

CollectorsClub Philatelist



The Great Plague of Manchuria and its Consequences on the Transport of European Mail for China by the Trans-Siberian Railroad

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The Collectors Club Philatelist

Editor:

Wayne L. Youngblood
wystamps@gmail.com

Layout and Design:

Jason E. Youngblood
jyoungblood@gmail.com

**Publications Committee:**

John Barwis, RDP
 Robert Gray
 James Grimwood-Taylor, RDP
 Matthew Healey
 Daniel M. Knowles, MD
 Robert P. Odenweller, RDP
(member emeritus)

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Advertising Manager:

Robert Gray
robertgray@me.com

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Book Review Editor:

Dr. Luca Lavagnino, Europe

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Editorial Correspondence:

wystamps@gmail.com

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Business Correspondence:

11 W 42nd St FL2,
 New York NY 10036-8008
 Tel. (212) 683-0559
email: info@collectorsclub.org

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**Executive Secretary
and Librarian:**

Andrea Matura
collectorsclub@collectorsclub.org

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THE COLLECTORS CLUB

11 W 42ND ST FL2, NEW YORK NY 10036-8008
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The Collectors Club is open Monday through Friday,
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The Collectors Club Philatelist is an international specialty journal serving the needs of hundreds of collectors worldwide. It serves as the journal of record for the Collectors Club as well as publishing stimulating and helpful articles for collectors of many levels and specialties. *The Collectors Club Philatelist* strives to publish accurate philatelic information and serves as a forum for communication among members of the Collectors Club.

President's Message

Lawrence Haber

I am writing this shortly after returning from the Great American Stamp Show (GASS) in Cleveland, Ohio. To my eye, the show was a tremendous success. The material in the frames was fabulous, the dealers were in good humor with wonderful material and there were very special talks and events. (I also do not want to neglect to congratulate our long-time member and past governor, Nick Lombardi, on winning the Champion of Champions award – a true testament to persistence and so well deserved.) But the best part for me was seeing and speaking with so many CC members. We hosted a dinner on Wednesday evening, just before the show's opening. Evidently, I was not alone in enjoying the renewal of personal connections. I am frequently asked why people ought to join the Collectors Club. Beyond this journal, our programming and our library, the heart of the answer lies in the personal connections we forge, which this club helps to sustain.



Looking ahead at the calendar, we intend to be at November's Chicagopex, the San Diego show in February and Napex in June 2024. We hope to see you at one of these shows. We will be sending out emails with further details.

Elsewhere in this issue, you will see that our single-frame competition will be back in early November at the National Postal Museum in Washington, D.C. It has been four years since we have been able to hold this event. Both the pandemic and our move have mitigated against this event, and we are extremely pleased that the NPM has agreed to allow us to hold the event on its premises. We are very excited about this opportunity and look forward to a fabulous event.

We cannot only look forward to the revival of our single-frame competition in November. We are very pleased to announce that we will be holding our Lichtenstein dinner on Saturday, May 11, 2024, in midtown New York City. We will formally bestow the Lichtenstein award on Trish Kaufman, Randy Neil and Charles Verge at this dinner. Please mark your calendars and reserve the date. As we get closer, we will share all the necessary details.

You may be asking when we are moving into the new clubhouse. I am pleased to share that we have hired a general contractor and expect work to begin in early September. We are targeting February 2024 to begin the move-in process. Needless to say, we are very excited about this prospect.

Having answered one question, another series of questions starts to emerge. We – the Collectors Club and the hobby – are not the same as we once were. The intervening pandemic changed us all. What was once unthinkable, holding large and effective meetings on a virtual platform, has gone from the unimaginable to the routine. When we decided to hold our first meeting on Zoom, there were many questions about the mechanics and process. What was once exceptional is now the routine.

I would suggest there is no going back to the state of things as these were before this war we all call Covid. We have all changed. And it makes us think about the clubhouse's role in our new world. In working through the future, I think we ought to return to the Club's mission statement:

The Collectors Club brings members and friends together, virtually and in person, at its clubhouse in New York City and around the country, to educate, inspire and support them in pursuit of their philatelic goals.



Did you know...
...that there are many CC
meeting presentations available
to members on our website?

www.collectorsclub.org

You don't have to live in
Manhattan to be an active,
involved and happy member of
the Collectors Club.

This is just one of the many,
many member resources
available to you!

Our goals and objectives include:

- Providing a social venue for members and specialty societies
- Organizing a regular program of lectures and displays
- Sustaining a philatelic library and publishing program

These were – and remain – our objectives. The real goal is to make our clubhouse a vibrant and active place. It must be a place where things are always happening, and there is always a reason to visit.

While Zoom remains a critical part of our meeting structure, we have recently begun to sponsor small, in-person meetings to discuss and exchange thoughts and ideas. We started this in the spring, trying to explore options for meetings. You may have seen email notices regarding “Show and Tell.” You will see more of these as we move into the fall, winter and spring seasons. These were preceded by a simple dinner at a local restaurant, with the group adjourning to our offices on West 42nd Street. To date, these have all been scheduled for the evening. I think you can expect some experimentation on starting time. We will also try doing this during the day, centered around lunchtime. Being located in Midtown Manhattan, we should try to take advantage of our location in the center of the Acela corridor. It isn’t a difficult ride from Boston, Philadelphia, Washington and thereabouts.

We are also evaluating serving our membership and the broader philatelic community with educational programs that benefit our avid members’ needs and desires. We seek to serve the more advanced philatelists, and there is much that we can do. When we reopen in late February, our location will be on 40th Street, between 5th and 6th Avenues, across from Bryant Park and the New York Public Library. We are near Penn Station, Grand Central and numerous subway stops. There is much to flesh out, but we hope to take advantage of our location, in the center of a busy and active city, with superb transportation options.

We will undoubtedly be hosting traditional programs from our clubhouse once it is reopened. These will be handled in a hybrid nature, but I think we will all accept that the world has changed and we have to do more than what was once the case. We are utterly committed to doing that.

It is going to be very exciting.



THE COLLECTORS CLUB

11 W 42ND STREET, 2ND FLOOR, NEW YORK, NY 10036

Happy News! Single-Frame Competition

We have always felt the annual Single-Frame Competition is one of the highest-energy and most exciting meetings of the year at the Collectors Club. After a pandemic – and venue-driven hiatus – we are pleased to announce that the Collectors Club Single-Frame Competition is back in 2023 and is on steroids!

Thanks to our gracious hosts at the Smithsonian National Postal Museum in Washington D.C., the Club has the opportunity to invite up to 50 single-frame exhibits for a full-day public display at the museum on Saturday, Nov. 4, coincident with the Museum's Gala and 2023 Smithsonian Philatelic Achievement Awards Ceremony.

We should also mention that The Maynard Sundman Lecture will be held on Thursday at 4 p.m. Cheryl Ganz will be speaking on "U.S. Zeppelin Postage Stamps."

For further information on the Museum's Gala, please visit the NPM website at <https://postalmuseum.si.edu/gala>.

There are no frame fees. Members may apply to present up to two single-frame exhibits, but priority will be given to maximizing the number of participants, should the frames be oversubscribed. We will make provision for a few exhibits to be mailed in, but we would prefer that participants attend the competition. We expect this competition will be one of the greatest of its type.

Exhibit set-up will be on Friday afternoon, Nov. 3, followed by a festive Collectors Club exhibition dinner at a nearby venue.

As always, the exhibition will be judged with a Grand, a Reserve Grand and several Awards of Merit to be announced at a Collectors Club ceremony Saturday afternoon. For the "most popular" exhibit, the Holyoake Friendship Cup will also be bestowed.

Collectors Club Programs 2023

Sept. 20	The Frontier Wars – South Africa, Jan Hofmeyr
Oct. 4	Our Hobby's Future
Oct. 18	Rhodesia Missionary Mail, Mark Loomis
Nov. 1	NYC Foreign Mail, Nick Kirke
Nov. 4–5	Collectors Club Single-Frame Competition, National Postal Museum
Nov. 15	FAM 22, Gordon Eubanks
Dec. 6	Program International: War and Peace 1793–1834, Colin Tabart RDP Writing Paper 1800–1870, John Scott 1864, Keith Brandon
Dec. 13	Denmark, Birthe and Chris King

More details found at www.collectorsclub.org/events

Exhibit takedown will take place on Sunday morning, Nov. 5th, to allow exhibitors to make their plane, train or automobile connections to return home after a fun weekend in our nation's capital. Exhibitors living along the Amtrak Northeast Corridor may find it handy to travel by train, since – as most members know – the museum is directly across First Street NE from the Amtrak terminal at Union Station.

Instructions and an exhibit application may be downloaded from a link at the Club's home page, www.collectorsclub.org. After the form is completed, please sign, scan and email the form to ccnysingleframe@gmail.com.

The deadline for entries to be received is the close of business, Friday, Oct. 6.

We will announce the details about the Friday night dinner as we get closer to the date.

We look forward to welcoming all Collectors Club members to participate in this festive event, whether exhibiting or not. Please make your plans to attend now!

Bruce Marsden
One-Frame Exhibition Coordinator
Collectors Club

Daniel Piazza
Chief Curator
Smithsonian National Postal Museum

Lichtenstein Award Nominations are Due

The Awards Committee of the Collectors Club is pleased to invite all members to submit nominations for next year's Lichtenstein Award, one of the world's most prestigious philatelic awards.

The Alfred F. Lichtenstein Memorial Award for Distinguished Service to Philately is given annually to living individuals for outstanding service to philately. The award was established in 1952 in honor of Alfred F. Lichtenstein, one of America's most accomplished philatelists.

Nominations for the 2024 Lichtenstein Award may be placed into consideration by any member of the Collectors Club, and any living philatelist

is eligible for the award.



To facilitate the process, url addresses to the Nomination Form Instructions and the Nomination Form itself follow this announcement.

Nominations are due by Sept. 30, and are to be submitted to Stephen Reinhard, Chairman, Lichtenstein

Award Committee, PO Box 110, Mineola NY 11501-0110, or via email to stephenreinhard42@gmail.com

The award nomination instructions and the form itself may be accessed here:

<https://www.collectorsclub.org/wp-content/uploads/2022/06/Lichtenstein-Instructions-Nomination-2022.pdf>

Editor's Notepad

Wayne L. Youngblood

... and a Good Time Was Had ...

One of the highlights of any show where the Collectors Club convenes is the dinner we have at a nearby offsite restaurant. In the case of the Great American Stamp Show (GASS) in August, held in Cleveland, Ohio, 30-some members went to dinner at the Lulo Kitchen & Juice Bar, which was about a 15-minute walk away from the show hotel. The restaurant bills itself as a Latin American Fusion restaurant, and the dimly lit – but festive – upstairs meeting room provided an interesting environment in which to visit with fellow members before sitting down at two looonng tables for an enjoyable dinner.

I hope you'll consider joining us at Chicagopex (details below).



Collectors Club at Chicagopex

The Collectors Club will be a convening society at Chicagopex 2023. The show will be held from Friday, Nov. 17 through to Sunday, Nov. 19 at its usual venue, The Westin Chicago Northwest

If you choose to attend, you can expect a bourse, a slate of talks and a WSP exhibition. We will also be hosting a dinner on Friday, Nov. 17, at 7 p.m. at Maggiano's Little Italy, 1901 E. Woodfield Rd., Schaumburg Ill. If you wish to attend, you can purchase tickets online at www.eventbrite.com/e/chicagopex-dinner-hosted-by-ccny-ccc-tickets-709347656937?aff=oddtcreator

If you are considering exhibiting, please go to the following addresses for the prospectus and application:

Prospectus: <https://files.constantcontact.com/dadc52f3801/5ee978eb-9250-415c-8fc7-3263f35e6d09.pdf>

Application: <https://files.constantcontact.com/dadc52f3801/b0c75bb9-567b-4ba1-84c2-dffcd9e84e8c.pdf>

Chicagopex also hosts a philatelic literature exhibition. Details about the competition can be found on the Chicagopex website (www.chicagopex.org), as can additional show details.

We hope to see you in Chicago!



COLLECTION



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FINE STAMP AUCTIONS

Essential Elements

Chasing Master Maurice

Richard Coffey

Imagine a dealer's table upon which lay a broken box filled with dollar covers: stained, stampless and forgotten. And here I come, a sheep to the slaughter, resolved to pass the dollar boxes this year, steeled to cruise in bluer waters, committed – this time, this bourse – to shop for a quality item; to furnish my collection with something remarkable – anything remarkable.

Yet, just ahead, the dollar box dealer has beckoned me by smiling just about right, catching me off guard when I spied an oddity on his table. A tall piece at the back of a box, a well-worn cover, a postal fragment of something that was, but is no more. I stopped to have a look.

And there, neatly splayed upon a card, beneath a sheet of yellowed plastic, lay a front and its verso posted in Delhi on Dec. 12, 1911 – covered with an abundance of pen scratches and crayon on the front, and verso awash in a sea of receiving and transit marks.

