The Collectors Club

Philatelist

A Quarterly Devoted to Philatelic Study & Research

Volume XXVII No. 4 October, 1948

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The Collectors Club Philatelist

OCTOBER, 1948 VOL. XXVII NO. 4

The Editorial Board, formed a short time ago to direct the future of The Collectors Club *Philatelist,* had planned to begin its work with the first issue of 1949. Through circumstances beyond its control, it finds itself compelled to bring out the present number, due in October, 1948, and reaching you now a matter of three months late. In undertaking this task, great difficulties have been encountered.

The Editorial Board realizes fully that punctuality is paramount in publishing any magazine; thus in the future we hope and expect to get the *Philatelist* to you on time.

The first number under the Board's complete control will be that for January, 1949. It will be somewhat late, because of the trouble with the October number, but thereafter your magazine will be mailed to you on the 15th of the month of issue.

In the January issue, a statement of the editorial and production policies of the Board will appear. In the meantime, we ask your cooperation both in writing and securing articles of philatelic value for the *Philatelist,* and in sending suggestions to the Board for the improvement of these pages.

HENRY M. GOODKIND
Chairman, Editorial Board

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The Mystery of the

*PRINCE EDWARD "QUEEN"**

The story of S. Allen Taylor and the 10 cent "Queen of Prince Edwards Island" which disturbed the philatelic world.

By William J. Eckhardt

IN DECEMBER of 1866 a peculiar 10 cent "Prince Edwards Island" stamp made its appearance in Europe (Fig. 1). It was without perforations, printed in black on yellow paper, and the name of the country was misspelled. Those who saw the stamp said that it had "an unreal look" about it.

The originator of the stamp was one Charley Lyford, said to have been a Boston youth of good family. He had only recently been initiated into the darkest mysteries of "Philatelic Art" by S. Allan Taylor, and presumed to show his mentor what a fledgling apprentice could do.

His crude attempt was doomed from the start. No one believed in his stamp. Disconsolately he turned to Taylor. "No one will believe in a fictitious British colonial stamp," he chirped.

"Nonsense," replied the wily Taylor, "it all depends on the way it is done." And then and there Taylor made a bet with Lyford, under the terms of which he (Taylor) was to release a fictitious 10 cent Prince Edward stamp that would completely fool the philatelic world. If he failed, Lyford was to be adjudged the winner. Par nobile fratrum.

During the spring and early summer of 1872 the world of stamp collectors eagerly awaited a philatelic event of the greatest importance—the emergence of a new issue from Prince Edward Island. To the collectors of today this may seem odd. Why should anyone have gotten excited over a short set of stamps? Modern philatelists, their taste jaded and their pockets lightened by the annual appearance of kaleidoscopic forests of new issues, can hardly imagine the thrill of anticipation that was possible 80 years ago.

Regular governmental issues frequently elicited editorial quips that might have been penned by Mark Twain or Bret Harte. But there were not many of these governmental products in the early '70's. Russian local stamps (Figure 2) filled a disproportionately large amount of space in new issue columns. That these anomalies bored even the more avid of the early timbromaniacs can readily be understood. Thus it was that the news of an issue from Prince Edward Island aroused more than usual interest.

Speculation was rife as to the origin of the designs, the name of the printer, and the colors of the forthcoming stamps.

Only one person seemed to have the answers to these questions—S. Allan Taylor. His information was found to be correct, and Taylor's stock, which had fallen several degrees below par after the exposure of the spurious Guatemala stamp, began to rise. The comparative proximity of Prince Edward Island to Boston perhaps lent authority to Taylor's claims.

The island, once a separate colony, but now a province of the Dominion of Canada, is only a short distance from the mainland. In 1870 the population was somewhat below 100,000, of which number about 10,000 lived in the capital, Charlottetown. The inhabitants, chiefly of French or Scottish descent, were known for their industry and thrift.

*(Copyright 1949 by William J. Eckhardt)

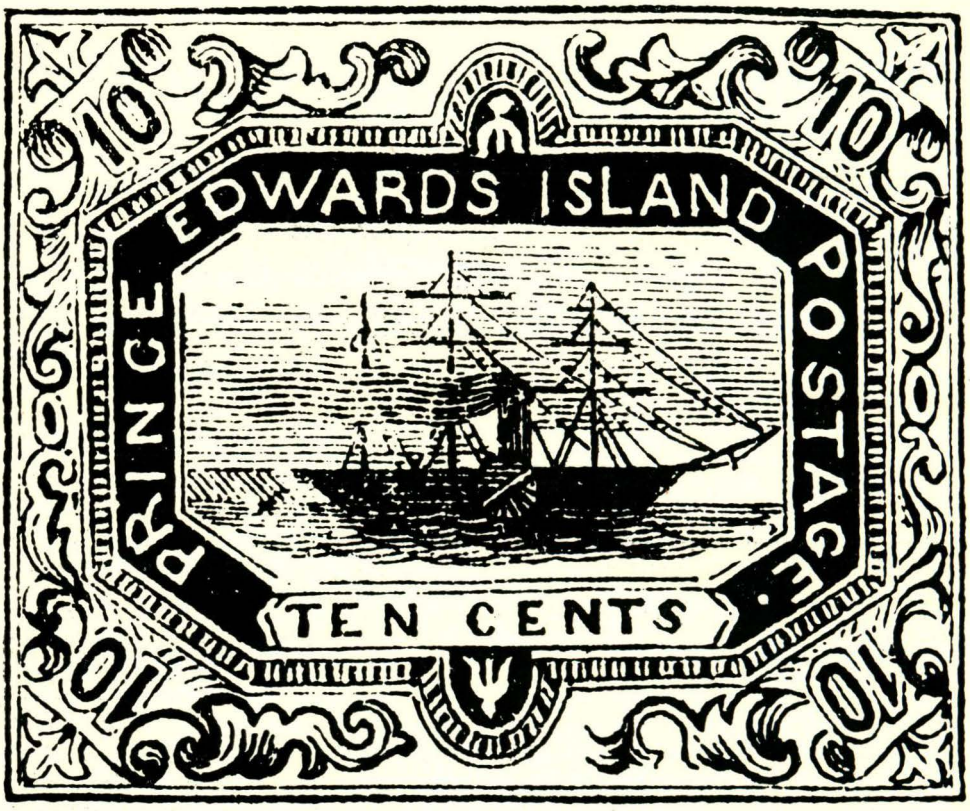




Fig. 1 (above). The "Prince Edward Island" stamp. Fig. 2 (at left) Russian Local adhesive which were the major items in new issue columns in the early 1870's, and which were generally boring to collectors.

This thrift was shown in the issuance of their stamps. Rather than incur the expense of having them engraved they decided to print them at lower cost from electrotypes made by Charles Whiting of Beaufort House, London. A cheap grade of paper was used, and today the results are evident in the extremely poor condition of many of these stamps still extant. The only exception is an attractive 4½d. stamp ordered from and engraved by the British-American Bank Note Company of Montreal.

In 1872, because of a change in the monetary system, a new series of stamps was issued, with the value inscribed in cents. The change was occasioned by the adoption of the decimal system, which had been debated since early in 1866. The order was again given to Charles Whiting, who electrotype-printed the stamps at a minimum cost.

Although the stamps were scheduled for release on January 1st of 1872, they were actually chronicled as follows in *Le Timbre-Poste: April,* 1c & 3c; June, 4c, 6c, 10c,

(Fig. 3); July, 2c & 12c. It will be seen by this that the stamps were released at irregular intervals.

So it was that in the summer of 1872 a philatelic mystery of fantastic proportions filled the air with speculation. From Ottawa to Washington, from San Francisco to Hamburg, bridging oceans and spanning continents, the enigma of the 10 cent Prince Edward Island stamp alike mystified collectors, postal administrations and the editors of philatelic journals.

No one could understand it. How was it possible for a stamp, issued by a British colony, picturing no less a person than Queen Victoria, to pop up like a jack-in-the-box in



Fig. 3. The 10 cent Prince Edward Island "Queen" adhesive.

various parts of the world, only to disappear completely; reappear, and then disappear again to be seen no more.

The fugitive 10 cent "Queen" was first illustrated and described in Le Timbre-Poste, edited by M. Moens, a Belgian. The stamp was not questioned, but accepted as being the most beautiful in the issue. A prominent Parisian dealer was quoted as to its authenticity. All of the philatelic publications of the day took it up as a veritable issue. Only the Prince Edward Island post office was baffled by the reports.

Illustrated in figure 4 is a reconstruction from the *Philatelic Journal*. That ill-fated British publication was launched in January, 1872, and ran for only one year. In its first number the editor announced that he would produce the finest stamp magazine in the



THE PHILATELICAL JOURNAL.

JUNE 15, 1872. 103

PRINCE EDWARD ISLAND.—*New series.*—We have the pleasure to present our readers with fac-similes of five other values. The lowest and highest values we think will be new to most of our readers; they are the handsomest of the series, and the colours are well chosen. The 10c. we have not seen, and our engraving is from *Le Timbre-Poste*, where the colour is stated to be rosy lilac, this is the shade of the 12c. before us, and we almost imagine that there must be some error if both the values are alike. To recapitulate the whole series as at present known, they are on unwatermarked paper, perf. circ. 12.

1c. yellow, orange.
2c. rich blue.
3c. pale and dark rose.
4c. emerald.
6c. black.
10c. rosy lilac.
12c. „ „

Fig. 4. Reproduction from "The Philatelical Journal" listing the 10 cents denomination.

world, and that it would include colored illustrations. All of the stamps pictured in figure 4 were illustrated in their original colors, and it is comical to see the 10 cent and the 12 cent colored identically. Actually the 10 cent is mauve.

Coincidentally with the appearance of the 10 cent Prince Edward, two counterfeiters in Birmingham, England, forged the 4 cent value and threw a quantity on the market.



Original (Fig. 5)

1. Perforated 11 to 12.
2. Letters equal in height.
3. Squares containing bottom numerals noticeably taller than the height of the label containing 'FOUR CENTS.'



Forgery (Fig. 6)

1. Perforated 13.
2. Letters irregular in height.
3. The squares are exactly the same height as the label.

In an effort to stimulate the "Journal's" dying circulation, its editor obtained a number of these forgeries, overprinted them 'fraud' in red and had a specimen of the denatured forgery pasted in every copy of the *Philatelic Journal.* A sensation!

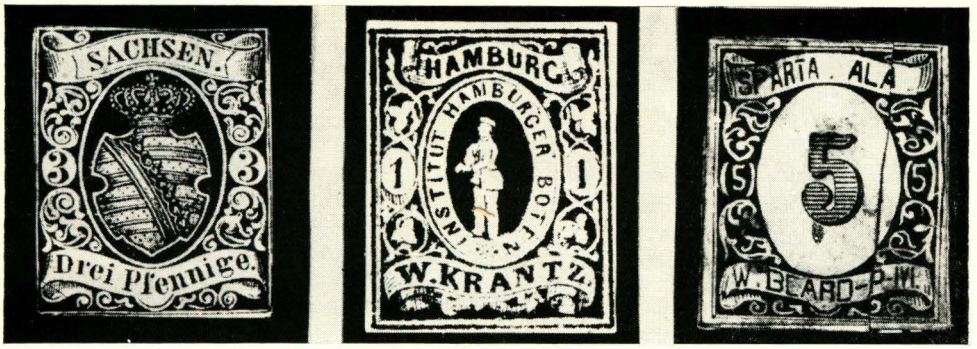
Attention being focused on the counterfeiters and further quantities of the 10 cent Prince Edward failing to appear, a delegation of eminent British philatelists visited the stampic plagarists to learn the truth. Were they also the authors of the 10 cent Prince Edward? No, they were not! The investigation proved fruitless.

The scene shifted once more to the new world. In New York city, J. W. Scott was preparing the fifth edition of the "Common Sense Postage Stamp Album," and in it provided spaces for the complete new issue of Prince Edward Island, although, as he mentioned in the *American Journal of Philately,* he had not seen the 10 cent value. His further comment was "The new set is a disgrace to any country." The July issue of his "Journal" featured a reduced diagram of a page from the album, devoted entirely to Prince Edward Island. There, in black and white, was a printed space for the elusive 10 cent "Queen."

In the meantime, S. Allan Taylor released information designed to hoodwink the New York dealers. One broadside reads: "The 6 cents violet, and 12 cents green, quoted at 15 cents and 30 cents, respectively, on the lists of Wm. P. Brown, J. B. Calder, Arthur E. Leach, D. K. Andrus, and some other juvenile stamp dabblers, are fraudulent. We have the authority of the Postmaster General of Prince Edward Island for our statement." At the same time he produced a correct listing, carefully omitting any mention of the 10 cent.

With considerable acumen, Taylor had drawn a red herring across his trail—in the form of the Sparta provisional stamp, which he pushed with renewed vigor in order to throw any suspicious persons off the scent. The Sparta, Alabama, Confederate postmaster's provisional was almost the last of Taylor's fictitious products. In the years following the early impositions only the Sparta stamp was released, to be sold in large numbers. This in itself was unusual in the light of Taylor's story, which related how a Northern traveller braved the haunts of the Ku Klux Klan to find the only existing copy of this stamp.

In figures 7, 8 and 9 can be seen the evolution of a bogus stamp. At the left is a specimen of Saxony number 2, esteemed by early philatelic writers as an outstanding ex-



Figs. 7, 8 & 9. Evolution of a bogus stamp — Saxony, Hamburg and Sparta, Ala.

ample of stampic art. Taylor was partial to the stamps of Saxony. He took the 3 pfennig for his basic design, and made a few alterations. He used the scrollwork and curling ornaments, but the inscription and arms of Saxony at top and center were changed to "Sparta, Ala." and a large "5" respectively. For the bottom label Taylor made a rather humorous translation of an inscription on a Hamburg Local stamp which was very popular at that time. This was the famous "Krantz Post Man," shown at center holding out a letter. The "Krantz" stamp, issued ten years before, was also based on the 3 pfennig Saxon.

The word "Krantz" in German can be translated 'garland' or 'festoon.' It permits of many whimsical interpretations. The name "Liederkrantz" for example, can be translated 'tuneful bouquet.' Taylor has transformed the postman "W. Krantz" of the Hamburg Local into "W. Beard, P. M." in his Sparta provisional (Fig. 9).

The New York dealers, believing that Taylor was still occupied with the Sparta stamp and similar fictions, did not suspect that he had once more entered upon a foreign adventure.

For some time Taylor had been intending to open an office in New York city, and as soon as he saw the space provided for the 10 cent Prince Edward in the "Common sense Album," he packed his carpet bag and headed for Gotham. Once in New York, he rented a little desk space in an office at 39 Nassau street, opposite the old General Post Office.

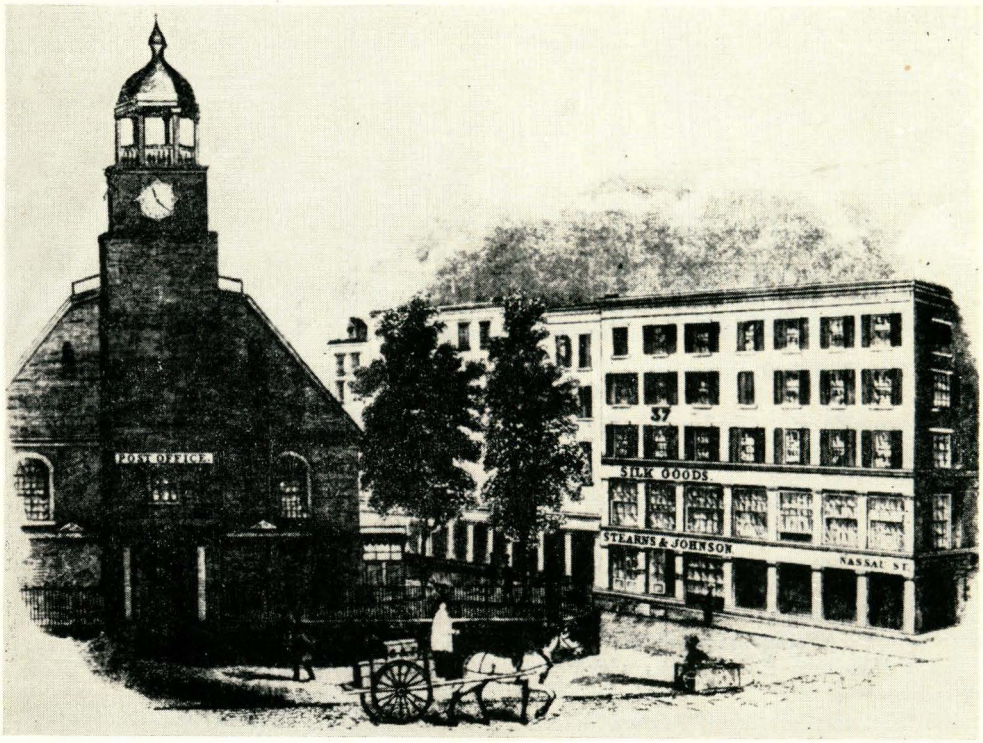
That famous edifice, in former times the Middle Dutch Church, had a curious history. Built in Colonial times, the church ultimately came into the possession of the federal government, and, after minor alterations, it was reopened as the General Post Office. Its deep interior was a pit surrounded by a gallery, the sides of which were lined with high desks and waste baskets. In the pit mail was sorted and hauled about in bags and on small wagons. Stamps were sold to the public on the gallery level.

None of the dealers had as yet seen an actual specimen of the 10 cent Prince Edward. Taylor was in a quandary. How was he to introduce it into the market? While leaning against the door he noticed boys rummaging for stamps in the post office waste baskets. Seized by an idea, he pasted a quantity of the stamps on bits of paper, canceled them, and took them into the post office, which was once described by Postmaster General Randall as follows:

"It is patched and battered, full of dark corners and discomforts. The sunlight can scarcely penetrate its gloomy interior. Gas is burnt there day and night, and men work by it. It is over an old graveyard, and under its rotting floors lie skulls and bones and the damp mold of dead men. On removing the floors for repairs a short time ago, these unwelcome sights were exposed to view. The building is unfit for any use whatever, and yet there—by gaslight, from night until morning, and from morning until night, three hundred men are at work and inhale a poisoned atmosphere with every breath they draw."

Into this atmosphere came S. Allan Taylor, and possibly it would have been difficult to determine whence came the higher odor—from the Prince Edward "Queens" in Taylor's pockets, or under the floor boards.

While no one was looking Taylor carefully salted the waste baskets with the canceled 10 cent "Queens." He then returned to his



Courtesy of the New-York Historical Society, New York City.

Fig. 10. The Old Dutch Church Post Office, at Nassau and Liberty streets, New York. Opposite from the Post Office, at the corner, is 39 Nassau street, S. Allan Taylor's headquarters.

office across the street to await developments.

Results were apparent within a few hours. Boys, delving for philatelic treasure, came up with Taylor's "Fools' Gold," and showed the canceled stamps to the Nassau street dealers.

The next day, a short stocky figure, bearing a curious resemblance to Louis Napoleon, could be seen flitting up and down Nassau street. It was S. Allan Taylor with a portfolio under his arm, vending new issues from Prince Edward Island.

One of his customers was William P. "Jersey" Brown, of 53 Nassau street, well known as New York's first stamp dealer. Brown began to deal in stamps in 1860—but let him tell the story in his own words.

"I was a coin dealer in 1860, at the corner of Broadway and Chambers street, with a stand fastened to the iron railing of the City Hall park. Shortly after I heard that knots of people were gathering together in the lobby of the Post Office corner of Liberty and Nassau streets, which building had previously been a church, and that some were paying money for stamps and I was advised by two or three young lads to commence business in them."

According to Taylor, Brown was the promoter of the U. S. local stamps inscribed "Pips Daily Mail" which are today listed in the catalog at $35. Significantly, the catalog states "No definite information is available on this post." Brown's alleged sponsorship did not prevent Taylor from ostentatiously releasing a rival "Pips" on fawn paper early in 1865 (Fig. 10). Down's Dispatch (Fig. 11), an appropriately named local, was produced at the same time.

Brown was the first publisher to issue price lists for dealers, the covers of which



Fig. 10. (left). Pip's "Local." Fig. 11. (right). Down's Dispatch. Below: An S. Allan Taylor Price List that appeared on the book cover of "The Timbrophilist," a Boston, Mass. publication about September, 1874. Many of the offerings were counterfeit.



THE STAMP COLLECTOR'S RECORD.

S. Allan Taylor's Packet List of Foreign Postage Stamps.

39 NASSAU STREET, NEW YORK.

SPECIAL NOTICE.

No two Stamps of the same kind in one packet, unless where duplicate stamps are specified.

Any packet which the recipient may deem unsatisfactory, can be exchanged for any other packet of like value on our list, or if preferred, THE MONEY WILL BE REFUNDED. *As heretofore, satisfaction is guaranteed to our patrons under all circumstances.*

Packet No. 1 contains 75 Foreign Stamps, including Turkish, Hong-Kong, Saxony, Old Swiss, Sweden, Confederate States, Ecuador, Chili, Greece, Holland, New Granada, Russia, Ceylon, &c., and contains no French or English. PRICE . . . . . $1.00.

Packet No. 2 contains 25 Foreign Stamps, including Venezuela, Paraguay, New Granada, Luxemburg, Lubec, Holland, Sweden, Hanover, Italy, Hamburg, Hong-Kong, &c., and contains no French or English. PRICE . . . . 25 cents.

