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PHILATELIST

Volume 49 Number 6
November 1970



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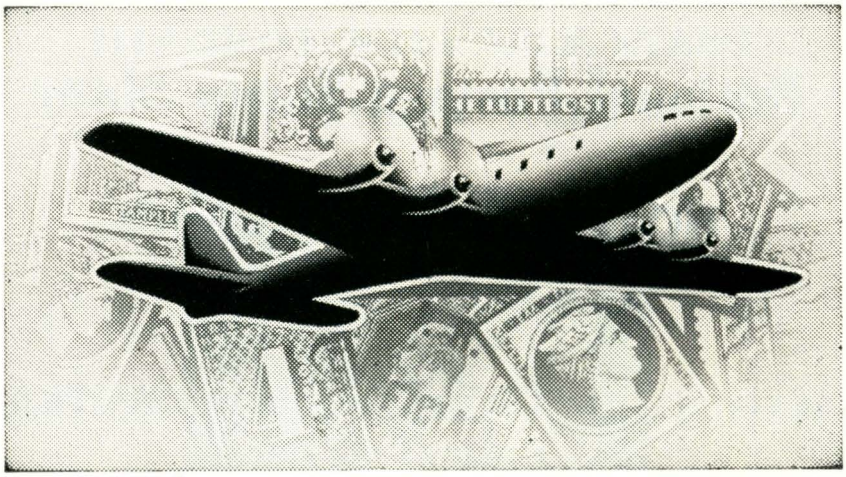
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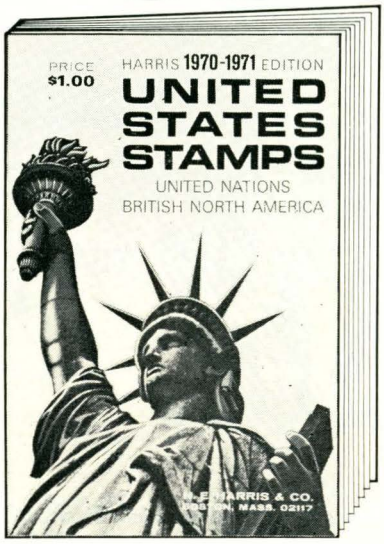
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The Collectors Club
PHILATELIST
Volume 49 Number 6
November 1970

Editorial

Serious Philately Misunderstood

The Collectors Club as an influential philatelic organization, and this magazine, its publication, have been discussed on many occasions in other stamp periodicals. Generally the comments are so favorable that it would be lacking in modesty were we inclined to reprint them. At times, however, a crusading writer will volunteer unsolicited advice both as to the functions of this club or the policies of THE COLLECTORS CLUB PHILATELIST. Although, no doubt, intended as helpful, such advice is often impractical because of one fundamental reason: serious philately is understood only by the mature collector or stamp dealer. Consequently, a serious philatelist has demands and standards for which he requires specific services. It is these demands and standards that The Collectors Club undertakes to meet.

A popular stamp paper has entirely different functions. Very few advanced philatelists are greatly interested in the typical stamp newspaper. Its contents are scanned quickly for news. One finds little or no scholarship of permanent reference value. One does not, however, find philatelic scholars preaching sermons to the editors or reporters of stamp newspapers. How well the stamp newspapers serve their readers is their business, not ours.

Thus, when reading the opinions of those active in the popular side of stamp collecting on matters pertaining to the more serious aspects of philately and postal history, one can be sure of confused thinking simply because of a lack of understanding. Nothing is gained by spreading confusion, by misstatements or by half-baked ideas. Serious philately has its function just as have the more popular facets of stamp collecting. Let each editor strive to serve those interested to the best of his ability without being presumptuous enough to tell the others how to do it. *(H.D.S.H.)*

1970 PROGRAM OF MEETINGS

Meetings convene at 8 p. m.

November 18th — *SCANDINAVIA* — Reidar Norby, Washington, D.C.

December 2nd — *U. S. 20th CENTURY* — Louis Grunin, Spring Valley, N. Y.

December 16th — *BOARD OF GOVERNORS OPEN HOUSE*

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

Across The Editor's Desk

Under this heading we are introducing a new feature for the *Collectors Club Philatelist*. Contributions and suggestions for this column will be welcomed from our readers and members.

The intention is to supply a place where the Editor may put items which he believes to be of interest but not necessarily requiring editorial comment. It is also open to the readers as a forum for exchange of opinion on matters affecting Philately or the Collectors Club. There are two rules: 1). The item or items must have a bearing on stamp collecting, and 2). The writing must be befitting a lady or a gentleman.

Of course the Editor will make the final decisions and will step in if necessary to prevent bloodshed.

We noted the following editorial in the *Wall Street Journal* for Monday, October 5, 1970:

Sour Note on Stamps

"The new Postal Service will be hearing much more important complaints, but we are tempted to air one of our own: There are too many stamps honoring far too many things.

On the floor of the House the other day, Rep. Robert Nix (D., Pa.) took strong exception to the stamp commemorating Georgia's Stone Mountain Memorial, a monument to Confederate heroes. He reads a long resolution, adopted by the Philadelphia Federation of Teachers, opposing the same issue.

What especially irritated the teachers and Mr. Nix was that the Government went ahead on the Stone Mountain stamp though it has yet to issue a commemorative to honor the late Dr. Martin Luther King. According to Mr. Nix, the Postal Service is "blind to its duty."

This, unfortunately, is symptomatic of the sort of teapot tempest that the Government is likely to stir up when postage stamps venture into areas of controversy. Is it really necessary? Whatever anyone thinks of General Robert E. Lee or Dr. King, neither is likely to gain in historic eminence by having his face on a postage stamp.

Even noncontroversial commemoratives can be irritating, since the craftsmanship on the special stamps often leaves much to be desired. Sometimes the so-called art work is of such unusual size that the resulting stamp is large and inconvenient to handle.

Now, we have no illusion that special stamps will be abandoned, since among Americans the urge to commemorate is strong. But a cutback might save a few moments here and there for thought on ways to improve delivery of the mail.

If there's a little success in that direction, though, someone is sure to urge a special stamp to honor the new Postal Service."

Least we forget — Stamps are for the pre-payment of the postal fee!

In March of this year, I received the following letter:

THE PHILATELIC CONGRESS OF GREAT BRITAIN
BOARD OF ELECTION TO THE ROLL OF
DISTINGUISHED PHILATELISTS

Hon. Secretary to the Board:
Richard F. W. Sheraton,
44 Gwydyr Mansions,
Holland Road,
HOVE, Sussex
BN3 1JW
England.

20th February, 1970

Dear Mr. Haverbeck,

I am writing to inform you that at yesterday's meeting of the Board of Election you were elected to sign the Roll of Distinguished Philatelists. As I expect you are aware, this is the highest honour that Philately in this Country can bestow, and I should like to take this opportunity of extending to you my personal congratulations.

The Ceremony of the Signing of the Roll this year will take place during the course of the Philatelic Congress of Great Britain, and which is being held at Folkestone from June 9th to 12th next. The Ceremony will take place at the Grand Hotel, Folkestone, during the afternoon of Friday 12th June and the Board hopes very much that you will be present to sign.....

At the Signing Ceremony it is the practice for the Philatelists signing to have a sponsor, and if you will be coming, would you like to name your Sponsor and let me know. You are of course at liberty to notify now the Philatelic Press of your Country of the election.

Yours sincerely,
Richard F. W. Sheraton
Hon. Secretary

I signed the Roll on September 17th, 1970, in London, prior to it being displayed at the Philympia International Exhibition.

Mr. R. F. W. Sheraton, F.R.P.S.L. Hon. Secretary to the Board of Election to the Roll of Distinguished Philatelists provides the following information about the Roll.

The Harrogate Congress in 1921 saw the establishment of the Roll and his late Majesty King George V signified his approval thereof and affixed his signature to it. At each succeeding Congress, the names of one or more of the world's most Distinguished Philatelists have been added and it now bears about 190 signatures, of whom 90 come from Great Britain, 28 from the United States and the remainder from numerous other countries.

The Roll was taken to America and Canada in May 1947 and was exhibited in the Court of Honour at the United States Centenary International Exhibition of that year. In 1950, it was taken to New Zealand by Mr. Frederick Walker as Curator of the Roll and Honorary Secretary to the Board of Election. Mr. Walker took the Roll also to Canada and the United States in 1951, when the Roll was displayed at the Canadian International Philatelic Exhibition held in Toronto that year.

In 1953, the Roll was taken to the Lisbon Philatelic Exhibition by Mr. R. F. W. Sheraton, F.R.P.S.L. where a special ceremony was arranged at which the Roll was signed by Dr. Carlos Trincao of Portugal and Dr. George Fulpius of Switzerland. In 1966, it was taken to the United States where it was exhibited in the Court of Honour at the International Philatelic Exhibition at Washington. On that occasion a special ceremony was arranged at which the Roll was signed by General C. W. Wickersham of the United States.

PUERTO RICO - Aerovias Nacionales

The So-Called Semi-Official Airmail Stamps And What They Actually Were

By R. B. Preston

Back in 1938 there was some excitement over certain stamps offered as an issue of Puerto Rican airmails. Fantastic statements were made regarding their status, dealers offered them at rather high prices. At first it was claimed that these were "semi-official" stamps, it was further stated that they were "authorized by the Puerto Rican postal officials" — a statement ludicrous, there are no Puerto Rican postal officials and a moments thought would have indicated that United States postmasters do not authorize the issue of stamps! As early as May 14, 1938 George Sloane had written an accurate report as to the true status of these so called stamps.

The stamps were issued in sheets of ten, on unwatermarked paper, they were perforated 12½. Printing was done by the Ever Ready Label Co. in New York. There were six values:

5c red & blue	20,000 copies printed
10c light & dark blue	10,000 copies printed
25c orange & blue	10,000 copies printed
40c brown & blue	10,000 copies printed
75c emerald & blue	10,000 copies printed
$1 violet & blue	10,000 copies printed

Inspection of the above designs will show that they say "Correo Aereo — Puerto Rico" as well as "Aerovias Nacionales, Puerto Rico, Inc." which was the incorporated name of the firm operating a single small plane, who had promoted the idea of using their own stamps for such mail as they might carry "out side of the mail" from point to point in Puerto Rico, or between Puerto Rico and the Virgin Islands.

By giving the firms' name a translation which omitted the comma and ignored the "incorporated" certain dealers came up with what could be called PUERTO RICAN NATIONAL AIRLINES; it surely sounded good! The firm had grown out of a dream which started in 1932 with a small open plane able to carry a total of five persons, which was used for short thrill flights, etc. In those days there were no real airfields in Puerto Rico, but by 1938 Aereovis graduated to a Beechcraft twin engine seaplane capable of carrying nine passengers and a crew of two.

The improved organization commenced operations on April 23, 1938; however, they carried no mail, or perhaps it would be more correct to say that they used none of their special labels at that time because at 11:25 A.M., April 20, 1938 a cable was received in San Juan from the Post Office Department, Washington reading:

> "STICKERS REFERRED TO NOT PERMISSIBLE ON EITHER SIDE OF MATTER TRANSPORTED IN WHOLE OR IN PART BY UNITED STATES MAIL AS THEY BEAR TOO CLOSE RESEMBLANCE TO POSTAGE STAMPS.
>
> BLACK, THIRD ASSISTANT"



Figure 1. The three designs used for the so-called semi-official airmail stamps.

Considering the text of the above message from the U. S. Post Office Department it is difficult to understand the claim that these stamps had official government approval. The plans of the company to inaugurate their mail carrying operations on April 23rd had to be dropped. It was now impossible to transport mail bearing their private stamps. A small amount of commercial mail is understood to have been carried, on which a few were collected in money; such covers bore no indication of air delivery.

Although it was not possible to make use of Aerovias private stamps for the opening flights scheduled for April 23, 1938, their newspaper paid advertisements for the April 22nd papers still announced that they would carry mail, etc. Their advertised scheduled was very impressive but their equipment, although adequate was very limited. Any required repairs tied up the entire operation! (See figure 2).



AEROVIAS INAUGURA
EL SABADO 23 DE ABRIL

HIDROAVION KOFRESI

RUTA 1: DIARIA

A. M.		P. M.
7:00	SAN JUAN	4:15
7:30	PONCE	4:45
7:45	GUANICA	5:00
8:10	MAYAGUEZ PUERTO REAL	5:25
8:40	PONCE	5:55
9:00	SAN JUAN	6:15

RUTA 2: DIARIA

A. M.	
9:30	SAN JUAN
10:00	VIEQUES
10:20	SAN JUAN

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RUTA 3: SABADOS Y LUNES

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1:50	ST. THOMAS
2:25	ST. CROIX
3:00	ST. THOMAS
3:25	SAN JUAN

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Figure 2. An "Aerovias" Ad of April 22nd.



