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The Collectors Club

PHILATELIST

Volume 54 Number 3
May 1975

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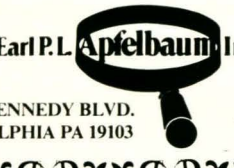
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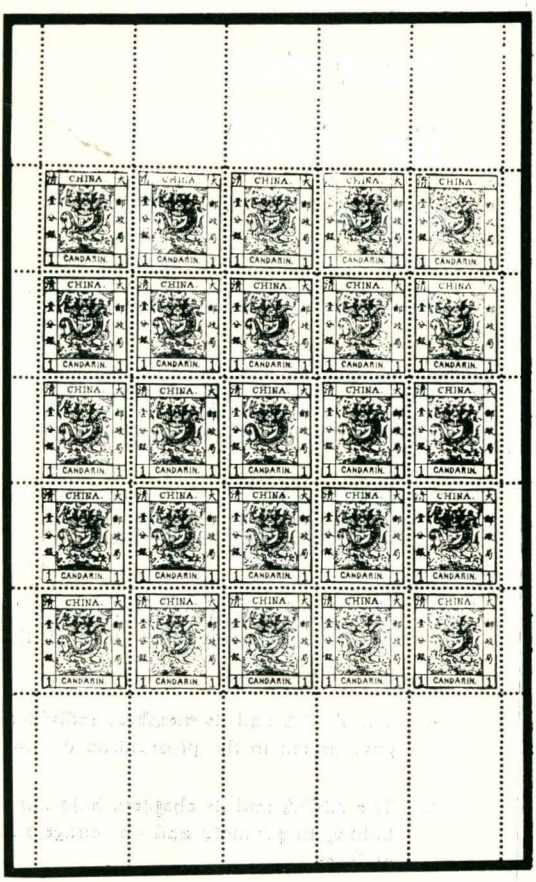
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The Collectors Club PHILATELIST

Volume 54, Number 3 May, 1975

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Letters to the Editor

Espana '75

If one ignored or overlooked some behind-the-scenes problems and difficulties, Espana '75, the international philatelic exhibition and congress was successful to a degree that can only be described in superlatives. The committee, headed by Dr. A. Quesada, did preparatory work for more than a year, a job that has never been surpassed and equalled only a very few times in the last 30 years.

Those workmen under his direction labored diligently and ably. The others, engaged by construction contractors, plus customs officials seemed to be tuned in to an entirely different wave length.

Nevertheless, the show was remarkable in its enormity and its magnificently beautiful and attractive presentation. The whole occupied two entire floors of the Crystal Palace and the whole of Pavilion XI across the way for a total of 90,000 square meters (about 300,000 square feet) with six miles of aisle distance. The dealers who came from as far away as India and California, utilized some 100 booths on a compactly arranged mezzanine.

On the top floor, the Fabrica Nacional de Moneda y Timbres had a huge display area in which samples of its work were on view. A finely produced color slide and sound track presentation told viewers the story of stamp production and collection as well as Spanish postal history. Nearby was the Fournier booth, a private stamp printing firm that has actively gone into the production of the pictorial paper of many overseas nations. At specified times each day both gave away cards imprinted with reproductions of stamps similar to the BEP souvenir which the U. S. Postal Service gave away from opening to closing. The Bureau of Engraving and Printing also had a booth, but its display consisted only of photographs under glass top counters. Italy's Instituto Poligrafico dello Stato had an engraver at work to demonstrate the technique of intaglio art. It distributed a small folder containing a block of four stamp-like stickers with a portrait by an Italian master which presently hangs in the celebrated Prado Museum in Madrid.

An unusually large number of postal administrations were there, selling their wares as fast as they could collect the offered pesetas. The manager of the British booth disclosed that on the fifth day of the show, the stand had sold more than it had during the entire run of Stockholmia where they had set a five-year record.

The usual countries that are present at almost every international show were there. But in addition there were some new ones. Communist nations were there in force, and for the first time we noted Thailand, Paraguay and Uruguay.

Another interesting display was that shown in the Juvenile-Topical section in the other pavilion. There, by invitation of the Spanish Postal Administration, were examples of letter carriers' uniforms from U.P.U. countries, giving the public a chance to see how they differed in various climes.

Security was admirable with the presence of scores of police and soldiers augmented by closed circuit TV surveillance around the clock. An entire battalion of firemen was also on hand (albeit inconspicuously) with their complete equipment. Two ambulances were at the entrance of the halls, but except for a few sprained ankles they were unnecessary.

Most of the frames in the competitive sections represented the cream of philatelic accomplishment, even though there was in the topical and junior sections some material that was not up to international show standards and should not have been accepted.

The United States was comprehen-

sively represented in every section — from the Court of Honor to the junior, and while none of them was powerful enough to get one of the top five awards, they did extremely well and did our nation proud.

Perhaps the most impressive aspect of the show was the multitude that lines up hours before to get into it. On opening day 62,000 visitors paid the 25 peséta admission, and though we did not get a final tally, there was no abatement in attendance with some waiting up to two hours prior to closing time for entry.

These numbers, however, are deceptive, for they do not reflect a really serious philatelic interest among the Spaniards. They didn't come to see the magnificent treasures on view; not even Queen Elizabeth's *Prince Rainiers* or the *British Guiana* and *"Post Office" Mauritius* cover attracted more than four or five people at a time. Only a relatively few Spanish connoisseurs and foreign philatelists could be seen in the spacious halls examining the entries.

The vast majority came with expectations of easy and sure profits. After getting in they lined up again to buy a copy of the catalogue (probably the largest one of any show) not for a listing of the displays, but for the black proof souvenir sheets it contained. More long lines packed the post office windows in pursuit of the two sheets. The counters, where different special postmarks were used every day, were equally thronged. The visitors, whether youngsters or senior citizens, stuck stamps to everything imaginable just to get the impression of the handstamps. We saw newspapers, magazines, catalogues, leaflets, handkerchiefs and even shirt tails so obliterated.

A few visitors to whom we spoke gave the same explanation. Those who bought the souvenir commemoratives issued for the first Spanish international show in 1950, could sell them for 50 times their original cost. They were convinced that the same would happen with the 1,000,000 sheetlets the government produced to help finance the cost of this exhibition.

The exhibition was underwritten by four different ministries; the Fabrica Nacional de Moneda y Timbres did just about everything except build the frames and operate the food and refreshment concessions.

Its staff provided the managerial and secretarial help from the beginning in 1973 to the closing and will continue until all medals, certificates and other essentials will have been distributed.

The four different medals all were struck by the FNMT; the prospectus, catalogue and prize list were printed and bound in its typographical section, while the stamps and sheetlets were ment. Even the staff of official photoproduced in the security paper departgraphers came across Madrid to shoot pictures of philatelic and social events each day, developing and printing them in a specially built darkroom in the Crystal Palace basement.

One popular innovation was the daily publication of a free eight-page, fully illustrated newspaper at the show. Containing interviews, feature articles about stamp collecting and kindred items, it was done in offset. It was produced at the show to demonstrate the techniques of this process from page layout to composition and printing.

All in all, a very satisfactory show.

Ernest A. Kehr
Madrid

Experimental Cancels—Great Britain

May I belatedly comment on the treating with the "Experimental Cancellations On The First Post Card Issue Of Great Britain" which appeared in Vol. 53, No. 2 of the "CCP."

In Fig. 7 Abbot Lutz describes the perforated cancellation as being inverted, but does not explain that by virtue of being inverted it is, in fact, upright! This cancellation is usually referred to in Britain as the "Inverted Orb" with, in most cases, the cross below. When we get an inverted "Inverted Orb," as on the card illustrated, the result is a

cancellation in an upright position as on the values of the 1953 Coronation stamps.

With reference to the relative size of the holes in the London and Liverpool Arrows, Mr. Lutz says, ". . . it was found that many Liverpool firms had the back of the cards printed in London and mailed from there." This, I just do not believe! As Mancunians we pretend to believe anything daft about our friends and neighbours, the Liverpudlians, but to suggest that an intelligent Liverpool cotton broker writing to a Manchester spinner, or a Liverpool shipping agent writing to a Manchester exporter would find it convenient to post his mail in London, is little more than fantasy. Yet, I have such cards with holes of both sizes in the perforated cancellation.

From my own observations I would suggest that the correct position was as follows. The two machines supplied to London were not identical with the one supplied to Liverpool.

London machines were made with hollow perforating pins which took a small circle of material out of the card. The edges of the holes are clear cut and there is no build-up of displaced material on the reverse.

Liverpool machines had solid, slightly tapering pins which did not remove any material, but merely displaced it to form a raised circle on the reverse.

London machines were not able to punch large numbers of cards at one time, but Liverpool ones were able to deal with comparatively large numbers. There is no variation to the size of hole on London cards. The Liverpool holes, however, being tapered, become progressively smaller the further down in the pile the card happens to be. Extreme examples are known where the pins have indented the bottom card without actually penetrating.

The London results are far more pleasing because so many of the Liverpool cards suffered from broken pins. Not surprising, in view of the heavier duty to which they were put.

Figure II in Mr. Lutz's article is obviously the product of a machine which had solid pins and, as such, could not in my opinion, be a London perforation. I would respectfully suggest that the writer's address on the reverse is in Liverpool.

No recorded dates are given for the use of Manchester clips. To remedy this, I may mention that the extreme date in my collection is "SP 11 74" (Bracket Cut). This card seems to show that the meaning of the experiment was failing to be appreciated by postal staffs, for the stamp, left uncancelled by the Manchester Post Office apart from the clip, has been cancelled by the receiving office *in red,* "LONDON, E. C."

Cyril Kidd
Manchester, England

Abbot Lutz replies:

Regarding the use of London Sloper cancellations on Liverpool cards — it was my error in saying "firms", what I should have said was "societies." As a matter of fact, two Bible societies used this system. I have also found London Slopers on mail having addresses in Leicester and Manchester. Many societies that had branches in various sectors were London based and did their mailings from London.

As to the machines: The London machines were piercers, the one Liverpool machine took out a circle of paper from the card. Among the London cards I have examples of minute piercings while on the Liverpool cancels, no matter how many pins were missing, the hole was still of a 2 millimeter diameter.

Figure 11 was a typesetting error. It is a Liverpool Sloper from Fredk Leyland & Co. with their shipping list of 14 Feb. 1874.

In the January 23, 1897 edition of the English Specialists' Journal, Mr. R. Bradshaw Smith did an article on Perforated Cancellations. He illustrates all the varieties and then confounds us with the Liverpool pins as being "posted" (quotes are mine) at Barrow-in Furness, Birmingham, Glasgow, Hanley, Ormskirk, Rugby, Werdon and Widnes, Now THAT is something to think about.

Abbot Lutz

SHIP-LETTERS FROM ST. PIERRE

By Robert G. Stone

Postal history has had a hard time convincing the "stamp nuts" they are safe in a seemingly threatening world of "covers." In turn, postal historians are not always convinced that ship-letters are anything but peripheral curiosities, especially to those specialists in landlocked countries. In the pre-adhesive era, of course, ship-letters were common and collectors of early letters can't escape some familiarity with them, even if they don't properly understand them. To many specialists in adhesive stamps such letters (with stamps) may seem to be very uncommon, even unknown. However, during the adhesive era a very considerable proportion of the foreign mail from port towns of certain countries was dispatched as loose ship-letters, and its stamps cancelled by foreign or private postal markings of various sorts. Haiti, Colombia, Honduras, some West African countries, Dalmatia and Tristan da Cunha are notably among these.

We are speaking here primarily of letters carried outside the regular closed mails, being handed loose to ship personnel at the docks (or at sea) to be deposited in the post office at some foreign port. There was a great variety of situations, as well as ways, in which loose letters could be handled, depending on the time and place — a vast subject which has never been treated comprehensively, nor even in adequate depth for any one country or area. Long-time readers of this journal may recall our extended study of the HAPAG ship-letter mail from the West Indies region (*CCP* Jan. 1953, July 1955). A more longitudinal analysis of the ship-letters of the Danish West Indies will appear in our Chapter V of the forthcoming "WDI Handbook," which will, we hope, impress the unsuspecting with the great importance and complexity of the subject for a country where, over the century or more preceding UPU, 50% to 100% of its enormous correspondence went as loose ship-letters. Many of the special arrival markings for loose ship-letters have been catalogued for certain countries. But one must not assume that merely knowing the indentities of such markings conveys any great understanding about the practices and uses of ship-letters. Our ignorance at that level remains colossal, and it will not be easy to dispel because the essential documentation simply doesn't exist prior to the 20th Century.

Now St. Pierre-Miquelon (SPM) is another of those countries from which, during certain periods at least, the amount, if not the proportion, of the foreign mail leaving as loose ship-letters was inordinately high.

As is well known, the vast majority of mail, whether closed or loose, to and from St. Pierre has had to transit other countries because there has never been a regular transatlantic packet service from Europe, Canada or US which called there. Fishing boats and occasional French naval patrol boats have passed some mails direct to and from France, but mainly the mails have gone via local SPM-subsidized packets connecting with Nova Scotian and Newfoundland ports where transatlantic packets did call. However, the Newfoundland route has been very little used except for mail to or from Newfoundland itself. The local SPM packets to (North) Sydney and Halifax began in December 1845, and the south-coastal Newfoundland mail boats began to call in 1873 (but only to 1889). Through closed-mail

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Robert G. Stone is editor of "The France Colonies Philatelist" and is a recognized expert on the General Issues of the French Colonies.

pouches were first exchanged with France (via Halifax and England) in November 1853. The SPM packets have generally gone into North Sydney in the summer and fall, and into Halifax in late winter and early spring when ice blocked the approach to Sydney harbor. Occasionally small merchant and fishing boats as well as the SPM packets have taken some loose letters into various other ports around the Gulf of St. Lawrence.

It has been customary on loose letters (i.e., any not sent in *sealed* pouches) to postmark them at points along the way where the letters were first deposited and subsequently where sorted and exchanged from one service to another. Loose ship-letters deposited in a port only part way to destination would usually be put into the regular mail for onward conveyance. At Halifax prior to UPU such letters for Europe, and sometimes perhaps even to US, went thence by packet, but as "open mail" (in British GPO terminology) which might be rated and marked differently than closed mail.

We can distinguish two categories of loose letters from St. Pierre:—

a) In the pre-UPU period, letters without adhesives of origin and unpaid, put in the hands of ship masters or pursers of boats leaving St. Pierre, to be dropped off in the post office of the first Nova Scotian, Newfoundland, Quebec, P.E.I., or French port reached. They were often marked with a special ship-letter mark of the port but in any case with a regular date postmark of the port. This type of ship-letter is rare from SPM but only because all early letters from there are rare. Prior to December 1845 practically all of them are loose letters deposited in French ports and receiving one of the familiar types of French entry marks (see Fig. 24) fully catalogued in Salles' great work on "La Poste Maritime" (Tome I). After 1845 to 1854 all the St. Pierre mail was still going as loose letters, but a considerable proportion of them now was deposited at Sydney or Halifax, and a very few at St. Johns. After 1853 the loose letters decline to but a small fraction of the total mail, most of which now went in the closed bags from the St. Pierre P.O. (opened March 1854), via Halifax and England if addressed to Europe, overland from Sydney or Halifax if to Canada or US, and via Halifax, Bermuda and St. Thomas if to the West Indies (via Cunard packets, closed British mail).

b) Letters with French Colonies or St. Pierre adhesives, i.e., fully or partly prepaid, mailed by senders at the St. Pierre docks or on board boats after leaving St. Pierre, and deposited as loose ship-letters in the post offices of the first (usually) port of call. Stamps on these letters when entering Canadian ports prior to about 1910 were generally cancelled by a regular dated postmark or "killer," and thereafter by a "Paquebot" mark of the port, if it had one. Loose letters put into a French port were cancelled up to about 1897, by the special entry post marks inscribed "Outre-Mer," "Colonies Fra," or "Union," thereafter by a "Paquebot" or regular postmark (see Salles); these are very rare.

It is the port of arrival marks on the second (*b*) category of SPM ship-letters which we will give particular attention here, because these items are quite characteristic for St. Pierre and, in the 20th Century at least, common. They form one of the more attractive and interesting aspects of SPM postal history. Although itemization and description of the marks may be intriguing and a useful reference for collectors, the real flavor of the ship-letter mail is only to be savored from the covers such as illustrated here (Figs. 1-22).

We described many of the Canadian arrival or transit cancellations seen on SPM stamps in an article in the *France & Cols. Phil.* for March-June 1943. Later, in a special issue (#19) of *La Documentation Philatélique* devoted to "Grande Peche" mail, Tristant and Salles *et al.*, gave a more detailed accounting of these marks. As that publication is very difficult to obtain and

there are many additions and corrections which we can make to it, we offer a concise tabulation here for reference. A few comments about it are in order.

First, one should be aware of all the possible and likely places that SPM-originated loose ship-letters could enter and there receive a foreign mark on the stamps. Although North Sydney and Halifax account for probably 98% of the letters, a number of other ports are known and still more could occur. Louisbourg (N.S.), St. Johns (Nfld), Montreal and some French marks are occasionally seen. But some other small Nova Scotian and south coast Newfoundland ports should be found, as shipping from St. Pierre frequently goes to them. In addition, Boston, New York, Quebec, Trois Rivières and Charlottetown (or other P.E.I. ports) may be expected, however rare. The SPM-packet sometimes had cargo for other Nova Scotia and P.E.I. ports, and on occasions of heavy ice off Sydney would run south along the ice front to the first port it could get into (e.g., Louisbourg). Since 1965 the SPM packets have also gone regularly to Fortune, Newfoundland.