Packet No. 3 contains 75 Foreign Stamps, including Holland, Hanover, Sandwich Islands, Italy, Edinburgh, and Leith, Hong-Kong, Sweden, Denmark, Baden, &c. PRICE . . . . . 25 cents.

Packet No. 4 contains 25 obsolete Stamps, including Saxony, Sweden, Holland, Lubec, Luxemburg, U. S. Essays, &c. PRICE . . . . . 25 cents.

Packet No. 5 contains 20 British Colonial Stamps, including British Guiana, Malta, West Australia, &c. PRICE . . . . . 25 cents.

Packet No. 6 contains 25 U. S. Revenue Stamps, of denominations ranging from one cent to five dollars. PRICE . . . . . 25 cents.

Packet No. 7 contains 25 U. S. Local or Express Stamps, including Bancroft's, Albany Bazaar, Blood's, Floyd's, Chute's, American Express Co's, Broadway P. O., Jenkins', Squier's, Stamford Bazaar, and many rare and uncatalogued specimens, all warranted genuine. PRICE . . . . . 15 cents.

Packet No. 8 contains 60 U. S. Local or Express Stamps, including all the varieties above mentioned, and many other rare specimens, all warranted genuine. PRICE . . 25 cents.

Packet No. 9 contains 125 U. S. Local or Express Stamps, including all the varieties mentioned above, and all the College Stamps, also Roadman's, Russell's, Winslow's, Westervelt's, (new issue) Clark's, Gordon's, Langton's, and many other rare varieties, all warranted genuine. PRICE, 50 cents.

Packet No. 10 contains 10 varieties of Essays or Trial Stamps of the United States and other countries. PRICE . . . . . 25 cents.

Packet No. 11 contains 15 varieties of Canadian Revenue or Bill Stamps. PRICE . . . . . 25 cents.

Packet No. 12 (suitable for dealers only, as it contains duplicates) contains 100 Foreign Stamps, including no English or French, all in good condition. PRICE . . . . 50 cents.

Packet No. 13 contains 50 varieties of fac-simile Confederate Stamps, including Memphis, Mobile, Charleston, Richmond, Petersburg, &c. PRICE . . . . . 15 cents.

Packet No. 14 contains 25 varieties of unused Stamps, including Italy, French Colonies, Belgium, Luxemburg, Brunswick, New Granada, Hamburg, &c. PRICE, 25 cents.

Packet No. 15 contains 25 varieties of U. S. Revenue Stamps of different denominations. PRICE . . . 15 cents.

Packet No. 16 contains a Xylograph of the entire set of 50 New Caledonia Stamps. PRICE . . . . . 15 cents.

Packet No. 17 contains 40 unused Foreign Stamps, including Moldavia, Hawaii, Egypt, Hamburg, Spain, Luxemburg, New Granada, Canada Dominion, (half cent) Switzerland, Hayti, &c. PRICE . . . . . 50 cents.

Packet No. 18 contains 50 Foreign Stamps, including Old Spain, Venezuela, Denmark, Chili, Ecuador, Servia, Brunswick, Turkey, etc. PRICE . . . . . 50 cents.

Packet No. 19 contains 125 varieties of Hamburg Local Stamps, being the entire series complete. PRICE . 25 cents.

Packet No. 20 contains 125 used and unused Stamps, including Spanish Old Issues, Uraguay, New Peru, and Guatemala, New Hayti or St. Domingo, Hawaii, British Guiana, Philipine Isles, Servia, Sicily, Turkey, Egypt, Heligoland, Bremen, Prussian Envelopes, &c. PRICE . . . . . $2.00.

Packet No. 21 contains 150 U. S. Local or Express Post Stamps, including all the rarer varieties, among which are Springfield Fair, McIntyre's, Checver & Towles, Westervelt's Envelopes, Little Wanderer's Aid Society, Swart's, Jenkins', Boyd's, Metropolitan, &c., all warranted genuine. PRICE . . . . . 75 cents.

Packet No. 22 contains 15 Foreign Revenue Stamps, including Spain, Switzerland, Nova Scotia, Great Britain, &c. PRICE . . . . . 25 cents.

Packet No. 23 contains 250 varieties of Local or Express Stamps, including nearly all kinds issued, all warranted genuine. PRICE $2.00

Packet No. 24 contains 350 varieties of U. S. Local or Express Post Stamps, being the largest variety sold by any dealer in the world. PRICE . . . . . $3.00.

Packet No. 25 contains 15 unused stamps, including Servia, Hawaii, Saxony, Austria, Rome, &c. PRICE . 15 cents.

Packet No. 26 contains 50 unused Stamps, including Guatemala, St. Domingo, Heligoland, Turkey, Egypt, Bremen, Portugal, Philipine Isles, Servia, &c. PRICE . . $1.00.

Packet No. 27 contains 20 British Colonial and other Stamps, including Hamburg, Turkey, Malta, Switzerland, Bremen, British Guiana, Greece, &c. PRICE . . . 25 cents.

Packet No. 28 contains 75 unused Stamps, including Lubec, Schleswig, Brunswick, Sicily, Papal States, Hamburg, Moldavia, &c. PRICE . . . . . $1.50.

Packet No. 29 contains 250 assorted Stamps, (duplicates) including Italy, Spain, Modena, Tuscany, Luxemburg, Portugal, New Bavaria, &c. PRICE $1.00

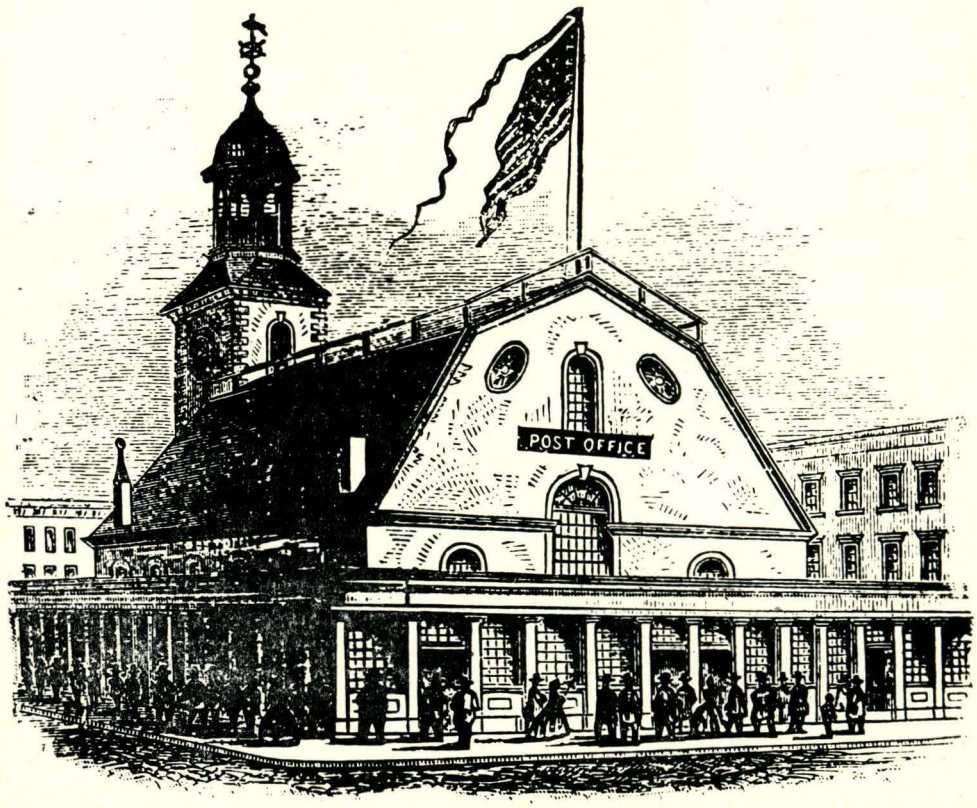
Packet No. 30 contains 15 rare stamps, guaranteed to be worth, at catalogue prices of any dealer in America, 75 cents. PRICE . . . . . 25 cents.

Packet No. 31 contains 100 different varieties of Stamps, including Austria, Baden, Bavaria, Italy, Sandwich Islands, Greece, &c. PRICE . . . . . $1.00.

Packet No. 32 contains 100 different varieties of fac-simile Confederate Stamps, including Pleasant Shade, Livingston, Greenville, Madison, &c. PRICE . . . . . 25 cents.

CHEAP SETS OF STAMPS.

	Set of 5	Price		Set of 5	Price
Antioquia,	3	$0.10	Luxemburg,	5	$0.10
Argentine Confederation,	3	.10	Mexico, (Maximilian),	5	.10
Bolivia,	7	.10	Mexico, (Hidalgo)	5	.10
Buenos Ayres, (Steamship),	4	.10	New Caledonia,	50	.15
Bergedorf,	5	.10	New Granada,	8	.10
Bremen,	8	.10	Oldenburg,	6	.10
British Guiana,	6	.10	Pacific Steam Nav Co.	10	.15
Brunswick,	9	.10	Philipine Isles,	9	.10
Brunswick City,	5	.10	Prince Edward Island,	4	.10
Belgium,	6	.10	Roumania,	6	.15
Cape of Good Hope, (square,)	4	.10	Roman States,	5	.10
Cuba,	4	.10	Romagna,	6	.15
Denmark,	5	.10	Sierra Leone,	4	.10
Danubian Steam Nav. Co.	4	.10	Spain, 1851,	5	.10
Ejnador,	4	.10	Spain, various,	4	.10
Egypt,	6	.15	Spain, official,	4	.10
France, (Presidency),	2	.06	St. Domingo,	5	.10
Fiji Islands,	3	.10	St. Thomas and Porto Rico,	4	.10
Greece,	8	.15	St. Vincent,	5	.10
Hamburg,	10	.15	Sandwich Isles,	5	.10
Hamburg, (Locals),	125	.25	Sardinia,	8	.15
Heligoland,	4	.10	Saxony	6	.15
Holland,	6	.10	Servia,	8	.15
Honduras,	2	.10	Shanghai	8	.15
Hanover,	5	.10	Sicily,	7	.10
Ionian Isles,	2	.10	South African Republic,	6	.10
Java, (Dutch Indies),	4	.10	Turkey,	8	.15
Japan,	6	.15	Turks Island	3	.10
Liberia,	3	.10	Venezuela,	4	.10
Lubec,	5	.10	Virgin Isles,	4	.10



Courtesy of New-York Historical Society, New York City.

Above. Another view of the old Dutch Church Post Office from the south.

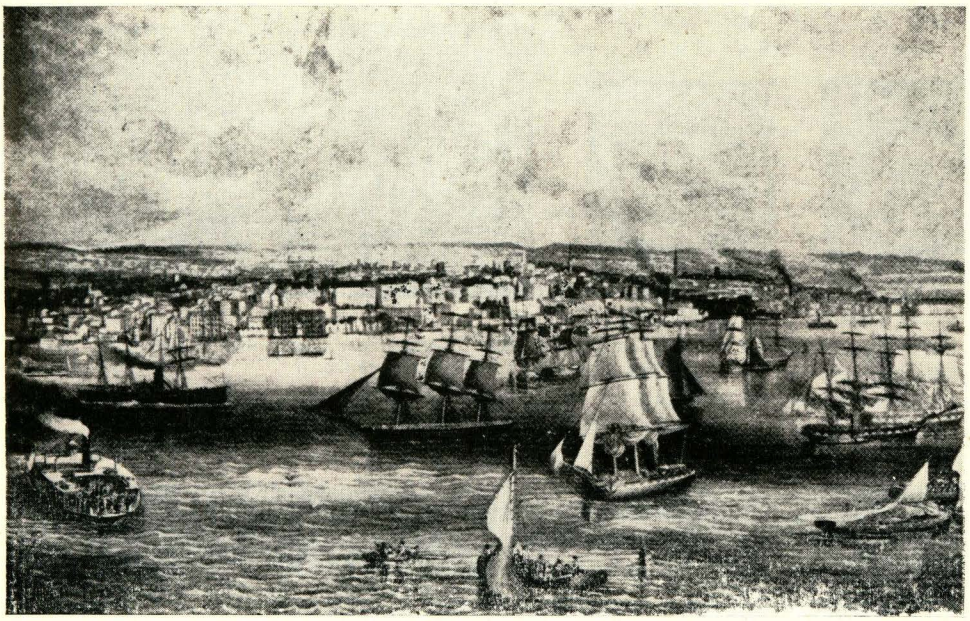
were printed separately, so that a number of dealers might use the same list at small expense. S. Allan Taylor used Brown's second edition (1871, 29 pages), but, after an argument with Brown, failed to obtain the inside pages of the third edition, being left with only the cover. Shortly thereafter Brown published these lines in his "Kuriosity Kabinet": "The imitations of Taylor of Boston, not being well executed, and displaying so many new colors, are generally discarded." Taylor was greatly annoyed. No doubt it gave him special satisfaction to sell Brown the 10 cent "Queen."

But unfortunately for Taylor, one of the dealers had sent an order for the 10 cent to Prince Edward Island, and only a few days later, shortly after Taylor's arrival, received a refund, together with a letter denying the existence of any such denomination.

Quickly the word spread. Something was rotten in Prince Edward Island. Or perhaps it was 39 Nassau street. Putting two and two together, a gathering of dealers denounced Taylor and recommended that he be ridden out on a rail. "Jersey" Brown had got his dander up. For two years he had borne Taylor's jibes with tolerant good humor. Taylor referred to him in print as "Limping Billy" the "agent of Ananias," the "chef-de-cuisine" of "humbug on the half shell," a "purveyor of addled hen fruit" possessing "a game leg of aromatic propensities." "Even Jersey became too hot to hold the animated carcass of 'Limping Billy,'" wrote the ebullient Taylor, concluding: "We would remind the N. Y. Board of Health that the removal of 'Limping Billy' to Barren Island is a public necessity, requiring immediate attention."

William P. Brown's humor vanished. The "Queenie" was Taylor's last straw. Waving a stick, Brown threatened to pulverize him.

In the face of the advancing Brown, Taylor fled the premises. He took it on the hook, as Captain Cuttle would say, and



Courtesy of the New York Historical Society, New York City.

Fig. 12. The Brooklyn ferry boat approaching New York city. By means of this vessel S. Allan Taylor escaped the wrath of William P. Brown.

found refuge on a Brooklyn ferry boat. In figure 12 the ferry is shown approaching at lower left, while a packet boat glides by in the background. On the opposite shore lies Brooklyn, the North American equivalent of the Cretan Labyrinth, where anyone can disappear in a matter of minutes. Thus did S. Allan Taylor escape the wrath of William P. Brown, who, being slightly lame, was unable to catch the slippery "Philatelic Ishmael of Boston."

Taylor's venture in New York was a trial balloon, so his rapid exit caused him little inconvenience. No sooner had he returned to Boston than a 15 cent ultramarine Prince



Fig. 13. The 15 cents ultramarine Bogus value.

Edward (Fig. 13) appeared. People smiled and shook their heads when he displayed it. Nobody was fooled. Taylor had shot his last bolt. The age of easy imposition was over.

In March, 1873, William P. Brown went to Japan to join his father, the Rev. Nathan Brown, D. D., who was engaged in translating the Bible into Japanese. An indication of the esteem in which Brown was held by his journalistic contemporaries is revealed in a British editorial comment: "We wish Mr. Brown all possible success; and as the inhabitants of Japan are such apt imitators of European fashion, we trust he will succeed in rendering philately popular amongst them." While in Japan Brown was employed as a printer by the Imperial Government, and gathered curosities in every free moment.

During Brown's absence Taylor returned to New York city and established himself in a less transitory office at 39 Nassau street. A year had passed when Brown reappeared, laden with oriental curiosities and coins. His stamp, coin and curiosity shop once more open for business, he invited a collector named Coster to place his collection of counterfeit and fictitious stamps on display. Taylor heard of the exhibition and with an eager eye inspected the philatelic rogues gallery to see if his own works were prominently repre-







Fig. 14. Brown's "local" and (Fig. 15) Taylor's caricature. Fig. 16 (right) is one of Taylor's "Western Franks."



Interior of the old Dutch Church Post Office, the scene of the planted Prince Edward "Queens." The building was over a highly aromatic old grave yard and it was finally condemned and abandoned in favor of the new General Post Office in 1875.

sented. They were. Taylor sought and soon found revenge.

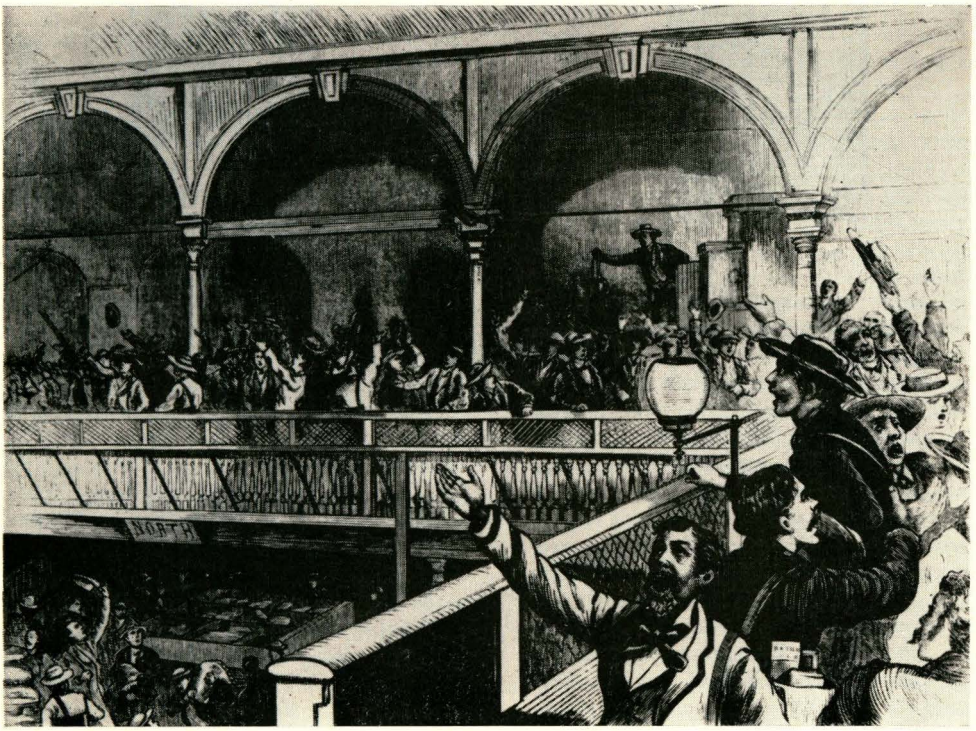
In 1876 Brown issued a set of five "Local" stamps (Fig. 14) depicting himself pushing a wheelbarrow filled with letters, whereupon Taylor released a peculiar forgery (Fig. 15) as a practical joke on Brown. The forgery, printed in red on green paper, a truly diabolical combination, pictures a devil assisting Brown from the rear. When questioned about the odd aspect of the stamp, Taylor's stock reply was, "Brown has been up to some deviltry and the devil is going to do Brown up brown!"

After remaining for three years in New York, Taylor returned permanently to Boston. He issued no more fictitious stamps (with the exception of a transposed Ireland), concentrating instead on bogus "Western Franks" of which figure 16 is a good example.

We left the Europeans in the middle of their hunt for the source of the elusive 10 cent "Queen." Letters filled with Gallic irony appeared in the stamp journals, needling various philatelic authorities. Each expert accused another of foisting the 10 cent "Queen" on the public. M. Moens, himself recognized as a practical joker, was not above suspicion.

After a long correspondence it finally became clear that the source of the specimen which had originally been illustrated in *Le Timbre-Poste* was one Julius Goldner, a European wholesaler who had distributed the 10 cent, together with the genuine denominations, throughout western Europe. Among his customers was the very prominent Parisian dealer, Monsieur X, who unwittingly accepted the stamp as an authentic new issue and forwarded a copy to M. Moens for illustration. Goldner testified that he had innocently obtained the stamps from one C. M. Seltz, a stamp dealer doing business out of 81 Washington street, Boston, U. S. A. He knew only that Mr. Seltz was said to be a venerable old gentleman, interested only in helping stamp collectors.

Actually C. M. Seltz was a coined name, each letter of which stood for the initial of a different member of the syndicate of unofficial stamp manufacturers whose acknowledged chief was S. Allan Taylor.



The last local mail. Clerks and city carriers singing and cheering out of the sheer joy before leaving the old Dutch Church Post Office.

Further inquiry as to the whereabouts of the shadowy Seltz was made, and the following message was received by Julius Goldner:

"Dear Herr Goldner:
I regret to inform you that Seltz is dead.
Yours respectfully,
(Signed) E. I. Bancroft, Jr."

This was the crowning gem of the great hoax. The name Bancroft had during the early days of Philately a double meaning. It was synonymous with bogus. When a collector wished to denounce a stamp as bogus he said: "Ah, another Bancroft!" M. Moens, when the first stamp of Sarawak was issued (he believed it to be bogus) said in his magazine: "We have just received Bancroft II in the form of a pretended 'Sarawak' issue."

The Bancroft stamp, issued in 1865, had its origin in the brain of a Montreal dealer named Nutter. He proposed to issue an express stamp for a local furniture-mover and baggage-smasher named Bancroft. Taylor got wind of the plot, examined the design and

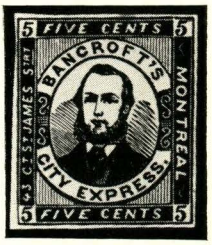


Fig. 17. Taylor's doubly-bogus Bancroft.

issued "an elegant woodcut engraving" (Fig. 17) depicting a young man sporting "pendant Dundreary whiskers." Taylor's doubly-bogus Bancroft stamp was well received in Europe, but no sooner did Nutter learn of Taylor's trick than he informed the European editors that the one and only genuine and original Bancroft stamp would soon be issued. A few weeks later the new and altered Nutter stamp appeared. His Bancroft was in profile, wearing the full beard of an Amish farmer.