Figure 3. A letter from the United States that was flown by Aerovias after arrival in Puerto Rico.

Through the co-operation of certain government employees in San Juan, the Post Office Department at Washington was requested to consider their ruling of April 20th. It was pointed out that considerable expense had been incurred in preparation of the special stamps, which it was claimed it was understood had been authorized in 1937, and that this later reverse of the previous ruling was most unfair. Consequently there now emerges a slight change of attitude in Washington.

On April 27, 1938 another cable was received from the Post Office Department in Washington which more or less revoked the ruling of April 20th, but never the less failed to qualify these labels or "stickers" (as referred to by Washington) as semi-official stamps!"

The cable of April 27th read:-

"MATTER BEARING YOUR AEROVIAS LABELS WILL BE ACCEPTED FOR MAILING UNTIL YOU CAN ARRANGE SOME OTHER MANNER OF IDENTIFYING MATTER CARRIED BY YOU LETTER FOLLOWS.

BLACK, THIRD ASSISTANT."

Therefore the first use of Aerovias stamps was on April 28, 1938. Such mail was cacheted as "1st Flight" - (Correo ler dia). Actually, because mail had been carried without stamps on the 23rd, these covers had better been marked as "1st day of issue," not first flight.

Some 200 covers are reported to have been carried on the 28th flight. Unfortunately these seen by me were all large oversized envelopes, in most cases bearing the entire series of Aerovias private stamps, instead of the correct amount of postage. As a result they are made to order philatelic covers of the worst order.

In view of the fact that such covers were carried "outside of the mail" they are postmarked by the U. S. Post Office at point of arrival, not point of departure. Aerovias rate per ounce was 5c, plus 3c in U.S. postage stamps; in the case of mail for the Virgin Islands the fee was 10c for Aerovias plus 10c for the United States - who did nothing except deposit the letter into a post office box in the St. Thomas or St. Croix post office box. Further Aerovias offered

transportation of small parcels at reasonable rates of 25c for the first pound, 30c for two pounds, 35c three pounds, 40c four pounds, and 10c for each additional pound. As regards packages it was expected that they would be picked up at the office of the airlines agents.

When it had been planned to inaugurate the use of the private stamps in the Puerto Rican service, on Saturday, April 23rd it was intended to extend the service to the nearby islands of St. Thomas and St. Croix the following week, on Saturday the 30th. I must confess I cannot tell if this service was maintained.

In any event I have a cover bearing the whole set of Aerovias stamps, each one of which is cancelled "Correo ler Dia," St. Croix, V. I. This envelope is addressed to St. Thomas and the U. S. 3c stamp is clearly cancelled Charlotte Amalie, V. I., September 27, 4 PM, 1938. This would seem to indicate that no attempt was made to transport mail between the two islands until that date — even if service between Puerto Rico and the Virgin Islands had been started earlier as scheduled.

Before the private stamps were put into use a 15c value was created by surcharging the 10c stamp, with a red printing. The original printing of the 10c value would be needed. For a letter mailed in the United States, for local were only 2,000 copies of the 10c value available.

Almost immediately after the stamps were put into use it was realized that the provisional 15c value would be of little use, and that further supplies of a 10c value would be needed. For a letter mailed in the United States, for local airmail delivery after arrival in Puerto Rico the Aerovias fee was 10c plus U.S. postal charges. To meet this expected demand a provisional surcharge was applied to the 5c value, at San Juan, by means of a rubber stamp. This surcharge was struck in purple, the type being small consequently it is not too easy to read. The wording is:-

Correo del Exterior al
Interior de Puerto Rico
Via - c/o de "ANPRI"
Vale 10c

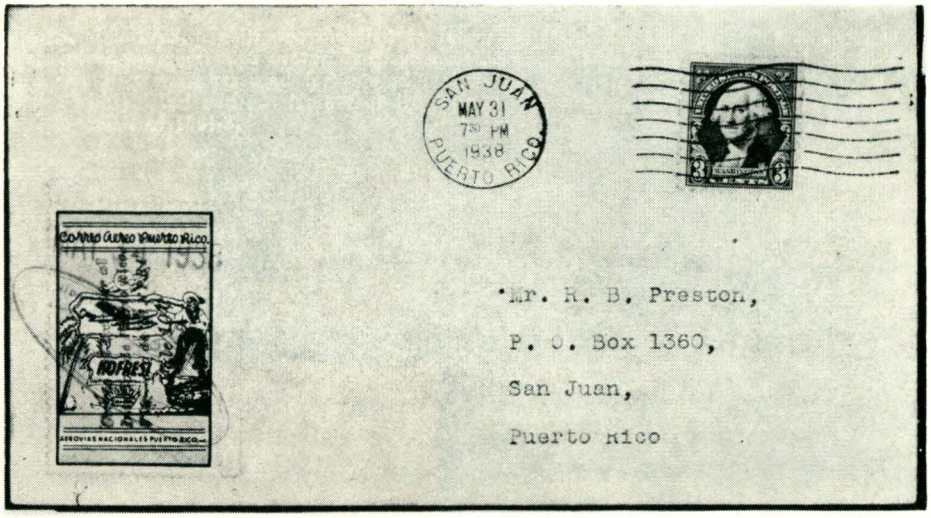


Figure 4. The 5ct with the provisional 10ct surcharge.



Figure 5. Objectionable ads which appeared in "STAMPS."

Although these issues were often exploited by certain members of the stamp trade, and misrepresented frequently it must be admitted that they did serve a need — to speed up delivery of mail. In certain cases they paid for air delivery before the United States government was able to offer such service in Puerto Rico.

This was especially true in the case of the Mayaguez area, situated in the south-western portion of the island and the center of the needle-work industry in the '30s. From Mayaguez the mail for San Juan, which included mail for the United States, left by car after rather early in the afternoon; by using the private airmail service important mail could be put onto a plane leaving after 5:00 P.M., to arrive in San Juan in plenty of time to catch that evening's flight to New York, and thus be delivered in New York the following day. When traveling on this airline I have seen bundles of mail, plastered with private stamps, handed to the pilot in Mayaguez before take off.

It would seem that these private stamps, especially the lower values, have all the attributes of "local stamps." It is known that in 1938 a determined attempt was made to have Scott list them as "airmail stamps" approved by the (non-existing) Puerto Rican postal officials! This claim did not stand up under investigation.

However it does not seem that any attempt has ever been made to have Scott give them their true and proper status, which is a series of local stamps. It is surprising that Scott still ignores them as falling into this category.

Time saving could also be obtained on incoming mail from the states, but only in certain cases and if the mail was addressed to a terminal point where Aerovias had a scheduled landing and an office to handle their affairs.

In such cases correspondence had to be addressed care of Aerovias in San Juan, with your name and ultimate delivery point placed in the upper left hand corner of the envelope. Postage in such cases was 10c U.S. airmail plus 10c in Aerovias stamps. Upon arrival in Puerto Rico Aerovias crossed out their mailing address, added a 3c U.S. stamp and dropped the letter back into the United States mail. This was a rather complicated routine; it is doubted if very many people used the service, or if any time was saved in delivery. (See Figure 3).



Figure 6. The 1941 Series.

A second issue of stamps were put on sale on March 22, 1941. Various dealers claimed that these were a government issue, and as a result the Post Office Department forbid their use in the mails. Later a provisional approval was again given.

The 1941 issue were fancy triangular affairs, printed in sheets of six stamps, there were eight values in the set. The perforation is 11½. As far as I know the quantity printed was never disclosed.

1c black & green
3c black & purple
5c black & blue
10c black & yellow
15c black & copper
25c black & green
50c black & purple
$1. black & copper

These stamps had a relatively short life; the Aerovias Airline too soon ceased to operate. A young continental American named Dennis Powelson began to fly from Ponce to San Juan on October 28, 1938; he carried mail as a courtesy, without charge other than the required United States postage. Soon he extended his service from Puerto Rico to the Virgin Islands. On October 1, 1942 the Civil Aeronautics Board granted the Caribbean Atlantic Airlines (the Powelson Line) a exclusive permit to operate on routes between San Juan and Mayaguez via Ponce and between San Juan, Christiansted, Virgin Islands via St. Thomas. At the same time the Aerovias Nacionales de Puerto Rico, Inc. were ordered to terminate their service within 173 days.

Thus ended the use of the private "semi-official" Puerto Rican airmail stamps. Never the less the stickers are still around, still being offered at fantastic prices. There have been numerous warnings published from time to time as to the actual status of the Aerovias stamps but still unscrupulous dealers continue to misrepresent them.

There is nothing wrong in collecting private issues of this nature provided the collector knows what he is buyiug, and he is asked a fair price. Unfortunately this isn't always true.

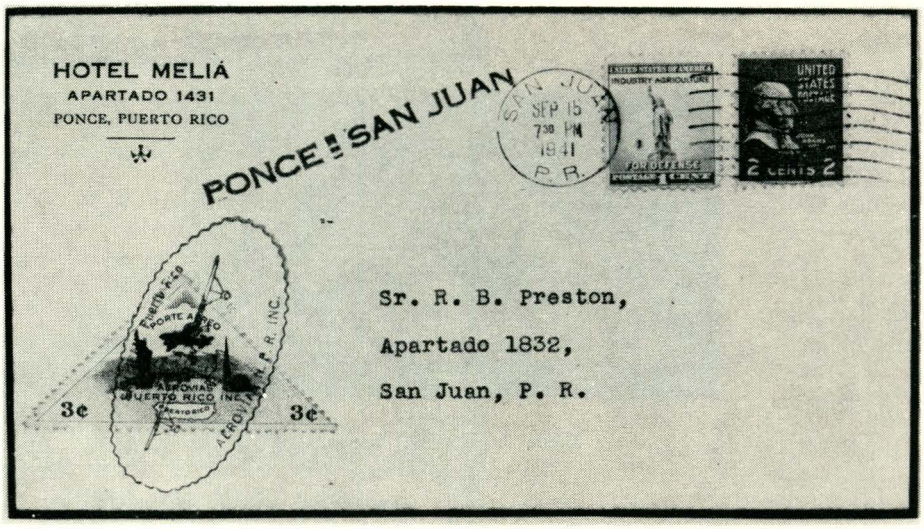


Figure 7. The 3c value paying local delivery charges on a letter flown from Ponce to San Juan.

THE FRENCH COLONIES PROVISIONAL ISSUES -- A RE-EXAMINATION

By ROBERT G. STONE

PART II

(Continued from Page 292)

Chapter III

What The Survey Shows

The first impressions from this List are, of course, the great number and variety of the provisionals. As we know from perusal of the catalogs [1, 3, 4, 103], the provisionals were much more frequent in certain periods :- 1884-93, 1900-06, 1922-28, and 1940-45, though there are issues scattered through nearly all the years. Locally-produced provisionals greatly outnumbered the Paris-produced ones, and incidentally we remind our readers that the locals contain proportionately many more "errors" and minor varieties.

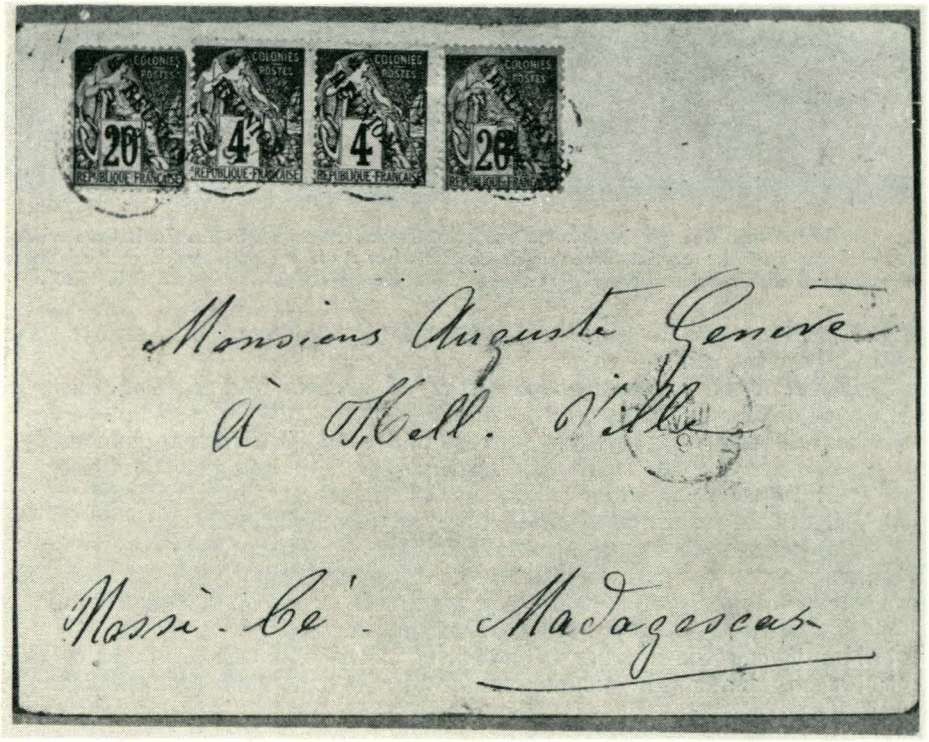


Figure 17. LP.II.C.1. The 1891-92 overprints of Reunion included some with only the colony name and some with a new denomination added. Both types are used in combination here on a cover sent to Madagascar, at 25c UPU rate, April 1892.

