The Collectors Club

Philatelist

A Magazine devoted to Philatelic Study & Research

Volume XXIX No. 4 July, 1950

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In addition several other small but choice properties have been received for sale. The actual value of the above listed collections is approximately ONE MILLION DOLLARS, and it is doubtful whether any other firm of Philatelic Auctioneers has ever received for sale at one time so much fine material.

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INTERNATIONAL AUCTIONEERS of FINE STAMPS

560 FIFTH AVENUE NEW YORK 19, N. Y.

The Collectors Club
Philatelist

JULY, 1950. VOL. XXIX, NO. 4

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Competition Counts

No doubt that many have read the enthusiastic reports that followed the stamp dealers' show held in New York City last fall. It was a success as far as the public's participation was concerned. The purpose of this experiment was to further the interest in stamp collecting or to phrase it more realistically, to increase the sale of stamps. Some advance skepticism was voiced as to the successful fulfillment of this objective. But when the doors had finally closed, the professionals admitted to sales far beyond their expectations. It is gratifying that the commercial element of philately achieved this, which will reflect to the ultimate benefit of everyone concerned with stamp collecting.

However, those, who later reported this venture, drew some hasty conclusions, particularly about the Exhibition part of this bazaar. We gained the impression from those writings we read that the public's interest in stamps lies exclusively in their purchase. Other collectors' stamps upon display hold absolutely no attraction for the spectator. Thus the latter is only desirous of seeing the stamps, which he can buy, shown; and nothing else. We wish to refute this.

It seems axiomatic that in all our endeavors on the face of this earth, we are always striving to outshine the other fellow. This is the driving force of our way of life. And it applies also to stamp collecting. We have selected a diversion of the highest acquisitive sense wherein we seek the best, the finest and the scarcest (a deliberate use of superlatives). Many also labor to display their stamps almost as one would stage a play. Some do this for their own enjoyment or satisfaction. Others confine this work only for the few who occasionally inspect their stamp collection in the privacy of their home or office. While some have in mind an outstanding display for public inspection. This pride of ownership and attractiveness of exhibition are among the strongest motivating forces in philately. Its worth can only be truly measured in comparison to similar efforts by our fellow collectors. Remove this competition; have all stamp exhibitions only with "for sale" signs and our hobby will retrogress to the harm of not only those who collect stamps but also to those whose livelihood depends upon philately.

We grant that many an International, National or local stamp show is replete with

(Continued on Page 258.)

BOOK REVIEWS

The Mercury Stamp Journal published periodically by the Mercury Stamp Co., New York, N. Y. Edited by Edwin Mueller. 25c per copy.

As far as the field of philatelic literature in this country is concerned, it seems to be an accepted fact that we are accorded far more in quantity than in quality. The surprising fact about this to us is that so many philatelists remark upon it but scarcely anyone has ventured to express this opinion in print. This belief about the inferior grade of most of the American stamp publications is also shared by most foreign philatelists.

Consequently, when a publication appears which is consistently superior, it should be commented upon in these pages. The reason that a review of "The Mercury Stamp Journal" has been withheld until now is because of the close personal and editorial relationship between the respective editors of "The Mercury Stamp Journal" and "THE COLLECTORS CLUB PHILATELIST." Furthermore, Mr. Edwin Mueller is on the Editorial Committee of this publication. He has in the past and will continue to be one of our most prolific and valued contributors. Thus any remarks of ours should not be construed in any sense but as written in a most objective and unbiased manner.

"The Mercury Stamp Journal" is crammed with interest from cover to cover. Its worth lies in the fact that it is of value to both the scholar and the ordinary collector. The true gauge of worth is simplicity. Philatelic complexities such as perforations, paper, printing and plating are clearly and lucidly explained. We cite a few examples. There is the "Perforation" study in the June 1948 number, "Paper and its Rarities" in March 1950, "Sheets and Sheet Margins" in September 1949. These are philatelic studies of the utmost value.

In addition, many of the current problems of philately are analyzed and intelligently discussed. We refer to such questions as Stamp Exhibitions, Auction Sales, New Issues, and Expertizing.

It is our opinion that one of the most popular topics for philatelic writers is that of catalog criticisms. Ever so many take pen in hand to indulge in this popular pastime of ripping the catalog to shreds. Some of it is justified, some of it is well presented. However, a great portion of it is what we would consider comparable to "printers' waste." Since it seems so universally agreed that our catalog leaves something to be desired, no author has approached this problem with more understanding and basic good sense than the editor of "The Mercury Stamp Journal."

This publication is a house organ, the efforts of one stamp dealer. It is not issued for monetary considerations nor a profit motive. The Editor could far better devote the time given to this publication to his stamp business if he were so motivated. It is a labor of a true stamp lover, whose philatelic knowledge is great but which he unselfishly desires to share with others. This is something usually lacking these days.

Those already familiar with this periodical will no doubt concur with these comments. For those who have not as yet read "The Mercury Stamp Journal" we recommend that they sample one number and become convinced. An Index of Nos. 1 to 12 is available so that one may obtain back numbers in which topics of individual interest are discussed.

We only wish that more keen philatelists, such as Edwin Mueller, would give us more of their time and afford us the privilege of sharing their knowledge.

H. M. G.

The Cancellations of The Rhodesias and Nyassaland. By H. C. Dann. London, Robson Lowe, Ltd., 1950. Cloth, 85 pp. 15/-.

Mr. Dann's book is modest in appearance and size, but stands out in conspicuous con-

(Continued on Page 214.)

UNITED STATES

Fancy Cancelations on The Twentieth Century Stamps

By FOSTER W. LOSO

From time to time interesting cancelations have been used on the stamps of the United States, dating back as far as the first postage stamp. In recent years, certain recognized slogan machine cancels have been permitted and under some circumstances, where the advertising purpose seemed to have warranted, have even been encouraged by our Government. In many instances, these have been beautiful things, reflecting the glory of history and the touch of the skilled artisan. It is not the purpose of this article, however, to review the *regulation* cancels or the *specially approved* slogan cancelations.

The real cause of the use of colored and fancy cancelations which swept the country like an epidemic for several years starting in 1928 is still shrouded in mystery. It is known that there were at least three contributing factors tending towards its encouragement.

During the first official flights in 1918-1926, postmasters were required under certain circumstances to use the magenta or red ink pad to cancel the postage stamps. Until recently the Chicago, Illinois, post office not infrequently backstamped air post mail with a red receiving cachet or stamped outgoing air mail with a set of red wings. It is known that the first day of issue of such stamps as: White Plains Issue, October 18, 1926; Valley Forge Issue, May 26, 1928; Lindbergh Booklet Issue, May 26, 1928; and Aeronautics Conference Issue, December 12, 1928, were all canceled *officially* in various colors and designs, ranging from a beautiful slogan in green to circular rubber stamps applied in red, blue, green, and dark red.

Since the pay of fourth class postmasters depended upon the number of stamps canceled, does it not seem logical that "good" business was also a factor? At least, *it is known* that practically all of the fancy cancelations of the period came from post offices of the fourth class.

Postmasters had been requested not to apply a cancelation showing the date or name of the sending post office on the face of a registered envelope. This was to encourage the receiving postmaster to check on the condition of the envelope when it arrived at its final distributing point. In the routine of checking he was to stamp with a special receiving cancel the flap of the envelope between the two cancels of the sending point. Regulation cancels were supplied and apparently everyone was satisfied to follow governmental regulations, at least for the time.

Let us ask a few pertinent questions. Was there not a need for a cancel to deface the postage on registered letters, a cancel with a surface adequate to deface and yet not embodying the name and state of the sending post office? Had not the Government on at least a dozen occasions indicated their in-

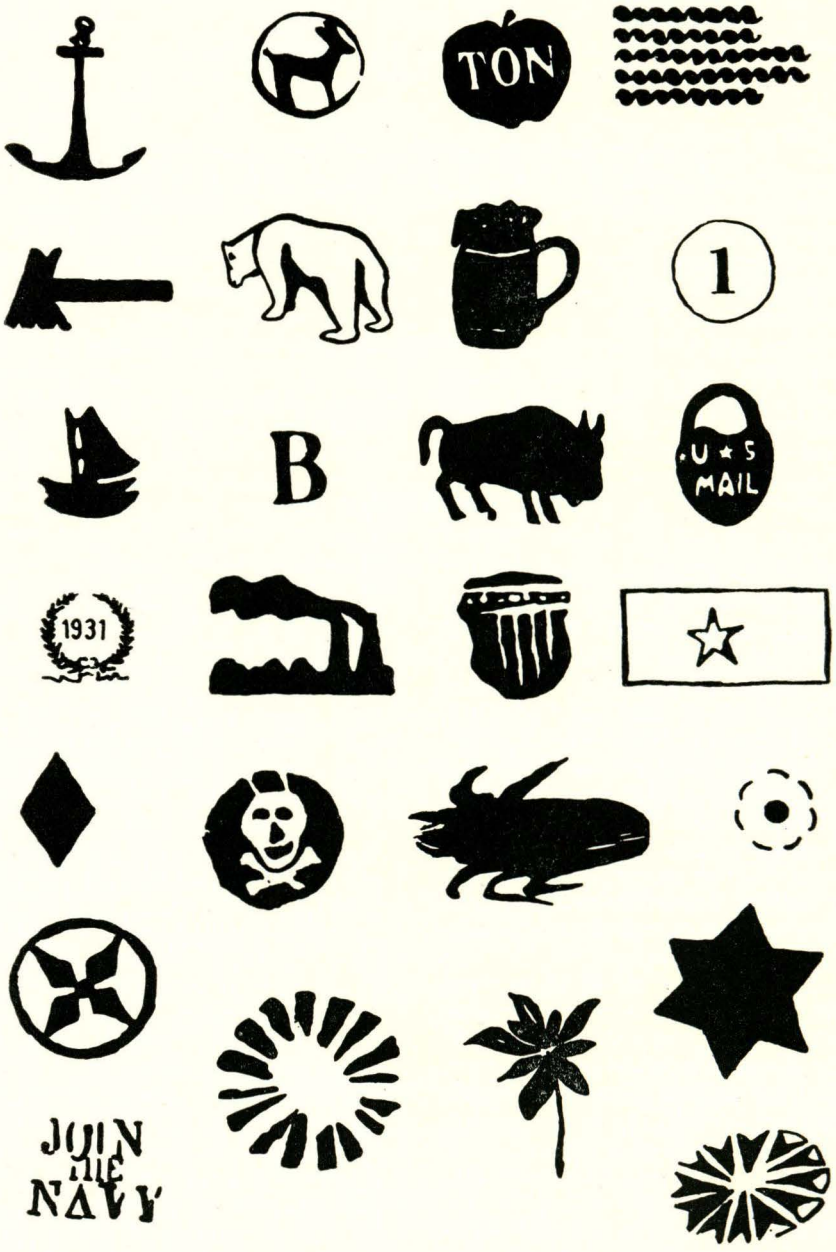


Plate 1. Cancellations Nos. 1 to 26 (see chart pages 211 and 213).

Colors **generally** used for the cachets are shown below. The numbers correspond with the cachets in the illustration, starting with number 1 in the upper left corner, reading across from left to right and down the page.

Red Cancels—Nos. 1, 2, 8, 12, 13, 14, 15, 16, 18, 19, 20, 21, 23, 28, 31.

Black Cancels—Nos. 4, 5, 7, 27, 30.

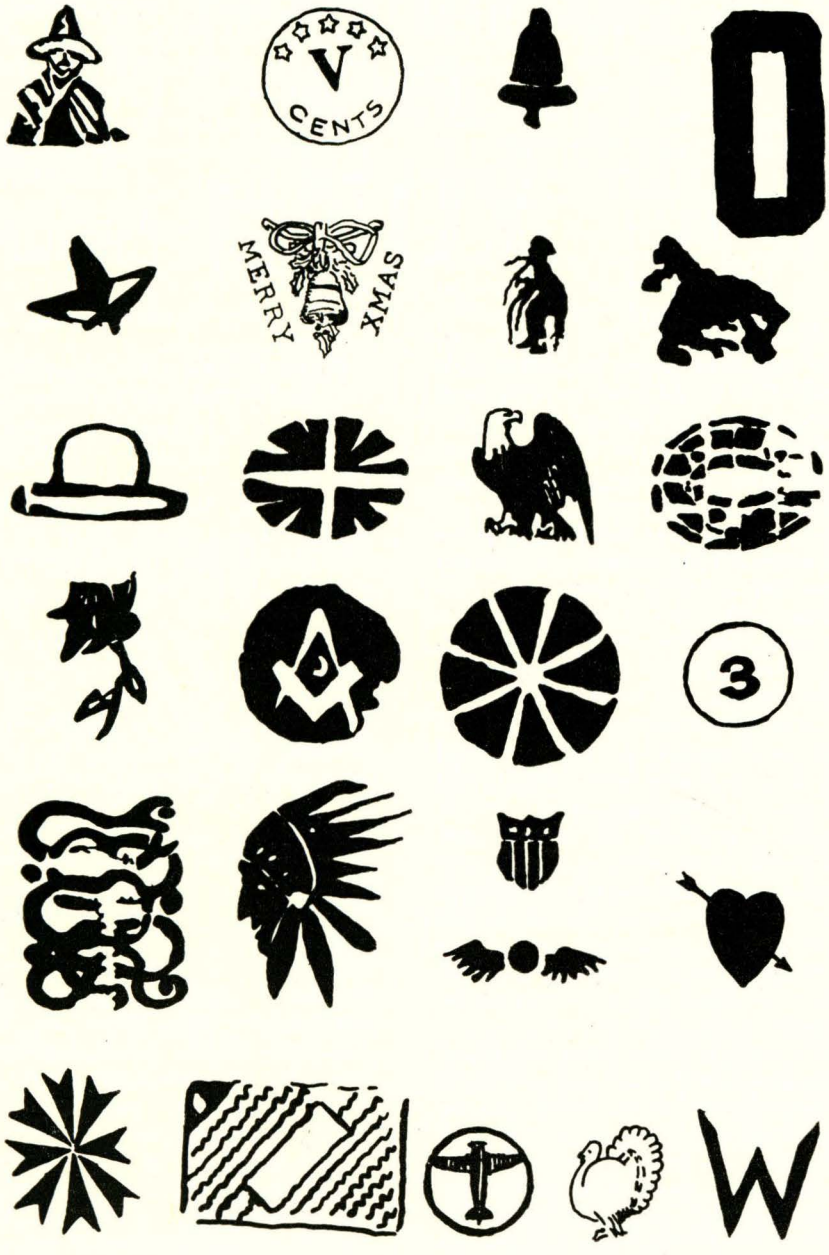


Plate 2. Cancellations Nos. 27 to 52 (see chart pages 211 and 213).

Purple Cancels—Nos. 3, 9, 10, 11, 17, 24, 25, 26, 27, 29, 32.

Green Cancels—Nos. 6, 22.

terest in colored cancelations under widely advertised conditions—first day of issue of various stamps and on first flights? Had not collectors indicated a most unusual interest in such items? Did not the pay for the postmaster depend upon the "business" he could do in a large percentage of the post offices of the country? Is it surprising that collectors and postmasters with equal zest grasped this opportunity?

Was it due to the collectors or to the postmasters that suddenly everyone was dissatisfied with existing canceling conditions? Apparently no one has been able to trace the first fancy cancel to its source. However, we do know that in the latter part of 1928, fancy cancelations of intriguing designs began to appear with disconcerting regularity.

The cowboy on his bucking bronco (large and small size) of Prescott, Arizona, was one of the first cancels of this type to be used. It appeared on approximately 2,000 covers from July 1 to December 1, 1928. In the meantime a beautiful dancing Indian was also used from October 16 to October 26. Is this a Navajo Indian dancing for rain? These were not the only items to be used in Prescott from time to time.

Perhaps as Benjamin L. Cash whittled the lovely shield out of a bottle cork he had these beautiful cancellations in mind. Maybe he wanted to show Walter F. Brown, Postmaster General, that what was right and just for the Government was fair for Citizen Cash? At least we know that on August 22, 1928, Coffeyville, Kansas, residents saw a different cancel from anything that had been previously used and furthermore it was applied in purple as well as black.

Fairfield, Iowa, with its "black" or "blue" ear of corn, and Clarkdale, Arizona, with its black smoking factory stacks, helped to make November, 1928, a black cancel month for some collectors.

H. M. Brehm of Appleton, Wisconsin, designed an apple with "ton" in colorless letters across its smooth bulging ripe sides. Its use on 1355 letters in both black and red colors from October 8 to November 17, 1928, leaves far too few of this interesting item for collectors.

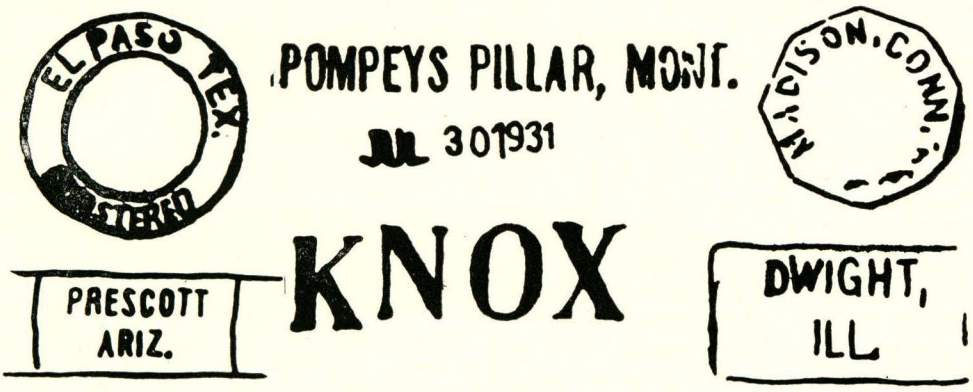
The blame or credit (depending on how the reader considers such matters) cannot rest solely on the postmasters. Several nationally known collectors, William Gilley of Chicago, Illinois, W. G. Fountaine of Columbus, Ohio, Dr. B. R. Bales of Circleville, Ohio, and others helped to motivate the interest and create a supply of these items.

The process was merely one of preparing an appropriate cancel and then to encourage the postmaster to use it under certain conditions. Apparently, from reports that are not too reliable, some "yielded to reason" while others were actuated through their own ambition to make cancels for themselves or to imitate the successful efforts of their fellow postmasters.

Dr. B. R. Bales "approached the postmaster of Buffalo, Ohio, and had him 'sold' on the proposition of a special previously prepared fancy cancel and the covers were all nicely canceled (as I remember about a dozen registered letters and possibly the same number of first class letters), when the postmaster suddenly decided that he did not know whether all this was according to regulation. He said that he would not put them through the mails until he had written for instructions from Washington. There was nothing that I could do but accept his proposition. Day after day passed and no covers appeared, but finally after three weeks they arrived by post in good condition. I believe that he laid them aside and neglected to write to Washington and felt that he had to dispose of them. At any rate, that is how I think the thing happened, for had he written to Washington, he would have been told, "No. No. No." I say this because I was 'called down' on three different occasions by the third assistant postmaster ranging in spirit of tone from 'refrain' to 'desist.'"

Another of Dr. Bales' experiences was to make Florida prominent in this field. In Venus, a cancel of Venus de Milo in blue ink was used on a number of covers sent to Venice, Florida—Venus to Venice. The cancel of Palmdale was a cocoanut palm in brown and green, a thing of beauty. At Venice an elaborate cancel in three colors, was used, a gondolier and canal with sky, in red, green and blue. For the cancels of Venus and Palmdale, Dr. Bales traveled 250 miles one hot day. Of course, many other cancels have been used in Florida besides the three mentioned.

The list of Florida cancelations that fol-



lows may not be complete but it surely is a good list of the more interesting ones.

Bee Ridge—A bee, canceled in brown
Campville—A tent, in brown
Christmas—A poincettia blossom, red bloom and green leaves
Ferndale—A fern leaf, in green
Fort Green—A fort, in green
Indian River City—A full figure of an Indian carrying a spear
Keysville—A key, in purple
Laurel—A laurel wreath, in green
Lily—A lily blossom, in green
Mohawk—A profile of an Indian head, in red
Nokomis—An Indian squaw on a pony, in red
Oak—An oak tree, in green
Osprey—A fish hawk with fish in talons, bicolor, orange brown hawk and a green fish
Turkey Creek—A turkey gobbler, in brown

One of the most interesting cancelations came from Barefoot, Kentucky, a small foot print. The postmistress canceled a first class letter with the imprint of the bottom of the foot of her very small baby. This letter is now in the possession of Dr. Bales.

The postmaster of Ed, Kentucky, E. S. True, a real friend of philately, probably issued the largest number of canceling cachets of any post office in the country. The cachets were used at the end of shortened killer bars of a regular "Ed, Ky." postmark. Both were usually printed in the same ink color. However, the killer bars and postmark were not used in canceling registered letters of which a large number were sent.

In a letter received from the postmaster, he states:

"It is impossible for me to give even an approximate statement as to the number of times these cachets were used any further than to say that most of them were used hundreds of times, as they were asked for by collectors from most of the states of the country. One man in Chicago sent 500 covers to me at one time for these cancelations. Many others from different places sent in dozens of covers over a period of two or three years.

I kept no record of this work so I am not in a position to make any estimate of the number of cancels."

The cancels of Lincoln, front view of Washington, and the Irish harp were the only cancels not made by the postmaster. The most popular cancel was the butterfly, generally stamped in red. They appeared in the approximate order in which they are illustrated. Of course the popularity of a few was limited to specific days.

The Knox, Indiana, cancelation, with its KX in purple and the No in greenish blue, stamped across the face of a registered letter reminds one of a new type of gasoline, NO KNOX. Apparently four individual letters were applied to make the cancelation complete. Whether other colors were used in the fall of 1931 when this cancel was used is unknown at this time.

A segment of a roller cancel applied in blue from Prescott, Arizona, can be found on covers sent during the early part of 1930. Though its counterpart, Dwight, Illinois, appears somewhat the same and was also applied in blue, the latter is a rubber stamp,

complete in itself. It was used on first class matter. In such cases, a postmark or date was not shown on the envelope. Madison, Connecticut, used black ink and a rubber stamp to obtain the cancel used in 1930. The postmaster of El Paso, Texas, felt that he was expressing his individuality in 1929 when he used a special black registry cancel.

Pompeys Pillar, Montana, is really a relatively scarce United States Provisional. A block in Pompeys Pillar was completely destroyed by fire and since the post office was located in the building, it was necessary for the postmaster after the fire to devise a method for canceling the stamps on outgoing mail. A youngsters' ordinary rubber printing set and a pad of black ink seems to have filled the emergency.

There are, of course, many other examples of instances where the name of the town and state has been stamped across a stamp with the idea of canceling it. However, in most instances, these were applied infrequently and apparently in haste to a letter or package that slipped through without the usual cancel. Saint Michaels, Maryland, Sparks, Maryland, Chazy, New York, Battle Creek, Michigan, South Boundbrook, New Jersey, etc., have used rubber name stamps to cancel mail. The first two mentioned used both red and purple inks.

The M. O. B. (Money Order Business) cancel in purple can be found appearing from a number of post offices. The postmaster of Thayer, Indiana, used this cancel on a registered envelope in 1931. It has been used quite frequently to backstamp a registered letter but its use has decreased.

