

Collectors Club Philatelist



Post-Civil War Naval Armament

UPCOMING AUCTIONS

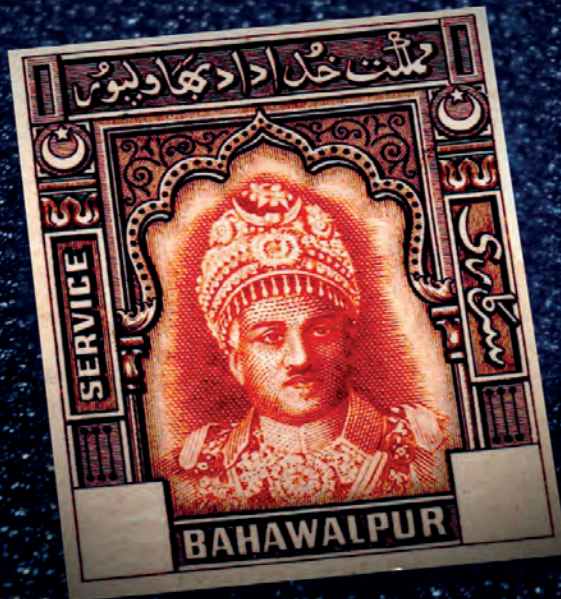
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President's Message

Lawrence Haber

What a GASS!

When I pen these letters, I usually focus on the future, as the present quickly turns into the past. I thought that – for this once – I would share updates on events you already know about.

Just a few days after returning from the Great American Stamp Show in Hartford, Conn. (Aug. 14-17), I find reflecting on some recent events essential before we shift our gaze forward.

First and foremost, I want to celebrate the remarkable accomplishment of Nick Kirke's book on New York City Foreign Mail, which won the Large Gold and Grand awards at GASS. This achievement is particularly noteworthy, as I've been discussing the book's progress over the last several years, as it has passed through its editing and printing stages. We are immensely proud of Nick and his staunch editor, Seija-Riitta Laakso. Their collaborative effort has produced a truly exceptional book. Unlike many philatelic works that are often nothing more than a catalog of covers and stamps, this book is meant to be read and enjoyed. Nick's distinctive voice resonates on every page, making it a must-have for anyone interested in this topic.

Many of our members were honored during GASS. We're delighted with all the grand prizes handed out to members of this Club, from Steve McGill to Roger Brody to Nick Kirke; to our members who were recognized with the Luff Award, Ken Trettin, Jay Stotts and Steve Reinhard; and, let's not forget our own editor, Wayne Youngblood, who received the Peterson Philatelic Literature Lifetime Achievement Award; and Joan Harmer, who is a recipient of the Carter Award (for local promotion and service). It is a privilege for us to be in their company.

At the Great American Stamp Show, we held a joint dinner with the U.S. Philatelic Classics Society, the U.S. Stamp Society and the Collectors Club of Chicago to support the upcoming international event in Boston. A small reminder: May 2026 is not all that far away from today. Unlike the typical Friday



night, where various clubs and societies host separate events, this gathering at the Mark Twain House was a unique opportunity for us all to come together. It was truly gratifying to see these groups unite and demonstrate their commitment beyond individual interests. The leaders of these organizations — Vern Morris, Nick Lombardi, Roger Brody and Melanie Rogers — showed exceptional leadership, making the event a success and selling out in the process. We also want to recognize Martha and Tony Dewey, who located the venue. We all know how much Tony wanted Hartford to shine during this show, which was undoubtedly the case at the Mark Twain House.

As many members have asked about our new Club on 40th Street, I want to update you on our progress. While most of the work is completed, and we are about 70% moved in, the transition from our long-time 35th Street location is a complex task. The layout and design of the new space are quite different, requiring a staged approach to ensure a smooth relocation.

Our library is one of the highlights of this transition. Almost all of our books, journals and auction catalogs are now in place. The improved lighting and layout make the library more inviting and functional. We now have ample space for new acquisitions, which wasn't possible at our previous location. I love walking around the library. It is so inviting. This being the summer, we have frequent visitors and we are very happy to show them around. But the library is the most special place in my heart. I suppose a library can be a solitary place. And ours certainly can be a place to work on one's own research or writing quietly, but ours can also be a social place. There is a reason why the reading table has 12 seats. Libraries are meant to be used, and ours is a fabulous place.

Speaking of the library, I would like to make a special request: if you have any philatelic books or materials you are considering parting with, please consider donating them to your Club. Your contributions will help us expand and enrich our collection.

**Explore our website and see just how much more
the Collectors Club can offer!**

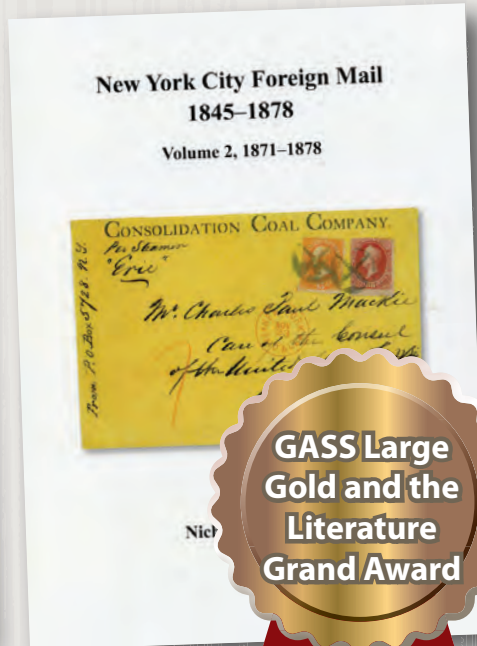
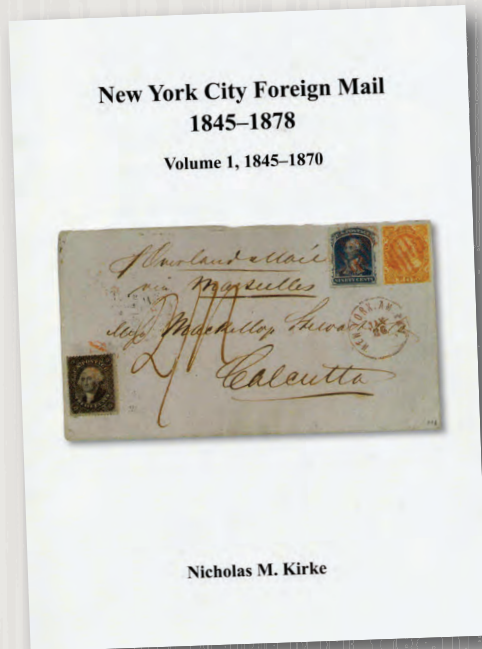
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Editor's Notepad

Wayne L. Youngblood

Several of us have had recent conversations on the complex subject of *why* we collect. The answer, of course, is not simple, as there are many factors involved and many types of input that led us to participate at various levels in our pursuit of stamps and postal history.

To that end, we'd love to hear from you – either your theory about why we (or you, in particular) collect, or what led you down the path of philately and why you still collect. I'd be willing to bet that this is an area to which not many of us give much thought, but one that features many fascinating stories.

I'd like to briefly share a discussion I had with a collector who just recently returned to the hobby after decades of inactivity. He shared his (I think) rather touching story with me during the recent Great American Stamp Show in Hartford, Conn. I don't recall how the subject came up.

According to the collector, he was exposed to the hobby at a fairly young age by his father, who regularly took him to stamp shows in the area. It's important to note that his father was not a collector himself, so neither one of us was sure why his father chose stamps for his son to collect.

At any rate, as the years passed, our collector went to more and more shows, always accompanied by his father, who insisted upon purchasing all the stamps and covers this collector chose. As his collection grew, the son's purchases became more expensive. Suddenly, attending a show that only a few years before may have cost his father a couple of dollars now sometimes cost him a couple of hundred dollars.

"My father was not a wealthy man," the collector specifically noted.

Collectors Club Programs 2024

Sept. 18	The Irish Brigade, Robert Benninghoff, Brian Callan
Sept. 25	Boston 2026 Update, Yamil Kouri
Oct. 9	Canada Military Mail, David Hobden
Oct. 30	Minnesota First Days and the Evolution of First-Day Covers, Todd Ronnei
Nov. 6	Single-Frame Exhibit Competition
Nov. 27	The Future of Stamp Shows Panel - APS, Westpex & Sarasota, Scott English, Behruz Nassre (moderator & speaker), Liz Hisey
Dec. 4	Carriers and Locals Society, Cliff Alexander
Dec. 11	Governors' Open House
Dec. 18	Western Express Postal History, Ken Stach

When he was in his mid-teens, our collector announced to his mother one day that he planned to quit collecting stamps.

“Why?” asked his mother. “Do you no longer enjoy the hobby?”

“Of course,” replied the son. “I love studying and collecting stamps very much; I enjoy learning new things at each show and building a collection I’m proud of and enjoy looking at.”

“Then why would you possibly want to quit collecting?” his mother asked.

“It just recently occurred to me how much of his hard-earned money Dad spends on my stamps. I feel guilty he may not be able to buy something he enjoys.”

Thinking quietly for a minute, the mother replied, “Why do you think he takes you to these shows and buys you stamps? His biggest joy is watching you grow and learn, while watching you interact and negotiate with the stamp dealers. He can’t think of a more enjoyable way to spend time and money.”

Needless to say, our collector did not give up stamp collecting until a few years later, when the necessities of life took over.

Now, as a full-grown, returning collector, his interest is as strong as ever and he’s having a wonderful time reconnecting with the hobby, rediscovering the joy of stamp shows and fondly remembering time with his father.

A Clarification from CWPS

In Steve Feller’s article regarding Montgomery, Ala., in the July-August 2024 issue of *Collectors Club Philatelist* (pp. 224-237), he mentioned in his references section that the Civil War Philatelic Society censuses found on the website at <https://www.civilwarphilatelicsociety.org/resources/censuses/> are for use of members of CWPS, which could be interpreted to mean their use is only for members. According to webmaster Mike O’Reilly, the only thing restricted to members on the site is the last three years of the *Civil War Philatelist*. All past issues of the *Confederate Philatelist* and *CWP* older than three years are freely available to everyone, along with everything else on the website.

The CWPS wants to encourage everyone to freely use the census data and to help make the censuses better. Censuses are maintained and updated when changes are received. CWPS asks for census users to check their collections and report any unlisted items. Also, census users are asked to help improve the scans in the census files. Some of the scans came from old auction catalogs where the cover image may have been cropped and many early images are black and white. CWPS stresses that it very much wants to replace the old cropped and black-and-white images with current color scans. Covers should be scanned at 300 DPI, and individual stamps should be scanned at 600 DPI. Files can be sent either as JPG or TIFF formats. Updates to census information may be sent via email to census@civilwarphilatelicsociety.org, or contact@civilwarphilatelicsociety.org.



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Kingdom of Lombardy–Venetia

– The "P.G." Collection

Airmail and Zeppelin Mail

– inclusive the collection of the Sieger family (part II)

Germany from 1849

– The "American" Bruce Wright Collection (part I)

Grand Duchy of Baden – Frankings and Postal History

– The Klaus Peter Geis Collection (part II)

Heligoland

– The Hans-Jürgen Borowski Collection (part I)

Kingdom of Saxony – 'Frederick Augustus'

– The Michael Schewe Collection

Thurn and Taxis – 'The Thuringian principalities'

– The Heinz Peter Wenzel Collection

German Reichspost – Shield Issues

– The Michael Rehme Collection (part III)

German Reichspost – Shield Issues 1872–75

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Essential Elements

Rates, Routes and ... Manners

Richard Coffey



I'm not saying that we can't grasp the postal history of Western Europe if we haven't read Honoré de Balzac's story, *Beatrix*, but if we are trying to understand how postal systems worked, how societies worked in those dark, muddy, war-torn, disease-ridden days that we persist in studying and collecting, we really oughta read a story written in the 1830s by a guy that had the same problem then that we have now.

The problem? How do we tell a story with rates and routes, or facts and dates, when there is an intrinsic nature afoot that is simply too transcendent to collect and exhibit, but without which our story melts away and we are left showing a shell of the past? I will argue that the “essence” of our story is not rates and routes, but a product of those data.

Balzac himself explained what keeps us at arm’s length from the truth when we try to find life in rates and routes. He tells us that even as he wrote his stories about life in a French village in the 1830s, *“Most of these places have fallen from some splendor of which history has kept no record, busied as it is with facts and dates rather than manners ...”*

There it is. Manners.

We should strive to become Jane Austens.

But what does Balzac mean “history has kept no record?” All we do is work with records; we collect cultural artifacts, we study covers. Still ... when you stand before eight frames of stampless treasure that spent its youth in saddle bags and rum-soaked sacks in coaching inns — not to mention the stinking holds of sailing ships — tell me, can you smell it? I can’t, and it should smell. We know it did when we look at the routes. How do you keep a cover fresh when it spends three days in a postillion’s vest pocket? There was mud, storm-tossed seas, disease, wars and rum. There was a lot of rum.

And yet we collect facts and dates.

