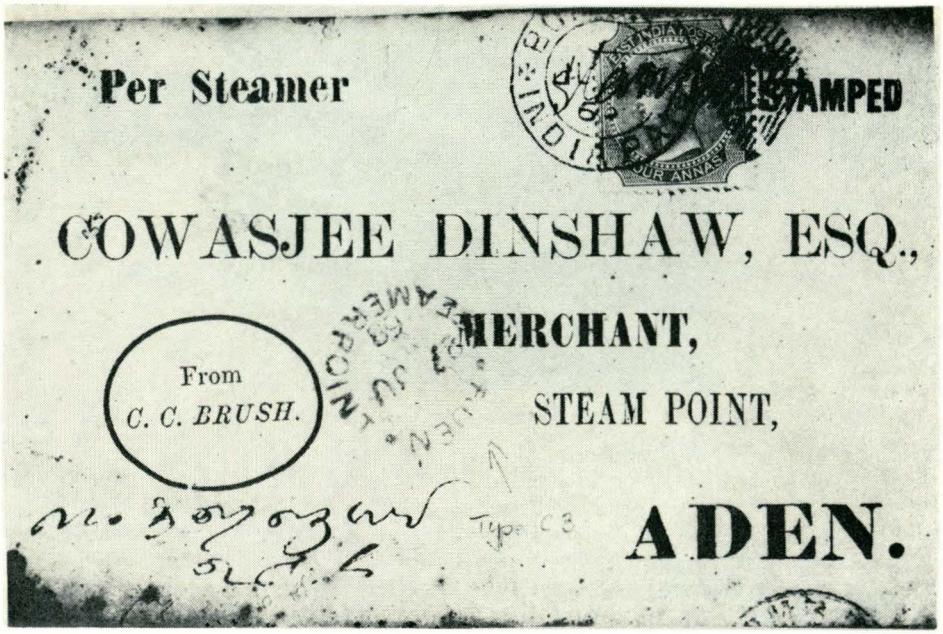


Figure 4.

establishment there. Over the years, it has been known as Aden, Aden Cantonment (Aden Cant.), Aden Camp, and today is known as Crater. The earlier postal markings alternate without overlapping. It was in 1893 that Aden Cantonment markings seem to have been discontinued and Aden Camp re-appears. In the 1890's the following settlements came under the Aden post office: Sheikh Othman, Khormaksar, the island of Perim, Berbera and Zaila in British Somaliland. Further down the East coast of Africa, the Imperial British East Africa Company opened a postal service in Mombasa in 1890. Indian adhesive stamps were used for the purpose, as they were at Lamu, when a post office was opened there. From 1877, letters from the East African Coast were brought north to Aden by the ships for handling by the Aden post office.

There were many interesting covers and postal markings in the frames. We have selected two for illustration. The first (Figure 1) is one from 1863 addressed from Aden to Scotland, tied with the "Barred 124." It is assessed an additional 4d. for being 1d. underpaid. See the manuscript notation at the left of the stamps. Note the "Aden-Str.Point" way marking on the reverse (Figure 2).

The second cover is addressed to Aden from Bombay. The "Aden Steamer Point" marking is applied in red (Figure 3) to indicate the letter was fully paid. The use of this mark for this purpose is very scarce (Figure 4). *(H. D. S. H.)*

Meeting of January 21, 1970

Pioneering Oceanic Airlanes

Though William I. Van Dusen scarcely mentioned postage stamps and matters philatelic, members who braved the snow and cold, unanimously agreed that his talk, "Pioneering the Oceanic Airmail Routes," easily was the most

interesting and exciting program presented at the Collectors Club in many years.

As one of the few remaining airmen who were involved in the actual establishment of the international routes for the speedier shipment of air mail across the seas, his reminiscences were packed with details that were known only to those "insiders" who experienced them.

In his capacity as head of the public relations department of Pan American World Airways from the days when it was more of a dream than fact, right up to World War II days, Mr. Van Dusen not only knew all of the pilots whose names now are history — Lindbergh, Rowe, Musick, Eileson, Reddick, Clark, Parmalee and the others — but also flew in the planes that set the records.

