

"Rectory Cottage"
Coleshill, Highworth
Wilts;.

12th Oct; 1958

Dear Mr & Mrs Johnstone,

Many thanks for your letter of 22nd Sept and we were glad to hear that you had reached home in safety, albeit, apparently with some vicissitudes en route.

We both enjoyed having you to stay with us, though for such a short time only and hope that you may have the opportunity to visit this country again when your stay may be longer.

The books you so kindly sent arrived yesterday morning and my wife and I are delighted with them; I am hoping to have a go at some of the rather exciting dishes in the Cookery book.

We have settled down to a wet English autumn. The clocks went back to winter

time last week and it now gets dark
at 6.0 p.m. In addition it has been
an exceptionally wet spell and one can
do nothing in the garden. Ah, well!
More time for stamps!

I expect I shall be corresponding
with you about Carriers one of these days
and eliciting your help.

Again with many thanks for your kind
letter and gifts.

yours sincerely,

Donald Patton

- 1 Introduction City Despatch, Phila.
- 2 Humboldt
- 3 Warwick's
- 4 Gordon's
- 5 Arthur's, Barkers, B.S. + Co. Boston, Walker's
- 6 Penny Exp., Pips, Stringer + Morton, Prince
- 7 C+W Bridge, Bowery, Clinton, Chestnut St., Donaldson, Downs, Flynn
- 8 McIntire's, Hackett,
- 9 Additions + Connections: City Despatch, Humboldt, Warwick, Gordon, Penny, Barker,
D+S Co., Walker, Pip, Stringer + Morton, Prince.
- 10 Hunt, Gunn, Hall + Neill, Hanley, Hinkley
- 11 Hanford
- 12 Smith
- 13 Kidder
- 14 Hourly, International
- 15 Johnson
- 16 Brown(e)
- 17 Broadway
- 18 Bronson + Forbes
- 19 Chicago
- 20 Brady, Chicago
- 21 Adam, Cal
- 22 Adam, Cal.
- 23 Adam, N.Y.
- 24 Adam, N.Y.
- 25 Barr's
- 26 Allen
- 27 Winan's, (Winan's 2nd draft)
- 28 American Letter Mail
- 29 Auner's, Baker, Barnard, Bayonne, Berford,
- 30 Bicycle, Digelow, Bishop
- 31 D.O. Blood
- 32 " "
- 33 " "
- 34 " "

- 35 D.O. Blood
- 36 " "
- 37 " "
- 38 " "
- 39 " "
- 40 " "
- 41 " "
- 42 " "
- 43 American Express
- 44 Bentley's
- 45 Boyce's City Express Post
- 46 Bouton's Manhattan, Franklin City, Bouton's City.
- 47 Bouton's
- 48 Bouton's
- 49 Bradway's Despatch, Millville N.J.
- 50 Letter Despatch, Clute, Prince, Roadman's, Lathrop's
Le Beau, New Haven, NY City Post, Smith's
Mountain, Springside, Squire's, Langton + Co.
- 51 Utica Exp., Whittleley's Exp., Union Expr., Albany Letter Exp.
United States Letter Exp.
- 52 Brady + Co. N.Y.
- 53 Brainard + Co.
- 54 Brigg's Despatch, Phila
- 55 Browne's Easton, Pa
- 56 Brown's City Post New York
- 57 Bury's City Post, NY (Detroit?) Bush's Brooklyn Express
- 58 Clark + Co., New York
- 59 California City Letter Express
- 60 California Penny Post
- 61 G. Carter's Despatch, Phila
- 62 Hartford Conn. Mail
- 63 Carnes City Letter Express, San Francisco
- 64 City Dispatch (Phila) City Express Post (Phila)
City Letter Express, (Newark N.J.)

City Mail Co. (N.Y.) City One Cent Dispatch (Balt.)
65 Cheever + Towle (Boston) ..
65 cont. " " continued.
66 City Dispatch Post NYC (Grieg's) ..

The American Local and Carriers' Stamps—I

A Study of the Forgeries, Reprints and Bogus Stamps

By DONALD S. PATTON

INTRODUCTION

As a collector in my teens I was given a packet of American Local and Carriers' stamps. I was much intrigued by the forty or fifty varieties which comprised the collection. Only one or two of the Carriers' stamps were catalogued in Gibbons and I was greatly impressed by the high catalogue value allotted to them. Of the remainder I could find no mention in the catalogue and none of my friends nor the adult collectors whom I consulted could tell me anything much about them. I well remember that there were one or two copies of the Winan's "Flying Bomb" label—a stamp which I particularly prized, with its design of something very like a lavatory cistern float, with smoking chimney attached, hurtling through the air on a rather puny pair of wings! This, I felt, must be a particularly valuable specimen and one to be treasured against the day when I might meet someone who could assure me of its true worth. But this knowledgeable someone never came my way and my schoolboy collection eventually went the way of a good many others, swopped for something else which appeared at that time more to be desired.