There was usually a close connection between the "manufactured" cancels and the name of the post office or the principle interest of the community. To mention only a few:

Log cabin — Log Cabin, California
Poplar tree with word "Poplar" — Poplar, Wisconsin
Figure of Santa Claus — Santa Claus, Indiana
Cow or Cow's head in two ringed circle — Genessee Depot, Wisconsin
Aurora Borealis — Woodstock, Vermont (clear on cold winter nights)

Yet on the other hand, it is impossible to more than surmise the reason for the following:

Five pointed star in oval — Pueblo, Colorado
Eight pointed star in three ringed circle — Grand Rapids, Michigan
Masonic emblem in square — Sharon, Pennsylvania

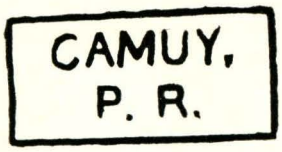
It is not the intention of the writer to discuss the town postmarks that have appeared from time to time in various colors. They exist in great number and brighten many an otherwise drab collection. Violations of the postal regulation prohibiting the use of colored ink for canceling stamps are usually winked at until the practice is abused. On one occasion some fifteen years ago the Department saw fit to notify eighteen postmasters through the *Postal Bulletin* that there existed such a rule. After a month had elapsed, I wrote a note to each postmaster requesting him to redirect an enclosed stamped envelope to me and use the highly advertised local postmark in color. *Fifteen were returned with a colored postmark.*

The eighteen towns listed were as follows: Roherstown, Pennsylvania, red; Wilson, Illinois, dark purple; Dillsburg, Illinois, red; Straight Creek, Kentucky, blue; Ghelyan, West Virginia, light red; Hulett, Wyoming, deep red; Hochheim, Texas, blue; Coon, Louisiana, dull red; Paxinos, Pennsylvania, blue green; Laurel, California, dull purple; Phelan, California, lilac; Xerxes, Kentucky, brown; Storrie, California, red; Afton, Michigan, red; Wrights, California, red; Stanton, Mississippi, blue; Orth, Texas, red; and Frye, Maine, bright red.

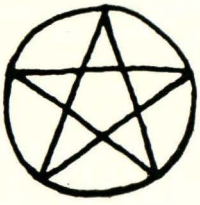
Perhaps the best known examples of the colored type of postmark cancel are as follows:

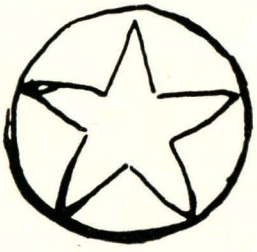
Zenith, North Dakota
Congerville, Illinois
Braceville, Illinois
Worth, Illinois
Brasie Corners, New York
Pacific, Washington
Robbins, Illinois
Red Jack, West Virginia
Chicago Ridge, Illinois
New Lenox, Illinois
St. John, Indiana
Oasis, California













The postmasters of our island possessions kept a close watch of their brethren on the mainland for as early as May 1929, a fancy black cancel appeared at Camuy, Porto Rico, followed in June with one from Hilo, Hawaii. Of course both of these were used contrary to regulations.

Information is not available as to when the fancy cancelations first appeared in the Philippine Islands. They appeared in great numbers, usually stars in some style or concentric circles, in purple, red, and black. These beautiful fancy cancelations are to be found not only on registered mail but also on parcel post and first class matter.

Ketchikan in July of 1929 used a special registered canceler showing the words "Ketchikan, Alaska—Registered" and the date. It appeared in brilliant purple. The postmasters of Ketchikan and Wacker, S. E. also used the black town postmark to cancel registered letters. Perhaps the most beautiful of these possession cancels is the black chicken used in Chicken, Alaska, the early part of 1931.

The U. S. M. C. 5th and 11th Reg., 2d Brig., (as shown in canceler) stationed at Managua, Nicaragua, during the United States occupancy of the country sent registered mail home in the early part of 1929, canceled in reddish purple with either a special Money Order Business cancel or a special registered cancel. Both are very interesting for they cover a period in our time that is definitely historical.

And so on August 27, 1934, Roy M. North, Acting Third Assistant Postmaster General, issued the following:

> "It has been brought to the attention of the Department that philatelists throughout the country have been requesting postmasters to register articles on which the postage stamps have already been cancelled with other than the black cancelling ink provided for the purpose by the Department, and with private cancellation marks of various designs, or they have requested postmasters to use unauthorized devices in cancelling the stamps.
>
> "Postage stamps on mail matter should be cancelled only with the devices furnished by the Department and only black cancelling ink furnished by the Department should be used. See section 718, paragraph 1, and section 2322, of the Postal Laws and Regulations, and the notices published on page 16 of the December 1928, page 14 of the April 1930, and page 11 of the January 1931 Postal Guides.
>
> "Postal employes should see that the proper ink and only authorized devices are used in cancelling postage stamps. Any matter having postage stamps affixed that have been defaced with unauthorized private cancellation marks of any description what-

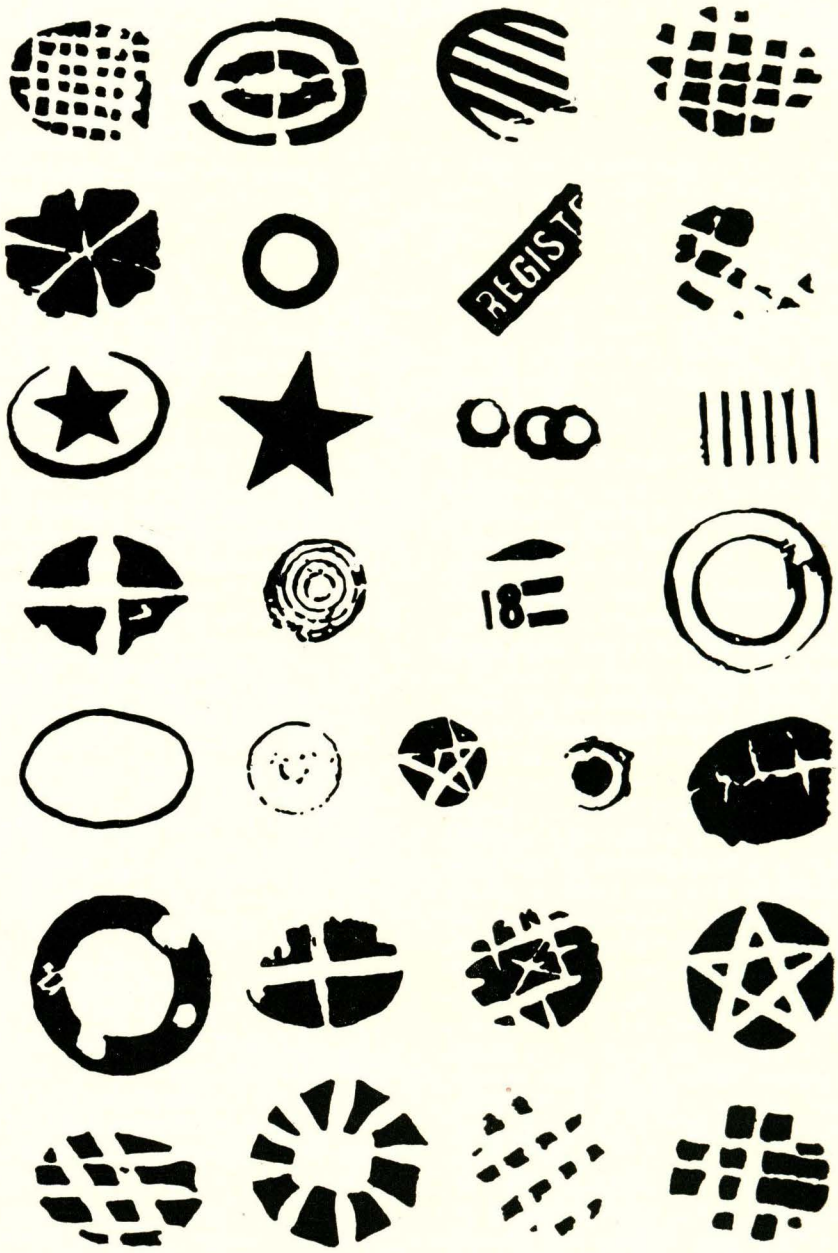


Plate 3. Unclassified Registration Cancelations.

ever should be refused and any instances noted where these instructions are not being observed should be promptly reported to the Department. Except in the case of authorized uses of precancelled stamps the stamps should not be cancelled by the sender but only by the accepting postal employee."

There have been a number of "out of the ordinary" cancels that have been recognized as more or less official. Chevrolet, Kentucky, used a large circular cancelation with eight short and wide killer bars. It is said that years ago the people of the community wanted a name for the town and were inspired to name it after a Chevrolet car that drove into the town—the first in many months. Roscoe, California, used a straight line machine cancelation with "California" spelled out. The year appeared in the killer bars, Greenbush, Michigan, used for sometime a very odd oval shape cancelation. Red Jack, West Virginia, had a most interesting quarter size cancel. New York, New York, used the type of double ring oval furnished by the Department but it is an exceptional large one. The postmaster of Ed, Kentucky, used a series of parallel lines about an inch long. Examples have been seen with seven and eight lines or bars. The illustrated Memphis, Tennessee, cancel was current until recently.

The relative interest or value that collectors have or place on these items vary, as any reader can well imagine. The chart below will in a measure give some idea of the relative relationship of each type to each other.

The covers are listed relatively with the more desirable first:

Early registered fancy cancelations on cover, backstamped *with* the name of the receiving post office, *preferably* a first or second class post office.

Later registered fancy cancelations on cover with backstamp of receiving post office.

Registered covers of either group *without* the receiving backstamp.

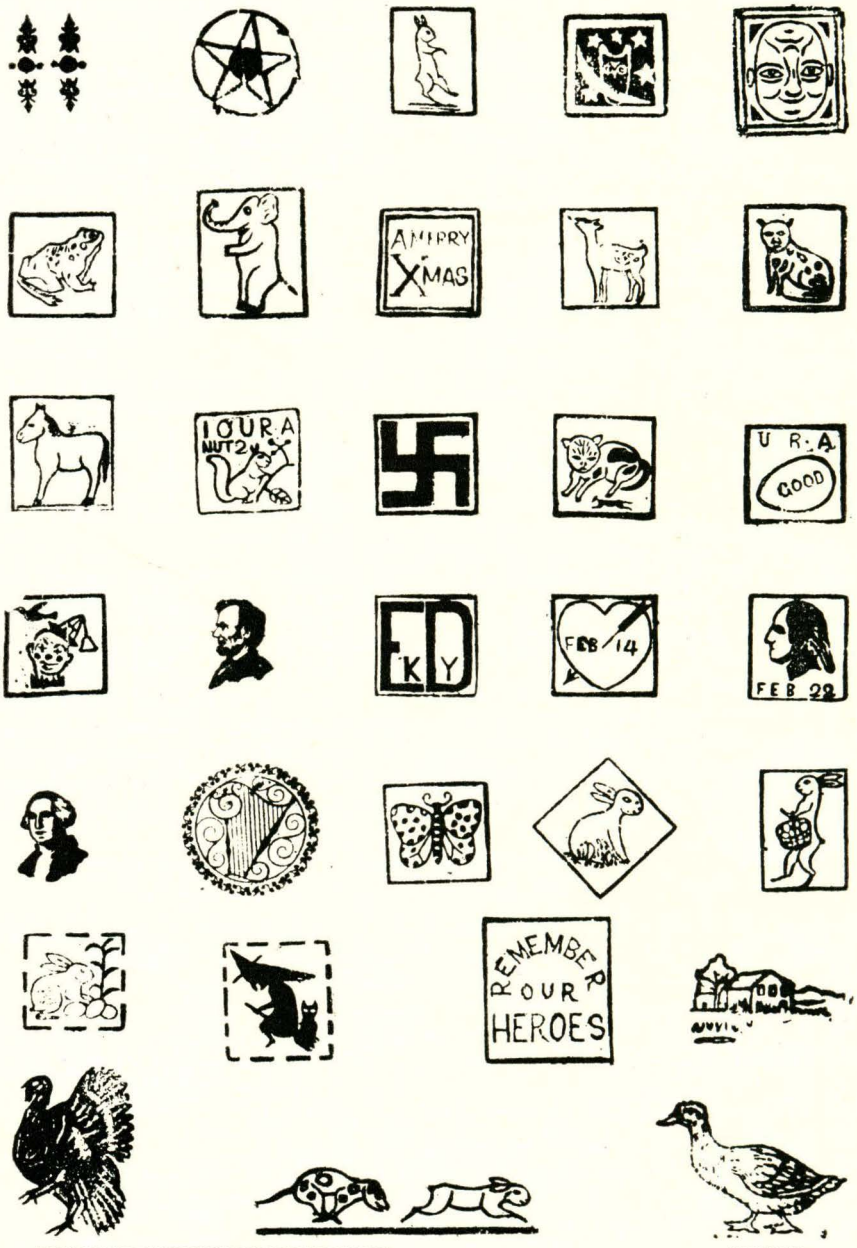
First class letters with fancy cancelations, colored ink cancels.

Stamps canceled with a fancy cancelation, but *off* cover.

First class letters with colored postmarks.

These glorified defacers reveal a period of postal history that proves of interest to anyone who appreciates color and ingenuity. The day may come when these cancelations will be held in the same high regard as our earlier cancels. Both fall into the class of "manufactured" items, but time and scarcity has a way of removing the stigma of bad repute.

Post Office and State	*Approximate Month and Year of Use*	*Color Usually Used and Description*
1. Anchor, Kentucky	May 1934	Blue—with or without a double oval cogwheel frame
2. Antelope, Montana	May 1934	Black
3. Appleton, Wisconsin	October to November 1928	Black or Red—red rarely used
4. Atlanta, Georgia	April 1929	Black—used at Federal Reserve Station
5. Bad Axe, Michigan	October 1930	Green
6. Bear, Arkansas	October 1929	Black
7. Beerston, New York	May 1933	Purple—with or without purple postmark and killer bars
8. Binghamton, New York	June 1929	Black
9. Boat, Kentucky	May 1930	Magenta
10. Braceville, Illinois	October 1930	Scarlet
11. Buffalo, Ohio	September 1933	Red—with postmark
12. Carlock, Illinois	November 1932	Purple
13. Chicago Ridge, Illinois	January 1, 1931	Green wreath, Purple year date—with postmark



(Illustrations made from original rubber stamps)

Plate 4. Cancelations Used in Ed, Kentucky.

Post Office and State	*Approximate month and Year of Use*	*Color usually used and Description*
14. Clarkdale, Arizona	November 1928	Black
15. Coffeyville, Kansas	August 22, 1928 (first date)	Purple or Black
16. Corry, Pennsylvania	May 1929	Purple
17. Diamond, Wyoming	October 1929	Black
18. Edgewater, New Jersey		Black
19. Fairfield, Iowa	November 1928	Blue or Black
20. Grand Rapids, Michigan	September 1932	Black
21. Greenleaf, Oregon	September 1933	Green circle and Red ball center
22. Jacksonville, Florida	August 1929	Black
23. Log Cabin, California	December 25, 1931	Red flower and Green stem
24. Los Vegas, Nevada		Black
25. Maud, Oklahoma	March 1929	Red
26. Memphis, Tennessee		Black
27. Mexico, Illinois	August 1930	Purple
28. Money, Mississippi	December 1930	Black
29. New Lenox, Illinois	December 25, 1930	Red—with postmark
30. Oberlin, Ohio	November 1928	Black
31. Osborn, Arizona	September 1929	Black
32. Pacolet Mills, South Carolina	December 25, 1929	Scarlet
33. Prescott, Arizona	October 1928	Black or Red
34. Prescott, Arizona	July to December 1928	Black—small and large size
35. Prescott, Arizona	March 1929	Black or Purple
36. Prescott, Arizona		Black, Red, or Black and Red
37. Red Eagle, Oklahoma	October 1930	Red
38. Reno, Nevada	April 1929	Black
39. Roselawn, Indiana	September 1933	Yellow rose or Red-purple rose with Blue green stem and leaves
40. Sharon, Pennsylvania		Black
41. Sharpsville, Pennsylvania	November 1930	Black
42. Sharpsville, Pennsylvania	October 1930	Black
43. Sinking Springs, Ohio	September 26, 1933	Red—with postmark
44. Somonauk, Illinois	May 1930	Purple
45. Stuart, Florida	October 1930	Black
46. Stuart, Florida	December 1930	Black
47. Sumava Resorts, Indiana	February 14, 1931	Red
48. Troy, Ohio	November 1929	Black
49. Walla Walla, Washington	May 1929	Black
50. Wooster, Ohio	December 1930	Black
51. Worth, Illinois	November 27, 1930	Blue—with postmark
52. Worth, Illinois	October 1930	Purple—with postmark

FOSTER W. LOSO is the Principal of the Cleveland Junior High School of Elizabeth, New Jersey. Besides this important educational position, he is President and Editor of Phi Delta Kappa, Rho Chapter. His interest in civic and community affairs is wide, being affiliated with the Kiwanis Club, the Elks, and he was Pastmaster of his Masonic Lodge.

As for his philatelic activities, he has been collecting for 35 years, of which he has been especially interested in the latter part in the history of U. S. Air Mails and Playing Card stamps. He is best known as Editor of the book "Stamp Collectors Round Table" published by Lippincott Co., and has written many other stamp articles, which were published in the various philatelic publications. He is President of the Union County (N. J.) Philatelic Society.

BOOK REVIEWS

(Continued from Page 202.)

trast to most works in the postmark field by sheer excellence. This reviewer notes that at long last someone oversea has treated a postmark field with the same full and correct coverage as Dow's "Maine Postal History and Postmarks" of 1943, or Bounds' earlier work on Delaware Postal History. It is a worthy contemporary of Blake & Davis's "Postal Markings of Boston," published in 1949.

Mr. Dann's work, posthumously published, has had the benefit of excellent editorial work by his friends, completing those parts which he was working on last, and making the book easily the most convenient to use that the postmark field has yet seen. The choice of illustrations is good—the criterion of "relevance" has been well followed. The information on routes and rates in the closing sections is sufficient, and most agreeably definite. Stylistically, the volume stands out in marked contrast to the usual rambling verbiage of too many philatelic books.

The lists of postmarks are properly worked out. The index is adequate—even though one crucial item, "Gubulawayo," giving cross reference to Bulawayo, is missing.

This book hooks up with A. A. Jurgens' well known works on the postmarks of Cape of Good Hope and The Bechuanalands. Early service in Rhodesia was an extension from Bechuanaland and involved the Cape service for oversea mail. It is fully the equal of these two great works as a piece of accurate and complete research.

S. G. R.

"Postage Stamps and Postal History of the Bahamas," by Harold G. D. Gisburn. Published by Stanley Gibbons, Ltd., London, 1950.

The popularity of the stamps of the Bahamas should be greatly increased by this book. It provides a full description of both the stamps themselves and the pre-adhesive markings. At the same time there is presented to the reader a feeling of knowing the Islands themselves, and of wishing to visit them. Much collateral material is presented of an historical nature which serves to bring out the background against which the Postal History of the Colony developed. We note that many photographs of scenes and places about the Islands have been inserted, which prevents the reader becoming bored with too much straight exposition. We are also pleased to see a photograph of the S. S. "Lady Nelson," one of the famous mail packets of the West Indian waters.

The book opens with a brief but complete historical sketch. The pre-adhesive period is well covered and a good study of the operations of the Royal Mail Line operations as mail carriers is presented. This is very strong-documented as are several other topics covered. The Perkins, Bacon stamps are exhaustively treated and well illustrated. Some hitherto unknown documents are cited regarding the early adhesives which adds to the philatelic value of the work. The later 19th and 20th century stamps are discussed and much new and original research has been done upon them. The treatment of the Canada-Bahamas special delivery stamps is especially good. We note also that a splendid bit of research has been done upon the Queen's Staircase designs.

The postal markings and cancellations are well described and illustrated. The appendix contains a complete record of the postal rates in use during the various periods. The postal stationery is also well described, rather than being totally neglected, as is so often the case.

The format of the volume is generally pleasing, although we could wish that some of the illustrations were larger. It also seems that the quality of some of the photographs could have been improved as they are occasionally somewhat fuzzy and lacking in clear detail. This may be the fault of the half-tone plates but is more likely caused by the paper stock used which is not sufficiently sized to permit clear detail of half-tone impressions.

We are pleased with this little book and feel that it makes a good addition to the library of both the general collector and the British Empire specialist. It is, in our opinion, the best work yet produced on the stamps of the Bahamas. The author and the publisher are to be congratulated.

H. D. S. H.

SECRETARY'S PAGE

The Meeting of April 5, 1950

The program on this evening was devoted to an exhibit by *Mrs. Louise Dale* of some of the philatelic gems which she was to exhibit at the London International Stamp Exhibition, 1950. If the material shown is any indication of the quality of the entire exhibition, that Show was one of the outstanding International Exhibitions of our time. The stamps were ably discussed by Mr. Winthrop S. Boggs, because of Mrs. Dale's illness.

The groups shown were Gambia, British Honduras and British North America. The De La Rue Cameo heads of Gambia were the first shown. These beautiful stamps were produced by a combination of the typographic and embossing processes, the Queen's head being embossed and the frame being typographed. The exhibit commenced with a beautiful proof of the Head die made prior to its use in preparing the stamps. The first issue was represented by brilliant mint copies and superb used copies selected for cancellations. The second and third issues were represented by superb copies in both mint and used condition. It is interesting to point out in passing that it is extremely difficult to obtain these stamps in good condition because of the fact that the centers are embossed, and are thus exposed to more than the usual amount of wear, age, and rubbing. The various states of the Head die were clearly shown, from the fine clear impressions of the early printings to the worn and blurred impressions characteristic of the late printings made in 1887 and later. The late printings are further characterized by the so-called "double embossing," which was caused by poor registry of the typography and embossing which are not accurately registered.

The next group shown was the early issues of British Honduras. This collection has the only existing multiple pieces which prove beyond question that all three denominations of the first issue, 1d, 6d, and 1/-, were printed upon the same sheet of paper. This had long been a debatable point until the blocks shown were discovered. It was not formerly believed that the firm of De La Rue and Co. would have produced stamps in this manner. From the make up of the blocks, it appears that the sheet consisted of four panes of 60, arranged so that each sheet contained 2 panes of the 1d, one pane each of the 6d and 1/- stamps. The 1866-1887 issues were shown in fine condition and included a good representation of the cancellations of the period. The various provisional surcharges of the 1888-1891 period, when decimal currency was introduced were well represented. All the rarities were shown, including the "6" on "10 Cents" with the "6" inverted. Many of these rare items were shown on cover, indicating postal use of the varieties of the normal surcharges. This study is an outstanding one and is deserving of more space than we can give here. We feel that a series of specialized articles, or even, a handbook, should be compiled from this material, as there is very little philatelic literature on the early stamps of British Honduras.

Following this material was the section of British North America. The Canadian section was devoted to the line engraved stamps prepared by Rawdon, Wright, Hatch and Edson and the American Bank Note Co. The stamps were in superb condition, both unused and used, and with many covers. The rare 12d. black on wove paper was represented by a fine cover and a single. The various papers were well worked out and illustrated. The 10d. "Cartier" was shown in the various widths in which it comes due to a certain amount of paper shrinkage. The line engraved "cents" issue printed by the American Bank Note Co. were shown in the various shade and perforation varieties. As there were numerous Post Office Department orders for these stamps they were not executed in one printing, and there was no special care given to ensure that the colors would be uniform. The perforations may be used as an aid to the approximate dating of these printings. The gauge measuring 11¾ x 11¾ from July 1859 to early 1863, 11¾ x 12 to early 1865 and 12 x 12 thereafter.

The New Brunswick Perkins Bacon line engraved stamps were shown in fine condition. As the postal rates differed in some

cases from the denominations printed, the stamps were designed so that they could be bi-sected. The bi-sects of the various denominations were shown on cover prepaying the proper rates. The American Bank Note Co. issues were complete, including the rare 5c. "Connell." This stamp bears the portrait of the Postmaster, Charles Connell, instead of that of Queen Victoria. It was suppressed immediately and very few copies survive, a favorite philatelic story often told.

Newfoundland was represented by a very fine showing of the Perkins Bacon line engraved stamps in superb condition. These stamps are scarce in fine condition. The used section of the collection was remarkable for the covers and the bisects. The various papers were well worked out. The American Bank Note Co. line engraved stamps were also represented in superb condition.