At the outset, he made it emphatically clear that the covers prepared and carried on those early flights were put aboard for financially practical purposes and not to satisfy collectors. To obtain Washington subsidies there had to be mail and public opinion support. President Juan Trippe of Pan American World Airways dispatched hundreds and thousands of letters on each flight; these provided poundages for which Pan Am was reimbursed at a rate considerably higher than the cost of stamps affixed. And by distributing them to influential friends and potential users of air mail, they subsequently served as instruments of propaganda to convince public and government that planes could swiftly and safely transport mail.

One of the reasons Pan Am covers were dispatched as large-size envelopes (which always have been so unpopular with collectors) was that they would be heavier and thereby provided maximum weight.

"Hundreds of these covers were carefully stored in a closet at Pan Am headquarters, and most likely still are there — hidden or forgotten," Mr. Van Dusen revealed.

But it was the recollection of non-philatelic details which gave his talk its excitement, for these formed the background facts that never made the headlines and reports.

Press releases of the time gave an entirely different reason for the selection of a Pacific-side route into Guatemala. When Pan Am decided to reach that country from Miami and the Caribbean, the survey plane became lost and instead of breaking the water where it was expected, it had to land on a lake as darkness had fallen and further searching could not be risked.

"Within minutes after landing, Indians, armed with lances, spears, machettes and bows lined the shore with obviously hostile intentions. A couple of them dived into the water; they swam under our craft and as we waited could hear a thumping on the underside of the hydroplane's body."

The engineer, who had a smattering of Spanish, made an attempt to communicate with the chief, who admitted that the swimmers were investigating the "sex" of this strange flying bird. He subsequently decided that he wanted this metal avis for his own.

In a moment of inspiration, someone remembered a case of chicken eggs aboard. Confidently hopeful that Indians would not recognize them for what they were, the captain eventually convinced the chief that if he would carefully follow instructions, these could be used to hatch birds of his own. The ruse worked, for when the plane took off at the first light of dawn, Mr. Van Dusen recalled, "we could see a squat squaw nestling those eggs under her broad bottom.

"We never did want to risk another emergency landing there and face possible attack because of our deception, so Pan Am had to delay service to Guatemala until we could survey a route in from Mexico and the West."

But natives of the lands into which new routes were planned were not the only difficulties that faced Pan Am. Major obstacle was an obstinate Washing-

ton, most of whose officialdom failed to appreciate the importance of aviation expansion, knew little about airlines and less about geography. Mr. Van Dusen recalled one Congressman conducting a hearing to consider a route to Honduras, who objected because he thought Tegucigalpa was a venereal disease!

Pan Am had to battle Congress and its various committees all the way. What appropriations and subsidies were obtained were far from what really was necessary to put an American flag carrier into the skies in competition with British, German, French, Italian and other nationally supported airlines.

Even before the Latin American network had been completely extended from the Caribbean area to Brazil, Argentina and Chile, Juan Trippe of Pan Am planned for a trans-atlantic route. Col. Charles Lindbergh had been retained as a consultant, not only to survey the best possible series of fuel stops, but to design a plane capable of spanning the longest leg: between Newfoundland and the Azores.

These were readied in the early 1930's, but with Pan Am's insecure financial status, none of the major companies would risk accepting a contract for the plane's construction. Sikorsky, without business and nothing much to lose, finally undertook the assignment. By the time the S-42 was completed even its builders doubted that it would serve its ultimate purpose. (With its main body linked to enpennage, wings and engines by a series of struts, it became known as "a collection of spare parts flying in formation.") It was ready but the route to Europe was not. For several years, there had been quiet negotiations — directly and through the U. S. State Department — to obtain landing rights. Britain steadfastly refused, wishing to keep the airlines open for service by its own Imperial Airways which had been extended to Africa, Asia and Australasia. Without a possibility of using Canada, Newfoundland or Bermuda as intermediate re-fueling stops, Europe was an impossible destination.