I never lost my interest in this group of stamps, however, and for many years, as an adult collector, I have accumulated a reference collection of forgeries of American Local and Carriers' stamps. For, of course, my early schoolboy acquisitions were all duds!

Amongst other factors there are, I suppose, two main and important points which render a country or group of stamps philatelically unpopular with collectors. These are—the existence of large numbers of forgeries and reprints, and the lack of authentic and easily acquired information which allows the collector to separate the sheep from the goats.

These factors exist in great measure in the case of the American Local and Carriers' stamps. During the nineteenth century when Local stamps were still generally collected vast numbers of forgeries, reprints and bogus varieties were turned out, both from America and from Europe.

In a large number of cases authentic information regarding the history and the stamps of the Local Posts was either never recorded or at best inaccurately reported. The passage of time and the relative scarcity of some of the stamps has not improved the position.

It is true that in the case of some of the Local Posts research has been made into their history and this has been accurately recorded for posterity but much still remains to be done.

With the introduction of the Penny Black in Great Britain there was agitation in America for postage stamps to be issued by the United States Post Office, but for some years this department was rather behind the times and was slow to adopt innovations and improvements. In fact the first stamps issued by the United States Post Office for the pre-payment of postage did not appear until 1847, some five years after adhesives had been produced by private companies and by Postmasters.

The first of these local stamps were those issued in February 1842 for the City Despatch Post in New York City, which was organised by an Englishman—Alexander Greig. These were the first adhesives to be issued in North or South America. After a few months Greig's Post was taken over by the American Post Office who ran it for a rather different purpose.

The majority of the Local Posts owed their origin to the incomplete service provided by the U.S. Post Office Department; as a rule the Government did their best to suppress this sort of competition but the public supported the cheaper and swifter services provided by private enterprise and the Local Posts were not finally suppressed until 1883.

By that date New York City had had issues from no less than fifty six private companies, eleven of whom used handstruck stamps only. The most famous company, after the City Despatch Post organised by Alexander Greig, was Boyd's City Express which was actually in service from 1830 to 1883. In New York State there were fourteen other Local services, seven of which were in Brooklyn and three in Buffalo. Pennsylvania had twenty three Local services of which eighteen were in Philadelphia, the most famous Post in this instance being that of D. O. Blood and Co.

New Jersey had six services and two survived in Atlantic City until 1887. Ohio had nine, Massachusetts nine—of which six were in Boston, Louisiana had three—all in New Orleans, Maryland had eleven in Baltimore, Missouri had five in St. Louis, Illinois seven—all in Chicago, while California had nine—all in San Francisco. Connecticut, Maine, Rhode Island, Virginia and Delaware each had one Local service.

All that the present writer can hope to do is to present accurate descriptions and illustrations (or diagrams) of originals (when available) and of the numerous reprints and forgeries—a great many of which are available in his own reference collection!

Such a list must inevitably contain inaccuracies and omissions. It is my hope that such criticism as I shall certainly receive will be more constructive than destructive. If so the list, with corrections and additions may, in time, become one of real service to the collector.

CITY DESPATCH, PHILADELPHIA, PA. (1860)

1860 1c. Black. Scott No.: 41 L.I.

ORIGINAL (Fig. 2)

Imperf. Lithographed. Whitish to yellowish wove paper. Thick brownish crackly gum. There is a rectangular frame (or dividing) line round the stamp. There is an outer fine line round the oval enclosing a narrow white space. The background of the oval is composed of horizontal shade lines with diagonal cross hatching. This is least visible in that part of the oval between the letters "CIT" and the girl's forearm. Four fingers are visible on the right hand holding the balance. The fingers are shaded. Between "ONE" and "CITY" and "DISPATCH" and "DELIVERY" there is a small ornament composed of a short white cylinder with a white dot at either end of it (like a thin dumb bell). The buckle of the belt contains an "S" and three dots. There appear to be two printings: the first (earlier) is finer and the detail clearer; the other is more worn and with less detail.

A block of 12 (3×4) was listed in the Caspary Sale.

Cancellations

- Small grid in black. This cancellation was noted in covers in the Knapp, Waterhouse and Caspary collections.
- Double circle "PENNY POST, PHILADA" (Caspary collection).
- Circular "CITY DISPATCH PAID" (Caspary collection).
- Circular "CITY DISPATCH . . . PROMPT DELIVERY" and date (Waterhouse Collection).

