



The Westfield Philatelist

Newsletter of the Westfield Stamp Club

American Philatelic Society Chapter #540
 American Topical Association Chapter #113

Volume 17 Number 4 April/June 2024

UPCOMING MEETINGS

April 25, 2024

The EFO's of the Columbian Envelopes

We will be reviewing the EFO's and correlating them with the three major steps in the envelopes production, which are the Fourdriner paper maker, the knives that produce the envelope blanks and the Wickham "Printer and Folder" including the post production oddities for completeness of presentation. Two EFO's to be discussed at the end of my lecture. →

By Dr Marvin Platt



May 23, 2024

Postal History of WWI Ahmednagar, India Prisoners of War Camp System

By Robert Gray

June 28, 2024

The Strubels – The Imperforate Sitting Helvetia Stamps of 1854-1862/63

By Bruce Marsden

TABLE OF CONTENTS

Upcoming Meetings	Cover
From the Editor's Den	Cover
Puerto Rico	2
April/June Philatelic Quiz	2
Not In Scott	3
The Mail Order Fraud Column II: Dr. Bobo and the Bicentennials	4
Remnants of Communication	6
Action at the Auctions: Westfield of Course	7
Presidents of the United States: Andrew Jackson	10
United States Transportation: Series III	11
Answers to January/March Philatelic Quiz	16

FROM THE EDITOR'S DEN

Our treasurer, Roger Brody, recently sent me a list of members that included the year of their last dues payment. I was surprised to see that a number of the members on the list have not made a dues payment for the current year and some, believe it or not, have not made a payment since 2000.

I have been printing and mailing *The Westfield Philatelist*, at my expense, to all of the names on Roger's list as I was unaware of the dues status of the members.

Well no more! If you are not current with your dues payment by the time Roger sends me an updated list, this issue you are reading now, either in print form or electronically, will be the last one that you will receive.

If you enjoy being a member of the Westfield Stamp Club, support the club by paying your dues.

Bordentown Post Office to be Renamed

Member John Kozimbo notified the club that the Bordentown Post Office was going to be renamed on March 23, 2024, after Clara Barton, American Civil War nurse who established the American Red Cross in 1881. The Bordentown Historical Society will be holding an event from 1-2 pm at the Post Office, 14 Walnut Street, Bordentown City.

Clara Barton was born on Christmas Day 1821 in Oxford, Massachusetts, and worked as an elementary school teacher in Bordentown between 1852-1854. The Clara Barton Schoolhouse still stands and is believed to be the first public school built in New Jersey. She also has an elementary school named in her honor, the Clara Barton Elementary School.



US 1948 (Scott 967)



US 1995 (Scott 2975c)

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Meetings are held on the fourth Thursday of the month except for November (third Thursday) and July and August (summer recess). Dues are \$8.00 per membership year which runs from September 1 to August 31.

The club newsletter will be published quarterly beginning with the January/March issue.

For information visit
our website

www.westfieldstampclub.org

or call

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PUERTO RICO

By Michael Frank

Prior to the Spanish-American War of 1898, Puerto Rico issued the same series of stamps as the other Spanish colonies. In 1898 control of the island passed to the United States. In 1899-1900, United States stamps of 1894, the triangle series, were overprinted – first “Porto Rico,” the Portuguese spelling, then “Puerto Rico,” the Spanish spelling.

Unlike the Philippines, the set doesn’t go beyond the 10 cents value. For those who look for details, there’s a variation in the angle of the overprints. United States postage-due stamps (1c, 2c, 10c) were also overprinted for Puerto Rico use. The 10c is pricey.

After 1900, unoverprinted stamps of the United States were used. Since then there have been several United States commemoratives honoring Puerto Rico.

Whether or not you believe Puerto Rico should be the 51st state, the above are the facts.



Puerto Rico 1899 (Scott 214) [U.S. 1894 10c Daniel Webster with Portuguese ovprt.]



Puerto Rico 1899 (Scott J1) [U.S. 1894 postage due with Portuguese ovprt.]



Puerto Rico 1900 (Scott 216) [U.S. 1894 George Washington with Spanish ovprt.]



La Fortaleza (Old Governor's Palace, San Juan). 1937 (Scott 801)



Gubernatorial Election in Puerto Rico, January 2, 1948. 1949 (Scott 893)



Puerto Rico flag & Puerto Rican Tody Bird. 2011 (Scott 4318)



**APRIL/ JUNE
PHILATELIC QUIZ**



- Q1. When did the USPS print plate numbers directly on booklet stamps?
- Q2. What country issued the first stamps with attachments?
- Q3. What is the deadliest creature on earth and what country issued the first stamp to depict it?
- Q4. Do you know the differences between the various constitutional statuses of Britain’s former empire?
- Q5. What United States stamp is based on the work of Robert Indiana?

A feature sometimes found on water-activated, perforated coil stamps is a transition from perforated to imperforate. Most collectors are aware of imperforate coil stamps. They are listed in the Scott Specialized Catalog of United States Stamps and Covers for almost every coil stamp. The catalog does make reference to imperforate between pairs of stamps where known. What is not mentioned is that many of these imperforate strips of stamps, which can range from two subjects to many, are the result of a transition between perforated to imperforate which occurs somewhere within the coil roll as sold by the U.S.P.S. Not all imperforate coil stamps are from full rolls of imperforate coils (ie: 100, 500, 3,000, etc.) These transition strips are much harder (scarcer) to find than the fully imperforate versions of the corresponding stamp. Should you encounter one, it would make an excellent addition to a coil stamp collection. Some examples:



THE MAIL ORDER FRAUD COLUMN II: DR. BOBO AND THE BICENTENNIALS

By Ed Grabowski

Of the four American mail order fraud organizations that I collect, the Peebles Institute of Health is the most Americentric. The scam was created by Dr. James W. Peebles in 1899 and operated out of Battle Creek, Michigan. Peebles was joined by Dr. W. Thompson Bobo (Figure 1) as a partner in the early 1900's. Clients would write to them with descriptions of their ills, and the Institute would provide prescriptions specifically tuned to their perceived problems. Normally, the prescriptions consisted of nothing more than water and ethanol, with some dissolved benign inorganic salts, and they cost \$5 per Rx. That is equivalent to as much as \$100 in today's purchasing power. Dr. Peebles died in 1922 at almost one hundred years old, and Dr. Bobo continued the scam until his own death in 1934, adding non-surgical treatments of goiter to the menu of their scams.