Until then the Pacific was not even under consideration. It was undertaken by mistake. Some of Pan Am's State Department friends thought well of a trans-oceanic route, so when the Atlantic was scrubbed, Pan Am was told to fly westward — but only if it could serve the mainland. That meant China.

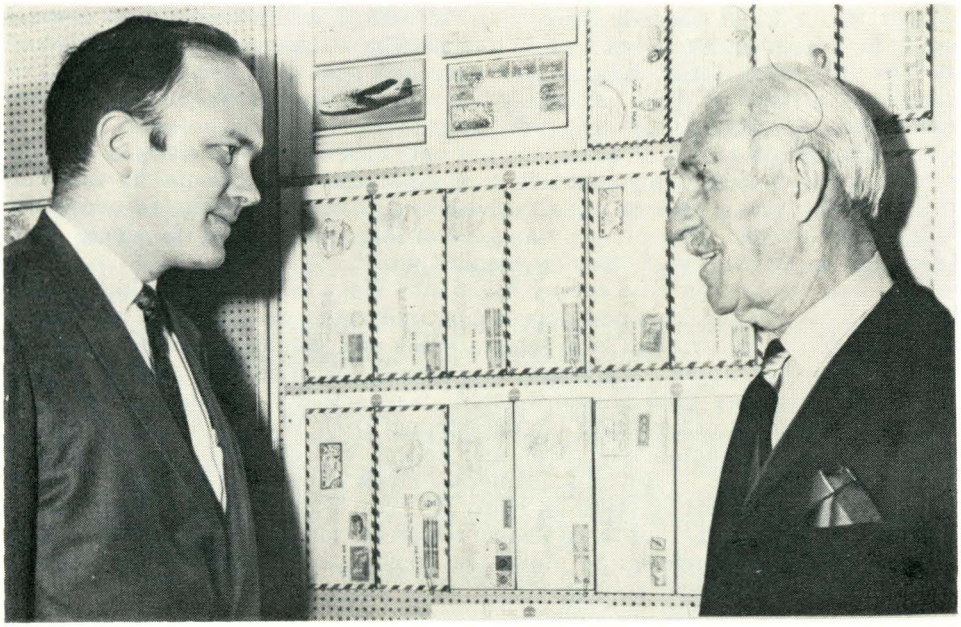
The very idea of crossing an ocean as large as the Pacific seemed incredible. Many individual aviators, eager to pick up some of the impressively large cash prizes for first flights to Hawaii, Australia, New Zealand and other destinations, were taking off, and just as frequently winding up in the drink to be rescued or lost. If even Pan Am was to get any business, it became imperative to prepare public opinion by careful public relations. Confidence had to be established to convince Americans that Pan Am operations were precise, exact and completely devoid of risk.

So while the executives opened exploratory negotiations for routes and landing rights, Mr. Van Dusen pursued his job of getting wordage into the communcations media, all stressing meticulous handling of the flying business.

Again it was a case of British obstructionism. Plotting a route to the Orient was not unsurmountable: Hawaii, Guam and the Philippines were available; two insular specks, if properly equipped, could be used for intermediate stops (Wake and Midway). But Congress insisted on a mainland destination. Japanese activities made the selection of Canton, Shanghai or other Chinese seaports inadvisable. Hong Kong was the perfect terminal, but as in the case of the Atlantic, London refused the use of the harbor.

Pan Am tried desperately to convince Congress that Manila would be adequate for a start, but the firmly adamant reply was "No China, No Route permission!"

The top executives were huddled in an all-day meeting at the Chrysler Building in New York City, desperately wondering what could be done to save



Robert P. Odenweller, jet age pilot and a governor of the Collectors Club talks aviation with William I. Van Dusen on the right, who recaled his experiences with early flying boats when he pioneered trans-oceanic routes back in 1928 to 1935.

the whole project. When it came time for a dinner break, Mr. Van Dusen decided on a simple sandwich and coffee, so left the group, crossed the street to the Liggett's drugstore on the Commodore Hotel corner. While waiting for his cheese-on-rye, he spotted a pile of Rand McNally world atlases on sale. He paid 19 cents and while sitting at the counter, scanned the pages almost absent-mindedly. When he came to the "Asia" page a tiny speck seemed to beam up out of the map. He spotted a "Macao" identification title, checked the key chart and found it to be a Portuguese territory just opposite Hong Kong, but still on the mainland of Asia.