We list and describe only the foreign marks we have seen on SPM stamps or reported thus in the literature (on or off cover). When "killer," "cork," or straight-line "Paquebot" marks tie the stamps usually a postmark of the port is struck on the face or back of the cover, thus providing identification of the source of the mark on the stamps. A number of the "killers" and corks seen on SPM stamps off cover have not yet been seen on SPM covers and the port of their origin remains uncertain unless the origin of the mark is well known from non-SPM mail. However, probably all the unidentified ones are Canadian and perhaps Canadian specialists may be able to identify some of them. The problem here is that Canadian post offices over the years have used a great variety of "killers' and "corks" many of which have not been catalogued; often very similar ones were used at different towns, and a given mark varied with time owing to wear, inking, etc., or had a short life.

The variety of foreign cancels on SPM stamps is greater than those of SPM itself, if we exclude the "First Day of Issue" types; St. Pierre has had only four post offices and changed postmarks infrequently. It may seem surprising that more marks of French ports have not been found on SPM stamps in view of the many fishing boats that returned from there to France every year. The reason is that there was little motivation to send mail by them since these trips were usually much slower than the regular mails and riskier. The St. Pierre P.O. has sent some closed mails to France by the occasional large steam trawlers and refrigerator boats, but we have not yet seen any loose letters by them. The French naval patrol boats and hospital boats servicing the fishing fleet on the Banks did not usually take mail back to France but brought it into St. Pierre, No. Sydney, Halifax or St. Johns, generally unpaid and with French postage-due stamps. In recent decades many Spanish, Portuguese, Japanese and other foreign fishing boats have been visiting St. Pierre and may have carried loose letters out with them.

The usual assumption that *all* the foreign marks on SPM stamps represent covers sent as loose ship-letters mailed at the docks or at sea is probably not strictly valid. Some of them were certainly from letters posted in the St. Pierre P.O. which for some reason failed to cancel the stamps.

Covers with SPM stamps, or with French Colonial General-Issue stamps affixed at St. Pierre, cancelled at foreign ports are very rare before 1900. However, a considerable number of stamps off cover of the Dubois (1881-92) and the Allegorical Group ("Peace and Commerce") type (1892-) are found with Canadian corks and killers. After 1905 such covers and stamps are somewhat commoner, and from 1923 on the circular "Paquebot/Posted at Sea" cancels of

Halifax (1910-) and North Sydney are common.

A colleague, Cliffton O. Smith of Sherborn, Mass., has written us about his visit to the Foreign Exchange Office (P.O.) at North Sydney in 1963. The postmaster there informed him that nearly every boat coming in from St. Pierre brings some loose letters to be marked with the "Posted At Sea" cancel. Most of the regular closed mail was being brought over by the irregular air service; but when loose letters by the airplanes are received they also are cancelled with the "Posted At Sea" mark (much to the PMs amusement)! In winter, if Sydney harbor should be ice blocked, the ships go around to Louisbourg or beyond if necessary, even sometimes as far as St. John, N.B.! Letters put off at Louisbourg are returned to North Sydney for "proper" cancelling as loose ship-letters!

By the 1950s (or earlier) Louisbourg was no longer allowed to accept loose letters unless they bore Canadian stamps.

EXAMPLES OF ST. PIERRE SHIP–LETTERS

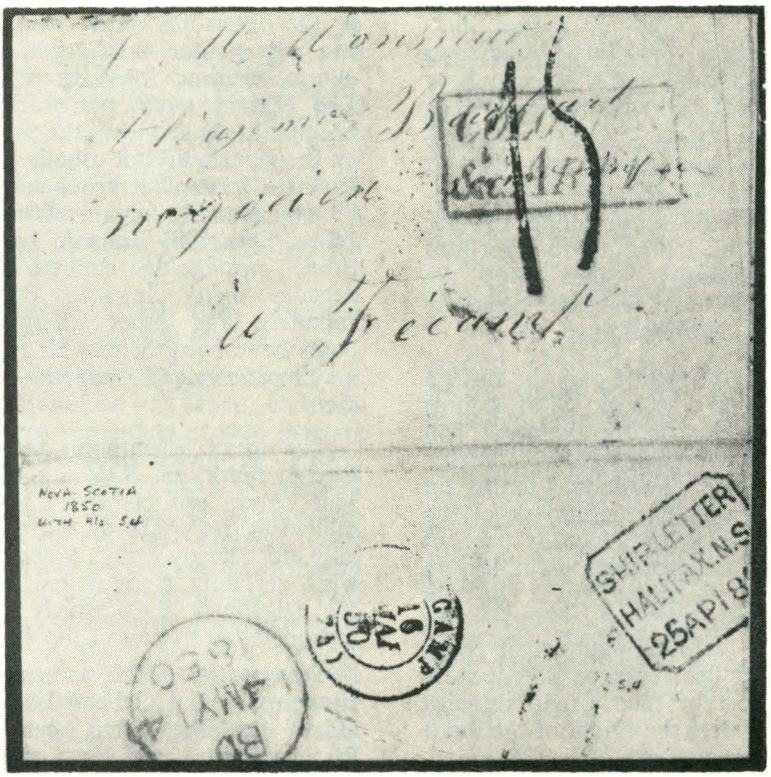


Figure 1. An entire letter of April 1850 from St. Pierre to Fécamp, France, with rectangular framed SHIP–LETTER/HALIFAX N.S./25 AP 1850 on back. On front the Franco–British accountancy mark COLONIES/& ART 13 and a "15" décimes French due–mark. On back London transit and Fécamp arrival mks. This letter was taken loose on the SPM local packet to Halifax and put in the P. O. there unpaid. As the St. Pierre post office had not yet been established there was no agency to put up closed mails. Owing to the ice around Sydney harbour the packet was still going to Halifax as late as April (some years even to May or June). Fécamp was an important center for the cod fishery, outfitting about 30 boats in the 1850s.



Figure 2. A nice example of an early ship–letter, to St. Malo, France, 1827, with the very rare entry mark COLONIES PAR/ St BRIEUX. This mark is not listed in Salles' book (Tome I) but he discovered two copies later and this is the third. St. Brieux (now spelled St. Brieuc) is a small port on the north coast of Brittany which in the 1820s sent out 30–50 fishing boats to the Grand Banks every year. Much SPM mail was to St. Malo since it was long a leading center for outfitting boats for the cod fishery, starting in the early 1500s.

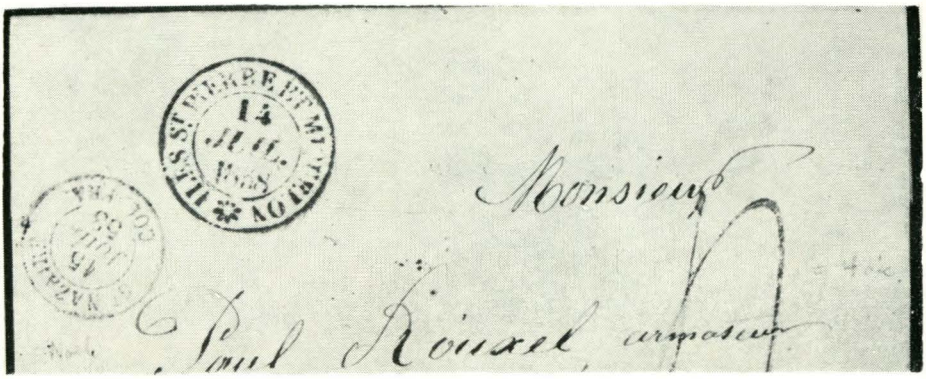


Figure 3. Letter from St. Pierre, July 1858, posted in the post office there and bearing its postmark, but sent by a merchant boat to St. Nazaire where it received the "St. Nazaire/Col. Fra." entry date–postmark (Salles #185); this type of mark was used both on loose letters and those consigned by a colonial PO via merchant or private boats; the date post–marks reading "Outre–Mer" and name of port were similarly used (see Figure 24). Salles has recorded SPM letters with these marks of Brest. St. Nazaire, La Rochelle, St. Servan, Fécamp, Honfleur, Bayonne, Granville, St. Martin de Ré, mostly before 1870, but one 1899 and one 1905! (17 letters in all).

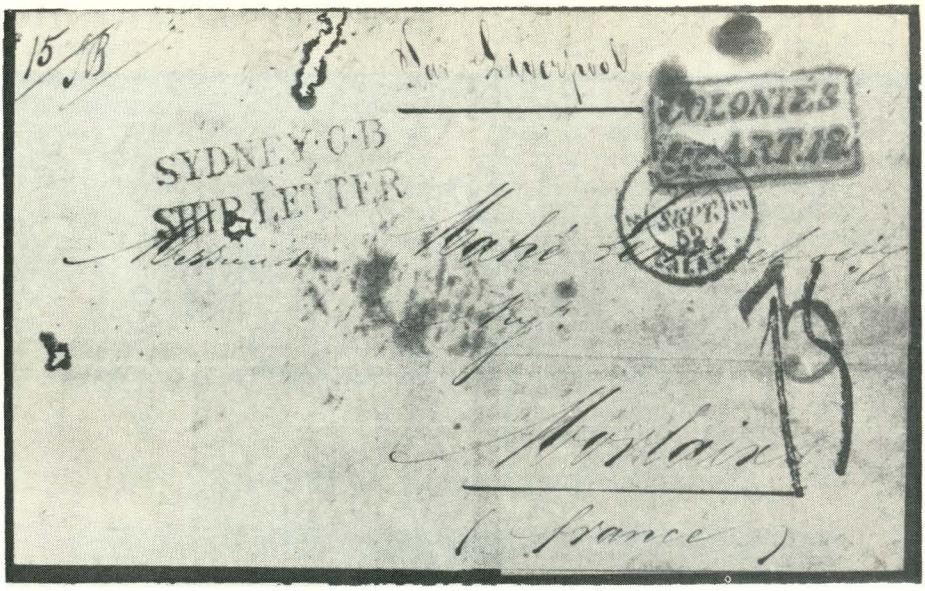


Figure 4. Ship–letter from St. Pierre to Morlaix, France, Sept. 1812. This was over a year before the St. Pierre post office was opened. The local SPM packet took the letter loose to Sydney post office which applied its SYDNEY C.B./SHIP LETTER mark (rare) and a "3" charge for overland postage to Halifax which was probably paid by the packet master in behalf of the sender. Sydney postmark and ovai Halifax exchange–office postmark on back. On front the framed Fr–Br accountancy mark COLONIES/& ART 12, "15" décimes Fr. due, and Calais entry mark .

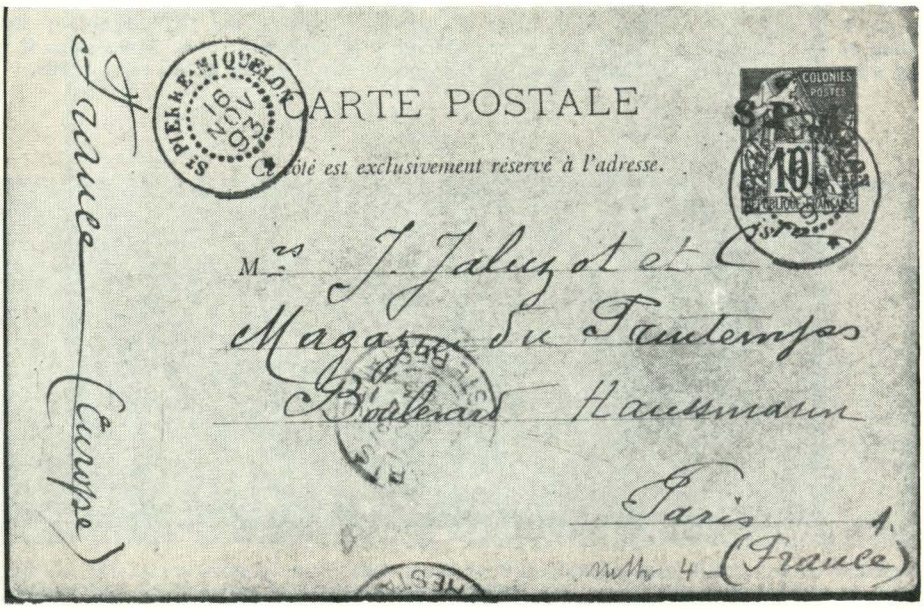


Figure 5. French Colonies General Issue 10c postcard of 1885 overprinted "SPM" in 1892, used at St. Pierre to Paris and cancelled St. Pierre 16 Nov. 1893, arrival Paris 28 Nov. On back is a red entry postmark "Colonies Par/LaRochelle/27/Nov. 93" (Salles #188), a mark intended for loose ship letters from the colonies and rarely used at such a late date. In this case the St. Pierre post office apparently put the letter on a returning merchant or private steamer taking fishing–boat crews back to France at the end of the season, but the P. O. at LaRochelle treated it as a loose ship–letter because not carried by a regular mail packet.



Figure 6. Cover from St. Pierre to Bayonne, France, 1894, with 25c SPM Peace and Commerce stamp cancelled with postmark "North Sydney/N.S./ My 29/94" (Aia), backstamped N. Y. transit pmk. This is the earliest ship–letter we have seen from St. Pierre on which the stamp is cancelled by a dated postmark of North Sydney or Halifax. Up to about 1905 North Sydney almost always used a round or oval cork or killers of bars on such mail. The N. Y. transit mark is interesting as it was only for a time in the 1890s–1910 that the Halifax P. O. regularly forwarded closed mails to France overland via NY. The Legasse firm and family was a dominant one in the business and political affairs of St. Pierre for many years, later becoming involved in controversy the aftermath of which is still felt in St. Pierre. Bayonne was an important center of cod–fishng enterprise.

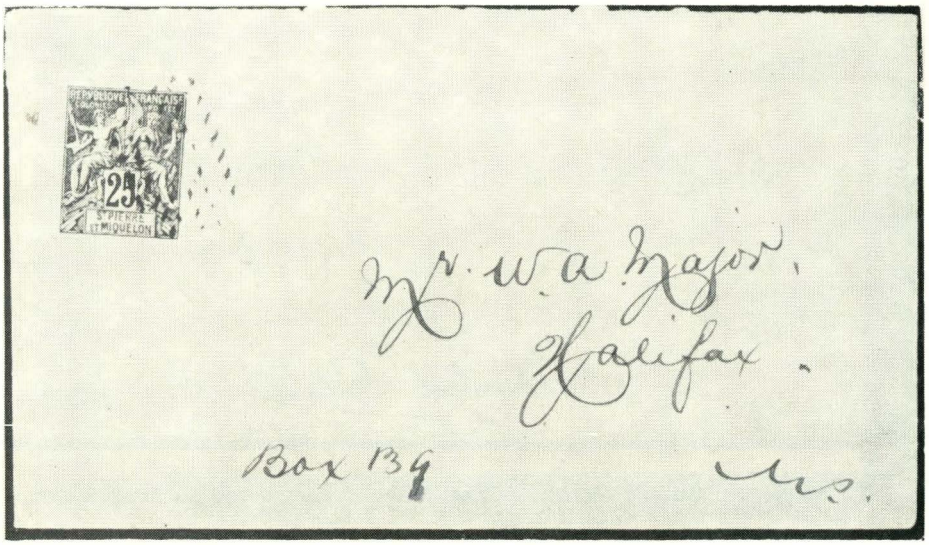


Figure 7. Ship–letter of 1896, St. Pierre to Halifax, with 25c SPM Peace and Commerce stamp cancelled by the rare oval cork (A2b) of Halifax cut into small diamonds by crossed channels (used only 1895–96). (Collection of C. O. Smith).

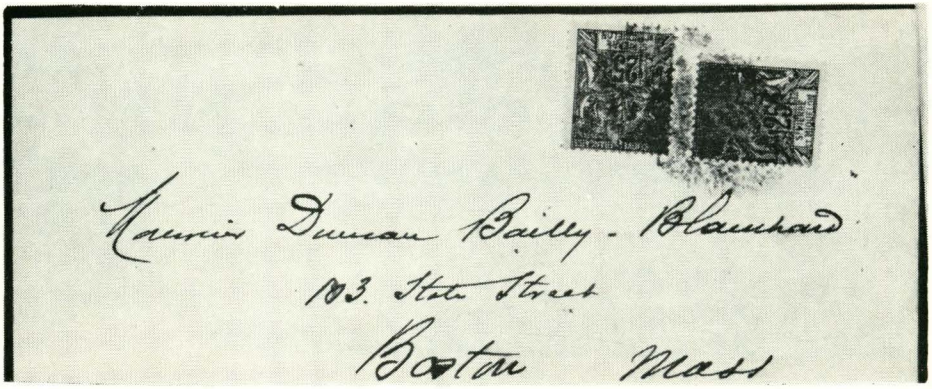


Figure 8. Ship–letter of January 1899 to Boston, with two 25c Peace and Commerce stamps of SPM cancelled by the large diffuse oval cork (A2a) of North Sydney, whose postmark is on back. The cork is very rare on SPM stamps and was probably short–lived. At the end of December and early January this year North Sydney was still ice free.