Unlike the three other American fraudsters that I collect who were international in scope, more than 75% of the collection of Peebles and Bobo covers is from the United States covering the period from 1899 until 1935. The stamps from this period comprised the strength of my childhood United States used collection, and it is a joy to get back to these issues now on covers. The most col-

orful of these issues is that of the Washington Bicentennials which were issued on January 1, 1932 to celebrate the 200th anniversary of the birth of our first president. It is some of those that I wish to share with the readers of this article.

If one looks for Washington Bicentennial postal history on eBay, almost all of it is philatelic, and wonderfully so. I have nine covers franked with this issue to Dr. Bobo and his scam, and none are philatelic in nature. A specialist in these issues has noted the difficulty in finding material in other than philatelic uses. Figure 2 shows a cover franked with eight

of the Bicentennial issues at the 21¢ rate which covered 3¢ for postage, 15¢ for registration and 3¢ for the return receipt. It was posted by a client in Jacksonville, Illinois on July 9, 1932. On arrival in Battle Creek it was endorsed with a manuscript five dollars, suggesting it contained payment for one of Bobo's prescriptions. This is probably the most striking cover in this group.

Despite its Kentucky return address, the cover in Figure 3 was posted from Cincinnati, Ohio, on July 22, 1932, and is also franked at the 21¢ rate with a 3¢ and a pair of the 9¢ Bicentennials. The ten dollar endorsement on the front suggests that the sender had ordered two

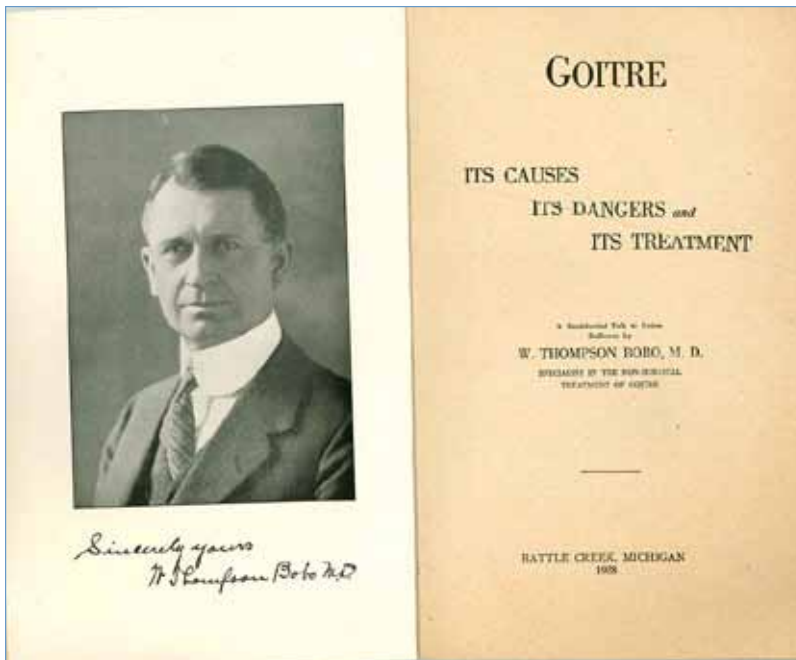


Figure 1

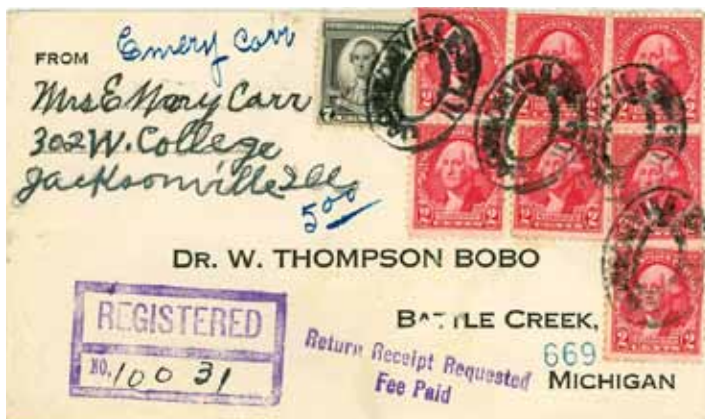


Figure 2



Figure 3

prescriptions from Dr. Bobo.

When the first-class letter rate was increased to 3¢ in June 1932, a new stamp was needed to meet the change. This stamp was adapted from the 2¢ stamp in the Washington Bicentennial Issue. The denomination and color were changed, and the ribbons with 1732 and 1932 were removed. The portrait of Washington by Stuart was used for the vignette. It's the same image used on the \$1 bill. **Figure 4** shows use of this stamp in combination with three 5¢ Bicentennials prepaying the 18¢ registered rate from the town of Dane, Wisconsin, on September 15, 1933. A similar usage of this stamp with a strip of three of the 7¢ Bicentennial at the 24¢ registered rate from South Bend, Indiana, on August 7, 1933 is seen in **Figure 5**.

The final cover shown in this Bicentennial grouping (**Figure 6**) is the simplest, and most interesting because of its non-philatelic aspects. It is franked at the 3¢ first class rate with a single 3¢ Bicentennial posted from the small town of Tomah, Wisconsin, on July 6, 1932. It is addressed to The Sanborn Laboratories in Battle Creek. This was another scam entity created by Dr. Bobo in the late 1920's to promulgate confusion. He was under investigation for mail order fraud by the government, and was hoping that this new creation would not be noticed by the investigating groups. The docketing indicates that one S. W. Kellogg was the sender. Was this Kellogg related to the famous Kellogg operating in Battle Creek with his Sanitarium and cereals? At this point, I do not know.

On January 17, 1934, Dr. Bobo committed suicide via a self-inflicted gunshot to the mouth according to the records of the Michigan Department of Health. The death certificate indicates that he operated a Mail Order Business. We do not know why he committed suicide, but one can surmise that the combination of a lifetime of mail order fraud, and the government coming after him for such, proved too much for him to bear, so he decided to end it all. A few covers are noted after his death. The latest is shown in **Figure 7** and was posted at the 18¢ registered rate from Westwood, NJ on June 26, 1935. It is nicely franked with 1922 regular issues and a 1935 commemorative to prepay the rate. It is addressed to the Physicians Treatment & Advisory Company, another of the entities created to confuse the government investigations. So ends the scam of Drs. Peebles and Bobo.