Even now, after many years of staring at that piece of postal wreckage, I can't imagine that I paid a buck for it. Still, I've spent more time with this shredded artifact of the 1911 Durbar in India than I've invested in ... well, many less interesting, but cleaner, pieces of postal history.

So, what was the attraction? Master Maurice Pratt, the addressee, never received the letter.

I am not a competent detective, but I do enjoy a mystery, and I saw that the Indian postal authorities had tried mightily to find Master Maurice – they nearly painted the cover in black ink looking for him.

It appeared that somebody in Delhi had sent Master Maurice Pratt a first-day cover of the historical 1911 Durbar in Delhi and mailed it in care of someone at a military address in Jaipur, 165 miles southwest of Delhi. Jaipur returned the letter to Delhi, noting a bad address. The Delhi office tried again with what looks like a bit of additional information.

Once again, the letter was returned and it was noted that Maurice Pratt was not known in Jaipur. Delhi tried the city of Jhansi in Northern India, perhaps based on a tip, which again failed to find Maurice and, on Jan. 8, 1912, the letter was sent to a dead letter office in Nagpur.

They couldn't find Master Maurice Pratt in the early days of the 20th century, but I wondered if the internet and I could find him a century later, in the Age of Google.

Well, yes, I found a couple hundred Maurice Pratts before I stopped look-

ing. Once again, the cover sat on my desk, propped up against my light, teasing me mercilessly.

It must have been a year later that I was working with some documents online, searching an archive for a magazine article, when something gave me a chill as it flashed by on my screen. I backed up carefully, and there it was: a 1921 *National Geographic Magazine* article titled, "Outwitting the Water Demons of Kashmir," by Maurice Pratt Dunlap.

This had to be my man. Suddenly, I could very easily picture Maurice ordering a first-day cover of the historical Durbar, giving a dealer or some vendor his name, an address and a few Annas, but, I supposed, whomever addressed the missive overlooked his last name, Dunlap. The supposition was shaky, but it refueled my interest for the few days that it took to learn that Maurice Pratt Dunlap had been in India in 1911, during an interim from Princeton University where he graduated with a B.A. in 1912. Dunlap received his master's from Columbia University in 1913 and, until he retired to a small town in South Dakota in 1943, he had devoted 30 years of his life to the U.S. Foreign Service in Southeast Asia, Sweden, Norway and Denmark. He wrote several articles for *National Geographic Magazine* during his career and was the author of two books about the Vikings. He died in South Dakota in 1964.

The ratty relic is still propped up on my desk, and I suppose it'll stay there until I can be sure that I found its owner. It's been passed around these many years but ended up in a dollar box, which, it seems lately, has been my destination as well.



UPCOMING CORINPHILA AUCTIONS



Great Britain 1840–1841 – The World's First Postage Stamps
– The Simon Beresford-Wylie Collection (part I)

British Stamp Perforation – The Ray Simpson Collection

British Commonwealth – British North-, Central- & East Africa,
St. Helena, Ascension, Seychelles, Bushire
– The 'BESANÇON' Collection

Australian States & Commonwealth of Australia – The 'DUBOIS'
Collection (part III)

Australian States "Unused" – The Peter Campbell Collection (part II)

Togo Postal History – Collection John Mayne

Egypt 1866–1975 & Alexandria Postal History
– The Constantin Kelemenis & Ronny van Pellecom Collections

Haiti – "Liberty Head" Issue 1881–1887
– The Brian Moorhouse Collection

South & Central America – The Brian Moorhouse Estate

Europe's "Number 1" on cover – The 'PENELOPE' Collection

All World Postal History 1840–1940 – The Enzo Carnio Collection

Spain 1850 – 6 cuartos black – Specialised Collection (part I)

Incoming Mail to Spain 1850–1880
– The Luis Alemany Indarte Collection

Hungarian Post Offices in Romania
– The Dr. Geza Homonnay Collection (part II)

Greenland 1721–1938 – The 'Polar Light' Collection (part II)

Switzerland – The Foundation of the Federal Post 1849–1854
– The Richard Schaefer Sr. Collection (part I)

Switzerland – Ziffermuster 1882–1889
– The Dr. James Johnstone Collection (part II)

Switzerland – Red Cross – The Richard Schaefer Jr. Collection

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Corinphila sale 63 (1980)
Phillips (1989)
Bob Cooley (1995)
Dr. Pichai (2001)
Bill Gross (2007)



Variety "partially perforated"
Provenance:
"CHARTWELL" (2011)



Provenance:
W.H. Crocker (1938)
G. Boucher (1972)
"Carrington" (2012)



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Mail Carried by Indians

in East and West Florida to Panton, Leslie and Company Mercantile Stores

Thomas Lera

Abstract

Late 18th-century and early 19th-century letters shed light on the earliest postal routes along which mail was carried on foot and horseback by native Americans. This article will discuss mail carried by Indians between 1796 and 1805, as found in two Florida Historical Society's archival collections.

Introduction

Born in Scotland, William Panton emigrated to America in 1765 and became a partner in the trading house Moore & Panton in Savannah, Ga. In 1775, with Thomas Forbes, he formed his own trading house in Savannah called Panton, Forbes and Co. Just four months after he established it in Savannah, and prior to the start of American Revolution, they moved the business to St. Augustine, British East Florida.

After the Revolution, as part of the 1783 Peace of Paris, Great Britain ceded the territories of both West and East Florida back to Spain. At this time, the eastern British boundary was the Apalachicola River, but in 1785 Spain moved it eastward to the Suwannee River, to transfer San Marcos and the district of Apalachee from East to West Florida.¹

The Spanish initially asked Panton to leave Florida, but after realizing there were no experienced Spanish traders to take his place, they allowed him to continue to operate. His trading house began to expand and, in 1783, Panton and loyalists John Leslie, John Forbes, Charles McLatchy and William Alexander reorganized and became Panton, Leslie and Company.

William Coker, in his *Indian Traders of the Southeastern Spanish Borderlands: Panton, Leslie & Company and John Forbes & Company, 1783-1847*, reported 18th-century traders divided the Creek Indian towns into Upper and Lower Creek. The Upper Creeks inhabited about 25 principle towns scattered along the Coosa and Tallapoosa Rivers where they joined to form the Alabama River. The 12 major settlements of the Lower Creeks were located southeast on, or near, the banks of the Chattahoochee and Flint Rivers. Southeast of the Creeks, seven Seminole villages lay within undisputed Spanish Territory, which extended east of the Apalachicola River, well into the interior of East Florida. Each town, settlement and village had a trading post supplied by the Panton and Forbes companies.²

John Forbes, a native of Scotland, resided primarily in East and West Florida from 1784 until 1817. During these years he was a partner in Panton, Leslie and Co. (1792-1801); subsequently he headed the successor firm of John Forbes and Co. (1801-17).

Postal Service in East and West Florida

In 1783, Charles McLatchy, a member of the firm, established a trading post in Apalache on the west bank of the Wakulla River, about two miles from St. Marks. The following year, through the intercession of Creek influence, official sanction was given for the continuance of the post. In the meantime, Spanish officials had negotiated a treaty with the Creeks, whereby the Indians granted them permission to re-occupy the Fort of St. Marks. In 1785, the Spanish added Apalache to the authority of West Florida.³

Florida's *El Camino Real*, the "Royal Road" (St. Augustine west to Tallahassee), consisted of improved Indian trails and pathways. Mail and supplies were carried west by traders and Indians over these roads between the East Florida Capital at St. Augustine to missions and settlements among native populations.⁴

Between 1790 and 1805, there were no formal postal roads available between St. Augustine, Apalachee and Pensacola. Letters were carried overland by friends, official and military couriers, Indians or by sea routes. Panton and Leslie discussed options with St. Augustine officials on developing an established overland postal route that would take much less time.

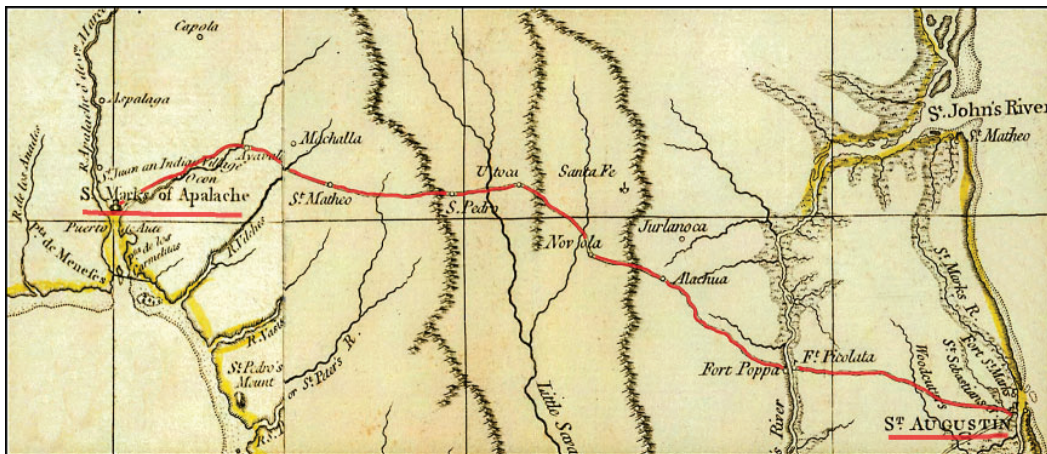


Figure 1. Portion of Aaron Arrowsmith's 1803 Chart of West Indies and Spanish Florida.

The red line shown on the Figure 1 map illustrates the Panton delivery and postal route from the St. Augustine headquarters and warehouse to his other trading posts and stores at Picolata, Fort Poppa [San Fernando de Pupo], Wakulla River and St. Marks [San Marcos de Apalachee].⁵

A letter from Governor Juan Nepomuceno de Quesada, docketed San Augustin [St. Augustine] July 27, 1793, to Carlos Howard, governor of West Florida in Penzacola [Pensacola] referred to hiring of an Indian for carrying the mail and

requested the usual reimbursement in goods from Panton, Leslie & Co.⁶

Marie Taylor Greenslade Collection

This collection consists of 435 documents and typed transcripts donated to the Florida Historical Society, which includes personal, business and legal letters between the partners of Panton, Leslie and Co. (later renamed the John Forbes & Co.), and Florida territorial governors; U.S., British and French officials; Creek and Seminole Indian Chiefs; and family members. The Figure 7 letter is from this collection.

During Florida's British Colonial period, the Second Spanish period and Florida Territorial period, Panton, Leslie and Co. conducted much of its business with the Native Indians, including the Creek, Seminole, Chickasaw, Choctaw and Cherokee of the southeastern United States. As the population increased in East and West Florida, the U.S. Congress authorized new post offices and postal routes.

Heloise H. Cruzat Collection

This collection of correspondence is between Panton and Forbes, their partner traders, British, Spanish and U.S. officials. The two companies enjoyed a monopoly over Indian trade in the region for decades, due to their relationships with foreign officials.

This collection includes 544 documents and typed transcripts donated to the Florida Historical Society. The following Figures 2-3, 5-6 and 8 illustrate mail carried by Indians.



Figure 2. Letter datelined April 3, 1796, from John Burges..

Figure 2 shows a one-sheet folded letter from John Burges to *Mr. Robert Leslie, Marchent at Applatchy* [near St. Marks], datelined Flint River, April 3, 1796, and noting it was carried by one of Burges's Indians. Burges, an English trader supplied by Panton, lived on the lower Flint River at Burges' Town, close to the village of the Chehaw Creeks. He reported having been called to attend a meeting of the Upper and Lower Creek at Tuchabatchee and needed more supplies, including ammunition and powder.⁷



Figure 3. Letter datelined May 22, 1796, from John Hambly.

Figure 3 shows a one-sheet folded letter from John Hambly to *Robert Leslie on the Wackhalla* [Wakulla River] *near St. Marks, pr an Indian*. He discussed moving 351 head of cattle across the Suwanee River without losing any. In the letter (following), he asked Leslie to give him a keg of rum for his assistance with the crossing.⁸

"Sir:

"I beg leave to inform you that we have this moment finished crossing the cattle over this river [Suwannee] without losing one in the river that we know of. I counted them this morning and made 351 head of them, having lost and killed some on the path which I will give you a particular account when I have the pleasure to see you ...