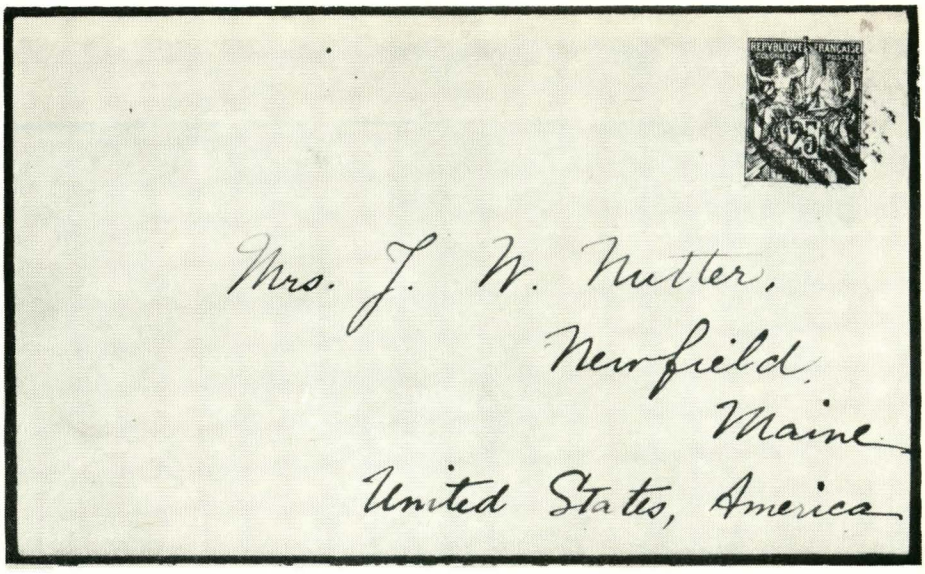


Figure 9. Ship–letter October 1901 to Maine, with 25c Peace and Commerce stamp of SPM cancelled by the nearly circular 23mm killer of 9 bars of North Sydney (A3a). North Sydney postmark on back. Very similar killers were used in the early 1900s at Halifax and Louisbourg also. The Nutter correspondence had many ship letters from St. Pierre. (Collection of C. O. Smith).

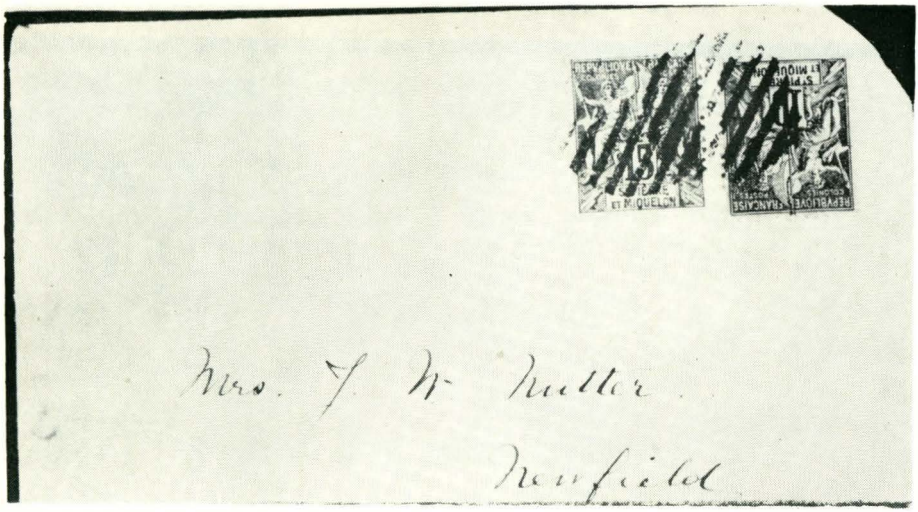


Figure 10. Ship–letter of January 1904 from St. Pierre to Maine with 10c+15c SPM Peace and Commerce stamps cancelled with the 22mm circular killer of 8 bars (D3) of Louisbourg; backstamped Louisbourg, N. S., postmark Jan. 24. (Collection of C. O. Smith).

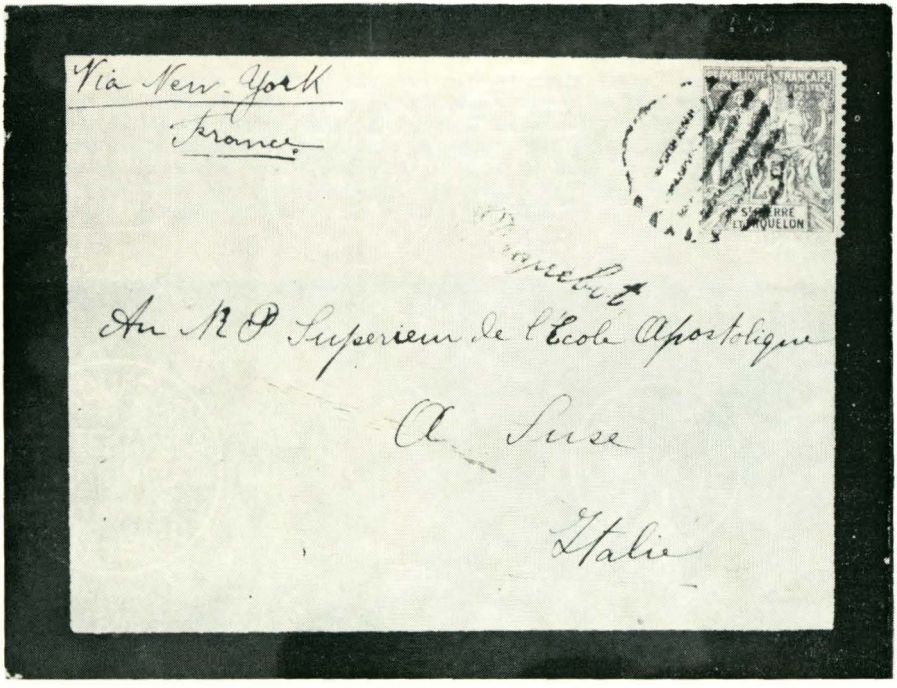


Figure 11. Ship–Letter of ca. 1907 to Italy, with the rare 25c blue Peace and Commerce stamp of 1900 (only 10,500 printed), cancelled by a circular killer (B3c) of 7 bars presumably of Halifax (no postmark) which we have not recorded on any other SPM stamps or covers; at the side is the well–known but very scarce "Paquebot" mark of Halifax in script letters, used only from early 1907 to early 1911 (Studd #A351). This mark was usually struck on the stamps (see Fig. 12).

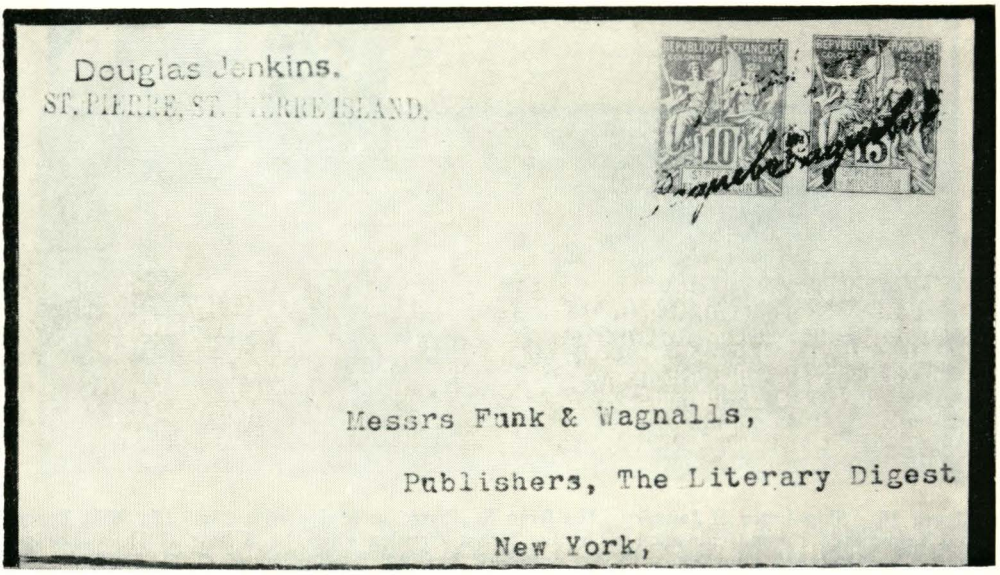


Figure 12. Ship–letter of 1909 to New York, with 10c + 15c Peace and Commerce stamps of 1900 cancelled by the scarce script type "Paquebot" (B5a) of Halifax; Halifax postmark on back.

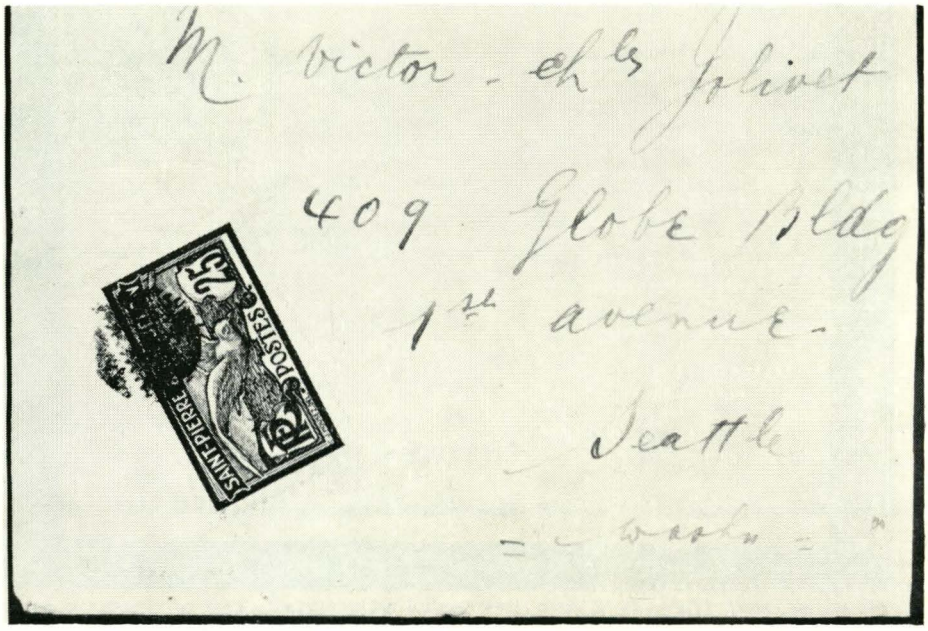


Figure 13. Ship–Letter of November 1910, to Seattle, with 25c stamp of 1908 pictorial issue cancelled by small neat round cork (A2c) of North Sydney; North Sydney postmark on back. This was about the last year in which the corks were regularly used at North Sydney on these letters, though some examples are seen as late as 1919.

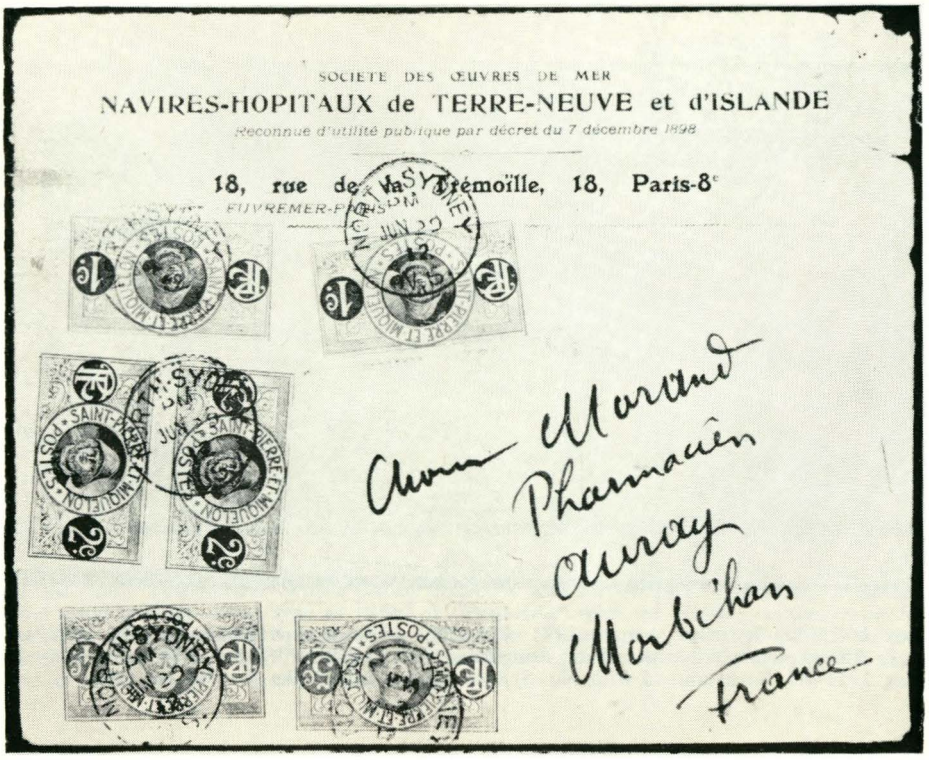


Figure 14. An example (1912) of the very rare "Grande Peche" (ocean cod–fishery) mail from one of the hospital ships of the Société des Oeuvres de Mer which cruised the Grand Banks yearly during the fishing season giving medical aid, taking mail, etc., for the fishermen. The hospital ships called several times a season at St. Pierre, North Sydney, Halifax, St. Johns, etc., but this is the only ship letter from them we have seen with SPM stamps—usually they were unpaid or had French stamps. On back is a large blue cachet of the "Navire Hopital/Sainte Francoise d'Assise", in service 1901–1913.

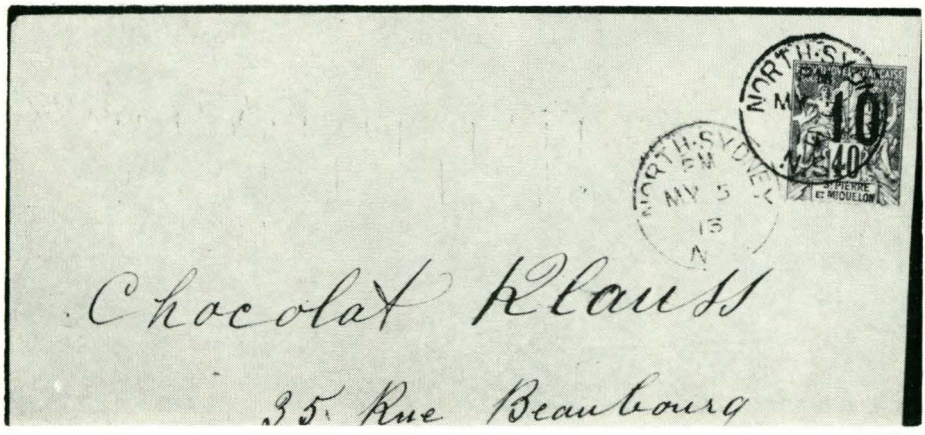


Figure 15. Ship–Letter of 1913 to Paris, with 10c on 40c stamp of 1912 cancelled North Sydney/N. S./My 5/13, (A1a). This was a typical cancellation on stamps of SPM ship letters to Sydney during the 1912–1922 period, though a duplex of cds with oval of bars or a cork is sometimes seen.

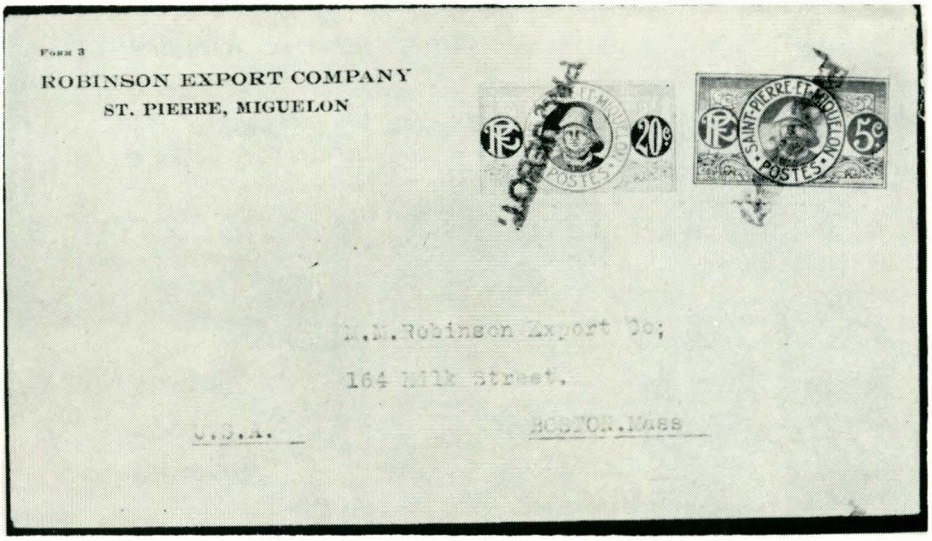


Figure 16. Ship–letter of August 1921 with 20c + 5c stamps making a 25c UPU letter rate to Boston, cancelled with a rare straightline "PAQUEBOT" (A5a), which was only used during 1921–22. Backstamped with No. Sydney duplex cancel like that on Fig. 16.