The French album publisher, Lallier, provided a space for the Bancroft under Canada. In his ninth edition, published in 1870, Lallier took the stamp from Canada and placed it alongside the New York Postmaster's stamp (which pictures George Washington), reportedly on the instigation of Taylor, who is said to have explained to the gullible Frenchman that "Bancroft was a great man, comparable with George Washington."

Only a few weeks after writing the "Bancroft" letter to Goldner, S. Allan Taylor publicly acknowledged himself to be the author of the fictitious 10 cent "Queen." His declaration brought forth a variety of comments.

J. W. Scott, New York: "A well-manufactured swindle by a well-known counterfeiter!"
Monsieur Moens, Belgium: "A rotten production of the Bostonians!"
Monsieur X, Paris: "I told everyone I was not the father of that "Queen" stamp. Now perhaps my word will be taken!"
Charley Lyford, Boston: "You win!"

And as usual S. Allan Taylor had the last word. Said Taylor: "A practical joke—of the highest kind."



WILLIAM J. ECKHARDT, a professional, of New York, and a playwright, is another of the outstanding group of younger philatelists. His broad interests, in stamps, embrace counterfeits and reprints—primitive postage stamps which have been extensively forged and reprinted, such as Heligoland, Tibet, Stellaland, the "Lion" type of Persia, Transvaal and Abyssinia, plus counterfeits issued by early American fakers and their histories. His interest in S. Allan Taylor has led to his article in this issue, and the formation of an S. Allan Taylor Memorial Collection which will go to the Philatelic Foundation. This will include all stamps made by Taylor, photographs and auxiliary material. Donations to this collection are being earnestly sought. He is a member of The Collectors Club, the American Philatelic Society and the Columbia Theater Associates, and is tremendously interested in the art of the theater.

COSTA RICA

First Postage Stamps of 1863

Costa Rican government archives and American Bank Note Co. files yield official data on the issue

By R. J. Mechin with Alex A. Cohen

This is the third and concluding article in the series, the two previous installments having been published in the April (Pages 7 to 17) and July (Pages 23 to 41) issues of The Collectors Club Philatelist.

AS FAR as we know Decrees covering missent foreign mail are as follows: Decree No. 2 of September 9, 1862, Art. 7, in part, "Nor can letters, small packages and printed matter of the exterior leave Post Offices without the necessary stamps according to their value . . . Should these (the interested parties) not desire to pay it or for any reason should not come to receive their correspondence, it should be considered "dead" after one year . . . "

Decree XV of June 9, 1866, Art. 3, in part, "For the purpose of expediting the despatch and delivery of correspondence arriving from the exterior, the placing of the necessary stamps on each letter or parcel will be omitted . . . "

Two most interesting covers illustrating the handling of this class of mail according to the two decrees above are shown here. (Fig. 21).

The first cover was mailed from Manchester, England, November 30, 1872 to San Jose', Porto Rico, but was missent to San Jose', Costa Rica (no doubt due to the persistent British refusal to spell Puerto Rico in the Spanish manner), apparently arriving from Limon via the Royal West Indies Mail, whose steamers were making monthly calls at Limon in this period (see "steamer Mails" later in this article), before touching at the Isthmus.

The second of these covers (Fig. 22) shows the face and reverse of an official ("Service Publico") Costa Rican letter to the addressee of the missent letter and is clearly marked Advise (or Notice) of Missent Letter ("Aviso de carta rezagada.") Due to the regrettable and exasperating Latin American habit of scribbling, and particularly figuring, all over folded letter sheets and then tearing off the part of the sheet containing the written message, we can only guess at the contents of this letter. But from the dates on these two letters and the final disposition of the first, it seems obvious that the latter was a "dunning" letter and that in some manner Sr. Hernais (or Hernois) remitted the proper amount, either 2 reales or 4 reales (the latter to pay for an incoming foreign letter plus an outgoing foreign letter charge).

The straight line marking on each cover can be translated "General Postal Administration of Costa Rica" (very freely our "Post Office Department"), San Jose January 14, 1873; the date being that when official cognizance was taken of the missent letter.

On the reverse of the missent letter are the following circular postmarks: ST. THOMAS-A-AP 13-73, ST. THOMAS-A-MY 14-73 and SAN JUAN-17-MA (?) Y-73-PORTO RICO. A reasonable guess as to

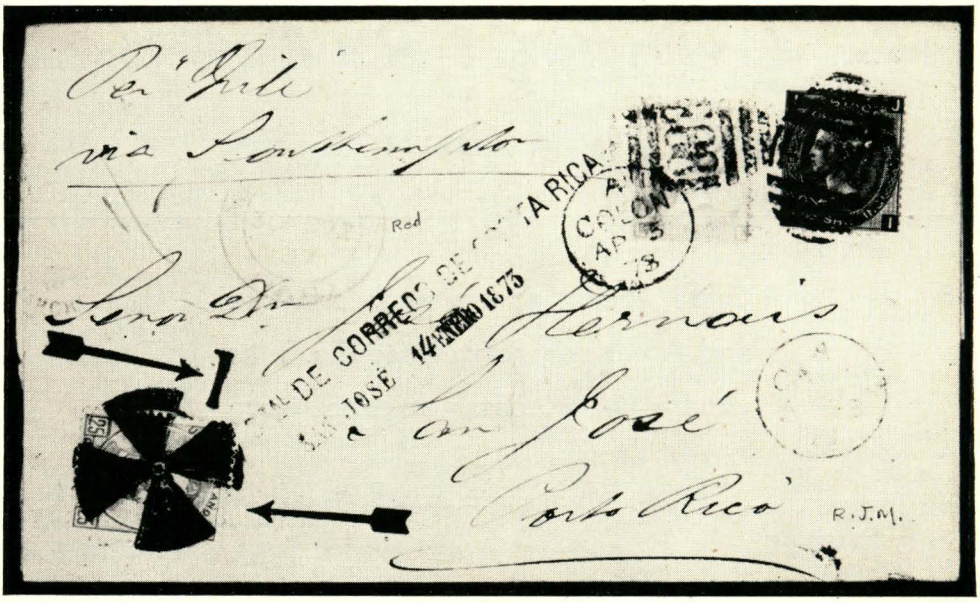


Fig. 21.

what happened to this letter after the Costa Rican Post Office Department had received the proper amount would be:

1. Sent from San Jose', Costa Rica via Limon to Colon where the British 4d stamp was added (E88 marking). Possibly the Colon postmark of April 5 indicates when the letter was started for San Jose', Puerto Rico (it also could be the date of arrival at Colon).

2. Why after the letter arrived at St. Thomas on April 13 it was returned to Colon on April 23 and again arrived at St. Thomas on May 14, is baffling, to say the least, and is of no interest to us.

3. At any rate it finally arrived at San Juan, Puerto Rico on May 17 approximately four months after it was officially recognized at San Jose', Costa Rica!

A very interesting side light is brought out by a study of the official Costa Rican cover. As was logical it was sent via Puntarenas by the contract steamers to Panama arriving (presumably) there February 5th. There the two British 1d stamps were added (the cancellations appear to be the C35) to carry the letter to its destination. From the Report of the Postal Service for 1880 we have the following: "ENGLISH STAMPS. I must state that the small benefit which the government was able to secure in this matter just consists in the lesser rate at which exchange for English money is secured in Panama." "ENGLISH STAMPS. Those supplied to the Supreme Government for the franking of its correspondence to the exterior have been covered by receipts of the postal service itself which amounted to $232.07.

It would seem from the above that the British Consul in Panama who, according to G. Noriega's excellent articles entitled "Data On The History of Costa Rican Cancellations" which appeared serially in the *Costa Rica Filatelica,* also acted as Parcel Agent (in 1858) or a British Postal Agency handled all official Costa Rican mail to foreign countries and required that such mail be franked with British stamps. Just why the official letter required only 2d postage and the missent letter 4d is entirely beyond the writer's knowledge, but at least we have some knowledge as to how one class of mail to foreign countries was handled before Costa Rica joined the U. P. U.

Attention is called to R. B. Preston's and M. H. Sanborn's very interesting article, "PUERTO RICO. Postal Markings of the 1855-1873 Period" in *The Stamp Specialist*—White book where the missent cover was illustrated and its Puerto Rican features of interest described.

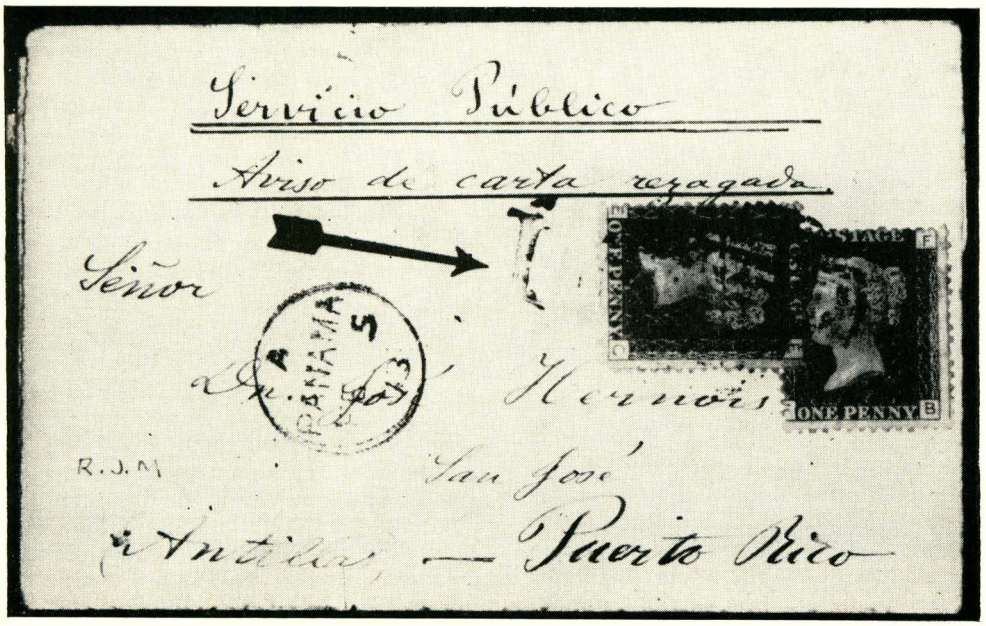

Servicio Público
Aviso de carta rezagada
Señor
PANAMA
R.J.M.
San José
Antillas — Puerto Rico
POSTAGE
ONE PENNY

Fig. 22.

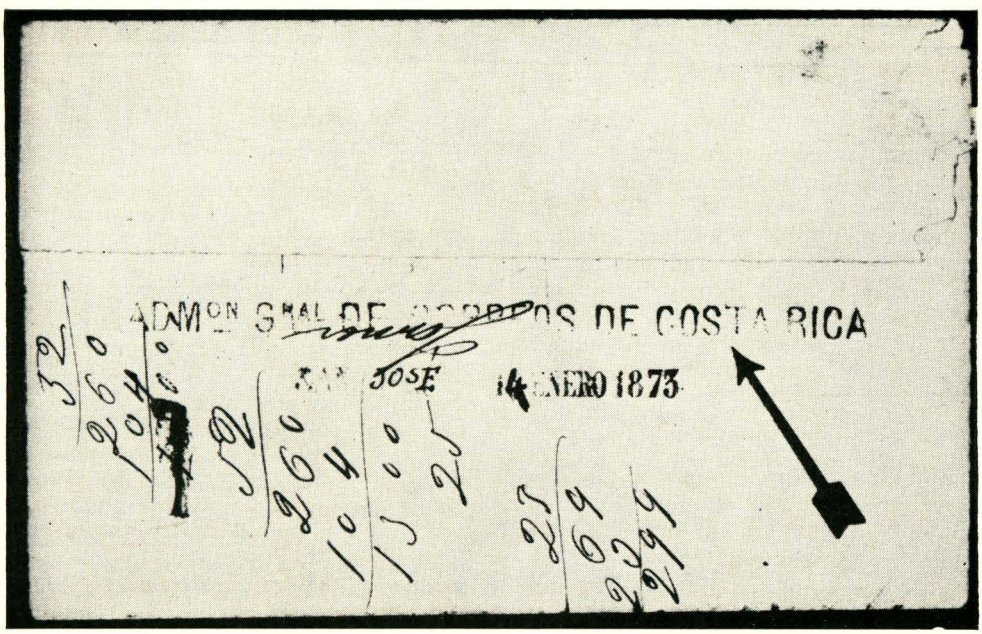

ADMON GRAL DE CORREOS DE COSTA RICA
SAN JOSE
14 ENERO 1873

Fig. 22.

Registered Mail

Art. 16 of the Decree of September 9, 1862 specifies the registration fee as 4 reales on "interior" letters and 8 reales (one peso) for "foreign" letters, irrespective of weight. The regular postage fees were to be *additional.* The fact that there were only two registered letter rates bears out the contention that there was no indemnification for loss of registered mail, at least until Costa Rica joined the U. P. U., and that "registered" mail was simply a method of assuring the sender that the addressee had received the letter.

Figure 23

Shown here is a registered cover used in 1864 as well as the inside of the flap of this envelope, which shows the signature of the addressee. This was according to the original regulations of 1839 governing registered mail. In other words the envelope was returned to the sender with the signature of the addressee. For this service the sender paid 4 reales (and 8 reales on foreign letters [23]) supposedly in addition to the regular postage which, incidentally, was not done in this particular case.

The original instructions of 1839 regarding registered mail specified no additional postage was to be charged and as the Decree of September 9, 1862 gave no specific instructions as to how this class of mail was to be handled but merely the rates, the postmaster at Alajuela apparently disregarded the "additional postage rate." True, the regulations of 1859 also specified "postage additional" but we think it hardly likely that enough registered letters were sent from any city in Costa Rica this early, except San Jose' and possibly Puntarenas, for the postmasters of the smaller cities to pay much attention to a change in regulations on registered letters.[24]

Unfortunately, the cover illustrated is the only registered letter carrying a stamp of the first issue which the writer has seen so we are not able to state that the detailed instructions of 1839 were followed in all cases of registered letters.

Undoubtedly, the registration fee requirement contributed to the President's request for stamps of the 4 reales and one peso values.

As has just been shown under *"Rates,"* the Report of the Postal Service for 1874 proposed a "modification" in "the postage of registered letters" which we believe from the wording meant an increase in the registration fee. So far we have been unable to determine that such an increase was authorized. In connection with registered rates the following is from "The Cyclopedia of United States Postmarks & Postal History," Vol. No. 2, pages 5 and 15 of Article 28 in the column headed "Feb. 1880 letters ½ oz.": quotes a rate from the United States to eastern ports of Costa Rica of 13c plus 10c on registered letters British mail via Colon payment of postage to frontier only.

As far as we know possibly the only marking indicating registration used on stamps of the first issue was the "REGISTRADA" in "horse-shoe." We have not yet seen a cover bearing stamps of this issue with this marking.

Dead Letters

Articles 6 and 7 of the Decree of September 9, 1862 indicate that *all* mail going into the post offices, whether of the "Interior" or incoming or outgoing "Foreign" classes had to be fully prepaid. Apparently proper notice was given that such unpaid letters, parcels or printed matter were in the post office and if the charges were not paid "at the conclusion of one year they (the postmasters) will credit themselves with their (the correspondence) value subject to the customary formalities." We believe the "subject to the usual formalities" refers to the handling of dead letters as specified for the years 1839 and 1844, which required that this class of mail be transmitted to the General Post Office at San Jose' at the end of the period mentioned where packages were sold at auction and letters burned.

[23] It is difficult to see how an envelope or some other form of receipt would be returned from a foreign country. Possibly some sort of receipt was furnished the sender from the last town in Costa Rica through which the letter passed but nothing of this sort is indicated in any regulations we have seen to date.

[24] The Report of the Postal Service for 1861 shows income from registered letters to have been 1 peso 4 reales; at the 1859 rates then prevailing, this would have represented (1) *three* "Interior" registered letters, (2) *one* registered letter to Central America and *one* registered "Interior" letter or (3) *one* registered letter to a "Foreign country. This for a whole year!

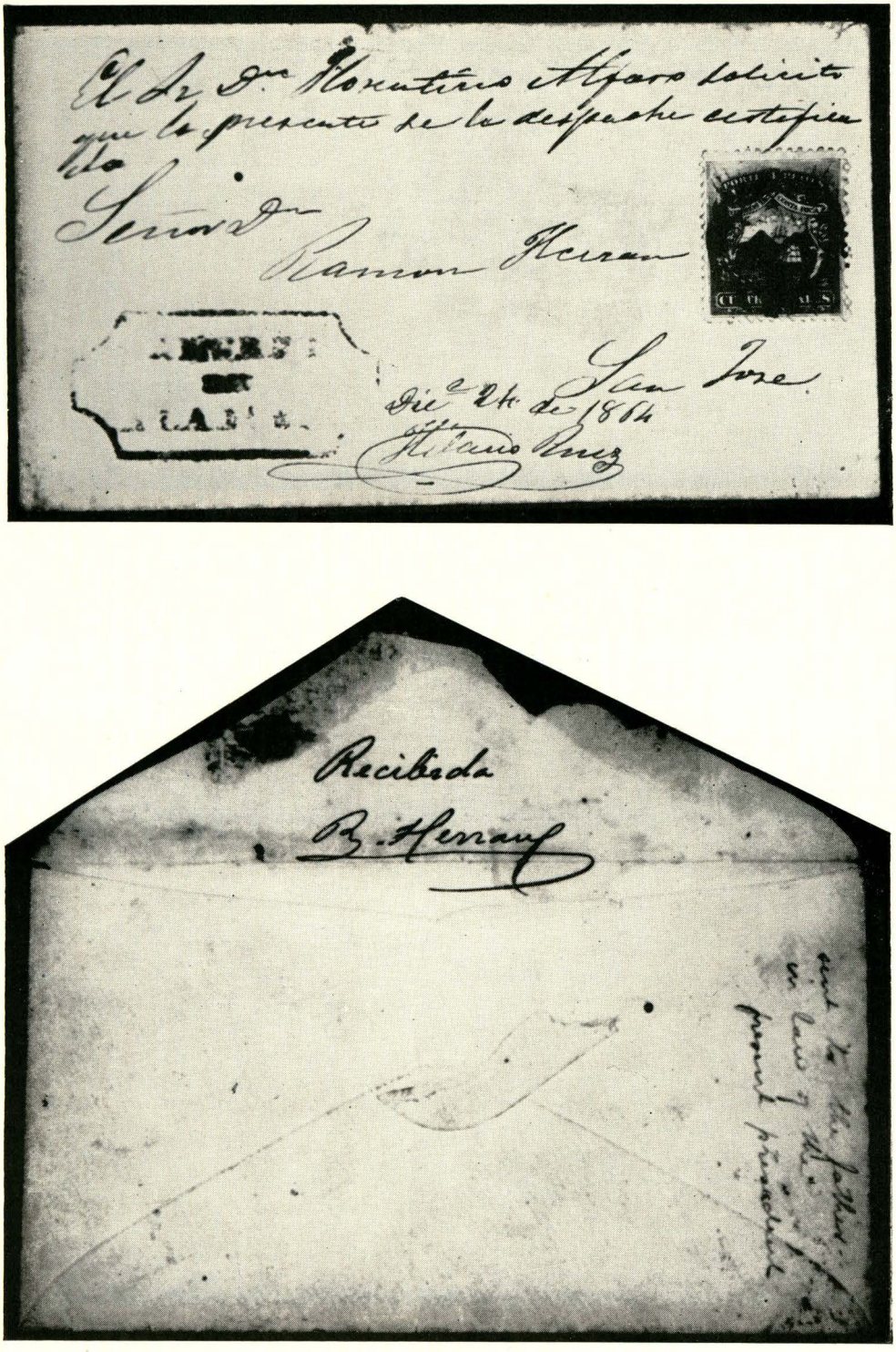
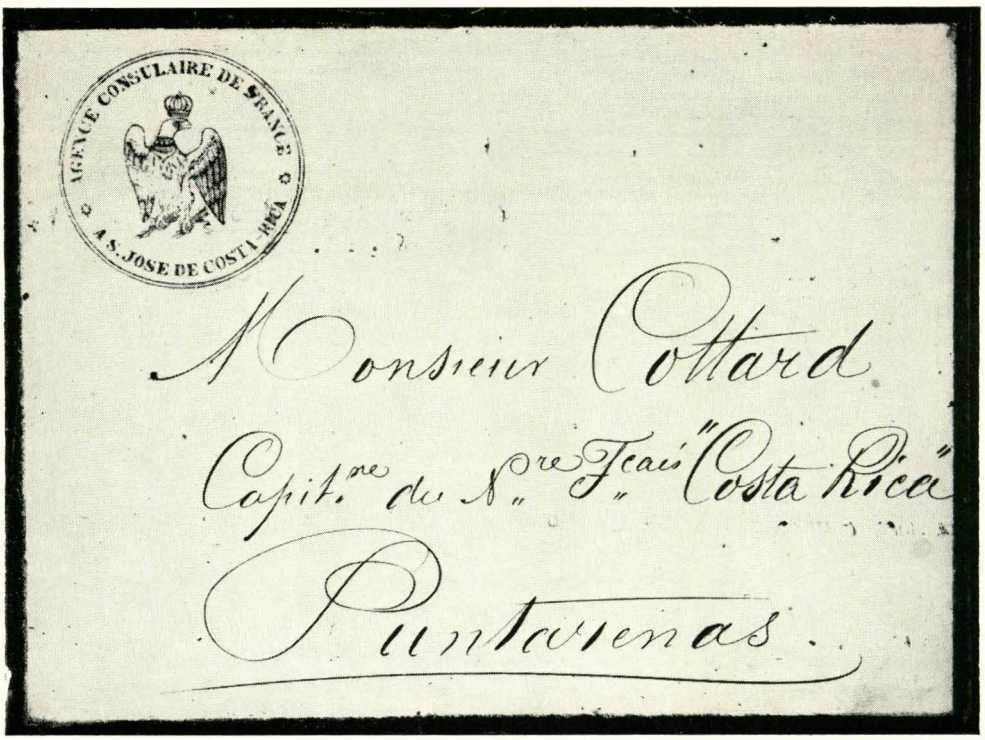
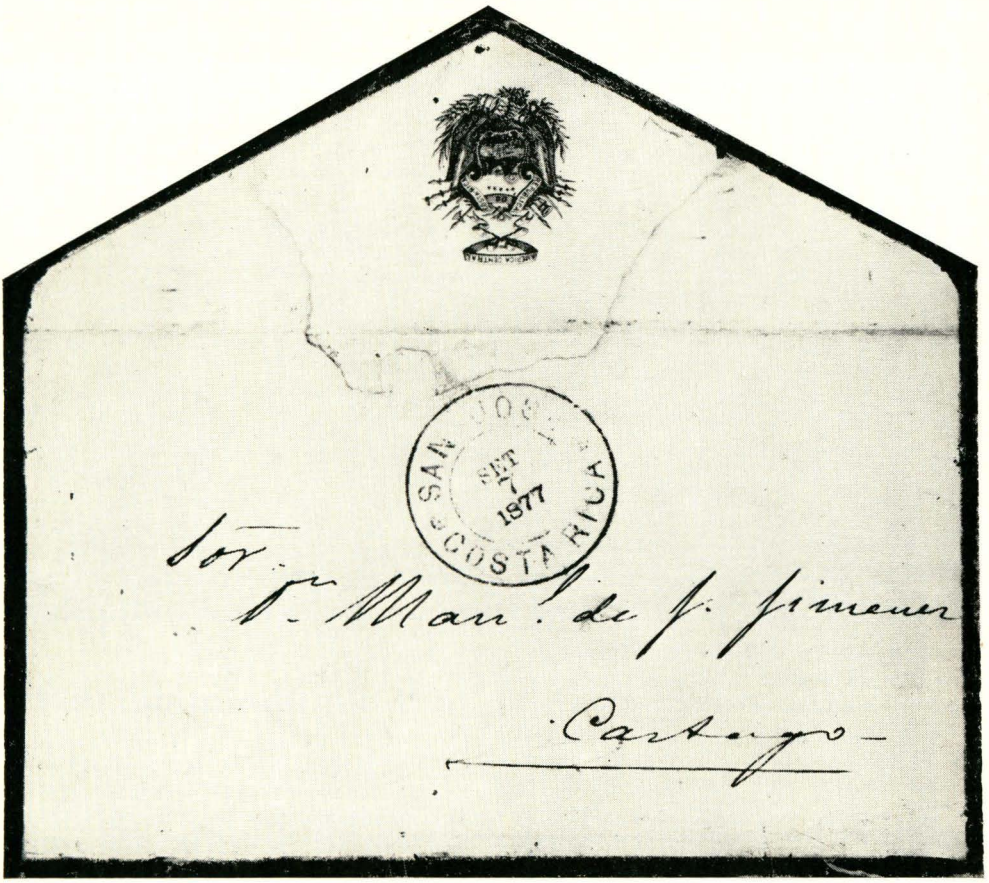