As soon as the session reconvened, and Mr. Van Dusen's chance observation discussed, a cable went off to Lisbon. Trippe had friends in the administration (Portugal had been one of the few European nations that had welcomed the Atlantic service when it had been requested for landing rights in the Azores and Lisbon.) By morning the reply came in: "Permission for Macao terminal transpacific service granted."

Pan Am had what it needed, Congress approved certification of the route and preparations now went forward in earnest. (When the first plane landed in Macao, Hong Kong realized it could not stop the Americans, and for its own advantage, welcomed Pan Am; Macao, then, was used on the one trip — future flights went into Hong Kong!)

His recollection of many fantastic — and almost incredible — events kept the meeting enthralled. We report only a few of those that are particularly unusual.

There was the time Mr. Trippe, who had once operated a business of acquiring obsolete, surplus World War I crates, repairing or rebuilding their bamboo and canvas bodies and then finding buyers for use in the barnstorming days. One day he received a telegram from Carl Ben Eileson, the noted Alaskan

pioneer (after whom the Air Force's Eileson Field in Fairbanks was named) saying he'd been granted a mail route and needed a plane. Trippe remembered one left in a New Jersey hangar and promptly sent the dismantled parts to Anchorage, Alaska by ship. Reaching the seaport, Trippe was notified that it would cost in excess of $3,000 to ship the cases to Fairbanks via railroad. Neither he nor Eileson had that kind of money, but with characteristic cleverness, Trippe convinced the Anchorage postmaster that since the plane would be carrying mail, it really was a part of postal service and therefore eligible for shipment under a free frank. The plane's parts, accordingly went over the tracks from Anchorage to Fairbanks as officially franked mail!

He also recalled the first survey flight into Wake Island. Winging its way across the vast waters, darkness was falling and radio was the only navigation aid available. A beacon had been sent to Wake and should have been ready for the arrival of the Clipper. On board were some specially invited newsmen. Mr. Van Dusen was more than a little worried about actually reaching the one-mile island in the middle of nowhere. A radio signal from Wake informed the pilot, "The men are working on the beacon and hope it will be operating by the time you get within range." But this did not do much to calm his concern.

Cruising at a swift 90 miles an hour, Mr. Van Dusen did the best he could to assure the passengers that there was no reason to worry. After all, if compass and sextant were insufficient to guide the plane into Wake, there always was that beacon Pan Am had erected for an extra margin of safety.

Pilot Musick headed through the darkness, and just as the two newsmen peered into the blackness, there in the distance a small light suddenly blinked into existence. It made a fantastic impression on the reporters, and their subsequent accounts helped in establishing the line's reputation for safety precautions.

The first regularly scheduled flight from Alameda had been set for the first of November, but as luck would have it, mechanical difficulties required a two-week delay. Pan Am was frustrated, for if its inaugural was postponed, there could not help but be a measure of doubt about actual reliability of the Clipper. Moreover, San Francisco's Postmaster McCarthy insisted that the flight be made as planned or not at all. (The public had been informed of a November departure, but not given the precise date; collectors had flooded San Francisco with covers to be carried on the inaugural, and McCarthy was anxious to get rid of them.)

Some quick communications with Postmaster General James A. Farley got his approval for the delay, and the first public announcement put the date at November 15. By then everything had been repaired and again, with appropriate fanfare, the plane left its moorings "exactly on time as scheduled."

The Clipper took off, and while some officials were disturbed and angry because Capt. Edwin Musick flew *under* the Bay Bridge "with precision and skill" the fact was that because of the heavy mail load, he simply could not get *over* it.

On the second flight, which terminated at Hong Kong, the captain ran into another unscheduled difficulty. In landing, a conflict between water current, cross winds and harbor traffic threatened the safety of the Clipper. Out of nowhere, a heavily bundled figure steering a sampan moved up to the huge aluminum hull, hitched a tie-line to its bow and with practiced skill, pulled the Clipper to its mooring buoy.