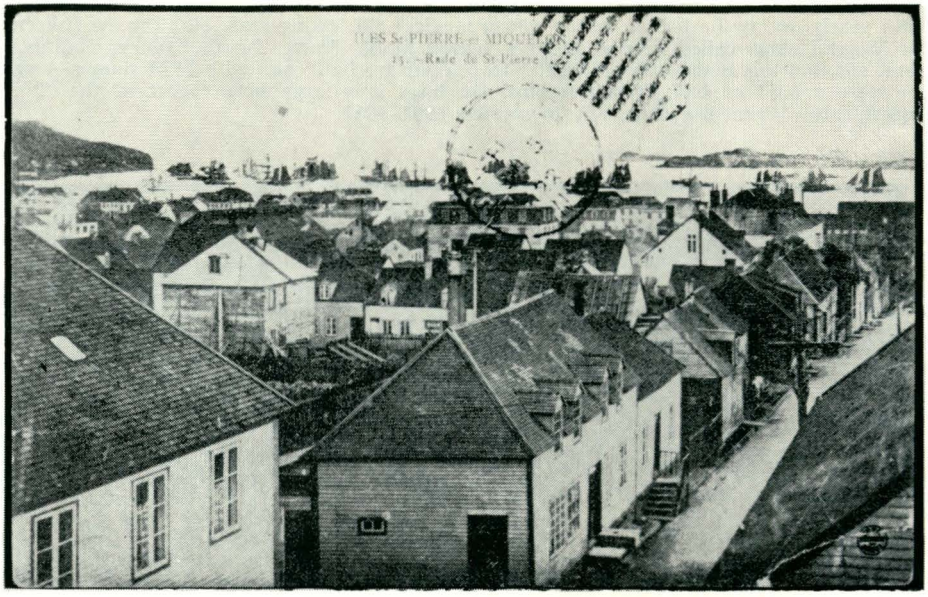


Figure 17. Picture postcard to Haiti, sent loose into North Sydney P. O., 1922; the 5c stamp on the reverse was not cancelled and the North Sydney/N. S. date stamp in duplex with a vertical oval of all bars (A4a) is struck on front instead of on the stamp!

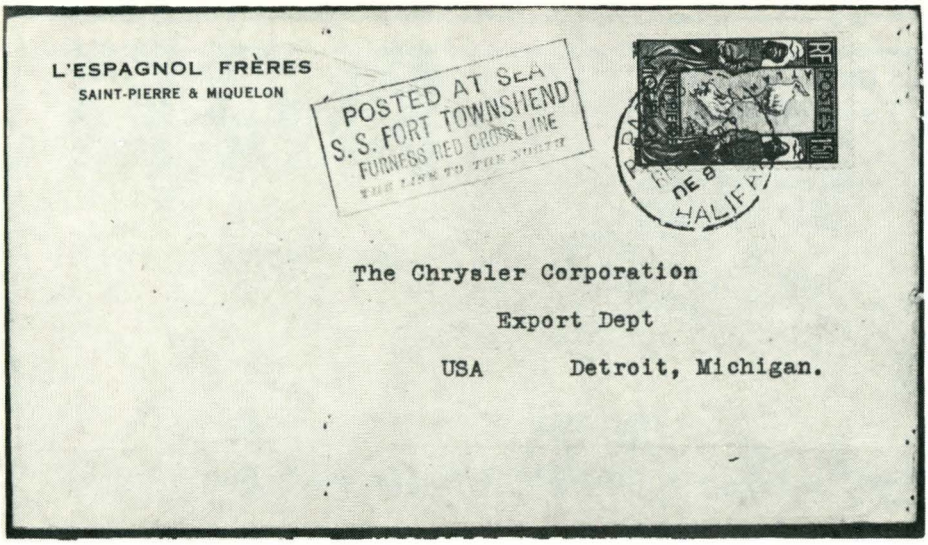


Figure 18. Ship–Letter of December 1936 to Detroit, taken to Halifax on a Furness SS Co. boat, the "Fort Townshend," whose purser cachet is seen on the face. The stamp is cancelled by the usual circular–dated type of (B5b) of "Paquebot" mark of Halifax, common on SPM ship–letters from about 1910 to the late 1950s. The Furness line called at St. Pierre a few times in the 1930s when SPM was in the heyday of its "rum–running" prosperity. Purser marks of ships are very rare on SPM mail.



Figure 19. Ship–Letter of 1924 to France, 25c stamp cancelled by a machine postmark of Halifax (B5c) having in its slogan box "PAQUEBOT/POSTED/AT SEA." The various types of machine duplex "Paquebot" marks available at Halifax from 1921 on are for some reason rather rare on SPM ship–letters, though frequent on ship mail of other origins.

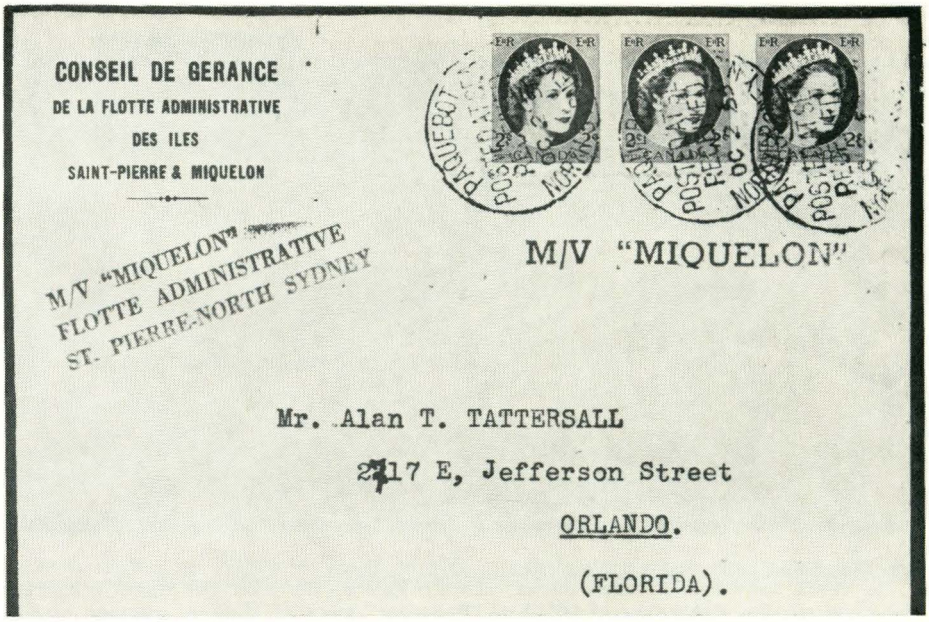


Figure 22. A cover of Oct. 1955 from the purser of the SPM fleet packet M/V "Miquelon" to US with 3 Canadian 2c stamps cancelled by the North Sydney "Paquebot/Posted at Sea" postmark (A5b). This cover is possibly one put off at Louisbourg and returned to No. Sydney for cancelling. After the War Louisbourgh was not authorized to accept loose letters with SPM stamps hence the Canadian stamps were affixed by the sender who was familiar with the regulations.

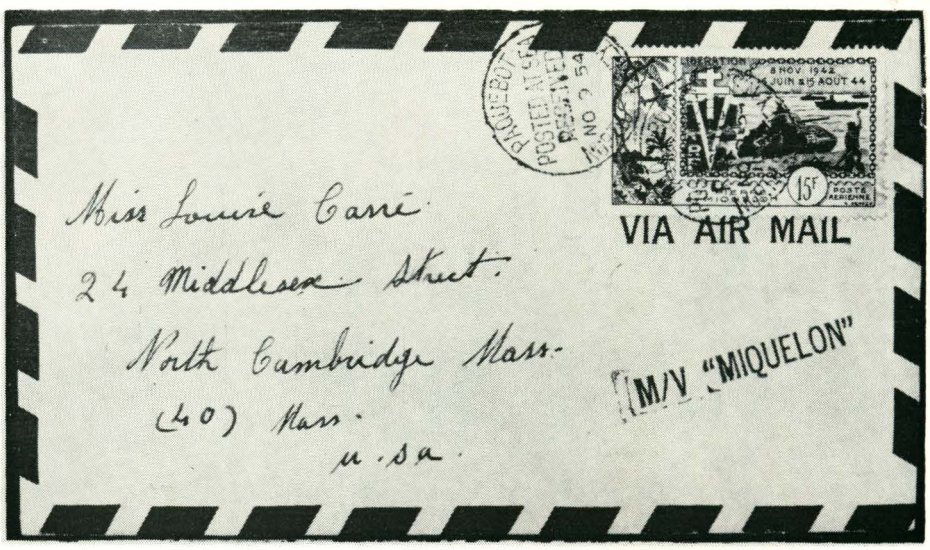


Figure 23. Ship–Letter of 1954 to Massachusetts with the usual North Sydney "Paquebot" cds (A5b) cancelling the SPM stamp, and on the face of cover the purser's cachet of the M/V/"MIQUELON" one of the SPM Government packet fleet; this cachet was rather seldom used on commercial mail other than that of the fleet administration. A similar mark for the M/V "LANGLADE" is also known. (We published an article on the history and markings of the SPM packet–fleet administration 1939–1960s in "Seaposter," (March–April 1965, p. 5). We have examined over 50 covers from this same correspondence to Massachusetts between 1939 and 1960, out of which about 5% were loose ship–letters.



Figure 20. A very curious philatelic cover of 1939. The SPM stamp (40c for printed–matter rate) is cancelled by the usual circular–dated "Paquebot" mark (A5b) of North Sydney, used on all the ship–letters to North Sydney after 1923. The author of this cover, Ed. Ceder, a well–known ship–cover "specialist," sent it to the purser of the "S.S. Belle Isle" which was one of the SPM contract packets at the time, putting on the cover his own "Posted At Sea" cachet with which he liked to fancy–up his self–addressed covers. Much to his surprise it came back with the purser's own handstamp struck in the same shade of red ink just above Ceder's cachet, as if the two belonged together. It was serendipity for Ceder but unique for us as the only example we have ever seen of the "Belle Isle" cachet. (Ceder could never convince his colleagues he didn't fake the "Belle Isle" mark, but he didn't cede this one to me easily).

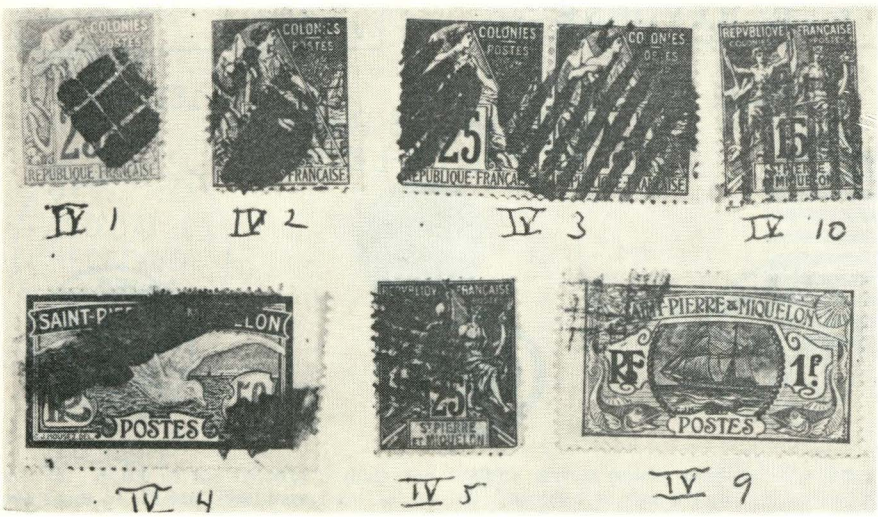


Figure 25. Some unidentified, probably Canadian, killers and corks on stamps from SPM. The marks shownn are #s IV1, IV2, IV3, IV4, IV5, IV9 and IV10.

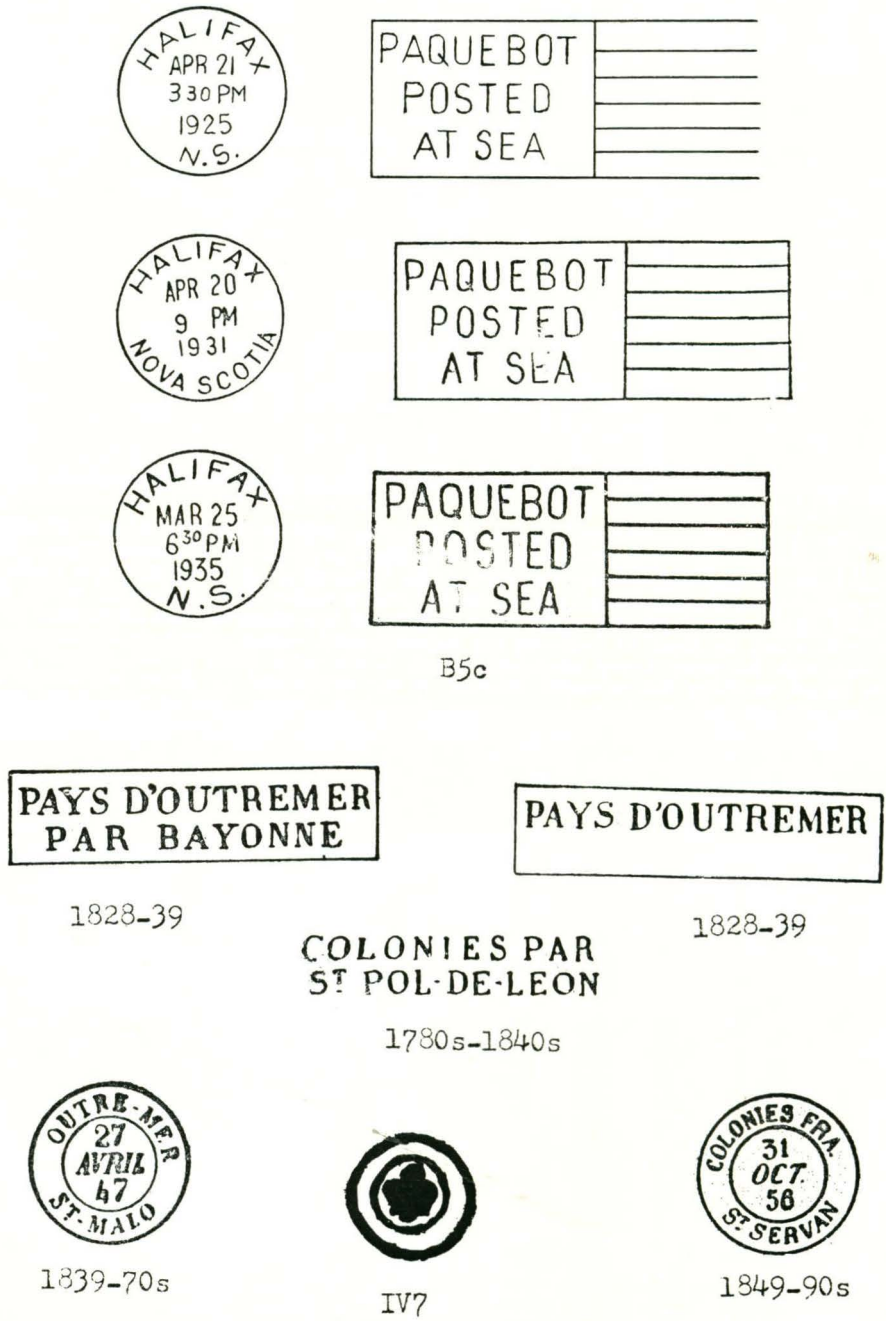


Figure 24. Some Halifax machine–paquebot marks and types of French entry marks used on ship–lettsrs from St. Pierre.

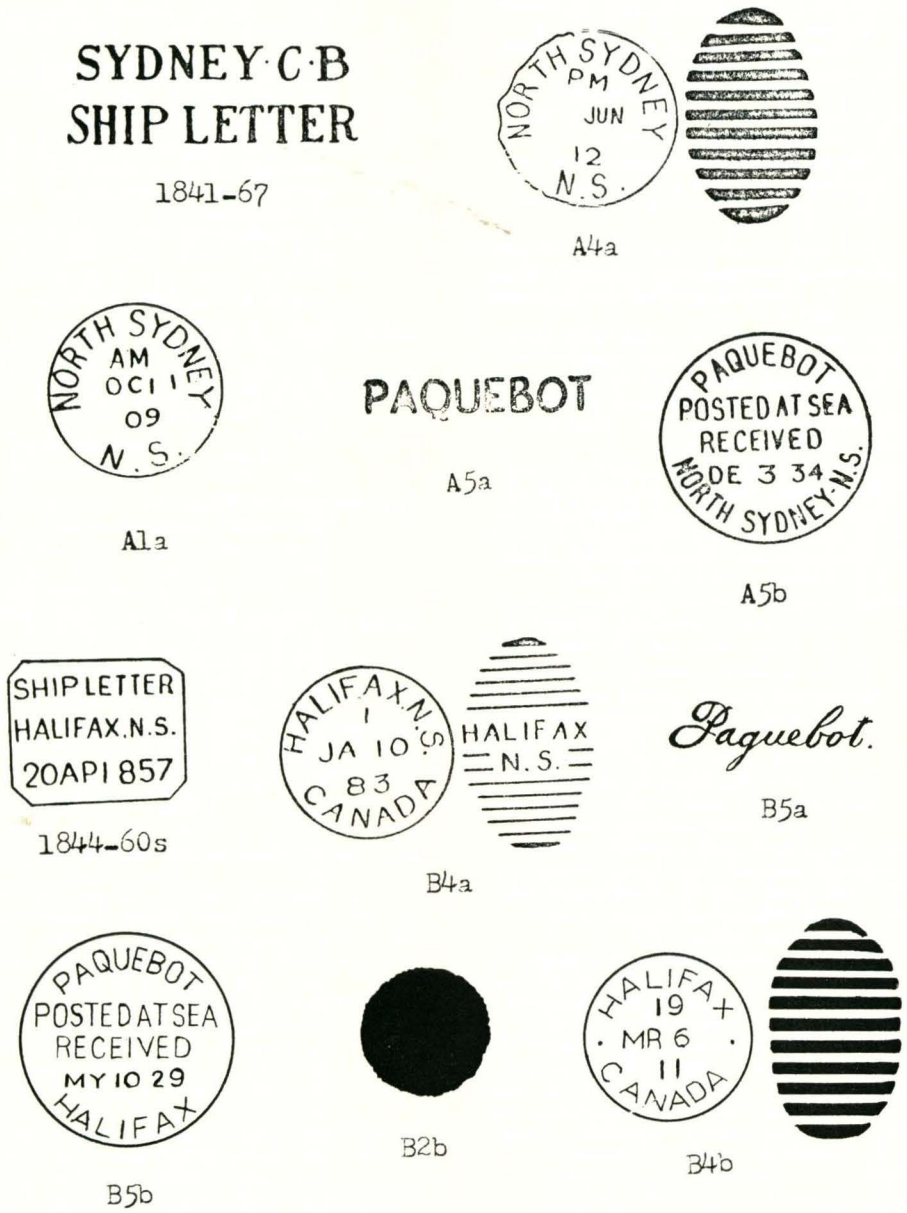


Figure 25. Some of the (North) Sydney and Halifax arrival marks seen on ship–letters and stamps from St. Pierre. Numbers refer to the list appended to this article, otherwise, known years of use.