Nova Scotia was shown complete. The Perkins Bacon stamps as with the New Brunswick were also designed to be bi-sected to pay rates different from the prepared denominations. These rates prepaid by bisects were shown on cover correctly used. The American Bank Note Co. Issues were shown in fine condition including the rare bi-sects.

Prince Edward Island and the twin colonies of British Columbia and Vancouver Island were shown in their entirety. The material was, as expected, superb, with a fine representation of the bi-sects and other rarities.

The evening was a success from start to finish. A rising vote of thanks was given to Mrs. Dale for the exhibit and to Mr. Boggs for his excellent presentation and commentary. When one has the opportunity to view material as this, and explained by an acknowledged authority, superlatives and praise are in order.

The Meeting of April 19, 1950

This meeting was a return engagement of our friend, *Mr. Alvin W. Hall, Director of the United States Treasury Department's Bureau of Engraving and Printing.* Mr. Hall recalled many anecdotes of his twenty-five years experience with the Bureau and showed us some artists drawings and progress proofs of United States stamps. We regret that we cannot make a fuller report of Mr. Hall's stories. This is impossible, since Mr. Hall made his remarks "off the record" and made us promise that they would not be repeated in print. A vote of thanks was given to Mr. Hall and to Mr. George B. Sloane for his help in arranging the evening. Everyone in attendance came away heartened that such a close bond of mutual respect exists between the one who is in charge of the printing of our country's stamps and stamp collectors.

The Meeting of May 3, 1950

The members of the *Helvetia Society,* one of the study groups using our premises, arranged the program for this meeting. The program was under the direction of Mrs. Edith Fisher.

The outstanding exhibit of the evening was the collection of Mr. L. Rosse. This collection of 19th Century Swiss classics was shown by Mrs. Sophie Buser. The collection contained fine examples of all the Cantonal stamps in both unused and used condition, and was remarkable for the covers showing the various usages of the Cantonal stamps. The "rayon" or zonal stamps were well represented in fine condition and considerable study and knowledge was shown in the reconstruction of the stones and plating of the stamps. The "Seated Helvetia" stamps of 1854-62, which were printed in Bavaria, were well represented with special attention being given to the paper varieties showing the various types of silk threads. Mr. Rose is to be complimented on a very fine collection.

Mr. Jack Brupbacher showed his collection of booklets and booklet panes. This collection showed how the sheets were printed from which the booklets were prepared. Many of the items shown are quite scarce. Mr. Brupbacher has added a great deal to our knowledge of this aspect of the philately of Twentieth Century Swiss stamps.

Mrs. Edith Fisher showed her collection of Swiss covers which begins with the pre-stamp period and carries through to the present day.

At the close of the meeting, the members present were invited to stay to see a showing of color photographs made by Mr. Max Juestrich during his recent visit to Switzerland.

The Meeting of May 17, 1950

The program of this meeting was designed to give our members an opportunity to show *United States Stamps* from their personal collections. It was stipulated that the exhibitors would be limited in time and that their showing would be of the United States stamps which interested them the most. The basic idea was to give our members a chance to show material which was not enough to make up a program in itself.

The members showing were:

Mrs. Meader—General U. S. Commemoratives.

Mrs. Ehrenberg—United States Banknotes and stamps showing the same or similar vignettes.

Mr. E. E. Elkins—United States Freaks and Errors, all obtained from the Post Office.

Mr. Philip Baker—U. S. A. P. O. covers.

Mr. George Wray—Officials, Newspaper stamps, Airmails and revenues, mint.

Mr. Stephen G. Rich—Coils of the 1923-36 Issue.

Mr. F. B. Sellers—U. S. Stamps on advertising labels.

Mr. Mortimer Neinken—U. S. 1851 issue specialized.

Maj. Phillips—The U. S. Presidentials specialized; the classics of 2050.

Mr. Neinken's collection of the 1851 issue really deserved more time than was allotted to it. He showed the various types of the 1851 issue in singles, blocks and strips and on cover. Much of his material is remarkable and shows a great deal of knowledge and study. We would suggest that the Program Committee arrange to have Mr. Neinken on one evening program next season

The following new members were elected to membership at the Board of Governors' meetings held April 26th, 1950 and May 24th, 1950:

April 26th, 1950

NO.

2855 Courtland P. Dixon, Lawrence, L. I., N. Y. Collects United States

2856 Major James T. DeVoss, Hawaii. Collects U. S., Canal Zone and Central America

2857 Dr. Peter Schade, Hamburg, Germany. Collects Old German States, United States, etc.

May 24th, 1950

2858 Edna J. Haslett, New York, N. Y. Collects United States

2859 John W. Haslett, New York, N. Y. Collects United States

2860 L. A. Casey, Houston, Texas. Collects United States

2861 Earl E. Frank, Mt. Prospect, Ill. Collects General and United States

2862 Percy Kwok, Shanghai, China. Collects China

The Library Committee reports the acquisition of the following:

"Michel & Mohrmann Catalogs"

"Kansas Historical Collections" Vol. XII—Collections of the Kansas State Historical Society

"The Postage Stamps & Postal History of the Bahamas" by Harold G. D. Gisburn

"A. B. C. der Philatelie" by Ernest Krapp

"Span by Yoshitsuga Mishima and Tonao Hatta" by Students Philatelic Association of Nippon

"Berichte fur Kolonialbriefmarken Sammler" by Edward Ey

"Wie Alte Marken Kunstroll Repariert und Gefalscht Warden" by Max Ton

"Alt-Deutchland unter der Lupe" (Vol. VIII) by Ewald Muller-Mark

"Notebook of an Amateur Collector of Early Souvenirs of the Air Post" Anonymous

"Stichting het Nederlandse Postmuseum" by Directors of Museum

"Schmidt-Andersen Collection of Essays & Proofs of Denmark" by Roland King-Farlow (reprint)

"The Black Jacks of 1863-1867" by M. F. Cole

"Hongkong and the Treaty Ports" by Lobdell & Hopkins

"Cancellations of the Rhodesias and Nyasaland" by H. C. Dann

"Stanley Gibbons Postage Stamp Catalogue 1950 Part III"

"The Recut Two-cent U. S. Envelope Dies of the Series of 1934" by L. H. Barkhausen

"Priced Catalogue for India & Convention States Stamps" by Jal Cooper

"Subject Matter of Philately" by Phebe B. Booth
"Historical Reference List of the Revenue Stamps of the U. S." by Toppan, Deats and Holland
"Sketches, Essays & Proofs of China's First Issue" by Sir Percival David
"Catalogo de Sellos Antituberculosos" by Dr. Ernesto Bello
"Catalogue of the Stamps of the King Edward VII Reign" by Harry Burgess & Company
"Postage Stamp Catalogue 1950 Part 1—British Empire" by Stanley Gibbons
"Svenska Postverkets Frankotecken No. 1—Vapentyp" by Hugo Olsson & F. Benzinger
"Dictionary of Spoken Russian" by U. S. War Dept.
"Dictionary of Spoken Spanish" by U. S. War Dept.
"Die Ausgabe Stehenda Helvetia" by Ed. Ruttimann
"Die Post-Mermark-Etiketten der Schweiz by Ed. Ruttimann
"The Bureau Specialist" 1949 (Bound Volume No. 20) and "B. I. A. Plate Number Check List No. 24000 on," by Bureau Issues Association, Inc.
"Catholic Postage Stamps of the World" by Charles J. Reilly
"The Postage Stamp of Safad" (Israel) by Dr. Kurt Steinberg
"Considerations sur Quelques Planches des Emissions Lithographies des Timbres de Roumanie" by Eduardo Cohen
"The Persian Gulf" by Major T. L. C. Tomkins
"The Stamps and Postmarks of the Ionian Islands Nineteenth Century" by Jere. Hess Barr
"Stanley Gibbons Catalogue 1950," Part VIII, Africa and Asia (Independent States)
"Stanley Gibbons Catalogue, 1950" Part III, United States Postage Stamps

SCHEDULED MEETINGS FOR SEPTEMBER, and OCTOBER, 1950

Summer Recess during July and August

September 20 — Bureau of Engraving and Printing with **Mr. Carl T. Arlt, Ace Bureau Engraver who will discuss stamps he has engraved**—Arranged by Mr. George B. Sloane.

October 4 — **Dr. Clarence Hennan**—General Exhibit.

18 — **Mr. Robson Lowe**—Anecdotes of **the London 1950 International Exhibition**—Also more about the Penny Blacks and Two Penny Blues.

Harrison D. S. Haverbeck

CAPEX 1951

As most know, 1951 will mark the Centenary of Canada's first stamp. As is customary in Philately, an International Stamp Exhibition is scheduled for Toronto, Canada in September of 1951. *The Canadian Association for Philatelic Exhibitions* have issued their Prospectus No. 1. This latter will be sent on request by writing

CAPEX
70 Bloor Street West
Toronto, Ontario, Canada

Indications are that many from this country and among the Club's membership are planning to attend this Exhibit in person, as well as entering collections for competition. It is not too early to start now to make your plans. We, personally, know of six collections, all prize winners at our 1947 CIPEX, which are in the process of remounting and new write-up for this Canadian Exhibition.

As for our own plans, we have either in preparation or completed some outstanding articles on *British North America.* They shall be published in the COLLECTORS CLUB PHILATELIST in 1951 in honor of Canada's 100 years of postage stamps.

BOYD'S CITY EXPRESS POST

Chapter VI

John T. Boyd, Jr.

1859 - 1860 *

By HENRY E. ABT

(Continued from Vol. XXIX, page 174.)

Had John T. Boyd been less of a resolute individualist, or had he been more impressed with the transience of life, there would have been ready to succeed him, when he died in June 1859, a seasoned lieutenant, groomed for the management of the Express Post and ready to steer its course in the hazardous years that lay immediately ahead.

As it was, it appears that his staff included no such qualified "heir apparent." In all likelihood, he anticipated that his oldest son John Thomas would ultimately succeed him, an eventuality to be foreseen in due course after adequate years of apprenticeship. Family tradition has it that the boy, 19 years old when his father died, had worked for the Post during vacations from the private school he attended near Fishkill Village on the Hudson, and, in the last year or two, full time at his father's side.

How confidently the elder John had looked forward to continued health and business effectiveness is reflected in the fact that, despite his responsibility for four motherless minor children (John Thomas, Jr., William Augustus—aged 17 when he was orphaned, Sarah—approaching her fifteenth birthday, and Melville—aged 8 years), he had written no Will nor had he given instructions for the care of his offspring.

While no record has been found of the petition, it is evident from subsequent documents that Boyd's attorneys, his brother-in-law The Hon. George Shea, and the latter's partner Henry Richardson, with offices at 112 Broadway, applied immediately for and were granted appointments as guardians of John T. Jr. and Melville, respectively, and the records of the Surrogate's Court of New York County include a petition by Shea dated July

* *Editor's Note:* By error of the printer, the Chapter V of this Series in Vol. XXIX No. 3 was incorrectly titled. The title heading Chapter V was carried over from the March issue Vol. XXIX No. 2. It should correctly have been "THE FOUNDER'S LAST YEARS—1854-1859."

1st and granted on the 28th for Letters of Administration of the deceased's estate.(1)

No data has been found indicating the disposition of the other two children, though the late Dr. William A. Boyd (son of John T. Jr.) recalled the family's close association with Mrs. T. B. (Elizabeth) McCall, the senior John's sister, who is believed to have resided in Tarrytown, N. Y., and who may have taken responsibility for William, Sarah, or both.

The elder John's other two surviving sisters, Maria and Matilda lived, respectively, at 162 East 23rd Street (a block distant from the present offices of Boyd's Dispatch, Inc.) and at 282½ Ninth Street.* Both women were spinsters, and either or both may perhaps have shared in the care and upbringing of the children.

There must have been earnest discussions, those June days, between Shea, Richardson and the sisters of the deceased as to the disposition of the business. To insure an income for the heirs, it was urgent that the enterprise continue in business or be sold, as its Good Will was the principal asset of the estate. The recent Depression had left the elder John's affairs in bad shape, the Petition for Letters of Administration reporting "property" of "not more than $1,100."†

John Jr., young, ambitious, and confident, evidently desired a chance to show what he could do with the Express Post. His children recall his personality as they knew it in later years, warm, aggressive, imaginative, and courageous. These traits must have been evident in those dawning years of his manhood. Effecting an arrangement for him to reside with his uncle, George Shea, at the latter's residence, 135 West 46th Street, so that he could have the continuous counsel of the older man, the elders consented to give young John his opportunity.

The prospects confronting this young man would have given pause to a more mature businessman.

Throughout the nation in 1859, there prevailed an atmosphere of growing tension, affecting every form of activity. The long smouldering conflict between the agricultural South and the increasingly industrial North was nearing the tragedy of 1861-65. In the White House, Pennsylvania Democrat James Buchanan, pressed hard by hot-headed southern Democrats and the increasingly ubiquitous spokesmen of the new Republican party, was fighting a losing battle to achieve a compromise settlement of the issue of slavery in the territories.

The bitter conflict concerning whether Kansas was to enter the Union as a free or slave state, or the quarrels between the South and the North over the route of the proposed Pacific Railroad, may seem to have been matters remote indeed from the management of the New York City mail carrying firm, but they had direct and indirect consequences of vital importance to the Express Post.

Of course the prevailing tension slowed the post-depression recovery of all trade and checked industrial expansion. It also led the administration in Washington to a postal policy which otherwise might not have been adopted.

As early as 1856, southern leaders had threatened Secession of the slave-holding states if a Republican administration were to take over the national government.

As the inter-sectional conflict worsened, Buchanan came more and more to regard the re-election of the Democratic administration in 1860 as the sole hope of maintaining the Union. To achieve this aim, he pursued every possible form of activity to divert the public's attention away from the major issues and to emphasize the competence of the incumbent party in managing the nation's other internal and external affairs.

The state of the Postal Service had become a stumbling block in this quest. When he had assumed the Presidency in 1857, Buchanan, to his subsequent regret, had appointed ex-President Polk's former law partner, ex-Congressman Aaron V. Brown of Tennessee, as his Postmaster General.

Brown, who had recently married a rich widow and had gained access to more money than had ever been available to him before, came to Washington to pursue an expanded and extravagant social life, in which the busi-

* Up to 1870, the New York City addresses below 14th Street were numbered across the Island, and not East or West of Fifth Avenue, as now.

† It is doubted if this figure, by any means, included the full extent of John Boyd's estate. It certainly did *not* include the business and probably reflected a low appraisal of other assets. However, a few years earlier his wealth, unquestionably had been considerably greater than it was at the time of his death.

ness of the Post Office would be, at best, only a necessary nuisance. He rented a mansion on "G" Street near 19th, and launched a series of lavish and colorful receptions and balls.

After the Depression of 1857, the cry throughout the nation had been for economy; but under Brown's casual and off-handed administration, the Postal deficit had increased, and corruption had spread through the principal post offices of the country. Serious scandals came to light in Chicago and Philadelphia, where "even registered mail was pilfered".(2) In May 1860, auditors were to turn up a shortage of $129,000 in the accounts of Isaac Fowler, a mainstay of the Democratic Party in Manhattan and New York City Postmaster since 1853.(3)

In February and March of 1859, the state of the Post Office Department had been the subject of open discussion in the House of Representatives, offering welcome ammunition for the opponents of the administration. It provided a lively outlet for the accumulated bitterness of a chaotic session, and the Congress adjourned without passing any Postal appropriation bill whatsoever.

To dismiss Brown would have been tantamount to an admission of Party failure by the President. The Postmaster General, however, very conveniently died of pneumonia March 8th, five days after the adjournment of Congress, and provided the President a way out. Buchanan promptly appointed to head the Department, and clean up the mess, the hardest headed and most aggressive of his administration's executives, Joseph Holt, until then, Commissioner of Patents.

Holt moved in as swiftly and effectively as the President had expected. Known corrupt officials were dismissed. Efficiency was increased. His announced aim was to make the Postal Service self-supporting.

In the accomplishment of this purpose, he believed that city mail was an important factor. Impressed with the propaganda of the never-silent postal reformers, and with the apparent success of government carrier departments in Boston and Baltimore (in both of which cities private carrier service had become negligible factors), he was resolved to resume the long-suspended federal effort to drive out the private postal enterprises in New York and Philadelphia.

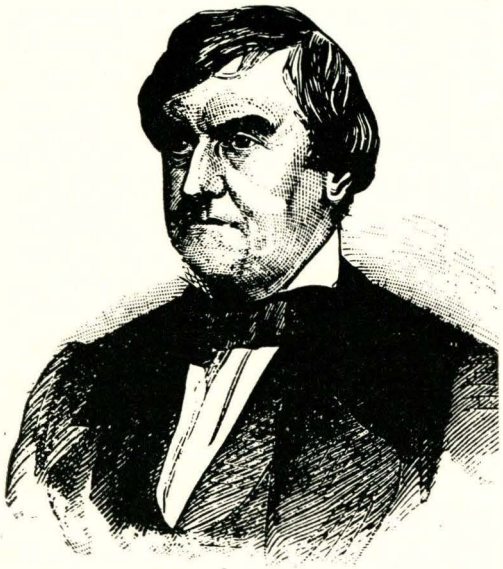


Figure 1. Joseph Holt. (1807-1894).

Rumors of this intention in the late spring of 1859 may have been the "last disheartenment" for the elder John Boyd. Holt's plans for getting control of city mail were shaping up during the young John's first summer of management. More sweeping and more practical than that of any of his predecessors, the program had three major aspects:

The first purpose was, if possible, to make the federal services more attractive than those offered by the private expresses.

A weakness of the latter was the fact that their collection boxes, being located in stores, were generally inaccessible to the public for receiving letters after business hours. Not being locked, the boxes of the dispatch posts also provided no inherent protection against the theft or loss of mail.

The postal authorities of London and Paris, a few years earlier, had developed a system of *locked mail boxes,* accessible at all hours. Experiments with this plan had also been tried in Philadelphia. Holt resolved to institute this plan in *all* the large cities. The new government boxes were to be specially manufactured of cast iron and attached to lamp posts.

The first trial lot of these boxes, in which $50,000 had been invested,(4) was installed in New York Tuesday morning, November 29, 1859. Two sizes were contemplated,

larger boxes at the principal intersections and smaller ones on the less traversed thoroughfares (Figure 2). James Gordon Bennett of *The Herald* wrote:(5)

"It is the determination of the government to constitute these boxes regular city mail stations and to establish them in sufficient numbers to control the entire city mail matter, the result of which will be that the service will be efficiently administered and a large net revenue will accrue to the Department. The income of the city delivery should be at least a quarter of a million dollars annually over expenses.

"Simultaneously with the adoption of these mail stations here, the Department will cover the entire district embraced within the cities of Brooklyn and Williamsburgh, thus establishing a grand metropolitan mail service, and then increase the number of deliveries throughout the combined district, as the three cities have become, by the Metropolitan Police Act, a State unit and by the interchange of residences among our businessmen, one and the same city to all intents and purposes."

A correspondent to *The Herald* added:(6)

"When such a system is adopted let us hope that hourly collections and deliveries may be made in the city, so as to throw the whole city letter system into the public Department in lieu of depending, more or less, upon some score of private express companies."

Seven months later, in July 1860, the lamppost box system was further extended, as was indicated in this *Journal of Commerce* announcement:(7)

"THE IRON LETTER BOXES.—The Post Office Department has given to the contractor for supplying the new iron letterboxes (deeper and better constructed than the old ones) a list of all the places in the city where they must be stationed, and he will proceed at once to put them up. The new boxes will be 500 in number. A few of them have been in use for some time, and have been found to work well; as, in fact, the old boxes have, since the conviction and sentence of a man for opening them with a false key some months ago.

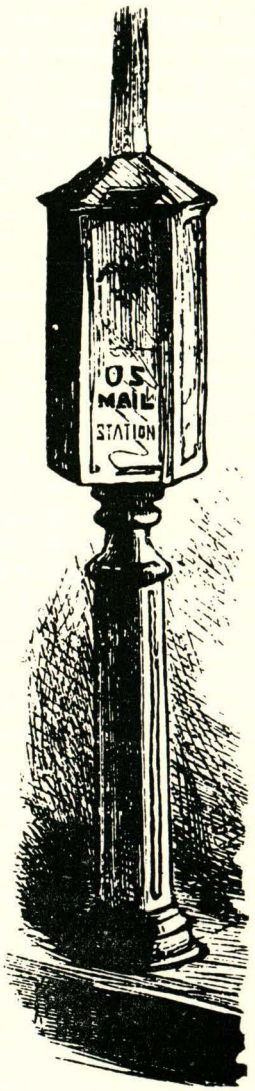


Figure 2. A Lamp Post Letter Box. Pen drawing of one of the receptacles by which Postmaster-General Holt hoped to revolutionize letter collection in 1859. (Drawn in 1871 for Harper's Monthly Magazine).

No complaints of stolen letters have been made at the Post Office, and only in a few instances have the carriers found the locks of the boxes to have been tampered with by persons attempting to open them by keys, nails or wire. The boxes continue to be extensively patronized by the public."

The second feature of Holt's program was to reduce the cost of government carrier service to a rate competitive with the minimum charged by any of the private enterprises and well below Boyd's which, as it was stated in the previous Chapter of this Series,(8) continued in the summer of 1859 to be 2 cents per letter, whether carried to the Post Office for the United States mails or to city addressees. (The writer has in his collection a letter addressed to Burlington, Vermont, mailed June 24, 1859, franked with Boyd's No. 20 L. 14 to pay charges to the Post Office. Boyd's stamp was struck by the government postmark, and the cover also bears U. S. No. 26, the 3 cent stamp of 1857-61. The latter is of the plum shade, printed in 1859. Other comparable specimens are known with this combination, and with letters dated in 1858 and early 1859. *Locally* addressed covers, handled by The City Express Post and stamped with the Boyd 2 cent stamp, are recorded with fall 1859 dates. The latest known use of No. 20 L. 14 is on a letter in the Frank Hollowbush collection dated April 3, believed to be 1860.)

In his annual Report to the President, dated December 3, 1859, Holt offered his recommendation on carrier rates. He wrote:(9)

"The system of delivering letters by carriers at the domicile of the citizen was first recognized by the Act of 3d March, 1825, and has within a few years been successfully introduced into several of our principal cities. Though constant endeavors have been made to improve it, it is still imperfect in its details, and unsatisfactory, alike to the public and to the department in its operation. The system cannot be regarded as having accomplished the object of its establishment, so long as it does not command and deliver the local correspondence of the different cities in which it exists, which thus far, it has wholly failed to do.

"This correspondence is now almost entirely in the hands of private expresses, whose rates are so low as to make a successful competition with them, on the part of the government, impossible. Their charge for the delivery of a letter is generally but one cent, while this amount is necessarily exacted by the department for the carriers, and one cent in addition is collected on the local correspondence, as the postage fixed by the Act of 1825 on 'drop letters'. Hence the aggregate postage on the city correspondence, under existing laws, which require that the system shall be self-sustaining, is at least two cents, which precludes the possibility of any successful competition with the private expresses.

"I therefore recommend the repeal of this provision of the Act of 1825, so far as it can be construed as applying to 'drop letters' delivered by carriers. This would not result in any perceptible diminution of the postal revenues, inasmuch as the correspondence which would be thus secured by the department, does not now pass through its offices."

It will be recalled that, following the Act of March 3, 1851, to provide revenue for carriers, the government rate in the principal cities for door delivery of letters received at the Post Office from out-of-town points, or dropped locally at the Post Office had been established by Postmaster General Nathan K. Hall at 2 cents and all charges were removed for the carriage of the mail to the Post Office.(10) Letters picked up by the Carrier Department at the boxes and door-delivered at local addresses were carried for 1 cent, the collection from the boxes being regarded as free and the delivery charge being the special rate of 1 cent.