Asked by a grateful Pan Am station manager what he could do as a token of appreciation for having avoided what could have been a catastrophe, "Sampan Annie," as she was immediately nicknamed, replied she'd like a doll for one of her children.

Needless to say, Mr. Van Dusen purchased the biggest and one of the most

expensive dolls he could find back in the United States and the next time in, made a fitting presentation. It seemed much too impressive for "Sampan Annie." She preferred a much simpler one. After replacing it, the original found its way to Madame Chiang who auctioned it for the benefit of a favorite charity. It was returned by the successful bidder and sold again at a subsequent sale. Our guest reported that it had been sold over and over again, and by the time it was last sold, had raised in excess of 1¾ million dollars.

Perhaps the most interesting revelation came as a fitting finale of the evening, with the disclosure of the first commercial "Around the World" flight that was completed without a single passenger and a load of covers that never were postmarked.

A bit envious of Wendell Willke's success in fiying around the world on his "One World" mission, President F. D. Roosevelt insisted on making one of his own, to personally meet the world leaders with whom he was involved.

With the greatest of secrecy, Pan Am was called in to plan a flight that would reach destinations where President Roosevelt could stage the desired conferences. For months preparations went into effect. Planes were scheduled to be in specific places at specific times to make the necessary connections without a hitch, and at the same time, without arousing local inquisitiveness that might betray their real purpose.

Pan Am informed the White House that everything was in readiness.

In the meantime, however, word came in that the various leaders President Roosevelt wanted to meet did not care for such encounters. Churchill refused to come to North Africa; Stalin would not go outside his own country; Chiang cabled that he was too busy fighting a war to get to Ceylon for President Roosevelt's convenience. That planned flight was aborted when it reached Casablanca. But to keep up appearances and discourage questions along the routes where advance preparations had been made, the planes took off and landed as scheduled, but with nothing but covers Mr. Trippe had made up on board. Even these could not be postmarked, for without association with President Franklin D. Roosevelt's trip they would mean nothing. *(Ernest A. Kehr)*

UNCOMMON USE OF COMMON STAMPS

(Contined from Page 144)

In view of the late hour and the fact that it was Saturday, it is doubtful if mail was either postmarked or dispatched that afternoon. April 2nd, the following Monday, can thus be presumed to be the first day of United States operation of the St. Thomas, V. I. post office and this cover is thus a first day Virgin Islands (USA) cover.

Note that this cover bears the postal markings of the former Danish West Indies postal serivce.

R. B. Preston
Rio Piedras, Puerto Rico

In case of change of address, please notify Secretary, The Collectors Club, 22 East 35 Street, New York, N. Y. 10016.

Hyderabad

1870-1952 Datestamp Postal Markings (Part 2)

By M. A. Nayeem

(Continued from Page 119)

Inward Datestamps

TYPE 58 (Fig. 60)

In the year 1339 F (1929), special handstamps with the inscription "Maosula" (inward) were introduced for impressing upon mail received at the various post offices. Fig. 60 is an example of double-concentric circular handstamp with a rectangular band having the date "21 Farwar 1339 Fe" (22 February 1930). Between the two circles on the upper semi-circle is inscribed "Hyderabad Sader Tappa Khana." The word "Maosula" is found in the curved portion but the time is not given.

TYPE 59 (Fig. 61)

This is an example of a single-circle handstamp divided into four sections by three lines. The name of the post office "Sangareddy" is in the upper segment while "Maosula" is in the lower segment. It is dated "1 Farwar 1347 Fe" (2 February 1938) and timed "3 Sham."

Outward Datestamps

TYPE 60 (Fig. 62)

From the year 1338 F (1928), special handstamps with the word "Majariya" (outward) were introduced for outgoing mail despatched to other post offices. In the upper half between the two circles is the name of the post office "Hyderabad Sader Tappa Khana" and the word "Majariya" in the semi-circle. In the first rectangular strip is the date "17 Amar 1338 Fe" ((22 June 1929). It is timed "6 Subha" with the motif in the lower minor segment.