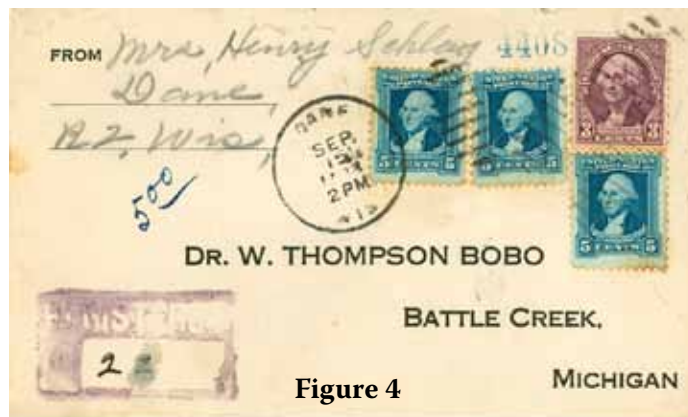


Figure 4

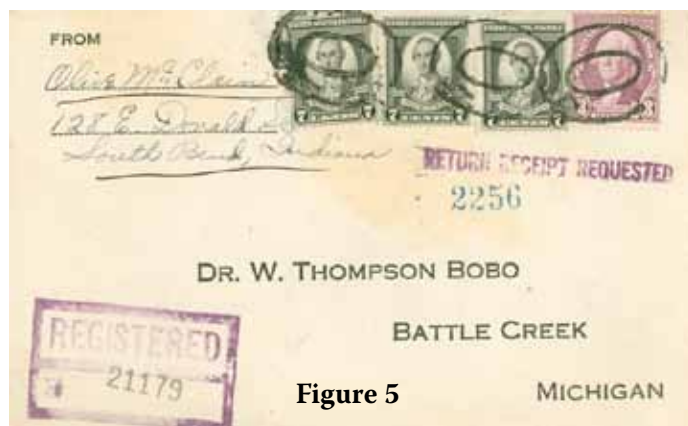


Figure 5

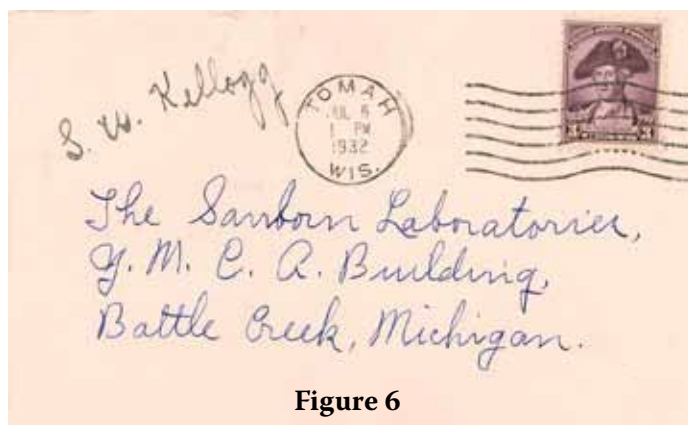


Figure 6



Figure 7



It is gratifying to me to be able to create something so unique, personalized and meaningful with these often overlooked and most times discarded pieces of paper.

To me, the postage stamp is the last remnant of the communication between hopeful sender and eventual receiver. What a shame for me to keep these stamps hidden away in an album on a shelf. What to do? I remember someone telling me to try and combine interests, hobbies and talents and see what comes up. So, a combination of stamp collecting, dressmaking, quilting and other artistic activities were mixed together.

Something clicked when I ran across a quilt pattern named "Postage Stamp Quilt"; popular in the early decades of the 20-th century. This particular design uses pieces of fabric that are approximately 1-1/2-inch square, the approximate size of a postage stamp.

I may have taken the phrase 'postage stamp quilt' a bit too literal. Remembering a huge box of postage stamps stored away, I had to look at all of them again with this new phrase - postage stamp quilt - in mind. Wow, the bright colors and intriguing images. I decided that I had to find a way to bring these postage stamps out of the box and back into the light for people to experience and enjoy, stamp collector or not.

Each stamp on its own is a small work of art, yet, interestingly, I found that when stitched or placed adjacent to another of the same stamp, the stamp does not fade away. Instead, the stamps tend to intensify in color and design, and you are drawn in for a closer look. When taking the lead from the stamp, or collection of stamps, I am able to tell a story, pursue a theme, or create a design. By hand-stitching the stamps together, I make a textile based upon that inspiration which leads to the creation of a 2D or 3D sculpture.

Many of my exhibited and published 3D sculptures made from these hand-stitched used postage stamps have been exhibited in juried art shows that showcase paper and fiber art works. The look on the faces of those who see my work is amazing when they realize what makes up the textile. Then, they examine the artwork more closely, begin ask questions, and some actually make notes or take photos to research images seen on the stamps. It's an artistic endeavor disguised as education.

This past Christmas season, I collaborated with a retailer (Just Jersey Goods in Morristown, NJ) who was looking for something which might be unique and meaningful to staff and supporters of The Seeing Eye in Morristown, NJ. In passing, I mentioned there was a stamp, the 1979 15¢ Seeing Eye Dog (Scott 1787). For the non-stamp collectors, something so unique and perfectly themed was eagerly accepted. A six-sided ornament decorated with that stamp was created, a coordinating color bow placed on top. The ornaments seemed to fly off the shelf to everyone's delight. My thanks to the members in the Westfield Stamp Club who were able to help me source a great number of these stamps for this project.

New directions in art forms and inspirations continually occur.

My website contains many more examples and works (<https://ayartist.com/>).



As a Club we are most fortunate to have Steve Rod as a member. He has prepared our monthly auctions for more years than I can remember, and he has called them since Dave Steidley left us for the warm clime of Arizona. To both endeavors Steve brings his tremendous knowledge of philately, its history, its traditions and its characters. As an auctioneer, he could easily be successfully selling bikinis to the Eskimos. **Figure 1** shows a picture of Steve and yours truly during a celebratory moment at a Club meeting in 2006.



Our recent Holiday Donation Auction was a great success by all measures. While calling it, Steve removed a few of lots that he felt needed more attention than the membership could muster after the holiday repast, or that warranted additional study prior to selling to reach their proper levels. It is one of these lots that is the subject of this note.

The lot in question is the first day cover shown in **Figure 2**. It was created for the First Day Ceremonies of the 2¢ George Rogers Clark Stamp which took place in Vincennes, Indiana, on February 25, 1929. This stamp (**Figure 3**) shows the 1779 surrender of Fort Sackville by British Lt. Gov. Henry Hamilton to Col. George Rogers Clark. This allowed the Northwest Territories to become part of the United States. Steve pulled the lot from the Holiday Auction and put it in the January 2024 auction. He noted it was not a traditional first day cover, in that it was created at the behest of Ernest R. Ackerman a member of the House of Representatives, who represented the Union County area of New Jersey wherein the town of Westfield lies. Instead of a typical FDC cachet, the cover bears the return address of the House at the upper left, with the OFFICIAL BUSINESS-FREE portion crossed out, since the cover is properly franked at 2¢ and was not being used for official government business. It also bears a handstamp of Ackerman's signature, giving it a somewhat official overview. It is addressed to a local resident of the town of Elizabeth, well within Ackerman's Congressional District.