Cancellations (c) and (d) were struck on the cover.

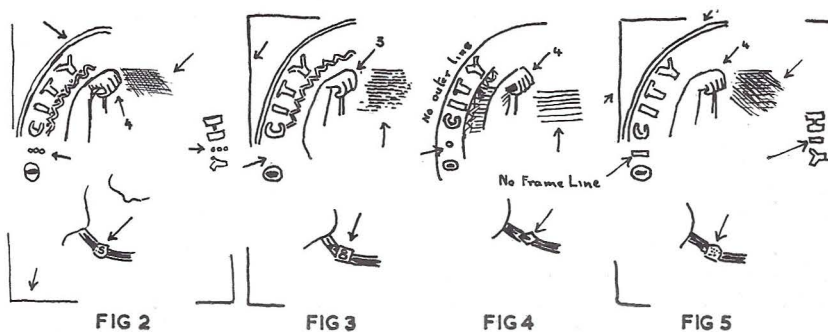


Fig. 2

Fig. 3

Fig. 4

Fig. 5



In addition there were Local Posts which were not confined to one city, but were in fact "inter-city" and some of these became really big and important services. On the Eastern coast there were fourteen of these services and some covered an enormous amount of territory. There were the four big services which were founded in 1844—the American Letter Mail Company carrying mail between Boston and Philadelphia, Hale and Company with headquarters in New York City and who handled mail for all parts of North and South America as well as Transatlantic mail; this Company even had offices in Liverpool and at one time issued an adhesive postage label for use in that British city to signify that postage was paid. The Letter Express Company was founded in 1844 and served Western New York State, Detroit and Chicago. Pomeroy's Letter Express, also established in 1844, had its headquarters in Albany and formed a strong link-up with the leading services in many towns in New England and New York State.

Another important service known as Berford and Co.'s Express, organised by Richard Berford and Loring L. Lombard was a forwarder of letters, newspapers and packages. They carried mail by steamer to Panama and points on the West Coast, North and South America and had their Agencies in the West Indies, the West Coast of South America, Panama, Hawaii, etc. Their stamps, which are decided rarities, were not issued until 1851.

The first of the Western Express Companies was the Adams and Co. which issued stamps in 1849. The Western Companies came into being with the speeding up of Trans-Continental mail. The longest service was the Central Overland California and Pikes Peak Express Company which brought out their own handstruck stamps in a considerable variety of types in 1860. Another important concern was Jones and Russell's Pikes Peak Express Company which commenced its services in 1859 with its headquarters at Denver, Colorado. The most famous of all the Western Companies was Wells, Fargo.

This Company entered the Western field about July 1st, 1852, primarily to engage in business on the Pacific Coast but shortly afterwards it acquired other express businesses and eventually became the most important express company in their territory.

The Central Overland Company (mentioned above) was the pioneer Pony Express system and was developed to bring about the quicker communication between the extreme portions of the United States. Via water the time from New York to San Francisco was twenty eight to thirty days with bi-monthly sailings and by the overland route the time was twenty eight days. In 1860 the pioneer Pony Express carried letters only, reducing the time from St. Joseph to San Francisco—2,100 miles—to about twelve days. The rate of postage was originally \$5 for a half ounce. In 1861 the Wells, Fargo Company acquired the Central Overland California and Pikes Peak Express Company and issued \$2 and \$4 stamps. The rates were cut in half in July 1861 and new stamps were issued in denominations of \$1, \$2 and \$4.

The revival of the Pony Express in 1862 known as the Virginia City Pony Express resulted in the appearance of the "cents" value.

A number of other Companies had their own adhesive and handstruck stamps. Humboldt Express of Nevada in 1863, the Penny Express Company 1866, for example. Wells, Fargo continued to issue its own adhesives up to 1888 and the same company is still functioning to-day.

Besides the adhesive stamps of the private Local Posts there were those of the Carriers' Companies. To separate these carefully from the local posts is not always easy. In general the Carriers' stamps were used to defray postage to a Post Office on letters going out to another Post Office and were also used for collection and delivery in the same city. The first of the Carrier stamps issued in 1842 was under the authority of the Postmaster General who authorised the U.S. City Despatch Post at New York to purchase the service founded by Alexander Greig earlier in the year.

Another group of Carrier stamps were those used under the authority of the various Local Postmasters. These were issued in four cities—Baltimore, St. Louis, Louisville (which had two services) and Philadelphia.