You would think we would look for manners in the content. But we don’t do content. Content may be history, content may even speculate on the marital status of postmen, but that’s not postal history. Content is what our covers deliver. Our covers shepherd content. A letter writer may leak manners by saying that the post is not expected to leave town for another hour because the postilion is indisposed. That’s an interesting anecdote, and it may be factual, but how do we make it postal history?

We believe postal history has to be exorcised from the cover itself, from the manuscript postmark, from the stamping and the crayon scrawl of rates and from the circuitous, war-torn routes. The truth we search for must be found beyond the seductive cursive of Mr. Platt Rogers Spencer and his antecedents; our



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truth is to be found in the reasoning behind directives and markings on the cover itself: per *Arabia* is postal history, “Advertised” is postal history, “DEUTZ 23 6 III MINDEN” is postal history, “BR PKT” is postal history as is “Fr.3” and “PAID.”

We expect the cumulative weight of markings and directives to do something magical — and it does! The cover leaves a choleraic village in Brittany in someone’s pocket and shows up a month later in a Wisconsin Territory general store. That’s pretty damn magical. Still, something is missing. When you are attending an exhibit, standing in a labyrinth of a thousand pages of covers, beginning to wonder how far it is to the nearest restroom, you want the thing to jump out at you, take your breath away and teach. Why doesn’t that happen more often?

What is postal history? Balzac complained — in 1836 — that in *“a few years more these primitive towns will be transformed, known no more except in this literary iconography.”*

Balzac is talking about history and memory — this guy wrote novels, not about manners like Jane, but stories about the sociology of his age; and he’s telling one now. It’s about a town in France — a small town like the ones that show up on our covers. Listen: *“It’s impossible to go through the town without being reminded at every step of the manners and customs of long past times; every stone speaks of them...”*

“Every stone speaks of them.” If Balzac can imagine how stones speak of manners and customs of the long-past times, we can figure out postal history, can’t we? Let’s give it a try; we’ll borrow and adapt the author’s sentence.

It’s impossible to stand before eight frames of stampless covers without being reminded at every frame of the manners and customs of long-past times, every cover speaks of them.

I’m no judge, obviously, but there have been times when I have stopped dead before a frame of postal history because I felt a connection — there was something in the framed array or perhaps something emitted from a single cover that felt like Balzac’s *“manners of long past times.”* And I don’t know what that thing is, though I often go back and look for it. It isn’t always pretty covers or scarce covers or gold-medal award-winning covers, it’s just that something in the frame seems to cry out for empathy, something is ready to connect. Our covers, like Balzac’s stones, are living memories, more than artifacts, more than evidence; they are survivors in human history — each a testimony to facts: a coach, a horse, a sailing ship, a railroad car, a vest pocket, a cultural moment, a manner.

Balzac wrote, *“... since the revolution of 1830, Guérande is still a place unique, essentially Breton, fervently Catholic, silent, meditative, where new ideas can scarcely penetrate.”* And, between Saint-Naire and Guérande *“lies a distance of at least six leagues, which the mails do not serve, and for a very good reason — there are not three travelers by coach a year.”*

Now that is postal history. And manners.

Technology and Boston 2026 World Expo

(Boston Convention and Exhibition Center, May 23-30, 2026)



Boston 2026 World Expo (Boston 2026), the 12th international philatelic exhibition in the United States, will be held May 23-30, 2026, at the Boston Convention and Exhibition Center (BCEC). Participants, exhibitors, dealers and visitors to this huge show will have access to two major technological platforms that will enhance their experience before, during and after the show, and we are excited to share them with you.

BCEC Network

The BCEC, located in the revitalized and rapidly growing seaport district, is a state-of-the-art convention facility that hosts the highest number of science and technology meetings in the United States. The BCEC provides the most advanced network services of any convention center in the world. This facility has custom-designed Wi-Fi accessible spots throughout the site and is supported by 514 access points that provide the highest-quality connectivity. It can provide high-performance connections to tens of thousands of attendees simultaneously, even if they are using more than two devices at a time. Also, all Ethernet drops within the building carry at least one gigabit of bandwidth. All of this will be free to Boston 2026 attendees. For more information visit www.signatureboston.com/bcec.

Cvent

Boston 2026 has also contracted Cvent (www.cvent.com), one of the most advanced technology platforms supporting conventions and events. Among other things, Cvent will operate our next-generation website and app. Some of the functionalities Cvent will provide include:



1. Ability to capture collecting interests during the registration process. This information can then be shared with dealers' offerings, helping them make sure they are bringing the right material to the show.
2. Capability to submit and manage exhibit applications for both postal and literature exhibits. Online detailed descriptions of the accepted exhibits will be provided through the platform. We expect about 1,000 exhibits (700 postal and 300 literature).
3. Functionality to request and manage meeting/presentation space and associated resources. Detailed information about each scheduled presentation will be provided. We anticipate several hundred meetings/presentations during the show.
4. Attendees will be able to use Cvent to schedule individual meetings with specific dealers, exhibitors and other attendees.
5. Schedule and event reminders (text and email) will be automatically generated during the show to help attendees not miss any of the action. These notifications can be sent to individuals or groups.
6. Survey functionality will be available before, during and after the show.
7. Cvent supports these functions on multiple platforms, including web browsers, smart phones and tablets. Cvent is cloud based and is hosted at a fully supported data center, with around-the-clock professional IT service and support.

Hotel reservation processing will be supplied on the web-based OnPeak platform.

We plan to do a public demonstration of this platform's capabilities at one of our future online presentations sponsored by the Collectors Club.

Stay tuned.

— *Yamil H. Kouri, Jr., President*
Yamil.Kouri@Boston2026.org

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- Interesting offer from Austria and Hungary
- Sensational collection „Red Cross - Worldwide“
- Large number of estates

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Viewings begin on 30 September 2024. Please make an appointment.

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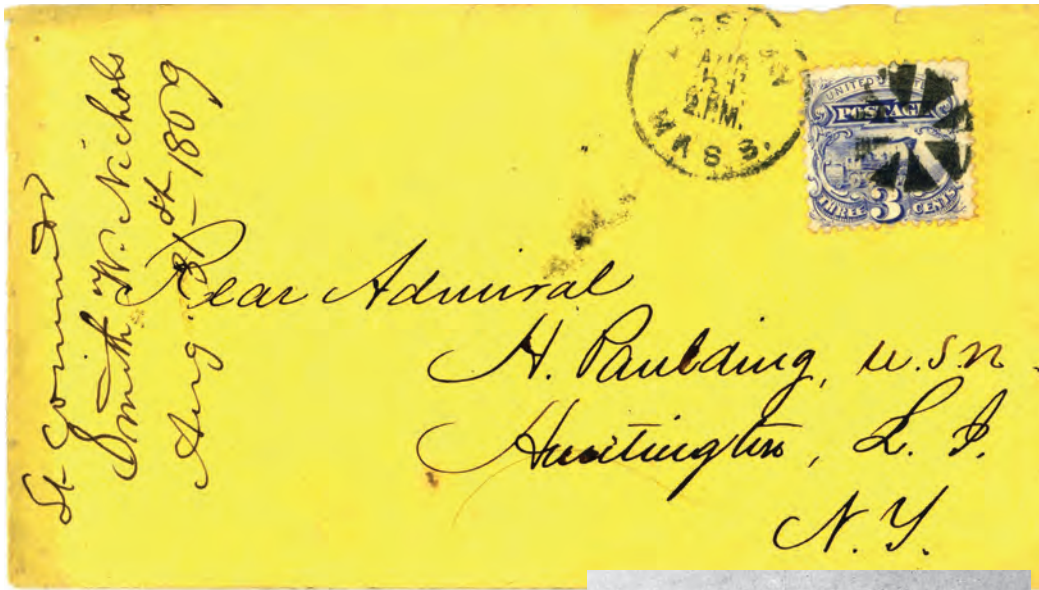
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Post-Civil War Naval Armament

Barry Jablon

A Brief Preface

I collect the United States 1869 3¢ pictorial, which I've affectionately called "the little engine that couldn't" because the stamp was withdrawn after only a year of circulation. For me, the 3¢ has become like the bead of glass at the heart of van Leeuwenhoek's microscope, enabling a close look at a one-year slice through history. Here, I hope it can illuminate the revolution in America's naval armament that arose from the Civil War.



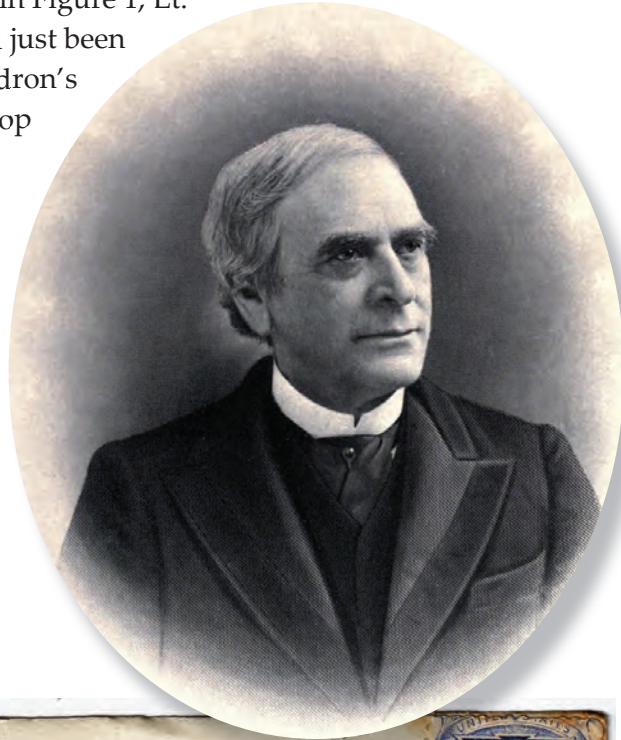
Figures 1 and 1a. Rear Adm. Hiram Paulding, commanding the Home Fleet, foiled William Walker's 1845 attempt to conquer Central America. He was fired afterward for "interfering with Nicaragua," but in 1861 Lincoln reappointed him to build a wartime fleet. In 1869 Paulding headed the New York Navy Yard; the docketing on this cover, in his hand, identifies the sender as "Lt Commdr Smith W. Nichols Aug 31st 1869." Paulding appears at right.

Ironclads

Before the Civil War, the United States had spent a significant part of its military budget on coastal fortresses, but in 1861 the Navy's Ironclad Board, under the direction of Adm. Hiram Paulding (Figure 1) approved the design and construction of three steam-powered, heavily armored ship, such as George Corliss' *Monitor* (Figures 2 and 3) and, after the astonishing performances of the *Monitor* and *Merrimac* at Hampton Roads, the Army and Navy took further stock, including sending artillery specialists to review the major coastal defenses.

The author of the letter shown in Figure 1, Lt. Cdr. Smith Nichols (Figure 4) had just been transferred from the Asiatic Squadron's *Shenandoah* to captain the new sloop USS *Omaha*, shown in Figure 5, steam-powered and carrying a non-turreted, 11-inch gun near the prow and 10 nine-inch guns that fired from the gun deck, like the USS *Plymouth* discussed in a bit.

Figures 2 and 2a. George Corliss (above) invented the Corliss engine, the Corliss valve and built the USS *Monitor*'s turret ring. A cover addressed to him is shown below.



The Question before the House: Forts or Ships?

The Civil War had shown that big guns on ships could smash the masonry casemates of coastal fortresses, or simply charge past them to create a blockade, as shown in the Battle of Mobile Bay in August of 1864, where Farragut ordered *"Damn the torpedoes! Four bells. Captain Drayton, go ahead! Jouett, full speed!"*

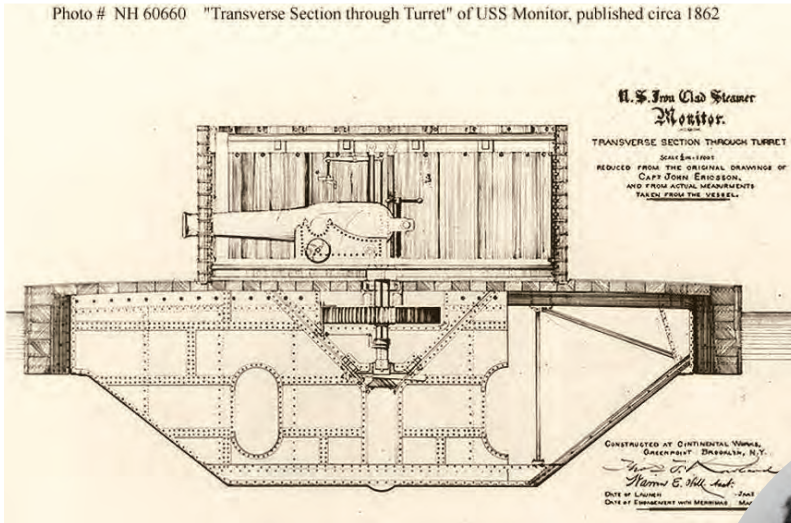


Figure 3 (left). Transverse section through turret of USS Monitor.