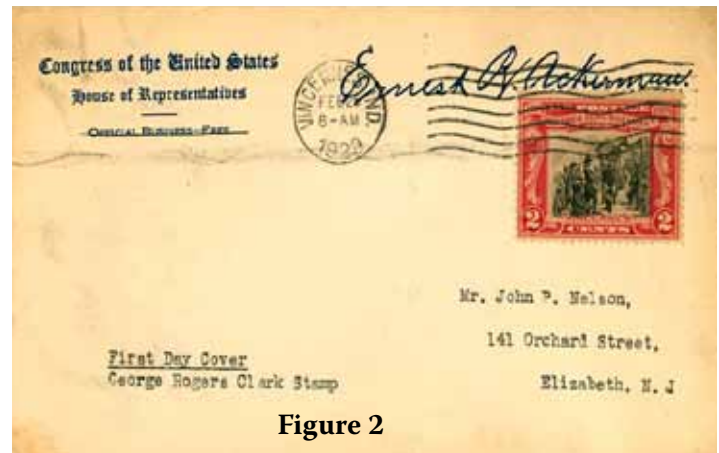


Figure 2

Steve noted that the cover was of special note because of the message from Ackerman still present in the envelope, and shown in **Figure 4**. Printed on House stationery, it reads:

I hope this first day cover will find a place in your collection and that as your collection increases you will have more pleasure and satisfaction in philately.

The signature handstamp on the front of the cover is repeated on this note. Clearly, Ackerman had prepared this entity for members of the philatelic community in his District. What a grand way for a politician to recognize philately!



Figure 3

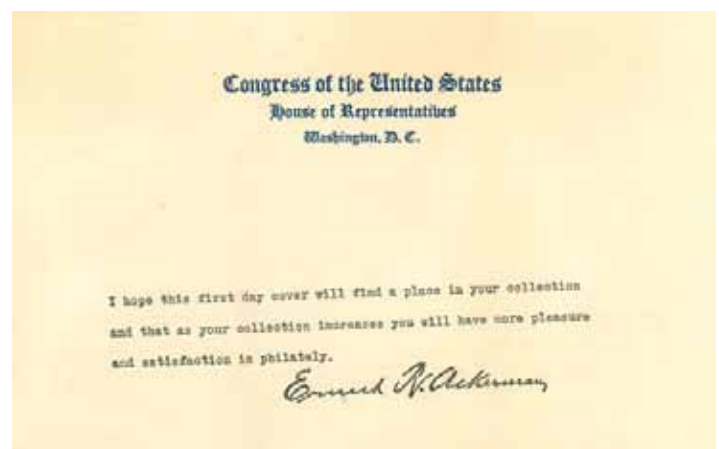


Figure 4

During the sale of this cover, Steve noted that a collector named Andrew McFarlane was a specialist in this FDC, and had created a ten frame exhibit on such. He also noted that the continued presence of Ackerman's note within the cover considerably enhanced its value, as enclosures such as these were frequently lost. Given Steve's detailed presentation of this cover before asking for bids, the fact that it was prepared on behalf of a US Congressman for his constituents, and the fact that I had heard McFarlane's talk on his collection at a 2014 meeting of the Collectors Club, I ended up buying it at the January 2024 meeting. If nothing else, it would make for a good and unusual article in *The Westfield Philatelist*.

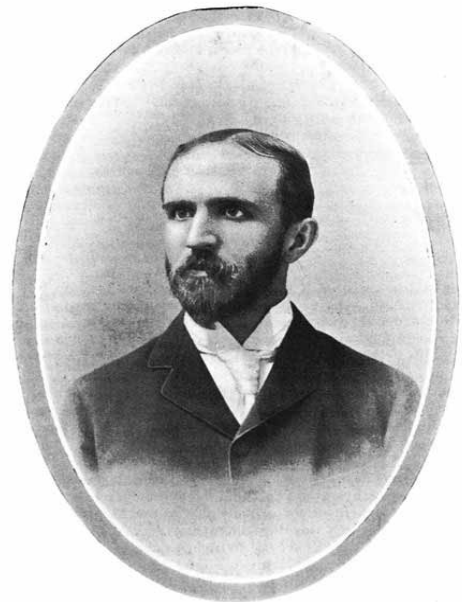
By chance, our speaker for the evening of this sale was Dan Piazza, Curator at the National Postal Museum. **Figure 5** shows a picture of Dan at an earlier presentation to the Club when he spoke about his Fraud Collection of the de Lawrence Company. Dan pointed out that Ackerman was one of the most noted stamp collectors that the U.S. has ever produced, and a biography of him is featured in Chapter 17 of the 1990 book *The World's Greatest Stamp Collectors* by Stanley Bierman. A photo of Ackerman is shown in Figure 6. Ackerman was a New Jersey State Senator from 1905 to 1911, when he was elected President of the State Senate. In 1919 he was elected to the House of Representatives, a position he held until his death in 1931. He resided in the New Jersey town of Plainfield, just a few miles distant from Westfield. His philatelic activities were legendary and at the highest level, yet he still took the time to bring this first day cover to some of his constituents. Part of Ackerman's collection ended up in the National Postal Museum. **Figures 7&8** show the title page and an exhibit page from this bequest, which originally went to the Library of Congress. Special thanks to Dan for providing this information for my use.

Given all that has come together with the purchase of the Ackerman first day cover, I could not resist sending an email to Andrew McFarlane, whom I had not seen since his 2014 presentation at the Collectors Club. In his reply Andrew noted that he was delighted to present his exhibit on the George Rogers Clark FDC at the Collectors Club, and also noted that it had won the Club medal for the best presentation of the year! He had sold the ten frame exhibit on this FDC, and was now selling off some of the overage on eBay, including a few more Ackerman covers. He mentioned the prices for Ackerman covers with and without the message inside. The price that I paid for it at the WSC auction is in line with what these covers age going for today. Also, he noted that Ackerman had prepared other FDCs for his constituents. Would it be possible to do a one frame exhibit on Ackerman first day covers?