"I have promised the bearer of this [letter] one keg of rum for helping us over this River which you will please pay him ... Having nothing further at the present to add but I am,

"Your Most Obedient Humble Servant, John Hambly"

John Hambly was an English trader in the service of Panton, Leslie and Co. In 1788 he was in charge of Panton's Concepción Trading Post on the St. Johns River in East Florida [Stokes Landing south of Palatka]. He was later transferred to the Apalachee store, only to return to East Florida where, in the early 1790s, he was employed by the St. Augustine governor as an interpreter.⁹

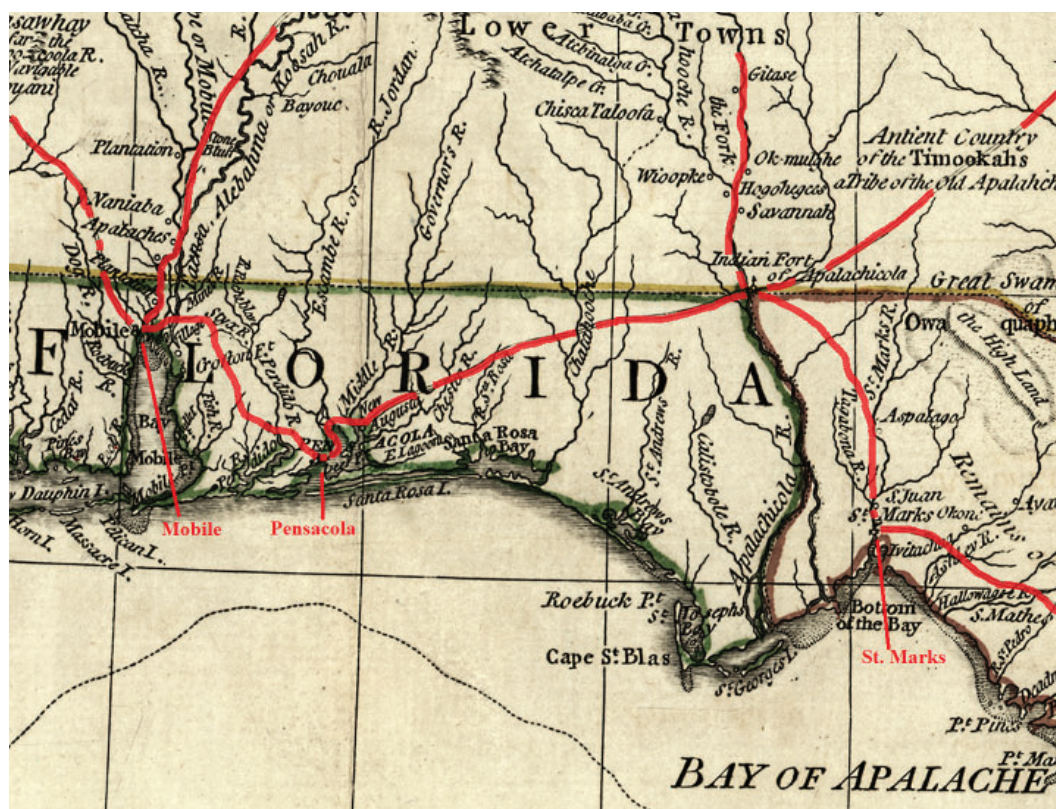


Figure 4. Portion of Southern British Colonies 1776 Map showing Mobile, Pensacola and St. Marks.

In Figure 4, the red lines shown are overland routes.¹⁰ The red line on the lower right, extending east from St. Marks off the map, is the beginning of the overland route to St. Augustine, the completion of which is seen in Figure 1.

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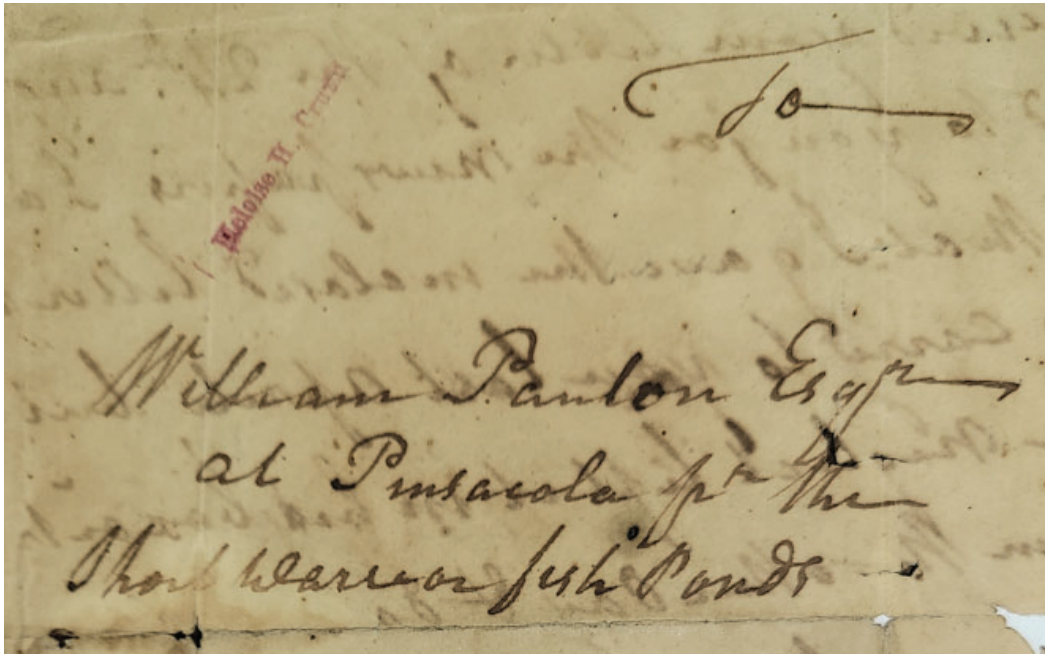


Figure 5. Letter datelined Sept. 4, 1798, from Daniel McGillivray.

Figure 5 shows a one-sheet folded letter from Daniel McGillivray carried to William Panton Esqr. at Pensacola *pr* The Short Warrior of Fish Ponds. Fish Ponds, also known as Lálo-kálka, was an Upper Creek town on a small tributary near the Tallapoosa River. In this letter Daniel tells Panton he is ill and discusses his debts.¹¹

Laughlin McGillivray was an important trader who worked with Panton, Leslie & Co. Daniel McDonald, his principal pack-horse man, changed his name to Daniel McGillivray. He became heir to most of Lauchlan McGillivray's property when Lauchlan returned to Scotland, and later died in 1799. Daniel continued running the trading post.¹²

Figure 6. Letter datelined June 16, 1799, from Daniel McGillivray.

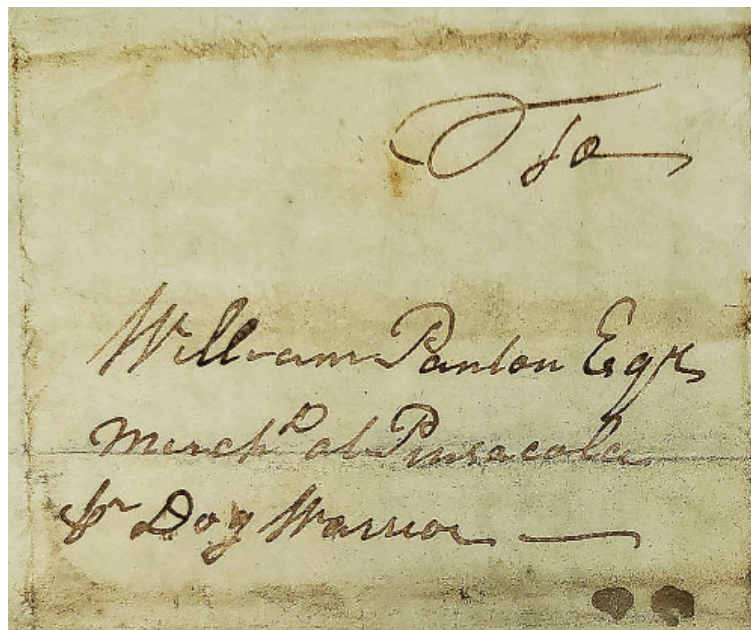


Figure 6 shows a one-sheet folded letter delivered to *William Panton Esqr., Merchant at Pensacola, pr Dog Warrior* from Daniel McGillivray in Little Tallessee. The Dog Warrior asks Panton to intercede with Governor Juan Vicente Folch of Pensacola to obtain gifts for them as they were poor and hungry.¹³

Figure 7. Letter datelined May 22, 1800, from Daniel McGillivray.

Pickett, in his 1896 book *The History of Alabama*, described Hickory Ground as a town of Creek Indians located three miles above the old French Fort Toulouse, on the east bank of the Coosa River near present day Wetumpka.¹⁴

"Dear Sir:

“These people who are yet friends to the Spaniards and to you being liaised by the bearer of this a friend of mine, and no horse thief, prevailed on me to write to you they have owls and fowls going to sale to you or any that will buy from them.

we will in trouble. These people about me profess great friendship to the Spanish Nation, I do not know how long it will continue.

*"Being in haste Your Obedient Servant yours truly ... Daniel McGillivray."*¹⁵

William Augustus Bowles, born in Maryland, joined the Creek Indians after the American Revolution.¹⁶ He wanted to do everything in his power to undermine Panton, Leslie, and Co. and secure the trade of the Creek Indians from them. On Jan. 16, 1792, he led a party of Indians capturing Panton's Apalachee store. He was later incarcerated by the Spanish, spending the next years as a prisoner between Havana, Madrid, Cádiz and the Philippines. In 1799, he escaped to Nassau.



Figure 8. Painting of William Augustus Bowles by Thomas Hardy. (Courtesy of State Archives of Florida, Florida Memory)

Returning to Florida in 1800, Bowles seized the Spanish fort at St. Marks and held it for a few months before being forced out. As he continued plundering, causing destruction and chaos, the Spaniards offered a reward of \$4,500 for his capture. In May 1803, he was finally captured in Creek Nation territory, delivered to the Spanish authorities, and taken to Morro Castle in Havana where he died two years later.¹⁷

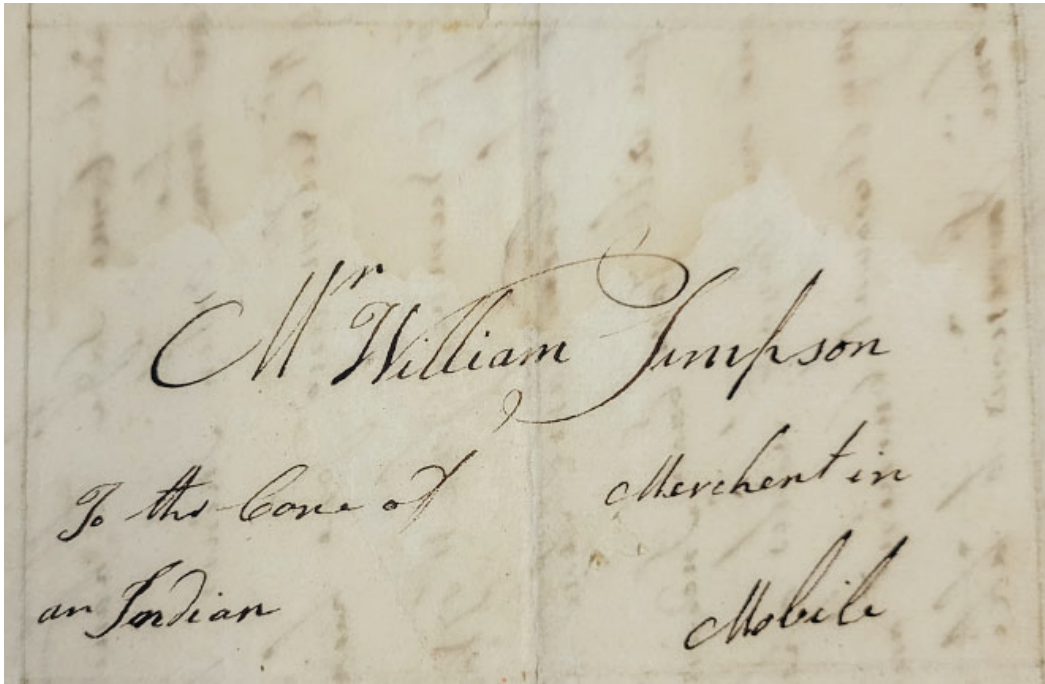


Figure 9. Letter datelined March 16, 1805, from Turner Brasheus.

Figure 9 shows a one-sheet folded letter from Turner Brasheus, a trader at Big Black, Natchez, to William Simpson, Merchant at Mobile [in Spanish West Florida] delivered *To the Care of an Indian*. After Pantón's death, Simpson became a partner in the new firm John Forbes & Co. and operated the Mobile store and warehouse. The letter reads,

"Dear Sir.

"I send you a few skins by the way of New Orleans which I hope will come safe to hand, sixteen hundred and eighty-three otter skins. I have two packs for Mr. Nelson and four hundred weight out of my number for Mr. Ware which you will put to his credit and send him a receipt for the same. You will have each Indian one shirt with ruffles and one pair of boots a piece.

"Please to send my account current and give the Indians some provisions to take them home. My health is better than it has been since I left you.

"I remain humble with esteem yours to serve. Turner Brasheus"¹⁸

Conclusion

I have shown letters carried by Indians between 1796 and 1805 found in the Greenslade and Cruzat Collections of Panton, Leslie & Co. papers at the Florida Historical Society Archives. Panton, Leslie & Co. held a virtual monopoly in East and West Florida where the firm sold guns, goods, rum and cloth to the Indians in exchange for deerskins. They developed a network of stores and trading posts throughout Georgia, Alabama, and East and West Florida.

Between 1791 and 1805, there were no formal postal roads between St. Augustine, Appalachie and Pensacola. Mail and supplies were carried by Indians, friends and military couriers on trails, paths, and wagon roads or by sea.