TYPE 61 (Fig. 63)

This postmark is a single circle handstamp measuring 29 mm. in diameter. In the upper major segment is the name of the post office in two lines "Hyderabad/Sader Tappa Khana" while in the lower part is the word "Majariya." It is dated "15 Azur 1342 Fe" (20 October 1932) and timed "9 Subha."

TYPE 62 (Fig. 64)

The previous type was modified by inscribing the name of the post office in one line "Hyderabad-Sader Tappa Khana." It is dated "10 Khur 1347 Fe" (14 April 1938) and timed "8 Subha."

Hybrid Types

TYPE 63 (Fig. 65)

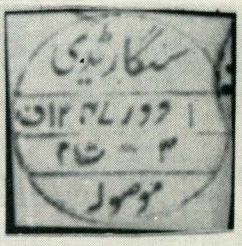
This postal marking is an example of a datestamp used after the "Police Action"[4] with the date in English, while the other inscription is in Urdu. It will be noticed in the Fig. 65 that the rectangular strip has "Fe 13 AU 52." In the upper segment is inscribed "Tappa Khana Imtehani 36" (Experimental post office, 36) while in the lower one has the motif.

TYPE 64 (Fig. 66)

This is also an example of "Hybrid type" with only date in English "27 Thir 1359 Fe" (2 May 1950). It is an example from Experimental post office No. 238.



60



61



62



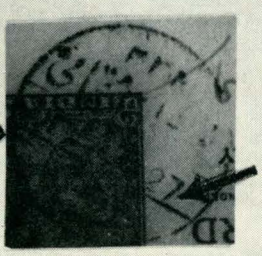
63



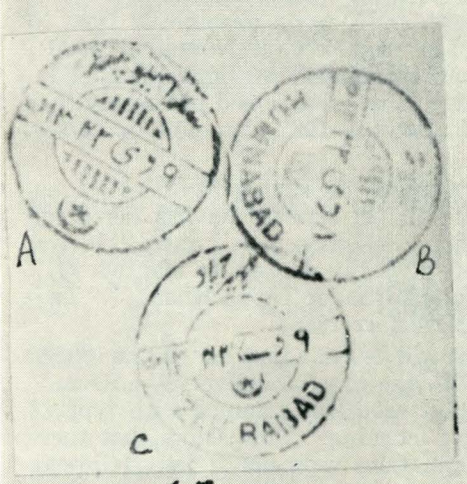
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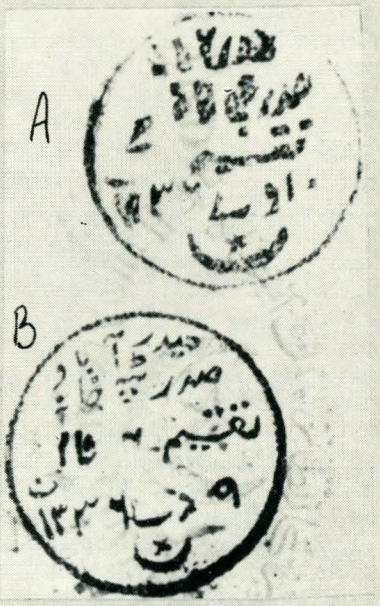
65



66



67



68



69

Figs. 65 and 66 show that there were no rigid rules for using the datestamps. After the "Police Action,"[4] new handstamps in Urdu were not introduced but the same Urdu datestamps were continued in use with the English date, month and year.

Miscellaneous Types

Having had made extensive research in the postal markings of the Hyderabad State, I conclude that it is extremely difficult to fix a definite period of the use of the datestamps, especially from type 7 onwards. Different types of datestamps from different periods were in use simultaneously for considerable periods. There were no rigid rules for the withdrawal of the old types, after the introduction of new ones. Another major difficulty was due to the administrative defect of not introducing similar or new types at all the post offices in Hyderabad at the same time.