Figure 4 (below). Lt. Cdr. Smith Nichols

Rifled breechloaders were now a must for self-defense, but the United States had few of them. For example, in January 1870, Fortress Alcatraz defended America with eight batteries of heavy artillery, mostly named after Union generals, and now hopelessly obsolete (Figure 6).

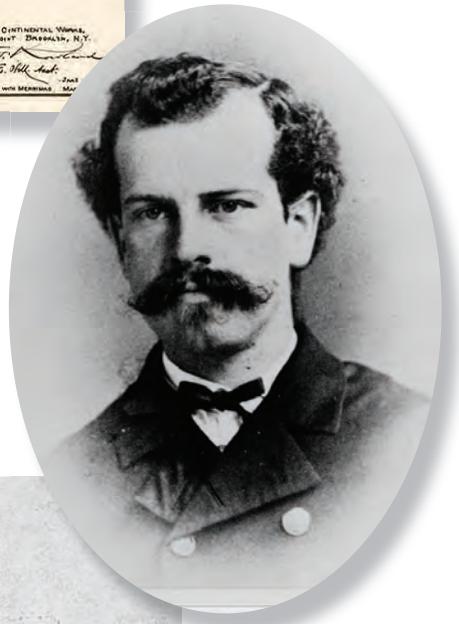


Figure 5. Nichols' new ship, the USS *Omaha*, was launched in 1868.

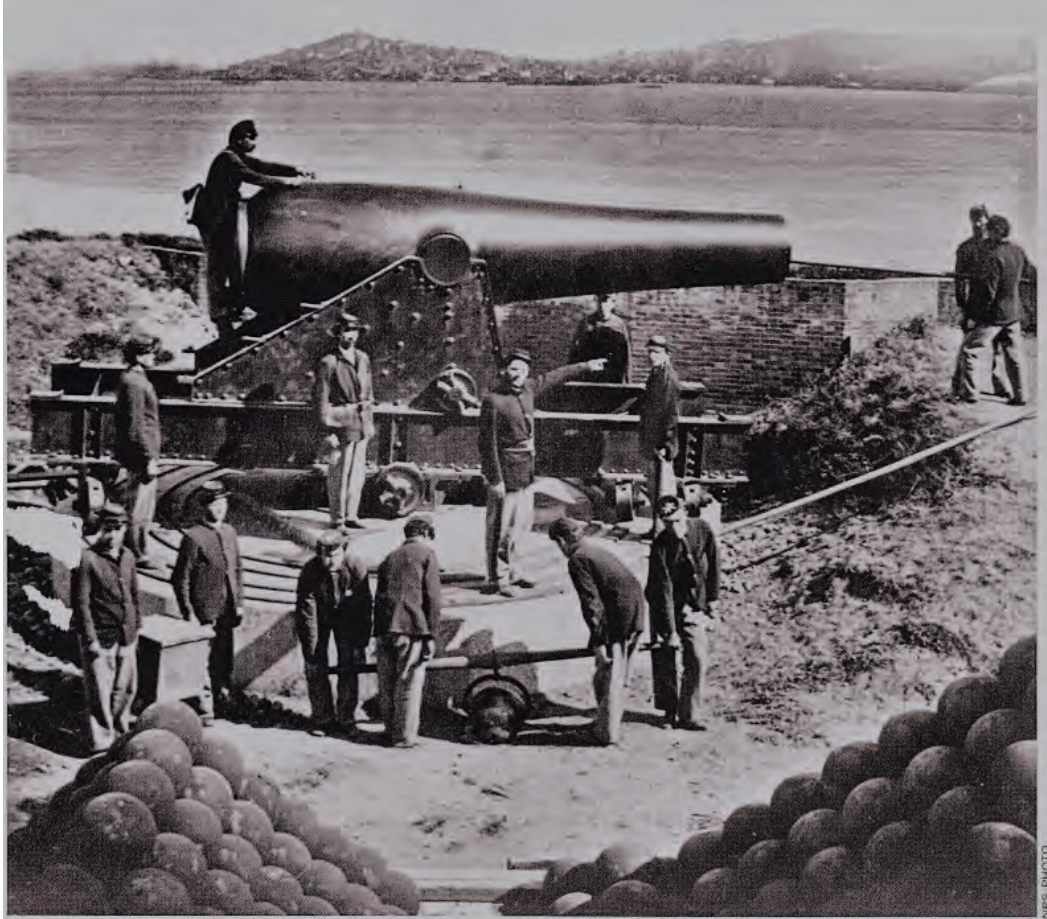


Figure 6. Alcatraz, 1870, a 15-inch Rodman muzzle-loaded smoothbore cannon that shot solid cannonballs.

The guns were serviced by the Second U.S. Artillery, probably Battery B, as Battery A was out on patrol in the desert protecting against Indian raids. On Jan. 13, 1870, Lt. David A. Lyle of the "2nd Arty" received the letter shown in Figure 7 from an officer friend stationed in South San Diego, site of the southern-most coastal fortress:

The sender describes ample opportunities down there for sex and bird hunting:

Dear Lyle:

... I am living high and prospering. Have all I want to eat and drink. My nearest neighbor is "on it" and sometimes I am "on her ..." Yesterday was out gunning all day. Killed 60 quail and was not a good day of quail either. Had a party Christmas Eve, and will have New Year. Have lots of fun ... Wish you could come down and spend a week or so, D[amn]dest place in the world.

My "command" are getting along splendidly. Hunter sent the worst "beats" of his Company down, and Pennington sent his 1st Sgt, because he wasn't worth a damn. Let me hear from you ...

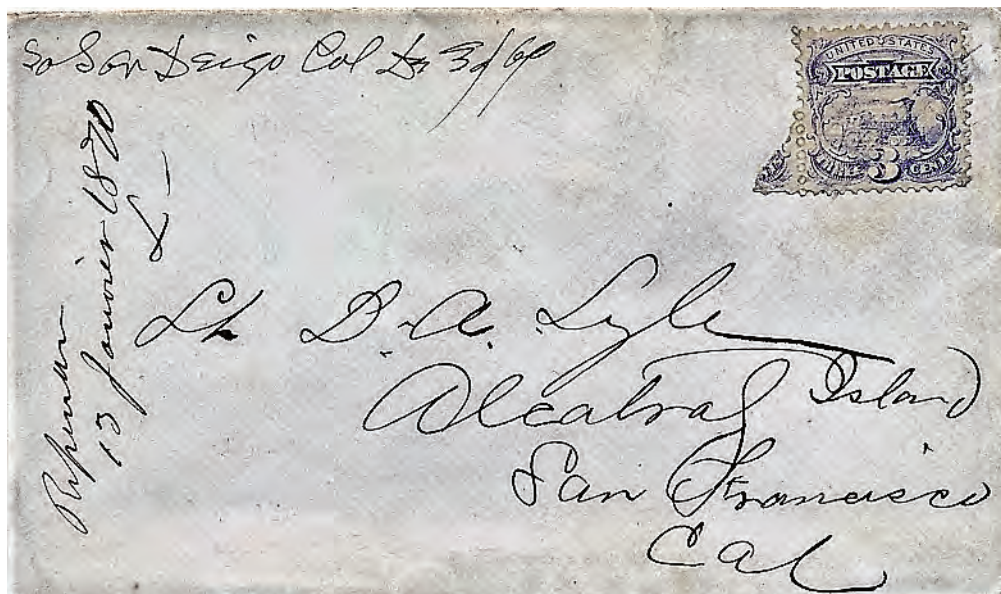


Figure 7. Cover bearing letter from South San Diego, Calif., to Alcatraz Island, Dec. 30, 1869.

As an aside, Lyle might be related to Rouget de Lisle (1760-1856), the French army officer who composed *La Marseillaise*: note that Lyle docketed his mail in French, "*Reçu par 12 Janvier.*" Lyle got a letter from another friend a few weeks later, "*Reçu par 3 Fevrier,*" shown in Figure 8. This letter from "Astoria" was probably initiated at Fort Stevens at the mouth of the Columbia River in Oregon, shown in Figure 9. Fort Stevens, like Fort Alcatraz, was armed with obsolete smooth-bore muzzle-loading Rodman guns (which used Rodman's invention for creating a hollow casting, vastly reducing the labor of reaming out the barrel) and the letter's author may have been working on updated coastal defense as was the lieutenant in South San Diego and



Figure 8. Cover from Astoria, Oregon, to Alcatraz Island, Jan. 6, 1870.



Figure 9. Fort Stevens, Ore. (Rodman guns were removed from the casemate and put on display).

Lt. Lyle at Alcatraz. Congress approved a coastal defense weapons upgrade by the end of 1870 and, a few years later, the Army established Fort Rosecranz (another Union general, of course) in South San Diego with big new guns, but the United States soon thereafter abandoned fortress defense in favor of active naval defense by ships.

Gunboat diplomacy

In 1869 President Grant appointed Hamilton Fish, former governor and senator from New York (Figures 10 and 11), to be his secretary of state. Grant initially wanted him to aid in the annexation of the Dominican Republic, but Fish was – to be blunt – a racist, and was opposed to making this non-White country part of America; Grant’s bill never passed the Senate. But Fish apparently had fond memories of Commodore Perry’s forceful “opening” of Japan in 1853 (Figure 12) and of the eclat raised by the 1867 transatlantic voyage of the *Miantonomoh* (Figures 13 and 14). He would go on in 1871 to try to “open” Korea by gunboat—unsuccessfully. Though the Asiatic Squadron demolished three coastal fortresses and more

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Figure 10. Hamilton Fish. The photo is by Mathew Brady; the caricature from an 1872 *Vanity Fair*.



Figure 11. Wrapper to Fish delivered out of the mails to H. Becker & Co., commercial agents, on Aug. 19, 1869. Becker applied local postage – meaning the packet weighed no more than ½ oz – and mailed it that day; the docketing shows receipt on Aug. 23.



Figure 12. Japanese woodblock print of Perry and his officers.

than 350 of their garrison, the Korean government refused to meet with American representatives and, after three weeks of useless loitering along the Han River, the squadron pulled up anchors and returned to base.

The *Miantonomoh* was the first upgraded monitor able to cross the Atlantic. Though out of abundance of caution it was towed most of the way to Europe, the ship's four boilers and two revolving turrets with 11-inch armor and four 15-inch Dahlgren guns caused an uproar when it arrived in England in late 1867, the press crying "the wolf is in our fold; the whole flock at its mercy." The *Miantonomoh* flew the flag onwards from Britain through the Baltic Sea to Russia and back to America, cruising more than 17,000 miles.

*Write a Letter
to the Editor!*

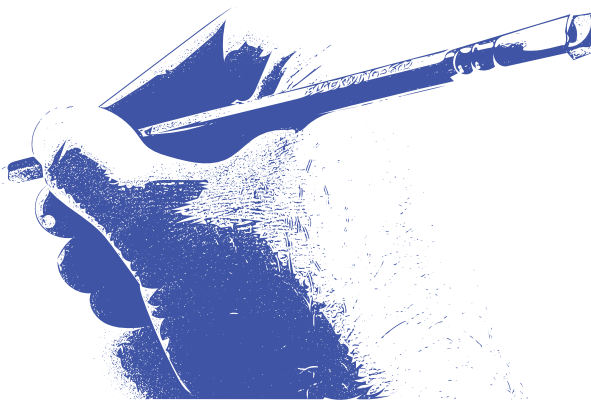




Figure 13. USS *Miantonomoh*, painting by Frank Marlett.



Figure 14. Philadelphia, Pa., to Portland, Maine, Jan. 27, 1870, addressed to Lt. Comdr. B.J. Cromwell, aboard the USS *Miantonomoh*.



THE COLLECTORS CLUB



Figures 15a-15c. Left: Alfred Victor DuPont succeeded his father Alfred Victor Philadelphie DuPont as head of the company in 1856. Below: two letters to his wife bearing the 3¢ 1869 issue..

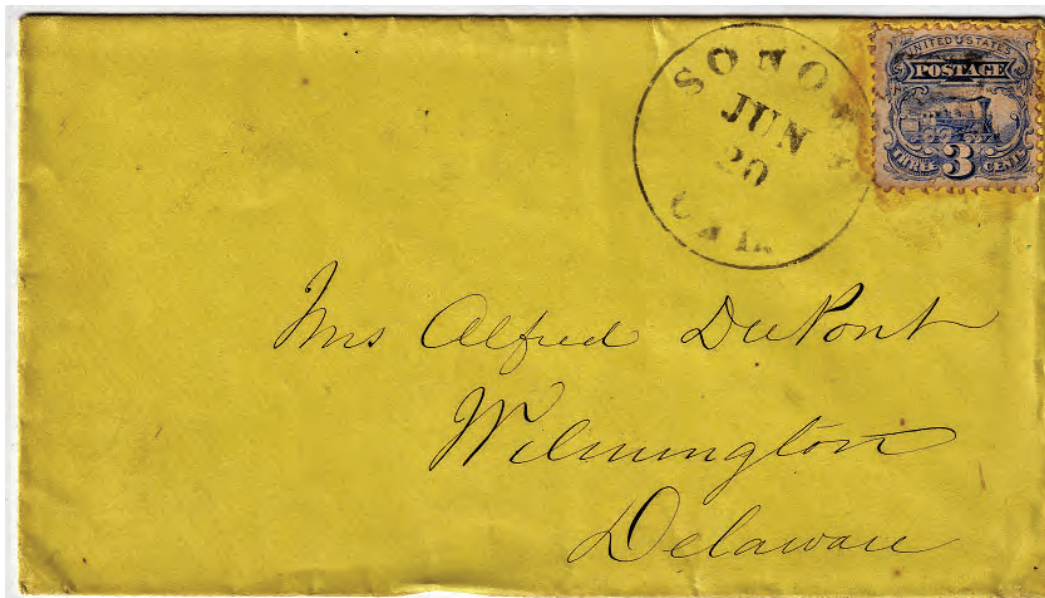




Figure 16. A December 1869 letter from the Nitro Glycerin Co. of New York City.