A. Frequency of Various Types of Provisionals

Examining the relative frequencies of the various types of provisionals, some observations of interest appear :

1) Paris did not (and could not because of slow communications) make

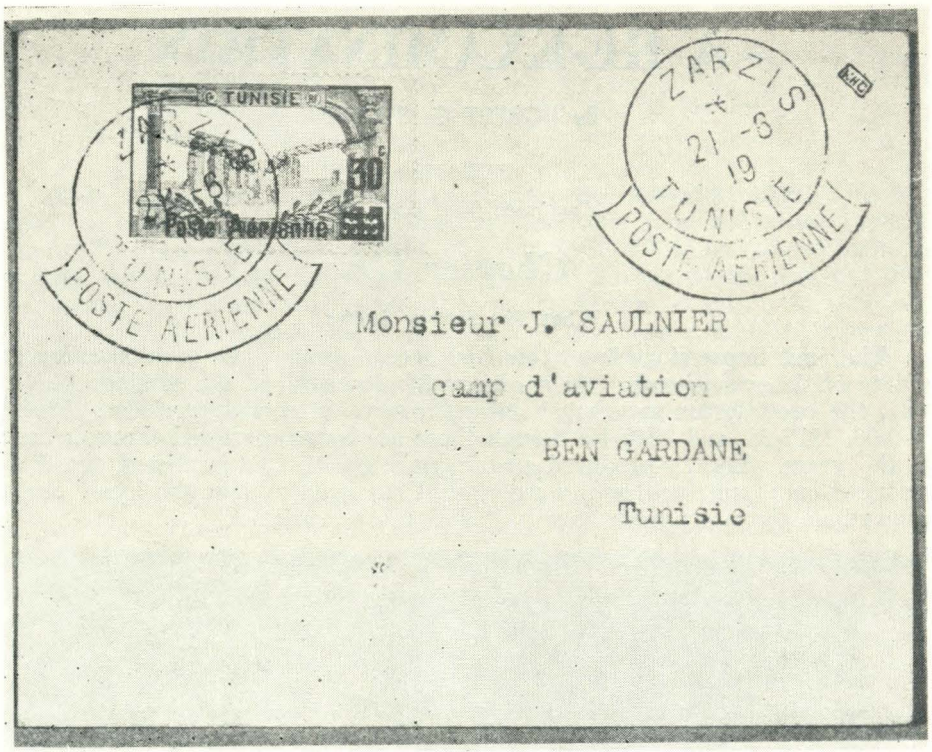


Figure 18. LP.II.F.4.a. The pioneer airmail stamp of French colonies was the Tunis issue of April 1919, which was a local overprint, probably unnecessary, but made for propaganda and celebration. It was cancelled with special postmarks, as shown here. (Functioned 20 April to 1 Feb. 1920).

emergency overprints to quickly alleviate local shortages, this always being done locally if at all.

2) Four or five situations or types of excuses account for the great majority of all the provisionals :-

a) to create stamps for new colonies or administrative changes,
b) to create special-purpose stamps for a limited period of use,
c) to use up overstocks and obsolete issues or denominations,
d) to meet the sudden need for new denominations,
e) to meet shortages of certain existing denominations.

All other reasons for provisionals were relatively minor. There were comparatively few bisects and locally-manufactured adhesives; evidently and reputedly the Ministry strongly frowned on such methods.

In comparing the number of overprint issues with use of other methods to meet emergency needs, we are struck by the fact that the colonies often showed great restraint in creating overprints. Instead of overprints they often resorted to use of handstamp cachets or substituted use of stamps originally intended for other purposes. When new colonies were created by subdivision or consolidation of existing ones, generally no local overprints were



Figure 19. LP.II.F.4.b. A peculiar airmail overprint was used at Djibouti for the first flight to Addis Ababa in Dec. 1929; a handstamp "I SERVICE AVION" was struck on each stamp after being affixed on the envelopes, usually carefully so as not to appear to tie the stamp like a cancel. Note a special postmark was also used. (Most pioneer airmails of the colonies had only cachets.)

made; instead, Paris carefully and leisurely (with one to several years delay) produced overprints or new designs, and while waiting for these to come out, stamps of the prior or a neighboring administration were consumed in the new units.

B. Unnecessary Issues

On the other hand, there were many overprints, mostly locally-produced ones, that in a very strict sense were postally unnecessary, justified on rather flimsy or non-postal pretexts. One cannot spot all these merely from perusing our Lists or the catalogs. But having examined the official decrees and other evidence, we can identify the more or less unnecessary overprints. They are mainly confined to the following catagories and periods :-

1) The 1891-94 local overprints of colony name on the General Issues.— The problem of differing exchange rates between colonies which led to ordering these overprints was one of long standing and the colonies could easily have waited a few months longer for the new Group ("Peace and Commerce") Type definitives of 1892 to come out. To what extent this overprinting was to avoid exchange-trading losses to the treasury, or just to avoid destroying large stocks, or for philatelically-inspired reasons, is difficult to determine. Nevertheless, this group of issues was more extensively used on commercial mail than any other of the provisionals prior to 1922, simply because practically the entire stocks of stamps on hand were overprinted so that for a year or two no other stamps were available. However, the overprints of this type made in 1893-4 after the Group Type were delivered were printed on

stocks deliberately withheld from overprinting in 1891-2 and are obviously purely philatelic; they were made in violation of the Ministry's directive circular of 29 Dec. 1892.

2) The 1900-06 local overprints and other provisionals.— Shortages of lower denominations developed in many colonies during 1900-03, because Paris failed to print sufficient stocks or to ship supplies ordered by the colonies. The 1900 color changes of the Group Type had been printed in generally small quantities (primarily it is said to show for the 1900 Paris Exposition and as a token accommodation to the UPU color rules) and most of them were not sent to the colonies until several years or more later. The colonies at first began using "PP" cachets to show prepayment in cash in lieu of postage stamps, but soon turned to overprinting and bisecting in order to meet the alleged shortages. It remains uncertain whether the Ministry deliberately incited the colonies to make surcharges by withholding new printings and shipments, in order to expedite the consumption of stocks on hand in the colonies in anticipation of the forthcoming pictorial issues. Hints appear in the literature that the Ministerial staff and colonies were in collusion on this, and if so all these provisionals were in a strict and ultimate sense avoidable and hence unnecessary. (The situation is very confusing — one report states that in 1900 when the Minister learned that a certain colony was out of 1c stamps and was refused replenishment, he personally ordered 60,000 to be printed for the colony!) Later, additional printings and withheld stocks of Group Type



Figure 20. LP.II.F.5.a. The first commemorative local overprint of the colonies was for the 50-Year Celebration of New Caledonia in 1903. The Ministry refused to issue a special stamp for it and approved the overprint only for internal use. It was a strictly philatelic affair; the stamps not selling as well as hoped, were overprinted (unnecessarily) again a few months later with new denominations, as shown here along with a 5c on 30c overprint of 1902 made because of alleged shortages of low denominations, but of very dubious necessity and philatelically much abused (note inverted "error" variety on this cover).

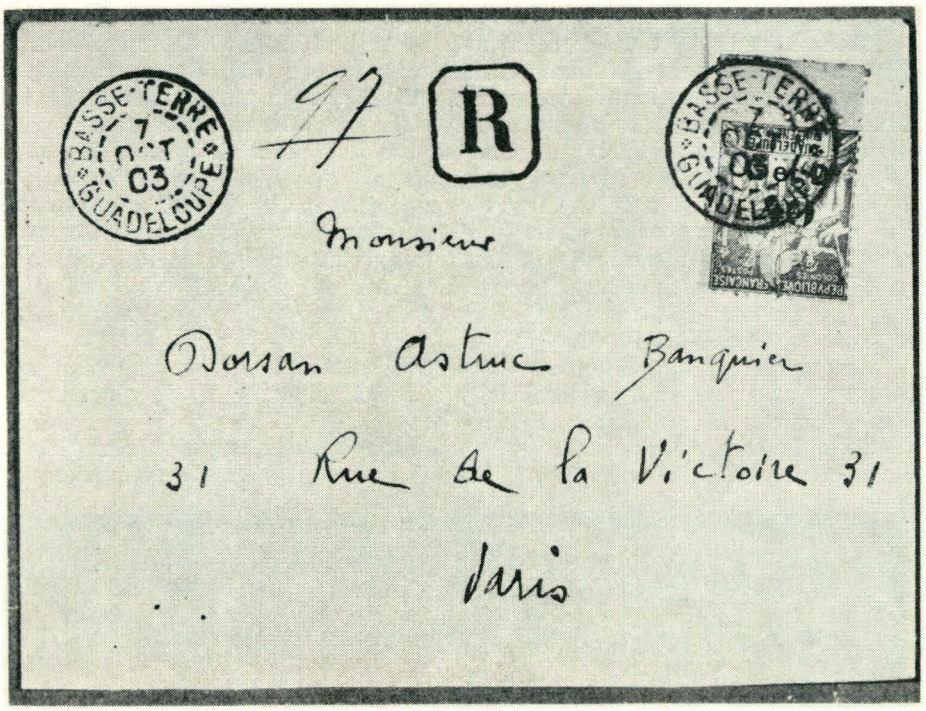


Figure 22. LP.II.G.6. Of all the overprints made with purely philatelic intent, the Guadeloupe issues of 1903-04 were most fantastic in number of deliberate "'errors" and varieties. Used they are only seen philatelically; this cover with the 40c on 1Fr inverted is addressed to Dorsan Astruc in Paris who is said to have made a fortune speculating and manipulating colonies overprints. However, Astruc wrote a letter to the Administration complaining about the affair and an investigation resulted; perhaps he did not get in on this issue, as it was too large and controlled by people in the colony.

Figure 23. LP.III.A.3. Tahiti was the first to follow New Caledonia in making surcharges in the 1880's. Not only were stamps overprinted but also the same handstamps were applied to stationery and to stampless wrappers used for printed matter, as shown here used commercially by a local newsaper with printed address. Note that the style of the overprint is very similar to that of the New Caledonia's of 1881-3.



had to be released to the colonies because the pictorials were not being produced as fast as hoped. But the surcharging fever had meanwhile taken hold and all sorts of other pretexts than real shortages were used for overprints that had no postal justification whotsoever (commemoratives, parcels post, dues, Indochinese offices, etc). The abuses and speculation in these were excessive. The worst example was probably the Guadeloupe issue of 1904 which created 365 varieties (reputedly, we haven't counted them) of denominations already well stocked — the largest number of any stamp issue in the World before or since. Now if the Ministry was not indirectly encouraging these issues, for several years it did not condemn or stop them, apparently still counting on the pictorial issue program to eventually end it all without political pain. The public airing of the scandals (frauds) of the Indochinese overprints finally forced the Ministry to call a halt (1906-07).