Fig. 23.


MUNICIPALIDAD DE LA PROVINCIA
CARTAGO
Sor. Lic. Don Jesus Jimenez.-


AGENCE CONSULAIRE DE FRANCE
A S. JOSE DE COSTA-RICA
Monsieur Cottard
Capit.ne de N.re F.ate "Costa Rica"
Puntarenas.



Free Mail (Franking Privilege)

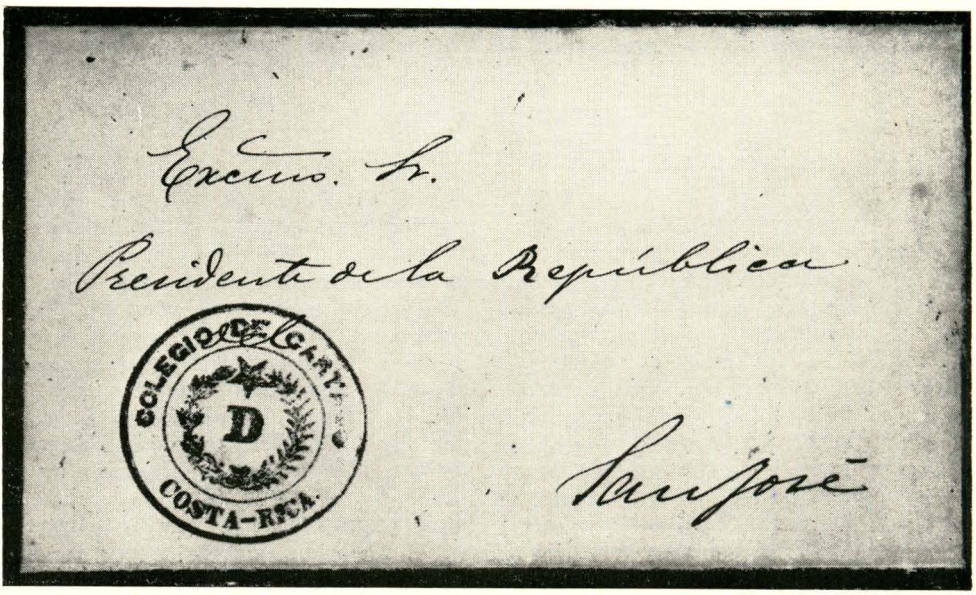
Apparently the only requirement as to "Official" mail was contained in the phrase in Art. 15 (which also specified the classes of mail enjoying this privilege and provided penalties for violation thereof) of the Decree of September 9, 1862 which states," . . . provided such official letters carry the *mark* of the respective *office.*" (The words are thus marked by the writer.)

Two covers typical of this stipulation, are shown here. Another cover shown apparently went through the mails "Franked Free" although "Diplomatic" mail was not mentioned as enjoying the franking privilege. Continuing, another cover is pictured which went through the mails apparently as a free franked cover and it is possible that the coat of arms on the flap had a significance which we do not see at this time but which was entirely familiar to the post office officials of San Jose.' (This cover bears the postal marking mentioned earlier under "Rates.")

The last cover in this group of which we have a record is shown illustrated here, and while it does not show the "respective office" it seems most likely that it was a "free franked" cover, for we believe, in general, that the "FRANCO" marking was used to indicate the use of the franking privilege while the 'FRANQUEADO" marking was used to indicate prepayment of postage.

An interesting sidelight on how the franking privilege must have been expanded from time to time (and abused!) without any mention seeming to have been made of it is shown by the Minister of the Treasury's Report on


FRANCO
Señor Doctor
D. José M.a Castro
S. José


Excmo. Sr.
Presidente de la República
COLEGIO DE LA PAZ
D
COSTA-RICA.
San José

the Postal Service for 1872 from which we quote, "On account of an easily understandable sentiment, mail of the students of the San Luis College of Cartago has been exempt from the payment of postage but a number of abuses having taken place, it became necessary to cancel this privilege." (See the cover which was written by the then president of this college.)

It might be well to note here that Costa Rica had always been very progressive in the matter of carrying printed matter through the mails free or at very low rates as note the specific mention in Art. 15 of the Decree of September 9, 1862: " . . . Loose printed matter or that under wrapper, dispatched by interior mail is also exempt from the payment of postage." This consistent policy of making reading matter and news free or available as cheaply as possible to the population has borne fruit as there is no question but that Costa Rica is the most progressive and has the highest percentage of literacy of any of the Central American Republics.

Mail Routes, Roads and Mail Carriers

The development of mail routes up to the issuance of the first stamps has been brought out in previous chapters. Numerous additions were made in the period from the fall of 1862 to 1883 which we will attempt to list at this time. From the Report of the Postal Service for 1863-1864 and earlier information it would seem that as of September 9, 1862 the following postal routes existed in Costa Rica:

1. The route from San Jose' to the capitals of the other *interior* provinces, i.e. Heredia, Alajuela and Cartago. Daily mails.

2. The route to the Atlantic starting from San Jose', which passed through Cartago on the way to Moin. Monthly mail.

3. The route to Terraba and Boruca from San Jose' which was probably overland. Monthly mail. This was part of the overland route to Province of Panama of the Republic of Colombia.

4. The route to Puntarenas from San Jose' which passed through Heredia, Alajuela, Atenas, Desmonte (Aguacate), La Garita, San Mateo, Esparta and Barranca. Alternate days.

5. From San Jose' to Grecia and San Ramon, via Alajuela. Twice per week.

6. From San Jose' to Liberia, via route 4 above, thence from Puntarenas by water to Bebedero, thence through Bagaces. Twice per week.

7. The route from San Jose' to Rivas in Nicaragua via route 6 above, thence from Liberia to Rivas. Weekly mail.

According to the Report of the Postal Service for 1872 it became necessary to increase the reimbursement in the contract for the carrying of the mails from Puntarenas to San Jose' due to the increase in the receipt of foreign mails.

The Report of the Postal Service for 1873 states, in part, "The establishment of trains running between the capital and the provinces of Alajuela, Heredia and Cartago has facilitated the sending and receipt of interior correspondence twice a day. With the port of Puntarenas we have it daily in addition to extraordinary dispatches bringing the foreign mails immediately upon the arrival of the steamers. Twice a week with the Province of Guanacaste, four times a month with the jurisdiction (territory) of Limon and once a month with the Gulf of Dulce and the villages of Terraba and Boruca." From this it will be noted that the increases were in the mails between San Jose' and the capitals of the interior provinces, Puntarenas and the Atlantic coast.

As will be noted later under "Steamer Mails," the out-going foreign first class mail for Europe and North America was temporarily routed through Limon at this time because of trouble with the Panama R. R. Co.'s. steamers on the Pacific, while the "printed matter" was still sent via Puntarenas due to the difficulties of the route to Limon. It should be kept in mind at all times that from the discovery of Costa Rica through the period of the first issue of stamps (January 1, 1883) the lack of roads was one of the chief problems of the country although efforts to improve this condition was ever a chief consideration of all governments after independence and valiant efforts were made and accomplishments completed on this ever-pressing problem. In this respect as in so

many other progressive attainments, Costa Rica was the leader in Central America.

From the quotation from the Report of the Postal Service for 1873 above, it will be noted that by this time the port of Moin had been abandoned in favor of Limon. As we know, from the earliest days after freedom from Spanish rule Costa Rica had striven for an outlet to the Atlantic and great expenditures had been made in these efforts, mainly in two directions, i. e. the route down the Sarapiqui and San Juan rivers to Greytown which was abandoned in 1859[25] and the route to Moin which port was given up in favor of Limon, the latter remaining the chief Atlantic seaport up to the time of writing this article.

From the Report of the Postal Service for 1874 we have the following: "The inhabitants of Grecia, in the province of Alajuela are interested in having more frequent communications with this capital (San Jose'), establishing three mails per week in place of those now running." The Report goes on to state that this suggestion had the approval of the President of the Republic and quite likely was approved. From this same source we learn that difficulties with the railroad toward Limon (from Cartago) occurred and for this reason we believe that from time to time in this particular period very little, if any, of the outgoing foreign mail went by way of Limon at this time (see "Railroads" later.)

Further data are available from the Reports of the Postal Service for 1879 and 1880 and may be summarized as follows:

Daily service from Alajuela to Grecia, passing through San Pedro, was established in 1878.

Mails were re-established between Costa Rica and Nicaragua in the former year.

There are indications that direct monthly service was established from Heredia, to Sarapiqui and a twice weekly service to San Antonio de Belen touching at San Francisco and San Joaquin, and also a service from Grecia to Naranjo.

Two items from the 1879 Report seem worth quoting. "Terraba and Boruca have been given postal communications and the mayors of these villages are charged with the respective administrations; since the mail is among these indians for ten days in the mountains, and under danger, an allotment has been established for the carrier who carries it to the villages mentioned."

Later the water-land route again apparently superceded this overland route. "The Limon route has surprisingly increased; considerable mail and articles of value have been sent by it to that section and the exterior; and if service by that line continues as regular as it is now, before long it will be preferred by commerce to the southern route (Puntarenas-Panama)."

A writer who visited the railroad construction out of Limon in the late summer of 1879 mentions seeing the bi-monthly courier from San Jose', and his escort, with the mail on their dusty mules after a three day trip.

The best description we have regarding the status of roads in Costa Rica is as follows, and it should be borne in mind that these data apply to sometime between the spring of 1884, after intensive work had been resumed on the railroad to Limon, and November 23, 1886:[26]

"Road from Puntarenas to Limon

From Puntarenas to Esparta about 14 miles by railroad.

From Esparta to San Mateo about 12 miles by splendid wagon road.

From San Mateo to Atenas about 12 miles by wagon road.

From Atenas to Garita 3 miles by a very up and down road.

From Garita to San Jose' 21 miles of splendid wagon road.

From Garita to Alajuela 9 miles by wagon road. (The wagon road divides at Garita)

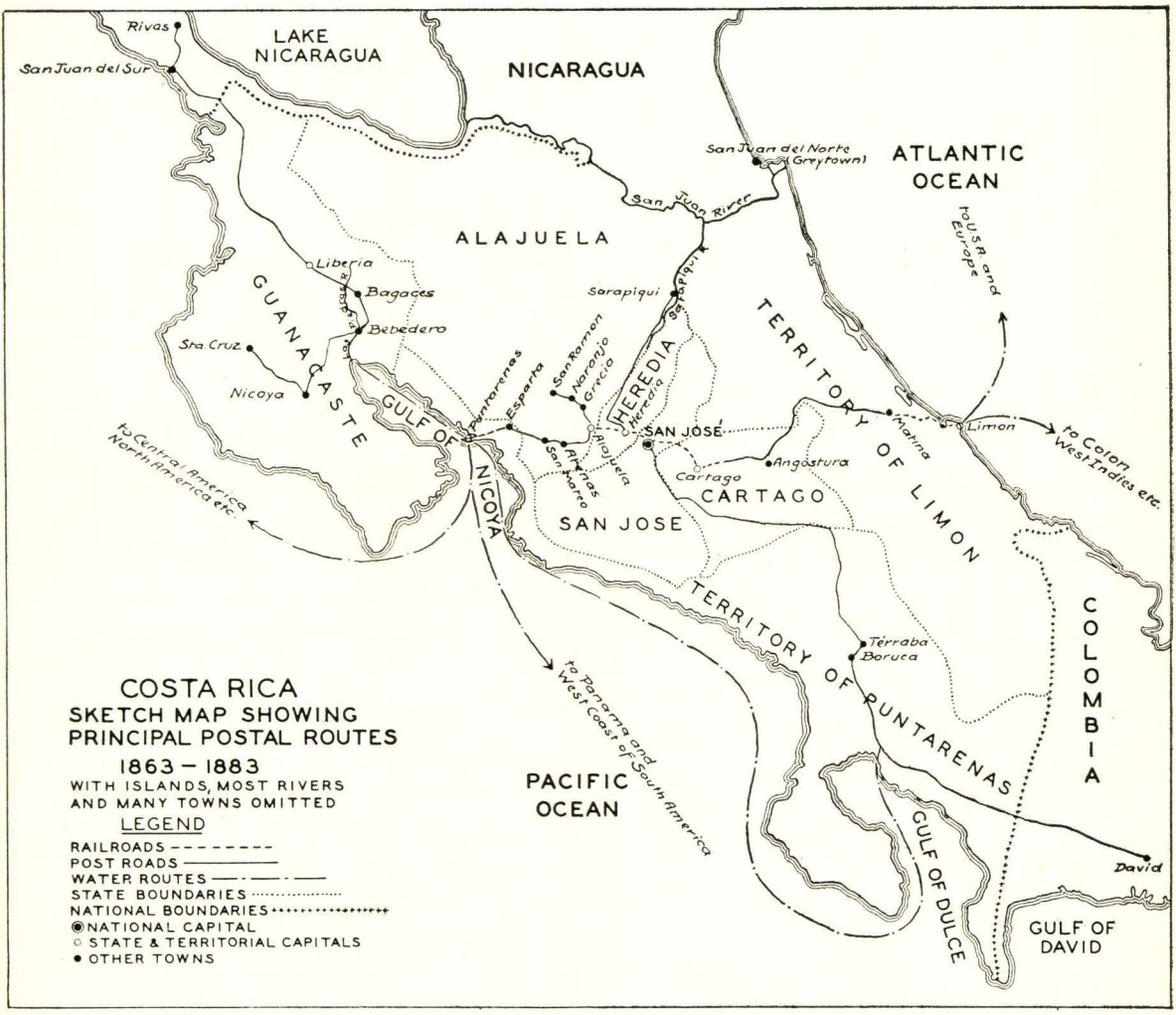
From Alajuela, where the central division of the railroad begins, to Heredia 6¼ miles by railroad.

From Heredia to San Jose' 6¼ miles by railroad.

From San Jose' to Tres Rios 6¼ miles by railroad.

[25] Might possibly have been in 1860 as it is mentioned in the Report of the Postal Service for that year.

[26] "The Republic of Costa Rica" by Joaquin B. Calvo. This work was completed by November 23, 1886.



From Tres Rios to Cartago 7 miles by railroad.

From San Jose' to Carrillo (now Guapiles) 25 miles by remarkably good wagon road.*

From the above it is apparent that once the railroad reached Carrillo (now Guapiles), and probably as it approached that point, the mail to the Atlantic coast was not routed through Cartago as had been the case earlier but was routed in the most direct line from San Jose' to the rail head.

All towns or villages of Costa Rica are connected by wagon roads more or less well built, except the city of Liberia in Guanacaste, communication with which is effected by Puntarenas and the Gulf of Nicoya, for the reason that this way is a convenient one, and also that in the rainy season the tract between Esparta and Bagaces can not be traveled by reason of its dangerous rivers. The navigation of the Gulf of Nicoya is chiefly that of little steamers carrying the Guanacaste mail.

> Communication with the extreme south coast is made with small boats carrying the mails to Terraba and Boruca, at the north of the Gulf of Dulce."

From the Report of the Postal Service for 1873 it would seem the route overland to Terraba and Boruca was changed to a water and land route, the mails being carried inland to those towns after being landed at some point on the Gulf of Dulce but from the Reports of 1879 this service had been abandoned and re-established.

While it is known from early records how the mails were carried between towns on foot and by stage and the development of steamer service on the Pacific some years before the first stamps were issued (contract was signed Feb. 24, 1858) and in this article (later on) the development of the carrying of the mails by stage, railroads and other steamers, we have very little data as to how the mails were handled in the very small hamlets and what deliveries were made in the larger cities during the period with which we are dealing.

Before proceeding to these two features of the mail service in Costa Rica, just mentioned, there are two articles in the Decree of September 9, 1862 which seem to warrant special attention. "Art. 9. Interior correspondence may be carried by the public posts, franked with the blue stamps and *freely* by express messengers or by private persons travelling from one town to another. Foreign mail shall be considered a government monopoly; and for that reason it can neither be received, nor sent without advance payment of the postage fee." (The underlined word was done by the writer)

We do not believe that this indicates that *any* letters could be sent through the regular postal channels *without* the proper stamps but that it was permissable to carry letters between towns of Costa Rica *direct* from one person, or business firm, to another without stamps, *provided* they did not go through any post office but that this was *not* permissible in the case of incoming or outgoing foreign mails. Article 14 of the above mentioned decree details the regulations for sending outgoing foreign mail by means other than through the regular post office channels *but* no change in rates is made and the letter must be *fully prepaid.*

The first mention of mail distribution to villages and hamlets having no post offices occurs in the Report of the Postal Service for 1872 which states in part: "As no rurales (rural police) as yet exist for purpose of circulating correspondence addressed to persons who do not live in the cities and towns where Administrators of Posts (postmasters) exist, such mail is delivered to governors and political chiefs, in order that they may distribute it through their agents without expense to the addressees." This, we believe, was the first start of a system of mail delivery similar to our rural free delivery in the United States.

The Regulations of 1859 mention, ". . . Delivery of the mails by a letter carrier . . ." in towns having postal facilities. Art. 6 of the Decree of September 9, 1862 states in part, "Letters and printed matter mentioned deposited in letter box or delivered to post offices . . . " The following from the Report of the Postal Service for 1874 further indicates that mail was delivered in the larger cities, at least to business houses by letter carriers. "He (the President of Costa Rica) . . . proposes . . . the increase of *another letter carrier* (catero) for the Puntarenas postal Administration, at least . . . from January to May [27] due to the greatly increased quantity of mails sent there during this period, and the *convenience of distributing it immediately* upon arrival for the quick despatch of *commercial business.*" (Underlining done by the writer)

From the above data we believe that all during the period 1862-1883 at least a limited amount of mail was delivered to individual addressees by letter carriers in such cities as San Jose', Puntarenas, Cartago, Alajuela and Heredia. There is no evidence that any special charge was ever made for this "carrier" service and no covers have been seen to indicate that such was the case; on the contrary everything points to the fact that no extra charge was made for this service.