Andrew's exhibit on this FDC has had a remarkable history. It won five grand awards at various exhib-



Figure 5



Senator Ernest R. Ackerman

Figure 6

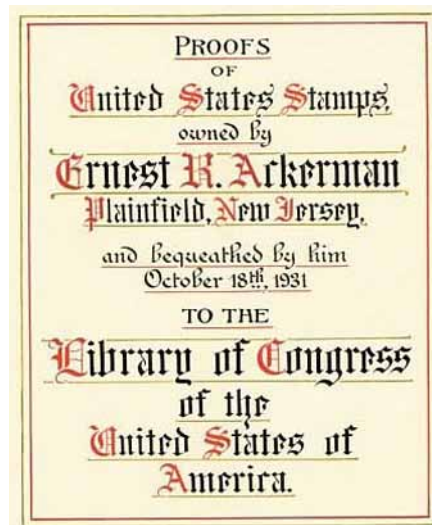


Figure 7

its, along with many special awards. Importantly, it has been preserved for history to show what one can do with an exhibit on a single first day cover. The cover pages for Andrew's book on the exhibit are shown in Figures 9 and 10. I bought a copy of the book to go along with my new first day cover, and would be pleased to loan it to anyone in the Club. It is definitely an interesting and unusual philatelic read, which all can enjoy.

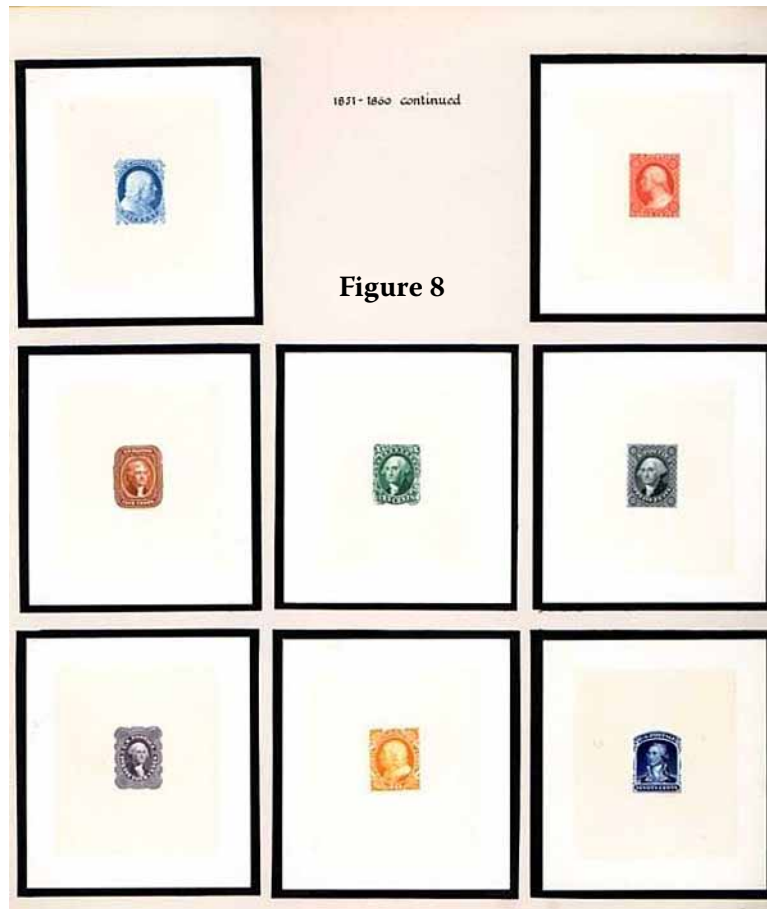
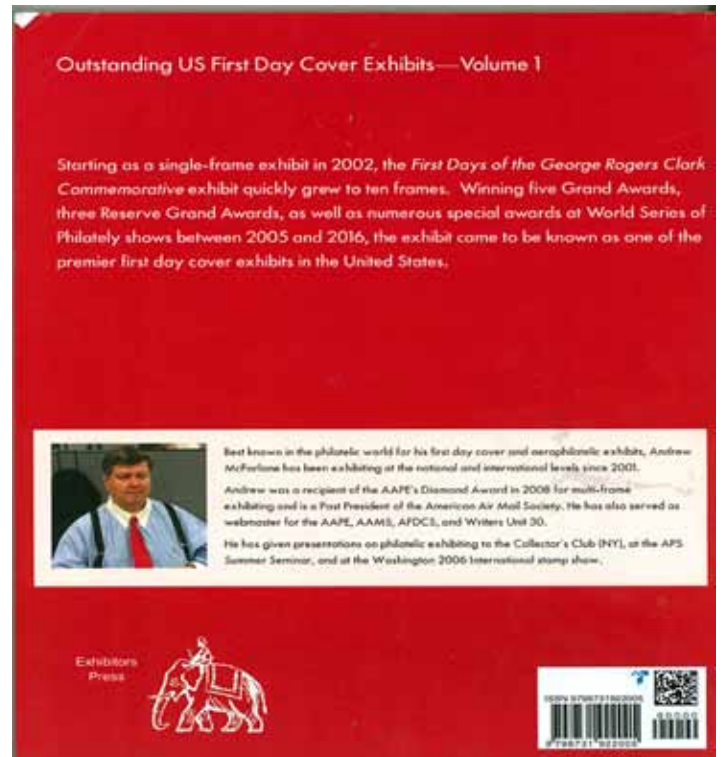
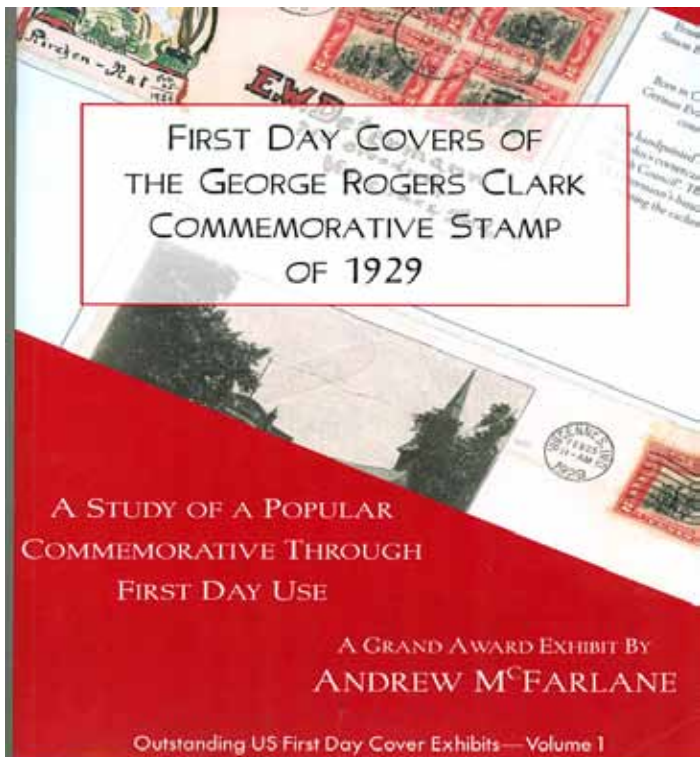


Figure 8

Figure 9

Figure 10





Presidents of the United States of America



Andrew Jackson (1829–1837)



7¢ sepia issued August 4, 1938 (Washington, D.C.)