FOREIGN CANCELS SEEN OR REPORTED ON ST. PIERRE & MIQUELON STAMPS

I. Of Canadian Ports:
A. North Sydney:–

1. Circular Date Stamps (**not** in duplex with a killer):–
   a. Single–ring, ca. 23 mm diam., seen ca. 1890–1913
   b. Circular format but without surrounding ring (worn off?), ca. 21 mm diam., ca. 1900–03
2. "Corks" in various sizes adn patterns:–
   a. Large oval ca. 23 x 30 mm, 1898–1900? (rare)
   b. Large, round, cut with crossed sets of channels giving a grid effect of diamond–shaped points, ca. 1895–6 (rare)
   c. Small, round, ca. 14–15 mm diam., usually poorly inked, ca. 1905–12
   d. Medium, round, ca, 15–17 mm diam., with indistinct pattern of irregular holes and streaks, ca. 1914–20
3. Target "killers", consisting of parallel bars or concentric circles, probably of metal, used solo (**not** duplex):–
   a. Nearly circular killer of 8 or 9 thick bars, 23–24 mm, ca. 1900–1905
   b. A solid annulus ca. 8 mm thick, 28–29 mm outer diam, 14 mm inner diam., seen only in early 1911
4. Killers in duplex with a circular date stamp (cds):–
   a. Killer of 11 horizontal bars in a vertical oval, 28 x 17mm or 29 x 18 mm, with cds of 23 mm, ca. 1911–1950s (scarce)
   b. Killer of 9 thick bars, circular, ca. 23 mm, 1890s–1910?
5. "Paquebot" Marks:–
   a. Straightline, in serifed capitals, 32 x 4½ mm, often smudgy, usually striking stamps, used only in 1921–22 (rare)
   b. Single–ring circular date stamp of ca. 28 mm diam., inscribed around inside of ring: "PAQUEBOT/ NORTH SYDNEY N.S." and in center in three lines: "POSTED AT SEA / RECEIVED / (date, month day year)", various dies differing slightly in type size and spacing, 1923 to date (Studd #B153)

B. Halifax:–

1. Circular date stamp, not in duplex with a killer:– not usually seen on SPM stamps on ship letters but only on face or back of cover, except for one report of a cover of 1918 and one of ca. 1938–9 (single–ring type, various diameters 21–23 mm; also machine cancels with flags of wavy or straight parallel lines, 1930s on)
2. "Corks":–
   a. Small, round, densely inked, ca. 12–13 mm diam., ca. 1890–95 (rare)
   b. Medium round densely inked cork ca 1718 mm, ca. 1908 (rare)
3. Target "Killers", used solo:–
   a. Large horizontal oval of 8 thin bars, inscribed "HALIFAX" 6.5 mm high in the middle, ca. 1890–1900? (rare)
   b. Nearly circular killer of 8 thick bars, 24 x 23 bb, ca. 1892–1900
   c. Circular killer of 77 or 8? bars, 22 mm diam., seen 1907
4. "Killers" in duplex with a cds:–
   a. Vertical oval of 14 thin horizontal bars, 28 x 17 mm, inscribed "HALIFAX/N.S." in the middle, ca. 1881–1892 (rare)
   b. Vertical ovals of 11 thick bars, 29 x 22 mm 1871–81, 29 x 18 1880s–1910?
5. "Paquebot" Marks:–
   a. "Paquebot" in script letters, 27 x 5 mm, used from early 1907 to late 1910 or early 1911, usually struck on the stamps but sometimes on face of cover only (Studd #A351)
   b. Single–ring circular date stamp ca. 28 mm diam., inscribed around inside of ring: "PAQUEBOT/HALIFAX", and in three lines in the center: "POSTED AT SEA/RECEIVED/(date: month day year)", used from early 1910 to late 1950s? Various dies differing slightly in type size and spacing. (Studd #B151) (not used 1940–44?)
   c. Machine duplex, single–ring cds 21½–22 mm diam. at left, with rectangular slogan box at right 50–55 mm long, 20–22 mm high, and right half of a box with 5 parallel lines; inscription in the cds: "HALIFAX/N.S." and date in center in three lines, or "NOVA SCOTIA" at bottom instead of N.S., inscription in box: "PAQUEBOT/POSTED/AT SEA" 4–5 mm high non–serif caps, 1921–1930s for the original type; the 55 mm box with NOVA SCOTIA in the cds is very scarce, reported 1925–31. There are many subtypes; used 1921–39 and 1945–1956. (Studd #B152)
   d. Machine duplex, single ring cds 22 mm diam., with rectangular box at right 42 mm long, 20 mm high, right end of box with 5 parallel lines 11 mm long; cds inscribed "HALIFAX N.S. / CAN–

ADA" and date in center in 3 lines; in the box: "PAQUEBOT/ POSTED/AT SEA" 20 x 16 mm. Used Jan. 1957 on. (TPO Studd Addenda #B275)

C. Montreal:–

1. Rectangular box ca. 40 x 20 mm, inscribed "MONTREAL/(date)", probably a hammer for parcels (struck in red), ca. 1910–15
2. Machine or hand roller of 7 or 8 horizontal bars, in sectors of about 28 x 22 mm each. Various types, some with "MONTREAL" inscribed between sectors vertically, 1930s.

D. Louisbourg, N.S.:–

1. Circular date stamps, seen 1890s–1930s. (rare)
2. Oval? killer of 8 bars, reported 1913
3. Circular killer of 8 thick bars, ca. 1900–1911?

II. Newfoundland:–

A. St. Johns:–

1. Machine cds in duplex with rectangular slogan box, 1930s (rare)

III. France:–

A. Single–ring cds inscribed: "PARIS/ DISTRIBUTION", ca. 1920
B. Double–ring cds inscribed "CALAIS A PARIS (+ a no.)/(a letter)', 1890s (railroad)
C. "(town name)/(date)/(MORBIHAN" cds reported 1890s (Morbihan was a Dept. with ports into which fishing boats went)

IV. Unidentified Killers and Corks Seen on SPM Stamps:

1. Small square cork 13 x 13 mm cut into 9 rectangular segments, seen on Dubois issue of Fr. Cols., ca. 1881–86
2. Bisected round cork 22 mm diam., on Dubois issue of Fr. Cols., ca. 1891–92
3. Vertical oval of 11 well–spaced bars, ca. 28 x 24 mm, 1890s–early 1900s
4. Vertical oval of 11–12 close–spaced thick horizontal bars, ca. 30 x 28 mm, ca. 1886–1891
5. Vertical oval of 10–12? horizontal close–spaced bars, ca. 18 x 20 mm, 1890s (Montreal?)
6. Vertical oval of 9 horizontal thick wide–spaced bars, 1890s (Sydney duplex?)
7. Two, or three?, thick concentric rings, or segmented rings?, with large dot or smudgy blob in center, 20 mm diam., ca. 1880s–1900
8. Target of four concentric thin rings, ca. 1910 (Montreal?)
9. Long bar, somewhat irregular, about 35–40 x 5–8 mm, 1920s
10. Round killer of two sets of 8 lines each crossed within a circle of ca. 28 mm diam. forming a grid with faint inking within the grid squares, 1920s?

Other Canadian Port Marks That Might Be Found on SPM Stamps:–

A. The series of 2–ring heavy circles 20–23 mm diam. with numerals in center identifying the place of use, 1870s–1890s:–
"10" — Sydney; "—" —Quebec; "—" —Montreal; "30" — Pictou; "55" — Truro; "37" — Amherst.
B. Killer of 8 thick cogs around a central dot, ca. 18 mm diam., in duplex with a cds of Halifax.
C. Roller cancels of segmented bars (like the Montreal one, I C 2 above for Halifax, Quebec, and Sydney? may occur.

Other Ports Whose Marks Might be Found on SPM Stamps or Ship Letters:

Canada:– Quebec, Trois Rivières
Nova Scotia:– Canso, Glace Bay, Arichat, St. Peters, Fourchu, Sydney
Madeleine Ids.:– Fatima
Prince Edward Id:– Souris, Charlottetown, Bedeque, Borden, Summerside
Newfoundland:– Burin, Grand Bank, Fortune, Harbor Breton, Belleoram, Burgeo, St. Albans, Port aux Basques, St. Laurence, Marystown, Placentia, St. Marys, Trepassey
France:– Dunquerque, Calais, Boulogne, Dieppe, Fécamp, Havre, Honfleur, Cherbourg, Granville, St. Malo, St. Servan, Paimpol, Lannion, Morlaix, St. Pol de Leoon, Brest, Quimper, Lorient, Quiberon, Belle Isle, St. Nazair, Nantes, Paimboeuf, Les Sables d'Olonne, La Flotte, St. Martin de Ré, LaRochelle, Rochefort, St. Brieuc, Pauillac, Bordeaux, Bayonne, Cette, Marseille
U. S.:– Boston, New York

References:

R. G. Stone: "St. Pierre–Miquelon: Notes on postal markings and cancels on its adhesives", **Fr. & Cols. Phil.**, March–Apr., May–June 1943.

(Continued on page 185)

THE PROVISIONAL POST OF THE UNITED STATES

By Calvet M. Hahn

Provisional Candidates in the Mid–Atlantic Provinces *(Continued from Page 52)*

Letter to John Hancock:

> "27th 8 o'clock . . . I could wish Mr. Masor to be confirmed as Postmaster at Montreal. I shall make a temporary appointment of one at Albany; but I do not think that the Army Letters should pay postage and have therefore wrote to Mr. Hazard to deliver them gratis, until he receives orders from the Post-Master General on this head . . ."

In addition to setting up post routes, appointing postmasters, and regulating their operation, the Committees of Correspondence and Safety also established express mail operations. The numerous challenges to the postal standing of Paul Revere that have been made have been based upon a misunderstanding of the status of the Committees. Konwiser, who rejected Revere's postal status, in the same breath reported the appointment of Revere as a messenger to the Committee of Safety and cited his appointment signed by General Joseph Warren of that Committee in Cambridge April 29, 1775. The statement in Robson Lowe's Vol. 5 of the *Encyclopedia of British Empire Postage Stamps* that there is no evidence that Revere was a post rider is more understandable in that the intricacies of how the Committees served as governmental agencies in setting up the posts can't be expected of an Englishman.

At present a certain amount of Revolutional material is being 'liberated' from wherever it has been stored. Among the items that are turning up are the original pay records for the post and express riders during the Revolution. I have several of these. One, illustrated here reads:

> "Sir Pay Elias DeWolf Two Pounds Seventeen Shillings, for Riding Express and charge the State—Hartford July 19th 1777.
>
> John Chenward)
> James Church) Commtt.
>
> £2.17.0
> To John Lawrence Esqr.
> Treasurer"

On the back it reads as follows:

> "No. 7808 Order Elias DeWolf July 19th 1777 £2.17.0 Audited Sept. 1 1777 J. Treadell.
> Recd 19th July 1777 of Jnos Laurence, Two Pounds Seventeen Shillings Contents. /s/ Elias Dewolf"

Another of these orders, half a year earlier, ties the express and post riding duties even more closely together. Its number of 5,928 gives some idea of the quantity of the individual committee inspired pay orders for postal and other activities. This order reads:

> "Sir. Pay to Nathl. Skinner the Sum of One Pound Fifteen Shillings for his Service & Expenses in riding Express as post & Charge the State. Dec. 17th 1776 Jno Laurence Esq. Treasurer. £1.15.0. T. Seymour) Comtee."

This item is receipted for on the back by Mr. Skinner on December 17, 1776, as

having received his pay. It is also audited by Mr. J. Treadll on September 1, 1777.

The Committees of Correspondence and Safety play a far less important role in governmental affairs after 1777 as more normal governmental activities took over. This is about the time Congress recommended the Articles of Confederation and the states began putting their political houses in order. A pay order of 1779 illustrates this shift in the postal area. This order is a receipt which reads:

> "Reed of Pay Table Comtee an order on Treasurer for Three hundred pounds Stl (?)—in Acct for Postriding. Pay Table Office Nov. 23d 1779. £300 Jesse Brown"

A number of express rides were authorized by the Committees of Safety and Correspondence during 1774, including some of those of Paul Revere. Some of these were discussed in my *Postal History Notes VIII* which made a number of the same points repeated here. However, the most significant ride was that following the Battle of Lexington which took place on April 18/19, 1775. To put that battle into perspective and to save readers from having to go to their history books, the following narrative will cover the events as reported in Washington Irving's first edition of the *Life of Washington,* pgs. 429-439 of Volume I.

On the night of April 18, General Gage sent Lt. Col. Smith to capture the American stores at Concord—20 miles outside Boston. During that day officers were stationed on the roads out of occupied Boston to prevent intelligence from getting out. Boats to unload troops were kept out-of-sight behind the men-of-war in the harbor. At 10 p. m. the troops began to embark in the boats at Boston Common and crossed to Lechmere in Cambridge. Dr. Joseph Warren, of the Committee of Safety, saw the boat disposition and sent word to Hancock and Adams at Lexington. His two messengers left town before the ban on departures took place that evening.

Word of the march reached Lexington in the middle of the night and a force was raised to oppose the British. Word of the Lexington battle went forward to Concord and the militia aligned themselves. The British troops under Smith arrived at 7 a.m., secured the bridges and destroyed the remaining stores. This activity took until 9 a.m. At 10 a.m. on the 19th a body of 300 Americans undertook to dislodge the British on the north bridge. Having destroyed all the stores remaining, Smith ordered a retreat to Boston.

Harassing tactics were used against this retreating British force. Smith was wounded and the situation was quite serious at 2 p.m. when a 1,000 man reinforcement under Lord Percy met them. Percy had left Boston at 9 a.m. General Heath began organizing the American forces into a formal attack while Dr. Warren dashed out from Boston to join them. During the strong attacks upon Smith's retreat parts of Lexington were burned. Near Charlestown, some 700 American militia under Col. Pickering (subsequently Postmaster General) joined the attack, and severe fighting took place near Prospect Hill on the Charlestown road. At sunset, pursuit terminated at the Charlestown Common.

This brief account makes it clear that real news of the attack could not have gone out much before mid-morning on the 19th of April. In fact, the existing despatches confirm this. Alvin Harlow in *Old Post Bags* reports the news of Lexington arriving in New York:

> "Four days later, Israel Bessel, a postrider, came galloping down the Bowery Road into New York, breaking the Sabbath hush by shouting the amazing news to every group he passed. The Committee of Safety at Boston at once recommended the establishment of an independent postal system."

The usually accurate Harlow is slightly off here. Bessel rode to the Connecticut border, not on to New York as the actual despatches show. In his important

book, *History of New York During the Revolutionary War I*, pg. 39-40, Judge Thomas Jones who was a Loyalist sitting on the Provincial Council reports on the effect of the news of Lexington,

> "On Sunday morning, the 23rd April . . . the posts were stopped, the mails opened, and the letters read . . ."

The original first express letter concerning the Battle of Lexington which went to Philadelphia is available in the Historical Society of Pennsylvania and is reproduced here. This copy was eventually turned over to Postmaster General Ebenezar Hazard by one of the Committee of Sofety as Hazard's signed note attests. In part it reads:

> "Wednesday Morn'g near 10 of the Clock, Watertown . . . by an Express from Boston we find another Brigade are now upon their March from Boston supposed to be about 1,000. The bearer Israel Bissel is charged to alarm the Country quite to Connecticutt, and all persons are desired to furnish him with fresh Horses, as they may be needed. I have spoken with Several who have seen the dead and wounded. Pray let the Delegates from this Colony to Connecticutt see this; they know Col. Foster of Brookfield one of the Delegates. Palmer one of the Comm^{ee} of S. True Coppy taken from the Original p Order of the Committee of Correspondence for Worcester April 19, 1775 . . ."

The original express went from the Committee of Safety and Correspondence at Boston (which was chaired by Dr. Joseph Warren, who probably sent it) to Watertown. There Palmer wrote his letter to the south and sent it off with Israel Bissel to Worcester along the old Boston-Hartford post road. At Worcester this copy was sent south to Brookline (Brooklyn, Conn.) where General Israel Putnam, a Son of Liberty and chairman of the Committee of Correspondence, ran the 'General Wolfe' tavern. Daniel Tyler sent the message on to Norwich, Conn. and went over to tell Putnam of the message. The general dropped his plough and went immediately to the American headquarters at Cambridge, thus giving us one of America's famous legends. The Leffingwell family which received this express at Norwich subsequently became the Norwich postmasters, just as Nathaniel Shaw, one of the Committee signing for it at New London, became the first American postmaster at that town.