The temper of the official behaviour in the 1900-06 era in the colonies and Ministry was sarcastically ridiculed by a Swiss collector, M. Jacquier, writing in the *Schweiz. Briefm. Zeit.*, 1904: —

"The French colonies have just put out another fakery [officially covered in a decree reading]: 'Considering that there are no more 5c stamps in stock,

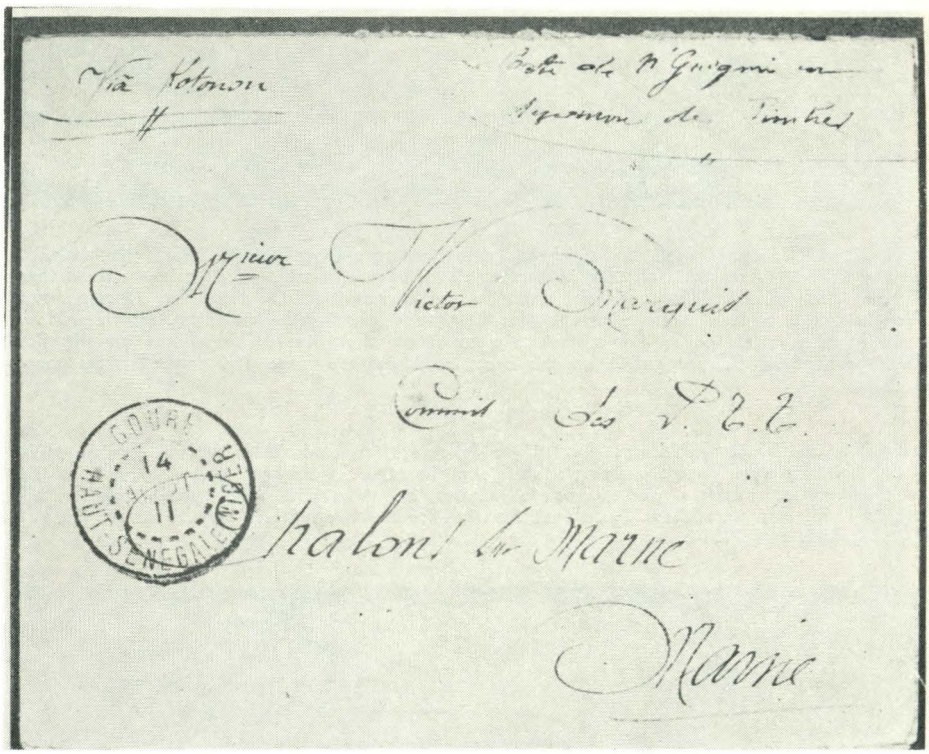
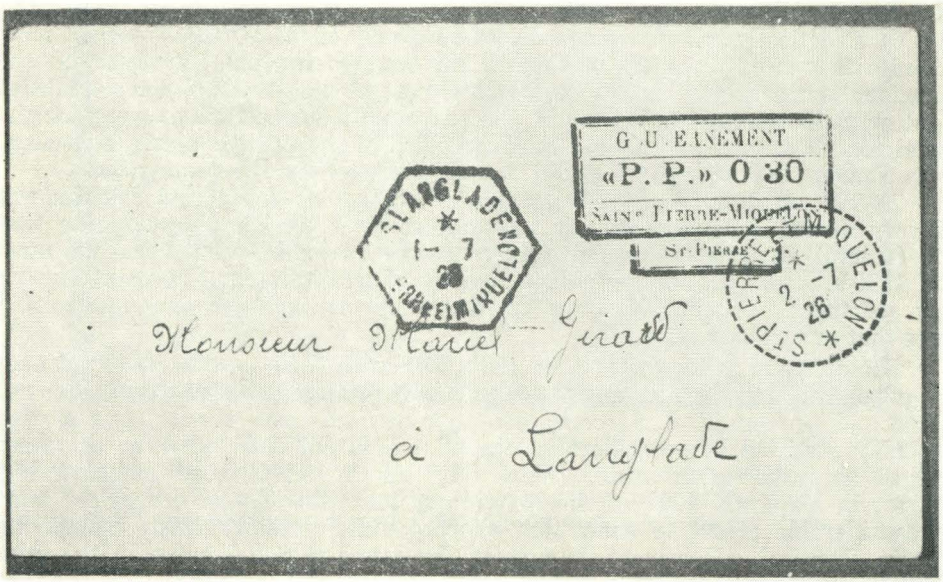


Figure 24. LP.III.A.4. For over twenty years, 1887-1913, French troops and survey-exploration parties operated throughout the hinterlands of West and Equatorial Africa where regular postoffices were still few and far between. These personnel were entitled in many cases to free-franking privileges and much of their mail is thus "stampless", validated by various special cachets, postmarks, and/or manuscript endorsements. This example is unusual, coming from an Army officer operating out of Abecher in the far out-back of central Chad where pacification of the natives was still going on in 1911; it is endorsed by the sender in upper right "La poste de N'Guigmi(an outpost on the west shore of Lake Chad) est dépourvu de timbres". The letter was carried west across the desert to the postoffice at Gouré in Haut Senegal et Niger, there postmarked and then routed thru Zinder and Niamey (reached 15 days later) to Cotonou on the Dahomey coast.



Figure 25. LP.III.A.11. When Djibouti ran out of stock of low denominations in 1901, it first met the emergency by stamping mail "PP" (in box) (an old available mark) to show prepayment in cash, as on this postcard of 28 April 1901. Later bisecting and then overprinting were resorted to.

Figure 26. LP.III.A.22. A shortage of some low and middle denominations at St. Pierre in the spring of 1926 was alleviated by use of new specially-made "PP" cachets (4 types). They were meant mainly for local use and on simple letters to France; shown here by an unusual piece that went to St. Pierre from neighboring Langlade (which had no "PP") with the 30c PP struck at St. Pierre on arrival. However, many philatelic uses of these marks are seen, including letters sent to France registered with adhesive stamps added. At least, no overprints were made.



and that it is necessary to assure the forwarding of the next mail, We, an Officer of the Legion of Honor, Governor of ....., have decided and so decree, that 1,000 copies of 20c stamps will be transformed into 5c stamps in the presence of Mon. Rond-de-Cuir, Chief of Bureau, of Mon. Gratte-Papier, principal Commissioner, and of Mon. Fonctionnaire-Adjoint to something or other'. Now at the same time that they are short of stamps in the colonies, they are burning [obsolete stocks of Group Type] for 3 days and 3 nights at the Ministry in Paris; it is a carelessness of the Ministry? But no, it is the postal employees who are bribed by the European merchants who sell these necessary surcharges, by buying up for their stocks all the stamps in current use, whence the necessity for another surcharge.''

Officials and employees brought to trial for postal scandals in this period [61-65] offered in their defense the argument that since many other officials (including higher-ups and other administrations) were engaging visibly in similar malfeasances they thought it was officially tolerated — they were, so to speak, seduced by their environment. Accused officials included PTT chiefs and inspectors! The Governors pretended to be above the racket — and perhaps they were — but their efforts to restrict the sales of provisionals so they would not be entirely bought out by one or two speculators were ludicrously ineffective. [70-76]. In 1906-07 and 1916 [83], the Governors, possibly sincerely, echoed the Ministry's promise there would be no more surcharges.

3) The 1912 Paris overprints on remainders of the Group Type. — They were made merely to use up obsolete stocks and gain some income for the Treasury. Though extensively used commercially, these stamps were heavily speculated and some scarce numbers cornered, causing collectors to complain bitterly. Even if administratively justifiable, without a large anticipated philatelic sale the Ministry would probably not have bothered.

4) The 1920-22, 1932-35, and Morocco 1948, 1950-54, Paris overprints :— Made to use up stocks of obsolete or overstocked denominations.

5) All the charity and commerative overprints. — Although nowdays accepted by most philatelists as ''justified'' because they like to collect them and rationalized by administrations as serving a national benefit, fifty years ago philatelists were not entirely sure they wanted them, at least not in the guise of provisionals.

6) Practically all parcels-post overprints. — Most of the time in most colonies they used ordinary postage or due stamps for this purpose, and the occasional experiments with special parcel-post stamps seem to have doubtful need or motivations [56, 57]. The 10c parcel-post denominations were for the fiscal tax on parcels and should have no place in the postage stamp collection, even though they were affixed and the tax collected by the postoffices.

7) The creation locally of postage-due stamps by individual colonies was of very dubious necessity in any case, for there is considerable evidence that the General Issue dues were probably always available from Paris up until the 1920's, and some colonies depended on them throughout without having any shortages. After 1905 Paris provided all the pictorial and overprinted dues that any colony wanted.

The question as to whether the 1881-1890 overprints were necessary cannot be given an unequivocal answer, the evidence being insufficient. Bouvet, Stone and Gorron [7, 8, 9] concluded that in most cases the overprints were probably justified but considerably abused. It is not clear why the shortages alleged as justification arose. Were they due to simply bad management? Bouvet in his study [22] of the Martinique and Guadeloupe overprints went to considerable effort to show that shortages did actually exist, though we remain skeptical. However, changes in the internal postal rates in the mid-

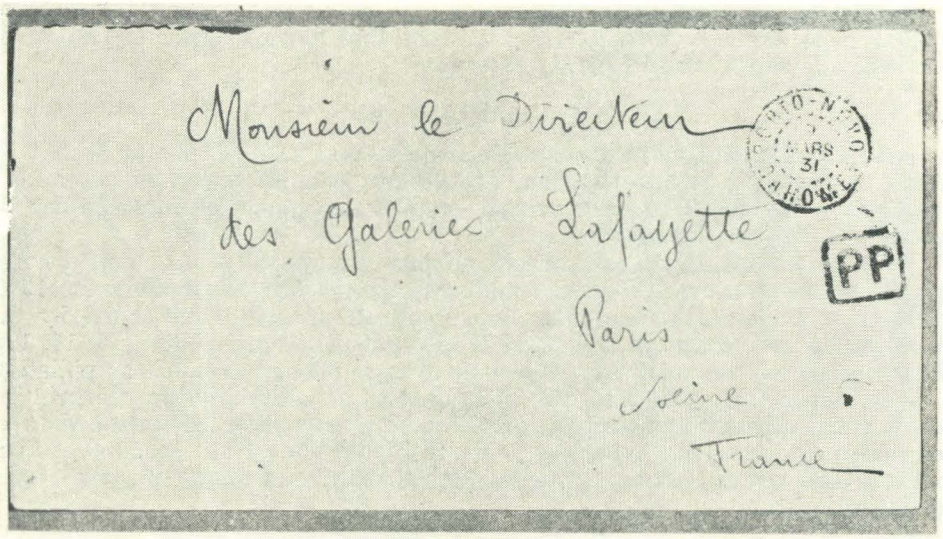
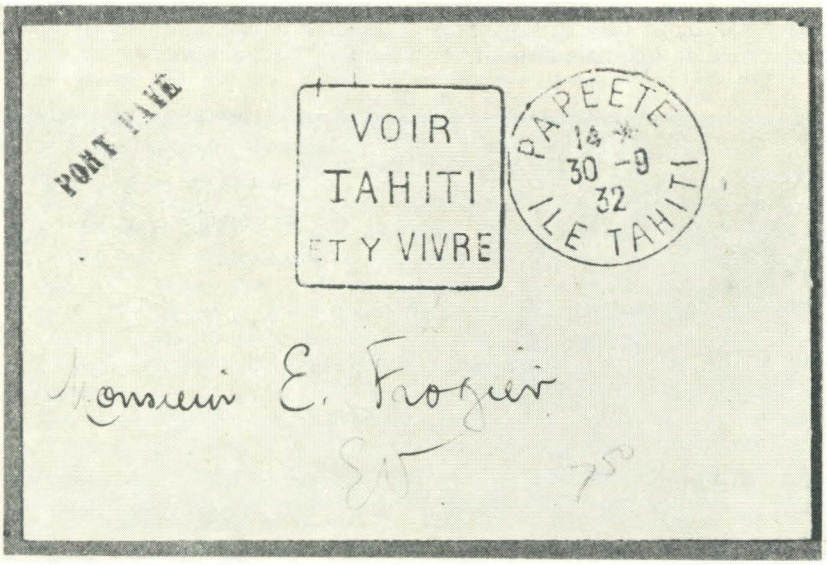


Figure 27. LP.III.A.23. Shortages of stamps at Porto Novo and Cotonou, Dahomey, in March 1931 led to use of a boxed "PP" cachet (instead of overprints). This example from Porto Novo is certainly not philatelic.

Figure 28. LP.III.A.24. Papeete, Tahiti, resorted to handstamping wrappers on printed matter with a "Port Payé" cachet, in October 1921 and again in Sept.-Oct. 1932; prescmably owing to shortages of adhesives, but we have seen no authorization and all examples, as here, have a philatelic appearance, addressed to well-known local collectors.



1880's did cause a sudden shift in the relative demand for certain lower denominations, and the change in color of the 25c led to some delay in restocking. New Caledonia was notoriously inept in its postal management since the 1860's, consistently underestimating and delaying its stamp orders to Paris [22]. To most philatelists the speculative and philatelic abuse of the provisionals of this period, while not so flagrant as in the 1900-06 issues, brings them under a

high suspicion of their postal justification. Frequently a provisional was sold out to collectors and speculators so quickly that more overprints had to be made to alleviate the still existing shortage.

C. Other Categories

As for the local provisionals of Categories III and IV of our List, with few exceptions we cannot complain about them because they were very little exploited philatelically and represent merely easy-going accommodations or accidents.

The locally-manufactured adhesive stamps (Category V) on the other hand, may have been an overly drastic solution to the emergencies (except for 1940-45). We do not know the full facts. Even if officially authorized by the colony they were contrary to general Ministerial policy after 1860 [14, 15, 19]. Here the motive in some cases may have been publicity as much as philately.

Bisecting (Category VI) was little used as an alternative to overprinting because the Ministry opposed it. Most of the bisects recorded were actions of individual postmasters, generally without higher approval; because of lack of sanction, remote location, absence of publicity, and short life, they were little exploited.

D. Government Income?

All the provisionals up to 1906 drew a lot of criticism at the time they appeared on the ground that they were attempts of the governments to make or save money at the expense of collectors. Actually the governments made little on them after expenses, and only some very small colonies could make a real economic justification for provisionals (St. Pierre, Nossi-Bé, early Congo, e.g.). For the Ministry, a general colonial issue would not be "peanuts," of course (1912, e.g.). However, we do not believe that government income was the motive for more than a few issues. Rather it was more likely the opportunity afforded to officials and their "friends" to make money by speculation.