The Panton, Leslie & Company is a fascinating postal history story of Indian traders in Spanish Florida.

Acknowledgements

I would like to thank Holly Baker, archivist, at the Florida Historical Society, for the images from the Greenslade and Cruzat Collections showing mail carried by Indians. I also thank, for their review and comments, Sandra Fitzgerald, Vernon Morris, John Barwis and Tim O'Connor. Finally my thanks to Chris Kimball of the Seminole War Foundation for his extraordinary knowledge of Florida Seminole Indians.

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The Great Plague of Manchuria

and its Consequences on the Transport of European Mail for China by the Trans-Siberian Railroad

Bruno Bonnet

During my research on the Trans-Siberian and the mails bound for China, I noted a period between January and March 1911 when there was a one- to three-week delay, compared to more typically observed times.

Delays on the Trans-Siberian line were quite frequent, due to derailments and other small accidents. To save time on the construction of the railroad as it traversed the plains of Siberia, sleepers had been laid directly on the ground without proper ballast. This faulty installation led to a lack of track stability, especially



English placenames are the versions in common use around 1911. Local-language names are modern.

Map by Matthew Healey

during periods of thaw. But delays of this type never lasted longer than the time between two trains; that is, two to three days at most. Repairs were generally rapid, as the railway was crucial for the economy of the Far Eastern region.

So, what is the reason for a delay of several weeks? The first clue is found in the specialized French press, *Le Journal des Transport* of March 30, 1912, page 163 (Figure 1):

"...in 1910, the direct transport of passengers and baggage between the principal ports and large cities of Europe on the one hand, and the Far East, China and Japan on the other, underwent a considerable development although the plague has had, in recent months, an unfavorable influence on the traffic..."

So there was an epidemic of plague? In 1910 there was a plague in China, specifically in Manchuria. But why would disease slow down the mail? We find clues in the American press, as here in the *Albuquerque Morning Journal* (New Mexico) of Feb. 15, 1911, (Figure 2):

"Harbin, Feb 14 - Freight cars which have been sidetracked here are serving as segregation prisons for those

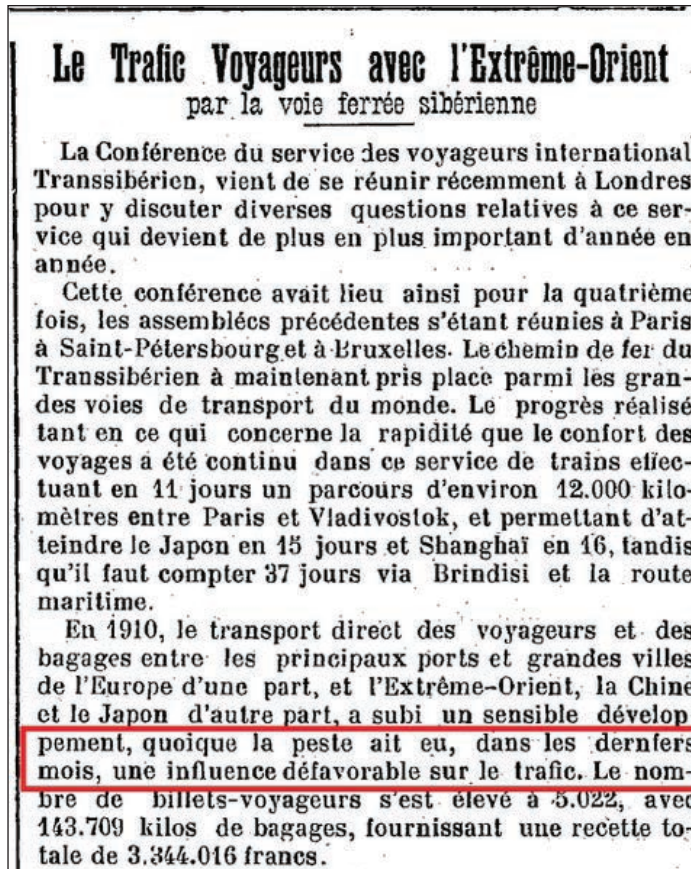


Figure 1.

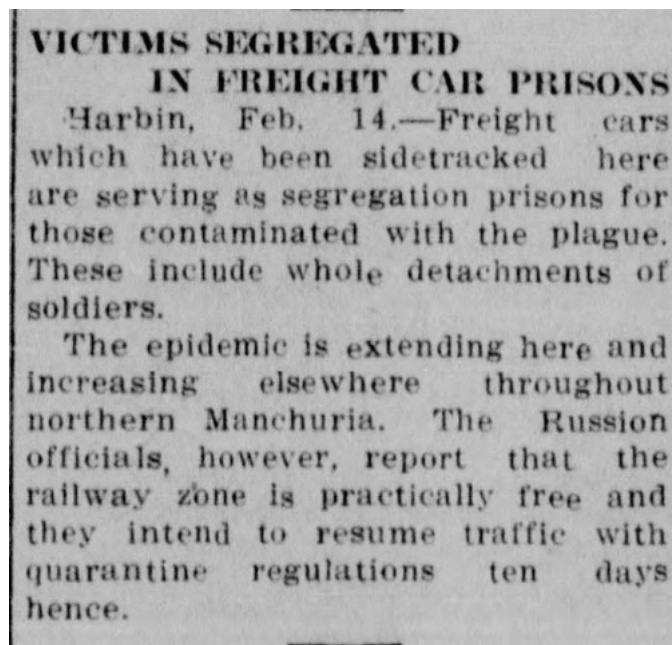


Figure 2.

Figure 3.



contaminated with the plague ... the epidemic is extending here and increasing elsewhere throughout northern Manchuria. The Russian [sic] officials, however, report that the railway zone is practically free and they intend to resume traffic with quarantine regulations ten days hence."

This article tells us two important things: rail traffic has been interrupted by the Russians (... and that they intended to resume traffic ...), and traffic will resume with a 10-day quarantine period. The French press confirms this information in a major report from the *Petit Journal*, published between March 7 and March 21, 1911:

"... The first letter from our special envoy reaches us. It is dated from Irkutsk, on the way to Kharbin. Here it is: Irkutsk, February 24, 1911. I have been detained here to this day by the material precautionary measures that it is necessary to take before crossing the plague-stricken regions and staying at Kharbin ..."

This explains the delay of the postcard (Figure 3) posted on the line between Chelyabinsk and Samara on Jan. 26 (postmarked Jan. 13 according to the Julian calendar used in Russia at that time), which only reached Shanghai on Feb. 28—three weeks late. In the text, the sender wrote:

"... All my regrets for not having in the rush to leave go and shake your hand ... you will know that I made up my mind within 36 hours ..."

The writer left China in a hurry, probably for fear of the epidemic. This postcard, returning to the east, remained blocked in Harbin until Feb. 23, as the *Petit Journal* reporter indicates, which allowed the card to arrive on the Feb. 24 in Vladivostok, and then take the boat for Nagasaki, onward to Shanghai, where

it arrived on Feb. 28, as confirmed by the Chinese hand stamp.

But if the epidemic was apparent to the Russian authorities as early as December 1910, a certain laxity may have caused the spread of the disease. It was not until the beginning of January that the authorities informed the world of the seriousness of the situation. An article in the *New York Daily Tribune* on Jan. 14, 1911 (Figure 4), informs us that the trains were limited to the transport of people traveling in first class and that these people would have to undergo a five-day quarantine in the established camps at Harbin, Mukden (modern-day Shenyang) or Shanhaikwan (today a district of Qinhuangdao).

"... The Chinese fear that the Russians will oppose their intervention in traffic in Manchuria because of the harm such action is likely to cause to the Trans-Siberian Railway ..."

We see this with a letter posted in Stuttgart on Jan. 25 (Figure 5), which arrived in Shanghai on Feb. 14. Its route is as follows: transit through Berlin on Jan. 26, Moscow on Jan. 29 and arrival in Harbin on Feb. 7. The postal route to Dalny (also known as Dairen, nowadays Dalian) was closed by the Japanese as a preventative measure, so the Russians had the mail continue to Vladivostok, where the bags were put aboard a ship on Friday, Feb. 10, and, on Tuesday, Feb. 14, the mail arrived in Shanghai. It was therefore only after Feb. 7 that the Russians actually closed all train traffic in Manchuria, contrary to what was written in an article in the *Hawaiian Star* of Honolulu on Feb. 6, 1911, second edition (Figure 6).¹

"... Owing to the prevalence of the plague, railway traffic in North China has ceased ..."

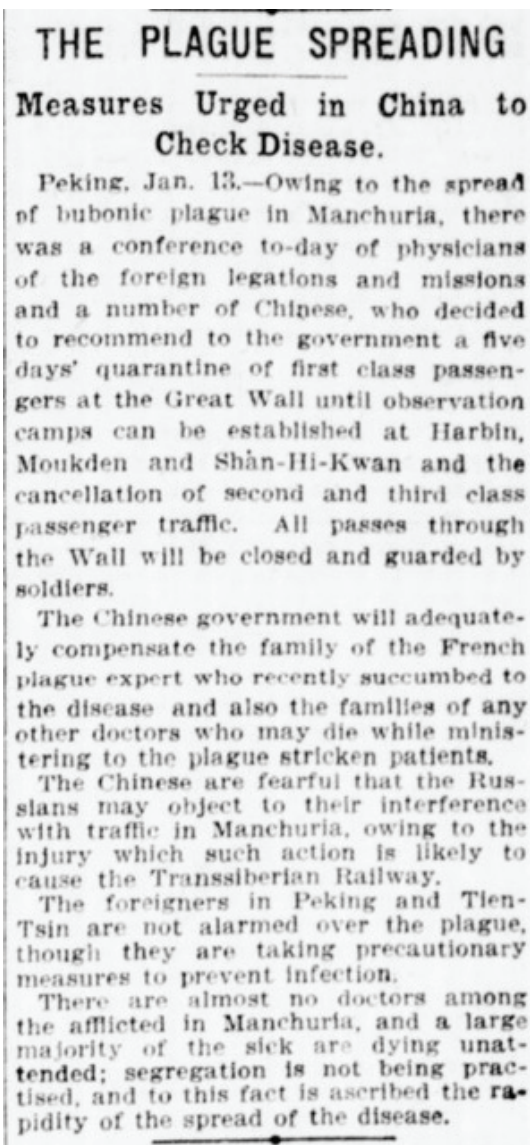


Figure 4.

1. There is an error in the Peking dateline: it should read Feb. 6 and not Jan. 6. This is the afternoon edition of the Honolulu paper and the message had arrived at its offices from Peking that morning. On Jan. 6, the Russian and Chinese authorities had yet to put out any health alerts.



Figure 5.

We also note that if the mail coming from Europe was indeed stopped by the Russians and the Japanese, this was not the case for mail posted in Manchuria for China! This card (Figure 7) was posted in the Harbin station on Jan. 31 (Jan. 18 on the Julian calendar) and arrived in Peking (now Beijing) on Feb. 3 (Jan. 21 Julian), which tells us that it passed through Mukden and Shanhaikwan without being delayed. This does not mean there was laxity in the prevention of the epidemic, but only that another means of protection was put in place by French doctors, as we learn from the journal *Médecine Tropicale* in July, 2005:

"... During the plague epidemic, (Doctor) Chabaneix was assigned to Shanhaikouan. He will coordinate all the fight and control measures. 'January 16, 1911 ... among many telegrams from Watt I received one appointing me director of the Peking Sanitary Service at Mukden' ... This is an important transit point for travelers going to Petchili, towards Tien-Tsin and Beijing ..."

This sanitary service of Shanhaikwan began on Jan. 9 and we find the date in *La Petite République* of Jan. 15 and in *Le Courrier de Saône et Loire* of Jan. 16, 1911. In *La Petite République* of Feb. 25, 1911, we learn that the mail coming from the stations of the contaminated regions was being disinfected. Dr. Chabaneix says in one of his letters that this disinfection was carried out during the overnight stop the omnibus trains made in Shanhaikwan "... therefore not slowing down mail traffic ..."

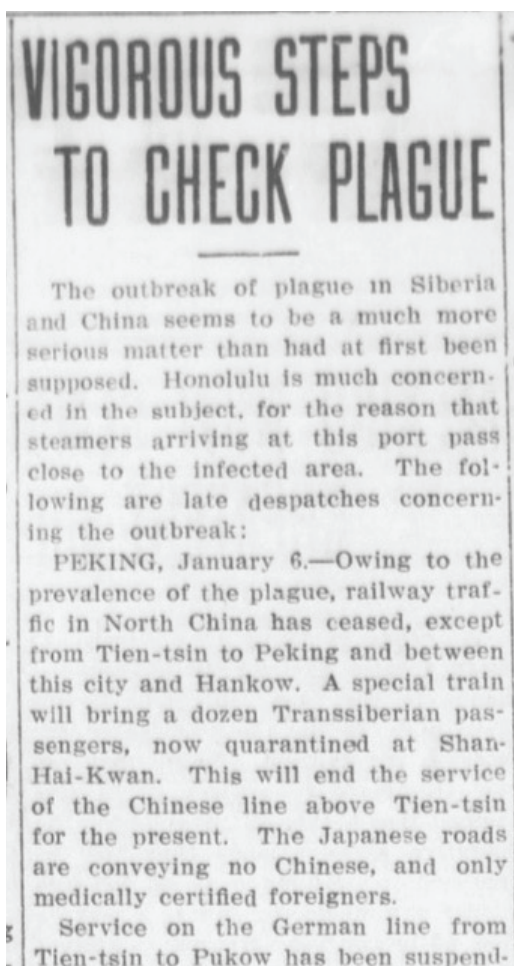


Figure 6.