- Designer:** William K. Schrage - from a revised sketch of a bronze statue by Belle Kinney Sholz in the Rotunda of the United States Capital, Washington, D.C.
- Engraver:** C.A. Brooks & James T. Vail (U.S. Bureau of Engraving & Printing (BEP))
- Printing:** Stickney rotary press (BEP)
- Perforation:** 11 x 10½ (electric eye plate, #22796 - October 14, 1941)

John Quincy Adams Timeline

- 1767** Born March 15 in Waxhaws, South Carolina
- 1781** Captured by the British. Slashed across the hand and face after refusing to shine an officer's boots leaving his face permanently scarred
- 1791** Marries Rachel Robards in Natchez, Mississippi.
- 1794** Second marriage ceremony in Nashville, Tennessee
- 1796** Tennessee admitted into the Union and Jackson serves as its first representative in the House
- 1797** Elected to the United States Senate
- 1812** Commands a group of Tennessee volunteers in the Creek War
- 1815** Becomes a national hero after the Battle of New Orleans
- 1818** Jackson invades Florida during the First Seminole War
- 1821** Becomes governor of the Florida territory
- 1824** Despite winning the largest number of popular and electoral votes, Jackson loses the presidential election in the House to John Q. Adams
- 1828** Jackson defeats Adams to become president
- 1832** Jackson is reelected president
- 1835** Jackson survives an assassination attempt by Richard Lawrence
- 1845** Jackson dies on June 8 at The Hermitage in Nashville, Tennessee

UNITED STATES TRANSPORTATION COILS: SERIES III (1987–1995)

By Frederick C. Skvara

Features: “B” or “C” presses used; no joint lines; 5 different tagging results; wide variety of paper & gum; service inscriptions an integral part of design.

Subject	Cat.#	Issue Date	Subject	Cat.#	Issue Date
3¢ Conestoga Wagon	2252	29 Feb 88	13.2¢ Coal Car	2259	19 Jul 88
5¢ Milk Wagon	2253	25 Sep 87	15¢ Tugboat	2260	12 Jul 88
5.3¢ Elevator	2254	16 Sep 88	16.7¢ Popcorn Wagon	2261	7 Jul 88
7.6¢ Carreta	2255	30 Aug 88	17.5¢ Racing Car	2262	25 Sep 87
8.4¢ Wheel Chair	2256	12 Aug 88	17.5¢ Racing Car	2262a	25 Sep 87
10¢ Canal Boat	2257	11 Apr 87	20¢ Cable Car	2263	28 Oct 88
10¢ Canal Boat	2257b	11 Apr 87	20.5¢ Fire Engine	2264	28 Sep 88
13¢ Patrol Wagon	2258	29 Oct 88	21¢ Railroad Mail Car	2265	16 Aug 88
			24.1¢ Tandem Bicycle	2266	26 Oct 88

3¢ Conestoga Wagon 1800s (Cat. #2252)

Issued February 29, 1988, in Conestoga, Pennsylvania

Printing Process: Intaglio (B Press): maroon, no joint lines, block tagging, dull gum

The design is based on a photograph in *Conestoga Wagon 1750–1850*, a book by George Shumway. The image on the stamp shows the rear view of the wagon with its arched, canvas canopy. Invented by Pennsylvania Dutch from Conestoga Valley in Pennsylvania around 1725, its original purpose was to transport their produce to markets. But it became the primary vehicle carrying pioneers westward to the Ohio River valley. With its rounded bed higher at the front and rear ends and its high sides it was ideal for carrying cargo. But these features also made it possible for the wagon to float across streams and small rivers and its broad and oversized wheels helped it get through rough and muddy terrain.

The stamp was primarily issued as makeup postage for 22¢ stamps.



5¢ Milk Wagon 1900s (Cat. #2253)

Issued September 25, 1987 at INDYPEX '87 in Indianapolis, Indiana

Printing Process: Intaglio (B Press): gray, no joint lines, block tagging



The design is based on a photograph from the archives of the Smithsonian Institution. From the latter half of the 1800s to the 1930s, horse-drawn milk wagons were the main means for dairies to deliver their products to the home. They were a familiar site on the streets of large cities and small villages. Small trucks started to replace the horses in the 1920s and by the 1940s because of the higher cost of home delivery, store sales of milk surpassed the amount of milk sold on home delivery routes.

As the 5¢ denomination met no specific postal rate, it was used primarily as a changemaker in vending machines.

5.3¢ Elevator 1900s (Cat. #2254)

*Issued September 16, 1988 in the lobby of the Waldorf-Astoria Hotel in New York City
Printing Process: Intaglio (B Press): black & red, no joint lines, untagged*

The design shows a composite elevator cab drawn from plans of Otis elevators from the early 1900s with the typical ornate grillwork of that period. The elevator was invented by Elisha Graves Otis in 1853 making it possible for cities to grow up as well as out. His invention provided a safety mechanism that prevented the elevator from falling if the cable snapped. The first passenger elevator was installed by Otis in the five-story E.V. Haughwout & Co. store at Broome Street & Broadway in New York City in 1857.

The red, engraved service inscription “Nonprofit/Carrier Route Sort” indicated that the 5.3¢ stamp paid the rate for nonprofit third-class bulk mail sorted to the individual carrier route.



7.6¢ Carreta 1770s (Cat. #2255)

*Issued August 30, 1988 at San Jose Historical Museum in San Jose, California
Printing Process: Intaglio (B Press): brown & red, no joint lines, untagged*



Spanish residents of the southwestern region of North America used carretas (Spanish for cart) to transport goods to and from markets, haul firewood and barrels of water and on Sundays to transport families to church. It had two large wheels and a large wooden cage lashed together with leather thongs. These heavy carts were pulled by two side-by-side oxen with the driver walking alongside. Historians suspect that this may have been the first vehicle on the North American continent.

The 7.6¢ Carreta was only issued as a precancel with the “Nonprofit” service inscription and the plate number printed in red. The 7.6¢ denomination paid the rate for third-class nonprofit bulk mail presorted to five ZIP-code digits.

8.4¢ Wheel Chair 1920s (Cat. #2256)

*Issued August 12, 1988 at VA Medical Center in Tucson, Arizona
Printing Process: Intaglio (C Press): maroon & red, no joint lines, untagged*

The design depicts a 1928 wicker wheelchair produced by the Invacare Corporation of Elyria, Ohio. It had two large wheels in the front and a small wheel in the rear. The chair was propelled by shoulder-level cranks that were attached by belts to the large front wheels. The first self-propelled wheelchair was invented by a paraplegic German watchmaker in 1640 for his own use. It wasn't until the 1930s that light-weight metal wheelchairs replaced the heavy wooden ones that often weighted 75 to 90 pounds.