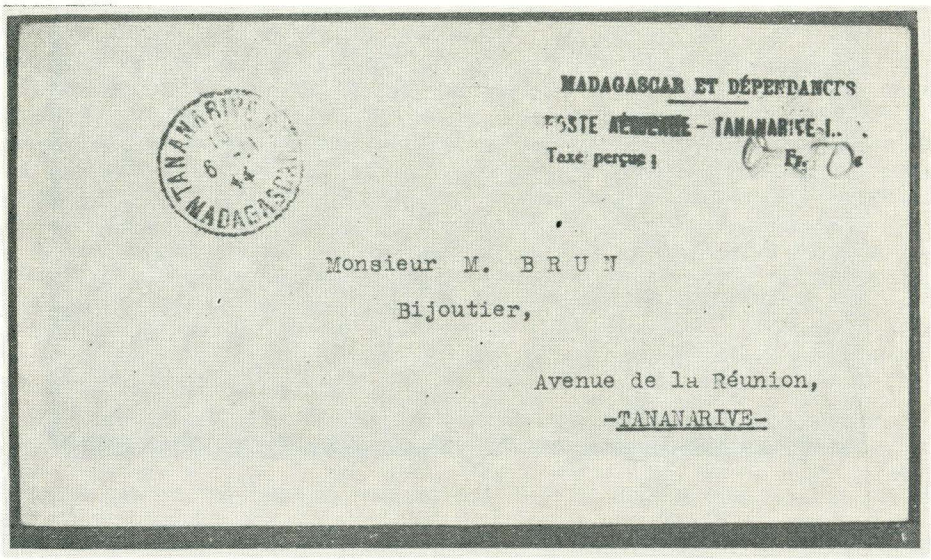


Figure 29. LP.III.A.31. The numerous airmail cash-prepaid handstamps of Madagascar 1944-46 are well-known and much studied. This example shows local use of one of the cachets at Tananarive, the word "Aérienne" being crossed out.

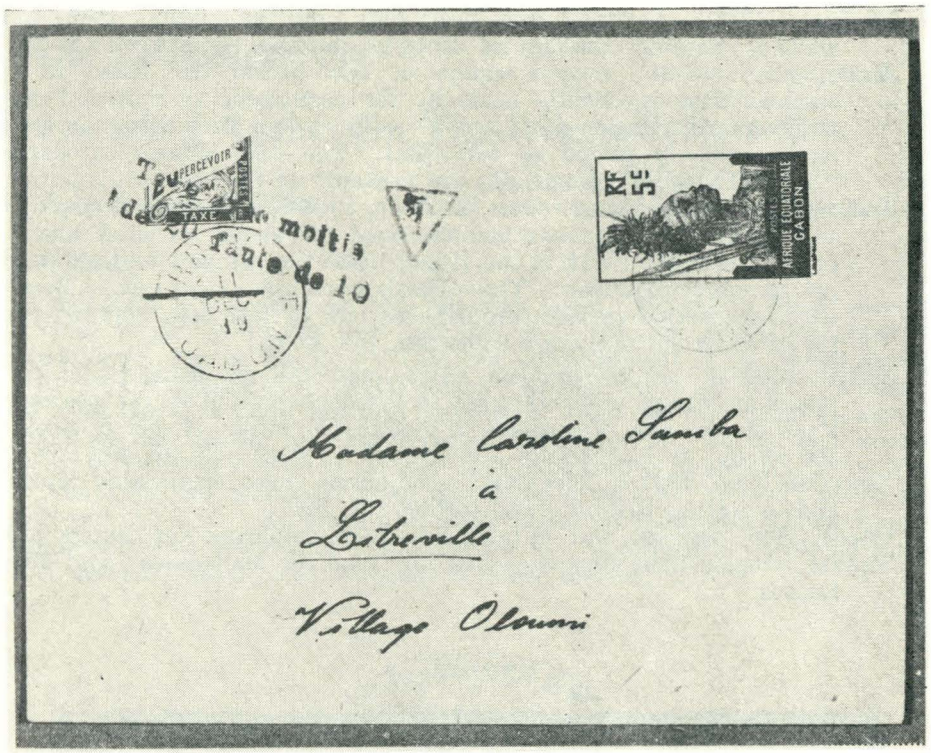


Figure 30. LP.III.B.2. In late 1910 some residents of Libreville, Gabon, working in collusion with the local postmaster arranged to post many letters to themselves deficient in postage and have the postmaster charge them due with bisected 2c or 20c dues stamps which were tied with hand-stamps reading "Taxé avec moitie/de 20 faute de 10" or "Taxé avec moitie/de 4 faute de 2c". This was quite unnecessary (and not authorized) as we have covers of the same dates with dues stamps of the denominations allegedly lacking !

Ironically, some of the worst speculation occurred with provisionals which were postally fully justified. It should be noted that the small local speculators and the big Paris "dealers" had opposing objectives in that a small local issue with scarce varieties and no advance publicity was an ideal set-up for the locals whereas the Paris merchant was willing to invest a lot of money in cornering a relatively large issue if he knew of it sufficiently in advance and had the right contacts to protect his investment. When the locals tried to "manage" a large issue it was usually a financial disaster (witness Guadeloupe 1904). Paris dealers established deposit accounts with local agents or even the colony postoffice to use in buying supplies of provisionals that came out on short notice, to gain an advantage over or par with the local speculators. One can readily visualize that the politicking and double-dealing became rather thick.

E. Frauds

In spite of a lot of space once given in the press to exposing alleged fraudulent issues of the colonies, there are very few issues or stamps which are still in the catalogs that have such a taint, because it turned out that many of the alleged frauds were pure fakes not involving any official collusion. Actual fraud on part of officials and employees occurred in the following provisional issues (—there are probably some others we do not know about) :—

St. Pierre 1885-6 : reprints of the overprints (and the labels of 1886) were made by printery eemployees using the original type stock [24-28].

Martinique, 1886-91 : several stamps of that period still listed in the catalogs were apparently made by the postmaster at Fore-de-France without authorization and used are only known with false cancels or on letters only posted by him [22]. The dues stamps surcharged "MARTINIQUE" diagonally are probably of the same vintage.

Indochina and Indochinese Offices in China, 1901-06: the postal employees and printers made many unauthorized additional varieties and reprints which they sold at the Hanoi postoffice window and allowed a private party to corner. The officials were brought to trial. Most of the unauthorized varieties are believed now to have been removed from the catalogs but one can't be certain [52, 60-65].

Tahiti, 1882-93 : employees made extra quantities on demand and overprints on stamps not authorized in the decrees (still in the catalogs!) Paris dealers sent mint sheets of stamps (no longer if ever in stock in the colony) to be specially overprinted for them [12, 37, 102, 128].

New Caledonia, 1891-3, 1899-1904: — employees made clandestine reprints and quantities beyond authorization [31, 32].

Obock, 1892 : reprints and imitations made by employees for dealers [20].

Similar irregularities were suspected for Nossi-Bé, Madagascar, and Diego Suarez.

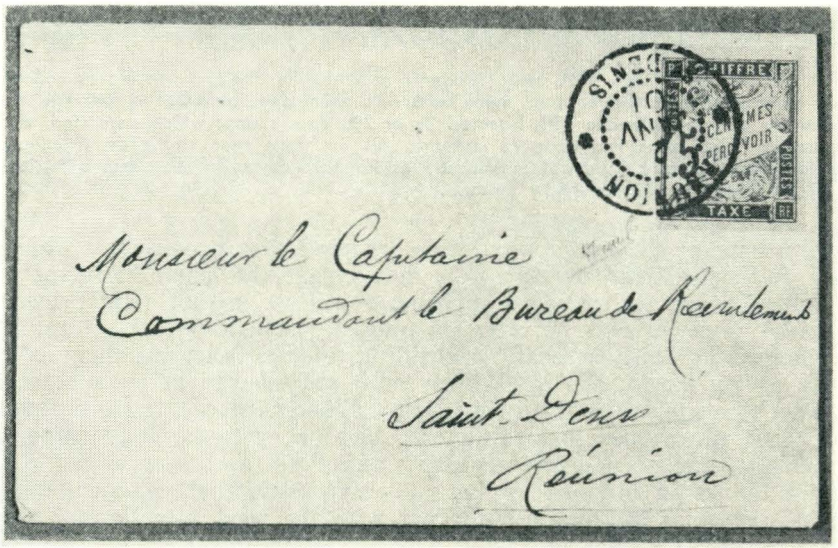


Figure 31. LP.IV.A.1. As the low denominations were running out of stock in a number of Reunion postoffices at the end of December 1900, the postoffices were authorized to use postage-due stamps instead until new stamp supplies arrived from France. Use started Jan. 1, 1901, at St. Denis and Jan. 4 at other offices and extended to Jan. 20. The smaller offices generally added a manuscript notation by the postal clerk referring to the authorization for the substitution. This example with the 5c is from St. Denis Jan. 2, probably a New Year's greeting.

Via Panama

Forwarding Agents On The Isthmus (Part 4)

By Colonel James T. DeVoss

(Continued from Page 307)

W. P. Maal

Although a latecomer on the Isthmian scene, Willem P. Maal remained for many years. His name first appeared in an issue of the *Panama Star and Herald* dated August 18, 1870. The first advertisement of the North German Lloyd lines appeared in a special steamer edition one week later. Willem P. Maal was listed as their agent in Aspinwall. Late in 1870 Maal's name appeared as the Consul for the German Confederation. Maal had actually arrived in Panama at least two years earlier for a cover postmarked New York, Nov. 16, 1868, was addressed to an individual in care of "Wm. P. Maal, Esq., Aspinwall, U. S. C." Although the cover bears no forwarding handstamp, it undoubtedly was relayed to the addressee as "Aspinwall" was lined out in pencil and additional notations made in place thereof.



Figure 65.

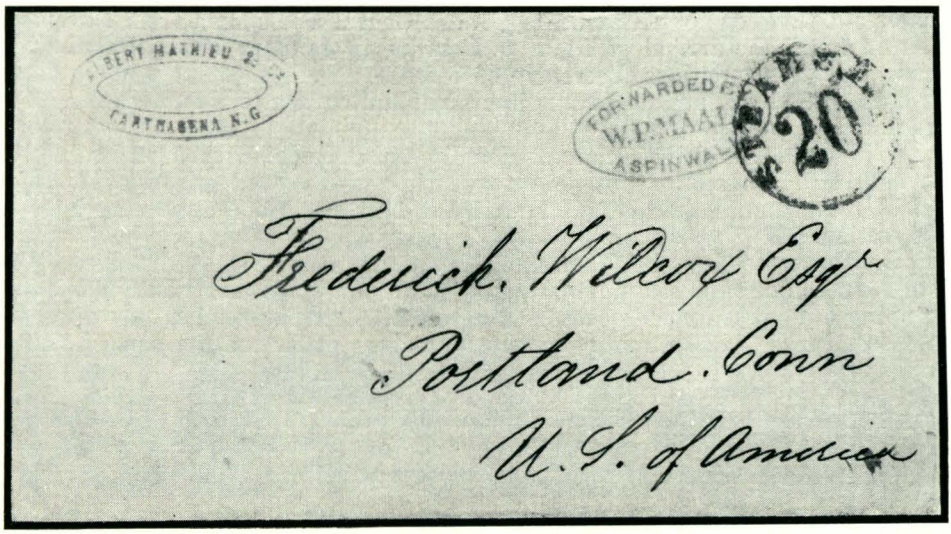


Figure 66.

The forwarding marking, Figure 65, of W. P. Maal has been seen in light green ink on two covers. One of these was in the Leon Bilak collection exhibited at SIPEX in 1966 and the other is illustrated here, Figure 66.

The last advertisement of the North German Lloyd line appeared in the April 21, 1874 issue of the Star and Herald. Maal's name did not again appear until the January 9, 1877 issue when Willen P. Maal & Bro. were listed as agents in Colon for the Harrison Line. This advertisement had not appeared earlier but it carried a date of March 2, 1876, which would indicate that Maal & Co. may have been the Harrison agent from that date.

After another lengthy absence, the name of Willem P. Maal reappeared in an editorial dated June 5, 1882. Starting with the issue of July 11, 1882, W. P. Maal & Bro. were listed as agents in Colon for the West India & Pacific Steamship Co. Ltd. This advertisement appeared regularly through at least the end of 1883 at which point the author discontinued reading each issue of the Panama newspapers.

William Nelson & Co.,

Commission, Shipping & Forwarding

MERCHANTS,

PANAMA.

WM. NELSON. myl HENRY H. MUNRO.

Figure 67.

William Nelson & Co.