This *free collection* of letters, however, had been a service applying to the 220 collection boxes in stores and other public places that Hall had ordered placed throughout the City in 1851 to compete with the comparable facilities provided by Boyd, Swarts and the other private posts.(11)

When in 1855 or 1856 the government had discontinued the 220 boxes and had substituted six "branch offices" or sub-stations for the reception of mail,(12) this writer believes that letters addressed to local destinations dropped at these places became automatically subject to the one cent "drop letter" fee, just as under the provisions of the Act of 1825,



Figure 3. The U. S. "CITY DELIVERY" Postmark, struck twice on a cover dated September 20, 1856, and addressed for placement in a rented U. S. Post Office Box. Boyd's die-cut stamp, No. 20 L. 13, prepaid delivery to the Post Office; one cent was paid to the Government to deposit the letter in the rental box.

such a fee had always been applied at the main Post Office itself. The delivery charge for local letters remained 1 cent, the total cost thus becoming 2 cents. Inexplicably, and contrary to the letter of the law, this "drop letter" charge in the 1850s was not applied to mail addressed to out-of-town destinations; these being received at the Branches or at the main Post Office and transmitted upon payment of the established intercity rates of 3 cents or multiples thereof.

The foregoing is stated as an opinion rather than as an established fact. As Elliott Perry inferred in his excellent chapter on "CARRIERS" in Stanley Ashbrook's "The United States One Cent Stamp of 1851-1857,"(13) no official announcement of the change in rates for local carrier service has been found, and conclusions must be deduced from known philatelic material.

In his treatise, Mr. Perry raised this question:(14)

> "If the special One Cent 'carrier only' rate was abolished about 1855 or later, another explanation must be sought for (subsequent) letters bearing only a One Cent stamp with postmark indicating carrier service, when all city letters delivered by carriers were subject to a total charge of Two Cents."

Mr. Perry's reference to the postmark was to the circular U. S. Post Office handstamp "PAID—U S MAIL—CITY DELIVERY —1", the usage dates of which he recorded as March 28, 1856 to January 30, 1862.(15)

The present writer advances a possible explanation of these government-handled 1 cent covers to be the fact that they were *not* door-delivered but, instead, handed out at general delivery windows or received in post office boxes rented by recipients; and that the postmark in question was also used for this purpose. Under those circumstances, payment of a carrier fee would not have been necessary. A photograph of a cover carried by *Boyd* to the post office, addressed to a *rented* box, and bearing the "Delivery" postmark in question, is shown herewith. (Figure 3).

The rate for door-delivery of letters *incoming* from out-of-town had continued after 1856 to be the 2 cent charge established in 1851. To avoid carrier charges and to expedite receipt of mail, the practice of renting boxes at the Post Office and sending messengers for the mail, particularly by business firms, had greatly increased in the latter 1850s.

Concerning rental boxes, Holt said, in his Report of December 3, 1859:(16)

"Another motive for persistent effort on the part of this department to render the delivery by carriers as perfect as possible, is found in the fact that the box system is being rapidly outgrown by the population of our principal cities, and must finally be abandoned—as it has been in European capitals. There are at present but about four thousand boxes in the post office of New York, and yet even this number leads to much confusion and inaccuracy in the distribution and delivery of mail matter. Were the number augmented to ten thousand—which would not more than meet the present ever-increasing demand—it is manifest that no memory would be equal to the task of associating the names with the appropriate boxes, and that the practical working of the system would become impossible. A frequent, rapid, and punctual delivery, on reasonable terms, of all correspondence received at the post offices of our great cities, is what the public have a right to claim of the department, and what it will be its unceasing endeavor to secure to them."

In the House debate on the Postal Act of June 15, 1860, Representative Luther Cullen Carter of New York said:(17)

"In the city of New York the boxes bring a premium of over one hundred dollars . . . They cannot get boxes enough; and they cannot get the delivery of the mail so soon in any other way as by the boxes . . . "

In his reference to the "successful introduction" of carrier systems in "several of our principal cities" the Postmaster General probably had in mind Boston and Baltimore. In both of these places virtually all locally originated mail was received and delivered by the carrier departments without going "through" the Post Office. No "drop letter" charge was thus incurred, and payment of one cent covered the total service rendered. While small private enterprises continued to function in both cities, the federal carrier departments had gradually gained most of the patronage.

Holt's purpose, then, as expressed in his official Report of December 3, 1859, was the establishment of a *uniform* over-all rate of one cent per letter for locally delivered mail, whether collected from stations, boxes or incoming from other cities.

The third aspect of Holt's program, having improved the city service and reduced the rate, was to try again application of the authority granted to the Postmaster General in Section 10 of the Act of March 3, 1851, to declare the streets of the cities "post roads" and thus make the private services illegal. Readers will recall that in August 1851, such a declaration had been made by Postmaster General Hall concerning the streets of New York, but it had never been enforced or tested in the courts.(18)

In his Report, December 3, 1859, Holt said:(19)

"It is true that the Postmaster General might, in his discretion, arrest the operation of these private expresses by declaring the streets and avenues of the cities to which they belong to be post roads; but until the department is prepared to deliver city letters as cheaply and promptly as such companies can possibly do, I should regard the exercise of this power as unwise, if not harsh and oppressive."

As Holt's program was unfolded, the young proprietor of Boyd's City Express Post studied its possible effects on his business.

Of the three measures herein described, the wholly new one was the plan for lamppost boxes. Rate competition had been tried, without effect, by the government in 1849 and 1851—and in the latter year, Hall had declared the streets of the metropolis to be Post Roads.

The elder John had ignored the rate changes and had depended on his superiority of service to hold on to the public's patronage. As for Section 10 of the Act of 1851, the Founder had gambled that it would not stand up in Court—and the government had never dared to make the test.

In 1859, however, in establishing the new collection system, Holt was tackling the matter of service as well as price, and offering patrons a very attractive new feature. The young proprietor apparently decided that it was one matter to defeat a combination of rate competition and poor service, but another to overcome a price differential *plus* improved service.

The writer believes the latter judgment led to a decision to "beat Holt to the draw" and late in 1859 or early in 1860, for the first time in the Post's history, the establish-

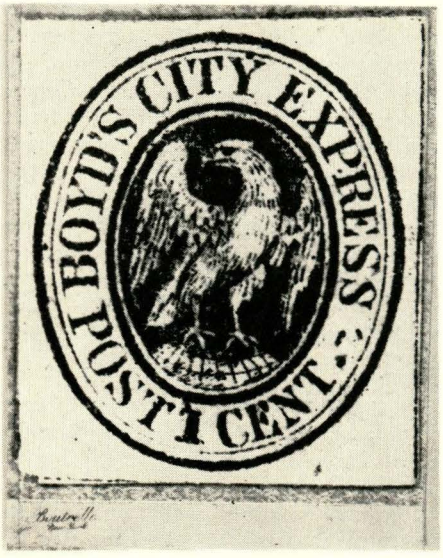


Figure 4. No. 20 L. 15 (Type IX). 1 Cent Stamp in use by Boyd's City Express Post, 1859-60.

ment of a new rate, one cent per letter for all classes of Boyd's services.*

For this purpose, the numeral "2" on the Type IX lithographic stone, evidently not previously cleaned by the printer, was altered to a "1" and the letter "S" was erased from the word "CENTS," yielding the Boyd variety listed by Scott as No. 20 L. 15 (Figure 4).

In the previous Chapter of this series,([20]) attention was called to the fact that the writer's conclusion is in conflict with the tradition of philatelic literature which has always listed the 1 cent stamp as an emission of 1857. The current Chapter, however, has already presented the fact that the 2 cent stamps are known on letters carried both to local addresses and to the Post Office as late as June 1859.

In Chapter V it was stated that the 1 cent stamp was known on late 1859 covers, but further investigation now reveals that no reliable cover franked with No. 20 L. 15 with a dated letter earlier than one in the H. W. K. Hale collection, dated June 11, 1860, is contained in any of the principal collections. The Helen F. Novy collection includes a cover bearing the 1 cent stamp (die-cut) without a dated letter, but with the day and hour "May 19—12" (noon delivery), believed to have been 1860. As the J. W. Scott notation, on which previous (1857) listings were based,([21]) referred to a month and day (August 7th), this writer is inclined to the guess that 1859 may have been the correct date of Scott's cover. That hypothesis would place the rate reduction in the first summer of young John Boyd's administration. If Scott's cover is not to be taken into account, the reduction may not have been made until the spring of 1860, after Holt's recommendation had been made into law by Congress.† The latest recorded cover bearing No. 20 L. 15 is one possessed by the writer dated July 18, 1860 (4 o'clock delivery). (Figure 5).

Used copies of No. 20 L. 15. on or off of covers, are comparatively scarce and this fact serves as another straw indicating the brevity of the stamp's period of use. A stamp serving Boyd for all types of service during a period of three years or more would, in all likelihood, be more plentiful. (For reasons which will shortly be clear, a substantial quantity of unused remainders of the stamps were found in the files of Boyd's successors, many years later, and have since found their way into philatelic channels.)

A study of the stamps themselves suggests that the change was made under pressure, in consequence of a hasty decision and with insufficient time to do a workmanlike job, much less prepare a new die or new type. An alteration of this kind on a lithographic stone would under any circumstances probably show traces of the erased lines, but with care and time, a much more satisfactory job could have been done.

On the sheet of 100 subjects, illustrated with this Chapter (Figure 6)‡ only two posi-

* We are handicapped in placing this conclusion beyond challenge because repeated search has brought forth no newspaper advertisement or announcement of the rate change, at *any* time between 1857 and 1860. Whenever it occurred, the announcement would, in all likelihood have been made in print. Perhaps, some day, it will be discovered.

† The writer will welcome, from any source, additional facts to substantiate or refute the above theory.

‡ The sheet, illustration of which is shown with this Chapter, was sold at auction by Laurence & Stryker of New York City, June 16, 1947. A full sheet was among the properties of The Worthington Collection, sold at auction by J. C. Morgenthau and Co., October 24, 1917. Mr. Frank Hollowbush, of Allenhurst, New Jersey also possesses a sheet of this variety.

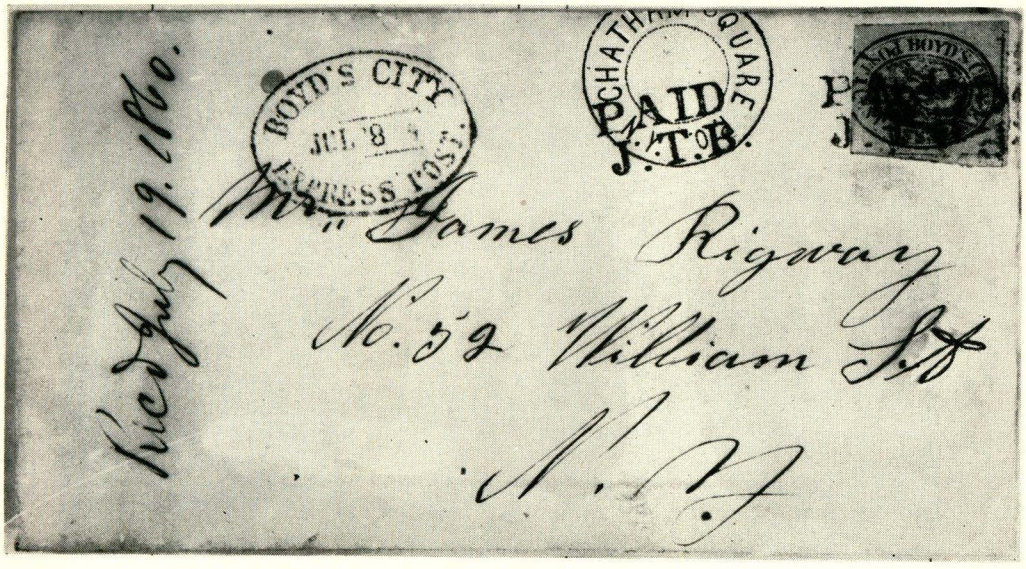


Figure 5. Letter mailed at the Chatham Square Post Office, July 18, 1860—transferred to Boyd's City Express Post for delivery. Carrier service prepaid by No. 20 L. 15. Stamp is cancelled and tied by Boyd Type "f" prepayment handstamp. Cover is struck by the City Express Post's black Type "H" postmark, and also the red Chatham Square circle, the final postmark of the enterprise established by Aaron Swarts. A second strike of Boyd's prepayment mark was hit OVER the Chatham Square postmark. (Abt Collection). Photograph, by Boutrelle, has been retouched to sharpen lines of postal markings.

tions, (numbers 10 and 90) reflect erasures sufficiently complete to be read clearly and unmistakably as "1 CENT". One position (number 80) is a clear "1 CENTS". Two others (numbers 30 and 91) resemble "2 CENTS". Other positions have various arrangements of residual lines, dots or dashes, and the numeral "1" assumes many distorted shapes. Six positions (10, 32, 59, 69, 95, 98) show partial obliteration of the "SS" of "EXPRESS".

No. 20 L. 15 was printed on a heavy white wove paper comparable to that used for its predecessor. The paper on which most of the issue ran was glazed and surface colored the "Cendre" shade of green (Ridgway 35'b, Plate VI), very close to that of No. 20 L. 14, though the writer has seen several off shades including the somewhat lighter hue called "Emerald" by Ridgway. As sold for postal use the sheets were heavily coated with a thick yellowish gum. The remainders, however, were generally ungummed. The "serrate" perforation was also tried on a few of these stamps, as it had been on No. 20 L. 14. As usual, a crude counterfeit (Figure 7) was made in later years for sale to collectors.

Despite the ominous trend of the government's postal policy, the City Express Post, under young John's management, appears in 1859 to have enjoyed a fairly prosperous fall and winter.

In the latter months of the year, the new Postmaster General's program for carrier monopoly was still only in its initial stage of effectuation. Boyd, on the other hand, apparently had fallen heir to the patronage of some of his father's principal competitors.

Except for the elder John, in the middle and later 1850's the outstanding personality in New York City carrier service had been one Benjamin Lockwood. His contemporaries later referred to this individual as "The Reverend,"([22]) indicating a prior career in the clergy. Except for that fact, however, we as yet have learned little of Lockwood's personal biography.

He first emerged in the postal scene sometime between July 1853 and the summer of 1854,([23]) when he bought out the Broadway Post Office, a private carrier enterprise established in 1848 by James C. Harriott, at the corner of Canal Street and Broadway. Three or four years later, perhaps at the be-

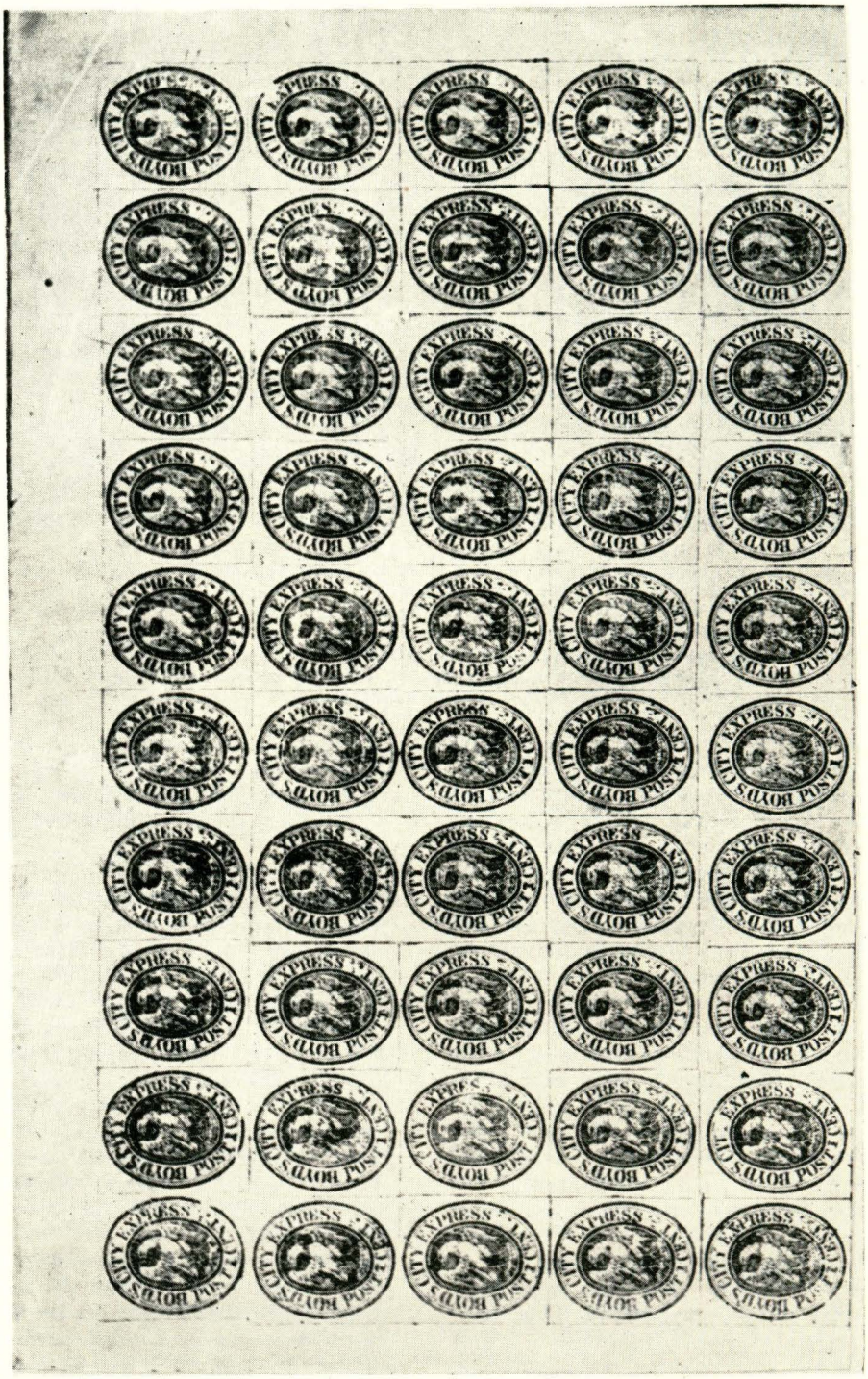
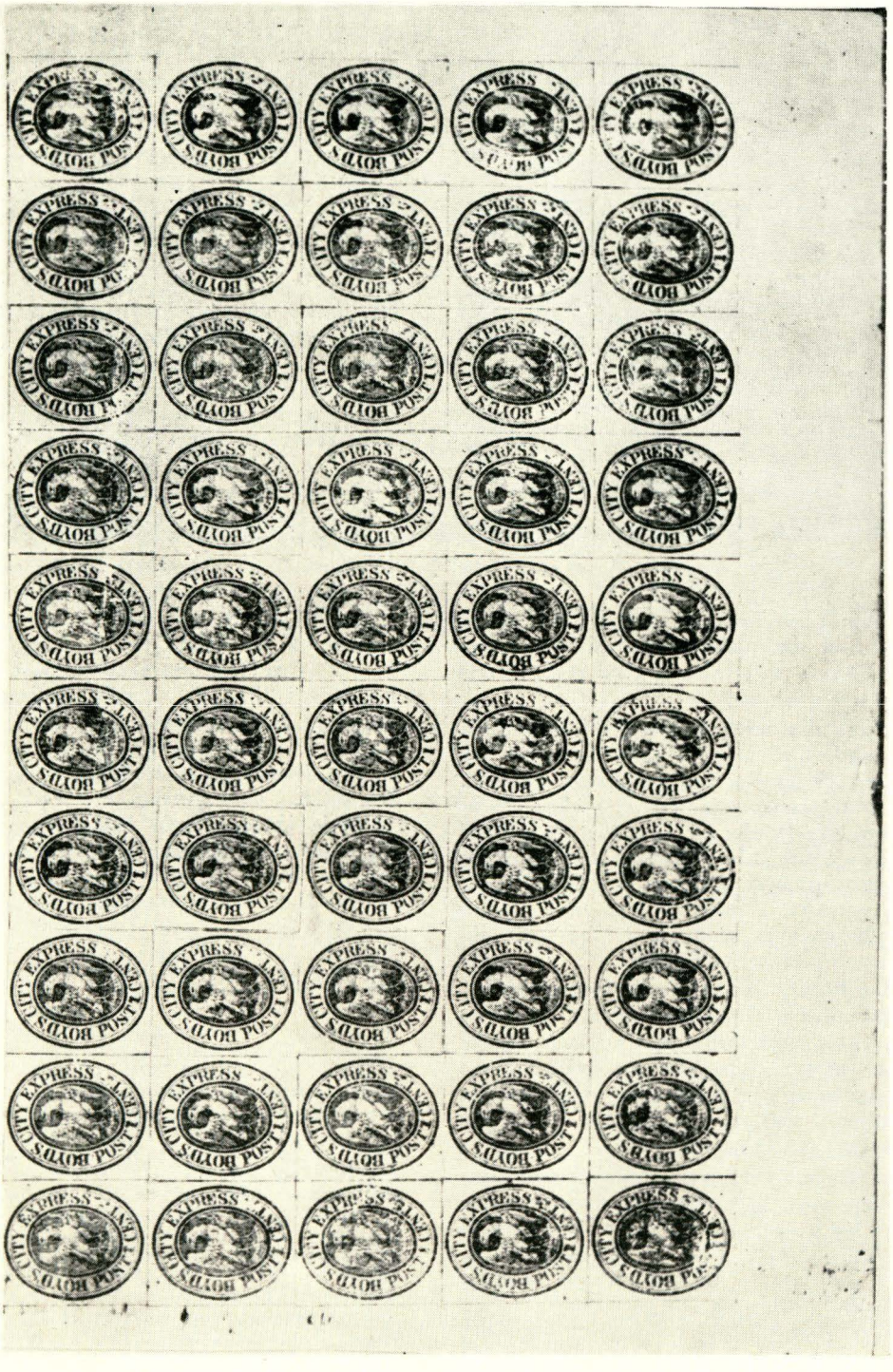


Figure 6. Photograph of a full sheet of 100 subjects of No. 20 L. 15. Courtesy of Laurence and Stryker, auctioneers on June 16, 1947 of this unusual item. (divided in half for illustration)


CITY EXPRESS
BOYD'S
POST

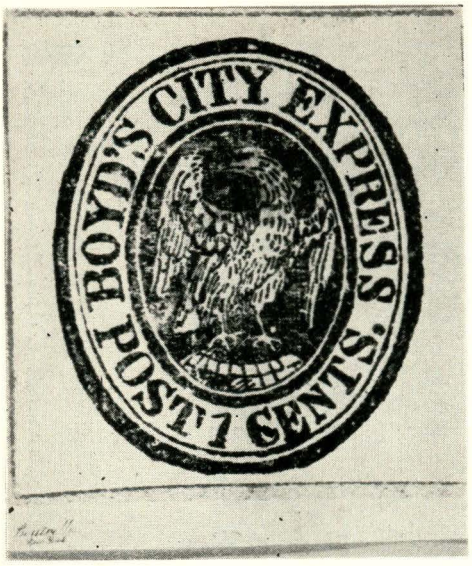


Figure 7. Counterfeit of Boyd Adhesive Stamp No. 20 L. 15, made for sale to collectors.

ginning of the Panic of 1857, Lockwood had purchased the Chatham Square Post Office from Aaron Swarts, who then retired from the carrier business.

It has also been suggested, though not established, that in 1858 or early 1859, the former clergyman had purchased Bentley's Dispatch, founderd in 1856 or earlier([24]) by Henry W. Bentley at Broadway and 22nd Street—which included among its patrons the former customers of Daniel H. Cornwell who had operated a dispatch post in the same neighborhood in about 1857, and had subsequently sold out to Bentley.

The history of Lockwood's enterprises requires further research, but the facts we know lead to the belief that he alone, among these entrepreneurs, saw the need for the amalgamation and integration of the carrier concerns if they were to survive against the recurrent government aggression.

In the end, the adverse business conditions of 1857 and 1858 appear to have been too much for Lockwood, and in the latter months of 1859 and early 1860 his patronage apparently dwindled to the point where he could no longer employ his own carriers.