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[27] Period of the maximum exports of coffee with necessary shipping documents, invoices, etc.



Diligencias or Stage Coaches and Mounted Mail Carriers

The first use of Diligencias to carry the mails in Costa Rica is mentioned in postal records previous to 1862 and undoubtedly there was a considerable further use of this means of transporting the mails although we have no further details until the Report of the Postal Service for 1867. From this document we quote: "By orders Nos. 151 and 177 of August 23, 1867 and February 26, 1868 the salary of interior mail carriers (conductors de correspondencia interior) . . . was increased by thirty pesos for each, provided their runs were served by diligencias . . . the Government (issued) Order No. 175 of January 22 of the current year (probably 1868), permitting the Administrator General of Posts (Postmaster General) to pay for the carrying of (mail) sacks from this city (San Jose') to Desmonte the sum of two hundred pesos, provided such be done during all seasons and by means of stage-coaches (diligencias), at least from here to Garita; and by virtue of which a vehicular run has already been established which carries on this part of the route (this was probably on the regular route to Puntarenas from the capital, author), although with some irregularity, persons who have to travel to Puntarenas in a manner less incommodious than the use of horses."

We think the phrase "interior mail carriers" refers to the men carrying the mails between the capital of the republic, San Jose', and the capitals of the interior provinces, i. e. Cartago, Alajuela and Heredia. Apparently previous to this time all mails between these cities were not carried by means of diligencias.

The next mention of the use, or rather of the curtailment of the use, of diligencias to transport the mails occurs in the Report of the Postal Service for 1874 as follows: "Since March 9th, last, trains make two trips a day, leaving this capital (San Jose') for each of the other provinces (Alajuela, Heredia and Cartago) with mails and returning in the morning and afternoon. For this reason the contract with the stagecoach company for the transportation of mails and passengers was cancelled . . . a new contract was entered into with that company (the stagecoach) for one year for the purpose of furnishing with carts and coaches transportation of passengers and freight (to and from the railroad stations) . . . carrying at the same time the mail sacks from the stations to the centers of the cities and vice versa . . . "

Thus was the progress of the times reflected in the different method used to carry the mails in Costa Rica, as well as in other countries, and undoubtedly these diligencias were used less and less as the various sections of the railroad from coast to coast were completed.

While we are not able to find very definite mentions of mounted men carrying mail sacks along the various postal routes between towns, there seems little question but that the use of horses for this purpose increased steadily, especially to the outlying districts which were not served by the diligencias and later by the railroad. The last sentence in the Report of the Postal Service for 1867, previously quoted, suggests this, i.e. " . . . persons who have to travel to Puntarenas in a manner less incommodious than the use of horses," certainly suggests that horses would have been used by the carriers between Puntarenas and San Jose'. And again in dealing with a request for increased mail service between Grecia and San Jose' in the Report of the Postal Service for 1874 which has been quoted previously the Secretary of the Treasury states that if such were done it would be necessary to increase the amount allotted "for the postillon (posta) making this run."

Steamer Mails

The mail steamers on the Pacific coast continued to operate and carried the bulk of the "foreign" mails during the life of the stamps we are studying although without question the flow of ocean mails increasingly turned toward the Atlantic and away from the Pacific as the railroad to Limon neared completion, thus realizing an ambition which had been uppermost in the minds of Costa Rican statesmen since the formation of the Republic.

From the files of the *Gaceta Oficial* for the period September 13, 1862 to December 19, 1867, the latter the last copy available to us, we find the following itinerary for the contract mail steamers on the Pacific plying between Panama and the west coast ports of the Central American Republics:

Steamers:

"Guatemala" of 1500 tons and "Salvador" of 1568 tons.

	Approximate day of month for	
	Arrival from *Panama*	Departure for *Panama*
1. Sept. 9, 1862 until Oct. 6, 1863	4th & 19th	3rd & 19th

2. The "Guatemala" entered Puntarenas on Oct. 6, 1863 for the last time until Dec. 12th. In the interim the "Salvador" made irregular monthly trips on Oct. 30th and Nov. 26th into Puntarenas from Panama and on Nov. 14th and Dec. 10th.

3. Dec. 20, 1863 until Sept. 18, 1864	4th & 19th	3rd & 19th
4. Sept. 28, 1864 until Dec. 13, 1867	13th & 27th	13th & 28th

5. During the latter part of July, 1865, the steamer "Parkersburg" of 715 tons substituted for the "Guatemala" and some irregularity in the schedule occurred until the middle of October, 1865, with one trip missing completely; from mid-October, 1865 to mid-December, 1867 the regular schedule was maintained but with the "Parkersburg" substituting for either the "Salvador" or the "Guatemala" from time to time.

Item 2. above might account for the statement in the Report of the Postal Service for 1863-64 which was probably published some time in 1865: " . . . the postal service is quite well organized among us, as well as it can be when neither telegraph *nor steamer is used,* means of rapidity of which unfortunately we shall be deprived for some time." (underlined words done by the writer)

Further from "Guia Postal de Guatemala"[28] the heading "Arrivals and Departures of Mail Steamers" given in part the following data for the year 1876:

[28] Courtesy of Walter Lind, Esq.

"For *Costa Rica,* N. & South America, Europe, Etc. Departure; 7 & 19 of month; Arrivals 19 & 30 of month.

For Central American Republics & Panama, Departure; 19 & 28 of month; Arrivals 5 & 30 of month.

The first item in the schedule just given would indicate that another line of steamers on the Pacific, other than the Panama Railroad Company's, was making regular stops at San Jose' de Guatemala and Puntarenas.[29]

The next mention we find regarding mail steamers on the Pacific (in Costa Rican documents) and the first of mails via steamers calling at Limon, occurs in the Report of the Postal Service for 1873 which goes on to state, "With the exterior our mails have been quite irregular due to the breaking down of the steamers of the Panama Railroad Company.[30] The detriment this caused . . . forced the government to adopt the Limon route for dispatching mails for Europe and North America, taking advantage of the opportunity (offered by) the monthly call of the steamers of the Royal Mail at that port . . . the difficulties presented still by the road (to Limon) at some points have caused us to take only advantage of this route to send mails, printed matter still being sent via the Panama route."

As "the steamers of the Royal Mail" were "not touching Limon on account of any specific compromise" a Mr. Guillermo Nanne, then in London, "entered into a projected contract . . . with the company insuring the passing of the steamers by Limon at least once a month for the purpose of receiving on board and bringing our correspondence . . . his honor, the Secretary of State, don Salvador Lara, who was leaving for Europe was given instructions to secure, if such were possible, a new contract on more favorable terms."

From the Report of the Postal Service for 1874 it seems Sr. Lara was successful in obtaining the new contract: "Foreign mails increased in proportion to the increase in Business of the country and the arrival of more immigrants. As long as we do not have the railroad to Limon finished we have to continue sending our foreign mails by the Puntarenas route, thus causing a delay of at least eight days. The steamers of the Royal Mail actually call once a month at the Port of Limon, but on account of lack of expeditious communications, we can not take advantage of sending our mails direct to Europe and the United States of North America by this route."

While we have no exact data it does seem likely that in spite of the fact that the railroad to Limon was not completed during the period covered by this article there was an increase of mail routed through Limon from the following:[31] "Puntarenas . . . held the advantage over Atlantic ports up to the time the railroad from Limon reached the plateau, though as early as 1883 Limon was already gaining in exports over its old time rival and had taken the leadership in import trade.

1883 Exports

Puntarenas	*Limon*
68%	32%

1883 Imports

Puntarenas	*Limon*
34%	65%

(The percentages are figured against the total reported value of exports and imports)." Further, the same writer lists in the latter part of 1886 six foreign mails per month going and coming via Limon. We feel sure, however, that during the life of the stamps we are studying, i.e. up to January 1, 1883, the vast majority of the outgoing and incoming foreign mails was handled on the Pacific coast between Panama, Puntarenas and the west coast towns of the other Central American republics.

From the Report of the Postal Service for 1873 we are inclined to think that by that year small sailing vessels were carrying the

[29] Note that Calvo in "The Republic of Costa Rica," written in 1886, lists 5 mails per month *to* and *from* "Europe, U. S. A., Antilles and South America *via Puntarenas* and Panama" hence 3 trips per month in 1876 seems entirely reasonable.

[30] This does not imply the cancelling of the contract for these steamers but mechanical trouble with them as the quotation from the Report of the Postal Service for 1874 given later on will show.

[31] "Costa Rica and Civilization in the Caribbean" by Chester Lloyd Jones, page 92.

mails to the southern parts of the country instead of by the overland route. From this document we quote: " . . . and once a month with the Gulf of Dulce and the villages of Terraba and Boruca." Note that the "Gulf of Dulce" is mentioned first whereas in the Report of the Postal Service for 1863-64 only the village of Terraba was mentioned. Further in 1886 [32] Calvo states, "Communition with the extreme south coast is made with small boats carrying the mails to Terraba and Boruca, at the north of the Gulf of Dulce."

Another important use of steamers to carry the mails is first mentioned in the Report of the Postal Service for 1873; "A very important improvement has been introduced in the mail for the Province of Guanacaste. The steamer "General Guardia" has been destined to carry the mails between Puntarenas and Bebedero. Being less subject to the dangers of navigation in the Gulf (of Nicoya) than the boats performing (this service) heretofore, service is performed quicker, more regularly and more safely, while at the same time passage is available to persons trading with that province . . .

This steamer was placed under the orders of the Administrator of the service (Postmaster) in Puntarenas, who was also charged with the sale of passages and freight (service) . . .

. . . I should not omit to indicate that the expense of maintenance of the steamer "General Guardia," including that of the person conducting mails between Bebedero and the city of Liberia and the salary of the administrator amounted, during the months past since June, to five thousand pesos, while the income of passages and freight amounted to two thousand five hundred pesos." Sometime prior to 1880 an additional steamer "General Canas" was added to this service.

From earlier statements in this same report, i.e. that for 1873, it is apparent that this postal service was conducted twice weekly between San Jose' and the Province of Guanacaste.

As far as we know there were no special Costa Rican markings used to indicate mails carried by steamers. From covers in the writer's collection a note in manuscript "Via Limon" or a postal marking of "A COLON" in some form, or other, indicated mail routed out of the country via Limon; otherwise it may be assumed the letter went through Puntarenas and thence to Panama. This, of course, applies to letters sent to Europe or the United States.

Before leaving the subject of "Steamer Mails" it is interesting to note that Articles 10, 11, 12 and 13 of Decree No. 2 of Sept. 9, 1862 show, among other things, how the government stressed attempts to prevent and provided penalties for the smuggling of foreign mails into and out of Costa Rica. Reference is made in particular to steamer foreign mail in this connection and the practice is mentioned three times in the Report of the Postal Service for 1863-64 and once again in the Report of the Postal Service for 1872. Undoubtedly this practice of smuggling foreign mails was prevalent before the use of stamps and especially in mail passing in and out of Puntarenas.

Postal Agency in Panama

This subject seems to properly go with the "Steamer Mails" which we have been discussing. The forerunner of this manner of handling the mails across the Isthmus of Panama under the contract with the Panama Railroad Company entered into in 1858 for the establishment of subsidized mail steamers serving the Central American Republics on the Pacific coast show that these mails crossing the isthmus were handled by the Costa Rican Consul at Panama, as far as we now know. Unfortunately, we do not have any data as to when the Costa Rican Postal Agency at Panama was founded, when it was discontinued nor exactly what its functions were. Possibly some reasonable guesses can be made as to the duties of the Postal Agency based upon the contract just mentioned and the articles in *"STAMPS"* of August 14, 1937, "Foreign Postal Agencies in Panama" by V. LeYoung Ardiff:

1. To receive from and deliver to steamer captains sealed pouches of mail for foreign countries and from foreign countries to Costa Rica.

2. Possibly to check Costa Rican Registered letters going through Panama to foreign countries.

[32] "The Republic of Costa Rica" by Joaquin B. Calvo.

3. Handle Registered letters from Costa Rica addressed to persons in Panama.

The only *definite* reference to the Costa Rica Postal Agency in Panama which we have been able to find occurs in the *Gaceta Oficial* No. 1013 of June 10, 1881 which states that don Adolfo de la Guardia was postal agent of Costa Rica in Panama in 1881. In connection with the possible date of the founding of the agency at Panama it might be worth noting that the list of post offices given in the *Gaceta Oficial* (for 1879) does not include one at Panama. It is interesting to observe that the postmark shown (Fig. 27) is much the same as that described by Mr. Ardiff as being used by the United States at the agency at Panama. The Costa Rican marking is known in black and violet and has so far been noted only on the 2 reales value.

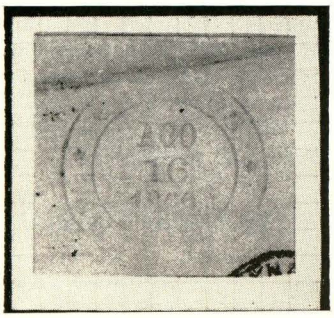


Fig. 2.

The U. S. Postal Agency at Panama was abandoned on June 30, 1889, (no mention is made of the agency at Aspinwall which also existed at one time) in accordance with the provisions of the Universal Postal Union which "charged each country embraced in the Union with the duty of protecting and promptly forwarding to destination the closed mails received by it in transit from any country of the Union . . . " An arrangement was made with the Republic of Colombia carrying out this provision.[33] It is possible that Costa Rica continued the Agency at Panama until this time and then availed herself of this provision since she had been a member of the U. P. U. since January 1, 1883. Mr. Ardiff states in his excellent article that (at least as late as the date of the article), "The Canal Zone administration, in behalf of the U. S. Post Office Department, handles transit mail from *Costa Rica* and Peru and from any other country which may route their closed despatches to Cristobal or Balboa for re-despatch to destination. It is believed that Bolivia is the only country that now maintains a private postal agency in Panama."

[33] Report of the Superintendent of Foreign Mails to the Postmaster General of the U. S. for 1889. From "Foreign Postal Agencies in Panama" by V. LeYoung Ardiff in *STAMPS*, for August 14, 1937.

Railroads

From a philatelic standpoint the railroad development in Costa Rica is of little interest since no special markings were used in the period we are covering to indicate the carrying of any of the mails by this means. The point of interest to us being purely the increase in the number of mails between the various towns and cities *within* Costa Rica. In view of the importance of the railroads to the country, however, a very brief description of their progress, during the period we have under consideration, might be of interest. Possibly the best description of this work is in Chester Lloyd Jones' "Costa Rica and Civilization in the Caribbean," pages 84 to 89, from which the following is summarized:

The contract for the railroad from Limon to San Jose' and from San Jose' to Heredia and Alajuela was entered into in July of 1870 and was approved by Decree of August 18, 1871. Work was started at Alajuela and the first train reached Heredia on August 6, 1872 and San Jose' on December 30 of the same year, a total of fourteen miles. On November 12, 1873 the railroad reached Cartago, thus connecting the capitals of the four interior provinces.

By this time some twenty-one and one-half miles had been completed from Limon to the station of Matina and also some work had been done between Cartago and Angostura on the right bank of the Reventazon River. Meanwhile funds from London, where the original contract was financed, had given out and the government assumed the task of carrying on the project, which resolution was taken on November 7, 1873, the state actu-

ally taking charge in April of the following year. For the next two years short stretches of the road were completed but little actual additional work was done during the period we are considering.

The data on the railroad on the Pacific side from Puntarenas to San Jose' are very brief, as far as we are concerned, for the section from Puntarenas to Esparta was re-established during the Guardia dictatorship, i. e. 1870 to 1872, and nothing further was done until 1897.

List of Post Offices 1863-1883

From the Report of the Postal Service for 1863-64, more or less by deduction, the following post offices would have seemed to have been in existence at the time of the introduction of stamps: San Jose', Puntarenas, Terraba, Moin, Grecia, San Ramon, Cartago, Heredia, Alajuela, Liberia, Aguacate and Atenas. It may have been that these were the only towns which had *postmasters* while other towns undoubtedly had postal service, probably in the form of an employee of the Treasury Department who handled postal affairs.

The next list of post offices appears in the Report of the Postal Service for 1875 and is as follows:

San Jose'	Guadelupe *
Puntarenas	Paraiso *
Cartago	Orosi *
Alajuela	Naranjo *
San Ramon	Boruca *
Limon	Golfo Dulce *
Esparza	Puriscal *
Atenas	Desamparados *
Bagaces	Aserri *
Heredia	San Juan *
Liberia	San Vicente *
Grecia	Santo Domingo *
Desmonte	San Isidro H. *
(Aguacate)	Barba *
San Mateo	Sta. Barbara *
San Isidro *	San Joaquin *

It should be noted that postmarks of the post offices (?) listed above and marked "*" have *not* been seen canceling stamps of this issue.

The next list appears in an issue of the *Gaceta Oficial* during the year 1879 and while it seems very unusual that there should be such a high "mortality" of post offices in four years, nevertheless, we offer the list as given in the *official* government publication referred to:

San Jose	Bagaces
Puntarenas	Heredia
Cartago	Liberia
Alajuela	Santa Cruz
San Ramon	San Mateo
Limon	Desmonte
Esparta (note change in spelling)	Grecia
	La Union (now Tres Rios)
Atenas	

In this list of 1879 all have been seen canceling stamps of this issue and, so far, *no other* postmarks have been noted except that of the Costa Rican Postal Agency in Panama. Our conclusion is, therefore, that the list of 1875 indicated towns and cities which had postmasters or some public employee acting as representative or agent of the Postal Department while that of 1879 included only those which actually had postmasters.

Income of the Post Office Department

1863	5,696.3	(Pesos & Reales)
1864	6,925.6	(Pesos & Reales)
1865	7,824.75	(Pesos & Reales
1866	8,520.23½	(Pesos & Centavos)
1867	10,143.50	(Pesos & Centavos)
1868	9,380.03	(Pesos & Centavos)
1869	10,446.82	(Pesos & Centavos)
1870	11,803.29	(Pesos & Centavos)
1871	16,065.68	(Pesos & Centavos)
1872	23,199.82	(Pesos & Centavos)
1873	25,522.25	(Pesos & Centavos)
1874	24,400.83	(Pesos & Centavos)
1875	24,511.23	(Pesos & Centavos)
1876	25,962.63	(Pesos & Centavos)
1877	27,603.80	(Pesos & Centavos)
1878	32,171.24	(Pesos & Centavos)
1879	37,139.15	(Pesos & Centavos)
1880	.....	
1881	.....	
1882	21,155.60	(Pesos & Centavos)

Above is a partial tabulation of the income of the Department for the period we are covering which we obtained largely through the research work of the well-known Costa Rican philatelist, Gamaliel Noriega, and from the Report of the Postal Service for 1872:

It seems worth noting here that the income of the Department dropped to 14,272.22 pesos and centavos in 1883, when Costa Rica joined the U. P. U. the first of that year, and it did not increase to more than 25,177.03 pesos and centavos until 1888, the last year on which we have data near the period we are studying.

Under this heading the change in the method of paying the various postmasters should be of interest. We can best bring this out by quoting from the Report of the Postal Service for 1862 as follows: "Decree No. 2 of the 18th of the proper month (propio mes)[34] having been put into effect, arranging payment and collection of postage on correspondence passing through the interior and foreign mails, . . .

As, under the new arrangement the Administrators (postmasters) have been deprived from the *postage fees on interior mails to which they formerly were entitled;* to some as *extra pay* and to others *as the only compensation for their work,* the Government has considered it fair to take cognizance of the complaints of these employees and for this purpose has increased in the general budget to which I have already referred, the salary of the General Administrator (the Postmaster General located at San Jose') to 1,000 pesos per annum and has assigned to those (postmasters) of Cartago, Heredia, Alajuela and Liberia a monthly salary of fifteen pesos; . . . " (The underlining of certain words in the above quotation was done by the writer).

Further, in commenting on the causes of the increased cost of the Post Office Department in the Report of the Postal Service for 1863-64, the Ministry of the Treasury stated, in part, " . . . the first that the salaries of employees, from the General Administrator down to the pouch carriers has been increased;" which indicates that the change previously mentioned was carried out and that shortly after the promulgation of Decree No. 2 of September 9, 1862, all employees connected with the Post Office Department were on a "straight" salary basis.

From data based upon postmarks seen on the various denominations of this issue, it would appear that many of the post offices in Costa Rica never had either of the two higher values and only a very few had the one peso value. Following is a list based upon data up to early 1948: Others listed as having been seen were on ½ real value.

2 Reales	*4 Reales*	*1 Peso*
San Jose'	San Jose'	San Jose'
Puntarenas	Puntarenas	Puntarenas
Cartago	Cartago	Cartago
Alajuela	Alajuela	
Heredia		
San Ramon	San Ramon	
Limon	Limon	
Esparta	Liberia	
Atenas		
Bagaces		
Agencia Postal (in Panama)		

Population and Literacy

Population figures during the period of use of stamps of the first issue are as follows:[35]:

Province	*Census of 1864*	*1883*
San Jose'	37,206	56,162
Alajuela	27,171	45,205
Cartago	23,064	30,428
Heredia	17,791	25,818
Guanacaste	10,431	14,902
Puntarenas	4,836+	7,700
Limon	——	1,858
Totals	120,499	182,073

+ Includes 1,231 inhabitants of Gulfo Dulce, Terraba, Boruca and Gulf of Nicoya.