Then there was the Private Letter Carrier Service also started in 1849 and stamps were issued in Boston, Charleston, South Carolina and St. Louis, Missouri for these services. The use of all Carrier stamps came to an end on 1st July, 1863, when free delivery was instituted.

The foregoing brief outline of the history of the Local and Carrier posts will give some idea of the size and complexity of the subject.

It is the hope of the writer that by describing and check listing the originals, forgeries and reprints of the Local and Carriers' Posts he may be doing some small service to the collector who wishes to venture into what is an extremely interesting and rewarding field. To do more than this is an impossible task for one who has neither the time nor the means to carry out research on the spot.

It must be left, therefore, to the Postal Historians in America to piece together, individually and painstakingly, the Histories of the Pioneer Local Posts of their own country.

FORGERY A (Fig. 3)

Imperf. Thin wove yellowish paper. Lithographed. Rectangular frame or dividing lines as in originals. Thin outer line round oval as in original. Background of oval consists of horizontal lines only, which are, in some places, broken up into small sections, giving the appearance of cross hatching. Only three fingers are clearly visible on the hand holding the balance. There are no ornaments between the upper and lower inscriptions. The buckle on the belt has a figure "8" in the centre.

Noted in Black. Uncancelled.

FORGERY B (Fig. 4)

Imperf. Medium white wove paper. Lithographed. Very crude. No rectangular frame line. No frame line round outside of oval. Background of oval consists of horizontal lines only, rather widely spaced. The girl is either an epileptic, criminal or moron. Hand holding balance has four fingers; fingers are unshaded. Small irregular white point or dot between upper and lower inscriptions. The buckle of the belt is represented by a white diamond with a dark line in it at left.

Noted in Black. Uncancelled.

FORGERY C (Fig. 5)

Imperf. Thin white wove paper. Lithographed. Outer frame or dividing lines as in original. Fine line round outside of oval as in original. The background of the oval is cross-hatched throughout. There is a long white dash between upper and lower inscriptions. The buckle on the belt contains seven to eight coloured dots.

Noted in Pale Red and (?) Black. Cancellation of 9-10 narrow bars.

[To be continued]

NOTE: Unless otherwise stated all photographs of originals and forgeries are from specimens in the author's collection.

Letter to the Editor

"THE CANCELLATIONS OF BRUNEI"

Dear Sir,—I have read with interest Mr. Lander's letter in the April number of *The Philatelist*. He has an advantage over me in that he has visited Brunei. However, if he will look at the Annual Report for 1955 for Brunei, this being the last report so far published, he will see in the chapter headed "Communications" a paragraph on post offices in which it is stated "There are six post offices in Brunei State, situated in Brunei Town, Tutong, Bangar (Temburong District), Kuala Belait, Seria and Muara". Moreover the map at the end of the report shows the location of Bangar and no town, village or settlement named Temburong. The name for the post office is commonly called Temburong but it is officially situated at Bangar. I have confirmation of this fact from both the British Resident and the Superintendent of Posts.

The additional datestamps referred to by Mr. Lander were brought into use in the middle of April, 1956, at Brunei, Kuala Belait and Seria and differ slightly from the previous type.

As regards the mail launches, there is in addition to the M.L. "Muara" a larger sea-going launch, M.V. "Sultan".

The first despatch of mail by the direct airmail from Brunei Town for North Borneo, Sarawak, Singapore and places beyond Singapore by the feeder service to Labuan took place on the 15th November, 1954. In addition a Monday to Saturday daily internal airmail service between Brunei Town and Seria commenced in 1955.—Yours faithfully,

GEORGE SOUTH.



WHAT IS THIS MARK?

An inquiry from a client in Australia asks for an explanation of the "E" within a circle illustrated on the ONE SHILLING surcharge on sixpence St. Helena, perforated $14 \times 12\frac{1}{2}$, watermarked Crown C.C. (R29, S.G. 29). The impression is in red and underneath the obliteration, which is illustrated as Type [J] in the "Encyclopædia of British Postage Stamps", volume II. The owner has a similar mark on a St. Vincent cover faintly visible under a red circular datestamp. Can any of our readers suggest a reason for its use or its significance?

The American Local and Carriers' Stamps—II

A Study of the Forgeries, Reprints and Bogus Stamps

By DONALD S. PATTON

(Continued from page 265)

HUMBOLDT EXPRESS, NEVADA (1863)

A branch of Langton's Pioneer Express, connecting with the main line or Pioneer Express at Carson City, Nevada, and making tri-weekly trips to points adjacent.

1863. 25c. Brown. Scott No.: 86 L.I.