Gunpowder and breechblocks

Both Navy and Army cannons used black powder, much of it produced by DuPont (Figure 15). In addition to having low explosive power, most of it turned into particulate matter fouling the air and obscuring the gunner's vision; worse, it created a thick layer of soot, which corroded the gun barrels and required regular swabbing (smokeless powder wasn't invented until 1884.) Nitroglycerine (Figure 16) had been invented in 1847 but was far too dangerous for use in war. In April 1866, the Alfred Nobel Co. shipped three crates of nitroglycerin to California for the Central Pacific Railroad to use in blasting the long Summit Tunnel through the Sierra Nevada. One of the crates exploded, destroying a Wells Fargo company office in San Francisco and killing 15 people. This led to a complete ban on the transportation of liquid nitroglycerin in California. Nobel



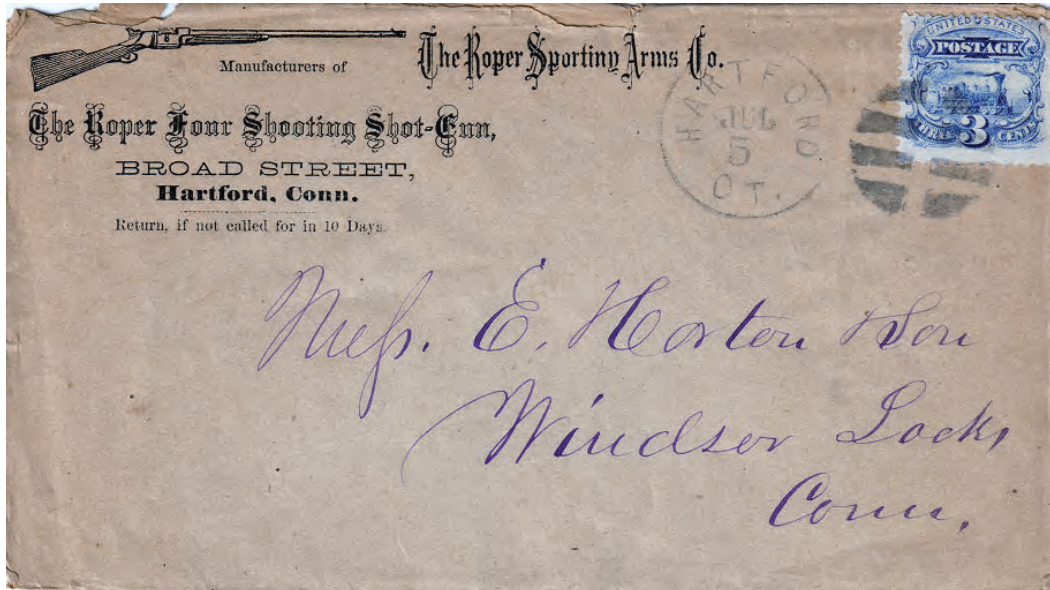


Figure 17. "The Roper Four Shooting Shot-Gun," Hartford Conn., July 5, 1869.

added diatomaceous earth and created dynamite in 1867, and advances in high explosives continued steadily thereafter.

Similarly, breechblocks were undergoing a steady evolution. You'll notice in the cross-section of the *Monitor's* turret (Figure 3) how large the turret had to be to roll back the guns so that they could be cleaned and reloaded by ramming bags and shot down the barrels. The Civil War had seen the introduction of various breechloaders for small arms, successful to the point of being ready for the mass market after the war. Figure 17 shows a Hartford, Conn., advertising cover for the "Roper Four Shooting Shot-Gun." By the 1880s, all naval guns were breechloaders, which could be reloaded much more quickly and had the additional advantage of allowing for smaller turrets that weighed much less but carried thicker armor.





Figure 18. Ripley, Ohio, to London, England, Nov 8, 1869, used with 3¢ 1864 pink Nesbitt entire. Straight-line "Insufficiently Paid," red "B.F.Stevens, United States Despatch Agent, London, Nov 23" (Type 2 Stevens oval), "More To Pay" and crayon "2" for double weight applied in London.

The Suez Canal and the Future

The cover shown in Figure 18 is addressed to "Master J.N. Hemphill, U.S.N., US Steam Ship *Plymouth*" (Figure 19), in care of the B.F. Stevens agency. Enclosed are two letters and two newspaper clippings, hence the double weight. The letter from Hemphill's father ridicules the French for their celebration of the opening of the Suez Canal:

Ripley, Ohio Nov 7 1869

My dear son...

I am sorry you were not fortunate enough to be at the great Suez Canal opening, doubtless great doings will take place there and then, the Empress Eugenie of France, I see from late telegrams is there, and not only there, but has gone clear through said Canal. Said feat of their Empress will greatly flatter the vanity of the frog eaters, daily undertaking raging canal, mighty billows, great tidal waves, this performance of the beautiful Empress eclipses everything in modern times, so thinks the vain Frenchman...

We can excuse some Canal envy (America under Hamilton Fish began negotiations with Colombia for its own canal) because the *Plymouth's* armament is instructive. Like the *Monitor*, the *Plymouth* was a wooden-hulled vessel with steam boilers and a screw propeller, but the obvious difference (aside from the *Monitor's* partial armor plating) is that the *Monitor* carried two 11-inch Dahlgren guns, which could throw both shot and shell, mounted side by side in its revolving turret. The *Plymouth* had a single, non-turreted, 11-inch Dahlgren, visible in

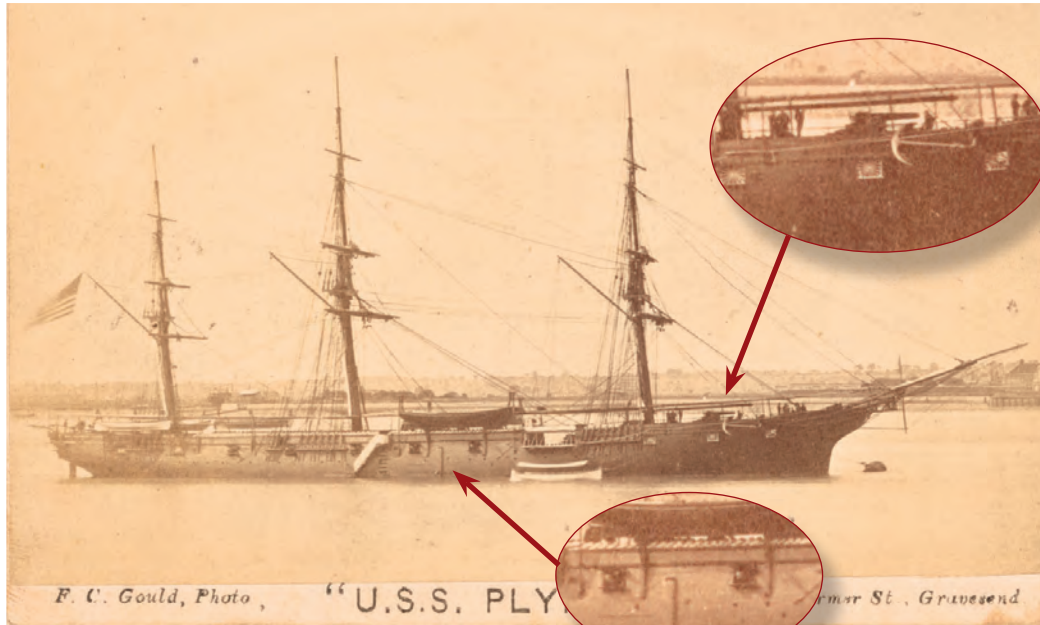


Figure 19. *USS Plymouth*, Master Hemphill's ship, with blow-ups to show 11-inch Dahlgren gun and muzzles from nine-inch, below deck Dahlgren guns (Library of Congress).

the Figure 19 image (and blow-up), just ahead of the foremast, and 10 nine-inch Dahlgrens that shot from below decks, their muzzles faintly visible in the port-holes (also visible in blow-up). In a chase after a target, the *Omaha* could only use a single gun until it could sail close enough to fire a broadside from the guns that until that time were not just useless, but a dead weight dragging down the ship's speed, while the *Monitor* could always engage anything in range with all of its firepower. (Actually, the *Monitor* had a small pilot house in front of its turret that prevented straight-ahead shots; this defect was cured in the *Miantonomoh*.) By the 1880s, all major navies had steel-hulled battleships with revolving gun turrets fore and aft.

Acknowledgements

I thank Eric Mills of the United States Naval Institute for his help, and Michael Markowitz, senior research specialist, Center for Naval Analyses, who reviewed the draft article.

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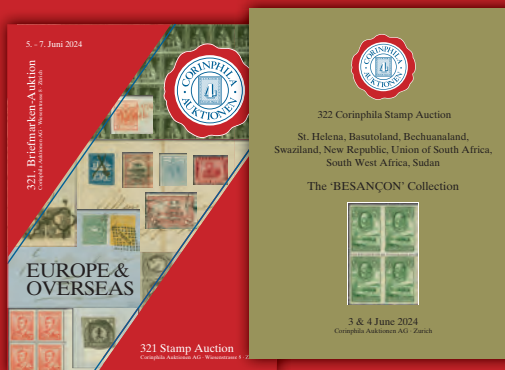


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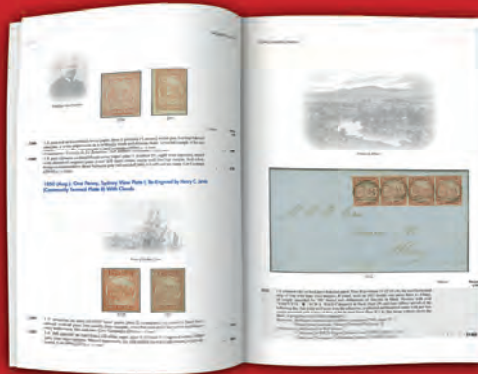
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Spousal Visit Postal History: Ahmednagar Civil Internment Camp

Robert Gray

During World War I, all major belligerents interned enemy nationals. India, as part of the British Empire, interned its German and Austria-Hungarian nationals whether they were civilians or military.

Men of military age were interned at Ahmednagar Prisoners of War Camp, and men older than military age were placed in civil camps.¹ This article shares a story where individuals and governments were able to connect a prisoner of war with his wife.

The postcard shown in Figures 1a and 1b is an ordinary “on service of prisoners of war” postcard used in India in civil internment camps. It is extraordinary in that its message provides insight into both the philatelic aspects of civil internment mail and in the story of the lady who sent it from the men’s civil internment camp. Her husband, Carl Schmidt, was 35 years old at the time and subject to military internment at Ahmednagar, and yet he was at the civil camp. The circumstances of his placement in a civil camp are not detailed but can be surmised from the official records.

Maj. W.H. Bingham was the commandant of the military camp and Mr. J. Meade (Indian Civil Service) was the Collector of Ahmednagar, something akin to the county supervisor. Both accompanied the American Consul during his first visit to Ahmednagar military prisoners of war camp. During his visit on Sept. 20, 1914, the American Consul at Bombay, Henry D. Baker, mentioned the following regarding spousal visits in his official report.

Concerning wives of Prisoners of War. As probably the chief object of my visit to Ahmednagar was to ascertain if any accommodation could be available there for German and Austro-Hungarian ladies who are solicitous about their husbands and desire to be with them as much as possible, and at present in a great state of anxiety because of hearing from them so seldom, I had quite a long talk with Major Bingham and Mr. Meade concerning any arrangements possible for such ladies who might go up to Ahmednagar.²

This very quickly became a real problem that had to be addressed. Mr. Meade recorded the following:

Someone blundered at Delhi and a German named Schmidt was sent up here with his wife on the understanding that they would be allowed to live together here.

They are quite decent people and Frau Schmidt would never have moved from her house in Delhi except on the information that was given to her. I took her over under surveillance with the Officer Commanding's approval and left her in the dâk -bungalow.

(This was a government building in British India and dak is generally associated with the post office. A dak bungalow would have been used by postal officials for overnight stays or to conduct business).

We did what we could for her but she was very wretched in the dâk-bungalow, and had been ill recently, so finally we have taken her into our house for the present and are looking after her. She sees her husband daily as he is on parole (i.e. in the military prisoner camp).