Mail seen by this writer with the dates late in 1859 and early 1860 handled by Lockwood enterprises indicates receipt at the Broadway or Chatham Square stations, but delivery by Boyd.* What the rates were for this service and how receipts were split between the firms are questions to which we have no answers.

In that period both of the Lockwood enterprises used circular handstamps of the "Mobile Circle" type, struck in red, reading "BROADWAY POST OFFICE" or "CHATHAM SQUARE POST OFFICE" respectively, with the month and day at the center of inner circle. Covers found with these markings generally bear the Boyd Type "H" postmark and Types "f" or "g" prepayment mark (Figures 5 and 8).

The earliest recorded *Boyd and Lockwood* combination is one seen by Elliott Perry in the George Habbert collection([25]) struck with the "CHATHAM SQUARE POST OFFICE" circle and also hit with Boyd's black Type "H" postmark and Type "g" prepayment stamp. This cover is dated October 26 (probably 1859). The writer has a companion cover dated two days later (October 28) struck twice in red with the comparable "BROADWAY POST OFFICE" circle, and also with the latter Post's red curved "PAID". Boyd's markings were the Type "H" postmark and Type "g" prepayment handstamp. (Figure 8).

The dispatch post of William H. Laws known as "The Metropolitan Post Office," at Bible House (Astor Place) was operating as late as September 5, 1859 (the date of a cover in the writer's collection); and a comparatively small enterprise established by

* The evidence indicates that the period from late 1859 to the summer of 1860 was the only one in which Boyd's carriers, as a regular practice, delivered the Swarts or Broadway mail. W. Dudley Atlee, in his "Notes on United States Locals," *Stamp Collectors Magazine,* Bath, England (Vol. X, p. 92) wrote: "by special contract with Boyd's City Express Post, that express delivered the city letters of the Broadway Post Office, the latter only employing one messenger, whose sole duty it was to go to and from the general post office and Boyd's office." This legend, though challenged by Charles Coster in his *United States Locals* published in 1877 (p. 32), persisted in philatelic literature and was also related to The Chatham Square Post Office. In fact, when Boyd's Express carried mail, from the earliest days, the letters were always hit by Boyd's handstamps except usually if he was turning these over to the United States Mails. Neither Swarts or Broadway covers prior to 1859 customarily had Boyd handstamps.

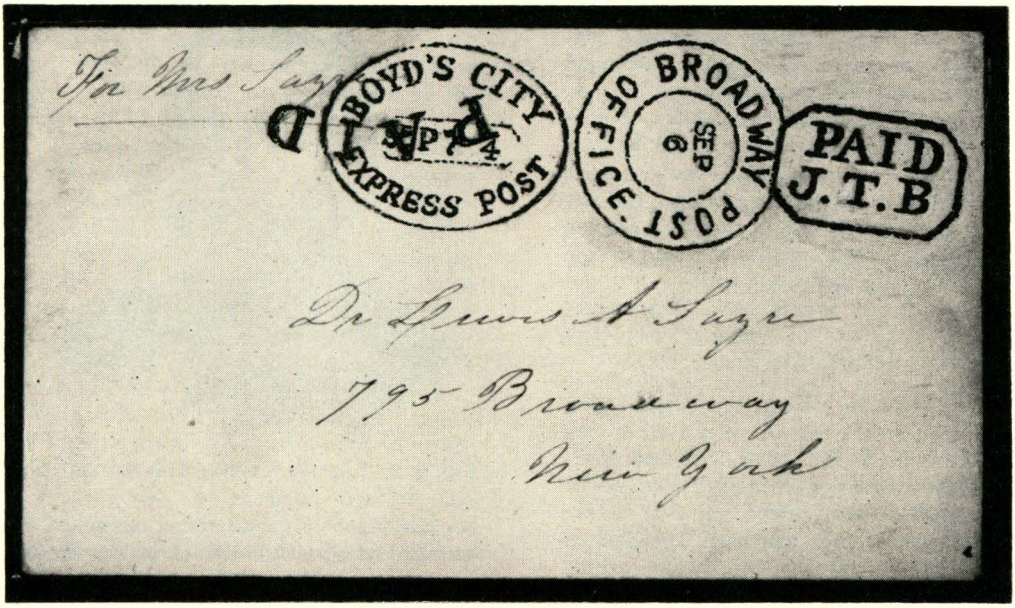


Figure 8. Letter mailed at the Broadway Post Office, September 6, (probably 1859)—transferred to carriers of Boyd's City Express Post, by whom it was delivered September 7th, 4 o'clock delivery. Cover was first struck by red Broadway circle, the final postmark of the enterprise, and also by latter's red "PAID." Boyd markings are Type "H" postmark and Type "g" prepayment mark. (Abt Collection). Photostatic reproduction, retouched to sharpen lines of postal markings.

William H. McIntyre was functioning in 1859 and 1860 at 172 Broadway. The East River Post Office, operated by Sigmund Adler was still doing a modest business uptown at 18 Avenue "D". (A few East River covers have been noted with 1859 and 1860 dates.) George Hussey had built a wholly commercial patronage for his "Bank and Insurance Delivery Office" at 50 William Street and, when young John took over the City Express Post, there were probably one or two other small neighborhood services still in business.

However, the Depression years seem to have struck low many of the other private carrier services. The much touted Metropolitan Errand and Carrier Service does not seem to have survived to the fall of 1859. The once well-patronized Union Square Post Office, operated by Joseph E. Dunham, at the Square by which it was named, was gone. So were many others that had taken business away from the elder Boyd, in greater or lesser amounts, during the previous decade.

That John Jr. expected, and in all likelihood enjoyed, a lively Christmas patronage is indicated by his advertisement in *The Herald,* November 29, 1859:([26])

"OFFICE BOYD'S CITY EXPRESS
NO. 45 WILLIAM STREET
Wanted, fifty men between the ages of twenty-four and forty. Two good references required. All applications must be made by letter.
John T. Boyd, proprietor"

Four days later he apparently had filled most of the jobs, but he advertised, December 3rd:([27])

"OFFICE OF BOYD'S CITY EXPRESS, NO. 45 WILLIAM STREET.
Wanted, five carriers for the Thirteenth Ward route. Two good references required. Apply between 10 and 11 A.M.
John T. Boyd, proprietor"

Early in January, 1860, The Committee on Post Office and Post Roads of the House of Representatives began consideration of the Postmaster General's Report and recommendations. It is evident from the length of time that elapsed before a complete Postal

Bill was reported that there was no prompt agreement in the Committee on Holt's proposals with regard to the carrier service and also concerning other measures.

In February an unfortunate series of incidents in New York, when several private posts (the identity of which is not known) were charged with taking letters "for the mails" and pocketing the U. S. postage, gave the Post Office Department a welcome excuse to press for some immediate action.

As a result, on March 13th, Representative Schuyler Colfax of Indiana,* chairman of the Committee told the House:(28)

> "Mr. (Horatio) King, the First Assistant Postmaster General, on a visit to the City of New York, found four unauthorized post offices or places designated by their signs as post offices, and that people had lost money that had been deposited in those offices, supposing them to be government offices.
>
> "Mr. King . . . states that at one of these offices in New York they had the effrontery to put up the following notice: 'Letters received here one hour later every day than are received at the post office in Nassau street . . . ' thereby holding out inducements to uninformed people to put their letters into this office, instead of the regular post office of the City of New York."

"I desire to report a bill," Mr. Colfax said, "to suppress the unlawful collection and delivery of letters, which I think no one will object to; but if any one does, we are willing the bill shall be sent to the Committee of the Whole on the state of the Union. The bill recommended to us, and drawn up by the Post Office Department, the Committee have unanimously endorsed; . . . "

The bill provided, in part, as follows:(29)

> "No person, except those appointed for that purpose under the laws of the United States, shall establish any other office or post office for the reception and delivery of letters nor the establishment of any place with the words 'post office,' 'letter office' . . . or words of like import, under a penalty of $500 for the principal, and $100 for the assistant; and if the offense is continued or renewed after written notice by the deputy postmaster or agent to desist, the same penalty is to be forfeited for every day thereafter; . . . "



Figure 9. Schuyler Colfax. (1823-1885).

So far, the text obviously emanated from the Post Office Department. Then came the reservations, just as obviously added by the Committee on Post Office and Post Roads where private enterprise, patently, had some friends:(30)

> "Provided that proprietors and conductors of hotels etc., may keep boxes or bags with the words 'for the mails' inscribed thereon; nor shall the act be construed to prohibit city dispatch companies from receiving letters for delivery in their respective cities, provided they so designate their offices as to show that they are not post offices or branches . . . "

Though it had been attributed to the Post Office Department, this measure, curbing only the services of city dispatches "for the mails," and expressly countenancing privately maintained *local* collection and delivery service, gave little satisfaction to Holt and, for other reasons, received an equally cold reception in the House. In the debate that followed, Colfax found himself resorting to the lame explanation that the measure's purposes were only to curb persons seeking to obtain money under false pretenses. Other members of Congress pointed out that there were already laws against fraud. The Bill was referred

* Later (1869-1873) Colfax was Vice-President of the United States in the first administration of President Ulysses S. Grant.

to the Committee of the Whole,(31) and later buried without action.(32)

Holt then tried another tack, adhering more closely to his original strategy, and to the substance of his Annual Report.

The Senate had before it a relatively minor measure, already passed by the House early in March, modifying the third Section of the Postal Act of March 30, 1852. The pending legislation(33) would permit publishers to inscribe the expiration dates of subscriptions on the wrappers of periodicals mailed at newspaper rates, whereas under the 1852 Acts only the names and addresses of the subscribers had been permitted.

The Postmaster General visited Senator David L. Yulee of Florida, Chairman of the Upper House Committee on the Post Office and Post Roads, and proposed that his aims with respect to carrier service be tacked on to the pending Bill as an amendment. Yulee agreed, and on March 19th rose to offer the following amendment of the House measure:(34)

> "And be it further enacted, that all laws declaring that postage at the rate of one cent each shall be charged on all drop letters, or letters placed in any post office, not for transportation, but for delivery only, be, and the same are hereby repealed so far as applies to drop letters delivered within the limits of any city or town by carriers under the authority of the Post Office Department, on which letters the rate of postage imposed for the support of the carrier system in such city or town shall be collected, and no more."

Instant objection arose from the Senate floor. Senator Lyman Trumbull (Illinois) observed:

> "This bill now only provides for one simple thing, which it is very desirable should pass. The other matter, just introduced, is not connected with it at all."

Yulee replied:(35)

> "It is for the relief of the public from a very great annoyance and a great injustice. It is to enable the Department to make the carrier service effective and useful in large cities. No one can object to it.
>
> "I see no reason why we should not take advantage of this opportunity to correct an evil and to relieve the public from a burden . . . I thought . . . we should also give to the inhabitants of large cities the very important benefit of the carrier system . . . in order that they may have the responsibility and regularity and care of the Post Office Department, instead of being obliged to depend, in consequence of the difference of charge, upon city expresses for the conveyance of all their city matter . . .
>
> "The section was prepared by the Department and is very much desired and very necessary."

After numerous questions and answers, the Amendment was carried and sent back to the House where it came up for consideration March 28th.(36)

Colfax offered the House this simplified text:

> "And be it further enacted that on all drop letters, delivered within the limits of any city or town by carriers under the authority of the Post Office Department, one cent each shall be charged for the receipt and delivery of said letters, and no more."

In explaining the Bill, the Indiana Representative said:(37)

> "The effect (of the present rate) is to throw all the drop letters in large cities outside of the Post Office Department and into the hands of private express companies who deliver more frequently and generally more cheaply."

In the course of the discussion, Colfax observed:(38)

> "The Committee has letters before it from private companies offering to carry and deliver the entire letters, mail as well as drop, every two hours, at one cent each."

We know that Bloods Dispatch in Philadelphia made such an offer to the government in 1851(39) and would guess that they were among the "companies" referred to. We also wonder if young John had the courage or temerity to make the offer.

The House adopted Mr. Colfax's amendment, the Senate, in Conference accepted it and it became the Law of the United States

when President Buchanan signed it, April 3, 1860.(40)

The 1860 complete Postal Act and Appropriation Bill finally came before Congress in June and was enacted and signed June 15th to become effective on the last day of that month.

It is evident from the June debates and from newspaper comment that, in the intervening months, considerable objection had arisen to the higher charge of 2 cents prevailing for delivery of letters arriving in the cities from other places (which the April 3rd Act had not affected) as compared with the 1 cent charge on local letters. The New York *Evening Post,* for example, observed:(41)

> "Drop letters delivered by carriers shall not be taxed more than one cent each. . . . But Congress should go one step further. It should confine the carriers' rates on all letters to one cent. Why charge two cents on letters received (Ed. note, from out-of-town) by the mails and only one cent on letters dropped in the box . . . ?"

On June 11th, therefore, Colfax presented to the House this amendment to the General Postal Act:(42)

> "That from and after the 30th of June, 1860, the charge for the delivery of letters by carriers shall be one cent each, and no more, the whole of which shall be paid to them for their Services; and the Postmaster General may establish (Ed. note—rental) boxes for the delivery of letters at the outside stations in the suburbs of cities, provided it can be done without loss to the Department or injury to the service; and any net revenue derived from the rent of said boxes may be applied by him toward the increase of the carriers' fund, or the expense of collecting letters, as he may deem just or equitable."

The Representatives, weary with their long session, deeply divided by the issues that were more and more irreconcilably separating the North and South, gave scant time to this now relatively secondary subject. Most of the discussion hinged on whether, under the proposed scale, there would be adequate compensation for the carriers and sufficient inducement to attract the type of men necessary to an efficient government service.

Representative Thomas B. Florence, of Pennsylvania, opposed the Amendment, on these grounds:(43)

> "My great object is that, in our legislation, we shall so provide for a fair day's wages . . These post office carriers are compelled to be at the post offices at four o'clock in the morning, and they are not let off until sundown . . . Numbers of the letter carriers do not get more than twelve or fifteen dollars a week under the present usage . . . "

The decision of Congress was that the uniform 1 cent carrier rate, with supplemental income for the "Carrier's Fund" from the rental of boxes in the Branch stations *would* adequately pay the carriers and the amendment was passed and signed, to become effective July 1st.

Elliott Perry, in the "Carriers" chapter of the Ashbrook book, previously mentioned,(44) expressed the belief that after the Law became effective, Holt contradicted his own Bill * and, contrary to the phraseology of the April 3rd Act that "one cent shall be charged for the receipt and delivery of said letters and no more," set up separate collection and delivery fees of 1 cent for each service, making the total cost of a local door-delivered letter 2 cents.

Mr. Perry quoted from the Postmaster General's Report of December 1, 1860 as follows:(45)

> "The Acts of July 2, 1836 and March 3, 1851, contemplated that the same charge should be made for the delivery of letters into the post office as for the delivery at the domicile of the citizen. For some unexplained cause, this promise of the law was not executed and the service of delivering letters into the post office for transmission has been gratuitously performed . . . Orders have been given for the enforcement of this view of the law . . . "

From the foregoing, Mr. Perry concluded:(46)

* Colfax in the debate made it very clear that Holt had guided him in the exact wording of the House Amendment, the one adopted. Explaining the rewording, he said: "After its (the Bill's) passage by the Senate I went and saw the Postmaster General. He told me that the language was vague but that his intention was as stated by Senator Yulee. I stated to him that I would make it more definite."

"The Postmaster General *construed* the Act to permit a charge of One Cent for each kind of service and gave orders for the enforcement of . . . a collection fee . . . of one cent."

This writer does not draw the same conclusion from the facts as did Mr. Perry. The word "transmission" used in the Postmaster General's Report of 1860, was usually employed at that time with reference to letters going *out of town*. *This* mail, as we have previously noted, since 1851 had been brought to the Post Office from the Branch offices without being charged the "drop letter" fee of 1 cent. Probably, no collection fee had been reestablished in 1859, when the first lamp-post boxes for the collection of mail were installed.

Holt's order for the institution of a collection charge is believed by the present writer to have applied only to letters for the out-of-town mails and this would explain the combinations of United States 1 cent 1857 stamps and 3 cent United States postage stamps or stamped envelopes, enumerated and illustrated with Mr. Perry's Chapter.(47)

The conclusions that the "collection" charge from the government's lamp-post boxes did *not* apply to locally destined letters, and that after April 3, 1860 the *total* government charge to collect and deliver a letter within the city was 1 cent, are clearly supported by the following announcement in the New York *Herald,* July 27, 1860.(48)*

"POST OFFICE ORDER—IMPORTANT TO THE PUBLIC—To those who are in the habit of depositing letters for the mail in the lamp-post boxes, or other boxes, the subjoined order of the Postmaster is of some importance:

POST OFFICE, NEW YORK, JULY 26, 1860

'The Postmaster General has directed that one cent charged and prepaid on all letters be collected through the street boxes and otherwise, and taken to the Post Office to be transmitted in the mail.

'All persons depositing letters for the mails in the lamppost boxes or other boxes provided by the United States, except those at the Post Office, should, in order to insure the transmission of such letters, affix to each a blue (one cent) stamp, in addition to the stamp required to pay the mail postage.

The order of the Postmaster General will take effect on the 1st of August prox.

John A. Dix, Postmaster'"

The *Herald's* comment continued:

" . . . *If letters are deposited at the Post Office the one cent stamp is not necessary; nor are letters intended for city delivery affected by the new arrangement; for these only a single one cent stamp is required . .*"

" . . . The objection to this arrangement is that it requires the use of two different stamps instead of one. All the changes that are being made from time to time arise from the error of not adopting the simple principle at first—no charge for the delivery of letters and none for bringing them to the Post Office beyond that which is covered by a single stamp. If three cents are not sufficient to cover the expense, then let a four or five-cent stamp be issued."

Concerning the collection fee, the *Journal of Commerce* on July 27, 1860 said:(49)

"City letters, not for the mails to be delivered in the city, are not affected by the new order. They are subject to a postage of one cent only, whether they go into the hands of a carrier or not."

Soon after the effective date of the Act of June 15, 1860, Holt moved to the third and final measure of his relentless program. The New York City newspapers, July 17, 1860, carried the following communication received by their publishers:(50)

Post Office Department,
Appointment Office, July 14, 1860

"Sir: I am directed by the Postmaster-General to transmit to you the enclosed copy of an order, made this day, declaring the streets in New York City post routes, and to request you to have the same published for the information of all concerned.

"As the Act of 15th June, 1860, limits the carriers' fee for the delivery of letters to one cent, it becomes necessary, independently of other considerations, for the department, in order to sustain the carrier-system, to take charge of the whole business

* The italics in the quoted material are the author's.

of letter-carrying in New York. Therefore, in promulgating the order of the Postmaster-General, you will at the same time give notice of his determination rigidly to enforce the laws against any and all private carriers or expresses in the city, from and after the 1st proximo. Very respectfully, your obedient servant,

(Signed) Horatio King.

Hon. John A. Dix, Postmaster, New York"

With the above was this notice:

"POST-OFFICE DEPARTMENT,
July 14, 1860

NOTICE TO NEW YORK LETTER-CARRIERS

Agreeable to the authority conferred by the 10th section of the Act of Congress of 3d March, 1851, entitled 'An Act to reduce and modify the rates of postage in the United States and for other purposes,' it is hereby ordered that all the avenues, streets, lanes, alleys, roads and highways in all the part of the city of New York lying south of and below 55th (Fifty-fifth) street, including that street, be and the same are hereby established as postroads. This order to take effect 1st August, 1860.

(Signed) J. HOLT, Postmaster-General."

The *Journal of Commerce,* on July 17th, commented:([51])

"LOCAL DISPATCH POSTS SUPPRESSED.—It will be seen by the . . . official communication and order, that all the private letter 'Posts', 'Dispatches' and 'Expresses' in the city, are to be broken up. There are half a dozen, or more of them, which have always done a paying business, even after the establishment of the city letter boxes. Previous to that date, they transmitted letters from one part of the town to another much more quickly than it was done through the Post Office Department. They enjoyed a large share of public confidence after the boxes were put up, on account of the supposed insecurity of those receptacles."

"If the Department will now give the community an equally prompt and reliable means of sending notes and circulars about town, no one but the few parties interested will regret the abolition of the private 'Posts', since the employees of the latter were not sworn carriers, and could not therefore be held responsible for a breach of trust to the same extent as a carrier connected with the Department. The only reason which Mr. King alleges for the new decree, is a sufficient one in itself—for it has been abundantly demonstrated that the official carrier-system cannot be properly sustained unless it has charge of the entire local letter business."

The *Herald* said, on July 18th:([52])

"DELIVERY OF LETTERS IN THE CITY—A NEW ORDER.—

We perceive, by an order just issued by the Postmaster General, that the system of carrying letters by express and city post in New York is to be suppressed henceforth, and the delivery of letters confined to the Post Office carriers. The streets and avenues of the Metropolis south of Fifty-fifth street are declared, in accordance with the act of Congress of March, 1851, to be in future post routes, and the delivery of letters otherwise than through the Post Office is prohibited.

"It is pretty well known that the delivery of city letters by means of the express companies and city post has heretofore been far more prompt and satisfactory than by the Post Office System; and we will expect that the government, in monopolizing the business, will take the responsibility, and see that the public do not suffer, in time and convenience, by taking the letter carrying out of the hands of individuals or companies, and assuming the whole duty themselves."

The situation now facing the City Express Post was more critical than it ever had been before. In 1851, while Section 10 of the Act of that year had been invoked, the Postmaster General's declaration had not been accompanied by a direct order for the private enterprises to cease doing business. The order for city dispatch posts to cease operation having been issued, to save face, the government would now assuredly have to test its authority in the courts. The lamp-post boxes had made substantial inroads on Boyd's patronage. Business generally in the tense year of 1860 was not good. On top of these considerations, as a result of Boyd's rate reduction, there was exactly half the daily revenue that had been available at the

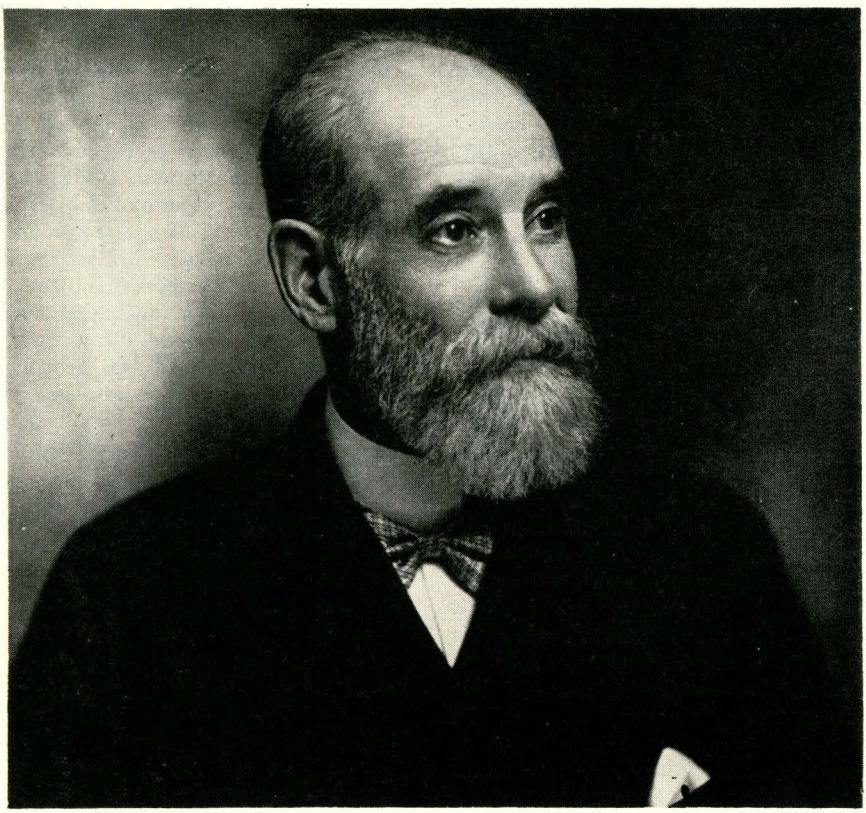


Figure 10. The Second John T. Boyd. (1840-1904). A photograph taken in the 1890's, made available through the kindness of his son, the late Dr. William A. Boyd. Unfortunately, no photograph has been found of Mr. Boyd, contemporary with his management of the City Express Post.