[34] This, of course, refers to the date when the legislature passed the law authorizing stamps, i. e., August 18, 1862.

[35] "The Republic of Costa Rica" by Joaquin B. Calvo and "Costa Rica Siglo XIX" compiled by various Costa Rican writers.

In 1864 there were 3,054 foreigners in the country and 4,672 in 1883.

Other figures on population from various sources are as follows:

Year	*Total of the Republic*
1865	129,577
1870	145,983
1875	156,634

In regard to the population of the various cities of Costa Rica in the period we are considering, the best figures we have been able to obtain are taken from the census of 1864 [36] which states, "22,589 or 18.75% lived in the six cities of San Jose', Cartago, Heredia, Alajuela, Puntarenas and Liberia; the rest, 97,910 or 81.25%, lived in the country." Additional figures applying to this point of the population of the cities are as follows: [37]

Parish	*Population*
San Jose'	25,000
Cartago	12,000
Alajuela	9,000
Heredia	9,000
Liberia	5,692
Santa Cruz	5,697
Nicoya	4,588

Remarks

Obviously many of these figures are only approximations and it should be kept in mind that they are for "Parishes" which includes the city *and* the surrounding country. These figures are for the year 1886.

Regarding literacy, we have some very interesting figures and the first we find is, "At the time of the Census of 1864 when the population numbered only some 120,499, some 89 out of every hundred were unable to read and write." [38] From (36) we have the following data based upon the Census of 1883: "11.75% of the population knew how to *read* ONLY.

14.70% of the population knew how to read *and write.*"

It should be kept in mind that these figures are not a reflection upon the Costa Ricans since this country has always been by far the most progressive of the Central American Republics and tremendous strides have been made as shown by the following figures [38]:

Illiteracy Per Cent	*Base*	*Year*
23.6	All ages	1927
32.2	9 years and over	1927

Remarks

The per cent of illiteracy is much lower than in any other Central American country and also lower than in a good many prominent European countries.

The question of literacy logically brings us to some contemplation of the number of letters written in Costa Rica during the period of use of these stamps. Information is extremely meager but we do have some clues which help to explain the extreme scarcity of covers with stamps of this issue, such as the following from "The Republic of Costa Rica" by Joaquin B. Calvo: "Since 1873 (when the railroad in the interior facilitated the movement of mails; the author) the mail service has been considerably improved. Of late (this was written in 1886; the author) the Republic has joined the Universal Postal Union, greatly to its own advantage." The improvement in the service may be judged from the comparison below:

"In 1811 were dispatched .... 600 letters.
In 1874 were dispatched ....32,500 letters."[39]

It is interesting to note that in the midst of the use of these stamps, i.e., 1874 less than one hundred letters of Costa Rican origin were handled per day! A reference to the income of the Postal Department by years, previously given, shows that there was a maximum increase in income of 50% in 1879 as compared to 1874 but that the income in 1882, the last year of use of these stamps, the income was actually less than that of 1874 by 13%. From these figures we believe some idea of the number of letters written can be formed, by keeping in mind that the

[36] "Costa Rica Siglo XIX," compiled by various Costa Rican writers.

[37] "The Republica of Costa Rica" by Joaquin B. Calvo.

[38] "Costa Rica and Civilization in the Caribbean" by Chester Lloyd Jones, page 50.

[39] "Apuntamientos Geograficos, Estadicticos y Historicos de Costa Rica" by Joaquin B. Calvo.

first class rates did not change after 1866, and the reason for the scarcity of covers with these stamps is easily explained.

The last pertinent data during the actual period of use of the first issue stamps comes from the Report of the Postal Service for 1880 from which we summarize below:

42,623 letters were received from foreign countries.
29,670 letters were sent to foreign countries.
64,781 letters were sent to subordinate offices within the Republic (from San Jose' and among the various towns)
78,823 domestic letters were received at the San Jose' General Post Office.
1,385 official letters were received from foreign countries.
429 official pieces were sent to foreign countries.
1,204 domestic Registered letters were received in the San Jose' General Post Office.
830 registered letters were sent from San Jose' to points in the interior.
16,838 official pieces from the interior were received in the San Jose' General Post Office.
16,613 official pieces were sent from San Jose' to the interior.

Stamps Sold.

233,670 medio real stamps (value 5 centavos)
24,468 dos reales stamps (val. 25 centavos)
2,900 cuatro reales stamps (val. 50 centavos)
1,600 un peso stamps (value 1 peso)

Letters were beginning to be received from the Republic of Liberia, China, Egypt and Japan.

Communications with the other Central American Republics were as follows:

	No. of Letters Received From:	*No. of Letters Sent To:*
Guatemala	1371	1299
Honduras	85	77
El Salvador	1135	898
Nicaragua	1617	1367

Most of the "foreign" mail was sent to England, U. S. of America, France, Germany and Colombia.

From a comparison of the letters handled and the stamps sold it is apparent many of the medio real stamps were used on packages and other than first class mail.

As shown in the Table on page 92 (disregarding the few government surcharges) the rate of the ½ real, 2 reales, 4 reales 1 peso values sold to the public is 123.3, 14.4, 1.9 and 1.0.

A happy division of "work" resulted in this article. Mr. Cohen did the excellent research in Costa Rica and the translating, while the writer obtained most of the information from the American Bank Note Company, read everything available on these stamps in the Collectors Club Library, sought the assistance of many fellow "stamp men," which was always cheerfully forthcoming, and put together the data so gathered.

The writer is indebted to D. D. Berolzheimer, Hugh Clark, Gordon Harmer, H. R. Harmer, W. L. Heath, Dr. Clarence Hennan, G. S. Hill, B. H. Homan, Jr., D. F. Kelleher, Denwood Kelly, H. M. Konwiser, C. S. Langstroth, H. L. Lindquist, Dana Mitchell, Elliott Perry, R. B. Preston, W. W. Reynolds, O. G. Reichelt, Helen G. Roswell, A. R. Rowell, A. Van Vlissingen, K. N. Woodward and the late Gerald Gilbert, Eugene Klein, Edward S. Knapp, and Charles J. Phillips for the loan of material and assistance always freely given. Likewise, the writer is indebted to the following European collectors for similar assistance; Theodore Champion, A. F. Godwin, C. J. S. Jewell and E. T. LeLacheur. And to Stanley B. Ashbrook for photographs as indicated and a critical previewing of the article.

We are particularly indebted to Alfredo Moya and Carlos Echeverria C., two well-known Costa Rican philatelists, Arturo Taracena F. of Guatemala, outstanding in Central American philatelic research and to Walter P. Lind, the internationally known philatelist, for their help in research, the loan of material, advice, encouragement and patience, particularly with the writer's many and difficult questions.

The Independence Issue of

LIBERIA

Set marking the centennial of the Republic passed through four stages before becoming an actual reality.

By Franklin R. Bruns, Jr.

IN the *creation* of a new set of stamps—for that is exactly what is entailed—many problems confront the country of issue, its agents, and the printers. It is probable the decision to commemorate some specific event, or honor one or more distinguished persons, or even authorize a regular postage set, is the simplest part of the entire chain of events.

Liberia's Centennial issue certainly met with about as many "incidents" as any other set of stamps—the wonder is that it really ever became a tangible reality. It was almost as ill-fated as the projected Liberian Centennial Exposition, but not quite.

When the decision was reached to mark the centennial (July 26, 1947), it was felt a set of triangular stamps would lend themselves to the occasion. This was a simple enough choice, but then followed the need to secure appropriate subjects for such a form.

E. A. Wright of Philadelphia was commissioned to prepare the stamps—six values in all, of the following values and subjects:

1 cent, Liberian star
3 cents, map of Liberia
5 cents, Liberty head
10 cents, Liberian coat of arms
25 cents, Liberian flag
50 cents, plane and palm tree

The first four stamps were to be postage, and the last two air mails, with planes included in the design; this at least was the plan early in February when the first discussions on the issue took place.

Specifications for the issue as given to the printing firm were: "The stamps are to be shipped on or before July 1. These stamps are to be triangular in format, printed by photogravure or combined photogravure and engraving, in two colors. The frames are to be the same, with apex either up or down (three values in each style) with Liberia—Postage (or Airmail) and '1847—Centenary Liberian Declaration of Independence—1947' in the frame, and the value in the apex of the triangles in the color of the center vignette."

Sketches and photographic reductions of the six stamps were submitted by the E. A. Wright Bank Note Co. on March 25, taking the form of what might best be described as acute triangles. When these sketches were referred to Liberian officials, they felt the layout unsatisfactory for the occasion and the central material, and asked that a flatter triangular form be used.

The sketches were, thereupon, returned to Philadelphia, and on April 29 a second group of designs submitted which, in the eyes of the author, were marked in their improvement, and, with one exception, would have resulted in extremely attractive triangular stamps.

Liberian officials concerned with the centenary observances felt otherwise, however, and the designs went back for a third try.

The second group, also comprising six values, with some revision of subject matter, was:

1 cent, Liberian star
3 cents, Map of Liberia
5 cents, Independence monument
10 cents, coat of arms
25 cents, plane and palm tree
50 cents, Liberian flag and plane

Other than the switching of the designs of the 25 and 50 cent airmails, the replacement of the head of Liberty (patterned after the 1903 issue) by the Independence monument then being erected in Monrovia was the sole major change.

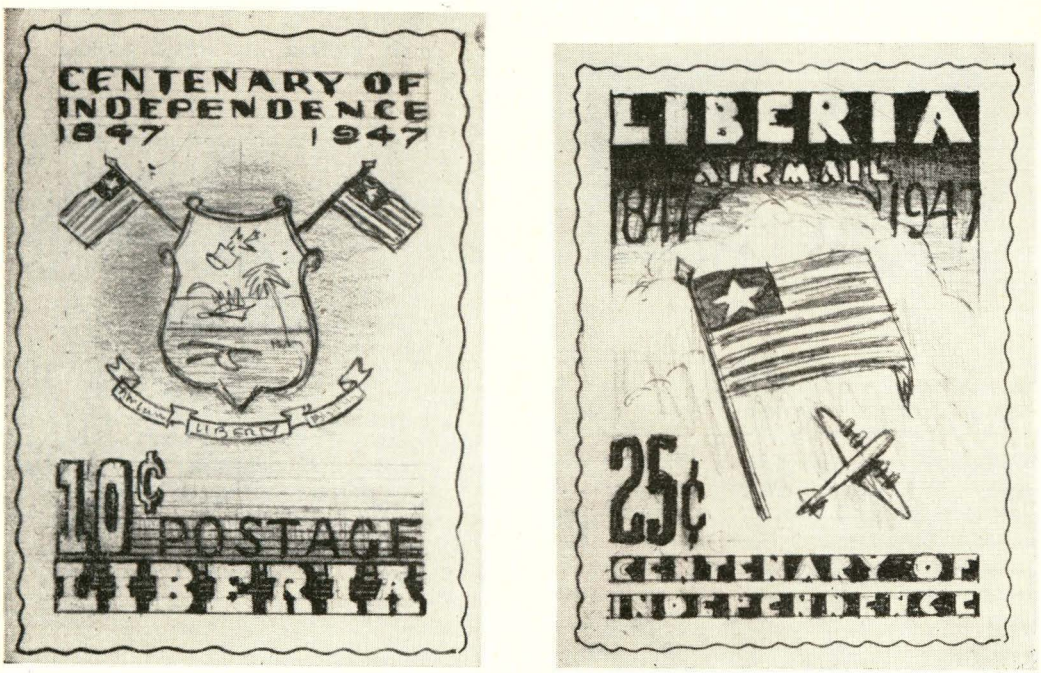
As a last resort, and with an eye cocked towards the rapidly advancing centennial date, E. A. Wright submitted two upright designs styled somewhat after the United States Presidential issue. These were labeled "A" and "B" with the former getting the nod of approval. These two sketches, illustrated here, were submitted by the Philadelphia printing firm July 2, and were approved (design A) on July 8, as bicolors.

Engraving and printing would have taken far too much time, and the designs were therefore made single color operations. Black and white stamp-size designs were submitted July 23 (five designs) and July 25 (two sketches), the issue having been increased to seven values.

These artist's wash drawings were:

1 cent, Liberian star
2 cents, Liberty head
3 cents, map of Liberia
5 cents, Independence monument
10 cents, coat of arms
25 cents, palm and plane
50 cents, flag and plane

One further major change, and a bit more juggling, was demanded before the set became a reality. A 12-cent airmail value was included and the 10-cent postage value dropped. The designs had "Postage" or "Airmail" in the lower portion between the years



Artist's sketches for the upright rectangular style; that on the left being accepted with modifications.

"1847-1947" and "Liberia" with the value off to the left. To permit an enlarging of the central subjects, the "Postage" was dropped in all values, and "Air Mail" left out on the 12 and 25-cent stamps.

In the realignment of values, the set took on this form:

1 cent, Liberian star
2 cents, Liberty head
3 cents, coat of arms
5 cents, map of Liberia
12 cents, Joseph J. Roberts statue and plane
25 cents, Liberian flag and plane
50 cents, Independence monument

By authority of Postmaster General Nete Sie Brownell, these stamps finally made their appearance simultaneously in Monrovia and New York on December 22, 1947.

One Cent

The 1 cent stamp is the only one to have retained its design (subject to changes in format) throughout. It remained steadfast in its presentation of the Liberian star, with a fernlike background. In its issued form, printing was in green in sheets of twenty-five, perforated all around. Proofs of this stamp were approved September 18, and shipment from Philadelphia was made October 23. There was a printing of 100,000 copies (4,000 sheets).

A large die proof in dark green exists, as do small trial color proofs, imperforate, in bright green (rejected) and dark green (approved). No varieties are known to exist.

Two Cents

This value became a part of the set in the third stage and remained constant in the fourth, although the subject—the head of Liberty—had been used for the 5-cent value in the original group of acute triangles. The head was adapted from the 1903 issue of Liberia (Scott's type A29). In its issued form the stamp was printed in red-violet (the color of the United States Edison stamp). Proofs of the accepted design were approved October 17, and shipment was made November 24. The total printing order was

Right: First triangle submitted for the one cent denomination.

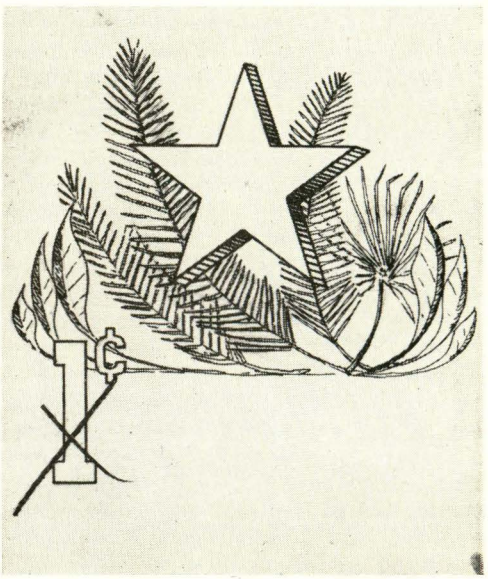




Above: Second triangle, wider base.



With "Postage" and (right) without.



Pen drawing for design.





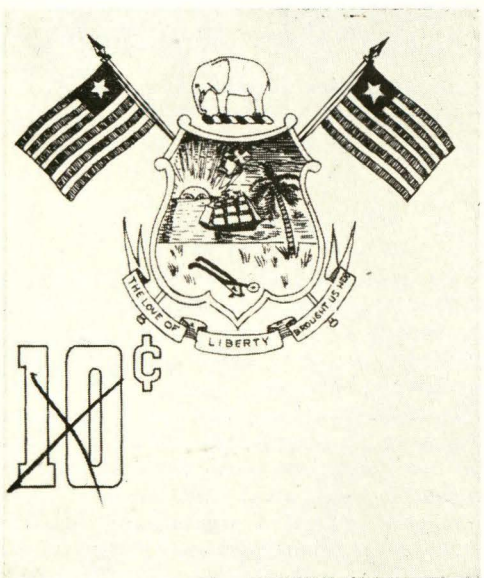
With "Postage" and (right) without.



Left: Rejected "Liberty" triangle for 5-cent value.

for 100,000 stamps (4,000 sheets) in the same format as the 1-cent value.

No large die proof on stamp paper is known, and only the color trial proof imperforate, in the previously approved red-violet color, exists.



Pen drawing for "Coat of Arms" type.

Three Cents

The coat of arms of Liberia, used for the 10-cent value in the first three stages, was switched to the three cent denomination at the very end. Its form varied to conform with the shapes of the various designs. Proofs



Left: "Coat of Arms" design on first triangle essay.



Above: Second triangle design, rejected. Below: Upright designs with "Postage" (left) and without.





were submitted September 26 and approved the following day, and delivery of 100,000 stamps (4,000 sheets) was made November 18.

A large die proof on stamp paper, gummed, and a small imperforate color trial proof exist.

Five Cents

Three changes out of a possible four were made on the design of the 5-cent stamp. In step one the head of Liberty was used; in steps two and three, the Independence monu-

Twenty-five Cents

The subject matter for this stamp was the cause of much concern. In its original form a large land plane was shown on the ground with a palm tree in the foreground (apex upward). In the second stage a large seaplane was shown in flight with a palm tree again in the foreground. This general motif, with a large white cloud as background, was used in the third stage. At the last moment, the Liberian flag and plane, hitherto on the 50-cent value, was used.

Proofs of the design were approved September 18, and delivery of 30,000 copies (1,200 sheets) was made October 23. Printing was in a deep red, somewhat darker than the color approved.

A large die proof on gummed stamp paper exists, as well as three color trial proofs, imperforate, in various reddish shades.



First essay for the "Flag and Plane" type.



Second essay, also rejected.



Essay submitted for the abandoned "Plane and Palm" type.





Third and fourth (accepted) stage with change to 25-cent value.





Second and third stage essays submitted for the "Plane and Palm" type, not included in the set as issued.

Fifty Cents

As noted just above, the Liberian flag and a plane was reserved for this value until the final stage of production, when they were replaced by the Independence monument erected in Monrovia in 1947. This design (the monument) was based on a very large blue-print and apparently differs in a few respects from the monument as actually erected.

Printing was in a sienna brown, sixteen stamps to a sheet, in somewhat larger format than the preceding six stamps. There was a total of 22,512 stamps printed (1,407 sheets). The proofs were approved Sep-



Artist's drawing for "Map" design.

ment was to have been featured, and in step four the map of Liberia jumped up from the 3-cent status.

Here, too, a total of 100,000 stamps was printed, in blue (4,000 sheets of 25). Proofs of the engraved die were submitted September 26 and approved the following day, with delivery being made November 18.

A large die proof on gummed stamp paper is known, as well as a small imperforate color trial proof in the shade of blue previously agreed upon.

Twelve Cents

In the preliminary stages provision was made for a 10-cent postage value which bore the coat of arms in stages 1, 2 and 3. This value was dropped in the final stages of preparation, and a 12-cent airmail stamp provided for instead, showing a statue in Monrovia in honor of Joseph Jenkins Roberts, Governor prior to the Liberian Declaration of Independence, and the country's first president. This monument was taken from Johnson's two-volume opus on Liberia.

The final order called for 50,000 of this value, in sheets of 25 (2,000 sheets), printed

Four stages of the "Map" design, 3-cents until the final accepted stage as a 5-cent stamp.





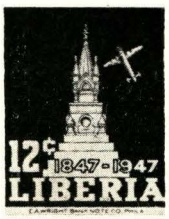




in blood orange. The first sketch of this value was submitted August 11, followed by revised sketches on August 18 and September 25. The first proofs were submitted early in October (possibly the 10th), followed by revised proofs on October 28. The stamps were shipped November 19.

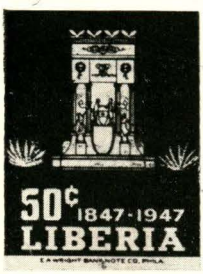
A large die proof in the accepted color, on gummed stamp paper, exists. There is also a set of four color trial proofs, imperforate, in yellow, orange, blood orange (approved), and a deep red-orange.

Accepted design for the 12-cent stamp. The revision occurred only in the plane.

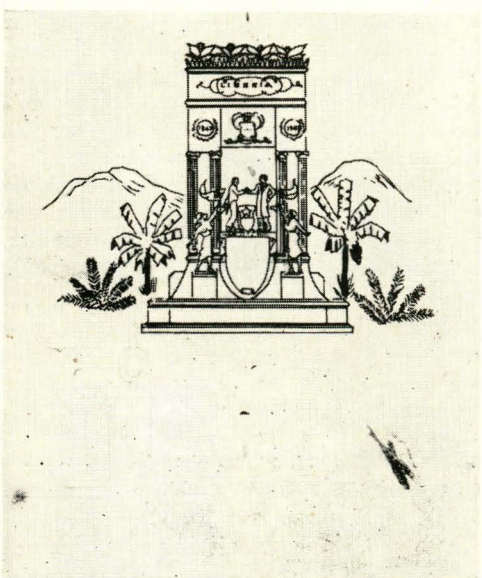












Successive stages in the designing of the 50-cent "Centenary Statue" design from the widely-based triangle, through the small-sized 5-cent layout, and finally the larger sizes without and with (accepted) "Air Mail." Below, pen drawing of the monument.

tember 18, and delivery was made November 25.