ORIGINAL (Fig. 7)

Fine Lithograph. White wove paper. The letters of "HUMBOLDT EXPRESS" and "LANGTON & CO." are double-lined. Two doors or windows visible at side of coach. Both front and rear axles are clearly visible. There are four people sitting on top of the coach. The driver's clothes are dark and he holds a whip in left hand. Four reins visible between coach and first pair of horses. Faintly drawn mountains in background at right. Leading right horse has girth.

Cancellations

- "PAID" in oval. Blue (Knapp Collection).
- "LANGTON & CO. STAR CITY" (Knapp Collection).
- "LANGTON'S PIONEER EXPRESS UNIONVILLE" (Fig. 11). Oval frame (Knapp Collection). Also recorded on a cover in the Caspary Collection in blue tying the Humboldt's label to 3c. pink on white envelope bearing Langton's Pioneer Express printed frank.



FIG 11



Fig. 7

Fig. 8

Fig. 9

Fig. 10

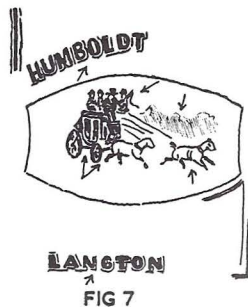


FIG 7

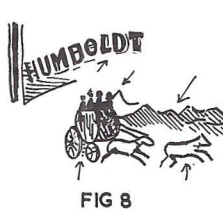


FIG 8

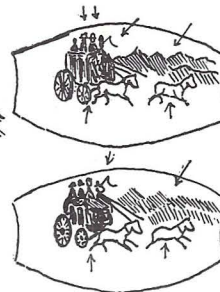


FIG 9

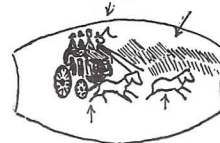


FIG 10

FORGERY A (Fig. 8)

Coarse lithograph. Thin to medium white wove paper. The letters of "HUMBOLDT EXPRESS" and "LANGTON & CO." are badly formed. Only one or two of the letters of the top inscription are double lined. Doors or windows are not easily discerned in the side of the coach. No axles to the wheels. Four people on top of the coach represented as black blobs and no face or limbs visible. Whip appears to come out of the right hand figure's head. Only two reins visible. Jagged mountain range visible in background. No girth on leading right horse.

Noted in Red, Orange, Dull Mauve, Brown and Chocolate. Uncancelled.

FORGERY B (Fig. 9)

Lithographed. A much better production than Forgery A. Thin wove paper. Letters of "HUMBOLDT EXPRESS" and "LANGTON & CO." are double lined. Two dark panels side of coach. Front but no rear axle visible. Four persons on top of coach, the middle two with hats. Whip appears to come out of neck of right hand passenger. Three reins visible. Mountain range too well outlined. Leading right horse without girth.

Noted in Black on Buff paper (coloured through). Uncancelled.

FORGERY C (Fig. 10)

Lithographed. Thick wove paper. Letters of top and bottom inscriptions are double lined. No doors or windows side of coach. Front, but no rear, axle visible. Four persons sitting on top of coach. The right hand one represented by head alone and the whip appears to come out of his hat. Two reins visible. Range of mountains delineated by diagonal shading and the top outline of the range is not outlined but consists of the ends of the diagonal lines. No girth on leading right horse.

Noted in Yellow Brown. Uncancelled.

[To be continued]

Letter to the Editor

"B16" T.P.O.

Dear Sir,—I am returning to the subject of the postmarks B16 in barred ellipse, and those of the Plymouth to Bristol Travelling Post Office, about which I wrote in "The Philatelist" last March. It is disappointing that no one has had anything to say on the matter so far.

O. G. Bowlby (London Philatelist, May 1953, p. 80) states that the B16 was re-allocated, from the Peninsula and Orient Line, to the Plymouth and Bristol T.P.O. in the late 1860s.

In my letter to you I described the 3 types of the B16 postmark, and gave a list of issues of G.B., Peru, Salvador and Guatemala on which those marks occur, in my collection. I can now add a 10c. Costa Rica of 1883, type C.

I had at the time of writing a piece of evidence which I failed to appreciate. It is a yellowish cover addressed to Portsea and backstamped 14 July 1878, bearing a strip of six 1d. red plate 194 cancelled with five strikes of the B16 type A. The middle of the flap of the envelope has been neatly cut away. From this, I conclude that it was a naval officer's letter; the postage being 6d. and the portion removed having borne a ship's badge or crest (such things being widely collected by ladies in those days).