Between Feb. 24 and March 7, only mail to Shanghai and southern China was routed via Vladivostok. The forwarding of European mail to North China was totally interrupted. The next item (Figure 8) is a postcard from Luxembourg to Tientsin, posted on Feb. 1. It passed through Paris on Feb. 2, then arrived on Feb. 17 in Harbin. On March 8, the running of mail cars from Russia resumed between Harbin and Dalny only; the railway connection at Mukden for Shanhaikwan and Peking was not guaranteed for European dispatches. From Dalny, the mail bags took the steamer to Chinwangtao (Qinhuangdao), the port of Shanhaikwan, which was ice-free during the winter. There the letters were disinfected and put on the train to Tientsin and Peking. The card is postmarked March 9 in Dalny, March 11 in Chinwangtao on the reverse and, finally, March 12 in Tientsin.



Figure 7.



Figure 8.

For mail to Shanghai, a letter from Stuttgart (Figure 9), dated Feb. 12 for Hankow, confirms the latest information discovered: it arrived in Harbin on Feb. 24. The cover underwent a 10-day quarantine and could not leave for Vladivostok until March 6 at the earliest. It was transported on the Trans-Siberian on March 7, arriving on the 8th in Vladivostok, where it awaited the boat for Shanghai, which left on Friday, March 10. The letter arrived in Shanghai on Tuesday the 14th, then took the steamer up the Yangtse River to Hankow, where it arrived on Friday, March 17.

We then have another letter from Stuttgart (Figure 10), posted a week later, on Feb. 18, and arrived at Hankow on March 17, like the preceding letter. This letter arrived in Harbin on March 3 and, if it had undergone the 10-day quarantine until March 13, it would not have arrived until March 14 in Vladivostok and in Hankow on the 21st at the earliest. It must have, therefore, have followed a different route, which indicates that the Russians had by then suspended the 10-day quarantine and were now only applying a five-day quarantine.

From March 8, with the reopening of the Mukden line, the letter resumed its journey. It arrived March 10 at Dalny and was placed on the steamer for Shanghai, where it arrived on Feb. 14, at the same time as the boat coming from Vladivostok. It then made a connection with the river boat for Hankow, which explains the simultaneous arrival at Hankow of the two letters that had left Stuttgart a week apart.

This episode in the history of the Trans-Siberian railway probably ends around the beginning of March 1911, because the next piece is a postcard from Pétange, Luxembourg (Figure 11), posted on Feb. 21 and arriving in Tientsin on



Figure 9.



Figure 10.



Figure 11.

March 9. We can detail its trip as follows: transit through Paris on Feb. 22 and arrival in Moscow on the 25th; departure from Moscow on the 26th on a Russian train² via the Trans-Siberian, arriving in Irkutsk on March 5, where it was put on a Chinese Eastern Railway train via Harbin, which arrived in Changchun on March 7. Then it changed to a train of the South Manchuria Railway (SMR), which arrived in Mukden on March 8. At Mukden, it changed to the Imperial Chinese Railway express, which arrived in Tientsin on March 9.

After March 8, all trains resumed their pre-epidemic routes and times. Mail transport returned to normal. There would again be a one-week delay for mail to Shanghai, following the discovery of a few cases of plague in that city's Chinese quarter, but there would be no epidemic, and the quarantine was only applied to boats arriving in the bay of Shanghai.

[**Editor's note:** This article was originally written by Bonnet in French. It was translated to English using Google Translate and the resulting output was edited by Katie Barwis, Lawrence Haber, Matthew Healey and Wayne Youngblood.]

2. At this time, there were three Trans-Siberian trains a week from Moscow to Vladivostok. The first two were Russian state trains lacking any comforts (no water on board, for example), which left Moscow on Fridays and Sundays. The third was a luxury train of the Compagnie Internationale des Wagons-Lits with individual compartments and a dining car, which left Moscow on Wednesdays.

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Carrying Stamps From Bogota to Montevideo via British Mail

Figure 1.



The cover, a folded letter that has been opened out for display, was sent in 1868 from the Director of Posts in Bogotá, in the United States of Colombia, to his counterpart in Montevideo, in the Oriental Republic of Uruguay. A large label on the back, known as a “cubierta,” designates it as official mail, and the notations inside, shown in Figure 2, indicate that it contained a quantity of

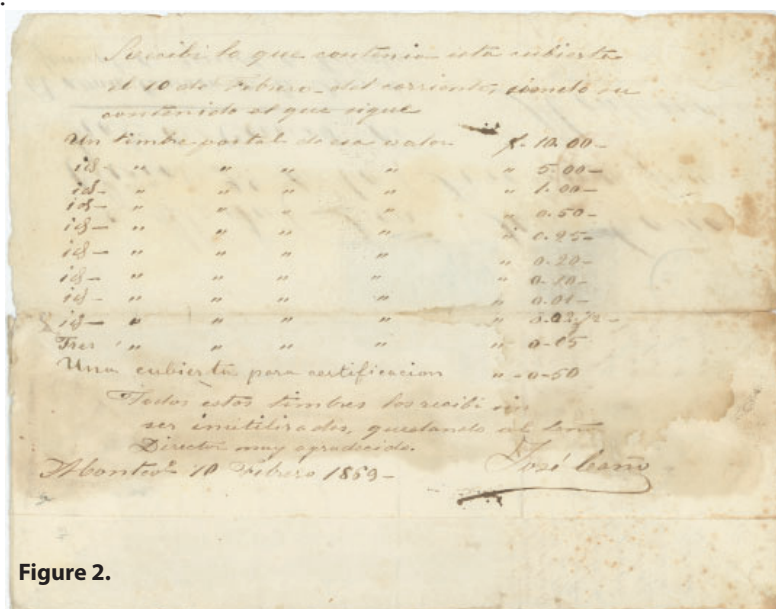


Figure 2.



Figure 3. Bogotá in 1868.

stamps that was received Feb. 10, 1869.

The docketing on the cubierta, which is listed in the Scott catalog as Colombia number GO2, states it was mailed on Oct. 17, 1868. It is signed by the administrator, S. Ferero (?). There is a beautiful red wax seal alongside, though unfortunately the impression is too indistinct to read. Further docketing across the flaps of the folded letter, by a second individual (José Ml. Alemaña?) gives instructions to acknowledge receipt of the packet.

The cover traveled overland from Bogotá to Panama, then still part of Colombia, a journey that apparently took about six weeks. I will admit this aspect puzzles me; I know that Bogotá and Panama are separated by some 500 miles (800 km) through mountains and jungle, and that even today the notorious Darien Gap between the two countries is a lawless, roadless stretch that defies easy travel. But six weeks seems extreme for a domestic official letter – a trip down the Magdalena River to Barranquilla should have only taken about

two weeks. Was that simply the reality?

In Panama, the letter entered the British post office, where it was franked with two Queen Victoria 1-shilling green stamps and a 2-shilling pale blue, all from the 1867 issue (Scott 54, 55a). The adhesives are canceled by the “C35” barred numeral obliterators assigned to Panama, with a faint circular date stamp alongside. The month (DE) and year (68) of this CDS are clearly legible; the day, alas, is not, but it was presumably during the first week of December. The second 1-shilling stamp looks as if it may have been added and canceled separately from the first; it’s a slightly different shade of green, and the corner letters indicate it came from a different pane.

According to Moubray,¹ the one-way rate from Britain to the Isthmus ports was 3s up to 1¼ ounces, and 4s up to 2 ounces, suggesting that the weight of the letter might have been reassessed and uprated before it was forwarded. Alternatively, the letter only weighed 1 ounce, but was charged

1. Moubray, Jane and Michael, *British Letter Mail to Overseas Destinations, 1840 to UPU* (second edition), London, 2017.



Figure 4. Montevideo ca. 1865.

both for the passage from Panama to Britain and for the return crossing from Britain to Uruguay. I am not certain what the normal practice would have been for such a “double-crossing” letter.

In any case, the letter passed through London on Dec. 28, 1868, as evidenced by the clear, red “PAID” datestamp in the middle.

There is no receiving postmark, but we know from the extensive docketing on the inside that the addressee, Don José Caño, received the letter in good order on Feb. 10, 1869, and proceeded to make a list of all the stamps it contained:

“One stamp in the value of \$10.00
 1^o is “ “ “ “ “ 5.00
 1^o is “ “ “ “ “ 1.00
 1^o is “ “ “ “ “ 0.50
 1^o is “ “ “ “ “ 0.25
 1^o is “ “ “ “ “ 0.20
 1^o is “ “ “ “ “ 0.10
 1^o is “ “ “ “ “ 0.01
 1^o is “ “ “ “ “ 0.02½
 3 “ “ “ “ “ 0.05
 A cubierta for certification “ 0.50”

The last item was presumably to prepay a reply by official mail – either a simple acknowledgement of receipt, or a reciprocation-in-kind of samples of

current Uruguayan stamps. Both capitals (Figures 3 and 4) were establishing normal bureaucratic functions by the 1860s. Was this stamp swap a bilateral precursor to the routine exchange of Specimen stamps under the Universal Postal Union after 1875?

A quick check of the Scott catalog listing shows that most of the enclosed stamps were probably of the issue of 1868 (5 centavos, 10c, 20c, 50c and 1 peso, Scott 53-57), while the two high values were presumably of the 1866 issue (Scott 51-52). The 1c and 2½c must have been from the 1865 issue (35-36, the latter a triangular), but the 25c is a bit of a head-scratcher. Colombia did not issue its first 25c stamp until 1870, at least according to Scott. I’m not ready to summarily dismiss the Scott listing as mistaken, so perhaps the 25c stamp had been prepared for use substantially in advance of being issued?

It bears emphasizing that two South American postal administrations still found that the best way to talk to each other at this time was via the British mails through London. I would welcome any comments from readers shedding further light on any aspect of this fascinating cover. Please contact me at: matthewhealey@gmail.com

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16 - 20 October 2023

In the week of **16 - 20 October** the **57th Christoph Gärtner Auction** will take place at the company's headquarters in Bietigheim-Bissingen.

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Four unused multiples of the „Penny Black“ (Ex-Lord Steinberg collection)



Rarity of Armenian philately – Semi-Postals, that could only be sold on one day.

British Military Mail in World War 2 - Middle East Forces 1942

Rare destination „Cerro del Pasco/Peru“

Left, Middle East Forces: Four complete sheets of 60, each of Great Britain with overprint „M.E.F.“ which was produced in **Nairobi**. The sheets were carried by airplane to Asmara, Eritrea. For weight reasons the sheet margins were separated from the sheets, usually. The sheets offered here are the only ones known with sheet margin at the bottom! A characteristic of the Nairobi overprint is the use of **different full stops** after the letters (see pictures). Only two complete sheets of each of these four values are known.

square stops in rows 2, 3 & 7



other rows with round stops

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C.G.

The WWI Victory Issue, Scott 537

Bob Akaki

These days it seems like there is a new commemorative stamp coming out every few weeks, but it wasn't always like that. Our first stamps were issued in 1847. The first commemoratives, the Columbians, didn't come out until 1893. After that they came out every few years or so until the 1920s. One early commemorative that is often overlooked is the 3¢ 1919 Victory Issue. It was the first commemorative to be released after the Panama-Pacific stamps came out in 1913 and 1914. For those of you keeping score at home, the stamp is Scott 537. A scan of the stamp is shown nearby.



The Victory stamp was issued to honor the Allies' victory over the Central Powers in World War I and features the Statue of Victory, flanked by the flags of the victorious allies. Scott tells us it was printed on a flat plate press in sheets of 400, cut into four post office panes of 100 for sale to the public. The official color of the stamp, printed by the Bureau of Engraving and Printing, was given as "violet." According to Scott, the stamp also exists in three identifiable color varieties, each with a certain amount of red in them. These are "light reddish violet," "reddish violet" and "deep red violet." The first two color varieties carry a slight premium, but the "deep red violet" is valued at \$1,300 (in italics) for unused and \$1,500 (also in italics) for mint never hinged. It is probably wise not to go near one of those without a certificate. Having seen a genuine example (with a cert), I can tell you it is quite stunning.