Few foreign businessmen remained in Panama longer than William Nelson.[31] When he arrived in Panama is not known but his name first appeared in the Consular records of November 25, 1840, when he was designated Acting Consul during the absence of Ferdinand E. Hassler. He finally departed Panama on June 30, 1872[32] following his appointment as General Agent of the Panama Railroad Company for Central America and Mexico to reside in Guatemala. Nelson served as United States Consul at Panama from November 24, 1841, until the arrival of Amos B. Corwine in January 1850. Based upon Nelson's recommendations, Secretary of State, A. P. Upshur, in a letter dated November 28, 1843, appointed him the first United States Despatch Agent at Panama.[33]

William Nelson joined in a partnership with Charles Zachrisson in July or August 1849. Details of this venture which was dissolved on June 17, 1852, will be found under the listing "Zachrisson, Nelson & Co." appearing later in this section.

On the same day the Zachrisson/Nelson partnership was dissolved, William Nelson formed a new partnership with Henry H. Munro[34] as Commission, Shipping & Forwarding Merchants, Figure 67. This partnership was dissolved on December 4, 1853. Nelson continued as sole owner of the same business

31. Nelson was born in Edinburgh, Scotland. He arrived in the U. S. before his 18th birthday and under the 1836 Alien Law became a citizen upon reaching the age of 21.

32. *Panama Star and Herald*, Vol. XXIV, No. 3623, p. 2.

33. James T. DeVoss, "U. S. Despatch Agent at Panama", Thirty-second American Philatelic Congress Book, p. 137. 1966.

34. United States Consul at Aspinwall from July 22, 1852 to October 28, 1853.

with his advertisement appearing until August 21, 1856. It was March 21, 1857, before William Nelson's name again appears in print. This time he is listed as the "Commercial Agent of the Panama Railroad, Playa Prieta." In the September 1, 1863, issue of the *Panama Star and Herald*, Nelson also is listed as the Lloyd's Agent in Panama. He continued as agent for the Panama Railroad until he departed for Guatemala as mentioned earlier.

The earliest reported use of the Type 1 forwarding marking, Figure 68, is a folded letter, Figure 69, dated October 7, 1841, from Paita, Peru, to Lancaster, Ohio. Although this marking usually appears in red, the one on this cover is the only one reported in black ink. This same marking in red is known as early as September 29, 1854, and as late as April 7, 1856.

The type 2 marking, Figure 70, is much more scarce than type 1. It has been reported only in red ink. An undated cover, Figure 71, with this marking is illustrated here. The rate marking "40" would indicate that this cover was dispatched from California before July 1, 1851.

Another cover with the same marking in the Basil Pearce collection is dated August 28, 1852.



Figure 68.



Figure 69.

FORWARDED BY Wm NELSON & Co PANAMA

Figure 70.



Figure 71.

Pacific Express Company

The details of the Pacific Express Company have been previously discussed in the listing for the forwarding agent, J. Hawes & Co. This express company's marking, Figure 72, appears in red on a cover, Figure 73, which carried a letter dated May 22, 1856 to San Francisco. The point of origin of this cover is not known but from the lack of any postal or due markings it can

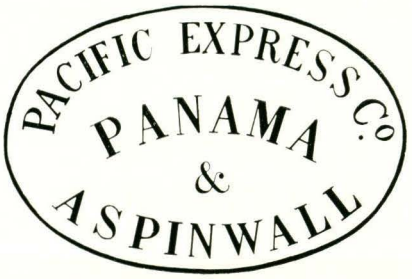


Figure 72.

be assumed that it was carried privately outside the mails. No other dates have been reported.

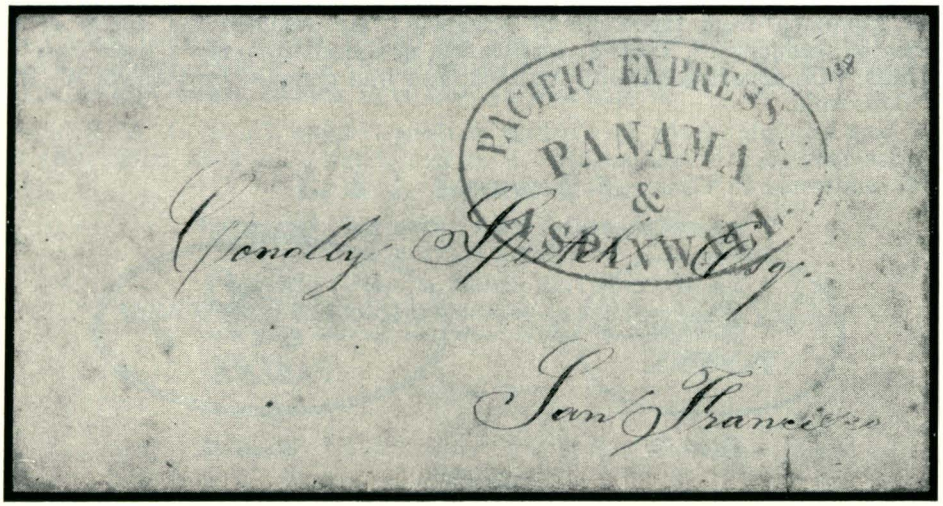


Figure 73.

Victor Plise

Another forwarding agent in Panama about whom little is known, was a Victor Plise. His manuscript forwarding endorsement, Figure 74, appears on a folded letter written in Valparaiso on February 14, 1855, and placed in the British mails by him on March 7, 1855. The letter was addressed to Chalons, France.

The name of Victor Plise first appeared in the *Panama Star* for January 22, 1853, among a list of subscribers to a relief fund. Although the relationship is not known, the name of Antonio Plise appeared earlier in the two tax lists published in 1852.

Obviously a generous man, the name Victor Plise again appeared on December 14, 1871, among a list of subscribers to another relief fund. His name appeared on the tax list published December 24, 1877, but was missing from the next tax list published June 26, 1880.

Forwarded by Victor Plisé Panama 7 March/55

Figure 74.



Figure 75.

D. A. Robinson, Jr.

Daniel A. Robinson, Jr. was appointed United States Consul at Aspinwall on November 7, 1860, one month after Charles J. Fox vacated the position. He was appointed from the State of Michigan. He assumed the duties of his office on January 15, 1861, and remained as Consul for only a little over six months. He departed on July 31, 1861, and was replaced by Francis W. Rice of California.

One example of the forwarding marking, Figure 75, of D. A. Robinson, Jr. has been seen by the author. It is in red ink on a cover dated July 20, 1861, addressed to Vernon, Connecticut.



Figure 76.



Figure 77.



Figure 78.

E. & J. Serruys & Co.

The forwarding agents, E. & J. Serruys & Co. used two different markings on letters handled by them. Type 1, Figure 76, is known on a folded letter dated October 15, 1850, which was sent from San Francisco to Paris. Apparently the type was not too readable for it was changed to a larger size, Type 2, Figure 77. The latter was used as early as July 26, 1851, on a folded letter, Figure 78, which went from Valparaiso to San Francisco. The latest date reported of a folded letter bearing this marking is February 5, 1852. Probably the most unusual cover bearing this forwarding marking is one dated, December 4, 1851, which went from Lima, Peru to Tepic, Mexico. It also bears a strip of three of the 10c 1847 stamps as well as the scarce "Pan & San

Fran'' marking. This gem is in the Creighton Hart Collection and is illustrated in the chapter covering the use of the 1847's from Panama.

E. & J. Serruys & Co. probably was in business for only a short time. Although first mentioned in the October 4, 1850 issue of the *Panama Star* their advertisement, Figure 79, did not appear until the March 21, 1851 issue. Under "Auction Notice" in the February 8, 1853 issue was "E. & J. Serruys & Co., in liquidation, auction to be held on February 8."

E. & J. Serruys & Co.,

General Agents and Commission

MERCHANTS.

DRAFTS for sale, on PARIS, ROTTERDAM, and VALPARAISO, in sums to suit purchasers. Calle de la Merced, next door to the Panama Hotel, Panama. m21

Figure 79.



Figure 80.

SMITH & LEWIS.

New College Building.

PANAMA.

General Agents and Commission

MERCHANTS.

Importers of all kinds of Foreign Mercandize.

Figure 81.

Smith & Lewis

J. Harrison Smith and Louis Lewis formed a partnership in late 1848 or early 1849 and operated a business as general shipping agents and commission merchants. The first reference to this firm appeared in the *Panama Star* for November 10, 1849, when they advertised a Brig sailing for California.

The forwarding marking of Smith & Lewis, Figure 80, generally appears on the reverse side of covers. The earliest and latest dates reported are August 29, 1849, and January 25, 1853, respectively. The report that this marking also exists in red ink has not been confirmed. A folded letter in the Basil Pearce Collection which went from Valparaiso to San Francisco bears a manu-

script endorsement of Smith & Lewis dated August 24, 1849. Since this date is only five days earlier than the earliest date reported for the use of the hand-stamp marking, it may be a good indication as to when the marking devise was received.

The Smith & Lewis advertisement, Figure 81, ran in the newspaper from 1849 to February 20, 1853. On the latter date a notice appeared reference the "Estate of the late Louis Lewis" and all creditors were requested to attend a meeting in the offices of J. Harrison Smith on February 26th.

John Harrison Smith continued to operate the business under his own name until he departed Panama in 1854. His new advertisement first appeared on April 5, 1853, and his last one appeared June 30, 1854.

FORWARDED BY

THE

UNITED STATES & CALIFORNIA

EXPRESS COMPANY.

Figure 82.

United States & California Express Company

The forwarding marking, Figure 82, in red ink appears on a folded letter which had been placed in the mail at Panama for delivery to a New York City addressee. The letter is dated January 21, 1851. It bears a New York "STEAM SHIP 30 cts" due marking.

Little is known about the forwarder except that its advertisement, Figure 83, appeared in the Panama newspaper for a six month period starting October 11, 1850. From the advertisement we learn that this express company had been established on the Isthmus for nearly two years with offices at Chagres, Gorgona, Cruces and Panama.

No other covers with this forwarding marking have been reported.

Wells, Fargo & Co.

It is debatable whether Wells, Fargo & Co. should be listed as a forwarding agent in Panama. No regular forwarding markings for this company's offices in Aspinwall and Panama have been reported. A wax seal impression, Figure 84, which was used on mail handled by the Company does exist, however. A drawing, Figure 85, of this impression provides a clear reproduction of the wording.

The first mention of Wells, Fargo & Co. appeared in the December 23, 1852 issue of the *Panama Star* in an advertisement of Hurtado I. Hermanos which carried a date of November 17 probably the beginning of their business relationship. Starting May 2, 1854, Wells, Fargo & Co. carried a lengthy advertisement, Figure 86, with the same company listed as their agents in Panama. This same advertisement ran until November 17, 1855. The Hurtado firm continued as agents for the Wells, Fargo Company until July 1857.

United States and California

EXPRESS CO.,

—PROPRIETORS—

A. B. MILLER & CO.,

Office in New York, No. 2 Wall street, and in San Francisco with Messrs. KELSEY, SMITH & RISLEY.

[Fire-Proof Warehouse.]

THIS Company, organized for the safe and speedy transmission of MERCHANDIZE, PACKAGES, PARCELS, LETTERS, &c., SPECIE and VALUABLES of every description, between New York and San Francisco, are prepared to Receive and Forward, and guarantee, all kinds of Express Merchandize, *through to San Francisco direct from New York*, in less time than it is possible for any individual to perform. The parties connected with this Express, are permanently located, and have been established nearly two years on the Isthmus of Panama; and having *first class Hotels* and *Warehouses* at Chagres, Gorgona, Cruces and Panama, are in constant communication between the Atllantic and Pacific steamers with covered boats on the river, and by mules on land, and send their Express Goods by every steamer leaving Panama.

Their extensive facilities (the most complete on the Isthmus) enable them at all times and seasons to convey perfectly safe and with dispatch, every thing entrusted to their care.

For return freight, Gold Dust, &c., from San Francisco, apply to Messrs. Kelsey, Smith & Risley, who have lately erected a large *fire-proof Warehouse*.

—REFERENCES:—

Messrs. Richard S. Williams & Co., C. W. & J. T. Moore & Co.: The Panama Rail Road Company; J. Howard & Son, C. & W. Leland, Clinton Hotel; A. Fowler, Pacific Hotel: Charles Morgan, George Law, Esq.

Figure 83.

WELLS, FARGO & CO.'S

EXPRESS.

A JOINT STOCK COMPANY.

Capital---$300,000.

DIRECTORS:

HENRY WELLS, WILLIAM G. FARGO,
JOHNSTON LIVINGSTON, JAMES McKAY.
ELIJAH P. WILLIAMS, A. REYNOLDS,
EDWIN B. MORGAN, A. M. C. SMITH,
HENRY D. RICE.

EDWIN B. MORGAN, President.
JAMES McKAY, Secretary.