On Dec. 7, 1914, Commandant Lt. Col. C.J. Morse granted consent for spousal visits with different rules for each of the two camps. Camp A was for prisoners of lower social and economic class, such as missionaries and sailors. Camp B was, at that time, a parole camp for about 400 prisoners, primarily from business and professional backgrounds.

Camp Order 81³

Wives of Prisoners of War may now visit their husbands. Following is the procedure.

- 1. Names must be registered with the American Consul, Bombay, who will keep a list.*
- 2. Four ladies at a time will be detailed by the American Consul to Ahmednagar.*
- 3. They will stay at the American Mission.*
- 4. Visits will last 2 to 4 days.*
- 5. Camp A prisoners will be allowed to interview their wives for twenty minutes each day in a special tent inside the enclosure in the presence of the Company Sergeant.*
- 6. Camp B prisoners will be allowed to see their wives at any time and place inside the parole bounds, but they must be present at the usual roll calls.*

These better-organized spousal visits started in January 1915. The American consulate would inform the Ahmednagar commandant then the prisoners' wives could stay at either the American Mission (Protestant group) or one of two bungalows on Mackenzie Road in Ahmednagar, provided their husbands were on parole. The cost was Rs. 5 per head per day, meals included.⁴ The American Mission offered a less-expensive alternative at 66¢ per diem for each lady to cover absolute expenses. Their husbands could stay from morning until 9:30 in the evening, whether he was paroled or non-paroled, in a bungalow in the camp for a maximum four days.⁵ This privilege ended abruptly for the military camp in June 1915:

Separation from wives and children. Until June last the wives of prisoners, accompanied by their children, were allowed to visit their husbands at various times, the dates of visits being arranged by the Bombay Consulate and by this office. A stay of four full days at each visit was allowed, and but few restrictions placed upon complete freedom within

parole bounds during this time. For reasons which this office has not been officially' informed of, but which Government consider sufficient, this privilege has been withdrawn.⁶

Although revoked for military prisoners of war, one cover provides evidence that it was permitted at least up to October 1915 for civil internees. The postcard shown in Figure 1 was canceled "9 Oct 15" at Ahmednagar R.M.S. (Railroad Mail Service) addressed to Mrs. Carmelite Schwanenflugel, Svenborg, Denmark. It bears a civil camp "passed" censor handstamp, "J.H.G (J.H. Garrison) Superintendent Civil Camp Ahmednagar." The postcard was not censored in Bombay, as ordinary mail would have been at this time. Denmark was neutral throughout the war.

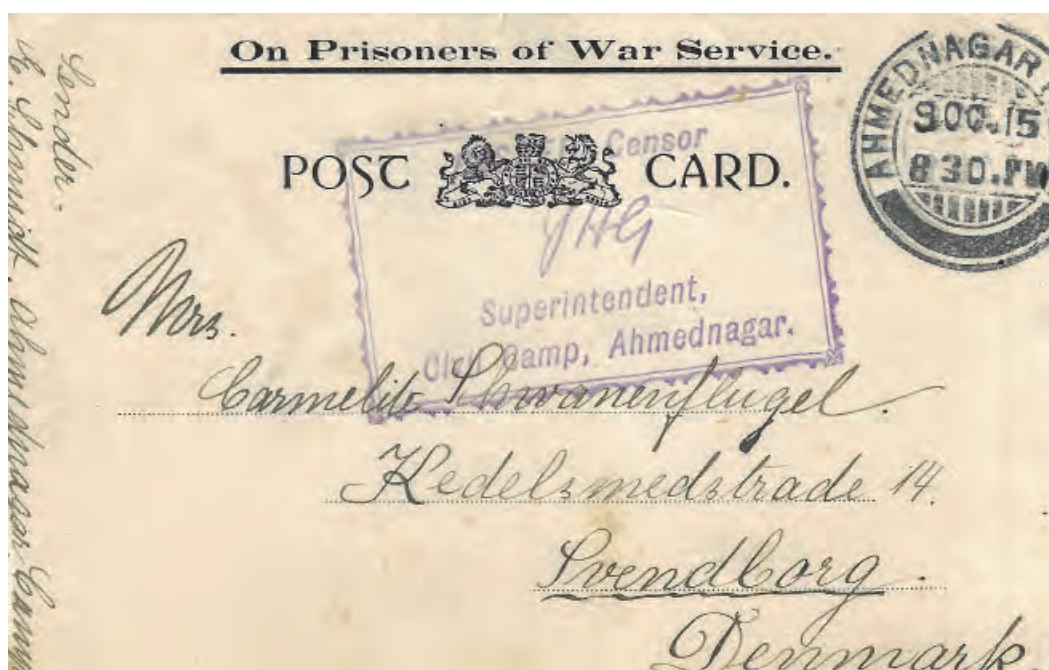


Figure 1a. On Prisoners of War Service Postcard to Denmark.

On the verso is the following message:

Camp 10.10.15

Dear Carmelite! Many thanks for the nice picture, my husband and I have been very glad to see your little children, they are looking beautiful. My dear C. we are now over one year here in camp Ahmednagar, I received every week letters from home. My brother Alfons died in Russia! I hope this bad time will be finished very soon! Much love from your old friend Emmy. Much regards to your husband.

This postcard message is unusual. First, it is clearly written by the spouse of an internee held at the men's Ahmednagar civil camp. Secondly it was handstamped "passed" by the superintendent and canceled at the railway post office on its way to Denmark, without a Bombay or other censor mark. It cannot be known who posted the letter at the camp, the husband or the spouse. I doubt the spouse had the run of the camp.

She comments in the letter that "their" internment has been over one year, meaning that their internment started likely in September 1914 or possibly even earlier. The camp opened on Aug. 12, 1914, but may not have interned prisoners until Aug. 21. The civil camp was opened Nov. 5, 1914, as a tent camp and was relocated in March 1915 to the Minto Lines

(infantry housing) about three miles from the military camp. Therefore, Mr. Schmidt was first held at the military prisoners of war camp. He was 35 years old, making him prima facie of military age. Somehow, perhaps through Mr. Meade's kindness, he was transferred to the civil camp at Ahmednagar sometime after Nov. 5, 1914. He remained there until transferred to the military camp, likely after November 1915.

The American consul-general at Calcutta, James A. Smith, visited the military and civil camps at Ahmednagar from Sept. 27, 1915, to Oct. 2, 1915. He observed: *Number of prisoners. At the time of my visit there were 127 detenus, of which 96 were German and 31 Austro-Hungarian. All of them were either under or had passed military age, the age limit being at that time as stated in the foregoing report regarding the Military Camp. (viz. 18-45 for Germans and 17-60 for Austrians).* It appears from the postcard that the 35-year-old Mr. Schmidt was at the civil camp prior to and after the visit of the American consul.⁷ Mr. Schmidt was transferred to the military prisoners of war camp prior to November 1915.

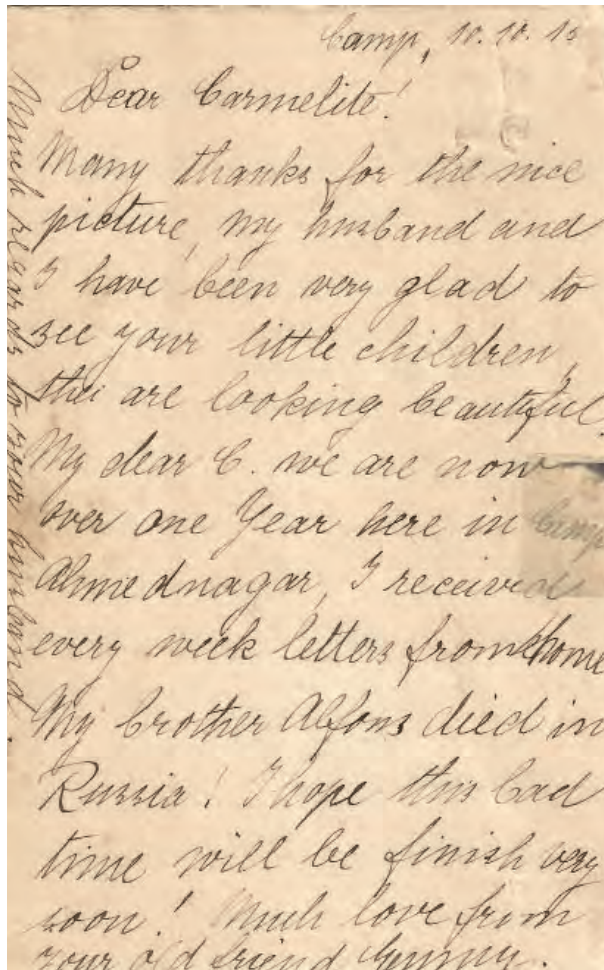


Figure 1b.

I believe the writer of the postcard was the same Mrs. Schmidt mentioned in Mr. Meade's report. A list of prisoners at Belgaum camp as of April 1916 lists Mrs. Emmy Schmidt, 33 years old, as wife of Mr. Schmidt who was described as a merchant, 35 years old. Mrs. Schmidt was exempted from repatriation on March 10, 1916, on account of the birth of her daughter, at Ahmednagar.⁸ This means that Mrs. Schmidt was living as a resident of the cantonment (military village), likely under some supervision, but not officially interned there, as Ahmednagar had no ladies' camp. She was scheduled to be repatriated in November 1915, but was granted a temporary exemption.⁹ It cannot be ascertained exactly where Mrs. Schmidt was residing prior to her internment at Belgaum. Emmy Schmidt is listed at Belgaum on Nov. 19, 1915, and her husband at Ahmednagar military camp from a U.S. consul report.¹⁰

He was listed as Carl Edward Oscar Schmidt, German, import/export business in Delhi, birthplace Wiesloch Grand Duchy Baden, interned at Belgaum Feb. 13, 1916. He was transferred to Belgaum and joined his wife as an exemption to the rules in place at that time. Rules for husbands of military age to join their wives at Belgaum were not established until April 7, 1916. In February 1918, Mr. Carl Schmidt and Mrs. Emmy Schmidt were listed as 38 and 37 years old, respectively, at Belgaum; sadly, however, there was no listing for their daughter. A few internees at Belgaum were delayed or exempt from repatriation. Mr. and Mrs. Schmidt were not among those, and the assumption is that they were repatriated to Germany leaving India on the *SS Main* or *SS Egypt* on Dec. 30, 1920.

Endnotes:

1. Gray, R. 2022, "Civilian Internee Mail in WWI British India," *American Philatelist* pp. 808-813.
2. "Establishment of a Camp at Ahmednagar for the Accommodation of German and Austrian Detenus in Charge of the Civil authorities," National Archives India (Delhi) 1915-05, digitized public document, 46 pages.
3. U.S. National Archives Microcopy 367, roll 340.
4. *Enemies in the Empire: Civilian Internment in the British Empire during the First World War* (first edition), 2020, Oxford University Press, page 290.
5. Hume, R.A., "German Missionary Prisoners," *The Missionary Herald*, April 1915, pp. 174-176.
6. "Report on the military and civil camps at Ahmednagar and on the civil concentration camp at Belgaum," by James A. Smith, American consul general at Calcutta," National Archives India (Delhi) 1915-11, 22 pages, digitized public records.
7. Ibid.
8. "Revised list of hostile aliens interned in the civil camp at Belgaum," National Archives India (Delhi) 1916-12, 12 pages, digitized public record.
9. Supply to the government of India list furnished to the director of criminal intelligence, of all persons who have been dealt with by the government of Bombay under (1) the Ingress into India Ordinance, (2) the Defence of India Act and (3) the Foreigners Ordinance, National Archives of India, 46 pages, digitized public record
10. U.S. National Archives M367, roll340, Nov. 19, 1915.

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The W.E. Oliver correspondence 1841-43

A tale of two Scottish gentlemen in Australia

Georg Stoermer

Over the last few months I acquired a couple of covers from Scotland to Australia in 1843. I had never seen anything like the latest acquisition shown in Figure 1 and had to find out more about the addressee “William Elliot Oliver” and why he (Oliver) went to Australia.



Figure 1. Letter dated Feb. 13, 1843 (author's collection).

It is an entire cover from Edinburgh, Scotland, to W.E. Oliver, Sydney, New South Wales (NSW), re-addressed to Moreton Bay with eight examples of a plate 25 Penny Red, the world's third stamp, according to the Scott catalog. The letter was sent from Edinburgh Feb. 13, 1843, and according to Klaus Weis, president of DASV (the German postal history club), was probably sent with the barque *Reflector*, departing London on Feb. 14. The *Reflector* arrived at Sydney on June 30, after 135 days. The letter is canceled "PAID/LONDON SHIP LETTER/ 15 FE 15 /1843" in red on the front. Klaus also tells me the cover was taxed local port tax 3d, plus 4d NSW inland postage to Moreton Bay, total 7d, payable by the addressee.

Karl Louis, expert on classic British stamps, has kindly provided me with copies of the 11 Oliver covers from his famous card index. A selection of his material is shown along with this article.

The letters were all sent by family members in Scotland. All are ship letters with the usual 8d postage to Australia.