The regular stamp has a modest catalog value of \$10 hinged, \$20 MNH and \$3.25 used. Examples on cover catalog \$11, which seems a little high for the era (as a matter of comparison the 2¢ Pilgrim issue from 1920 catalogs only \$2.50 on cover), but there is a good reason for that. The domestic (or first-class) rate had been set at 2¢ on Oct. 1, 1883, but was raised to 3¢ on July 1, 1917, as a result of U.S. entry into WWI. The Victory stamp was issued March 3, 1919, when the rate was 3¢, so it has a face value matching that rate. The first-class rate was reduced back to the prewar rate of 2¢ on July 1, 1919, where it would remain until 1932, due to the Depression. That means that a true "on cover" use of this stamp must fall in that brief window when the 3¢ rate was in effect. On-cover uses are not that hard to find, but should be in that May 3 to July 1, 1919, window. After July 1, 1919, the on-cover uses are usually to pay higher rates for other services and overweight letters.

Shown front and back nearby is a rather interesting on-cover use of the Victory stamp during the 3¢ rate period. It carries an April 21, 1919, postmark from



Mishawaka, Ind. It is addressed to "Capt Avon Cook, Co B 130th Engrs, APO 935 A.E.F. France" – one of the members of the victorious AEF (American Expeditionary Force, as our forces in Europe were called) who helped secure the victory celebrated by the stamp! On the back is an Army Postal Service receiving marking of May 5, which means it took about two weeks, including crossing the Atlantic Ocean by ship to get from Indiana to France. What makes it even more interesting is someone crossed out the address (thank you for doing it in red so it stands out) and marked it "En route to U.S.A. Return to Sender." I assume that the letter caught up with our victorious doughboy after he returned to the United States. Could there be a more appropriate use of this stamp?



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Collectors Club Philatelist

October 3rd and 4th, 2023

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Volume 102, Number 5 301

Modern-Day Pony Express Cover

Donald J. Bourassa



Figure 1.

Imagine my surprise when I received the cover shown in Figure 1 from a nearby town in eastern Connecticut. My good friend Bob "Bones" Brannon was at the Sterling Movie Ranch set and sent this via Pony Express.

The official Pony Express cancel has a rider on horseback and a sign that reads:

"Cattletown Station, Oneco, Ct. 06373-9998, April 30, 1987."

This cover also boasts a New Haven, Conn., machine cancel of May 3, 1987. The cancel on the coil stamp, Scott No. 2115, includes the words:

"Partners for an energy efficient tomorrow."

Collectors Club Philatelist

ADVERTISERS

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WE APPRECIATE THEIR SUPPORT!

Bones did not know my exact address, but addressed the envelope to "Packer Road, Plainfield, Ct. 063." The letter made it to my address at 7 Packerville Rd, Plainfield CT 06374 just fine.

The cover's backstory is as follows:

Sterling, Conn., has never had any zoning ordinances. Companies such as Sterling Powder could move into town and start a business. Sterling Powder made gun powder and ingredients for fireworks. With no zoning, a group of investors decided to set up a 24-acre western-themed movie ranch. The idea was to attract the movie industry to eastern Connecticut for filming. Cattletown became the official post office at the Sterling Movie Ranch.

On May 3, 1987, the *New York Times* wrote:

"There will even be a genuine Pony Express operating out of Cattletown, which is in the Oneco section of Sterling. Letters dropped off at the post office, a United States Postal Service transfer station, will be stamped, and delivered by a pony rider a mile away to the permanent postal station."

The remote location never attracted the film industry and visitors to the site were few and far between. My friend Bones passed away a few years ago but this cover lives on in my collection.

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Map labels: 395, 88, Oneco, Sterling, CN, *Sterling Movie Ranch

STERLING MOVIE RANCH presents CATTLETOWN

Figure 2.

W. Wyman: Survey Reveals Possible Plate Format

David R. Wilcox

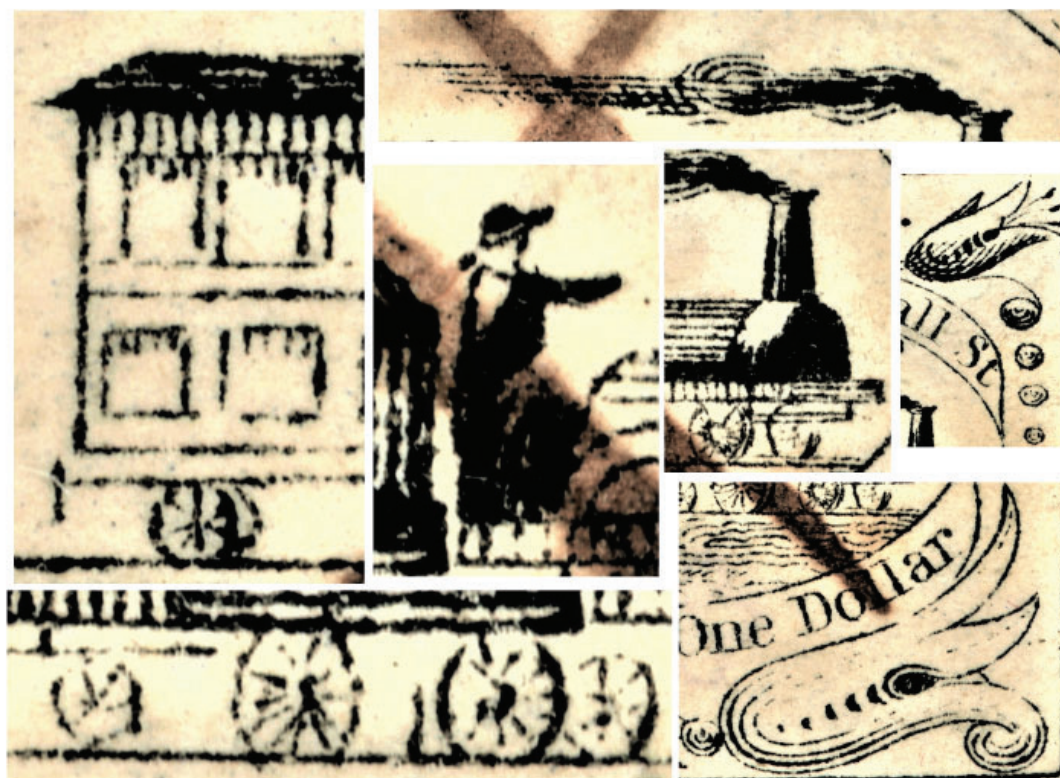


Figure 1. Detail of Wyman's stamp.

A new W. Wyman local post survey was part of a much larger survey of more than 1,300 surviving covers from nine Independent Mail companies that issued 23 different adhesives.¹ This article is a consequence of this large survey. The Wyman survey led to the discovery of a possible plate format for Wyman's stamps.

For about 1½ years in 1844 and 1845, private mail companies challenged the U.S. government's monopoly on mail carried in America. Postal historians refer to these companies as "The Independent Mails." Through the 1844 summer and fall, and then the spring of 1845, three small companies (Hartford Mail Route, Overton & Co. and W. Wyman), focused on delivering mail in southern New England, along the Boston-New York City corridor.

The flow of franked mail to NYC was low, but respectable. In contrast, mail flow away from NYC by these three small companies was minimal. One possibility is that these small companies may have focused on delivering legal and financial documents to NYC that required fewer replies². More research is needed, however.

The Hartford Mail Route specialized in mail flow from upstate Connecticut into NYC and Boston, and W. Wyman and Overton and Co. concentrated their efforts along the Boston-NYC shore. William Wyman announced his post in the July 29 *Boston Advertiser*, although his first stampless and franked covers are only known from Aug. 8 and Aug. 28 (his NYC office opening was announced Aug. 7).

Wyman's adhesives appear as frequently as Overton adhesives, but it may be that Overton actually carried more mail, based on a survey of stampless covers.³ As 1844 ended, Wyman finally sold out to Overton, and Overton continued to honor the Wyman stamps. Wyman's health was apparently waning, since he died shortly after the apparent sellout.⁴

Wyman's Boston office was at 8 Court Street (also same for Harnden's Express Package office). His NYC office was at 3 Wall Street (Wyman was a NYC agent for Harnden earlier, but this association does not appear to continue during Wyman's post). This meant Wyman could offer to deliver deeds and bonds to this bustling NYC district.⁵ This was the primary financial hub of the nation at that time and continued in that role as the young nation extended its amazing growth during the mid-1800s. Wyman's focus was on the big city, but he also offered service to other cities, such as Lowell, Mass.; Troy, N.Y.; and Philadelphia, Pa.

Wyman's stamp is considered the first prepaid denominated adhesive in the world to depict a locomotive (Pomeroy's "Train" stamps carried no franking value, and Wells' pink label was an advertising tag). As seen in Figure 1, the detail of the Wyman adhesive went far beyond the more common simple numeral designs of many other companies. The image does not appear to be engraved (probably letterpress or lithography). However, the intricate design even attempts to detail spokes on the wheels and tassels from the roof edge and in the windows. Despite its complex design, it was a favorite design for the prolific forgers of U.S. locals that followed a decade or so later (Figure 2).

The survey

The information previously available on these companies was summarized by The Eastern Independent Mail Company Study Group in *Eastern Independent Mail and Express Mail Companies 1840-1845* (Gutman editor). The authors did not give comprehensive surveys of all companies, but the written chapters and images are invaluable. Various authors reviewed what was known through 2016 for 16 companies. Their insights into what we know about these companies is a useful reference for those wishing to pursue this exciting area of research. In this 2016 book, Gutman adapted an article by Stimmell that gave an overview of Wyman's company.⁶

Unlike some other chapters, a survey of both franked and stampless Wyman covers was offered. Although there were no cover images, Stimmell and Gutman's initial survey was a tremendous assistance in surveying the presently

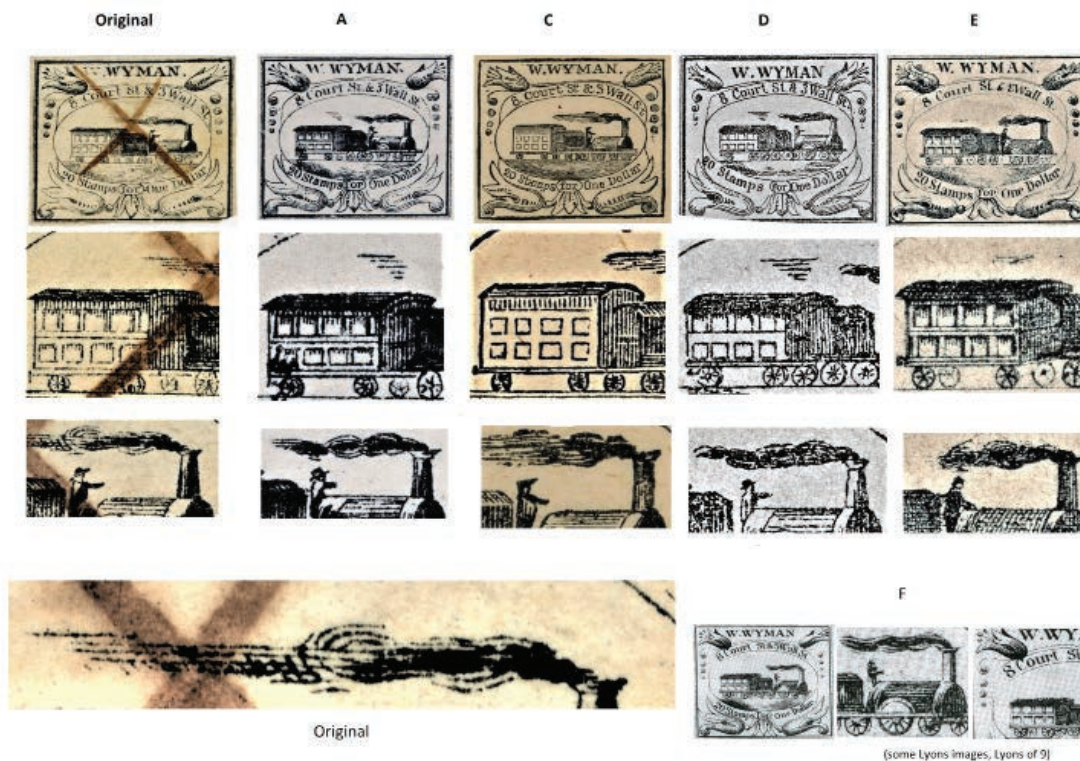


Figure 2. Forgeries. Note the back car roof, overhead clouds, the engineer, top of the smokestack and the trailing smoke. Letters are from Lyon's Identifier. A is Hussey. C is Scott.