2 cent rate, nine years earlier, with which to finance a court fight.

The smaller Posts still functioning in New York closed their doors, one by one.* Independent though he had been, the elder John in 1851 must have gained some comfort from the knowledge that the Chatham Square Post Office and other sizeable enterprises would be fighting at his side. In 1860, as far as New York was concerned, Boyd's 20-year old son had a lonely decision to make.

The Postmaster General's order was applied also to Boston and Philadelphia. In the latter city, one ray of hope was seen. Charles Kochersperger, proprietor of Blood's Dispatch, now dean among the surviving entrepreneurs of carrier service, decided to fight.

In his 1860 Report to the President, Holt later wrote:(53)

> "By virtue of the Act I have, by a formal order declared all the streets, lanes, avenues, etc., within the corporate limits of Boston, New York and Philadelphia to be post roads and have notified all engaged in the transportation and delivery of letters for compensation in said cities, that they would thereby expose themselves to the penalties imposed by the third section of the Act of March 2, 1827. The private expresses in the cities have acquiesced in the legality of this step, with the exception of one in Philadelphia, known as 'Bloods Express' which has continued the regular delivery of letters in defiance of the order of the department."

* We do not know what Hussey did. It is likely that he remained open as a strictly commercial service. A search for his covers with dates between August 1, 1860 and the end of that year would tell the story.

Kocherspergers fight was Boyd's one hope. The Philadelphia firm would undoubtedly be prosecuted in the courts, but unlike young John, it had the resources to make the test.

Clearly there was little choice but to wait on the outcome of the Kochersperger suit, but Holt's verb "acquiesced" is hardly an accurate description of Boyd's compliance.

On July 30th, the following unhappy notice was published in the *New York Times:*(54)

"DISCONTINUANCE OF BOYD'S CITY DISPATCH,

OFFICE BOYD'S CITY EXPRESS POST,
NEW-YORK, FRIDAY, JULY 27, 1860.

To the Editor of the *New-York Times:*

On and after Monday, the 30th inst., the delivery of letters will be discontinued by this express post.

"In thus yielding to the demand of the Postmaster General, I do not mean that it should be understood that I admit his course to be legally justified, either by the meaning or intent of the statute under which he assumes to act. However, the action of the Postmaster-General, together with other causes, makes it desirable that I should yield, at least for the present.

"More than 18 years have passed since the late JOHN T. BOYD commenced the City Express Post, which I am now compelled to discontinue. He saw the usefulness of such an establishment in a large commercial community—he put it in operation, and his own energy greatly contributing to the result, it soon became what it has ever since continued to be—a necessity. Once before (in 1851) the Post-office Department in this City attempted a like course, and most signally failed; the public, from experience, lost confidence in the ability of that department to fill the place of private enterprise and responsibility; and this Express Post not only continued its popularity, but demonstrated its fitness to satisfy the requirements of the business community. Since then it has done almost entirely the carrying of CITY letters, not only for the public generally and business men, but for the municipal and county public offices, the banks, the insurance and gas companies, and other corporations of the City.

"Our institutions and citizens have been served faithfully and well. I trust that the power which now takes upon itself to perform these services for them, may be found competent to do the work. It, however, can scarcely be hoped, when the British Government, with all its practical wisdom and perfection of Police in this branch, has failed, that the sagacity of the present administration of postal affairs in the City can hope for success. In London, Liverpool, Manchester, and other of the principal cities of England, the necessity of LETTER EXPRESSES was so much felt, that on the termination of the late Crimean war the soldiers who were honorably discharged from service were permitted to organize into a distinct corps, for the purpose of carrying letters within city limits. These men are not under the control of the Government, but are independent private CITY LETTER EXPRESSES—each man acting for his own individual benefit. They satisfy the business necessity for promptitude which was felt, notwithstanding the admirable system of general postal delivery, and hundreds of them, I am informed, thus find active and remunerative employment.

"I believe that this community cannot be served EFFICIENTLY in the manner proposed by the Postmaster General, and that the time cannot be many months distant when our business people will again feel this to be the case. I rest assured that a more just policy on the part of the Postmaster-General will follow upon a practical knowledge of the subject, and he will again relinquish to private hands a work not intended for his care, and incompatible with the proper discharge of his more appropriate function. In this I feel confident that the general opinion of our citizens will concur.

"Regarding, therefore, the discontinuance of the City Express Post as, in the nature of things, merely temporary,

I am, your obedient servant,
JOHN T. BOYD."

And so, on August 1, 1860, for the first time since 1844, the Post Office Department had in truth and in fact obtained its oft-sought monopoly of the New York City carrier service.

It was an hour for magnanimity. The *Journal of Commerce* reported:(55)

"We understand that Postmaster Dix intends to take into the carrier service some of Boyd's most experienced carriers and collectors, and that he has already appointed two; a sufficient indication of a determination that the efficiency of the carrier system shall not suffer under the new order of things."

The *public* was to have a "break". The same *Journal of Commerce* article reported:(56)

"It will be seen that the Postmaster of this city intends to supply, by all the means in his power, the vacuum likely to be created by the suppression of the private letter expresses. . . . We perceive with pleasure that he has ordered a night collection, so that letters deposited in the lamp-post boxes before 9 o'clock in the evening will be taken to the Post Offices and sent off by the morning mails . . . "

For young Boyd, the summer and fall must have been miserable. The doors of the Express Post at 45 William Street, through which more than 18,000 collections and as many deliveries had passed—bearing uncounted millions of letters—were tightly bolted awaiting the news from Philadelphia.

The Government's suit for an injunction against Kochersperger was duly filed and "The United States vs. Kochersperger" dragged its tedious way in the Circuit Court of the Eastern District of Pennsylvania.

In New York, Postmaster General Holt's monopoly brought no millenium in postal service. Bit by bit the public came to learn what it should always have known, that—regardless of the imperfections of private enterprise—competition and the concern of an entrepreneur for his continued patronage constitute a discipline and an incentive to good service that would be lacking in government monopoly of any function.

The columns of the press during the latter half of 1860 offer many glimpses of the "new deal" at work. Typical were these excerpts:

August 8th:(57)

"On Saturday last, a note addressed to a person in the *Tribune* office was deposited in one of the United States Mail boxes in the vicinity of Sixth Avenue and Fortieth Street, appointing a business interview for Monday. The communication, however, failed to reach its destination until 5 o'clock Tuesday afternoon . . . It is not surprising that Mr. Boyd and others succeeded so well with their private city dispatch posts . . . "

August 24th:(58)

"What a blessing it would be to have a city dispatch so managed that one might know that a letter deposited therein would, in a certain number of minutes thereafter, positively reach its destination. How great the convenience to every businessman; how important to every denizen of a great city, whose time is of so much value. For the same reason that such an institution would be a blessing; and hailed with a universal satisfaction, the *thing* now located in the City of New York, and falsely called a City-Dispatch, is a nuisance. On Thursday of last week, a gentleman deposited a letter containing a small remittance, in one of the boxes in the Bowery, addressed to the *Tribune* office. Yesterday, just one week afterward, it reached us . . . "

October 3rd:(59)

"I have put three letters in the lamp-post boxes uptown, at different times, with four penny stamps on each directed to Woodburn, Sullivan County, N. Y. The two former did not reach their place of destination in four days after the usual and proper time. The latter I put in a lamp-post box corner of North Avenue and Forty-Sixth Street Sept. 20, which has not been received."

The columns of the press also contained frequent references to letters mailed in the lamp-post boxes without postage. As late as December 27th, the *Journal of Commerce* commented:(60)

"The number of letters dropped in the lamp post boxes, for the mail, without the requisite one cent (blue) stamp to pay for their delivery at the post office has diminished to about 150 daily. This reduction has been effected by public notices constantly issued from the Post Office Department, and repeated by the city press. After all their efforts to enlighten the community, it appears that there are still 150 people daily who will persist in subjecting the P. O. Department to a great deal of trouble and themselves and their corre-

spondents to much vexation and delay by neglecting this slight and cheap precaution . . . "

Reading these reflections of a "socialized" city postal system, young John Boyd must have mused that under the long established private dispatch system there had been less trouble for everyone concerned.

The big news came in November. On the morning of the 22nd, readers of the New York *Journal of Commerce* read this report, reprinted from the Philadelphia *Inquirer* of November 20th:([61])

"IMPORTANT POSTAL DECISION. —CITY DISPATCH POSTS NOT IN VIOLATION OF THE POST OFFICE LAW.

—The United States vs. Kochersperger, et al. (Blood's Dispatch)—In Equity.—In this case, which was an application for an injunction to restrain defendants from further prosecuting their business of receiving and delivering letters, within the limits of the city, on the ground that they were violating the acts of Congress regulating the establishing of postoffices and post-roads, and were interfering with the exclusive right claimed by the government, to carry and deliver letters and packages over all routes declared post-roads, a lengthy opinion was delivered by Judge Cadwalader, Judge Grier concurring in the views set forth and conclusions arrived at.

"This proceeding was instituted against the proprietors of Blood's Dispatch, subsequent to and consequent upon an order promulgated by the Postmaster of this city, by direction of the Postmaster General, in July last, declaring all the streets, alleys, lanes, &c., of the city post-roads, the object of the same being to drive out of the business the defendants, and to create a monopoly for the government of the collection and delivery of all letters, from one point to another, within the limits of the city. This arbitrary, and, as defendants claimed, illegal order, was resisted by them, and hence the issue, which this opinion in fact disposes of in favor of defendants.

"It is decided in effect thereby that the proprietors of Blood's Dispatch are violating no act of Congress in carrying on their business within the limits of the city, so long as they do not transport letters over streets which are made mail routes by the establishment of post offices in the districts, (now within the city by virtue of the act of consolidation,) such as Richmond, Frankford, Kingsessing, etc."

Private enterprise had won! Except for the streets constituting direct routes between government post offices, the Postmaster General's order was ruled ineffective.

No item of postal history has been more frequently misrepresented in philatelic writings. Again and again it has been incorrectly written—"The government drove the private posts out in 1860" or "The 10th Section of the Act of 1851 was made effective in 1860."

The opinion of District Judge Cadwalader,([62]) was the most complete history and analysis of the relationship between public and private enterprise in postal service ever written. It should be basic reading for every student of postal history and required reading for Federal postal executives who, perennially, take upon themselves authority to enunciate postal policy.

In this Case, it was determined that, while any government had the right to take unto itself a monopoly of postal services, the legislature must define that monopoly specifically and with reference to services already established. The government could and had taken such a monopoly for post routes—between established post offices. In Philadelphia, where a series of smaller communities had been incorporated into the larger municipality, and the former post offices continued as Branches, routes *between these offices* could properly be monopolized. But the categorical definition of *all* streets of cities as post routes could not, under the existing laws, be sustained. The application of the Government for an injunction against Blood's was denied.

The Government did not appeal to higher courts. By this ruling, therefore, Boyd's or any other private post, with complete legality and propriety, could have reopened their doors the morning of November 21, 1860.

But young Boyd hesitated. Abraham Lincoln, the Republican candidate, had been elected President of the United States. Serious trouble between the North and the South seemed inevitable. Furthermore, the city dispatch business appeared to be an uncertain source of livelihood.

What lay ahead? His father had thrice fought good fights and won seemingly conclusive victories, yet in the very first year of young John's proprietorship the battle had to be fought again. Of his eighteen months of management, five had been rendered fruitless by the pressure of a hostile Post Office Department. There could be no recovery of the losses of that bleak autumn.

The Post could not be abandoned. It represented a necessary source of income for his brothers and younger sister, as well as for himself. But if it could be sold to a new and better financed proprietor, perhaps the capital could better be invested in a more stable form of enterprise.

Therefore, with the aid and agreement of his uncle, John sought a buyer.

(To Be Continued.)

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TRANSLATIONS FROM

KOHL'S HANDBOOK

By Dr. Herbert Munk

GREECE — PART V

(Continued from Vol. XXIX, Page 193.)

Translated
By H. G. Zervas

Annotated and brought up to date
By Robert O. Truman

(Page numbers mentioned in text refer to Handbook Parts I to IV, Collectors Club translation of Kohl's "Greece.")

THE FORGERIES OF THE FIRST OLYMPIC GAMES ISSUE

(New material not included in the original Kohl Handbook.)

Several values of this issue were counterfeited by the versatile François Fournier of Geneva, and other talented artists. In general the designs are slightly smaller and coarser than the originals and the paper is often thin and usually yellowish or grayish instead of strong and white. Most of the forgeries are perforated 14 in contrast to the genuine comb-perforation of 13½ x 14 or 14 x 13½. They exist uncancelled and with various cancellations including the counterfeit postmarks described on handbook page 164.

The 40 L. forgery. The outer frame line is substantially the same thickness on all sides instead of heavy at the right and bottom. There is a space between the E. and Mouchon in the engraver's name. The O of ΟΛΥΜΠ and both 4's have white centers. Centers on genuine copies show a faint continuation of the lines in the background. The "shadow" at right of the base of the left column is missing. On the shield the figure's tongue is heart-shaped.

The 60 L. forgeries. FI: This forgery is too large, measuring 38¼ x 22¼ mm. On some copies the whip merges with one or more lines of shading, creating an optical illusion in which it appears to be bent downward. The left fore hoof of the second horse at charioteer's left merges at the tip with a shading-line in the background so that it appears enlarged, overlapping the right foreleg. The sky is often too light with shaded area irregular and incomplete. We have seen these forgeries

in imperforate sheets of 10 (2 x 5), enclosed at the top and both sides by a narrow outer frame line. The bottom margins of these sheets contain a replica of the central medallion of the large Hermes Head design, including its circle of pearls. FI exists imperforate and perforated 14.

F II: The lines are coarse and the reproduction crude. Both supporting figures at the left and right have enlarged legs and thighs, a fact which is particularly apparent in the right figure. Although the measurements of this forgery are only fractionally larger than the originals, it is easily recognized by its crude appearance. Perforated 14.

The 1 Dr. forgery. Design and postmark printed in a single operation in dull gray ink. The impression was apparently made by a planographic process from a finely-grained plate, giving the reproduction an overall appearance of softness. Gummed. Perforated 11.

Possibly this forgery was originally an illustration of the 1 Dr. stamp, which some opportunist cut out and perforated. In any case, we fail to see why it was considered necessary to apply gum, since the cancellation stands out prominently.

The 2 Dr. forgery. Color, bistre-brown without any trace of olive. Coarse impression. The vertical shading-lines of the lower panel are broken and unequal in thickness, giving the background a spotty appearance. The most obvious defect in this counterfeit is a complete lack of dots in each unit of the mosaic pattern surrounding the central figure. Perforated 14.

The 5 Dr. forgery. FI: This forgery is larger than the original, measuring 22 x 38½ mm. The outer frame lines of the bottom panel are too fine. In the word ΔΡΑΧΜΑΙ, the base of the letter Δ extends slightly beyond its junction with the left side. The final I of this word is wedge-shaped, narrowing toward the base. The period after the first initial of the engraver's name is closer to the M than to the E. Perforated 14.

F II: Impression coarse. No dots in mosaic units. In the panel containing the word ΑΘΗΝΑΙ the dots of the background vary in size. The period after the first initial of the engraver's name is closer to the E than to the M. Perforated 14.

The 10 Dr. forgery. FI: There is no left basal projection on the Ω of ΑΓΩΝΕΣ and the final N in the engraver's name consists of two dots. Both numerals 1 have rounded tops. The sky is too light, its shading sometimes irregular and incomplete. At the lower right, the final I of ΔΡΑΧΜΑΙ is wedge-shaped, with narrow top. Details of the trees or shrubbery in the foreground are indistinct. Perforated 14.

F II: Coarse impression. Too wide spacing between the E and M in engraver's name. At the same time, the M is defective, printing only at top on the left side. The background of the supporting figures at right and left is too heavily shaded and the women's faces are coarse and defective. There is a rectangular block at left of the inner end of the wall below left side of the Parthenon, containing only one instead of two horizontal lines. The letters of ΕΛΛΑΣ, excepting the E, are joined at their base. Perforated 14.

The Control Marks of April-June 1897 ([72])

During the retreat of the Greek troops from northern Thessaly several of the Greek Treasuries (Translator: fiscal agencies?) fell into Turkish hands, namely, those of LARISSA, TRIKKALA, KARDITSA and AYGIA, whose stamp depots held considerable quantities of the commemorative and the small Hermes Head issues. Besides the confiscation of these stamp stocks by the Turks, some of them were also stolen by so-called irregulars and liberated captives, from whom it appears the Turks later confiscated them. This ultimately left considerable quantities of Greek stamps in the hands of the Turks. (Besides postage stamps, these depots also held large stocks of Greek revenue stamps.)

To avoid the danger of loss to the Greek Post Office Department through the possible smuggling of these stamps back into Greece and their illegal use for franking purposes, the Greek Government immediately ordered all of its stamp distributing depots to stamp their entire sheet stock on the face with their official handstamps before distribution to the individual post offices. Several days later this order was amended to the extent that no single stamp was to leave the depots without this control stamp being applied. The control stamps of the depots had the double-circle form with the Greek coat-of-arms and surrounding inscription as described on handbook page 57. Because of their size four stamps of the smaller, and at least two stamps of the larger design of the commemorative issue were usually struck with one impression of the control stamps. It is preferable, there-

[72] Compare Dr. C. S. Socolis: Die Griechischen Briefmarken und der Turkisch—Hellenische Krieg, *Der Philatelist*, 1897, pages 385/86.

fore, to collect such stamps in blocks of four, or in pairs.

The stamps overprinted with the control stamps were then distributed to the various post offices where they were cancelled with the regular post office handstamps as they were used for franking purposes. Only Athens made an exception to this order from the beginning by applying the control stamp on the back of the stamps. We have seen various values of the commemorative issue bearing the control stamp on the face which also had the regular dated town cancellation of the receiving post offices applied upon their use for postage. Such specimens are comparatively scarce, and command premiums.

Shortly after the issuing of this order it developed that stamps bearing the control stamps, particularly single stamps, had the appearance of having been postally used. In order to avoid any misunderstandings, the original order was changed a few days later (10 days at the most) directing the application of the control stamps on the back of the stamps. It also appears that at the same time the order was amended to the effect that individual post offices and telegraph offices were to apply their own official stamps on the backs of all of their stamp stocks in so far as they were without such a control stamp. At least control stamps are found on the back of stamps having the above described design but with the surrounding inscription ΤΗΛ or ΤΑΧ. ΓΡΑΦΕΙΟΝ (=Telegraph or Post Office). All of the values of the commemorative issue, various values of the II issue (Athens printings) of the small Hermes Heads at least the 1 Dr. value of the Belgian printings, and finally some stamps of the large Hermes Heads.[73] are found with these control stamps on the back.[74]

The color of the control stamps is usually black or grey black, but they are also found in blue (PATRAS, MEGALOPOLIS, and others), violet (MESSINA, CORFU and CHALKIS), as well as in various mongrel colors. The order concerning the control stamping of postage stamps seems to have been suspended by the second half of 1897, because, generally speaking, we have not found copies bearing such control stamps after the end of June (although revenue stamps continued to be stamped for some time longer).

We have also seen larger strips of the commemorative stamps and the small Hermes Heads with a continuous roll cancellation quite similar to that used in Belgium, so that it may be assumed that it was obtained there also, as were the printing plates. We have not been able to determine if it was similarly used for postal accounting purposes only, or if its use had some connection with the events of 1897. One of the strips was cancelled with regular postmarks in addition to the roll cancellation.

According to *Der Philatelist,* 1897, the 20 and 25 L. stamps of the commemorative issue with Austrian marine post cancellations are directly connected with the Greco-Turkish war. Stamps so cancelled are from letters forwarded from VOLOS to foreign countries via the Austrian Lloyd. We have seen only one such stamp, the 25 L. No. 93, with the large blue single circle cancellation LLOYD AUSTRIACO, but with the early date of Nov. 3, 1896.

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[73] (Small quantities of the large Hermes Heads were still on hand in certain depots, for example, we have seen blocks of the 1 and 2 L. values of the large Hermes Heads of various issues, and Pemberton has seen the 40 L. stamps No. 56, etc.)

[74] The large Hermes Heads with the control stamps on the face are not from the first half of 1897, but from the time of their currency (see handbook page 57) at which time stamps so marked were also undoubtedly used for franking purposes. Pemberton, as he tells us, found three covers in the correspondence of a large Triest firm whose 30 L. stamps No. 59 had been cancelled only with such a fiscal coat-of-arms stamp. We have seen a loose pair of the 10 L. stamps No. 64a which, in addition to the coat-of-arms stamp (of the usual type but with different inscription), also had the postmark of Athens which, although the year date is undecipherable, is definitely not of 1897, because from the first Athens applied control stamps on the backs of stamps only in 1897. Some of the small Hermes Heads with official handstamps on them also seem to have been used postally long before 1897, because according to a note found in the *Timbre-Poste* 1886, page 85, the first Belgian printings of the 25 and 50 L. and 1 Dr. values had been overprinted in advance with a special handstamp of the Foreign Office for use on the postal matter of that Office to avoid fraud on the part of the postal employees handling the official correspondence.

1898 (Apr. ff.). III Issue: Reissue of the small Hermes Heads. Athens printing (typography of the Mint Printing Office), at first very good to decidedly fine, but rapidly becoming coarser to completely smeared impressions (see illustration on page 304, COLLECTORS CLUB PHILATELIST, Oct. 1949). Good, pure white (sugar white), smooth paper, without a distinct structural pattern rather glossy, similar to the so-called cellulose paper. Light colorless to light yellowish, generally, smooth gum. **(a)** unperforated, **(b)** 11½ perforation (the line-perforation of the Athens main post office). Also perforated ca. 9 in ACARNANIA and AETLOIA. Known unperforated vertically or horizontally.

			(a) unperforated		(b) perforated 11½	
Munk	Scott		unused	used	unused	used
100	—	1 L. yellowish brown	—.15	—.06	—.20	—.06
101	—	2 L. yellow (ochre) brown	—.25	—.30	—.40	—.50
102	—	5 L. light green	—.55	—.10	—.75	—.15
103	—	10 L. orange yellow	1.—	—.08	1.—	—.10
104	—	20 L. carmine rose	1.25	—.10	1.25	—.10
105	—	25 L. light lilac purple	1.50	—.10	2.—	—.15

After the commemorative issue had been used up, the deferment of the contemplated new issue brought the Greek Government to the realization, in April 1897, that it would be necessary to reissue the small Hermes Heads (Royal Decree of Apr. 19, 1897, see the *Timbre-Poste* 1897, page 69). In order to make this interim issue a pleasing one, special efforts were made to obtain the best possible printing results from the old plates. For the first time since the first good cream paper A of early 1876 a uniformly good quality of paper was procured, and a complete cleaning, and the preparation of new underlays was undertaken for each of the six plates. As a result the first printing of 1898 turned out better than any other Athens printing of the small Hermes Heads, and, particularly in the three high values, the fine rendition of the shading lines, the smooth, uniformly colored background of the medallion, frequently approaches the excellence of the Belgian printings. However, complete deterioration quickly followed, and later printings of the III Issue are so badly smeared almost throughout, in spite of the good quality of the paper, that they are even worse than the coarsest printings of the middle 1890's.

Besides the printing irregularities already mentioned under the II Issue, paper creases are found, some of such width that the entire design is divided in two by white stripes. We have also seen a lower marginal row of the 1 L. value in which part of the impression was on the back of the lower margin because of a turned over sheet corner.