The 8.4¢ Wheel Chair was only issued as a precancel with the “Nonprofit” service inscription printed in red. The 8.4¢ denomination met the rate for nonprofit third-class bulk mail presorted to the first three digits of the 5-digit ZIP-code.



10¢ Canal Boat 1880s (Cat. #2257)

Issued April 11, 1987 at ALPEX '87 in Buffalo, New York
Printing Process: Intaglio (B Press): blue, no joint lines, block tagging, dull gum

10¢ Canal Boat 1880s (Cat. #2257b)

Issued April 11, 1987 at ALPEX '87 in Buffalo, New York
Printing Process: Intaglio (C Press): blue, no joint lines, embedded phosphor, mottled, shiny gum



Canal boats were low and wide vessels with flat bottoms, rounded bows and blunt sterns as shown on the stamp allowing it to transport heavy loads through the shallow waters of the canals. They were pulled by horses, donkeys or mules that walked on towpaths that ran along the sides of the canals. Their success was due to cost (cheaper than overland routes) and comfort (they often had a shaded area with a table and chairs for the passengers and crew). They remained an important means of transportation until the 1850s when railroads were built across the Appalachian Mountains. Buffalo was chosen as the first day city because it is at the western terminus of the Erie Canal.

The 10¢ denomination met the nonmachinable surcharge for first-class letters.

13¢ Patrol Wagon 1880s (Cat. #2258)

Issued October 29, 1988 at annual convention of AFDCS in Anaheim, California
Printing Process: Intaglio (B Press): black & red, no joint lines, untagged

The police patrol wagons from the 1880s were pulled by horses and had a canopy to shade the officers. They were first used in Chicago, Illinois, in the autumn of 1879 and William J. McGarigle, the general superintendent of the Chicago Police Department at the time is credited with their development. Along with the newly introduced telephone and corner patrol-boxes, they provided an effective system to get police where they were needed. The design was based on an illustration that originally appeared in *The Carriage Monthly* from 1885-1886.

Only issued as an untagged, precanceled stamp, the 13¢ denomination met the single-piece rate for first-class postcards that were presorted by the first three or five digits of the ZIP code and mailed in quantities.



13.2¢ Coal Car 1870s (Cat. #2259)

Issued July 19, 1988 at the Mellon Science Center of Duquesne University in Pittsburgh
Printing Process: Intaglio (B Press): dark green & red, no joint lines, untagged



The design of a loaded coal car was based on a photograph of an 1873 coal car manufactured by the Billmyer and Small Company of York, Pennsylvania. Coal cars were implemented in the mid-19th century and markedly improved the productivity of the American coal mining industry. Before their introduction, children and mules carried the coal from the mine to the surface. Coal cars were manually loaded until the 1920s when mechanically devices were introduced. Pittsburgh was chosen as the first-day-of-issue city because it sits above the vast Pittsburgh coal bed that allowed it to become a leading industrial city.

Only issued as an untagged, precanceled stamp, 13.2¢ met the rate for third-class bulk mail that was presorted by the first five digits of the ZIP code.

15¢ Tugboat 1900s (Cat. #2260)

*Issued July 12, 1988 aboard the retired Queen Mary in Long Beach, California
Printing Process: Intaglio (B Press): purple, no joint lines, block tagging*

The design showing a tugboat with a single smokestack and a well-guarded hull was based on photographs supplied by the Smithsonian Institution. Tugboats are agile, small powerful boats that are commonly used to assist larger ships with docking and departing. They are also used to rescue ships in distress, perform salvage work, assist in ship refueling and tow barges.

The 15¢ denomination met the first-class postcard rate that became effective on April 3, 1988. It was also used in multiples to conveniently meet other rates.

The pair shown has block tagging, as do all of the tugboat stamps from sleeve 1. Tugboat stamps from the late production runs of sleeve 2 exhibit overall tagging.



16.7¢ Popcorn Wagon 1902 (Cat. #2261)

*Issued July 7, 1988 at the State of Illinois Center in Chicago, Illinois
Printing Process: Intaglio (B Press): red & black, no joint lines, untagged*



Depicted on the stamp is a side view of a 1902 model of the C. Cretors & Company No. 1 Wagon. In 1885 Charles C. Cretors started manufacturing steam-powered peanut roasters that also handled coffee, popcorn and chestnuts. In 1893 he introduced his first popcorn wagon, a self-contained unit that could go wherever it was needed. The wagons were meticulously handcrafted with a number of eye-catching elements such as bright red paint, copper tanks, brass trim, etc. There was also a small red-suited mechanical clown, "Tosty Rosty Man" that cranked the tumbler full of peanuts. He can be seen on the stamp under the left side of the canopy.

Only issued as a precancel it met the basic per-piece rate for presorted third-class bulk mail.

17.5¢ Racing Car 1911 (Cat. #2262)

*Issued September 25, 1987 at ENDYPEX '87 in Indianapolis, Indiana
Printing Process: Intaglio (B Press): purple, no joint lines, block tagging*

17.5¢ Racing Car 1911 (Cat. #2262a)

*Issued September 25, 1987 at INDYPEX '87 in Indianapolis, Indiana
Printing Process: Intaglio (B Press): purple & red, no joint lines, untagged*

Depicted is a *Marmon Wasp* that won the first Indianapolis 500-mile auto race in 1911 with an average speed of 74.59 miles-per-hour (mph). The driver, Ray Harroun, kept the speed around 75 mph minimizing the need to stop for tire changes – the tires of those days tended to shred at speeds of 80 mph and higher. Harroun also installed a rear-view mirror on the Wasp to keep track of the drivers behind him. It was the first time a rear-view mirror had been used on an automobile. Harroun won the race collecting the \$16,000 first place prize. The designer of the stamp used photographs of the actual *Marmon Wasp* which is now in the Indianapolis Motor Speedway Museum.

This precanceled version met the rate for first-class letters presorted by 9-digit ZIP codes (ZIP+4) and mailed in quantities of 500 or more pieces.



20¢ Cable Car (Cat. #2263)

Issued October 28, 1988 in San Francisco, California

Printing Process: Intaglio (C/D Press): black-violet, no joint lines, large block tagging

Based on photographs from the Cable Car Museum in San Francisco, the design is a composite dummy car from the 1880s. The dummy car was the lead cable car that pulls the passenger cars. Cable cars were invented in San Francisco by Andrew S. Hallidie, a British-born manufacturer of cables. The first cable car was opened on August 2, 1873 on Clay Street Hill in San Francisco and soon afterward became a common sight on the streets of many American cities. Many of the cable car lines were put out of business by the 1906 San Francisco earthquake and fire and over the following decades, profitability and their use decreased due to electric trolleys, buses and automobiles. A 1970s "Save the Cable Cars" campaign overhauled the system and several lines remain in operation. This stamp met the additional-ounce first-class letter rate.