Figure 2. The outside of the folded sheet from Figure 1. The whole letter is filled by criss-cross writing. It is difficult to read, but on top we note "Helen & Elisa 11th and 8th Feb /43" (William's sisters) and the red circular datestamps of Edinburgh, Feb. 13, and London, Feb. 15; below is black SHIP-LETTER SYDNEY JU * 30 1843.

The Addressee

The letter was addressed to W.E. Oliver, care of John Irvine Esq, Assistant Commissary General, Sydney, NSW.

John Irvine (1795-1844) was Assistant Commissary General (top civil servant and treasurer) for the Colony of NSW for four years, until 1843 when he was

re-assigned to Hong Kong (source Wikipedia). We also note that the letter is re-addressed to “post office” at Moreton Bay, inside Brisbane today.

Searching for Mr. W.E. Oliver in Wikipedia, I found references to Mr. William Elliot Oliver in the book, *Squatters in the South Burnett. Their Life and Times 1840-1860*, by Dr. Judith A. Grimes, released May 15, 2015, as part of National Trust 2015/ Heritage Festival Conflict & Compassion Queensland, April 18-May 18, 2015.

I tried in vain to purchase a copy of Dr. Grimes’ book from book dealers in Australia and ended up ordering a scanned copy, some 115 pages of the first seven chapters from The National Library of Australia at Canberra. In the following I shall try to summarize the chapters in Dr. Grimes’ book dealing with the early emigrants at the Moreton Bay Area, particularly relating to the addressee, William Elliot Oliver.

The two Scottish gentlemen

Both the addressee, William E. Oliver and his cousin and business partner James Borthwick (Borthwick), grew up in the border counties of Scotland renowned for the raising of sheep. William Elliot Oliver was born March 1, 1820, at Robertson in Selkirk as a younger son with limited rights to the family farm. Borthwick, who was born in Westerkirk in Dumfriesshire Aug. 8, 1822, also came from a well-to-do Scottish family.

British newspapers were recording the growth of wool-production and the financial success of the sheep farmers in Australia – all very tempting – so the cousins decided to go to NSW, a state with a total area equal to one third of mainland United States. In 1840, NSW also comprised the future colonies of Victoria and Queensland. But, a good thing about NSW was distant relatives and family friends in high places. However, young Oliver’s family had been warned.

The Mitchell Library, State Library of New South Wales, owns a letter from Assistant Commissary General of NSW John Irvine, dated Sydney, Jan. 23, 1841, to John Oliver, Hawick, Scotland. The letter shared Irvine’s opinion on the prospects of Oliver’s son, who was planning to migrate to Sydney, and warned against investing in the colony, which was experiencing an economic depression at the time.





Figure 3. Map of Australia, showing the vast areas of NSW and Queensland and the location of Moreton Bay/ Brisbane (Wikipedia).

Oliver probably came to Sydney towards year-end 1840-41 and started a screening of the available areas for sheep farming. Since there was less competition for land in the Moreton Bay area, some 500 miles North of Sydney, this became his main focus (see address in Figure 1 and map in Figure 3). Borthwick arrived in Sydney on March 27, 1841, one year later than Oliver, with the barque *Eliza Stewart*, a three-mast 423-ton sailing ship built in 1833 (Figure 4).



Figure 4. The *Eliza Stewart* under reduced sail in the Channel off the Eddystone lighthouse (Wikipedia).

THE SHIP ELIZA STEWART.

WE, the undersigned Cabin Passengers, by the ship *Eliza Stewart*, from London, beg to return our sincere thanks to Captain Robert Millar, for his polite, kind, and gentlemanly conduct towards us during the voyage, and feel it our pleasing duty to bear testimony to the very liberal manner in which we were provided, and our comforts attended to whilst on board his ship.

We cannot forego this opportunity of thanking Messrs. Phillips and Tiplady, in the highest terms for the efficient manner they discharged their duties as charterers of the *Eliza Stewart*.

J. Reid and family	Edward Shortland, M D
W. Thomas and Lady	T. F. Russell
W. Scott	J. Rerve
John M. Borthwick	Sandford Harris
Thomas Findlay	Charles John Babb
Robert Gill	W. B. Evans
Alfred Tooth	G. Lansdell. 8370—1

THE SYDNEY HERALD 29 MARCH 1841

Figure 5. Borthwick and co-passengers, who sailed from London to Australia on the *Eliza Stewart* published a letter in *The Sydney Morning Herald*, March 29, 1841, thanking Captain Robert Millar for his “polite, kind and gentlemanly conduct towards us during the voyage, and feel it our pleasing duty to bear testimony to the very liberal manner in which we were provided, and our comforts attended to whilst on board his ship.” This is not the sort of language one would expect to hear from immigrants!



Figure 6. Letter dated June 28, 1841, unfortunately faded due to sun exposure (Karl Louis).

Figures 6 and 7 show two letters with Penny Blacks, the world's first stamp, addressed to Oliver in June and October 1841, while he and Borthwick were staying in Sydney to plan their adventure (Karl's Card Index).

Figure 6 shows a large part of a cover front and upper flap with Penny Black strip of six, plate Ib, (pair removed from the back). The letter was sent from Hawick, Scotland, to Mr. William Oliver/ Care of John Irvine Esq. /Assistant Commissary general/ Sydney /New South Wales. On front is "PAID/SHIP/LETTER/LONDON/29 JU 29 /1841" and a manuscript "3" for "Port Tax." On the reverse is "HAWICK 28 JN 1841," London postmark and "SHIP/LETTER/SYDNEY (ex. Christie's March 6, 1994).

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Figure 7. Letter dated Nov. 29, 1841 (Karl Louis).

Figure 7 features a cover front to William E. Oliver at Sydney, with a pair of plate 6 Penny Blacks and strip of six 1d. red-brown plate 1b, to pay the 8d rate, with manuscript “3” for Port Tax. On front “PAID/SHIP LETTER/LONDON/29 NO 29/1841” (ex Burrus, October 1963, Lot 57).

The Morton Bay penal settlement.

The Figure 1 Feb. 13, 1841, letter to Oliver was forwarded to Moreton Bay. From Wikipedia we get the following information: Moreton Bay Penal Settlement in New South Wales was established in 1825 as a prison for British “criminals” (those who re-offended). It was located at a site that later became part of Brisbane in Queensland. (The separation of Queensland from New South Wales did not occur until 1859.) Between 1826 and 1829, the number of prisoners in the settlement rose from 200 to 1,000. On Feb. 10, 1842, George Gipps, the Governor of NSW, declared the closure of the Moreton Bay Penal Settlement and the district open to free settlement. Within months the government was issuing permits for “squatters” to come to the “uninhabited” lands in the Brisbane Valley.

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Figure 8. Letter dated Aug. 24, 1843 (author's collection).

The establishment of a "station" at Buaraba.

Figure 8 shows a cover from Hawick, Scotland, dated Aug. 24, 1843, with a strip of four of Scott No. 2, the world's second stamp, to William E. Oliver at Buaraba, Moreton Bay, NSW. The letter is canceled "PAID/SHIP LETTER/LONDON 26 AU 26/ 1843" in red on front and "SHIP LETTER/SYDNEY/DE 18/ 1843" in black on the reverse. The strip of four 2d stamps of 1840 (8d) covered ship-letter postage to Sydney. The cover was taxed 3d incoming ship letter rate, plus 4d NSW inland rate (1/2 oz), for a total of 7d, payable by the addressee at Moreton Bay. The cover was on board the barque *Hamlet*, which left London on Aug. 26, 1843, arriving at Sydney Dec. 17, 1843, after 112 days (according to Klaus Weis, *Sydney Morning Herald*, Dec. 18, 1843).

The young cousins met in Sydney late March 1841 to plan their joint business venture. They had learned that the Moreton Bay area of New South Wales, some 500 miles northeast of Sydney, had promising areas for raising sheep, but that it was not yet allowed to establish "stations" within 50 miles of Moreton Bay. (In Australia a "station" was a large landholding used for producing livestock, predominantly cattle or sheep, that needed an extensive range of grazing land.)

Oliver and Borthwick focused on an area called "Buaraba," just 50 miles west of Moreton Bay in the Darling Downs, today a major agricultural area (Figure 9). On their way back to Sydney on horseback after a visit to Buaraba in November 1841, they received permission to visit Moreton Bay, when necessary, for supplies. Meanwhile, they had received the necessary backing from banks to purchase a large herd of sheep and necessary stores, drays and bullocks for transportation (Figure 10).



Figure 9. Map of the regions of Queensland (Wikipedia).

It took until spring of 1842 before they were ready to move the 500 miles overland from Sydney to Moreton Bay (Figure 3 map). Traveling with hundreds of sheep and several drays pulled by dozens of bullocks worked well, as long as there was a beaten track (Figure 10). Gradually, as Oliver and Borthwick (O. and B.) moved north, there were fewer paths, only a forest of nearly impassable gum trees (eucalyptus), rainforest and dense climbing vines. Combined with the passing of valleys, creeks and rivers with the large drays, the travel became very strenuous for the cousins and their hired men. Each night a place had to be found

to water the animals and time had to be allowed for them to graze on available pastures. The journey from Sydney to Moreton Bay ended up taking several weeks.

Figure 11 shows the outside of the folded sheet pictured in Figure 8. The handwriting is easy to read and deals with marriages, church matters and the costs of doing business in Australia. At top we note manuscript "James 22nd Aug/43" and postmarks "HAWICK/ AU 24/ 1843" and London p.m. "T 26 AU 26 1843."



Figure 10. Bullock team hauling a dray laden with some 25 bales of wool, NSW ca. 1918.

was cruel, due to a lack of understanding of traditions, religious beliefs and feelings, resulting in atrocities or murders on both sides. All in all, it soon made O. and B. dream of a better location. A trip to Sydney in April 1844 assured them that they also would get finance for a possible new venture.

The move to a new station at Nanango

Oliver and Borthwick survived the first harsh years until the wool market brightened in 1845 and then they decided to move. They took long trips on horseback both in 1844 and 1845 to study the geography. In 1844, they rode westwards far into the Darling Downs (Figure 9 map), which was covered by luxuriant grass and herbage, but returned discouraged due to the lack of water for animals and the long distance to Moreton Bay with terrorizing "bushrangers," (some of whom had escaped from prison, taking up robbery under arms as a way of life). In 1845, they rode in a more northerly direction and systematically examined the country and finally found their "station" at the headwaters of the Boyne River with the beautiful lake called Barambah. O. and B. used the local name Nanango for their station. The future town Nanango had received its first settlers!

Before moving to the new station 120 miles northwest of Brisbane, the cousins were going to shear their 6,000 sheep at Buaraba. The bales of wool were trans-

ported to Moreton Bay by bullock team (Figure 10) for shipment to Sydney by the paddle steamer *Tamar* and further voyage to England. To reach their new station overland from Buaraba, O. and B. followed a northwestern route. They had to cross branches of the Great Dividing Range, climb steep hills with dense scrub and cross rivers with their sheep and drays and travel up the Brisbane River to Lake Barambah.

The new homestead had plenty of fresh water and flat lands to cultivate. It was ideal for crops of wheat, corn, potatoes and oats for livestock and citrus trees. After a few months O. and B. noticed a clear improvement in the appearance of the sheep and their weight typically increased from 30 pounds to 40 pounds or more. In

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1845, the cousins bought 700 cattle from neighbors who wished to focus on sheep and overlanded them to Nanango. Later, a further trip was made with the animals purchased from the £250 they received from the sale of Buaraba.

The original inhabitants of the area were the Aboriginal people belonging to the Wakka Wakka (or Waka Waka) people. The area was used as a gateway to “the bunya nut festivals,” when Aboriginal people every three years would travel from as far away as the Clarence River in northern New South Wales and the Maranoa River to feast on nuts from the bunya trees.

The end of Oliver’s partnership with Borthwick at Nanango and his return to Scotland

Getting an official license of the land occupied by the Nanango Station proved to be complicated. Giving a license to the vast area of Nanango Station, of about 50,000 acres or 78 square miles, (much larger than the 32 square miles of Buaraba) was politically difficult — it took four years, till June 1851, before the station was officially recognized. Borthwick was confident that they ultimately would be issued a license, while Oliver was uncomfortable with the uncertainty. The partnership was on edge.

In 1846 it became clear that further expansion at Nananga was critically dependent on imports of labor. Convict transportation to Australia had ended in 1840. Therefore, some proprietors imported workers from India and China aboard the barque *John Knox* and other vessels. This labor proved to be good, but costly, due to all the extras for travel, clothes, food and other expenses. In 1849, the cousins planned to import both Scottish workers and ex-convict Irish girls, but it proved difficult to keep them on the farms. Imports of whole families on their own farms, rather than as workers for pastoralists, proved to be very successful for Queensland, but did not help the cousins in their search for labor!

In 1847, Oliver and Borthwick decided to split the ownership of their large property. Oliver stayed at Nanango, while Borthwick moved south to a new head station at the flats at Tarong. The reasons for the split are lost in time, but were probably due to different ideas concerning future investment and expansion. Oliver and Borthwick now left for Sydney to officially separate their runs. Oliver also searched for a manager, since Borthwick had taken care of practical matters, and found a good Scotsman for the job.