From all the evidence I have put forward, I offer the explanation that the three B16 dies were kept at the Plymouth Post Office in a special section for overseas mail, and were never used on the railway train. They are not, therefore, T.P.O. obliterations.

It may be of interest to record here the three types of P. to B. T.P.O. cancellations I know. All these seem to have been used contemporaneously, dates on my few examples ranging from 1880 to 1891. A Costa Rican stamp, 10c. of 1883, bears a type 3.

I am indebted to Mr. H. S. Porter for the two Costa Rican stamps referred to.—Yours faithfully,

C. BARRINGTON BROWN.

The American Local and Carriers' Stamps—III

A Study of the Forgeries, Reprints and Bogus Stamps

By DONALD S. PATTON

(Continued from page 299)

WARWICK'S CITY DISPATCH POST

This is a completely bogus issue. It was noted, as early as 1866, in Dr. Gray's Illustrated Catalogue of Postage Stamps, in which three different types are listed (but not illustrated). Coster classified Warwick's City Dispatch Post as "fictitious". Thirteen different types are known to the writer mainly differing in the type set borders and in the figures. The large number of different types suggests that the original bogus type was popular and successful, inviting imitation and forgery. It is not known who was responsible for the original bogus production nor even in what order the various imitations appeared. The following listing is therefore not necessarily in chronological order and is probably not exhaustive.

TYPE A (Photograph A and Diagram)

Lithographed. Black on orange, slightly shiny, wove paper, surface coloured only. Only 2c. denomination noted. Chain border. Links in upper and lower border separated by colons. Small badly formed apostrophe in "WARWICK'S". Oblique strokes of "K" join upright nearly at top. Uncommon.

TYPE B (Photographs B1, B2, B3 and Diagrams Types B1, B2)

Similar design to Type A. Typographed. Black on yellow thinnish wove paper coloured through. Only 2c. denomination noted. Superficially similar to Type A but links in bottom border are separated by semi-colons (inverted) and the apostrophe in "WARWICK'S" is well formed with distinct head and tail. Examples of TYPE B occur printed in vertical strips of four and in these strips there are two sub-types:

Sub-Type B1. This is the first or top stamp of the strip. Letters "WAR" of "WARWICK'S" are raised and the links in upper border are separated by colons. "R" of "WARWICK'S" has a distinct foot. The outline of top link in left hand border (next to "W") is intact.

Sub-Type B2. The remaining three stamps of strip. Letters of "WARWICK'S" are well aligned. "R" of "WARWICK'S" has no foot. Letters "DIS" of "DISPATCH" raised and letters "CI" of "CITY" slightly out of alignment. Links in upper border are separated by a comma at left and a colon at right. Outline of top link in left hand border has an indentation (opposite "W").

TYPE C (Photograph C and Diagram)

Typographed. Black on yellow medium wove paper, coloured through. Only 2c. denomination noted. Single diamond pattern border. The diamonds are not continuous throughout and there are small breaks between the diamonds, especially in top and left hand borders. Long thin apostrophe in "WARWICK'S".

TYPE D (Photographs D1, D2, D3 and Diagrams D1, D2)

Very similar to TYPE C and may be a later state. Typographed. Black on yellow thinnish wove paper, coloured through. Examples occur printed in vertical strips of four stamps and in these strips there are two sub-types:

Sub-Type D1. This is the first or top stamp of the strip. Small breaks between some of the diamonds. In the left border the 3rd and 4th diamonds from the bottom are deformed and defective. The letters of "POST" are well aligned. The foot of the figure "2" is undamaged.

Sub-Type D2. The remaining three stamps of the strip. The foot of the fig. "2" is damaged along its upper edge. "T" of "POST" is lower than the other letters.

TYPE E (Photograph E and Diagram)