Perforation: The III Issue was also perforated 11½ by the main post office in Athens, so that most of the values are as abundant with this perforation as they are unperforated. The perforating was frequently very defective, and incomplete perforations (some rows hardly showing blind perforations), misperforations (occasionally into the center of the stamps), etc., are quite common. Horizontal and vertical pairs unperforated between, or single stamps unperforated on one side, are often found in all values, and command only a slight premium. Occasional double perforations, etc. are also found.

Local perforations were also applied to the sheets of the III Issue by certain officials of the provinces, or by firms having a large correspondence, as already described under the II Issue. Among these the large-holed ca. 9 perforation applied and issued in the post offices of ACARNANIA and AETOLIA merit special notice. The occurrence of the same perforation in many, if not all of the post offices of this province permits the conclusion that it was applied to the stamp sheets before their distribution to the post offices. According to Nicolaides, the ca. 9 perforation was applied by the head of the stamp distributing office of the province, and, supposedly, the perforating machine was placed at his disposal by the Post Office Department. Nicolaides gives the following seven post offices of the province as places where this perforation was issued: AGRINION, ASTAKOS, AETOLIKON, KARVASSARA, MISSOLONGHI, NAFPAKTOS and VONITSA, to which we are able to add: KALAVRITA, KATOUNA, LEFKAS and ZAVREDA.[75] According to *Gibbons Month-*

[75] Editor's Note. Also AMF. ARGOS, DOUNITSA, KATOHI, MENIDION and MYTICA.

ly Journal XII, page 226, stamps with this perforation were also issued at the post office of CORFU. In the following summary we have added those stamps of the II Issue that have been submitted to us with this ca. 9 perforation (P1) (No. 81B, No. 85xB, both with the cancellation of BONITΣA=VONITSA in the collection of Dr. Műller - Rastenfeld), and others that have been reported by reliable sources.

II. Issue.

1898/1900. Local line-perforations ca. 9 of the Province of Acarnania and Aetolia.

No.	81B	P1	10	L. ochre-orange	—.—	5.—
No.	85	P1	25	L. dark purple lilac	—.—	10.—
No.	86	P1	40	L. blue	—.—	8.—
No.	87	P1	1	Dr. grey	—.—	—.—

III. Issue.

No.	100	P1	1	L. yellowish brown	—.—	—.—
No.	101	P1	2	L. yellow (ochre) brown	—.—	—.—
No.	102	P1	5	L. light green	—.—	5.—
No.	103	P1	10	L. orange yellow	—.—	4.—
No.	104	P1	20	L. carmine rose	—.—	2.50
No.	105	P1	25	L. light lilac purple	—.—	—.—
No.	106	P1	20	L. on 25L. dull blue (a) ultramarine	—.—	—.—

This same local perforation is also found on the surcharged 20 and 25 L. stamps used in this province, for example, in ASTAKOS and VONITSA, see under the surcharged issues.

Regarding a 13¼ or ca. 13 perforation on the stamps of the III Issue, see under the II Issue.

As the new issue, ordered in London, was originally to have been issued on Jan. 1 (14), 1901, all stamp depots and post offices were ordered, in 1900, to return their stocks of large and small Hermes Heads (of the latter presumably only from the 25 L. upwards) to the General Postal Administration in Athens, who then made a record of all remainders. The greater part of the remainders was used for the following surcharged issues, and at the end of 1900 all previous issues were declared obsolete. As the new issue did not actually appear until Jan. 1 (14), 1901, this obsolescence can only have applied to the values of over 25 L., as otherwise there would have been no stamps available for the values up to and including the 25 L.

The remainders of the small Hermes Heads were officially incinerated in February 1931. Among these were found 5466 copies of the 25 L., and 5529 copies (including 12 perforated copies) of the 40 L. Belgian printing. The quite considerable remainders of some of the Athens printings undoubtedly consisted chiefly of the last issue (Nos. 100/105), and the remaining 40 L. lilac No. 84, all unperforated almost throughout. There was no considerable number of any perforated sheets included except the 25 L. blue No. 83B perforated 11½.

The Surcharged Issues of Sept. 1900-Jan. 1901

As the Greek Postal Administration originally believed it would be able to bring out the new issue, ordered in London, on Jan. 1, 1901, it ordered all fiscal agencies and stamp distributing depots to return all of their stocks of the older issues. These were inventoried, a record was made of them according to issues, and they were then placed in the custody of the Treasury Department. The greater part of these remainders was used from Sept. 1900 on, for the production of several surcharged issues. The first stamps used for this purpose were the 25 and 40 L. stamps Nos. 83 and 84 (old colors) which had been withdrawn since Jan. 1, 1893, followed by the greater part of the remainders of the large Hermes Heads, and finally, from the end of Dec. 1900 on, remainders of the Olympic Games issue.

According to the *Illustriertes Briefmarken Journal* of 1901, page 107 ff., these surcharged issues were supposedly brought about by a newspaper article, written by a certain Dr. X,[76] appearing in early 1900. This

[76] Editor's Note. Constantinides, in *Etude sur les Timbres de Grece,* states that the so-called Dr. X was probably Dr. C. S. Socolis.

article proposed the issue of the remainders of the older stamps with new value surcharges not only for philatelic purposes, but also on behalf of the dealers to whom the official remainders were no longer accessible. Even if this article first suggested the idea to the postal authorities, who until this time had not put out a surcharged issue, some actual postal need for it probably influenced their decision. It enabled the new Postmaster-general to use up the existing remainders for regular postal requirements until the appearance of the new issue, or to provide sufficient quantities of depleted values, which were becoming increasingly necessary because of the depreciation of the Greek paper currency.

The following may serve to show how little the press of that time understood certain conditions surrounding the surcharged issues, and, consequently, misjudged them. As proof of the speculative character of the issues it was stated that special stamps of 40 L. value were produced, and existing stocks of 40 L. stamps were converted into other values. The 40 L. stamps of the small Hermes Heads used for this surcharging were those that had been withdrawn since Jan. 1, 1893, or had been exchanged for those of the new colors to avoid misuse, see pages 309-310, COLLECTORS CLUB PHILATELIST, Oct. 1949. However, the fact that the retention of the purple color for the 25 L. sold at 30 L. (equivalent to 25 L. gold), which was the officially prescribed color for the 25 L. value since Jan. 1, 1893, was also intended for the 25 L. value in the surcharged issue, is proved by the use of purple stamps of the large and small Hermes Heads for the 30 L. stamps No. 109, and the A M stamps 25 L. gold No. 114. Even in the last surcharged issue (A M on the remainders of the Olympic Games Issue) the effort was made to maintain the prescribed purple color to the extent of using the violet 40 L. stamps for the 25 L. gold value surcharge.

On the other hand, most of the rarities, as well as a large number of the varieties of this issue, insofar as they are not plain forgeries, got out illegally; in fact, to some extent, they owe their existence to unsanctioned machinations. They came about in the following manner:—

Prior to each issue it was officially determined which sort of stamps was to be used for each surcharged value. For example, it was intended that the remainders of the 40 L. stamps of the small Hermes Heads perforated 13½ were to be used for a different surcharged value then their unperforated remainders, and their Athens printings for different values than their Belgian printings. According to instructions, if, upon inspection at the Treasury after printing, sheets were found in any one printing which did not comply with these specifications, they were to be laid aside as "printing errors" for later destruction.

Now it so happened that the cashier of the stamp depot of the Treasury was a relative of the above mentioned Dr. X.,[77] a well known Greek philatelist, so that the stamp depot was not entirely immune to philatelic influences and visits. This made the following transaction possible:—

Before each printing the stamp depot counted off the number of sheets of a specific sort required for the surcharged value to be produced, and charged them to the government printing office, which was still located in the ground-floor of the Treasury. It, in turn, returned them to the stamp depot after they had been properly overprinted. The person concerned was able to arrange that among the sheets sent to the printing office there would be certain ones that were not of the proper sort. These would then be overprinted with the proper ones and returned to the stamp depot, where they would be set aside as "printing errors." When the regular stamps were issued a number of sheets were purchased which were then substituted at the depot for a corresponding number of sheets of the "printing errors." In this manner the depot accounted for the total number of sheets issued for any one printing, and the government sustained no actual loss.

A subsequent official investigation determined that the 2 Dr. surcharged on the unperforated and perforated 13½ small Hermes head 40 L. value of the Athens and Belgian printings were solely from such sheets of exchanged "printing errors" (compare *Illustriertes Briefmarken Journal* 1901, page 316, and *Der Philatelist* 1902, page 154), of which

[77] Editor's Note. Patrikios, an uncle of Dr. Socolis.

the sheets of No. 108 II (Belgian printing) were sold in England by Dr. X.

Among the surcharged issue on the large Hermes Heads certain rarities (other than the officially prescribed stamps) could possibly have originated in the same manner, although in most instances they probably are but forgeries. (See under No. 109 ff.)

The numerous double, inverted, etc. surcharges supposedly came into being in a similar manner; in fact, according to Mertzanoff, *(Philatelic Record* Oct. 1901, and *Illustriertes Briefmarken Journal* 1902, page 207), the majority of such printing varieties were produced intentionally for the trade, some actually to order for certain dealers. All double, inverted, etc., surcharges not catalogued by us are simply forgeries, or subsequently made varieties. The same holds true for a series of supposed setting varieties as, for example, the 40 L. stamps No. 110 with inverted T in ΛΕΠΤΑ; an inverted 40; or 04 instead of 40, etc., as well as surcharges in different colors. All such "rarities" never existed in the issued sheets, because at that time complete sheets were very carefully examined for such errors by various specialists. The only legitimate setting errors are those we have listed, others are thought to be not even printer's waste, but simply deliberate forgeries.

Special comment is also necessary in connection with the 11½ perforation on the surcharged stamps. As this line-perforating machine remained available to the public in the main post office in Athens until 1901, our previous remarks apply to the surcharged stamps also (see handbook page 161 and COLLECTORS CLUB PHILATELIST, Oct. 1949, pages 307, 314, etc.) although to a great extent the conditions were somewhat different. According to the unanimous report of the press of that time, the A M stamps, and apparently the Drachma values of the ordinary stamps also, were not sold over the counter at all, because of the special use for which they were intended, but were affixed by the postal personnel. They were available to the public only at the main counter in Athens. (According to the *Illustriertes Briefmarken Journal* 1900, page 435, collectors who desired to purchase such stamps had to make a special request to the Post Office Department using a fiscally stamped 1 Dr. paper for the purpose.) According to reliable information, the values intended solely for regular use on parcel post and money orders are not supposed to have been perforated by the Athens main post office at all, at least not the A M stamps over 25 L. (although the latter could be used regularly for ordinary foreign letters somewhat later on; see below). If, according to the same information, Drachma stamps are nevertheless found occasionally on money orders, etc. with the 11½ perforation, in other words used regularly in the internal operations of the post office, they are due to philatelic influences. It seems questionable, therefore, if the mentioned surcharge values, particularly of the A M issues, can be considered as valid varieties. The mischief perpetrated for selfish reasons with this line-perforation is best demonstrated by the fact that the possessors of the above mentioned "substituted" 2 Drachma sheets had some of them provided with this 11½ perforation, so that these never issued "printing errors" are also found with this perforation.

Even the greater part of such varieties as vertical or horizontal pairs unperforated between, which probably occurred accidentally in the small Hermes Heads, were undoubtedly made intentionally in the surcharged issues to produce rarities, although in the lower values occasional rows were accidentally left unperforated, particularly the sheet margin side of marginal rows. According to Mertzanoff and others, a large part of such varieties was made to the order of a foreign stamp dealer. This brought with it the further manufacture of similar varieties to keep the prices of the foreign dealer for such varieties from being set too high.



1900 (Sept.). I Provisional Issue: Athens printings of the 25 and 40 L. stamps Nos. 83A and 84 with the black typographed surcharge S1 changing their values. No. 107 officially issued unperforated only **(a)** or perforated 11½ **(b)**, No. 108 only perforated 13½. Known unperforated vertically or horizontally.

Munk	Scott		original stamp	(a.) unperforated		(b.) perf. 11½		Quantities printed
106	129a, 140a	20 L. on 25 L. (a) indigo-blue	No. 83Aa	4.—	—.40	6.—	3.—	864,300
	129e, 104e	FI surcharge inverted		—.—	—.—	—.—	—.—	
	129b, 140b	(b) ultramarine	No. 83Ab	7.50	6.—	12.—	10.—	
	129, 140	(c) blue, dull blue	No. 83B	—.50	—.30	1.25	1.—	
	129c, 140c	FI double surcharge		10.—	—.—	10.—	—.—	
	129d, 140d	FII triple surcharge		14.—	—.—	14.—	—.—	
	129e, 140e	FIII inverted surcharge		14.—	—.—	14.—	—.—	
107	134, 144	1 Dr. on 40 L. dark purple lilac	No. 84a, b	1.75	1.50	10.—	5.—	121,100
108	150	2 Dr. on 40 L. dark purple lilac perf. 13½	No. 84b		7.—	7.—		103,500

Not issued officially (substituted "printing errors").

107	I	—	1 Dr. on 40 L. Athens printing, perf 13½	No. 84b	25.—	
108	I	—	2 Dr. on 40 L. Athens printing, unperf. and perf. 11½	No. 84a, x	40.—	40.—
108	II	—	2 Dr. on 40 L. Belgian printing, purple violet	No. 75	60.—	70.—

The numbers issued given by us are somewhat lower for Nos. 107 and 108, and higher for No. 106, than those officially ordered, but, according to Dr. Socolis *(Der Philatelist,* 1901, page 40), they represent the actually listed quantities. However, of these, the following remainders were destroyed in February 1931; No. 106, *variety c* only, 2500 copies; No. 107, surcharged on No. 84a, 195 copies; and No. 108, 32,254 copies.

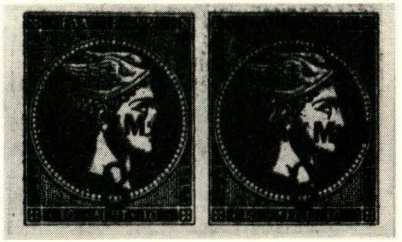
Besides the last printings on B paper, a few remainders of older Athens printings on A paper were used for No. 106 (see pages 312-313, COLLECTORS CLUB PHILATELIST, Oct. 1949), which explains the Varieties a and b. The stamps No. 84, used for Nos. 107 and 108, were printed only on B paper. The three surcharged values are found on the domestic A and B papers with parts of the watermark illustrated on page 312, COLLECTORS CLUB PHILATELIST, Oct. 1949. (Premiums.) According to official instructions, only the remainders of the Athens printings of No. 84, with the comb-perforation 13½, were to be used for producing No. 108. Regarding the unissued "printing errors" see foreword.

Surcharge varieties: The typical setting irregularities of this issue are unimportant. The surcharge of No. 107 is found with a larger or smaller Δ, and also with a small H. No. 108 is found with a somewhat smaller T in ΛΕΠΤΑ. The catalogued double or inverted impressions on No. 106 appear to have been regularly produced for the most part, see foreword. Other double impressions are forgeries. *The American Journal of Philately* of 1901/2 reported further varieties of No. 106, namely, horizontal pair one stamp without surcharge, 50 over ΛΕΠΤΑ (unperforated), 50 without ΛΕΠΤΑ. The last two varieties are due to placing the surcharge too high on the sheet, and the latter variety is probably an upper marginal one.

We have seen regularly used copies of the 1 Dr. stamp No. 107 with the surcharge so strongly shifted horizontally that the first three letters of ΔΡΑΧΜΑ appeared on the right cut margin, and the last three letters on the left margin. The surcharged numeral 1 had fallen mostly in the spaces between the stamps, and in some instances was lost in cutting the stamps from the sheets.

Regarding the numerous perforation varieties of No. 106, see foreword. No. 106 was also used in ACARNANIA and AETOLIA with the large-holed ca. 9 perforation, see page 245.

Der Philatelist of May 1901 first reported this variety. We have seen unimpeachable copies of the *Variety c* (blue) with this perforation with cancellations of ASTAKOS, VONITSA, and others, whereas *Variety b* (ultramarine) with this perforation, which is also listed in Kohl's 10th Edition, has not been submitted to us. (According to the Senf Catalogue, the ultramarine stamps with the 9 perforation even exist with inverted surcharge?)



S 2

1900 (Oct.). II Provisional Issue: Remainders of the large Hermes Heads with the black typographed surcharge S1 (Nos. 109/111), or S2 (Nos. 112/113) changing the values. Stamps for Nos. 109, (110) and 112 without control numerals, for Nos. 111 and 113 with control numerals. Issued unperforated **(a)**, perforated 11½ by the Athens post office **(b)**. Known unperforated vertically or horizontally.

Surcharge S1 with 0's in two types. (Nos. 109-111)

Type I: narrow 0, diameter about 2.75 mm. (97 times in the sheet).
Type II: wide 0, diameter about 3.50 mm. (53 times in the sheet).

50 **50**

Narrow "O" Wide "O"

S 1

Munk	Scott			original	Type I. (a) imperf.		Type I. (b) perf. 11½		Type II. (a) imperf.		Type II. (b) perf. 11½	
109		30 on 40 L.		stamp								
	130, 141	(a)	dk. purple violet	No. 66**a**	1.25	1.25	3.—	2.50	1.75	1.75	3.25	2.75
	130a, 141a	(b)	dull to light purple violet	No. 66**b**	1.25	1.25	3.—	2.75	1.75	1.75	3.25	3.—
	130c, 141c		FI A instead of Λ in ΛΕΠΤΑ		7.50	—.—	7.50	—.—				
	130d, 141d		FII double impression		15.—	—.—			17.50	—.—		
110	132, 142	40 on	2 L. bistre on cream	No. 62	1.75	1.75	2.50	2.25	2.25	2.25	3.—	2.50
	132b, 142b		FI A instead of Λ in ΛΕΠΤΑ	No. 62	7.50	—.—	7.50	—.—				
111	133, 143	50 on	40 L. flesh on cream	No. 56	1.50	1.50	3.—	2.75	2.—	2.—	3.50	3.25
	—, —		FA Vert. ribbed paper	No. 56FA	4.50	5.50	5.—	6.—	3.—	6.—	5.—	6.—
	133b, 143b		FI A instead of Λ in ΛΕΠΤΑ		7.50	—.—	7.50	—.—				
	—, —		FA Vert. ribbed paper	No. 56FA	15.—		20.—					

			original stamp	(a) unperforated		(b) perf. 11½	
112	137, 147	3 Dr. on 10 L. (a) orange, reddish orange on cream	No. 64cA	4.—	4.—	4.50	5.—
	137a, 147a	(b) yellow orange	No. 64d	4.—	4.—	4.25	4.50
113	138, 148	5 Dr. on 40 L. (a) light to dark purple on blue	No. 29a,b	12.50	12.50	20.—	20.—
	138a, 148a	(b) dull reddish to red lilac	No. 36a,b	15.—	15.—	22.—	22.—
	138b	FI Control numeral error 2 (0) over-printed 4 (0)	No. 36FI	200.—	—.—	250.—	
	139, 149	(c) dark purple lilac on blue, thin, meshy paper	No. 50f	50.—		50.—	

Quantities

	surcharged	destroyed
No. 109	178,650	47,549
No. 110	189,750	50,100
No. 111	167,850	269
No. 112	86,550	74,398
No. 113	51,900	38,670

The first surcharges on the large Hermes Heads were issued directly after Nos. 106-108, presumably as supplementary values. The two higher values were intended principally for domestic parcel post and money orders. Before the middle of October the first A M stamps Nos. 114 ff. were issued for the same foreign traffic. Actually Nos. 112 and 113 were sold and cancelled almost exclusively for collecting purposes, and regularly used copies, on piece or the like, are worth premiums, particularly when in good condition, because the franking on money orders, etc. was frequently cut besides being cancelled.

The 30 L. stamps No. 109 were presumably intended for single foreign letters as a substitute, or replenishment, for the purple 25 L. stamps No. 105 which were sold for 30 L. only.

The numbers issued reported by us are considerably below the amounts ordered for No. 113, whereas for Nos. 109-112, in some instances, they exceed considerably the ordered amounts. We have given the numbers destroyed as remainders in February 1931 as well as the quantities surcharged of the individual stamps. The ratio between the numbers issued and the remainders is as surprising, in some instances, as the relation of the numbers of the remainders of the various values are to one another.

The original stamps: The specific stamps that were to be used exclusively for each surcharge value of this issue were also prescribed officially. The stamps were assigned according to issue, as follows:—for the 30 L. surcharge the 40 L. stamps (No. 66) of the 1880 ff. issue; for the 50 L. surcharge the 40 L. stamps (No. 56) of the 1876 ff. issue; and for the 5 Dr. surcharge the 40 L. stamps of older issues on blue paper. For the 5 Dr. surcharge remainders of the 40 L. stamps No. 29 of the 1862/67 issue (*Varieties a* and *b* only), and to a lesser extent the 40 L. stamps No. 36 of the 1868 ff. issue from cleaned plates were used. A few sheets of the 40 L. stamps No. 50 of the 1872 ff. issue on thin meshy paper were also used, which were exclusively those of *Variety f* in a quite dark reddish shade resembling that of the scarce dark claret *Variety c*. These sheets of No. 113*c* seem to have reached the trade only, as we have seen no regularly used copies of it, although we have seen copies with the 11½ perforation, and pairs unperforated between, etc.

The bistre 2 L. stamps No. 62 of the 1880 ff. issue were ordered to be used exclusively for the 40 L. surcharge No. 110, and the surcharge was regularly printed and issued on these stamps only. The large quantities of the 40 L. surcharge on 2 L. stamps No. 25b (yellow brown on yellowish cream) are forgeries of the surcharge. They were produced shortly after 1900 with a false surcharge plate for the purpose of raising the face value of the stamps 38 L. At that time, stamps of which sheets were still available in sufficient quantities were still sold wholesale at face value. These sheets of the 2 L. with the faked surcharges were sold chiefly in Paris,

where, after the death of a well known Greek dealer, complete sheets of them were still in existence.

The status of the 40 L. surcharge on the 2 L. stamps No. 41 in the "bistre chair" shade is not quite as clear. Several sheets of this older 2 L. stamp were supposedly surcharged regularly (probably in the manner discussed in the foreword). Remarkably, these sheets were distributed to the post office of LEFKAS, on the island of CORFU, the home of the previously mentioned Dr. X., which casts even more suspicion on the report. The 40 L. surcharge on these 2 L. stamps No. 41 is probably the result of machination also, or even a forgery.

Of the varieties in the stamps themselves, No. 111 FA (vertically ribbed paper) is from the last, or next to the last, right hand row of the sheet (compare handbook pages 40 and 134). As the O's of the surcharge occur five times in Type II in the last row, and eleven times in Type II in the next to the last row (see diagram), No. 111 FA is found in Types I and II (Translator: No. 111 FA can also occur in vertical or horizontal pairs with Types I and II se-tenant).

Copies with the setting error FI (A instead of Λ in ΛΕΠΤΑ) can also occur on vertically ribbed paper, as one of the errors was located in position 50, a right marginal copy.

We have seen one unperforated, and one perforated, copy of the control numeral error No. 113 FI (2(0) manually corrected with an overprinted 4), both as center stamps of unused blocks of nine from the Ferrari collection (see handbook page 105).([78]).

All of the basic 40 L. stamps are found with the plate varieties A or B illustrated on handbook pages 162 and 167, and the basic 10 L. stamps, used for No. 112, with the plate varieties A or X. Premiums for the A or B varieties in the 40 L. stamps (No. 109) 9.—, (No. 111) 5.—, (No. 113)—1.—; for the A or X varieties in the 10 L stamps 5.—.