A large die proof on gummed stamp paper, imperforate, exists in the final form. There are also imperforate trial color proofs without "Air Mail," in yellow and red-brown; and imperforate trial color proofs with "Air Mail" in three shades of dark brown.

(The End.)

R. J. MECHIN, of Edwards, New York (St. Lawrence County), has diversified philatelic interests—the principal one being Costa Rica insofar as its pre-stamp covers and first issues are concerned. His other specialties are Waterbury cancels on the 3-cent 1869 stamp (U. S.), 19th century covers of Golden, Colo., and the gathering of data on the 30-cent Black of 1860, which was authorized and partially prepared for use, but not issued. His previous writings have appeared in THE COLLECTORS CLUB PHILATELIST, *The Stamp Specialist,* and *The London Philatelist.* Exhibition awards include medals at Tipex and Cipex, and his memberships include: C. C., F. R. P. S. L., A. P. S., A. P. C., E. P. S., A. S. E. and Phil. Found. plus honorary memberships in the New Haven Philatelic Society, and Waterbury Stamp Club.

U. S. Stamps of the *20th CENTURY*

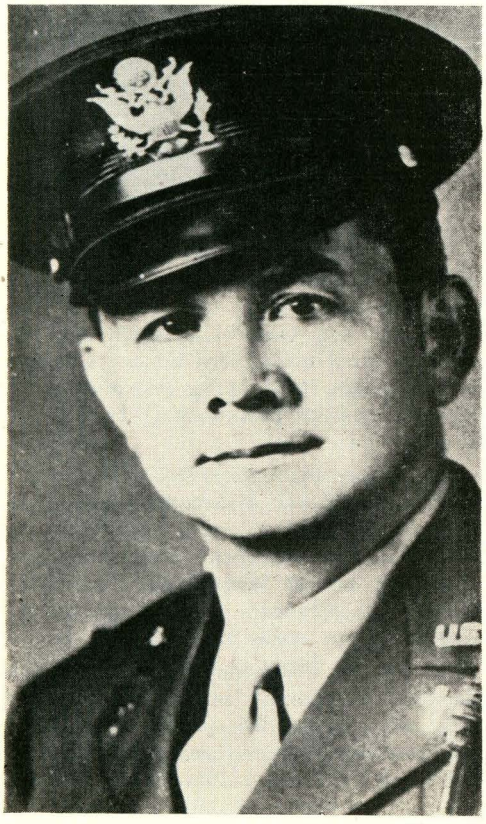
Complete historical data on current issues — origins, designs, printings, first-day ceremonies, cancellations

By Sol Glass

Four Chaplains Commemorative

Scott No. 956
Three Cent, Black, Perf. 11 x 10½
Issued—May 28, 1948, Washington, D. C.

Four Army Chaplains, all First Lieutenants, Clark V. Poling and George L. Fox,—Protestants, John P. Washington—Catholic, and Alexander D. Goode—Jewish, were passengers aboard the Troop Transport S. S.



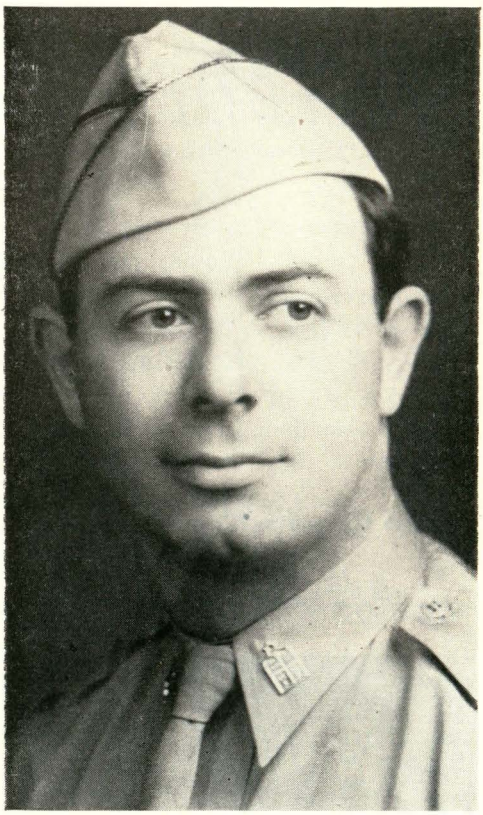
George L. Fox



Clark V. Poling



John P. Washington



Alexander D. Goode

Dorchester, when it was torpedoed off Greenland early on the morning of February 3, 1943. With complete disregard of their own safety, the chaplains made their way on deck and went among the confused, fear stricken men, encouraging them, praying with them and assisting them into lifeboats and lifejackets.

Many of the survivors reported seeing the chaplains standing together on the Dorchester's forward deck, handing out lifebelts from a box. When the box was empty each chaplain removed his own priceless life jacket and gave it to another man. They must have known that in doing so they were sacrificing their own lives.

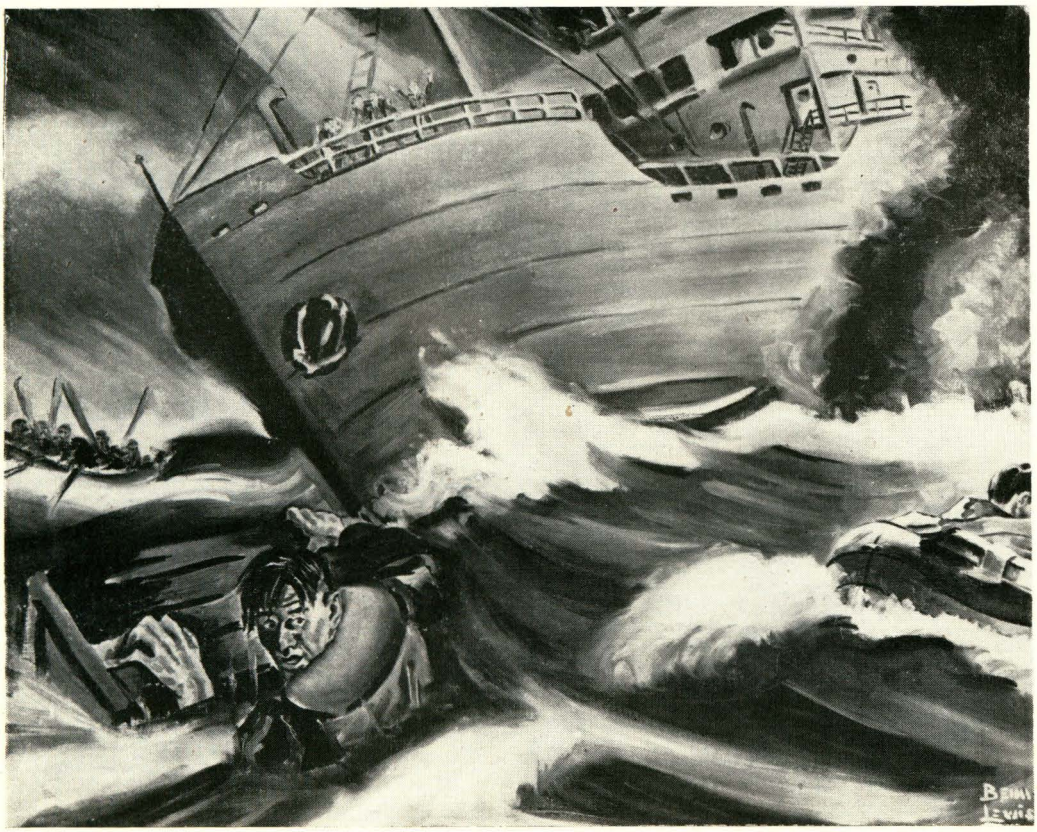
The ship was sinking by the bow when men in the water and in life boats saw the chaplains link arms and raise their voices in prayer. They were still on the deck together, praying, when the stricken ship made her final plunge.

In a ceremony at the Post Chapel, Fort Myer, Virginia, during the evening of December 19, 1944, General Brehon Somervell, presented the Distinguished Service Cross to the next of kin of the heroic chaplains, which had been awarded posthumously by a grateful government.

These decorations, however, were not the final tribute to such a demonstration of patriotism and religious unity. On February 10, 1948, Postmaster General Donaldson, in announcing several forthcoming commemorative stamps, included a memorial stamp honoring these four heroic men.

The idea for this stamp was conceived and sponsored by Miss Claire A. Wolff of New York, and we quote Miss Wolff's own words as to how the idea developed in her mind:

"It was Wednesday, November 27, 1947, and I was sitting in an anteroom outside the offices of Postmaster Goldman in New York.



Artist sketch of sinking of S. S. Dorchester, showing the four Chaplains on deck in prayer.

As Public Relations Counsel for the 'Interfaith in Action Committee' I had come to the Postmaster for some personal information in connection with a testimonial dinner held in his honor.

"The 'Interfaith in Action Committee' is a sincere group of very important New Yorkers who devote much of their free time to making this world a better place to live in. Their current project is the building of a giant synagogue and community house at Seventh Avenue and Fortieth, to be used as an international meeting house for men of all faiths.

"The fund-raising activities for this project comprised a series of testimonial dinners honoring men like Postmaster Goldman and Mayor William O'Dwyer who have given the greater part of their lives to public service.

"So I sat there in the waiting-room reviewing in my mind the plans for the dinner and striving for some new creative idea or symbol that would express the work of my Interfaith friends in terms the public would understand.

"I'm glad that Postmaster Goldman was very busy that morning and therefore kept me waiting a long time. What specific picture or slogan, I wondered, will tell in an instant the story of "Interfaith in Action?"

"Then I remembered my friend, Irving Geist the philanthropist, and the invaluable contributions he had made in the Four Chaplains organization to help paraplegics.

"THE FOUR CHAPLAINS. That was it. What better symbol of Interfaith in Action?

"Four immortal men—Protestant, Catho-

lic and Jewish—who gave their life jackets to soldiers aboard the sinking transport U. S. S. Dorchester in February, 1943. Four men of different faiths who locked their arms together and sang hymns on the slanting, slippery deck until the waters closed over them and made them immortal.

"Suddenly Postmaster Goldman was looking down at me and smiling.

"I've got it." I said excitedly, "An idea for a new postage stamp. A real symbol of 'Interfaith in Action' that people will understand."

"Yes, indeed," said Postmaster Goldman, when he had heard the idea. "Putting the Four Martyred Chaplains on a postage stamp should serve to inspire every man, woman and child to practice inter-religious and inter-racial cooperation."

"The rest was efficient Post Office routine. Postmaster Goldman started the machinery working, and the Four Chaplains stamp was issued on May 28th, 1948."

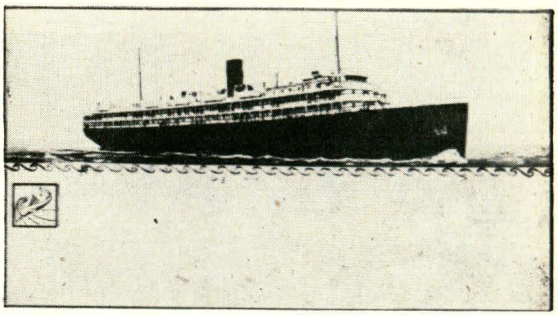
In January of 1948, Irving Geist, New York industrialist and Chairman of the Four Chaplains Memorial Fund, called upon President Truman and personally reuqested the issuance of the stamp.

On April 14, 1948, Postmaster General Donaldson announced a description of the stamp and that the first day of sale would be held in Washington on May 28, 1948 with appropriate ceremonies at the White House. A further announcement on May 4, 1948 indicated that the color of the stamp would be black.

First Day Ceremonies

The ceremonies in connection with the first day of sale of the Four Chaplains Commemorative stamp were held at the White House on May 28, 1948 beginning at 11 A. M.

The author was privileged to attend these ceremonies at the invitation of Postmaster General Donaldson. Along with approximately 400 other invited guests, including high governmental officials and relations of the chaplains, we were received by President Truman in his executive office. After shaking hands with the President, the visitors were ushered into the White House rose garden, which is reached through french windows at the rear of the office.



S. S. Dorchester

Most of the guests—some wearing ecclesiastical black, others in multi-ribboned uniforms, bright summery suits and frocks—were arrayed in a compact square broken by close-cropped box hedges and beds of pink roses.

President Truman, Postmaster General Donaldson and Major General Ralph G. DeVoe, honorary chairman of the Four Chaplains Memorial Fund, Inc., who all made brief addresses, stood halfway down a short flight of stairs leading to the garden.

In presenting the first sheet of the Four Chaplains stamp to the President, Postmaster General Donaldson said:—

"This is, indeed, a memorable occasion, and I am deeply humbled by the privilege of participating in these ceremonies incident to the first sale of the new Four Chaplains Commemorative Stamp.

"Mere words or other expressions cannot properly recall at this time the heroic sacrifice of those four gallant Chaplains who gave their very lives for their fellow beings.

"The issuance of this United States Postage Stamp will pay small, but nevertheless, sincere and humble tribute to these Servants of the Lord of whom it well can be said, "Greater Love Hath No Man Than This, That A Man Lay Down His Life For His Friends."

"What greater manifestation has ever been given of this great Spiritual Creed?

"To you, Mr. President, who made this stamp possible, I can sincerely state that I believe this will be the most popular postage stamp ever issued by the United States Government, and it was with great pleasure that I received your instructions to proceed with the issuance of this particular stamp.



President Harry S. Truman presenting one of the special sheets.

"Postage stamps are, of themselves, seemingly insignificant pieces of adhesive paper, but they are at the same time the official instrumentality by which the mails of this Nation are moved.

"They find their way into every home in the land and it is my fond hope that an unprecedented usage of the Four Chaplains Stamp will carry this great lesson of Brotherly Love and heroism into every family in America.

"We have ordered an initial printing of one-hundred and fifteen millions of these stamps, and I feel certain that this requisition to the Bureau of Engraving and Printing will have to be repeated many times in the next few years.

"This new three-cent stamp is available only at Washington, D. C., Post Office today, but commencing tomorrow it will be obtainable at every postoffice in the land.

"At this time, Mr. President, it gives me extreme pleasure to present the first sheet of this new issue to you, together with four additional special sheets for the relatives of each of the Chaplains who lost their lives in the sinking of the U. S. S. Dorchester."

In an extemporaneous reply, President Truman said:—

"I don't think in the history of the world that there has been anything in heroism equal to this—the greatest sermon that was ever preached is right here on this stamp."

On Saturday, May 29, 1948, the Santa Monica (Calif.) Stamp Club had a special dedicatory program over station K. O. W. L.

honoring the Four Chaplains, and their guest of honor was Rabbi Hyman S. Goode, father of Chaplain A. D. Goode, one of the chaplains portrayed on the stamp.

During the ceremonies the Hon. Walter Meyers, Fourth Assistant Postmaster General, was present and presented Rabbi Goode with an album containing a sheet of the stamps on behalf of the Postmaster General. Immediately after, Rabbi Goode gave an address over the air.

Additional ceremonies honoring the Four Chaplains were reported to have been held in various sections of the country in the early days of its release.



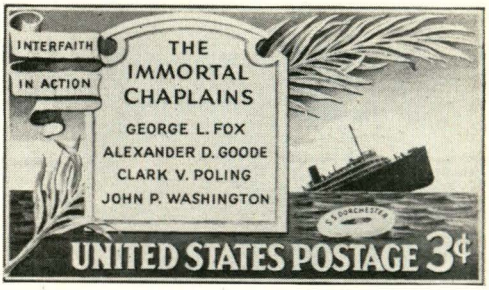
Approved Design

The stamp is of special delivery size, 0.84 x 1.44 inches horizontally, printed on rotary presses from 200 subject, electric eye, convertible type plates and cut into four post office panes of fifty stamps each arranged five horizontal by ten vertical rows each.

The central design of the stamp depicts the sinking of the S. S. Dorchester, grouped just above which are the four chaplains (left to right), George L. Fox, Clark V. Poling, John P. Washington, and Alexander D. Goode. Across the top is the wording "These Immortal Chaplains * * * Interfaith in Action," in white Gothic. Across the bottom in the same style appears "3c United States Postage 3c."

According to Postmaster Goldman's office no individual artist can be given credit for the original drawing of this stamp. The drawing of this stamp was submitted by Postmaster Goldman to Mr. Geist's committee and then transmitted to the Post Office Department in Washington.

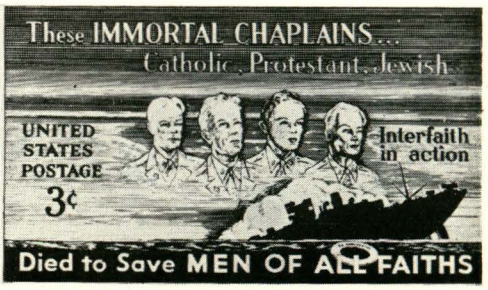
C. R. Chickering, artist of the Bureau of



Rejected Design.

Engraving and Printing, prepared several models from this drawing, one of which was used as the design for the stamp.

Matthew D. Fenton engraved the vignette on the master die and E. H. Helmuth engraved the lettering and numerals.



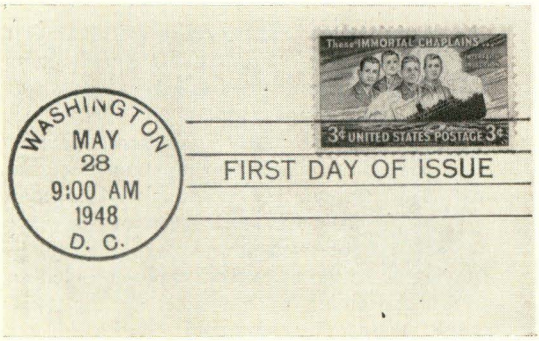
Rejected Design.

The design was submitted to Postmaster General Donaldson on March 26, 1948; the model and die proof were approved by him on March 29th and April 22nd, 1948, respectively.

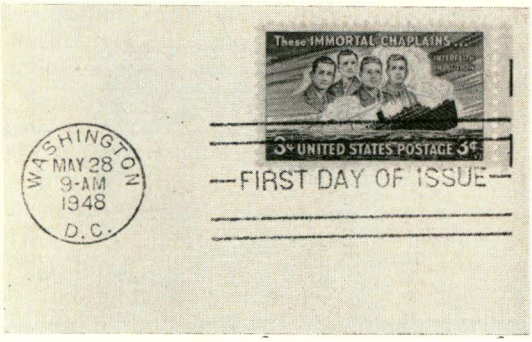
A printing order was placed with the Bureau of Engraving and Printing on April 13, 1948 for 115,000,000 and the first plates went to press on May 6, 1948. First deliveries were made on May 14, 1948 to the Post Office at Washington, D. C., and to Hawaii, Guam, Puerto Rico and Virgin Islands.

Plate numbers and dates to press as follows:—

23819—to press—May 6, 1948
23820—to press—May 6, 1948
23821—to press—May 11, 1948
23822—to press—May 11, 1948
23825—to press—May 13, 1948
23826—to press May 13, 1948



First day cancellation—machinestamped.



First day cancellation—handstamped.

At the first day sale in Washington, D. C., a total of 1,913,597 stamps sold and 459,070 covers canceled.

The kind assistance of Major (Chaplain) Matthew H. Imrie, assistant to the Chief Chaplains, Department of the Army, Washington, D. C., Miss Claire A. Wolff and Mr. Irving Geist in supplying pertinent data is gratefully acknowledged.

Wisconsin Statehood Centennial Commemorative

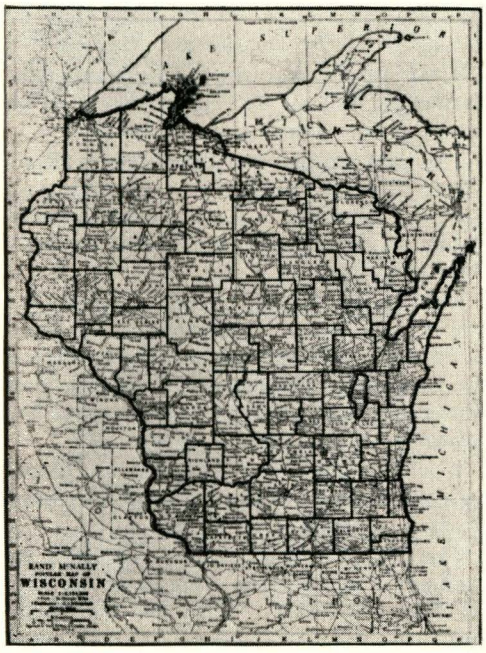
Scott No. 957
Three Cent, Purple, Perf. 11 x 10½
Issued—May 29, 1948, Madison, Wis.

In 1945 the Wisconsin State Legislature by a joint Resolution unanimously passed by both Houses established the Wisconsin State Centennial Committee. Shortly after the Committee was organized, the then Senator Robert M. LaFollette wrote on November 5, 1945, to Postmaster General Robert E. Hannegan, requesting the issuance of a commemorative stamp and was assured by him that the stamp would be issued at such a time as was suitable.

This request was followed on January 9, 1947, by a letter to the Postmaster General from U. S. Senator Alexander Wiley of Wisconsin.

On February 10, 1948, Postmaster General J. M. Donaldson announced a group of forthcoming commemorative issues which included the Wisconsin stamp. This announcement was followed by another on April 14, 1948, giving details of the design and date and place of first day sale.