Oliver felt a sense of relief. It was all his, but he did not feel comfortable in the new country. Oliver firmly believed that owning Nanango Station allowed him to govern as a Scottish Laird (a laird is the owner of a large, long-established Scottish estate). But his view of an Australian version of a classed society was thwarted by the rise in democracy within Australia. Building wealth was not easy; it meant back-breaking work in stifling heat, along with his employees. Scotland called to him more each day, but he stayed true to his purpose of returning with enough wealth to enjoy a lifestyle of ease and comfort back in Scotland.



Figure 12. The wooden sailing barque *John Knox*.

B. and O. still had joint ownership of the sheep, but Oliver felt that sheep were not going to be successful at Nanango, due to very dry grass during summer, compared to the green hills back home. He had no stomach for the strong heat as a cattleman. Wool was where the money was; there was no market for live cattle other than local consumption at the station, he believed. Cattles' worth was only for their tongues and hides and tallow, he believed.

Finally, in 1849, Oliver decided to leave Australia. In the *Moreton Bay Courier* for March 10, 1849, we find an advertisement reading "W.E. Oliver Esq at Nanango, on the Borambah Creek, distant only 120 miles from the Ipswich Boiling establishment, will sell 785 heads of cattle by public auction at Moreton Bay on 29 March" and that "The above lot of cattle, most of which have been daries, therefore unquestionably quiet; are mainly well-bred, and will be sold to the highest bidder. A large selection may be made for boiling."

While Oliver's lease application for three runs at the Nanango Station, each for 16,000 acres for 640 cattle, were working their way through officialdom, he sold his station to the two brothers, David and Robert Barker. Oliver left Moreton Bay with barely a backward glance, arriving in Sydney on the paddle steamer *Eagle* before sailing out Aug. 24, 1849, on the barque *John Knox*, bound for England.

The barque *John Knox* had left Plymouth on Dec. 6, 1849, sailing via the Cape of Good Hope and arriving in Sydney on April 29, 1850, after 141 days, longer than expected, due to taking in additional supplies of water at Cape Town. The ship had transported 279 teenage girls, Irish orphans, survivors of the Great Irish

Famine. The voyage was one of the 20 voyages that carried 4,100 Irish orphan girls to Australia as part of Earl Grey's (secretary of state for the colonies) Famine Orphan Scheme during 1848-50. The Irish Orphan Scheme was ultimately short-lived due to growing anti-Irish, anti-Catholic sentiment in the colony, where the female orphans were condemned as immoral, unskilled "workhouse sweepings."

When the *John Knox* sailed for England on Aug. 24, 1850, there was only a limited number of passengers. By the time the *John Knox* was returning to London, gold had been discovered in Australia and crews were abandoning ships in droves to head for the goldfields. Shipment of Irish orphans became less attractive for the ship owners.

Oliver at home in Scotland

With a considerable fortune from the sale of his interest in Nanango, Oliver was able to acquire land on the Island of Mull on the west side of Scotland that had belonged to Maj. Gen. Lachlan Macquarie (Jan. 31, 1762-July 1, 1824), who served as the fifth governor of New South Wales from 1810-21. He is considered by historians to have had a crucial influence on the transition of New South Wales from a penal colony to a free settlement and therefore to have played a major role in the shaping of Australian society in the 19th century (Wikipedia).

Oliver married Christina Campbell, a native of Mull. Here he lived as a Laird and raised a large family. His son, Donald Campbell Oliver, moved to Hawick, where he became a prominent lawyer. None wished to come to Australia. Borthwick continued to live at his new head station at Tarong and became an esteemed citizen of the future State of Queensland.

Charles Dickens

After reading about William Oliver in Dr. Grimes' book, I came to think of the opening sentence in the novel by Charles Dickens, *A Tale of Two Cities*, which was published in 1859:

"It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair, we had everything before us, we had nothing before us, we were all going direct to Heaven, we were all going direct the other way—in short, the period was so far like the present period, that some of its noisiest authorities insisted on its being received, for good or for evil, in the superlative degree of comparison only."

Thanks

Thanks to Klaus Weis and Karl Louis for helping me to reveal this interesting philatelic and human story, as well as Ping Yang, Coordinator at the National Library of Australia, Canberra, for her practical assistance.

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



The View From our Windows

C\$3,555 (US \$2,610)

Eastern Auctions, Bathurst, N.B., Canada: Public Auction, May 22-25, 2024, Lot 526. Advertised in Collectors Club Philatelist Vol. 103, No. 3. Further details at www.easternauctions.com

This marvelous 1830 letter from a civil servant in Quebec to the Earl of Amherst in London, offered by Eastern in its May sale, demonstrates several of the features that can make stampless postal history so attractive to collectors. Firstly,

its front shows a mix of postal markings detailing its route and the various amounts paid for each leg: a circular dated Quebec “fleuron” postmark, confirming its dispatch on April 3, 1830; an undated “Quebec/Paid” stamp filled in with a red “1/-” (one shilling) manuscript rate in Canadian currency for the carriage to the U.S. border; another strike of the same stamp with “18¾” in manuscript for the U.S. portion, in cents, to New York harbor; a sender’s endorsement at lower left reading “pd to N.Y./E. Hale”; and, finally, a black manuscript squiggle representing 1 shilling and 7 pence, for the charge to be collected upon delivery in London. The transatlantic journey was presumably arranged privately. At the top is the recipient’s docketing, “answer’d 24th May” confirming the letter’s receipt before that date. Secondly, the letter opens to reveal a breathtaking hand-painted scene, serving as a letterhead, of the writer’s view from their window: an idyllic river scene from the heights of the town, with a couple of buildings, a fence and gate, a stockade and a dozen ships at anchor in the river harbor. On the far bank we can just make out a tiny village and distant mountains. It makes for a lovely and inspiring vista, which the sender, Edward Hale, evidently captured quickly on the morning the letter was mailed. According to the auction house, Hale was a former secretary to Lord Amherst in India and later a member of the House of Assembly and the Legislative Council in Lower Canada. This rare letter offers a glimpse into the pre-industrial world, still unspoiled, filled with dreams for the future. (Realization includes 18.5% buyer’s premium.)

Camel on the Run

CHF 2,440 (\$2,730)

Corinphila Auctions AG, Zurich: Auctions 321-332, June 3-8, Lot 2720. Advertised in CCP Vol. 103, No. 3. Further details at corinphila.ch/en

Sudan’s camel postman is one of philately’s iconic images, known to generations of collectors, thanks to the long-running (and mostly inexpensive) series of definitive stamps that featured it from 1898 until the 1950s. With its multitude of watermarks, inscription changes and overprints, the Sudanese camel postman has offered many a beginning collector their first entry into some of the classic aspects of philatelic study. This handsome essay from De La Rue, who printed the stamps in London, is dated 1897 and shows a proposal for the frame design, with an Islamic-architectural



arch at the top of the frame and the country name spelled “Soudan.” While the vignette and frame are printed, they have also been painted over by hand to pick out and enhance some of the details—so finely done that one can just about make out the “Khartoum” and “Berber” labels on the mailbags. The Arabic inscription, reading “Postai Sudaniye,” is also repeated by hand in red ink below the vignette. Just an exquisite work of art. (Realization includes 22% buyer’s premium.)

Auxiliary Markings on a Cover From China €3,218 (\$3,444)

Christoph Gärtner, Bietigheim-Bissingen, Germany: 59th Auction, June 10-14, Lot 3718 (advertised in CCP Vol. 103, No. 3). Further details at auktionen-gaertner.de

Anytime an auction lot starts at a modest price – say, €60 – and gets hammered down for many multiples of that – say, €2,600 – as happened with this cover from the People’s Republic of China in Gärtner’s June sale, you have to



stop and wonder why. Spoiler: I have no special insight as to why, but could take a guess at some factors that may have piqued bidders' interest. It appears to be a commercial cover from 1951, early in the Chinese Communist regime, at a time when there probably weren't that many commercial covers coming to the United States out of "Red China." The sender, H.L. Chung (Chung Hsiao-Lu), was a renowned philatelic expert in Shanghai and editor of a monthly philatelic journal. The cover bears \$100, \$2000 and \$5000 Gate of Heavenly Peace stamps from the fourth issue of 1950-51 (a.k.a. China Post R4), plus two \$500 stamps of the 1951 series marking the second anniversary of the founding of the Communist state (S1), as well as a Shanghai registry label. Backstamped with a purple cachet also marking the Communists' anniversary, the cover was sent by registered mail on Oct. 5, 1951, to an address in Baltimore, Md., where it arrived a month later. Two purple auxiliary markings on the front (one of them reads "Supposed liable for customs duty"), along with a second receiver on the back, show that the letter was examined by U.S. customs officials and then released for delivery on Nov. 6. Altogether it's a fascinating – and evidently desirable – piece of early P.R.C. postal history. (Realization includes 23.8% buyer's premium.)

The Key to Completion

\$265,500

Robert A. Siegel Auction Galleries, New York: The William H. Gross collection: United States complete, June 14-15, 2024 (Sale 1323), Lot 84. Advertised in CCP Vol. 103, No. 3. Further details at siegelauctions.com

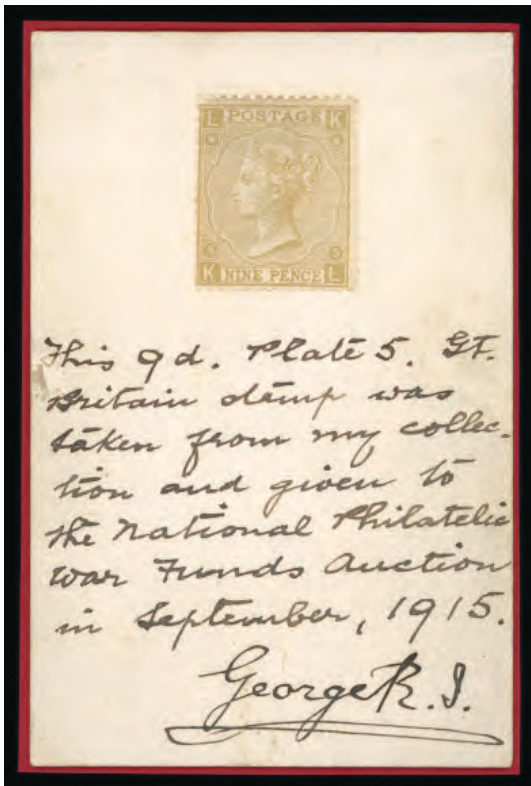
Few collectors can have failed to notice Siegel's June offering of the core of Bill Gross' legendary collection of United States stamps, famous for being "complete," as the term is defined today. (A few historical collections were billed as "complete" in their time, but further scholarship over the years has added new stamps to the canon of U.S. issues, shifting the goalposts.) The Gross collection included a number of stamps of which only a single example is available to collectors, so that only one lucky hunter at a time can claim the mantle of "completion." Of course, there was the headline-grabbing 1¢ Z-grill (Scott 85A, Lot 31), one of only two surviving examples of the 1861-66 1¢ design to show this variety of grill, pressed into the paper in an attempt to prevent removal of the cancel, and the only one in private hands. It went home to its new owner safely ensconced in a custom-decorated Louis Vuitton treasure box for a solid \$4.37 million – a record realization for a single U.S. stamp (but then, weren't we all expecting that?) Then there was the sole-known



example of the 1873 24¢ stamp on ribbed paper, printed by the Continental Bank Note Co. (Scott 164, Lot 45), which, despite being just as crucial to completion as the famed 1¢ Z-grill, fetched a rather more modest \$826,000. Siegel’s president, Scott Trepel, confirmed that both of these unique stamps went to the same buyer, so we know that someone new is now on the road to achieving “completion.” Turning to the 20th century, the Gross collection held a further trophy for collectors who gravitate toward mint stamps. Neither the 1¢ Z-grill nor the 24¢ Continental is known unused; anyone seeking completion in the arena of mint stamps can skip those two, but must obtain the 1914 2¢ Washington with compound perfs, 12 by 10 (Scott 423B, Lot 84). Siegel’s census of this latecomer to the catalog (it was previously regarded as a sub-listing of the regular perf 10 stamps) includes 33 used examples but just one solitary mint example, shown nearby. It is a lovely fresh stamp and, remarkably, still attached to its plate number in the upper selvage. The story of how these mixed-perf stamps came to be accepted into the canon is a quintessential tale of philatelic research and in-depth knowledge of printing history, coupled with a revision of the conventional wisdom in the face of new evidence. The fact that nobody can assemble a complete mint collection of U.S. stamps without this humble beauty suggests that its realization this time – although 50 percent over its high estimate – may yet leave some headroom for future growth. (Realizations include 18% buyer’s premium.)