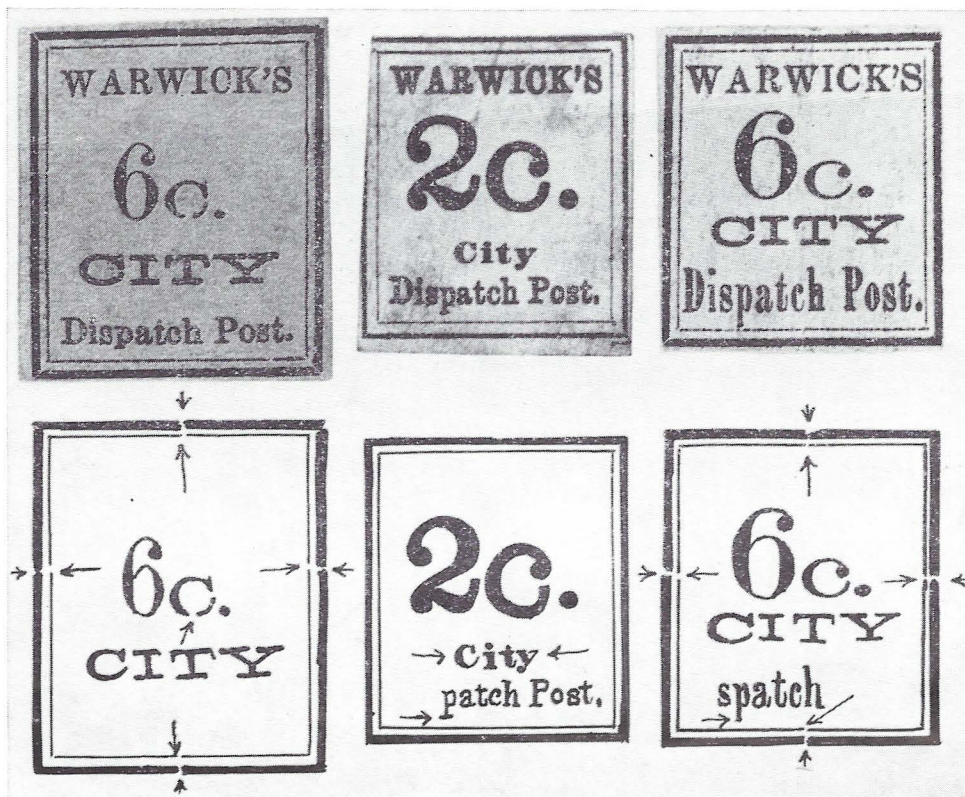
Similar to TYPES C and D. Typographed. Black on yellow hard wove paper coloured through. Only 2c. denomination noted. Diamond border continuous except at corners. Apostrophe in "WARWICK'S" shaped like a question mark. Small "T" in "POST". Short black line under diamond above "K" of "WARWICK'S".



E

G

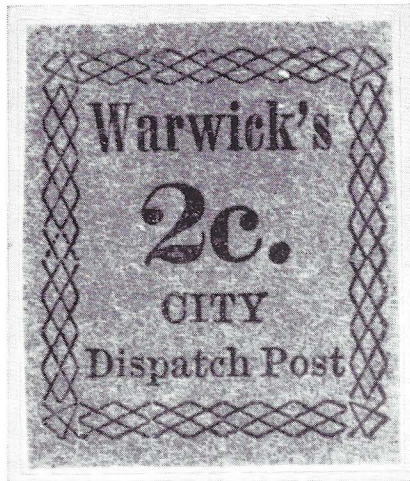
H



I

J

K



F

outer and thin inner frame lines. "CITY" in large capital letters. "DISPATCH POST" in sloping script characters. Lower curve of "S" of "POST" damaged.

Black on Red
Black on Yellow
Black on Blue

Black on White
Black on Crimson

TYPE I (Photograph I and Diagram)

Typographed. Black impression on surface coloured slightly glazed paper. Thick outer and thin inner frame lines. Half way along each border (N., S., E. and W.) both frame lines are broken. Lower curve of "c" of "6c." is broken. "CITY" in broad squat letters.

Only noted in 6c. denomination.

Black on Red
Black on Crimson Lake
Black on Yellow

Black on Flesh
Black on Green

TYPE J (Photograph J and Diagram)

Typographed. Thin strong white wove paper. Impression in Green. Both 2c. and 6c. denominations noted. Format vertical rectangle; thicker outer and thinner inner frame lines. Large thick figures of value. "CITY" in small letters and close to "DISPATCH".

2c. Dull Green

6c. Dull Green

TYPE K (Photograph K and Diagram)

Typographed in Red on thin white wove paper with a pronounced mesh. Both 2c. and 6c. denominations noted. Format upright rectangle. Thicker outer and thinner inner frame lines. Both frames are broken in all four borders about half way along. Figures of value tall and thin. "CITY" in rather squat capital letters and nearer the value figure than "DISPATCH". The foot of "P" of "DISPATCH" has no serifs.

2c. Dull Red

6c. Dull Red

TYPE L (Photograph L and Diagram)

Typographed. Superficially similar to TYPE K. Thin white wove paper. Only 2c. denomination noted. Thick outer and thin inner frame line, neither line being broken in its length along any of the borders. "D" of "DISPATCH" touching or practically touching inner frame line. Foot of "P" of "POST" has long serifs.

2c. Dull Red

TYPE F (Photograph F)

Typographed in black on medium wove yellow paper, coloured through. Only 2c. denomination noted. Triple diamond pattern border. Break in upper border over "A" of "WARWICK'S".