By the time this message reached New London it was back onto the Post Road, only this time the shore route. It proceeded down to Fairfield at which time a second express was received, and incorporated into the message. This message came from Woodstock, Conn. and was sent on to Canterbury and apparently then onward via Norwich, New London and along the shore post road until it caught up at Fairfield, Conn. Further, the Fairfield Committee with Thaddeus Burr, the man responsible for selecting the Fairfield postmaster under the Crown, participating, also learned of another Lexington express which apparently went via Providence and incorporated the information. Thus the first message received in New York on Sunday morning was actually a combined message covering two to three different express messages.

The times and dates of the express rides from Boston to New York are as follows:

Date	*Town*	*Time*	Cumulative Distance from Boston (1774 Guide and postmaps)
Wednesday 4/19/75	Watertown	10 a.m.	10
	Worcester	n.a.	46
Thursday 4/20/75	*2nd Express* Woodstock	3 p.m.	61
	Brookline	11 a.m.	71
	2nd Express Canterbury	n.a.	83

	Norwich	4 p.m.	95
	New London	7 p.m.	114
Friday			
4/21/75	Lyme	1 a.m.	128
	Saybrook	4 a.m.	132
	Killingsworth	7 a.m.	142
	East Guilford	8 a.m.	150
	Guilford	10 a.m.	152
	New Haven	n.a.	164
Saturday			
4/22/75	Fairfield	8 a.m.	186
	2nd Express Fairfield	3 a.m.	
Sunday			
4/23/75	New York (received a.m.)	2 p.m.	251
	Elizabethtown	n.a.	266
Monday	New Brunswick	2 a.m.	286
4/24/75	Princetown	6 a.m.	305
	Trenton	9 a.m.	316
	Philadelphia	5 p.m.	346

In addition to the illustrated copy from the Pennsylvania Historical Society, a second version is found in the Presidential Papers of U. S. President Boudinot, *Journal or Historical Recollections.* President Boudinot was on the Post Office Committee in Congress and was not only knowledgeable about postal activities but also had access to documents. This copy shows that the original addressee was "Capt. Isaac Sears, New York." This entry is found between the Princeton and Trenton forwarding notations. The spelling of the town of Princetown is also different in the two versions.

Two philatelic points need to be made about these early express letters. First is that they were passed 'town to town' via the Committees of Correspondence which were first set up by Samuel Adams. The members of the Committees are important, for a number of them had some connection with the postal services either under the Parliamentary post or the subsequent Goddard or Congressional posts. The second point is the speed of transmission of this urgent message. By matching the distances involved with the logged times and dates, we learn that this document travelled from Boston to Fairfield, Conn. at an average speed of 5.2 miles an hour. It went on to New York and from New York to Philadelphia at an average 3.5 miles an hour. *This speed was just a bit faster than walking!* That such a critical document moved so slowly tells us much about the problems of colonial communications.

We have additional details on the 2nd express as they are reported in the *New York Mercury:*

> "Fairfield Conn. 22 April 3 o'clock 2nd Express. Express from Woodstock, of Boston . . . Got Express from New Haven . . ."

At Fairfield, of course, these two documents were combined into the illustrated letter which arrived at New York in the morning and left at 2 p.m. The *Pennsylvania Gazette* of April 26, 1775, refers apparently to this combined document as well as a subsequent express letter when it reports:

> "On Monday evening last (24th) the first express arrived; the second express arrived Tuesday at 3 p.m. (26th)"

We can trace this initial express letter onward via documents in the Maryland Historical Society which supplied them for this article. In their files is a '2nd Express' addressed to the Baltimore Committee at Annapolis and carried from Baltimore via Mr. Darling, Express, on April 26th. The outer leaf is illustrated here. Inside we find the following from the Committee of Correspondence at Christiana Bridge and then from Harford Town:

"Tuesday Morning at Break of day p messenger. The news as sent you will receive by which I find our unhappy affairs is now come to Cruelty—and nothing but blood is the Consequence. Forward this in a moment to Hd Elk to Mr. Rudolph and him as fast as Possible. I think you should meet at Xtiana directly call at my house and we must do all in our Power. /s/ S Patterson"

"Gentlemen, Inclosed you have the allarming News of an engagement between the regulars & provincials forwarded with the utmost expedition as the provincial Convention is now sitting it will be expedient they should have notice before they adjourn. Yours &c. /s/Aquila Hall Junr Jos Butler Tuesday Night 10 o'clock"

The titles on the various express letters are confusing as they were combined in transmission as a later express caught up, and as the various towns published them under different numbers. The next express of significance that I have located is apparently Express #4. It is cited in Stokes *Iconography* under Tuesday April 25, 1775, where it is noted that a printed broadside quoting this document was put out into the streets of New York by John Holt on that day. Mr. Holt reports, as he says, from an attested original in his broadside:

"This day about Noon arrived a 2nd Express from New England with the following important advices . . . A letter from Wallingford of April 24 (giving additional details on the battle at Lexington) attested to by Committees in towns through which it passed."

This 4th Express coversheet is also illustrated here with permission of the Maryland Historical Society. It is the first express giving full details of the battle at Lexington. While its historic contents are fascinating, only those points of philatelic interest will be noted here. It is dated at Wallingford, Conn. (north of New Haven on the upper post road) Monday morning April 24th. It reports that Col. Wadsworth had arrived with an account via letter from Hartford authenticated as of Thursday afternoon. (The Thursday post via Hartford left each city on that date.) Signed by James Lockwood it bears a postscript by Isaac Bears reporting a British attack up the Mystic river. In addition to the Baltimore copy, which the Reverend Kendall of the Maryland Postal History Society located for me in the Historical Society, other copies enable us to trace this 4th express all the way down to Charleston, S.C.

From the time of its arrival at New Haven, from Wallingford, the following record of dates, times and postroad distances can be constructed all the way south. The cumulative distance is measured, in this case, from New Haven:

This fourth express letter made it from New Haven to Philadelphia at an average speed of 3.6 miles an hour. From Philadelphia to the end of the Northern Postal District at Smithfield, Va. the speed was only two miles an hour. This average two miles an hour rate continued throughout the Southern District transport.

Like the signers of its predecessors, the Committees of Correspondence members signing for this 4th express included a number of past or future postal officials. These include Thaddeus Burr at Fairfield, Nathaniel Heard at Woodbridge, John Baldwin at Princeton, Abraham Hunt (the Royal postmaster) at Trenton, and William Bradford (head of the provisional subscription post) at Philadelphia.

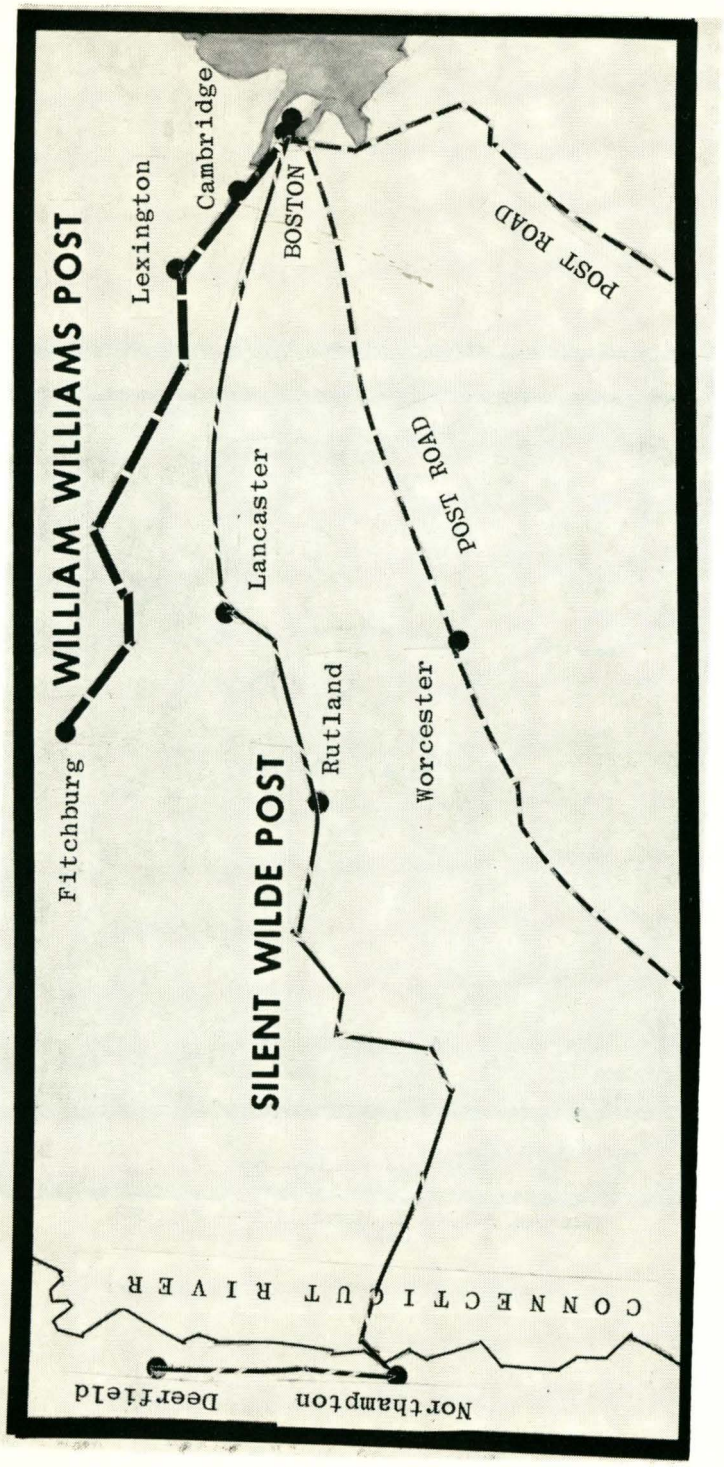
(To Be Continued)

A

Portfolio of Maps

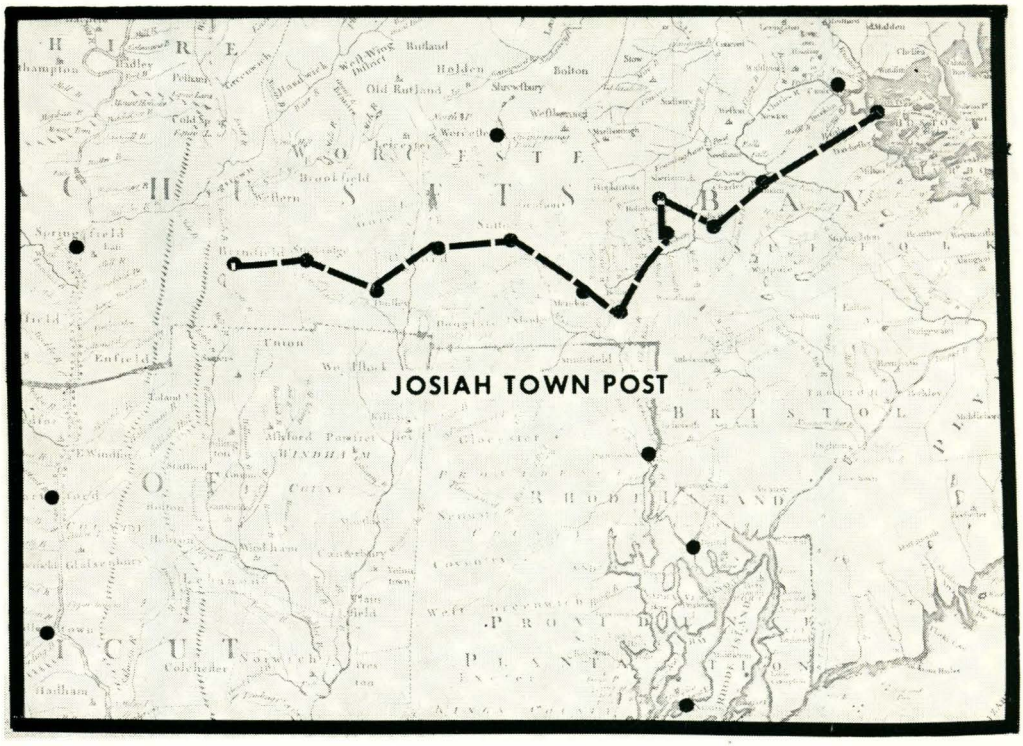
To be added to

Part 6, Vol. 54, No. 2



Map 2. Of Silent Wilde and William Williams Posts.

(See Vol. 54, No. 2, March 1975 — Page 92)



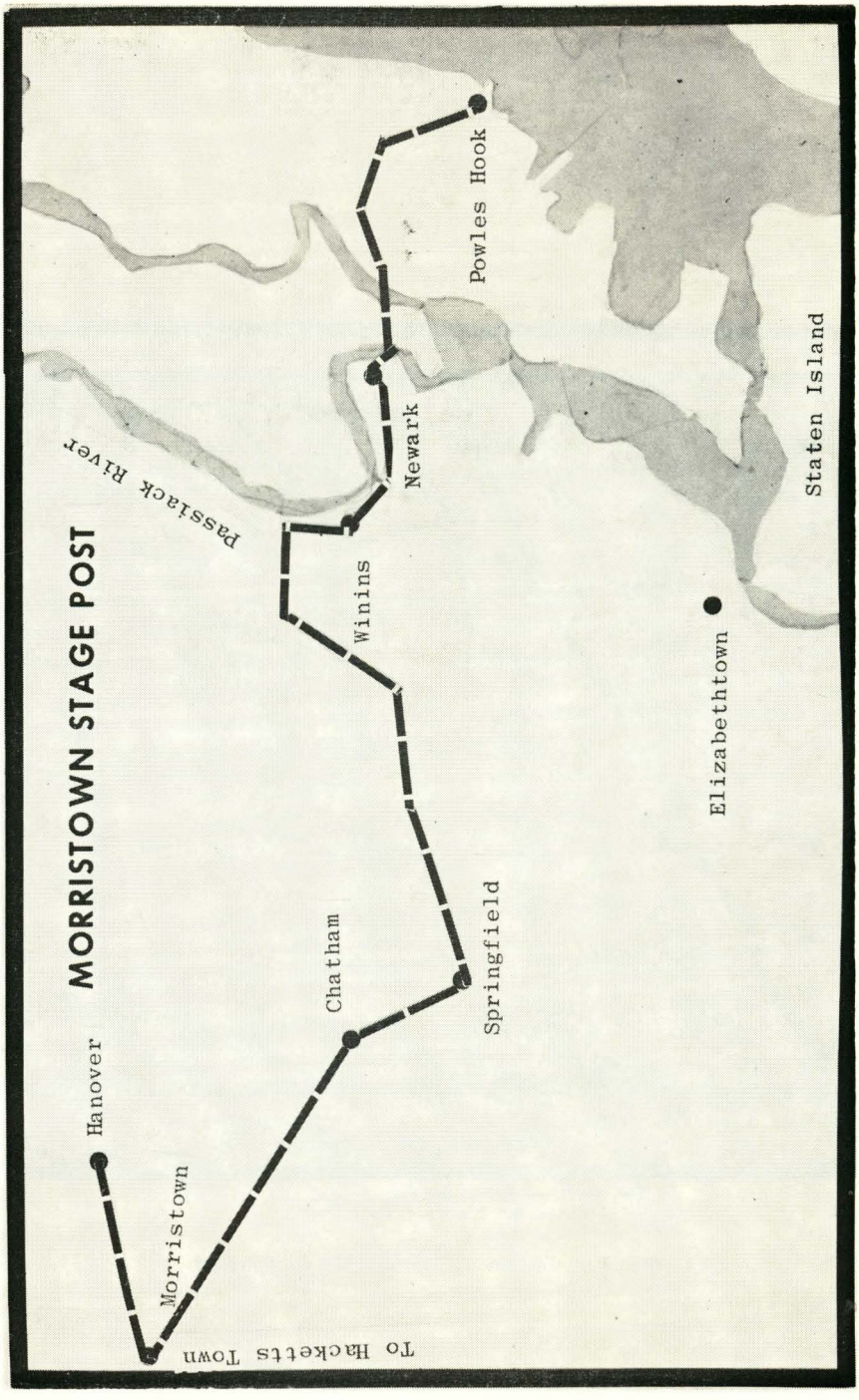
Map 3. Josiah Town Post.