HAVING made advantageous arrangements with the United States and Pacific Mail Steamship Companies, for transportation, we are now prepared to forward

Gold Dust, Bullion, Specie, Packages, Parcels, and Freights,

of all kinds, to and from NEW YORK and SAN FRANCISCO; thence to Sacramento, Marysville, Nevada, Stockton, Sonora, Columbia, Mokelumne Hill Portland, Oregon City, and all the principal towns of California and Oregon.

☞ Our regular SEMI-MONTHLY EXPRESS is despatched from San Francisco on the 1st and 16th, and from New York on the 5th and 20th, of each month, by the *Mail Steamers*, in charge of our own MESSENGER through to destination.

Treasure and Small Parcels

received for shipment up to the latest moment before the departure of the Steamer.

TREASURE INSURED

under open Policies in some of the best New York Companies, or at Lloyds, in London, at the option of Shippers.

Our REGULAR SEMI-MONTALY EXPRESS FOR OREGON is despatched by the Steamers of the Pacific Mail Steamship Company.

Office—No. 16, Wall-Street, New York.
" 114, Montgomery-Street, San Francisco

Agents in Panama,
my2-tf HURTADO I HERMANOS.

Figure 86.



Figure 84.



Figure 85.

On August 1, 1857, a new advertisement inserted by Bourn & Henriques, Aspinwall, carried the wording "Sole Agents on the Isthmus for Wells, Fargo & Co. and Freeman & Co." The partnership of John W. Bourn and S. N. Henriques was dissolved on April 30, 1859. Although John W. Bourn continued the business, no further advertisements appeared until February 28, 1860. In the next issue of the *Panama Star and Herald*, the Bourn advertisement again carried the notation that he was the sole agent on the Isthmus for Wells, Fargo and the Freeman express companies. Bourn died on February 18, 1861, and his advertisement was discontinued nine days later.

A lengthy advertisement of Wells, Fargo & Co., Aspinwall & Panama, reappeared in the September 21, 1861 issue with S. K. Holman listed as their agent. On February 15, 1862 an announcement appeared reading "On and after this date, D. M. Corwine, Esq., will act as Agent for Wells, Fargo & Co. on the Isthmus until further notice." This arrangement didn't last long for E. D. Dennis replaced Corwine as Wells, Fargo agent on April 1, 1862.

Starting June 28 and ending August 20, 1864, J. Howard Bill was listed as the Wells Fargo agent. No agent's name appeared for several months. In mid-1865 the name of Stanley McNider was carried as agent in the Wells, Fargo advertisement, Figure 87. The date this new appointment started was erroneously entered as "1861" when it should have read "1865". The last advertisement bearing McNider's name appeared in the issue dated June 21, 1870.

After an absence of over three years, a new Wells Fargo announcement was published reading "From the last October (1873), Mr. Henry Ehrman has been appointed Agent of the Company at Panama, vice Mr. Stanley McNider." Henry Ehrman's advertisement, Figure 88, continued to appear for many years. The records of the Wells Fargo Bank History Room in San Francisco, revealed that Mr. Ehrman was still listed as their "correspondent" in the published list dated January 1, 1898. Ehrman's name was missing from the Wells Fargo list published one year later.

WELLS, FARGO & CO.,

ASPINWALL AND PANAMA,

DO General Express and Forwarding Business with NEW YORK, SAN FRANCISCO, SOUTH COAST, CENTRAL AMERICA AND HAVANA.

Freight, Treasure and Small Parcels forwarded to New York and San Francisco, tri-monthly; South Coast and Central America, semi-monthly, and to Havana monthly. STANLEY McNIDER, Agent, PANAMA.

Panama, April 1, 1861—tf.

Figure 87.

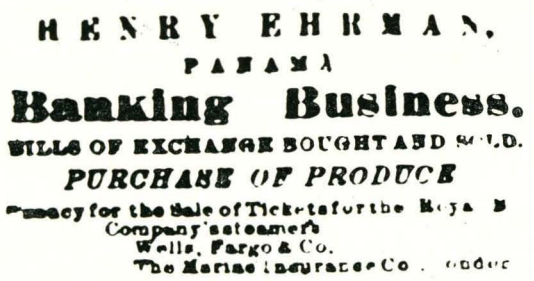


Figure 88.

Ernest Zachrisson

Ernest Zachrisson was one of the early forwarding agents in Panama. His marking, Figure 89, appears on the front of a folded letter, dated February 29, 1844, which was dispatched from Boston to an addressee in care of the United States Consul at Mazatlan, Mexico. The exact period of Zachrisson's business venture in Panama is not known.

Charles Zachrisson became the head of the firm, Zachrisson, Nelson & Co., when he established a partnership with William Nelson in mid-1849. A news item which appeared in the January 14, 1851 issue of the *Panama Star* stated that Ernest Zachrisson, a member of "the well known firm of Zachrisson, Nelson & Co." had just arrived from the United States. The item also stated "Mr. E. Z. has been spending several months in the city of New York, and returns to his post here, looking many years younger than when he left us, and altogether improved in health."

Ernest Zachrisson obviously did not remain in Panama for the Zachrisson, Nelson & Co. advertisement (see listing for the forwarding agent) which first appeared in the April 26, 1851 issue of the Panama newspaper listed as one of their agents, "E. Zachrisson & Co., 87 Wall Street, New York."

No other letters or covers bearing the Ernest Zachrisson forwarding marking have been seen by the author although Harry Konwiser lists an 1850 date for this marking and also lists oval marking for the same firm with a date of 1849.

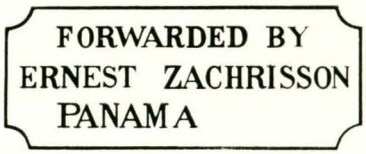


Figure 89.

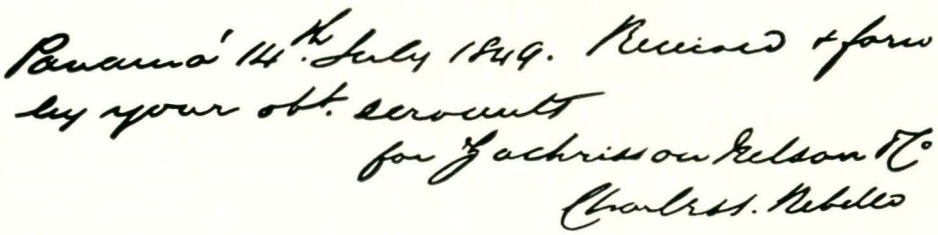


Figure 90.

Zachrisson, Nelson & Co.

The earliest reference to the firm of Zachrisson, Nelson & Co. appeared in the issue of the *Panama Star* dated, August 4, 1849. Charles Zachrisson had apparently formed a partnership with William Nelson shortly before that date.

The earliest known folded letter forwarded by Zachrisson, Nelson & Co. was written in San Francisco on June 19, 1849. It was addressed to Fred Huth & Co., London, and bears two indications that it had been forwarded by this new firm. A manuscript endorsement, Figure 90, dated July 14, 1849, was placed on the reverse fold of the letter and a handstamp marking, Figure 91, was placed on the front fold of the letter. Although strictly conjecture, it is possible that the new handstamp just arrived after the manuscript endorsement had been written.

Although two Zachrisson, Nelson & Co. advertisements appeared as early as November 10, 1849 announcing the departure of the British Clipper "Sea Queen" for San Francisco and the "Crescent City" for New York on November 27, it wasn't until 16 months later that their regular advertisement, Figure 92, started in the March 18, 1851 issue of the *Panama Star*. One week later the advertisement included the notation that the firm was the agent for the Pacific Steam Navigation Company, the British line serving Panama and the ports on the west coast of South America.

Zachrisson, Nelson & Co. had also been the agents for the Pacific Mail Steamship Co. (U. S.) according to a news item which appeared on November 14, 1850. This contract expired on July 1, 1851.

The partnership between Charles Zachrisson and William Nelson was dissolved on June 17, 1852. After that date Nelson, in partnership with Henry H. Munro, operated under his own name. Charles Zachrisson's obituary was published in the October 4, 1855 issue of the *Panama Star and Herald.*

The latest date reported for a cover bearing the Zachrisson, Nelson & Co. forwarding marking is September 13, 1851. Early 1852 covers with this marking undoubtedly exist for the Zachrisson marking is common in comparison to other forwarding markings used by agents in Panama. It is interesting to note that this marking normally was placed on the reverse side of covers although a few with the marking on front are known.

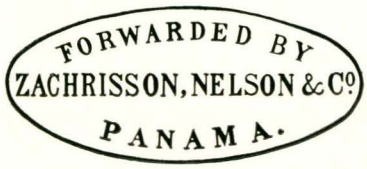


Figure 91.

Zachrisson, Nelson & Co.,

Commission, Shipping and Forwarding

MERCHANTS,

PANAMA.

—AGENTS:—

At Chagres, ZACHRISSON, NELSON, & HYAMS.
At Cruces, JOHN FUNCK.

AND

E. ZACHRISSON & Co., 87, Wall Street, New York.

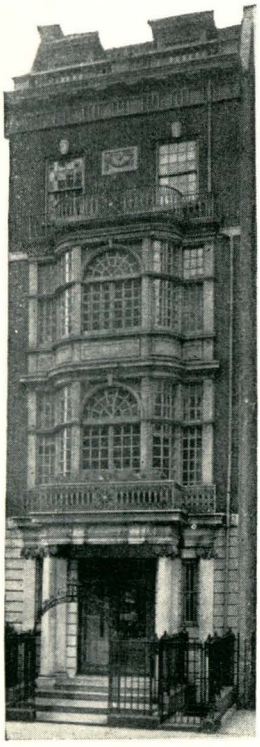
Figure 92.

Chronological Listing

This listing is provided for the purpose of checking the forwarding agents in chronological order based upon the probable year they started forwarding mail. Three additional columns have been added giving the earliest dates known of a cover or folded letter bearing the forwarding marking or endorsement with the middle column being used only when but one date has been confirmed. The (*) indicates the agent may have been in business beyond 1883 but our checking the files of the Panama newspapers ended at that point.

Name of Forwarding Agent	Probable Period	Earliest Date	Only Date Confirmed	Latest Date
J. B. Feraud	1833-1852	12- 2-34		6- 6-35
William Nelson & Co.	(1840-1849) (1852-1856)			
Type 1		10- 7-41		4- 7-56
Type 2			8-28-52	
Frederick W. Byrne	1842- ?			
Mss		7- -42		8- -42
Handstamp		3-18-44		3- 1-46
Ernest Zachrisson	? -1849		2-29-44	
Zachrisson, Nelson & Co.	1849-1852	6-19-49		9-13-51
Smith & Lewis	1849-1853			
Mss			8-24-49	
Handstamp		8-29-49		1-25-53
Corwine, Bro. & Co.	1850-1861		3- 9-50	
Dodge & Co.	1850-1851			
Geo. Fisher (Mss)			5- 5-50	
E. J. Serruys & Ca.	1850-1853			
Type 1			10-15-50	
Type 2		7-26-51		2- 5-52
Cova & Co.	1850-1857			
Type 1		6-28-51		6- 8-55
Type 2			9-30-53	
U. S. & Calif. Express Co.	1850-1851		1-21-51	
Campbell, Jones & Co.	? -1855		6-16-51	
J. B. F. Arrivet	1851-1871			
Type 1		2-15-51		?
Type 2			7-14-51	
Adams & Co.	1851-1855			
No agent		5- -52		8- -52
Freeman Type 1			4- 8-54	
Freeman Type 2			2- -55	
T. R. Cowan	1851-1862		- -54	
Hurtado i Hermanos	1852-186?	6-16-54		4-22-60
Wells, Fargo & Co.	1852-1883*		none	
Geo. W. Fletcher	1853-1857		no date	
A. M. Hinkley	1853-1857			
Aspinwall			6- 9-54	
Panama		?		11-23-54
Victor Plise (Mss)	1853-1877		2-14-55	
Freeman & Co. (Cova)	1855-1857	12-17-55		4-15-57
J. Hawes & Co.	1855-1861		- -56	
Pacific Express Co.	1855-1856		5-22-56	

De Sabla & Co. (Mss)	? -1866		7-14-57	
C. J. Fox	1857-1860	6-19-58		- -60
F. Gegorza y Ca.	1857-1861		4-11-61	
D. A. Robinson, Jr.	1861		7-20-61	
Hourquet, Poylo & Ca.	1865-1878			
Type 1		10- 1-66		- -72
Type 2			10-16-72	
L. Ehlers y Ca.	1867		1-27-67	
W. P. Maal	1868-1883*	7-28-69		?
R. C. Crompton	1871-1883*			
Type 1			9-14-78	
Type 2			10-29-78	
L. A. Fernandez y Ho.	1877-1883*		9- 5-79	
H. Lefevre	1877-188?		no date	



THE COLLECTORS CLUB

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

1970 Officers

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

Governors

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Probable Forwarding Agents

In this section we list the names of those individuals or firms which probably were forwarding agents but as yet the author has not seen evidence to confirm. We also list the year dates covering the period when they were probably in business. We sincerely hope that other students of postal history will make use of the lists that follow in an attempt to add to or correct the information given.