TYPE G (Photograph G and Diagram)

Typographed. Black impression on various coloured papers. Border composed of squares with black centres. There is an indentation or partial break in the inner curve of "c" of "6c.". The inner black square under "ST" of "POST" is damaged.

Only 6c. denomination noted.

(a) **Wove paper coloured through.**

Black on Yellow Black on Lavender Grey

(b) **Surface coloured glazed paper.**

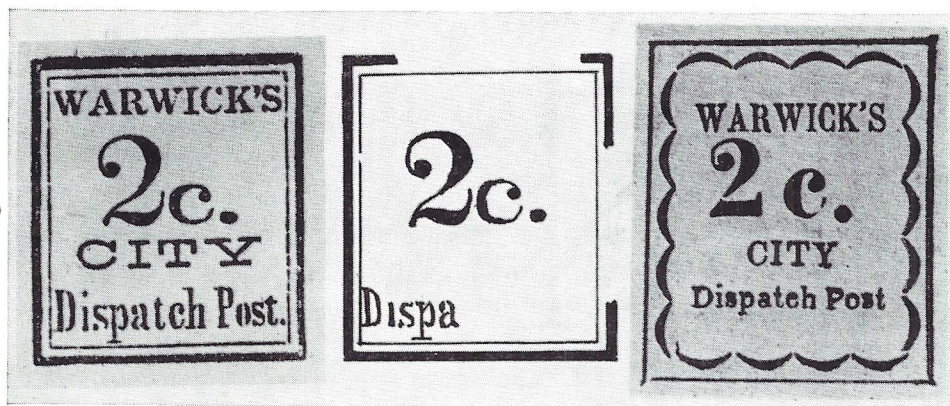
Black on Flesh Black on Red
Black on Green

(c) **White wove paper.**

Red on White

TYPE H (Photograph H and Diagram)

Typographed. Black impression on various coloured papers (surface coloured). Only 2c. denomination noted. The format is an upright rectangle. Thick



L

M

TYPE M (Photograph M)

Typographed. Red impression on whitish grey wove paper. Scalloped border inside thin outer rectangular frame line. This type is decidedly scarce. Only noted in 2c. denomination.
2c. Red on White

(To be continued)

Review

Cape Triangular Stamp. Its Story by E. Rosenthal and priced check list by E. Blum. Published by A. A. Balkema, Union House, Queen Victoria St., Cape Town. Price 12/6.

This handy little monograph gives a graphic and entertaining account of the genesis of these famous classics.

On July 20, 1839, the "South African Commercial Advertiser" at Cape Town enthusiastically reported on "A Third Report from the Select Committee on Postage" ordered by the House of Commons, which proposed "*a uniform rate of postage for all distances (within the U.K.) . . . and that 1d. paid in advance by means of a stamped cover is the best rate for all purposes . . .*". Not until 1846, however, was any attempt made to copy the British precedent, when a 4d. rate for each $\frac{1}{2}$ oz. on inland letters was introduced. In 1848, Perkins Bacon and Petch were instructed to prepare dies for local postal use of 1d. and 2d. denominations, but the project went no further.

Sheets of embossed revenue stamps, which had to be separated by cutting with scissors, were in use at this period; these were cancelled with a triangular "killer" of parallel bars with "C" at the top and "G" and "A" in the bottom corners (not as stated the name of the Colony) and which the author suggests became associated in the public mind with the later triangular postage stamps, produced in September 1853, to the design suggested by C. D. Bell and engraved by Perkins, Bacon. Shortage of supplies accounted for the speedy production of the so-called "wood blocks" (though actually engraved in steel), designed by C. V. Roberts and printed by Saul Solomon & Co. The arrival of mail bearing these provisionals without prior notification, elicited a grandiloquently phrased rebuke from the G.P.O. and surprise at the possible failure to detect them as forgeries to which a laconic reply . . . *the postage stamps which have attracted attention were manufactured here*" was given.

The check list which follows gives price indications for singles, pairs and blocks in mint and used condition and singles, and in some instances, blocks on cover as well as proofs and reprint valuations. Beautifully executed illustrations in colour add considerable merit to the simple but effective lay-out. Traps for the unwary and examples of forgeries, also in colour, are carefully described.

No mention is made by either of these authoritative writers of the 4d. "Mourning Stamp" in black which is claimed to exist in some quarters.

The modest sum, in which the forty-odd years' experience of the authors is crowded, will be considered well spent by the collectors who avail themselves of the opportunity to possess it.

B.M.G.B.