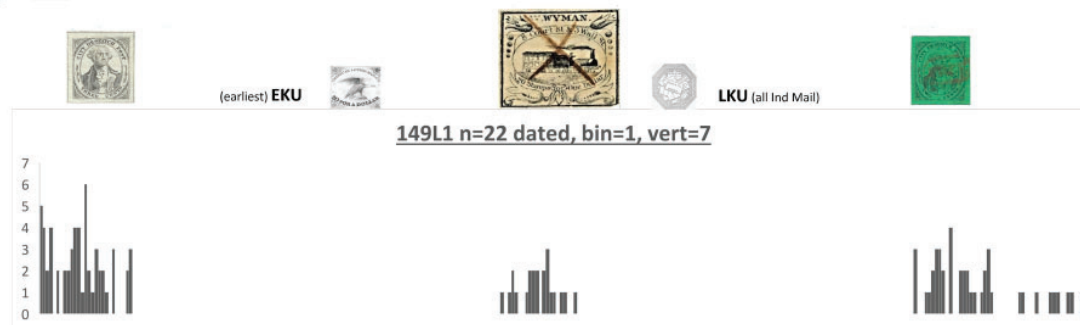


Figure 3. The Distribution of Wyman's known covers. Covers franked by 40L1 and 40L2 flank the Wyman data as controls. The chart range is August 1842 to November 1847, and Wyman Aug. 29, 1844 (EKU), to Jan. 28, 1845 (LKU).

known Wyman covers. With the recent availability of search engines and high-resolution images from auction lots and expertizing organizations (the Philatelic Foundation in particular), the new *Guide*⁷ makes available an upgraded survey and adds images for many of the covers.

Wyman issued just one design. Thirty-three Wyman covers were found genuine and 22 are fully dated. Some of the later covers may have been carried by Overton. This is a small percentage of the mail carried by Wyman (true of all the early mail companies), but it gives us insight into Wyman's brief history. Figure 3 shows the distribution of the Wyman covers. (Data from a 40L1 and 40L2 survey

in the “Guide” are graphed as reference points to the left and right ends of the graph.) Note that Wyman’s post was active throughout the midpoint of independent mail activity. Of the 33 known surviving Wyman covers, 22 could be dated and ranged from Aug. 29, 1844 (EKU) to Jan. 28, 1845 (LKU). From the addressees in the franked covers, it was calculated that 95% of the surviving covers were addressed to NYC.

The “tete beche” pairing

One prominent correspondence using Wyman’s stamps was sent to George Robbins at 38 Wall Street. Fourteen covers are recorded and 11 have images for



11-1-44, Robbins (2), BOS-NYC (survey #10)



11-20-44 Robbins (4) BOS-NYC (survey #13)



Figure 4. Two stamps from Wyman’s covers can be paired using a notch created when the stamps were cut apart. The stamp designs are inverted to each other.

study. It appears there was just a single sender in this correspondence, since the handwriting in the address is well matched between all covers. In the correspondence, two covers dated just a few weeks apart in November 1844 (Nov. 1, 1844 and Nov. 20, 1844) shared a distinctive notch at one corner (Figure 4). The notch was a unique creation by this sender as he separated the two stamps from his sheet.

The stamp images are cropped from auction catalogs of much larger cover images with low-resolution scans. Scissors cause some damage to the cut edges, of course, so expecting a mathematically precise match-up is not likely. One can hope the two stamps can be scanned in-hand someday, but that probably will never happen. These are very expensive covers, and it is possible the present owners do not even know each other. Even so, the notch matches well between the two stamps including the sloping edge that trails to the right.

Normally, matching up cut imperforate stamps from old correspondences can be a tricky effort. Since hundreds of stamps may have once been used on Wyman covers, the possibility of matching a couple of edges is possible, but not usually informative. In this example, however, the match-up involved a notch and sloping edge from two stamps apparently cut from the same sheet. The two covers were mailed by just one sender to George Robbins in NYC, who was a lawyer on Wall Street at the time. The content likely involved legal questions.

This matched-up pair therefore seems genuine, particularly since the stamps were cut from the same sheet just a few days apart and by the same person. The nearby reconstruction (Figure 5) suggests the sender's sheet had only 20 stamps. The probability the sender cut two stamps paired like this with a similar notch from just his one sheet of 20, and then, cut another pair from the same sheet with a very similar notch seems extremely unlikely.

This means the two stamps were directly attached within the sender's stamp sheet. The notch is unique for surviving Wyman stamps. This is the only notch like this in the surviving correspondence, and no other notch like it is found on any of the estimated 100 Wyman stamps surviving from any source.

So, why is a random notch of any note? It is not the matching notch and shared sloping edge that is most interesting here; it is what the pairing reveals. The orientation of the two stamps suggests that Wyman's sheet had at least one unusual pair. The bottom stamp of the pair is upside down to the design of the top stamp in the pair. This is unexpected.

Such an orientation is called a "tete beche" pairing, which is the French word for "head to foot." We use it to mean two stamps are paired in opposite orientations (vertically or side by side). It is uncommon – and sometimes rare – but is known for a number of stamp issues from other carrier and local companies (and for many different country issues as well). There are no known surviving "tete

beche “ Wyman attached pairs and, in fact, there are no known Wyman pairs. They are all singles. So, this is the first suggestion Wyman’s sheet contained any “tete beche” stamps.

In the final letter to Wyman from this same sender, he wrote “I will use Wymans last stamp on hand today.” The writer did not use an apostrophe in Wyman’s name, suggesting Wyman’s post may have picked up the simplified nickname of just “Wymans.” This fortuitous surviving correspondence is doubly interesting in that it appears the sender franked all or most of his letters to Robbins using a single sheet. It may also be true that the sender used this single sheet for all of his correspondence until his sheet of stamps ran out. This, however, will require a much more thorough analysis of all known surviving covers.

However, because the sender suggested he was working from a single sheet, the cut edges of many of the stamps on these covers have the potential of aligning, and this – indeed – is the case. A number of the stamps cropped from their covers can be aligned and suggest the format of the Wyman sheet. Aligning edges, even in an isolated population of just 20 stamps, has its potential pitfalls. What is interesting about the reconstruction is the dates on the covers from which each stamp was cropped seem to be consistent with the way one might expect the sender would cut each stamp from his single sheet (Figure 5).

The plating format

In Figure 5, the sheet is reconstructed by matching the cut edges. Gutters are gray. Erasing the envelope residual on the original scans at the edges leaves a



Figure 5. The suggested Wyman plating format.

white area, which can cover up an adjacent stamp in the reconstruction, so a thin column was added ($\frac{1}{2}$ the width of the natural stamp sheet gutter). In this reconstruction, therefore, edges will show a small gap between stamp edges. Considering the poor resolution of auction catalog images, the match-ups seem accurate for these six stamps.

This Robbins reconstruction suggests that Wyman's sheet might have been printed by a "print and turn" technique found for some other local posts of that era. There was possibly a plate of 10 transfers that printed two rows of five, and then, this was turned to print a second row of 10 (se-tenant to the first set of 10).

The reconstruction does not rule out that Wyman's sheet was much larger than 20 stamps; however, it is consistent with Wyman's ad selling his stamps at "20 stamps for One Dollar." This phrase is even printed directly in the stamp design below the locomotive image.

Without having the stamps immediately in hand together, it is noteworthy that the sender's "last stamp" on the last cover, dated Dec. 31, seems a reasonable fit for the upper-left corner, and one sent a month before, on Nov. 26, fits in the lower-left corner. Unfortunately, it seems unlikely the covers will be available for a more hands-on study, but Figure 5 suggests where a direct scanning study could begin.

As previously noted, the stamps in the reconstruction are consistent with a mail patron cutting stamps for mailing from his or her single sheet, cutting from right to left as imaged in Figure 5. The notched "tete beche" pair is in the second column, and the orientation suggests the second pass in the printing of this correspondent's sheet shifted the images slightly to the left. Other sheets might be different, of course, especially if the sheets were printed one at a time.

Six stamps from the Robbins correspondence could be aligned, but there are more images known which likely came from positions to the right of the matched portions. If readers have high-resolution scans, new images may expand the mapping from this single correspondence and give more information on the sheet layout.

There is one plate mark that stands out. Some examples of Wyman's stamps are known without a clear inking of the first "W" in "W. Wyman." The reconstruction shown in Figure 5 suggests at least positions 6, 9 and 10 on the plate may have this flaw.

Plating each individual position on the sheet will be difficult, since very few Wyman stamps survived and there are no multiples. For other posts where the survivors were much more common, plating has been successful on at least five independent mail plates: both designs of the American Letter Mail, Hale, Hartford Mail Route and Pomeroy.⁸ The four companies used their original plates for each of their subsequent issues (sometimes modified), so the number of issues

that can be plated jumps to 20. Now that the Wyman sheet format is better understood, a partial plating may also be possible for this issue.

The plating format suggested by the Figure 5 image is from published reports. Not all images were of the best possible resolution. Plating individual positions on the plate, using subtle – but unique – plating marks, often requires the stamps to be in hand. Detailed plating will be a whole new challenge and much more difficult than unraveling a potential format. This is especially true for the Wyman plate, since there are no known multiples of the stamp.

At the very least, scans with higher resolution than are available in the literature will be needed. Readers with any of the Robbins correspondence are requested to send high-resolution scans to this author. A resolution of 600 dpi is most helpful, but 300dpi will sometimes be useful. Direct scans from any cover in this correspondence will be welcomed (dwilcox1@comcast.net).

Conclusion

Without a multiple – or even a single stamp showing an adjoining stamp – the possibility of identifying Wyman's plate format seemed daunting. Using a newly identified "tete-beche" pairing and combining this with dates on one recipient's correspondence, a plate format is proposed.

Endnotes

1. David R. Wilcox, *A Guide to Local and Carrier Posts, Vol. 1 The Independent Mails*, book1one printers, Rochester N.Y.) 2023.
2. Gordon Stimmell (updated by Michael S. Gutman), "W. Wyman's Express Mail," *Eastern Independent Mail and Express Mail Companies* (Michael Gutman editor/publisher, 2016), Chapter 16.
3. John D. Bowman, "Overton & Co.," *Penny Post*, 21:1 (2020) pp. 46-56.
4. Calvet M. Hahn, "Overton & Company (Including Damon, Wyman, City Hall) Part III," *Penny Post*, 19:4 (2011) pp. 37-48.
5. Op. cit.2
6. Op. cit. 2
7. Op. cit. 1
8. David R. Wilcox, *Plating the Independent Mails* (Book1One printers, Rochester, N.Y.), 2023.

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Noted in Passing on the Auction Block

Matthew Healey

The following notable items are from recent auctions that were advertised in the Collectors Club Philatelist. Members who do business with these firms should be sure to thank them for their support of our journal. If you have spotted—or personally bought or sold—an item you feel is worthy of inclusion in the next round-up, no matter the price, please drop a note to secretary@collectorsclub.org



High Flying Bird

CHF 15,860 (US \$17,830)

Le Timbre Classique, Geneva: Martin collection of airmails, May 23-25, Lot 1018. Advertised in CC Philatelist Vol. 102 Nos. 3 & 4. Further details at letimbreclassique.com

Edmond Martin, who died in 2022 at the age of 89, inherited from his father a love of the great outdoors, as well as of stamps. When he began collecting seriously in his 40s, he settled on aerophilately, and was soon exhibiting his *Swiss Airmails 1900 to 1948* internationally and winning awards, culminating in gold medals at Seoul and Yokohama. The postcard featured in Lot 1018 of this sale may, at first glance, appear unexceptional, but the blue circular cachet to the left of the 5-centime Tell Boy adhesive tells a tragic tale. Like many aviation pioneers, young Ernst Rech's early life was full of promise; he was an able pilot and mechanic and an enthusiastic promoter of aviation. But as the 22-year-old was on his way to a national air show at Olten in May 1913, he was killed in a plane



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crash. The adhesive charity label planned for the Olten show was never printed, and the cachet handstamp, reading “Flugpost Olten-Oensingen/5.V.13,” was set aside. Only two examples of the marking struck on cover are known to exist, and this one, said to be the finer of the two, was a highlight of Martin’s collection. Estimated at 3,000 Swiss francs, it hammered for more than four times that amount – a testament both to the moving story it tells and the discernment of its owner. (Realization includes 22% buyer’s premium.)



Survivors of the Warsaw Uprising

€ 990 (US\$1,061)

Christoph Gärtner, Bietigheim-Bissingen, Germany: IBRA Special Auction, May 26, Lot 46 (advertised in CC Philatelist Vol. 102 No. 3). Further details at auktionen-gaertner.de

The infamous “Hitler Head” definitives of Germany’s Third Reich and its various overrun territories are probably some of the most notorious stamps in all of philately, not least because of all the non-collectors who mistakenly presume they must be rare and valuable. Knowledgeable collectors of central and eastern European areas know that there are, of course, some exceptions that are indeed rare and valuable. Gärtner’s sale at the Internationale Briefmarken-Ausstellung (IBRA) held in Essen in May included one such exception: a mint, corner-margin set of the Poland General-Gouvernement issue, ranging from 6 groschen to 1 złoty (shown), with local handstamped overprints reading “Poczta Polowa” (Field Post) “1-VIII-1944/Warszawa” vertically in purple. The set was prepared under the authority of field postmaster Maj. Maksymilian Broszkiewicz of the Home Army in the midst of the Warsaw Uprising, but was never issued. The overprints’ authenticity was certified by two different experts. Apocryphal items such as these help tell the complicated and frequently tragic story of the war’s final months. (Realization includes 23.8% buyer’s premium.)



Above: Lot 10082 from the June 2 Corinthphila auction (catalog cover inset). The cover belonged to Erivan Haub.