A sub-committee consisting of E. P. Fred, President, University of Wisconsin, State Senator Robert P. Paterson and Fred L. Holmes were appointed to take charge of the Centennial coin, stamp and blue book. This committee set up plans for a state-wide contest to secure designs for the stamp. More than fifty amateur and professional artists and designers submitted designs, however, the



Map Used for Stamp Design.

final design was prepared by Victor S. McCloskey, Jr., of the Bureau of Engraving and Printing.



Accepted Design.

The central design consists of a reproduction of the State Capitol Building to the right of scroll showing the outline map of the state around which is the wording "Wisconsin Centennial 1848-1948" in dark Gothic. Directly above the capitol in the same style lettering is the word "Forward." Across the bottom of the stamp appears "United States Postage 3c" in white Gothic. The photograph of the Wisconsin State Capitol was furnished by the Wisconsin State Centennial Committee and the map was taken from Rand-McNally World Atlas, Premier Edition. Page 68.

R. M. Bower engraved the vignette on the master die and C. A. Smith engraved the outline frame, lettering and numerals.

The first design was submitted to Postmaster General Donaldson on December 19, 1947, and the model and proof were approved by him on February 16, and March 29, 1948, respectively.

The stamp is of special delivery size 0.84 x 1.44 inches in dimensions, arranged horizontally, printed from 200 subject, electric eye, convertible type plates and issued in post office panes of 50 subjects each, arranged five horizontal by ten vertical stamps each.

A printing order of 115,000,000 was placed with the Bureau of Engraving and Printing on April 13, 1948.

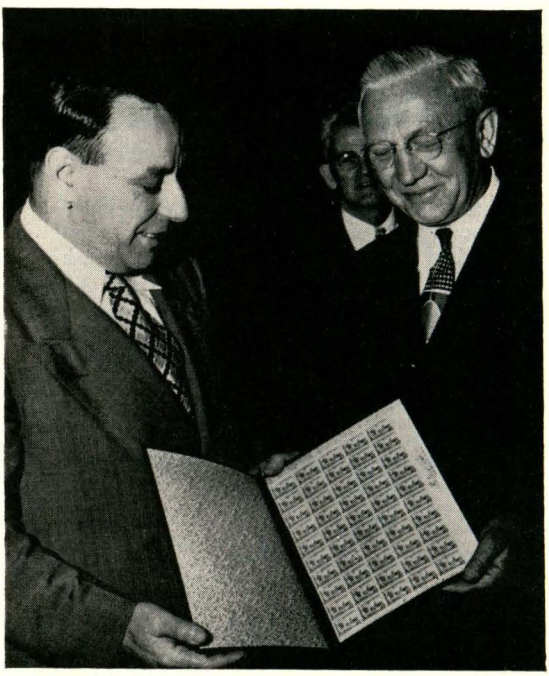
The first plate went to press on April 16, 1948 and first deliveries were made on May 10, 1948 to Madison, Wis., and the Philatelic Agency in Washington, D. C., and to Hawaii, Guam, Puerto Rico and Virgin Island.

First Day Ceremonies

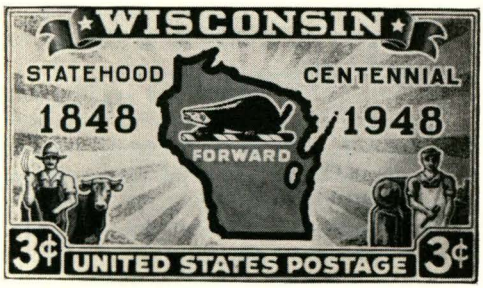
The ceremonies in connection with the first day sale of the Wisconsin Statehood stamp were held at the State Capitol and began at 3 P. M. on Saturday, May 29. James M. Carew, President of the Wisconsin Chapter of National Association of Postmasters, presided. Assemblyman Ora R. Rice, Chairman of the Wisconsin Centennial Committee, gave an address of welcome. Hon. Joseph J. Lawler was then introduced and presented an album containing a first sheet of the Wisconsin stamps, autographed by Postmaster General Donaldson, to the Hon. Oscar Rennebohm, Governor of Wisconsin. The Governor acknowledged the stamps and the ceremonies closed with the playing of the National Anthem and a benediction by the Rev. Andrew H. Lambright, President of the Madison Ministerial Association.

The Madison Stamp Club arranged a stamp exhibition for the day in the rotunda of the State Capitol.

An attractive souvenir program was distributed to all present.



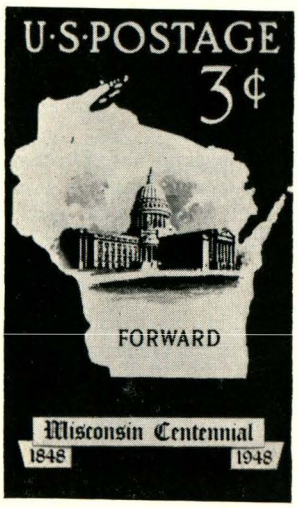
Presentation of the First Sheet to the Governor of Wisconsin.



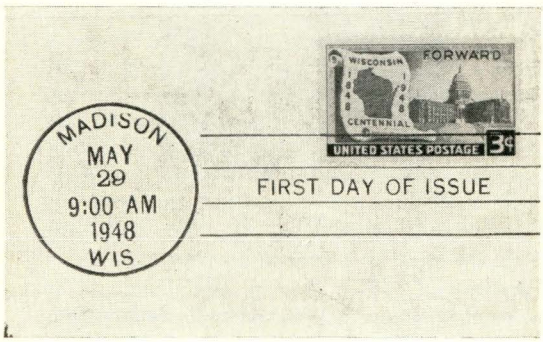
Rejected Design.



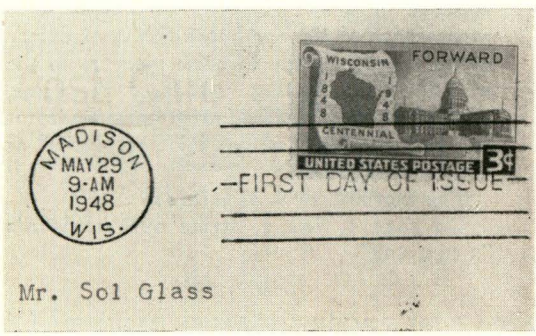
Rejected Design.



Rejected Design.



First Day Cancellation Handstamped.



First Day Cancellation Machine Stamped.

Plate Numbers and dates to press:

23812—To press—April 16, 1948
23813—To press—April 22, 1948
23814—To press—April 16, 1948
23816—To press—April 22, 1948

At the first day of sale in Madison, Wisconsin, 1,065,293 stamps were sold and 470,280 covers were cancelled.

Pre-first day covers have been reported from Ossining, N. Y., dated May 17, 1948; Barstow, Calif., May 19, 1948 and from Yuba City, Calif., dated May 21, 1948.



Rejected Design.



Rejected Design.

In addition to Third Assistant Postmaster General Joseph J. Lawler, the Post Office Department was represented by Robert E. Fellers, Superintendent, Division of Stamps. James M. Bell, Philatelic Agent, was in charge of first day cancellations.

The kind assistance of M. C. Palmer, Office Manager, Wisconsin State Centennial Committee, in making available pertinent data is gratefully acknowledged.

Swedish Pioneer Centennial Commemorative

Scott No. 958
Five Cent, Blue, Perf. 11 x 10½
Issued—June 4, 1948, Chicago, Illinois

In December of 1945, the Swedish Pioneer Centennial Association was organized, with Dr. Conrad Bergendorff, President of Augustona College and Theological Seminary, Rock Island, Ill., as Chairman and Nils William Olsson of the University of Chicago, as Executive Secretary.

According to Mr. Olsson, the original idea for a Swedish Pioneer Stamp came from Roy Swanson of The St. Paul Minnesota Pioneer Press. Mr. Olsson requested Congressman Robert J. Twyman of Chicago to sponsor a bill in Congress for its issuance and Mr. Twyman introduced the bill, known as H. J. Res. 251 as follows:

JOINT RESOLUTION

To authorize the issuance of a special series of stamps commemorative of the one hundredth anniversary of the coming of the Swedish pioneers to the Middle West.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that the Postmaster General is authorized and directed to issue, during 1948, a special series of 5-cent postage stamps, of such design as he shall prescribe, in commemoration of the one hundredth anniversary of the coming of the Swedish pioneers to the Middle West.

The Resolution was referred to the House Committee on Post Office and Civil Service and on January 12, 1948, the Committee issued the following report:—

REPORT

(To accompany H. J. Res. 251)

The Committee on Post Office and Civil Service, to whom was referred the joint resolution (H. J. Res. 251) to authorize the issuance of a special series of stamps commemorative of the one-hundredth anniversary of the coming of the Swedish pioneers to the Middle West, having considered the same, report favorably thereon with an amendment and recommend that the joint resolution as amended do pass.

The amendment is as follows:

On page 1, line 4, strike out the words "3-cent and".

PURPOSE OF AMENDMENT

The purpose of the amendment is to exclude

3-cent postage stamp from the provisions of this resolution.

STATEMENT

It is the purpose of this resolution to authorize and direct the Postmaster General to issue a special series of 5-cent postage stamps commemorating the one-hundredth anniversary of the coming of the Swedish pioneers to the Middle West. In the opinion of the committee, this anniversary is of sufficient importance to the people of the United States to warrant such recognition.

The committee has been advised by the Swedish Pioneer Centennial Association that this year will mark the one-hundredth anniversary of the Swedish pioneers blazing new trails to the West. During 1948 celebrations commemorating this event will be held in Chicago, Ill.; Des Moines, Iowa; Omaha, Nebr.; Lindsborg, Kans.; St. Paul, Minn.; Minneapolis, Minn.; Detroit, Mich.; and Rockford, Ill.

The Post Office Department does not favor the enactment of the measure, and in a letter to the committee dated September 11, 1947, it points out that the Postmaster General has authority under existing law to prepare postage stamps of suitable denominations for issuance to the general public.

The committee, having considered the position of the Department and the occasion of the one-hundredth anniversary of the coming of the Swedish pioneers to the Middle West, believe that this anniversary is of sufficient public interest that the issuance of the 5-cent series of stamps is warranted. There will be no cost to the Government, and as a matter of fact, the issuance of a special series of stamps normally results in a profit to the Government.

The resolution passed the House of Representatives on January 19, 1948 and was referred to the Senate Committee on Post Office and Civil Service who submitted the following report:

REPORT

(To accompany H. J. Res. 251)

The Committee on Post Office and Civil Service, to whom was referred the joint resolution (H. J. Res. 251) authorizing and directing the issuance during the present calendar year of a special 5-cent postage stamp series commemorating the centennial of the coming to the Middle West of the Swedish pioneers, report favorably thereon and recommend that the resolution, without amendment, pass.

GENERAL STATEMENT

On July 4, 1948, in the city of Chicago, there will be held a celebration of the one hundredth anniversary of the arrival of Swedish pioneers in the Middle West.

It is further proposed that to mark this eventful migration of this hardy stock that there be issued a series of United States postage stamps, appropriately depicting the progress of these pioneers to that portion of the land of their adoption. The committee feels that in appreciation of the tremendous contributions the Swedes and their descendants have made to the progress of this Nation, both in war and in peace, in agriculture, industry, and business, it is especially fitting that their arrival in the Middle West should be given a due and historical recognition.

The committee notes that the Government of Sweden plans a special commemorative stamp for mail originating in Sweden and arriving in the United States, the design of which will relate to the event to be commemorated by the United States Government.

The Post Office Department reports that it will require several months to complete the work of designing and issuing a memorial stamp and that such stamps have long since proved to be a profitable source of revenue for the Government, particularly at such time as the Post Office Department continues to be confronted with a rising deficit, originating with the transmittal of grades of mail which do not meet the cost of carrying.

In consideration of the foregoing support for the passage of House Joint Resolution 251, the committee adds its full endorsement and recommends that the bill be enacted.

The joint resolution passed the Senate and was sent to the President for signature. On March 30, 1948, the President vetoed the bill. His veto message follows:

MESSAGE

from

THE PRESIDENT OF THE UNITED STATES

returning

WITHOUT HIS APPROVAL THE JOINT RESOLUTION (H. J. RES. 251) TO AUTHORIZE THE ISSUANCE OF A SPECIAL SERIES OF STAMPS COMMEMORATIVE OF THE ONE-HUNDREDTH ANNIVERSARY OF THE COMING OF THE SWEDISH PIONEERS TO THE MIDDLE WEST.

March 30, 1948.—Referred to the Committee on Post Office and Civil Service and ordered to be printed.

To the House of Representatives:

I return herewith without my approval House Joint Resolution 251, to authorize the issuance of a special series of stamps commemorative of the coming of the Swedish pioneers to the Middle West.

Under existing law the Postmaster General has general authority to issue commemorative postage stamps, and such stamps are issued from time to time for the purpose of honoring significant events in American History. However, the commemorative stamps that can be approved each year must be restricted to a comparatively few issues because of the limited production facilities of the Bureau of Engraving and Printing. The issuance of the stamp provided for by this resolution might make necessary the cancellation of one or more of the special stamps which the Postmaster General has already announced will be issued during 1948 for the purpose of commemorating other historic events.

I am proud, as other Americans are, of the contributions which have been made to our democracy by Americans of Swedish origin, and I believe that these contributions should be recognized by all appropriate means. However, a special stamp in commemoration of the establishment of the first colony of Swedish and Finnish settlers in America was issued in 1938. Thus, the event to be honored by the present measure is similar to one which has already been honored by the issuance of a special postage stamp within recent years. Equitable use of the practice of recognizing the historic importance of events by the issuance of special stamps requires that this recognition be accorded at this time to other elements in our national life.

For these reasons I am unable to approve this joint resolution.

HARRY S. TRUMAN

THE WHITE HOUSE,
March 30, 1948.

The sponsors of the Swedish Pioneer Commemorative were none too happy over the Presidential veto, and rather than face an over-riding of his veto, President Truman reversed his action and advised Representative Twyman in a letter that he regretted that he had vetoed the resolution and informed the Representative that he had directed Postmaster General Donaldson to issue the special stamp.

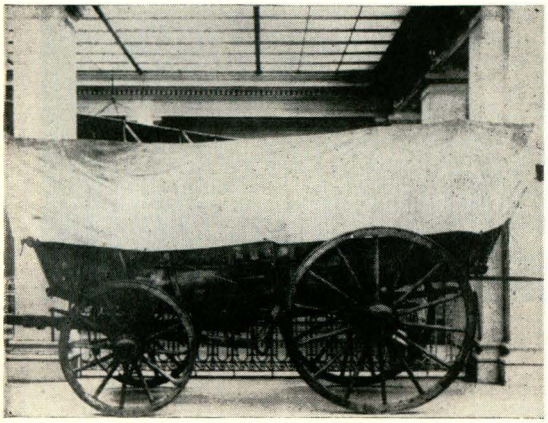
On May 11, 1948, Postmaster General Donaldson announced that the stamp would be issued for the first time at the Chicago, Illinois Post Office, on June 4, with description and color.



Accepted Design.

The stamp is of special delivery size, 0.84 x 1.44 inches in dimensions, arranged horizontally, printed on rotary press from 200 subject, electric eye, convertible type plates and issued in post office panes of 50 stamps each arranged five horizontal by ten vertical rows each.

The central design of the stamp depicts a Swedish pioneer moving westward with a covered wagon. Arranged in two vertical rows, one on each end, are twelve stars representing the twelve Midwestern States settled by the Swedes. The Post Office Department advises that the states intended to be represented by these twelve stars are Ohio, Indiana, Michigan, Illinois, Missouri, Wisconsin, Minnesota, North Dakota, South Dakota, Kansas and Nebraska. Across the top of the stamp in a single line on a ribbon is the wording "Swedish Pioneer Centennial" in dark Gothic, just below the central design are the dates "1848" and "1948" in the same type. The base is formed by a dark panel on which is the white Gothic lettering "United States Postage."



Model of Covered Wagon Used.

C. R. Chickering, Bureau artist, prepared an original wash drawing which was influenced by a copy of a half-tone print of a covered wagon, obtained from the Public Library, Washington, D. C. Carl R. Arlt engraved the vignette on the master die and A. W. Christensen engraved the outline, frame, lettering and numerals.

The design was submitted to Postmaster General J. M. Donaldson on May 10, 1948, and the model and die proof were approved by him on May 10, and May 18, 1948, respectively.

On May 7, 1948, the Post Office Department placed an order with the Bureau of Engraving and Printing for 75,000,000 of these stamps. The first plates went to press on May 25 and first delivery was made on May 28, 1948, to Chicago, Ill., and to the Philatelic Agency, Washington, D. C.



First Day Cancellation Machine Stamped.

First Day Ceremonies

The ceremonies in connection with the first day of sale of the Swedish Pioneer Centennial Stamps began at 2 P. M. on Friday, June 4, 1948, in the ballroom of the Hotel Sherman in Chicago. Two sheets of the new stamp, each enclosed in a presentation album were presented to H. R. H. Prince Bertil of Sweden, by Third Assistant Postmaster General Joseph J. Lawler. One sheet of the stamps was flown immediately to King Gustavus V, in Sweden, by the American Airlines, and the other kept by the Prince.



First Day Cancellation Hand Stamped.

Plate Numbers and dates to Press

23829—to press—May 25, 1948
23830—to press—May 25, 1948
23831—to press—May 29, 1948
23832—to press—May 29, 1948



3rd Assistant Postmaster General Joseph J. Lawler Presenting Sheet to Prince Bertil of Sweden.

PROGRAM

Nil William Olsson, Presiding
Executive Secretary,
Swedish Pioneer Centennial Association, Inc.

Guest of Honor

H.R.H. PRINCE BERTIL OF SWEDEN

Music ..... Spring Ensemble
The National Anthem
Invocation ..... The Rev. Herbert E. Palmquist
Englewood Mission Covenant Church of Chicago
Welcome ..... Honorable Martin H. Kennelly
Mayor of Chicago
Remarks ..... Honorable Robert J. Twyman
Congressman, Ninth District, Illinois
Address ..... Dr. Conrad Bergendoff
President, Swedish Pioneer Centennial Association, Inc.
Presentation of Stamp Albums—
Honorable Joseph J. Lawler
Third Assistant Postmaster General
Presentation of the Flag of the City of Chicago ..... Hon. Martin H. Kennelly
Presentation of the Flag of the United States ..... Hon. Robert J. Twyman
Response ..... H.R.H. Prince Bertil
The Swedish National Anthem

In addition to Mr. Lawler, the Post Office Department was represented by Robert E. Fellers, Superintendent, Division of Stamps, who also took charge of first day cancellations.

At the first day sale in Chicago on June 4, 1948, 1,744,416 stamps were sold and 364,318 covers were cancelled.

The kind assistance of Nils William Olsson, Executive Secretary, Swedish Pioneer Centennial Association, Inc., in supplying pertinent data is gratefully acknowledged.

The 25th Anniversary of the Harding Stamp

While this article is not intended to be a duplication of Scott's catalogue, or Johl's article on the Harding stamp, I hope the reader will bear with me and understand that it is frequently necessary to make references to these monumental publications.

With the 25th anniversary of the Harding Memorial stamp to hand, I find that my specialized collection offers a story which I hope will prove interesting reading.

It was in the deep, dark days of depression, around 1931, that I hunted for some phase of philately which could offer entertainment and amusement without much expense. Scott's numbers 611, 612, 613 seemed to fill the bill. Not much in the way of variations and varieties, easy to acquire, and last but not least, inexpensive stamps. That is the way it started out.

After securing the normal items making up the catalog numbers 611-12-13, I came across the paragraph in Johl's referring to the single pane of imperforates, No. 14870 in the late Arthur E. Owen collection. This inspired a 17 year hunt—ended this past March, to complete (with the exception of No. 14870) the set of 162 plate number singles. This consists of all the rotary, flat plate and imperforate items.

From the Ward archives was secured all of the official correspondence regarding preliminary plans and recommendations for the creation of this stamp, and from the late Victor Weisskopf came the Edw. Worden collection of first day mourning covers from Warren Harding's Cabinet members.

One of my most pleasant experiences in stamp collecting occurred while rounding out the Harding collection. The proof had been secured, next came the official Harding photograph (a duplicate, autographed, hangs on the walls of the Elks Club in Lansing, Michigan) and from Frederick Pauling, the engraver, came the large vignette, with the friendly Pauling signature. All this represented scarce material but nothing *unique,* until one day, an appointment with one of America's better known gave me the thrill that comes once in a lifetime.

Upon arriving at his office I was given a large envelope and had a letter read to me. To this day I am in the dark as to who the writer and donor was. My friend had been sworn to silence as to "Mr. X's" identity. The sum and substance of the visit was that I had been given the preliminary sketch, on cellophane, of Warren Harding, made by Pauling—the only one of its kind!!

Since then the collection has been elaborated on by the addition of such things as offsets, double papers, private coil paste-ups, bi-sects tied on cover, a sheet autographed by Mrs. Harding (not the late President), etc.

The collection is now pretty complete, lacking only Scott's 613B, Rotary perf. 11, and a part perf. pair or block of 611A, according to catalog records, and the thrill of the hunt for these few and scarce items is what makes collecting so interesting.

The End.

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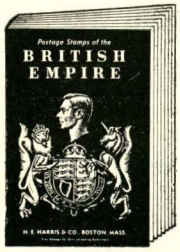
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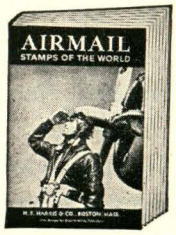
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