Names (*) of the United States Consuls at Panama, Chagres and Aspinwall have been included since a majority of the Consuls were known to be forwarding agents. Names (**) of three probable forwarding agents are included in this list from the compilation made by Harry Konwiser but have not been seen by the author. Two aditional names (***) are included for the same reason plus supporting evidence gleaned by the author from the Panama newspapers. The remaining names are listed based solely upon the information taken from the *Panama Star* and the *Panama Star and Herald.* The advertisements of these probable forwarding agents, when available, are illustrated for easy reference by other students.

***Mosquera, Hurtado & Co	Aspinwall & Panama	Before 1852	Figure 100
John W. Bourn	Aspinwall	1860-61	Figure 93
Bourn & Henriques	Aspinwall	1856-59	Figure 94
J. R. Casorla	Panama	1857-60	Figure 95
***Henry Ehrman	Panama	1873- ?	Figure 88
*Bladen Forest	Chagres	1844	
**John Funk	Panama	?	
Garrison, Fretz & Co.	Panama	1850-55	Figure 96
*Harvey Gleason	Chagres	1850-52	
Gleason & Co.	Chagres	1850	Figure 97
Gleason, Russel & Co.	Chagres	1850	Figure 98
*Ferdinand E. Hassler	Panama	1838-41	
James S. Hermann & Co.	Aspinwall & Panama	1853-60	Figure 99
*William B. Little	Panama	1865-69	
*Alexander R. McKee	Panama	1861-65	
Gregorio Miro & Co.	Panama	1861-66	Figure 100
Mosquera, Hurtado & Co.	Panama	Before 1852	Figure 101
*Henry H. Munro	Aspinwall	1852-53	
*Francis W. Rice	Aspinwall	1861-69	
***Ran Runnels & Co.[35]	Panama	1850-54	Figure 102
Runnels & Hermann	Aspinwall & Panama	1854	Figure 103
**Smith & Dents	Panama	1848	
John Harrison Smith	Panama	1853-54	Figure 104
Tournie & de Sabla	Panama	1866-67	Figure 105
*Thomas Wm. Ward	Panama	1853-56	
**John W. Weed	Panama	1851	

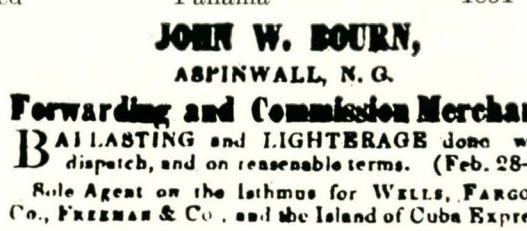


Figure 93.

35. The Listing of Ran Russells & Co., 1851, in Konwiser's *"Forwarded By" Handstamps* is probably a mistaken spelling for Ran Runnels & Co.

JOHN W. BOURN. S. N. HENRIQUES

BOURN & HENRIQUES,

Forwarding Agents

AND

COMMISSION MERCHANTS

ASPINWALL, N. G.

SOLE AGENTS ON THE ISTHMUS FOR WELLS, FAR GO & CO. AND FREEMAN & CO.

Figure 94.

J. R. CASORLA,

[Successor to Wm. Nelson, Esq.]

Commission and Forwarding

MERCHANT.

PANAMA, N. G.

March 30, 1857

Figure 95.

K. GARRISON. R. S. FRETZ. WM. C. RALSTON

GARRISON, FRETZ & CO.

BANKERS,

General Commission and Forwarding

MERCHANTS AND AGENTS,

CORNER MAIN AND GEREN STREETS

Panama.

☞ Are always prepared to make advances on [illegible]. m8 tf

Figure 96.

HARVEY GLEASON, U. S. Consul. H. E. GLEASON.

Gleason & Co.,

Commission and Forwarding Merchants.

CHAGRES, N. G.

—REFERENCES IN PANAMA—

Garrison & Fretz, F. W. Hart.

Corwine, Bro. & Co. [m26] Ran. Runnels & Co.

Figure 97.

Posssible Forwarding Agents

In this final list we have attempted to record the names of firms and individuals who might possibly, in some case even remotely, have been forwarding agents on the Isthmus. We include these names only as an additional reference for the student willing to make the search.

NAME	LOCATION	PERIOD
E. & H. Abrahams & Co.	Colon	1866-67
Arri & Anfossi	Panama	1849-52
Berford's Express	Panama	1866-69
N. Brandon & Co.	Panama	1851-52
W. H. Charrington	Panama	1863-64
Coll, Brandon & Co.	Colon	1864
Coll & Lansburgh	Colon	1865-69
William E. Cowan	Colon	1861
M. J. Diez	Panama	1852-53
Dorsey & Espinar	Colon	1851-53
Herman C. Evers	Chagres & Panama	1863
Follin & Co.	Panama	1853
J. Furth & Co.	Panama	1866-73
Furth & Campbell	Panama	1875
Geo. H. Johnson & Co.	Panama	1850-51
J. O. R. Kearney	Aspinwall	1857-60
Lansburgh, Bro. & Co.	Aspinwall & Panama	1857
R. H. Leech & Co.	Panama	1849
Lanau, Sasso & Co.	Panama	1866-71
W. H. Mills	Aspinwall	1861-62
Justo Paredes	Panama	1833
Perez & Diez	Panama	1860-61
Lewis Reford	Panama	1852-53
Wm. H. Seawell & Co.	Panama	1850
Taber & Perkins	Panama	1852-53
Taylor & Debaufre	Chagres	1850-51
Pablo Tournie or P. de Tournie	Panama	1863-67
D. H. Underhill	Panama	1849
Weed, Dilts & Taber's	Panama	1853
I. Worms & Co.	Panama	1851-52

GLEASON, RUSSEL & CO.,
[H. Gleason United States Consul]
Commission and Forwarding Merchants,
CHAGRES, N. G.
—o—
—REFERENCES IN PANAMA:—
Garrison & Fretz, Ran. Runnels & Co.,
Corwine, Brother. [d17

Figure 98.

JAMES S. HERMANN. PEYTON MIDDLETON.

JAMES S. HERMANN & CO.,
Forwarding, Commission and General
AGENTS,
Aspinwall and Panama.
mar8 tf.

Figure 99.

GREGORIO MIRÓ FABIAN GOGORZA.

Gregorio Miró & Ca.,
IMPORTERS
AND
COMMISSION MERCHANTS.
PANAMA, N. G.
Jan. 1, 1857-1y

Figure 100.

MOSQUERA, HURTADO, & CO.'S
Express Line.

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AGENTS:

New York.....Messrs. EVERETT & BROWN.
New Orleans..... " LOISON & SILVESTRE.
Chagres.....Mr. T. R. COWAN.

Figure 101.

RAN RUNNELS,
TRANSPORTATION,
FORWARDING,
AND
General Commission Merchant,
PANAMA,
CRUCES, or GORGONA,
ASPINWALL.

☞Office in Panama, on MAIN Street, opposite the Convent, s3-1y

Figure 102.

Runnels & Hermana,

PASSENGER & BAGGAGE EXPRESS,

FORWARDING AND COMMISSION

MERCHANTS,

TRANSPORTERS OF

ADAMS & CO'S EXPRESS.

OFFICES:

ASPINWALL, OBISPO. AND PANAMA. ap6-tf

Figure 103.

John Harrison Smith,

New College Building,—PANAMA.

GENERAL AGENT AND COMMISSION

MERCHANT.

Importer of all kinds of Foreign Mercandize.

ap2-tf.

Figure 104.

P. DE TOURNIE. EUG. J. DE SABLA.

TOURNIE & DE SABLA,

IMPORTERS AND COMMISSION

MERCHANTS,

Shipping & Transportation Agents, &c.

Calle de Commercia, Panama.

Panama, July 17, 1866.—tf.

Figure 105.



Figure 106.



Figure 107.



Figure 108.

Most of the names in the above list appeared in the Panama newspapers as commission and forwarding merchants, agents for steamship lines, consuls for various foreign govenments, successors to known forwarding agents, etc.

Many forwarding agents and business houses had handstamped markings which were used on their own correspondence in the same manner as a printed corner card or return address. Some examples are illustrated below (see Figures 106, 107 and 108).

Anyone searching for forwarding agent markings must not be confused by such private markings. Keep in mind, to properly qualify as a forwarded letter it must not only bear a forwarder's marking or endorsement, it must also have originated at, and been forwarded to, a location different from that of the forwarder. A few forwarder's markings do not read "Forwarded by" but even those that do have sometimes been used as a corner card by the writer of the letter. Thus a letter or cover can carry the notation "Forwarded by" but it does not qualify unless it meets the requirements of a different originator and ultimate destination.

Acknowledgements

The many individuals who helped to make this study possible truly deserve all of the credit for its contents and only the author can be blamed for its shortcomings.

The author sincerely hopes that the others who aided him will not mind, but two philatelists must be specially commended for their encouragement and unusual assistance in the preparation of this chapter.

Edward S. Conger of Washington, D. C., without question the most outstanding authority on the postal history of the Isthmus of Panama, has been the author's close friend for many years. It was he who encouraged the author 25 years ago to specialize in the stamps of the Canal Zone. It was he who pointed out the tremendous field of Isthmian postal history. All along the way it was his unselfish assistance which started this entire project. His collection of outstanding covers when combined with the author's material helped form one of the finest collections of "Via Panama" material.

We honestly hope you have been impressed with the illustrations used in this chapter. Once the photographs had been taken, the biggest task of all was accomplished by Lt. Col. Joseph M. Sousa of State College, Pa. The perfect reproductions of the various forwarding markings were his work. It borders on the fantastic as to how he was able to achieve such accurate illustrations. It is hoped that someday he will write an article explaining his techniques so that others might benefit from his tremendous experience. His photographic ability, particularly in the dark room, was also responsible for the illustrations of the advertisements made from a microfilm of the Panama newspapers.

A debt of gratitude is due the many philatelists who provided information for this study. In many instances they also loaned items from their collections. Only with the cooperation of many was it possible to achieve any degree of completeness. Among those who assisted were Basil Pearce, W. Scott Polland, Mel C. Nathan, George T. Turner, Charles Hahn, John B. Ehrman, Roger Frigstad, Juan Santa Maria, and the late Frank Hollowbush.

The personnel of the Pennsylvania State University Library at State College, Pa., the Wells Fargo Bank History Room at San Francisco, Calif., the Canal Zone Library at Balboa, C. Z., and the National Archives at Washington, D. C., were extremely cooperative. Only with their help was it possible to dig out original material and documents needed to provide answers to many perplexing questions. Also a special sort of thanks to the Panama newspapers for being so full of information. Little could they have realized that a postal historia none hundred years later would glean so much information about one facet of philately from their pages, particularly from advertisements which normally seem so unimportant to anyone but the advertiser.

Many collectors and stamp dealers in the United States, France, England, and Latin America, most of whom probably prefer to remain anonymous, also deserve an expression of appreciation for it was the material offered by them which helped to form this collection. Without such material no original research study is possible.

And finally, special thanks are due Kenneth Rowe. It was his monumental work, *The Forwarding Agents,* that provided the challenge and at his urging the author exerted the extra research effort necessary to tell the story, although still not complete, about the importance of those individuals and firms who looked out for the mails that went "Via Panama."

THE END

The "Via Panama" collection of Colonel James T. DeVoss was exhibited publicly for the first time at the Collectors Club of New York meeting held on November 20, 1968. A report of that meeting appears in The Collectors Club Philatelist, March 1969, Vol. 48, No. 2, p. 89. This article on Forwording Agents in Panama represents a portion of the material shown at that time.

The collection formed by DeVoss won the Grand Award at SOJEX held in Atlantic City last April and won the Champion ofChampions award in thesecond annual World series of Philately held at Baltimore in October 1969.

ERRATA

We regret the following errors in the *Collectors Club Philatelist* Vol. 49 no. 5: at the bottom of page 292, illustration bearing the caption Fig. 17 is in reality Fig. 21. For the reader's convenience the proper caption is given below so that it may be cut out and pasted in the proper place.

Figure 21. LP.II.F.5.c. The first Cameroun Free French issue was an overprint of the colony name (redundant of course) with the date of take-over "27.8.40" and is thus commemorative in nature.

The other appears on page 303 where Fig. 56 is upside down.

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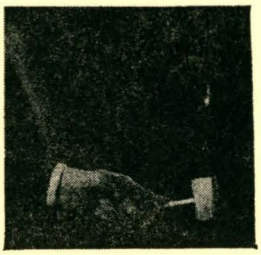
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