[78] Editor's Note. A similar unused strip of 3, unperforated, in which the center stamp contained the error, was sold a few years ago for $20.00 in the Harmer, Rooke auction of the Col. E. H. R. Green Collection (Lot #680). Blocks, strips, etc., containing this error were removed from most of the sheets at the post office and sold to philatelists. (Among the sheets of No. 113 incinerated in 1931 there was one sheet with the control numeral error FI.) Consequently used copies are very rare.

O Types, spacing variations between the lines of the surcharge, setting error FI ([79]):

The same S1 plate was used for surcharging Nos. 109-111 by resetting the first digits of the surcharge value. This is proved by the occurrence of the O types and the setting error FI, as well as the spacing variations in the same sheet positions in the three lepta surcharges, discussed below. The following explanation, as well as the diagram of the S1 plate, has been taken from the article mentioned in the footnote, whose statements were corroborated by our sheet material.

There are four different spacings between the lines of the surcharge, namely, $a=1.5$ mm. (28 times), $b=2.0$ mm. (6 times), $c=3.0$ mm. (114 times) and $d=4.0$ mm. (2 times). The distribution of the O types, of which there are 97 Type I (narrow) and 53 Type II (wide), and the four spacing variations, results in the following comparison of occurrence. (See chart next page)

(Editor's Note. This is a corrected table, based on additional research).

	a	*b*	*c*	*d*
O Type I	18	3	75	1
O Type II	10	3	39	1

One may also group spacings a and b as narrow spacings, and spacings c and d as wide spacings, in which case each sheet contains 34 narrow spacings and 116 wide spacings, the former being about three times as scarce as the latter.

The setting error FI, A instead of Λ in ΛΕΠΤΑ, is found in two positions (Nos. 35 and 50) of each sheet of one hundred and fifty stamps. As both of these positions have Type I O'S and c spacing, the error can occur only with these characteristics. Copies with other spacing measurements are forgeries. As the top of the A (ΕΠΤΑ) is often smeared down to the cross bar, and similarly smeared Λ's also occur, a further identification mark for FI will be found in the wider spread of the slanting strokes in the A than in the Λ.

The surcharge varieties consist of positional variations, vertically or horizontally, damage to certain letters, etc. As a result of a strong shifting upwards of the sheet, No. 111 is

[79] Compare: "Einiges uber Griechenland Marken", by N. in *Philatelisten Zeitung* 1910, page 74 ff; reprinted in the *Berliner Briefmarken Zeitung* 1910 and *Illustriertes Briefmarken Journal* 1910.

II	II	I	II	I	I	I	I	II	II
c	c	c	c	c	c	c	c	c	c
II	II	I	II	I	I	I	I	II	I
c	c	c	c	c	c	c	c	c	d
II	II	I	II	I	I	I	I	II	I
c	c	c	c	c	c	c	c	c	c
II	II	I	II	I#	I	I	I	II	I
c	c	c	c	c	c	c	c	c	b
II	II	I	II	I	I	I	I	II	I#
c	c	c	c	c	c	c	c	c	c
II	II	I	I	I	I	I	I	II	I
c	c	c	c	c	c	c	c	c	c
II	II	I	I	I	I	I	I	I	I
a	a	a	a	a	a	a	b	a	a
II	II	I	I	I	I	I	I	I	I
c	c	c	c	c	c	c	c	c	c
II	II	I	I	I	II	I	I	I	II
c	c	c	c	c	c	c	c	c	b
II	II	I	II	I	I	I	I	I	II
c	b	c	c	c	c	c	c	c	c
II	II	II	I	I	I	I	I	II	II
a	a	a	a	a	a	a	a	a	a
II	II	I	I	I	I	I	I	II	I
c	d	c	c	c	c	c	c	c	c
II	II	I	I	I	I	I	I	II	I
a	a	a	a	a	a	a	b	a	a
II	II	I	I	I	I	I	I	II	I
c	b	c	c	c	c	c	c	c	c
II	II	I	I	I	I	I	I	II	I
c	c	c	c	c	c	c	c	c	c

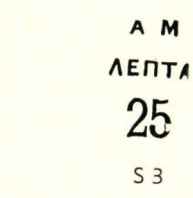
#=setting error FI.

found with the 50 above ΛΕΠΤΑ, as in No. 106, or with 50 only. No. 109 was submitted with partly printed surcharge *(Illustriertes Briefmarken Journal* 1902, page 208).

We have seen only large parts of sheets bearing the surcharge S2, but on these we were able to note the same spacing varieties, in the same order and distribution, as in the surcharge S1. In Nos. 112 and 113 the seventh, eleventh and thirteenth horizontal rows had narrow spacing, and the twelve remaining rows had wide spacings, so that the comparative occurrence of the narrow and wide spacings is the same as in surcharge S1. As the spacing variation d occurs in the same sheet position (112) in the S2 surcharge as it does in the S1 surcharge, the S2 plate was evidently made by substituting the lines of S2 for those in the S1 plate.

The only unquestionable double impression of the surcharge is that of No. 109 FII. *All other double, triple or inverted impressions are forgeries.* The same holds true for all supposed setting varieties other than FI, for example, No. 109 (ΛΕΠ)ΛΑ instead of TA, No. 110 with inverted T in ΛΕΠΤΑ, or with inverted numeral, etc., also surcharges in other than black ink, for example, No. 112 with indigo-blue surcharge, etc.

Of the numerous perforation varieties of this issue it is possible that in the lower values a few pairs unperforated between, or marginal stamps lacking perforations on one side, were made accidentally. However, the majority of such pairs (probably all those of the Drachma value) were made intentionally for the trade, and such of the Drachma values probably altogether.



1900 (Oct.). III Provisional Issue: Remainders of the Belgian printings of the 25 and 40 L stamps(Nos. 74 and 75) in the small Hermes Head design, withdrawn Jan. 1, 1893, and further remainders of the large Hermes Head 40 and 50 L. stamps, with the three-line, black, typographed surcharge S3 in new gold currency values for foreign parcel post and money orders. Unperforated **(a)** or perforated 11½ **(b)** by the main Athens post office. Known unperforated vertically or horizontally.

Munk	Scott		original stamp	(a) unperforated		(b) perf. 11½	
114	151, 155	25 L. on 40 L. purple vio. (Belgian printing)	No. 75	2.—	2.—	5.—	5.—
115	152, 156	50 L. on 25 L. grey-blue (Belgian printing)	No. 74	3.50	3.25	7.50	7.50
116a	153, 157	1 Dr. on 40 L. pale brown, reddish brown on blue	No. 50**b,d**	25.—	25.—	34.—	—.—
116b	—, —	1 Dr. on 40 L. grey greenish olive on blue	No. 50**a**	28.—	28.—	—.—	—.—
117a	154,158	2 Dr. on 5 L. green, yellow-green on cream	No. 63**a,d**	5.—	5.—	6.50	6.50
117b	—, —	2 Dr. on 5 L. dull to light green	No. 63**c**	5.—	5.—	6.50	6.50

Quantities Surcharged

No. 114 36,000 No. 115 16,500 No. 116 17,550 No. 117 13,050

The introduction of special A M stamps of gold value has the same basis as the sale of all 25 L. stamps for 30 L. after Jan 1, 1893. The Greek Postal Administration was obligated to remit to all foreign postal administrations their share of the collected fees on a straight gold basis. Because of the low exchange value of the Greek currency the Government was forced to charge all Universal Postal Union rates in gold currency. The A M surcharged stamps, therefore, represent a necessary issue. They were replaced by a definitive A M issue on Jan. 1, 1902.

At first the four values were intended for exclusive use on foreign parcel post and money orders. They were not sold over the counter, and could be affixed only by the postal personnel. By the end of 1900 it was also permissible to use the 25 L. A M stamps for franking foreign letters instead of the ordinary 30 L. stamps. This gave a certain advantage to firms with large correspondence, as the rate of exchange for 25 L. gold was slightly less than 30 L. at times. However, the higher values of the A M stamps on letters are simply philatelic frankings, in fact the majority of Nos. 116 and 117 found on the market were cancelled to order.

The amounts printed given by us represent the actual number issued, according to Dr. Socolis, although again the amounts originally ordered vary considerably from these figures in some instances. According to official orders, there were to have been produced:— 40,000 of No. 114, 12,000 of No. 115, 10,000 of No. 116 and 14,000 of No. 117. In the entire surcharged issue Nos. 114/117 only 41 copies of No. 117 were found in the remainders when they were incinerated in February 1931, whereas the destroyed remainders of the last surcharged issue, particularly of Nos. 119/122, were considerable.

The following basic stamps were prescribed:—the 40 L. stamps No. 50 on thin meshy paper for No. 116; the 5 L. stamps No. 63 on cream paper, without control numerals, for No. 117. For No. 116 the *Varieties a, b* and *d* of No. 50 were used indiscriminately *(Varieties c, e,* and *f* were not used) especially the bronze and copper brown

shades of *Variety b,* and comparatively few of the mongrel or grey greenish shades of *Variety a.* For No. 117 the green to quite deep green, and yellow green *Varieties a* and *d* as well as the typically dull green shades of *Variety e* of No. 63 were used. The latter shade has not been noted in any catalogue, although it is, in part, more striking than others among the basic stamps of these surcharged issues.

In this issue the 40 L. stamps are found with the A or B plate varieties illustrated on handbook page 162. (Premium for A 20.—, for B 5.—.) The 5 L. stamps are found with the plate varieties B or X (Premium 2.—).

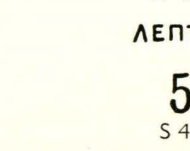
The plate for surcharge S3 on Nos. 114 and 115 (small Hermes Heads) contained one hundred and fifty subjects in three groups of fifty subjects each, arranged horizontally to conform with the arrangement of the stamps in a half sheet (150 stamps). The plate for surcharge S3 on Nos. 116 and 117 (large Hermes Heads) contained fifteen horizontal rows of ten subjects each (150 stamps). In the 1Dr. surcharge of No. 116 the same spacing varieties repeat as in the previous issue (narrow ca. 1.5 mm., wide ca. 3.0 mm.), and, as we are able to determine on a large block, in rows, so that the occurrence ratio between wide and narrow spacings is possibly the same in No. 116 as it is in Nos. 109-113.

Double or inverted impressions of the surcharge on Nos. 114 or 117 are simply subsequent surcharge forgeries. No. 115 was apparently issued with the surcharge so strongly shifted that the A M appears below the value numeral, or is missing in the top row of the sheet. Nos. 114 and 115, on the other hand, seem to have been printed very carefully.

Regarding the purely philatelic origin of the 11½ perforation on the stamps of this issue, and pairs unperforated between, etc., see foreword.

1900 (Nos. 119 and 120 Dec. 22)/1901 (first half of Jan.), IV Provisional Issue: Remainders of the Olympic Games Issue Nos. 96-99 with red typographed surcharge S4 in new values for foreign parcel post and money orders (see previous issue).

Munk	Scott		original stamp	Unused	Used
118		5 L. on 1 Dr. blue (Jan. 1901)			
	159	I. (A)M in block letters (54 or 56 times)	No. 96	.75	1.—
	159a	II. (A)M in Antique letter (6 or 4 times)		1.25	1.50
	—	FI. Double surcharge (on I and II)		15.—	—.—
119	160	25 L. on 40 L violet (Dec. 22, 1900 Jan. 4, 1901)	No. 94	2.—	1.75
	164	FI. Red 25 L. + black 50 L. surcharge		25.—	
120		50 L. on 2 Dr. olive brown (Dec. 22, 1900 Jan. 4, 1901)	No. 97		
	161	I. Type I O (narrow, ca. 2.75 mm. diam.)		4.—	4.—
	161a	II. Type II O (wide, ca. 3.50 mm. diam.)		5.50	5.50
121	162	1 Dr. on 5 Dr. green (first half Jan. 1901)	No. 98	10.—	9.—
	162a	FI. (ΔP)Δ(XMH) instead of A (once in sheet)		25.—	
122	163	2 Dr. on 10 Dr. brown (first half Jan. 1901)	No. 99	6.00	6.50
	163a	FI. (ΔP)Δ(XMAI) instead of A (once in sheet)		17.—	



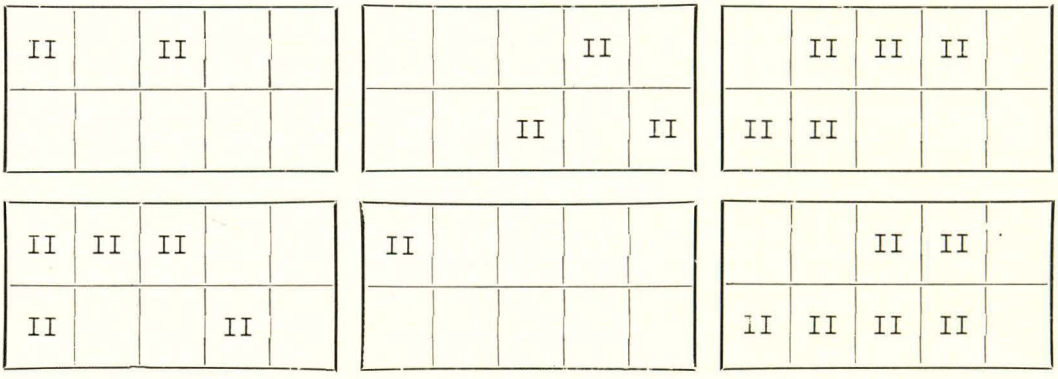
According to the *Illustriertes Briefmarken Journal* 1901, page 32, Nos. 119 and 120 were issued on Jan. 4, 1901 (Dec. 22, 1900 old style). There is as little known regarding the number of stamps surcharged for this last issue, as there is about the law authorizing it.

Regarding the sheet arrangement of the large basic stamps, we are able to supplement our statements on page 183, COLLECTORS CLUB PHILATELIST, May 1950. The sheets of horizontal stamps consisted of sixty stamps made up of six panes (2x3) of ten stamps each (2x5), the panes separated by gutters. The sheets of the large vertical stamps consisted of six panes (3x2) of ten stamps each (5x2).

The two M types of No. 118, the two O types of No. 120, and the setting error FI of Nos. 121 and 122: in the A M lines of the surcharge for No. 118, an Antique M was used in place of a block M in six sheet positions. The Antique M's are distinguished by

their serifs, the heavier left slanting and right vertical strokes (shaded), and the middle section, which does not reach to the base line of the letter. All other letters in the surcharge are unshaded. The six Antique M's, readily noted in good impressions, are found in the upper pairs (rows) of panes three, four and six. According to the *Philatelisten Zeitung* 1910, page 76, the two Antique M's of group four supposedly occurred in only a part of the surcharging. Besides the Antique M in position 2 of group six is much smaller than the others. Certain block M's are also of a smaller type than the others, for example, the M in position 5 of a certain pane of ten. Another surcharge irregularity is found in No. 118, in position 8 of pane three, in which the Λ of ΛΕΠΤΑ is set too low, so that half of the Λ appears below the base line of the word.

The measurements of the two types of O's used in the 50 L. surcharge No. 120 agree exactly with those of Nos. 109-111. Their distribution over the six panes of each sheet is shown in the following diagram. The unmarked spaces represent type I O's. The comparative occurrence of the two types is:— Type I 38 times, Type II 22 times in the sheet.



The setting error FI in Nos. 121 and 122 was caused by setting a Δ for an A in (ΔP) Δ(XMH) or (XMAI). In the surcharged 5 Dr. sheets this error occurred in position 9 of the lower left hand pane of ten, or in sheet position 49 of the complete sheet (counting horizontally across the sheet). In the surcharged 10 Dr. sheets the error occurred in Position 7 of the lower right hand pane of ten, or in position 55 of the entire sheet.

The double impression of the surcharge on No. 118 (FI) is the only one regularly issued or accidentally produced. One of the impressions is so strongly shifted that the 5 printed at the top of the stamps below it, or in the bottom rows of each group it printed in the gutter or bottom margin. The unusual variety No. 119 FI occurred during printing, as it was reported immediately after the appearance of the stamps. However, it probably reached the public through "philatelic" channels. Other double or inverted impressions of the surcharge are machinations or forgeries.

No. 118 was submitted in an unusual perforation variety, namely, a stamp which in addition to the regular perforation had another row of 13½ perforations running vertically through the exact middle of the stamp.

The I and II surcharged issues were withdrawn upon the appearance of the new definitive issue on July 1 (14), 1901, whereas the III and IV A M surcharged issues were not withdrawn until the appearance of the new definitive A M series on Jan. 1 (14), 1902.



The circular letter-carrier or mail-box cancellation illustrated on handbook page 57 was employed until 1901, according to R. Pichonnat([80]). It was then replaced with a handstamp containing the identification number of the carrier surrounded by eighteen small lozenges enclosed within a lozenge-shaped frame. We have seen evidence that the latter was in continual use until as late as 1940.

(The End.)

[80] *L'Echo de la Timbrologie,* Mar. 31, 1934, p. 340.

SOME QUESTIONS OF TERMINOLOGY

By STEPHEN G. RICH

The matters herein raised are not "world-shaking." Continuance of what is here suggested as incorrect words for certain features of stamps will not cause increasing confusion. But, quite likely, some attention to these points by writers in this and other philatelic journals, may materially lessen misunderstanding and perhaps unravel some present confusions.

Because the most usual method of production of stamps is the use of a single unit, a plate, for either a whole sheet of stamps or for one pane of stamps within such a sheet, the general habit has continued to be the use of this term. Now when we come to overprinting jobs, old or recent, this very often is a misnomer. A prime example might be the 1920-21 overprintings done at the Greek Orthodox Convent printing shop, to convert E. E. F. stamps for the British Mandate postal service in Palestine. This has been spoken of in terms of "plate" by various writers.

In this case, there was no plate at all. An original of two rows was set up, quite clearly from loose type. From this, twelve stereotypes were made by the ordinary process. These were assembled, with the necessary leads, "furniture" etc. to space them properly, and with this *form of type,* locked up, the overprinting was done.

To speak of a "plate" in such cases is only to cause confusion.

Good sense will limit us to using the term "plate" to cases in which we know a single plate was actually made and used. Thus, except for the ½d on Natal, all the Zululand stamps prior to the 1894-96 issue had the country's name overprinted on the sheets by use of an actual plate. But the 1888 ½d on Natal was clearly and almost "obviously" done from a form of loose type. Indeed, copies show up in which spaces have worked up so that they imprint as black rectangles on at least a few subjects.

We shall, in my judgment, likewise prevent confusion, if we can agree on one term for all stamp making that is done by ordinary printing from raised surfaces, similar to the type and blocks of this journal or any ordinary book. The use of the term "surface printed" for the British stamps made after the line-engraved plates vanished from use, stands in contrast with the general use of the term "typographed" for exactly the same printing process for French stamps, etc.

Actually, the part of wisdom might well be to drop both terms. The first is too comprehensive, and includes lithographic work—offset as well as older-fashioned "regular" lithography. In fact, in the minds of many stamp students, including some who are far from tyros or superficial thinkers, it is perilously close to synonymous with lithography. The second would appear to be a French term, rather than one in our language, and certainly finds almost no use among people in the printing trades.

In place of the two, I suggest that the distinctive term, "letter press printed" be adopted. This has the advantage of being the printing trade's own term for everyday printing, as contrasted to lithography, rotogravure, plate printing as on line-engraved stamps, and any other processes. It cannot be confused with "type-set," for that refers only to how the form itself is put together.

The term "engraved," as we use it philatelically, is limited beyond its proper scope. We use it as substantially the equivalent of "line engraved." Yet the same methods of work, and the same sort of product, a metal die, come into making of stamps which are actually produced by letterpress printing ("surface printing" or "typography," as usually named). The engraver merely follows the needs of the particular process to be used—what comes out as a dark letter in a line-engraved product comes out as a colorless letter in a letterpress printed product, or vice versa. What he actually does, is done with the same tools in the same way, whichever way the stamp is finally produced.

The suggestion is here made that we now eliminate all confusion by speaking of "line-engraved" stamps when we mean those. We come into agreement with usage of the

trade that produces them; we forestall any confusion.

Quite probably the term "recess printed," though it is unknown in the banknote, security and stamp printing trades and businesses, will persist in philatelic usage. The correct term is, of course, "plate printed." However this may be, let stand, since there does appear to be an entire absence of confusion by its use. Strict logic would rule it out; my personal preference is for its abandonment.

We really need substantially these clarifications of the terms we use. Further straightening out of terminology might be desirable, more particularly in recognition of the occasional use of etching rather than engraving for producing dies, or altering dies, from which plates for plate-printing of stamps are derived. The U. S. 1943-44 "Flags" 5-cent stamps, for example, have borders which are fundamentally etchings on steel, not engravings at all. Only a small portion of the finer lines are actually engraved. Certain German stamps in the early 1920's, listed as engraved, show all the signs of being entirely derived from etched dies.

THE WORD "PHILATELY"

Introduced in 1864, the term for our hobby was invented by Mr. Georges Herpin of Paris, France. It has become the term for the advanced and scholarly portion of stamp collecting activity during the eighty-odd years since then. In the early 1920's, Mr. Stephen J. Macrymicholas of Athens, Greece, attacked the term as incorrect, and succeeded in winning the Greek stamp people over to the form "Philotely."

Actually, Mr. Macrymicholas's complaint was based upon a misunderstanding which is wide-spread among us. Our term is not at all incorrect, but an excellent piece of word-making, done correctly from the ancient Greek roots used.

In the 1860's, use of adhesive stamps and prepayment of mail by them were new procedures, not yet in world-wide use. Much international mail still went stampless and collect in this period. Thus the postage stamp was the special means for the still exceptional practice of sending mail prepaid. Hence its designation as "a telos," meaning *free of payment* in classic Greek, was correct. The full and extended term for the stamp, derived from classic (Attic) Greek, would be "atelosema," and love of stamps would be the long, impossible word "philatelosemia."

There is no word in either classic or modern Greek for anything like a postage stamp, a sign of prepayment, or a label, even remotely resembling "telos." Hence the current Greek term "philotely," is literally and actually without meaning.

EDITORIAL

(Continued from Page 201.)

poor showmanship. Improvement right down the line can be made, from the selection of judges through the method of display. But these are not our concern in this writing. But the existence of such faults does not warrant the elimination of the long traditional Stamp Exhibition.

Although the breeders of dogs and owners of kennels are vastly interested in the sale of their canines, they have not as yet suggested the abolition of Dog Shows and blue ribbon competition. In the exact similar sense, competitive stamp shows, confined primarily to collectors, must and will continue. The participation and cooperation of every element of philately are not only expected but will be generously supplied, as in the past. If a new type of public show is introduced, if it receives public support, it will become part of the philatelic scene. But this justifies no incorrect conclusion that it will replace other important components of our hobby.

It is well to remember that competition always brings forth the best.

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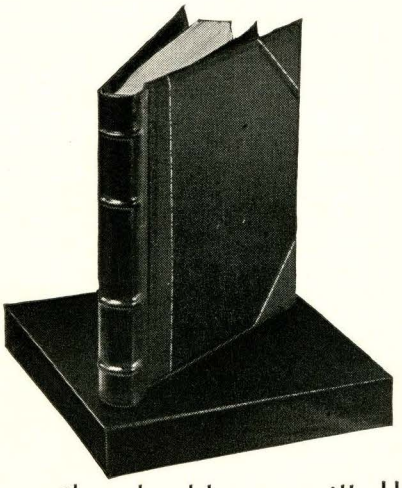
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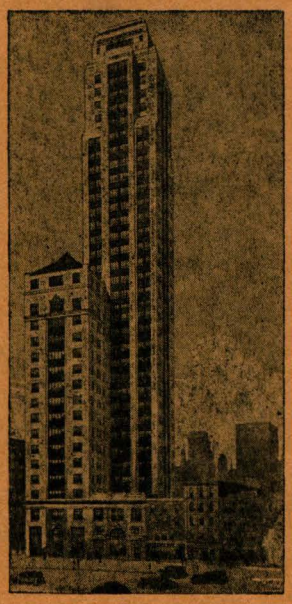
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