Below: Hindenburg cover belonging to Cheryl Ganz with matching address to the Erivan cover.



An Exceptional Zeppelin Cover

CHF 20,740 (US\$23,320)

Corinphila Auktionen, Zurich: The Erivan Haub collection of Zeppelin mail, Part II, June 2, Lot 10082. Advertised in CC Philatelist Vol. 102 No. 3. Further details at corinphila.ch/en

The explosion of the German airship LZ-129 *Hindenburg* at Lakehurst, N.J., on May 6, 1937, is deeply embedded in our collective psyche, both for the stunning and dramatic images taken by the assembled news teams and for the very human

legacy of the disaster, which includes mail recovered from the wreckage in the days following. Letters posted before the flight or on board the ill-fated aircraft – which had its own mailroom, postal clerk and canceling devices – is widely recognized as some of the most iconic of all airmail postal history. The burnt edges of covers such as this one lend a visceral dimension to this human catastrophe.

Erivan Haub (1932-2018) was an enthusiastic pursuer of Zeppelin mail, among many other areas, and this cover was one of the centerpieces of his collection. Although she was not the buyer of this cover, Cheryl Ganz – one of our leading Zeppelin experts – is deeply familiar with its provenance and kindly shared some of what she knows about it: *“Decades ago, I was at the St. Louis Stamp Expo when a man approached a Zeppelin collector/dealer friend and me. He had two Hindenburg crash covers that had been pocketed from the wreckage by a relative [of his] who worked at Lakehurst in 1937.”* Most mail had been recovered and forwarded where possible, but a few pieces were overlooked in the wreckage and later salvaged by treasure-seekers, including these two addressed to a Rudolf Dinnebier in New York City. Ganz explained that these two burnt pieces of mail had an added element of interest, as they bear a rare postmark variety; there are only six known surviving examples of the reconfigured onboard cancel applied before this flight. *“What added to the authenticity and excitement of this mail was that each had small green stains of melted undercoating from the red-hot girders. My friend negotiated to purchase the two covers. I then obtained one and he sold the other,”* which eventually made its way into Haub’s Zeppelin collection.

Regarding the unusual cancellation, Ganz continued: *“The Frankfurt railway post office serviced all collector- and dealer-prepared philatelic mail for the Hindenburg’s first westbound flight to North America of 1937, to reduce the workload for the onboard postmaster. While postal officials awaited a newly ordered onboard postmark design, a 1936 postmark was reconfigured by removing the flight number from below the date.”* The reconfigured (and postdated) 1936 design was then used on westbound mail for just a couple days in Frankfurt before the May 3 departure, but was not used aboard the *Hindenburg*. *“These two precanceled onboard envelopes were in a sealed mail bag in Hindenburg’s post storage room and, after the fire, were found in the wreckage and taken by rescue team members as souvenirs.”* Ganz noted that the pattern of the burn marks indicated they were probably bundled tightly in the center of a mail sack where not much oxygen could reach them. (Realization includes 22% buyer’s premium.)

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The Rarest and Most Valuable Stamp of Asia € 5,412,000 (US\$5.8 million)

David Feldman SA, Geneva: The “Meiji” property of classic Japan, June 3, Lot 30070. Advertised in CC Philatelist Vol. 102 No. 3. Further details at davidfeldman.com

By now, the story of the newly anointed “World’s Second Most Valuable Stamp” has circulated for several weeks, but it is so significant that it bears retelling here as well. Very few stamps reach seven-figure prices and, while the British Guiana One Cent Magenta may not be in danger of being toppled from its throne anytime soon, it’s reassuring to think – for the sake of the health of our hobby – that there may one day be a solid contender for that role. Purely on the basis of aesthetics, Japan’s 500-mon inverted center is already a hands-down champion, with its finely engraved frame in a sophisticated shade of muted green and the elegant simplicity of its central calligraphy.

As for rarity, it is not only the only known example of an inverted center on this issue, it is the only inverted-center error in all of classic Japanese philately. It was printed in 1871, an earliest impression from the first of two plates; the frame is from position 8, at upper right in the 40-subject sheet, and the figures in black are from position 33 in the opposite corner. A pinhole in the upper right corner is an artifact of production, rather than a fault.

The fact that it is a non-European, non-colonial issue only adds to its mystique. Hailing from Asia, where philately’s center of gravity has inexorably shifted in recent decades, the stamp’s launch into the stratosphere feels both fitting and in a way pre-ordained. The story of how this stamp crept to the forefront of the market is simply astonishing. Western collectors, auctioneers and philatelic writers, even at the top of the hobby, were largely unaware of its existence just a few months ago. Looking back at the traditional literature on the great rarities of

philately, this stamp is invariably missing. How is that possible? Where was this superstar hiding? In brief, it was discovered by an American collector in a collection in the 1950s and revealed to the world when it made its first-ever appearance at auction in 1973. Since then, it has resided in a succession of private Japanese collections, making this only its second-ever appearance at public auction.

The importance of this stamp is so great that your correspondent will break with standard practice and quote more extensively from Feldman's description of its authentication and provenance.

"Expertise: The error was discovered some time between 1953 and 1973 by John C. Linsley, an American collector who found the error in a Japan collection he acquired. The error became public when his stepson submitted the stamp for certification in 1973. It was then submitted to the International Society for Japanese Philately (ISJP) Expert Committee and was expertised by Dr. Varro E. Tyler (also head of the expert committee of the American Philatelic Society). Before issuing a certificate, the ISJP wanted to have the additional opinion of the Dr. Tani Takashi from the All Japan Philatelic Federation Expert Committee and Dr. Soichi Ichida from the Study Group of Hand Engraved Stamps. All experts concluded this stamp to be genuine with full confidence. The certificate unfortunately has been lost since, but the signature "Tyler" of Dr. Varro E. Tyler is pencilled on reverse in the lower right corner. Currently the stamp is accompanied by a certificate of the Philatelic Federation of Japan Expert Committee (2011), which is signed by Dr. Sawa, as well as a certificate issued by Florian Eichhorn of the BPP (2023).

"Provenance: The following information is the result of our research to date:

"John C. Linsley (1953, an American collector who spotted the inverted centre in 1953 in a Japan collection he acquired)

"Mark E. Weber (1973, the adopted son of Mr. Linsley as his heir)

"Waverley Trading Co. (Tokyo, Dec. 1973, lot 748, then described as "one of the ten most valuable philatelic items in the world," sold for hammer ¥21,000,000 [about US\$75,000 at the time])

"Group of four Japanese dealers (1973)

"Ichiro Kondo (1973, bought by private treaty for ¥25,500,000 [about \$91,000])

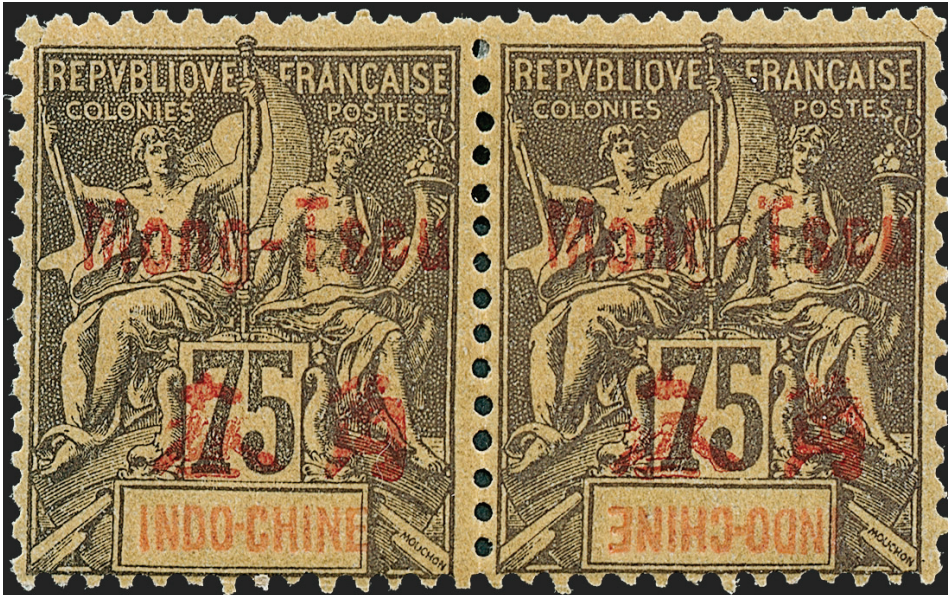
"Ryohei Ishikawa (1974)

"Kilchiro Hayashi (1995)

"Yuji Yamada (2013, sold to him by private treaty for an undisclosed amount by Takahashi Stamp Co., Tokyo)"

If a stamp's value is to be assessed on the three pillars of rarity, beauty and importance, then surely the Japan 1871 500-mon inverted center has a shot

at eventually overtaking even the legendary One Cent Magenta – certainly on the second factor, and potentially on the third. (Realization includes 23% buyer’s premium.)



Incomparable Indochina Inverts

\$44,250

Robert A. Siegel Auction Galleries, New York City: 2023 Rarities of the World, June 27, Lot 775. Advertised in CC Philatelist Vol. 102 No. 3. Further details at siegelauctions.com

The French colonial “Peace and Commerce” series, also known as the “Group Type,” was current for just eight years, from 1892 to 1900, but has left an outsize philatelic legacy, thanks to its widespread use at a time when global communication was booming. Stamps for the colony of Indochina, which encompassed today’s nations of Laos, Cambodia and Vietnam, included a classic error: one cliché in the sheet of 75-centime stamps had the red tablet text with the colony name inverted. As these stamps were subsequently overprinted for use by various French offices in China, the error was also propagated to issues for Canton, Hoi Hao, Mongtseu, Pakhoi and Yunnan Fou. In most of these cases, only a single example has survived; the “Magnolia” collection, whose material has featured in several recent Siegel sales, remarkably included each of these great rarities. The one shown here, with the red overprint of Mongtseu, in a pair with a normal stamp, was but one among half a dozen similar lots. This one is unique, and therefore the key to forming a complete collection of French colonial issues. (Realization includes 18% buyer’s premium.)



Lady in Red

£ 7,192 (US\$89,462)

Stanley Gibbons, London: J.W. Phillips collection of Great Britain, Part 1, July 18, Lot 188. Advertised in CC Philatelist Vol. 102 No. 3. Further details at thestrand.com

John Phillips was one of the most accomplished and respected contemporary collectors of Great Britain. Though he did not exhibit, he did publish occasional articles and was often consulted by collectors and dealers alike, thanks to his deep knowledge of his field. He passed away in early 2022, and this sale was the first of three planned. The formidable collection has attracted attention around the world, not only for its breadth and depth, but also for the sheer number of major rarities it contained. As Victoria Lajer, the managing director for philately at Stanley Gibbons wrote in the introduction to the sale catalog, “John was a farmer, a keen shot and a very knowledgeable philatelist” who found refuge in the hobby from the demands of his agricultural pursuits. “Stamps were a big passion for John, and I fondly remember visits to his house, looking through the 15 albums that made up this wonderful collection.” One of those rarities, which garnered headlines both inside and outside the hobby, was of course the legendary Plate 77 Penny Red, thought to be one of only three genuine examples in private hands, which realized a respectable £148,800 with the buyer’s premium. Another was the Queen Victoria £5 orange shown here, the only example known with red cancellations. The buyer was none other than Dr. John Horsey, author of *The £5 Orange*, the definitive reference book for this iconic issue. Horsey says – and other experts agree – that the red “hooded circle” registry cancels of London, dated 1897, indicate it was probably used for actual postage, therefore making this one of the very few examples of the £5 orange not used for fiscal, telegraphic or accounting purposes. Horsey’s book already pictures the stamp, of which Gibbons had courteously provided an image from a prior sale. (Realization includes 24% buyer’s premium.)

The Collectors Club

Membership Update: June 28, through Aug. 29, 2023.

Approved by the Board of Governors:

July 23, 2023

Non-Resident (overseas):

Dorr, Elmar	Berne, Switzerland
Dorr, Ute	Baden-Württemberg, Germany

Aug 29, 2023

Resident:

Nowrojee, Elchi	Montclair, N.J.
Weiner, David	East Rockaway, N.Y.

Non-Resident:

Horne, Mark Brady	Wasilla, Alaska
Kawar, Elias Akram	Appleton, Wis.
Korn, Bryant E.	Sanibel, Fla.
Leber, Philip	Bradenton, Fla.
Luterman, Joan R.	Columbia, Mo.

If you would like to update your contact information, please contact Executive Secretary Andrea Matura at: info@collectorsclub.org

We look forward to seeing you in person in November at The Washington National Postal Museum events and at Chicagopex. Our Fall 2023 electronic meeting program is in progress.

Please advise our office of address changes or other membership updates in a timely manner at info@collectorsclub.org.

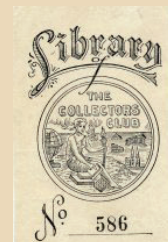
Respectfully submitted,

Mark E. Banchik, Membership Co-Chair
Lawrence Hunt, Membership Co-Chair

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