A Gift From the King

£19,680 (\$24,995)



David Feldman SA, Geneva: Spring Auction Series, June 17-22, 2024, Lot 50439. Advertised in CCP Vol. 103, No. 3. Further details at davidfeldman.com

King George V, avid philatelist and onetime patron of the Royal Philatelic Society, London, helped popularize the study of the kinds of archival material – essays, proofs and trials – that document how stamps were developed. His famous collection, since passed down to his heirs and now belonging to King Charles III, remains largely intact, except for the sale of a few duplicates in the early 2000s, undertaken to fund the acquisition of some missing items. During his own lifetime, King George disposed of just one stamp from his

collection: an 1865 nine-penny Queen Victoria from Plate 5, which he donated to an auction of philatelic items held during World War I to raise funds for the war effort. The stamp is hinged to a card, inscribed by Edward Denny Bacon, the king's personal philatelic curator: "This 9d Plate 5. Gt. Britain stamp was taken from my collection and given to the National Philatelic war funds auction in September, 1915." It is signed in the king's hand, "George R.I." (abbreviation for Rex Imperator, or King and Emperor). The 9d. Plate 5, easily identifiable by the tiny numerals in the lower corners of the design, was prepared for use but never issued. An imperforate proof sheet, on paper with the heraldic emblems watermark, was registered with the Inland Revenue, receiving its official imprimatur on April 24, 1866. However, the nine-penny denomination fell out of use before the plate was ever needed. As a result, the only stamps from Plate 5 to reach collectors' hands are those taken from the original imprimatur sheet, the remains of which today reside in London's Postal Museum. Beginning in 1882, about two dozen imperforate examples were removed for distribution to various officials; five years later, a further three dozen examples were taken and perforated for inclusion in special presentation books commemorating the work of the Stamp Committee that oversaw the development of the 1887 "Jubilee" series. It is from one of these presentation books that the example owned by the King originated. As an unissued stamp, the 9d. Plate 5 remains a prized item of Victorian philately; with its unique provenance, this example is the king of them all. (Realization includes 23% buyer's premium.)

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Book Reviews

Tomas Bjäringer, RDP, Hon FRPSL, and Mårten Sundberg, FRPSL, Tête-Bêche: Rarities from the Oval Issue of Finland, hardcover (Review Edition), ISBN 978-1-913015-22-0, 26 x 279mm, 496 pages, The Royal Philatelic Society, London, 2023.



The Royal Philatelic Society London has published an extraordinary work of philatelic research – *Tête-Bêche: Rarities from the Oval Issue of Finland* – co-authored by Tomas Bjäringer and Mårten Sundberg. The book was published under the auspices of The Publications Committee, chaired by Jonas Hällström, a well-known Scandinavian philatelist and managing director of Corinphila Auctions.

I reviewed the 496-page hardcover “Review Edition” (No. 3 of 30). Following the Foreword, Preface, Acknowledgements and Introduction,

there are 10 chapters. These are followed by four Appendices, including a List of Owners, Auctions of Collections including Tête-bêches, Sales by Private Treaty of Tête-bêches and Publications of Collections with Tête-bêches. The Index is structured alphabetically, with sub-sections of Auctions and Private Treaty with Tête-bêches, Certificates, Exhibitions and Exhibition Catalogs, Owners of Tête-bêches, Pseudonyms, Publications and Tête-bêches (with each census entry cross-referenced by page number).

There is a very useful photographic display of all of the census entries at the beginning on pages vi through ix, but for some reason there is no reference to this section in the Contents page. For the reader who wants to see all tête-bêche multiples pictured together in four pages, this “hidden in plain sight” section is of great value.

The Histories of Finland’s Tête-Bêche Multiples

The subjects of this publication, the rare tête-bêche multiples of the first Finland issue, are worthy of such in-depth treatment. The stamps were printed on a hand press, one oval impression at a time. The “bed” of the press required the printer to make a horizontal row of impressions, then turn the paper 180 degrees for the adjoining horizontal row. Therefore, the tête-bêche (head-to-head) multiples are not errors, but were made during the normal course of printing. The

tête-bêche multiples of the U.S. Buffalo Balloon air post stamp (Scott CL1) were made in a similar manner.

Why go to the trouble of identifying every known example of these Finland tête-bêche multiples? Census work in philately is comparable to a catalog raisonné of an artist's work. Attempts to compile information for every known example of a philatelic rarity date back to the late 19th century, but the Williams brothers (Norman and Maurice) are credited with advancing the methodology and laying the groundwork for more modern census efforts. The two-volume work, *Encyclopedia of Rare and Famous Stamps*, authored by L.N. (Norman) Williams and published by David Feldman in 1997, is still considered one of the great achievements of philatelic rarities research, although much of the content has been updated and revised by specialists.

As someone who has created paper and digital censuses of numerous philatelic rarities, I feel qualified to say that Bjäringer and Sundberg have produced something unparalleled in the history of philatelic literature. Their book is astonishing in its degree of detail. Although future research might bring some of the information into clearer focus, add details to the entries and add to the lineage of ownership for each tête-bêche multiple, it is hard to imagine that much more can be written about these stamps.

While many collectors will be tempted to ignore this book, because it focuses only on the tête-bêche multiples of the first Finland stamps, that would be a mistake. Its lessons and information apply to countless other areas of philately. The biographical information alone is reason enough to add this volume to one's philatelic library.

My experience in census work and tracing provenance makes me especially sympathetic to the authors' extraordinary efforts to achieve accuracy. There are several reasons why researchers are forced to untangle strings of information and misinformation. Conflicting accounts and incorrect information in past literature must be reconciled. There are no images in early auction catalogs and literature. Items have changed over the years – for example, blocks reduced in size or stamps removed from covers. The details of private sales are rarely recorded, so inferences must be made from other facts.

Bjäringer and Sundberg have succeeded in solving some of the mysteries and correcting inaccuracies in past published literature, and they explain their reasoning in the text and footnotes. Some of the information applies to more than one census entry, and they have repeated the text wherever necessary.

No stone is left unturned. Much to my surprise, they even credited me with my very minor role in identifying the relationship between a pair and block of the 5 Kopek Small Pearls (5KS-01 and 5KS-10) in the Siegel 2001 Rarities of the World sale. This is probably the only time my name will be included in a work on Finnish philately.

The dense text is enlivened with the authors' generous use of illustrations, including images of past auction and exhibition catalogs, excerpts from books and journals, images of philatelists who have owned tête-bêche multiples and digital reconstructions of multiples, including a wonderful reconstruction of what the authors believe were the original multiples from which blocks and pairs were cut (Chapter 6: Reconstruction of Large Tête-bêche Units).

My only quibble with the book is the absence of the census entry numbers (5KS-01, 02, 03, etc) in the headers, which means it is necessary to locate the first page of the multi-page entries to figure out which entry is being discussed. Perhaps future editions will correct that oversight.

Conclusion

This book is not meant to be read cover to cover. It is meant to be used. Yet, having read each page for this review, I know I will keep the book close to my reading chair, so I can open it and flip to sections worth reading over and over. Collectors who intend to acquire one of these rare Finland tête-bêche multiples have no choice – they must read this book, which is sold out, but I strongly urge collectors who love rare stamps to find a library copy, if only to peruse the stories of collectors who built and sold major collections in the 19th, 20th and 21st centuries. They are as fascinating as the stamps they collected.

[Editor's Note: The Collectors Club does possess a copy of this book in its library collection.]

— Scott R. Trepel



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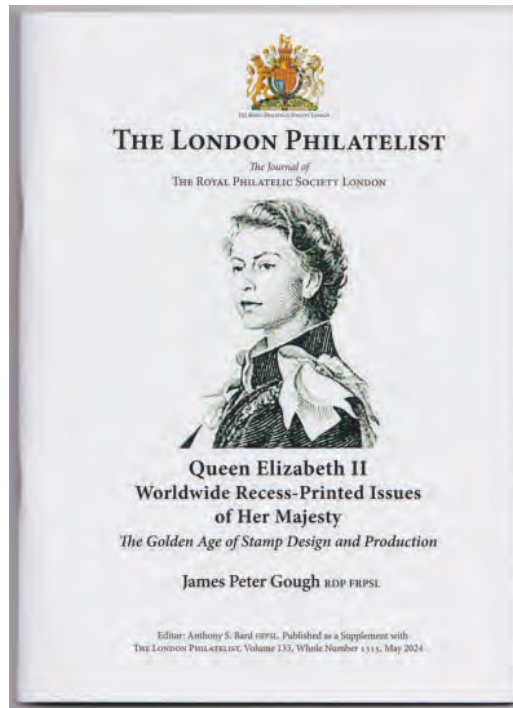
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Manhattan to be an active,
involved and happy member of
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This is just one of the many,
many member resources
available to you!

Queen Elizabeth II Worldwide Recess-Printed Issues of Her Majesty, The Golden Age of Stamp Design and Production, by James Peter Gough, RDP, FRPSL, 78 pages, supplement to *The London Philatelist*. *Q.E. II monograph* is available for purchase and download from the following link: https://www.rpsl.org.uk/The_London_Philatelist/LP_Digital_Edition

This 78-page supplement to the May 2024 issue of *The London Philatelist* is an attractive and informative tribute to Her Majesty and a review of the classically designed and produced stamps bearing her image. This is especially appropriate as the Queen was patron of the RPSL for 70 years.

But this is more than a tribute. Rich in color illustrations, this monograph gives a peek into the best material of its kind outside official collections, and includes much material that would enhance them. While it emphasizes eye-popping essays and proofs, issued material and usages are also included. It is a worthy addition to any philatelic library, and one that not only satisfies visually with material from the author's collection which has been building for more than 60 years, but contains much information developed by the author that has not been presented publicly before. Especially useful is his discussion of the photographic design sources for the stamps.



Gough is a scholar; one with a practiced writer's ability to get a lot of factual information into pithy, yet entertaining, text – with even the occasional touch of humor. This leaves the reader free to appreciate the beautiful material Gough has assembled.

The supplement format necessarily limits the author's ability to show all he has, but the organization is balanced, appropriate and allows him to cover the essentials of United Kingdom material, the Dominions and material from Colonies and Protectorates. For me, it whets the appetite, and I'd encourage a more extensive treatment that would allow for more of everything, but especially more essays and proofs and exceptional usages.

My thanks and congratulations to the RPSL for producing this wonderful reference, which I hope heralds a new era of specialized supplements to the *LP*.

— John M. Hotchner, RDP, FRPSL

The Collectors Club

Membership Update: June 24 through Aug. 23, 2024

Approved by the Board of Governors:

July 1, 2024

Resident:

Bhattacharya, Apratim	White Plains, N.Y.
Schussel, Ricky	New York, N.Y.

Non-Resident:

Farah, Juan L.	Pinecrest, Fla.
Ismirnioglou, Angelo	Laguna Hills, Calif.
McRee, Timothy	Claremont, N.C.
Nunez, Nestor C.	South San Francisco, Calif.
Pritchard, J. Fred	Littleton, N.C.
Smith, Randolph	Chevy Chase, Md.
Valdez, Alexa	Laguna Nadal, Calif.

Pending Applications

Resident:

Dowers, Darryl	Syosset, N.Y.
Lawrence, Shawn M.	Nyack, N.Y.

Non-Resident:

Blanco, Rafael	Essex Junction, Vt.
DiPaolo, Bill	Venice, Fla.
MacBeth, John Stevens	Niagara-On-The-Lake, Ont., Canada
Marshall, Winston	Sherman, Texas
Myers, Robert J.	Spring City, Pa.
Toops III, Emory Earl	Fort Wayne, Ind.
Wasserman, Dr. Bruce A.	Denver, Colo.

We regret to inform you of recent death of the following longtime Collectors Club member and supporter:

King, Arthur Vincent (Vince)	Denton, Texas,	June 30, 2024
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If you would like to update your contact information, please contact our Executive Secretary Andrea Matura at: info@collectorsclub.org.

We appreciate the outreach efforts at the recent Great American Stamp Show (GASS), which attracted several applicants. There are upcoming meetings at Nojex (September), and at Chicagopex in November. Our ongoing 2024 remote Zoom meeting series is in progress. We eagerly anticipate the ramping up of “in-person” activities at the Clubhouse throughout 2024 and into 2025.

Respectfully submitted,
Mark E. Banchik, Membership Chair



David Feldman

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Bruce Weinman (East Coast)
bruce.weinman@davidfeldman.com



Vivek Chopra (West Coast)
vivek.chopra@davidfeldman.com

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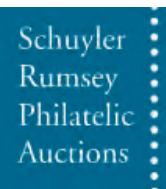
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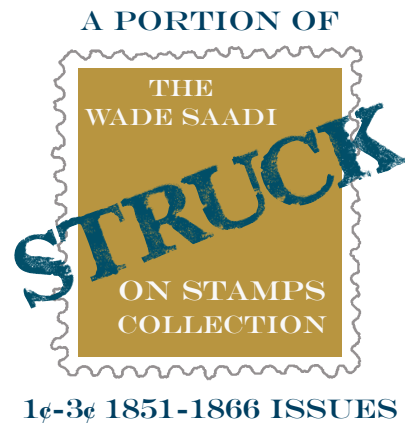
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The Penguin Collection



Confederate States Postal History

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Postal History of Alta California

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