(See Vol. 54, No. 2, March 1975 — Page 94)



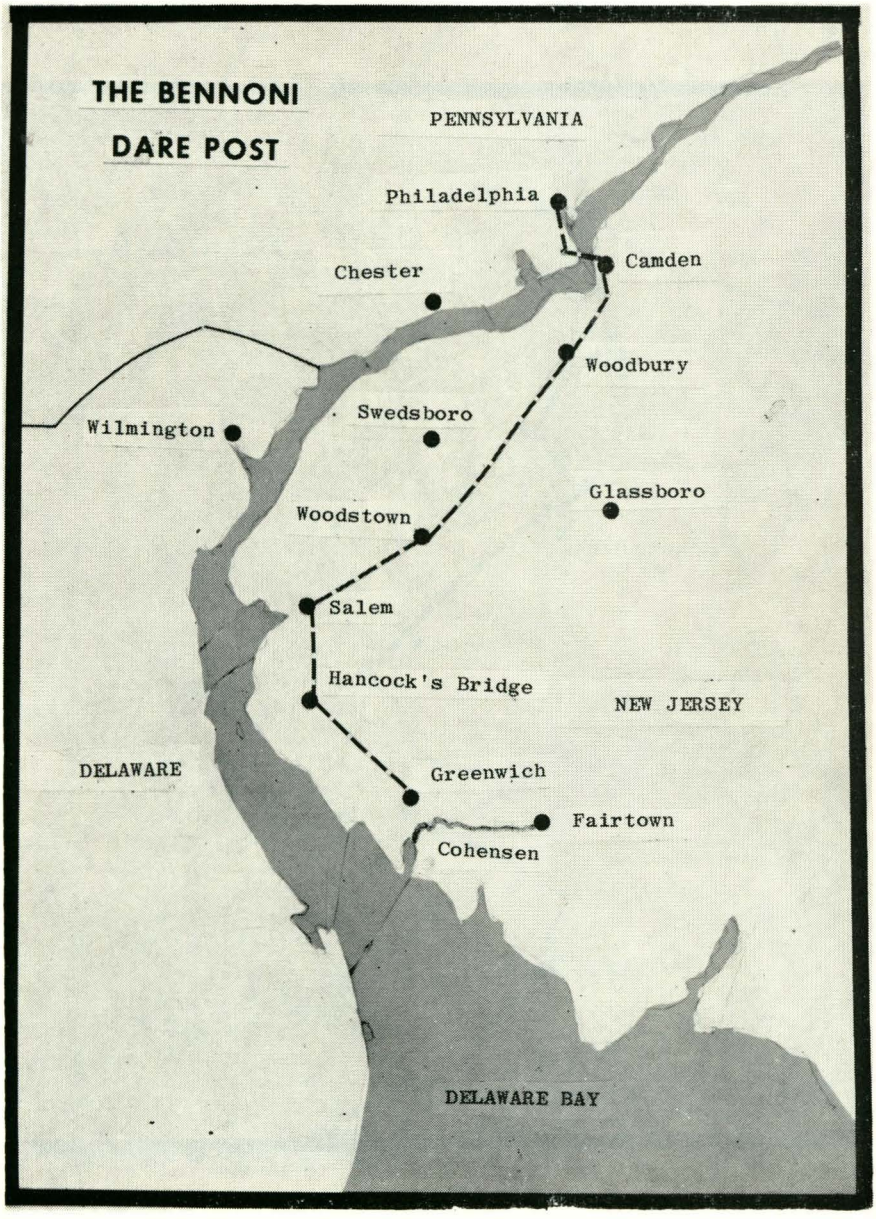
Map 4. Hartford Back Post.

(See Vol. 54, No. 2, March 1975 — Page 96)



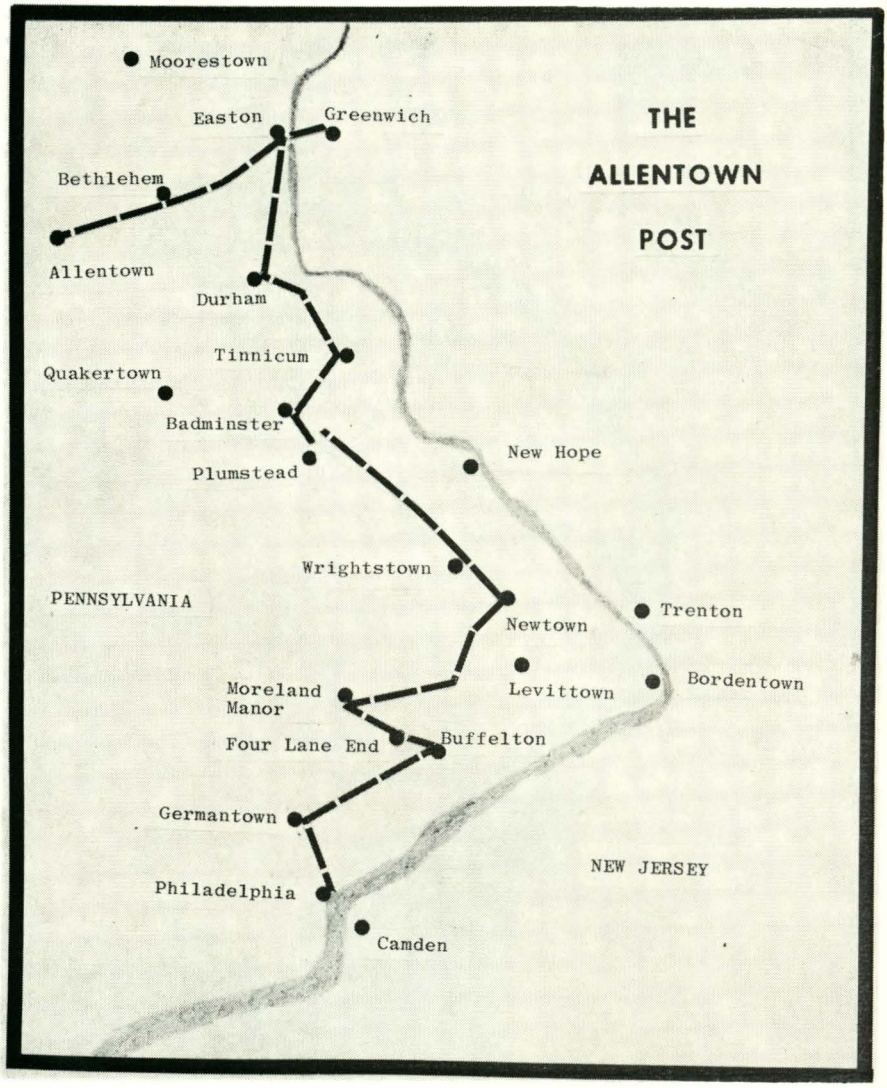
Map 5. Map Morristown Post.

(See Vol. 54, No. 2, March 1975 — Page 97)



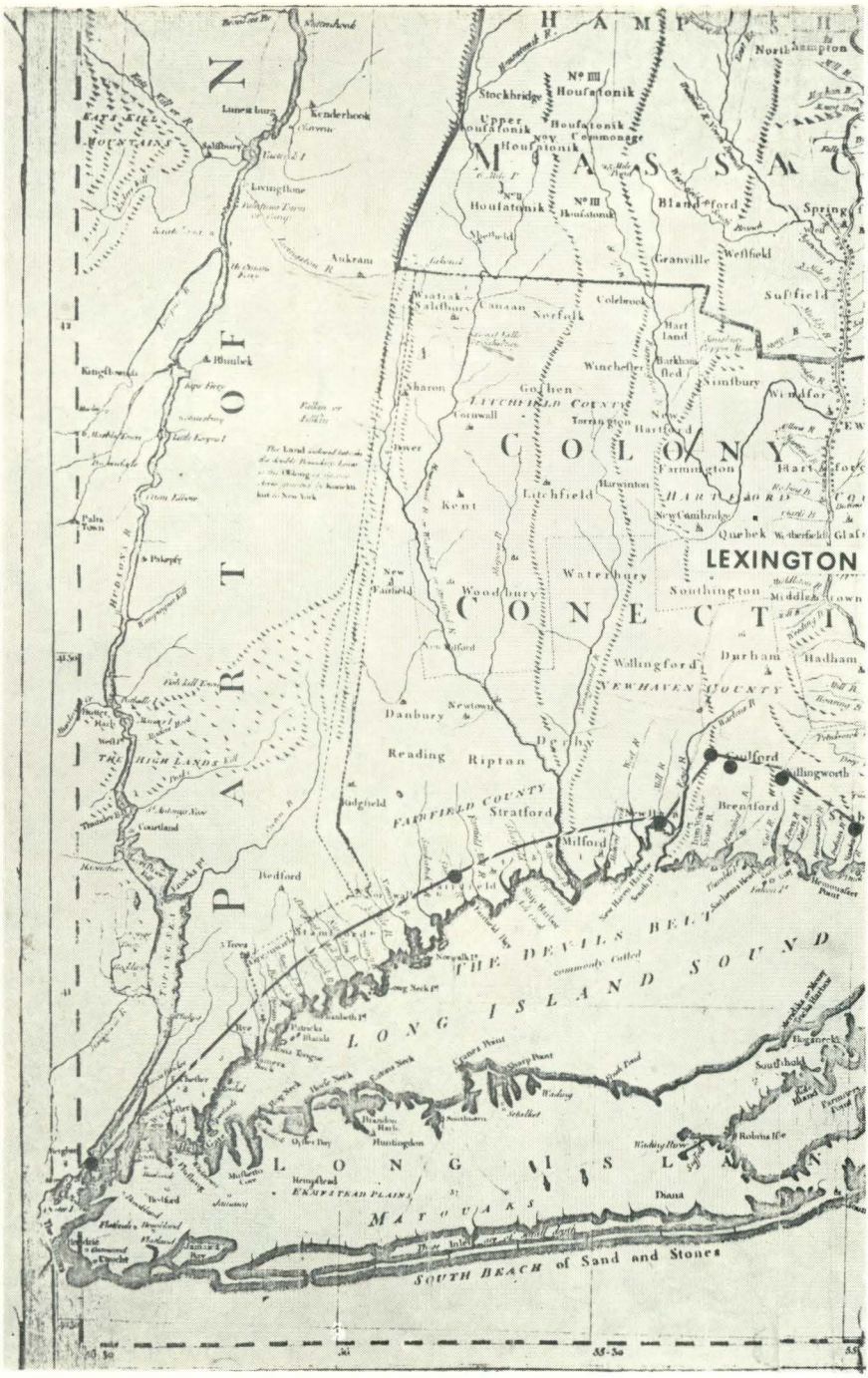
Map 6. Bennoni Dare Post.

(See Vol. 54, No. 2, March 1975 — Page 99)



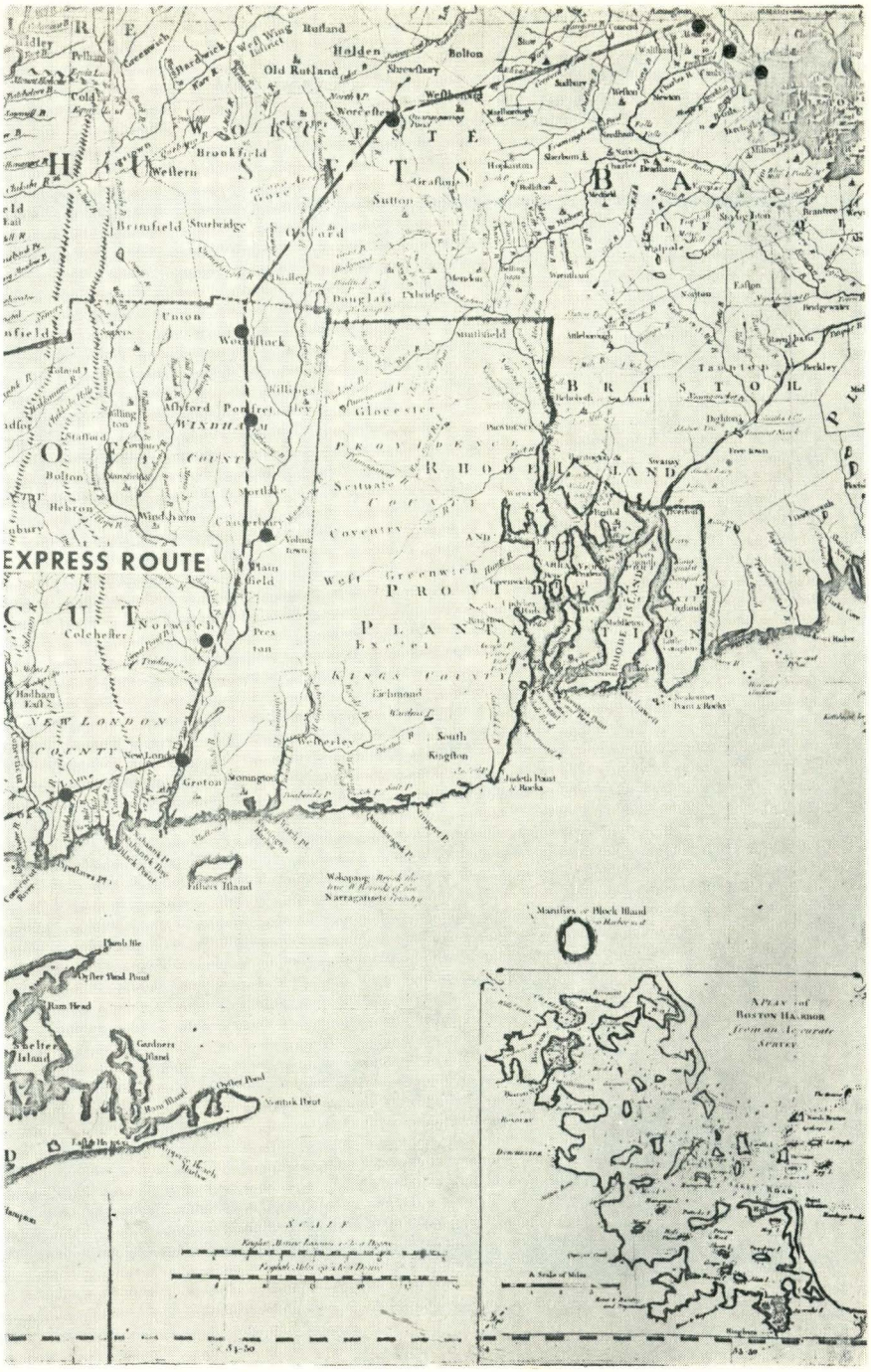
Map 7. Map. Allentown Post.

(See Vol. 54, No. 2, March 1975 — Page 100)



Map 8-A. Lexington Express Route.

(See Vol. 54, No. 2, March 1975 — Page 103)



Map 8-B. Lexington Express Routes — Part 2.

(See Vol. 54, No. 2, March 1975 — Page 103)



Map 8-C. Lexington Express Routes — Part 3.

(See Vol. 54, No. 2, March 1975 — Page 103)

THE COLLECTORS CLUB, INC.
FINANCIAL STATEMENT

December 31, 1974

March 31, 1975

To The Board of Governors
The Collectors Club, Inc.
New York, New York 10016

I have examined the balance sheet of The Collectors Club, Inc. as of December 31, 1974, the related statement of operations and surplus and the statement of changes in fund balances for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as I considered necessary in the circumstances.

In my opinion, the accompanying statements present fairly the assets and liabilities of The Collectors Club, Inc. at December 31, 1974, arising from cash transactions, the revenues collected and expenditures made by it, and changes in fund balances during the year then ended on a basis consistent with that of the preceding year.

Patrick D. Pilla
Certified Public Accountant

THE COLLECTORS CLUB, INC.

BALANCE SHEET

December 31, 1974

ASSETS

CURRENT FUNDS:			
Cash in Banks:			
Chemical Bank New York Trust Co.	$ 3,244.73		
Bowery Savings Bank	34.62	$ 3,279.35	
Petty Cash Fund		50.00	
Due from Capital Fund		237.39	
Miscellaneous Receivables		334.42	
Total Current Funds			$ 3,901.16
PLANT INVESTMENT FUND:			
Real Estate	69,780.87		
Furniture and Equipment	28,986.19		
Library	30,293.35		
Total Plant Investment			129,060.41
OTHER FUNDS:			
House Replacement Fund:			
Cash — Seamen's Bank for Savings	2,723.56		
Marketable Securities at cost	35,233.23	37,956.79	
(Market Value $ 38,527)			
J. Brace Chittenden Memorial Fund:			
Cash — Seamen's Bank for Savings	3,198.75		
Marketable Securities at cost	14,422.34	17,621.09	
(Market Value $ 20,041)			

Theodore E. Steinway Memorial Publication Fund:			
Cash — Manhattan Savings Bank		5,810.73	
Dr. Harry Mark Daggett, Jr., Fund:			
Cash — Seamen's Bank for Savings		11,872.26	
Life Membership Fund:			
Cash — Bowery Savings Bank		1,495.00	
Capital Fund:			
Cash — Manhattan Savings Bank	10,844.03		
— Union Dime Savings Bank	18,701.14		
— Emigrant Ind. Savings Bank	12,470.30		
Marketable Securities at cost	152,373.38	194,388.85	
(Market Value $121,376)			269,144.72
Total Other Funds			269,144.72
TOTAL ASSETS			$402,106.29

THE COLLECTORS CLUB, INC.

BALANCE SHEET

December 31, 1974

LIABILITIES AND CAPITAL

CURRENT FUNDS:			
Accounts payable		$ 2,371.38	
Current fund balance		1,529.78	
Total Current Funds			$ 3,901.16
PLANT INVESTMENT FUND			129.060.41
OTHER FUNDS:			
House Replacement Fund		37,956.79	
J. Brace Chittenden Memorial Fund		17,621.09	
Theodore E. Steinway Memorial Publication Fund		5,810.73	
Dr. Harry Mark Daggett, Jr., Fund		11,872.26	
Life Membership Fund		1,495.00	
Capital Fund:			
Due to Current Fund	$ 237.39		
Fund Balance	194,151.46	194,388.85	
Total Other Funds			269,144.72
TOTAL LIABILITIES AND CAPITAL			$402,106.29

THE COLLECTORS CLUB, INC.

STATEMENT OF CHANGES IN FUND BALANCES

YEAR ENDED DECEMBER 31, 1974

PLANT INVESTMENT FUND

Balance, January 1, 1974 and December 31, 1974	$129,060.41

HOUSE REPLACEMENT FUND

Balance, January 1, 1974	$ 35,801.17
Add:	
Interest and Dividends	2,155.62
Balance, December 31, 1974	$ 37,956.79

J. BRACE CHITTENDEN MEMORIAL FUND

Balance, January 1, 1974	$ 16,391.34
Add:	
Interest and Dividends	1,229.75
Balance, December 31, 1974	$ 17,621.09

THE COLLECTORS CLUB, INC.