Different types were introduced in different post offices or at the newly-opened post offices. At many post offices, totally different types were used, which were never supplied to other post offices. It is for this reason that we find, and it will be clear from the above study, that some post offices had unique datestamps. Fig. 67 ilustrates simultaneous use of three different types — 13, 14 & 15 — at three different post offices. In the Fig. 67, the datestamp "A" of type 13 is from the "Sadasivpet" post office dated "9 Dai 1343 Fe" (12 November 1933). "B" is an example of type 14 from the "Humnabad" post office dated "8 Dai 1343 Fe" (11 November, 1933). "C" in an example of type 15 from the "Zahirabad" post office dated "9 Dai 1343 Fe" (12 November, 1933). The cover bearing these types originated from Humnabad for delivery at Sadasivpet; it was transmitted through Zahirabad. It was mentioned previously that type 13 was introduced in "Azur 1337 F" (October 1927) type 14 in 1339 F and type 15 in 1340 F (1940-41).

Another example of the use of different types at the same post office is illustrated in Fig. 68. The datestamps marked "A" is type 26 having the crude inscription of "Hyderabad/Sader Tappa Khana," 'Taqseem 7," dated "10 Dai 1336 Fe" (14 November 1942). Adjacent to it is the datestamp marked "B" of the type 27. The inscription reads "Hyderabad/Sader Tappa Khana," "Taqseem-4 Sham," dated "9 Dai 1336 Fe" (13 November 1926).

From these two illustrations in Fig. 68, it will be clear that on "9 Dai 1336," the delivery handstamp used was type 27 with the time of delivery "4 Sham." While on the following morning, the same post card was stamped with type 26 having the number "7" of delivery and not morning. This shows that there were many irregularities. The rules and regulations were not strictly followed.

Fig. 69 illustrates a datestamp of type 28 from the "Islapur" post office. It is dated "11 Azur 1359 Fe" (11 October 1949). Adjacent to it, is the datestamp of "Hyderabad" in English dated "13 Oct. 1950." That the year "1359 Fe" in the datestamp is wrong. It should have been "1360." This shows that the year dates in the handstamp were not changed regularly because of a lack of responsibility on the part of postal staff.

The types described in this article are only general datestamps. There were separate datestamps for the various sections or departments of the postal department. Besides, these, special datestamps were also used in the following places:

1. Railway Mail Service.
2. Dead Letter Office.
3. Postal markings of the Exchange Branch.
4. Postage Due markings.
5. Money orders.

6. Savings Bank.
7. Experimental post offices.
8. Postage prepared handstamps.
9. Registration handstamps.
10. Emergency post offices.
11. Royal Camp handstamps.

Conclusion

After the "Police Action,"[4] the Nizam's Postal Department was not amalgamated with the India Posts & Telegraphs Department. Until 1950, the Nizam's State post offices and Indian post offices in the State continued to function separately as they used to before the "Police Action."[4]

The postage stamps and postal stationery of the Nizam's Government also continued to be valid for postal correspondence, even after the "Police Action" up to 1950. But the datestamps, and other postal markings continued to be used years after 1950. At remote post offices of the State, we find the Urdu datestamps of Hyderabad being used as late as 1955.

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2. *Philatelic Journal of India*, October-December, 1963; February, 1964.
3. "The Ghungru Postal System Of Hyderabad" by M. A. Nayeem *India's Stamp Journal* March-July, 1964.
4. "Hyderabad's Postal Service In Transition" by M. A. Nayeem *Philatelic Journal of India* (1962).

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5388 Randy Laning Neil, Overland Park, Kans. Collects United Nations errors, Confederate States of America.
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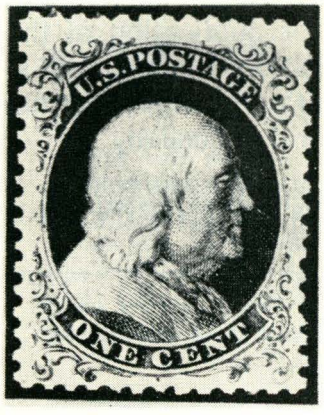
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