STATEMENT OF OPERATIONS AND SURPLUS

FOR THE YEAR ENDED DECEMBER 31, 1974

CURRENT FUND

Income:		
Membership contributions	$24,545.63	
Contributions — Other	1,442.25	
Miscellaneous	114.41	$26,102.29
Operating Expenses:		
Office	5,660.04	
Club activities	3,273.18	
House	12,840.03	
Library	4,281.65	26,054.90
		47.39
Cost of publishing "Philatelist"		8,284.78
Excess of operating expenses over income		(8,237.39)
Deficit absorbed by Capital Fund		8,237.39
Net change in surplus from operations		— 0 —

THEODORE E. STEINWAY MEMORIAL PUBLICATION FUND

Balance, January 1, 1974		$ 4,806.18
Add:		
Handbook sales	$ 1,561.47	
Interest in bank account	293.08	1,854.55
		6,660.73
Deduct:		
Service charge		850.00
Balance, December 31, 1974		$ 5,810.73

DR. HARRY MARK DAGGETT, JR., FUND

Balance, January 1, 1974	$ 11,132.57
Add:	
Bank interest	739.69
Balance, December 31, 1974	$ 11,872.26

LIFE MEMBERSHIP FUND

Balance, January 1, 1974	$ 530.00
Add:	
Life Membership dues received	1,000.00
	1,530.00
Deduct:	
Allocation to 1974 Membership dues	35.00
Balance, December 31, 1974	$ 1,495.00

CAPITAL FUND

Balance, January 1, 1974		$187,349.78
Add:		
Income from securities	$10,071.07	
Contributions	2,023.82	
Bank Interest	2,944.18	15,039.07
		202,388.85
Deduct:		
Transfer to Current Fund	8,000.00	
Balance due Current Fund — to cover deficit	237.79	8,237.79
Balance, December 31, 1974		$194,151.06

THE COLLECTORS CLUB, INC.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 1974

1. It is the practice of the Club to record the value of donated collections at the selling price at the time of sale only. The value of donated collections in the possession of the Club at December 31, 1974 is not reflected on the Balance Sheet.

ACCOUNTANTS' STATEMENT OF RESPONSIBILITY

FOR SUPPLEMENTARY INFORMATION

The following supplementary information is not considered necessary for a fair presentation of the financial position and results of operations, but is submitted for purposes of supplementary analysis.

The financial information has been subjected to the auditing procedures applied in our examination of the financial statements and is, in our opinion, fairly stated in all material respects in relation to such financial statements taken as a whole.

OPERATING EXPENSES

Office:

Salary	$ 3,849.92
Telephone & telegraph	678.77
Postage	369.50
Audit & legal	857.93
Stationery & supplies	446.68
Miscellaneous	33.38
Payroll taxes	273.86
	6,510.04
Less: Service charge — Steinway	850.00
	5,660.04

Club Activities:

Stationery, supplies & postage	$ 314.06
Meeting notices, minutes & rosters	1,303.30
Publicity	56.18
Exhibition & special events	626.48
Miscellaneous	53.00
Program committee	920.16
	$ 3,273.18

House:

Wages	$ 2,505.00
Gas, electric & water	2,599.06
Building repairs & maintenance	1,966.00
Supplies	308.72
Elevator maintenance	558.86
Insurance	2,686.75
Miscellaneous	111.64
Payroll taxes	171.18
Heat	1,932.82
	$12,840.03

Library:

Salary	$ 3,369.92
Acquisitions & subscriptions	243.05
Stationery, supplies & postage	191.55
Payroll taxes	239.63
Binding	237.50
	$ 4,281.65

MARKETABLE SECURITIES

DECEMBER 31, 1974

CAPITAL FUND

Shares or Par Value		Book Value	Market Value
$10,000	Portland General Electric Co. 10½% — 12/1/80	$ 10,002.92	$ 10,075.00
10,000	Tenneco 9⅜% — 12/1/75	10,062.50	9,925.00
10,000	Detroit Edison 6% — 12/1/96	8,903.75	4,700.00
25,000	New York Telephone 7½% — 3/1/09	25,250.00	20,937.00
10,000	Columbia Gas 5% — 10/1/82	8,251.25	7,375.00
5,000	Pan American (Convertible) 4½% — 8/1/86	4,025.00	850.00
5,000	General Telephone (Convertible) 4% — 3/15/90	4,470.00	2,400.00
5,000	W. R. Grace (Convertible) 4¼% — 3/1/90	4,100.00	2,900.00
5,000	Reynolds Metals (Convertible) 4½% — 3/1/91	4,475.00	2,587.00
5,000	Appalachian Power 9% — 6/1/75	5,000.00	4,987.00
15,000	Chrysler 8¾% — 3/1/75	15,000.00	14,925.00
5,000	Elizabethtown Water Co. 7⅝% — 1977	5,000.00	5,000.00*
20,000	Republic Mortgage Investors 7¼% — 12/1/75	19,847.00	7,437.00
10,000	Southern Bell Telephone 7% — 9/1/78	10,307.63	9,600.00
		$134,695.05	$103,698.00
Principal of Mortgage			
$18,000	Farmers Home Administration Notes Guaranteed by United States Government	17,678.33	17,678.00*
	TOTAL MARKETABLE SECURITIES	$152,373.38	$121,376.00

* Indicates Book Value

COST OF PUBLISHING PHILATELIST
FOR THE YEAR ENDED DECEMBER 31, 1974

Costs:		
Printing		$ 9,815.00
Engraving, photos and etc.		1,371.92
Stationery and supplies		864.40
Postage		1,122.24
Editor's expense:		
Honorarium		1,200.00
Other		73.06
C.C.P. Awards		112.50
Secretarial Services		1,015.00
		$15,574.12
Revenues:		
Advertising	$6,975.34	
Subscriptions and sales	314.00	7,289.34
Net Cost		$ 8,284.78

MARKETABLE SECURITIES
DECEMBER 31, 1974

HOUSE REPLACEMENT FUND

Shares or Par Value		Book Value	Market Value
$ 2,000	American Tel. & Tel. Co. 6½% — 12/1/79	$ 1,949.02	$ 1,897.00
6,000	United States Treasury Bonds 6⅜% — 1984	5,776.88	5,692.00
3,000	United States Treasury Bonds 3¼% — 1978–83	2,998.13	2,250.00
2,000	United States Treasury Bonds 3% — 1995	1,992.21	1,490.00
2,000	Transcontinental Gas Pipeline 8⅞% — 4/1/90	1,986.00	1,547.00
10,000	E. I. Dupont 8% — 11/15/81	9,988.33	10,100.00
30 Shs.	Dow Chemical	798.10	1,650.00
100 Shs.	Exxon	4,139.50	6,462.00
172 Shs.	Cities Service Co.	5,605.06	7,439.00
		$ 35,233.23	$ 38,527.00

J. BRACE CHITTENDEN MEMORIAL FUND

$ 7,000	United States Treasury Bonds 6⅜% — 1984	$ 6,524.08	$ 6,641.00
5,000	Farrell Lines Inc. 8.05% — 4/1/88	5,000.00	5,000.00*
50 Shs.	International Business Machines	2,898.26	8,400.00
		$ 14,422.34	$ 20,041.00

* Indicates Book Value

THE COLLECTORS CLUB ANNUAL COMPETITION

After an absence of several years, the popular "Annual Competition" was again placed on the club's calendar of events. For the first time, however, the "Competition" was held outside the club's premises. Staged at "Interpex" in the Americana Hotel in New York, it drew thirty-nine exhibitors who each entered one frame. A universal showing, it covered all parts of the globe and almost every kind of stamp and postal service.

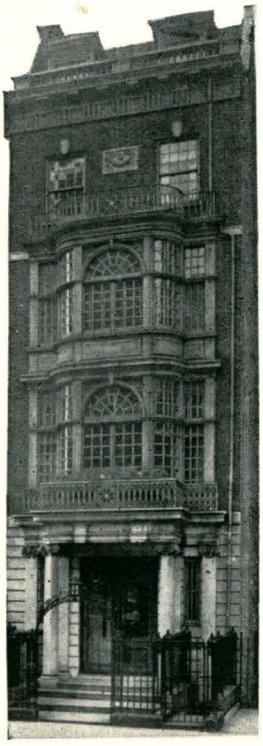
Winners of awards were:

Grand Prize: Louis Grunin — "Unusual U. S. 3c 1851 covers"

Awards of Equal Merit: Ellery Denison — "Foreign post offices in China"
Victor Engstrom — "British Post Office in St. Thomas, D.W.I."
Maurice Friend — "Hermes heads of Greece, 1861-1862"
Harry Holman — "Papua, 1929-1930, air mail overprints"
Roberto Rosende — "Cuba, Spanish Army post marks"
Martin Stempien — "Franco-British accountancy marks"

Certificates of Honorable Mention:
Louis Alfano — "U. S. narcotic tax stamps"
Mr. & Mrs. Gardner Brown — "Siege of Paris Balloon Mail"
Werner Elias — "Prussian transit marks on Russian mail"
Howard Friedman — "United States proofs"
Viola Ilma — "Royal children, New Brunswick and Newfoundland"
Menachim Mayo — "Half a stamp"
Peter Robertson — "G.B.: 1934-

(Continued on page 184)



THE COLLECTORS CLUB

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

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Ernest Kehr to Sign Roll of Distinguished Philatelists

Many philatelic honors have come to Ernest Kehr in the nearly six decades he has devoted to the hobby in all its forms. He has been a collector, writer, promoter, jury member, exhibition commissioner and consultant. Last year he received the Alfred F. Lichtenstein Award for Distinguished Service to Philately, America's highest philatelic honor. This year the Philatelic Congress of Great Britain has elected him a signatory of the Roll of Distinguished Philatelists, the highest philatelic award in England. The ceremony will be held on Friday, June 3, 1975, at the Congress Headquarters in Leicester.

A governor of our club, a trustee of the Philatelic Foundation, Executive Chairman of the Philatelic Press Club, a trustee and vice-president of the Cardinal Spellman Museum and a life-fellow of the Royal Philatelic Society of London, Mr. Kehr has worked endlessly for our avocation. He has worked, too, for many years on behalf of philately for the war-disabled and other charitable causes.

A familiar figure at international and national shows, he has served as a judge or commissioner at many, most recently as a jury member at Espana. His specialized studies on the stamps of Egypt, Switzerland and the Russian Zemstvo posts are well known.

Further good news is in store for Mr. Kehr. As we go to press we have learned that he has just been elected to the Belgian Academy as well. His philatelic cup runneth over. *(I. S. Z.)*

Annual Competition (Cont'd.)

1936 George V issue"
Arthur Spear — "Jamaica: postal history 1780-1860"
Henry Stollnitz — "Baltimore and Philadelphia postmarks 1847-51"
Irwin Yarry — "Fiji Islands, 1876-1899."

A separate series of prizes were also awarded to the winners by the American Stamp Dealers Association, sponsors of "Interpex." The awards, gold and silver "Interpex" medals, were presented to them by Daniel R. Siegle, the Association's executive officer. All entrants received an "Interpex" certificate of participation.

Judges for the club were, Ezra Cole, F. Burton Sellers and Ernest Wilkens.

The "Interpex" Grand Award in the club exhibition category was also presented to the club for the excellence of the exhibits.

St. Pierre Ship-Letters (Cont'd.)

(H. Tristant & R. Salles): "Le transit du courrier par les ports de la Nouvelle–Ecosse", **in:** "Le Courrier de la Grande Peche," **La Documentation Philatélique,** Numéro Spécial #19, 2nd ed. (1961?); addenda in **id.,** #21.

M. A. Studd: "Paquebot and Ship–letter cancellaitons of the World." R. Lowe, London, 1953. (Addenda in **Seaposter** magazine and **TPO** mag.)

R. Lowe: "The Encyclopedia of the British Empire Postage Stamps, Vol. V, North America." London, 1973 (Ch. on Nova Scotia).

E. A. Smythies: "Canadian duplex cancellations of the Victorian Era 1860–1902," 2nd ed. 1963, Can. Phil. Soc. of G. B.

E. A. Smythies: "Canadian Roller Cancellations 1894–1930." Can. Phil. Soc. of GB, and S. Cohen, Birmingham, 2nd ed. 197–?

K. M. Day and E. A. Smythies: "Canadian Fancy Cancellations of the Nineteenth Century." Br. No. Amer. Phil. Soc., 1962.

Jephcott, Greene and Young: "The Postal History of Nova Scotia and New Brunswick." Sissons, Toronto, 1964.

R. Salles: "La Poste Maritime," Tome I. "Les Entrées Maritimes et les Bateaux à Vapeur." Paris 1962. Addendum Dec. 1961. Repr. with add. 1973.

R. G. Stone: "St. Pierre—Postal matters revealed by mail to St. Pierre during the 1830–1870 era." **Postal Hist. Jn.,** Sept. 1970, Jan. 1971.

R. G. Stone: "The Flotte Administrative of St. Pierre–Miquelon," **Seaposter,** #173, March–April 1965, p. 5.

C. O. Smith: "Visiting a Foreign Exchange Office (No. Sydney)," **Newsletter of the Cardinal Spellman Phil. Museum,** v. 9, 10, June 1969, pp. 5–6.

1975 PROGRAM AND CALENDAR OF EVENTS

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

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

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The Postal History of Barakoma Airfield, Rev A. H. Voyce	$2.00
Tasmania: The Postal History and Postal Markings, H. M. Campbell, F.R.P.S.L., J. R. W. Purves, F.R.P.S.L., L. C. Viney, F.R.P.S.L.	$10.50
New South Wales Numeral Cancellations, Alan G. Brown and H. M. Campbell, F.R.P.S.L. $5.00. First Supplement	$1.50
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In *BOURNEMOUTH* there will be a large general sale each month plus a *Revenue Auction* in October and a *Postal History Auction* in November.

There will be four days devoted to auctions in *BASLE* in October—a fine opportunity for the European market.

Three sales are planned in *MELBOURNE*, most of which will include further portions of the *John Powell Pacific* collection and the *C. F. Gordon Australian States.*

On the 28th November we are holding our first auction in *BERMUDA*, the day after Thanksgiving and the day before the Bermuda Exhibition. The *Caribbean, Bermuda* and *North America* will be featured.



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References appreciated please.

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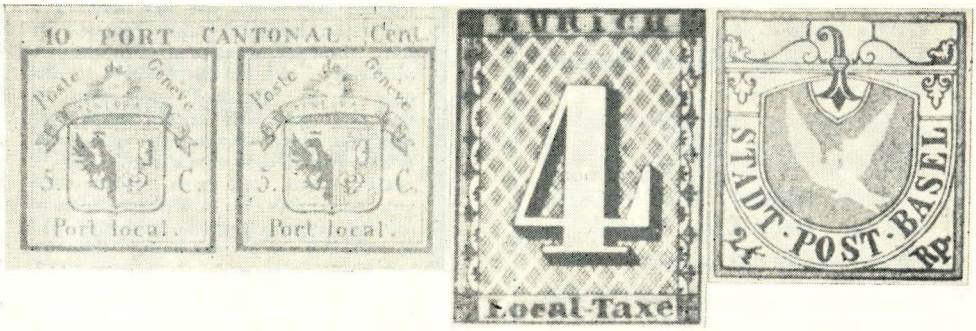
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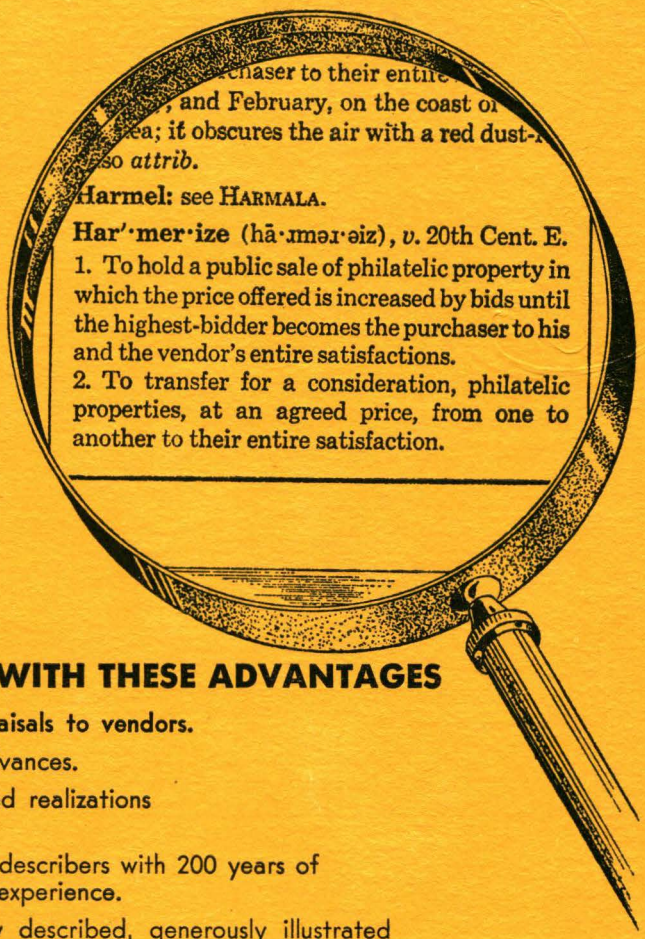
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