20.5¢ Fire Engine 1900s (Cat. #2264)

Issued September 28, 1988 in San Angelo, Texas

Printing Process: Intaglio (B Press): black & red, no joint lines, untagged

Based on a photograph in the book *Ahrens-Fox Album* (1973) by John F. Sytsma, the stamp depicts the Ahrens-Fox Model AC No. 516 fire engine purchased by the city of San Angelo, Texas, in 1913. The C in the model description indicates that the truck was equipped with a chemical tank. In the early 1900s gasoline-powered fire trucks replaced the horse-drawn, steam-powered ones that had been in use since the early 1800s. Now the engine not only powered the truck, but it also powered the water pumps thus requiring fewer firefighters to operate the equipment.

Only issued as a precancel it met the rate for first-class mail that was presorted using nine-digit ZIP codes (ZIP-4) and mailed in batches of 500 or more pieces.



21¢ Railroad Mail Car 1920s (Cat. #2265)

Issued August 12, 1988 at the Palace of the Governors in Santa Fe, New Mexico

Printing Process: Intaglio (B Press): green & red, no joint lines, untagged

The stamp depicts Postal Car No. 49, built by the American Car and Foundry Company in 1922 and is now in Spencer, North Carolina, where it is used for demonstrations. The July 7, 1838 Act designated all U.S. railroads as postal routes, but it wasn't until 1862 that the St. Joseph, Missouri, postmaster started a system of sorting and distributing mail on a moving train. Prior to this all mail carried on trains was sorted in post offices. The Railway Post Office (RPO) was established in 1864 and at one point had over 30,000 transportation postal clerks working on more than 4,000 RPO cars. When the RPO service was eliminated in 1977 only two trains remained with operating railroad mail cars.

Only issued as a precancel it met the basic presort rate for first-class mail.



24.1¢ Tandem Bicycle 1890s (Cat. #2266)

Issued October 26, 1988 in Redmond, Washington
Printing Process: Intaglio (B Press): blue & red, no joint lines, untagged

A Columbia Model No. 43 tandem, bicycle built in 1896 by the Pope Manufacturing Company of Hartford, Connecticut, is depicted on the stamp. Redmond, Washington was chosen as it is considered “The Bicycle Capital of the Northwest”. It is considered romantic for a couple to share a ride on a tandem bicycle because it became a symbol of togetherness as these bicycles require close coordination between the riders. This romantic image was set to music in 1892 by Harry Dacre in the song “Daisy Bell”



Daisy, Daisy, tell me your answer, do./ I'm half crazy, all for the love of you./ It won't be a stylish marriage/ I can't afford a carriage,/ But you'll look sweet upon the seat/ Of a bicycle built for two.

Only issued as a precancel it was intended to pay the 24.1¢ rate for non-presorted mailings that included 9-digit (ZIP+4) ZIP codes in the addresses.



ANSWERS TO JANUARY/MARCH
PHILATELIC QUIZ

Q1. What is the first United States definitive stamp to show the American flag as its main subject?

Ans. 5¢ Flag Over White House (Scott 1208)

Issued on January 9, 1963, in Washington, D.C., the 5¢ Flag Over the White House was the first regular issue stamp to portray the United States flag as its main subject. It was issued to meet the new postal rates which went into effect January 7, 1963. The stamps shown here are untagged, but a tagged version was issued August 25, 1966.

The view of the White House is from the Ellipse and is based on a 1948 photograph by Abbie Rowe of the National Park Service, Department of Interior. The stamp was designed by Robert J. Jones and printed on the Giori Press. It is one of the few United States stamps on which the country name does not appear. Only the denomination appears with the flag and the White House.



The cachet depicts a painting by Clyde O. Deland showing Captain John Paul Jones aboard the *Ranger* unfurling the first Stars and Stripes on the ocean in 1777. [Art-craft first day cover]

Q2. What is considered the birthplace of English Canada?

Ans. See below

In August 1610 a small group of English colonists arrived at what was then Cupers Cove (now Cupids) an inlet on the north side of Conception bay on Newfoundland's Avalon Peninsula. They were led by Bristol merchant John Guy to establish a settlement in Newfoundland (now Newfoundland and Labrador) "to secure and make safe the trade of fishing". By 1613 the colony had grown to 62 men and women and life in this first colony continued for more than 80 years. Recent excavations have uncovered remains of the original 17th century structures, along with more than 145,000 artifacts. Cupids was the first English settlement in Canada and the original birthplace of English Canada.

Canada Post issued a single 57¢ stamp on August 17, 2010 commemorating the 400th anniversary of the founding of Cupids. The design shows a detail from a 1625 map of the Avalon Peninsula drawn by Cupids' second governor, John Mason (1586–1635), along with two coins and a number of glass and amber trading beads. Printed in sheets of 16, with several images and descriptive text in the selvedge as illustrated below.



View of Present Day Cupids, Newfoundland and Labrador



Top: Clay tobacco pipe, London, England, c. 1590–1610

Bottom: Iron key found outside storage building, c. 1610–1660

Top: Bellarmine jar, stoneware, neck detail, Germany, c. 1610–1650

Bottom: Glass wine bottle, England, c. 1689–1700



Q3. Can you name two United States commemoratives from 1957 that had more than one first day city instead of the usual United States Post Office Department custom, at that time, to issue stamps at a single first day city?

Ans. **3¢ Lafayette (Scott 1097) & 3¢ Wildlife Conservation (Scott 1098)**

In 1957 the United States Post Office Department made exceptions to their custom, since 1945, of issuing stamps at a single first day city. On September 6, 1957, a commemorative stamp was issued for the 200th anniversary of the birth of Marquis de LaFayette. It was placed on sale simultaneously at Easton, Pennsylvania, Fayetteville, North Carolina, and Louisville, Kentucky. The image of LaFayette on the stamp is from an 1834 painting by Joseph Desire Court (1797–1865) that hangs in the Versailles Museum.



The Wildlife Conservation stamp, the fourth in a series to emphasize the importance of wildlife conservation in America, depicts a family of Whooping Cranes. It was issued simultaneously in Corpus Christi, Texas, New Orleans, Louisiana, and New York, New York, on November 22, 1957.



Q4. Who was the first woman to be elected to the United States Senate?

Ans: **Hattie Caraway (1878–1950) (Scott 3431 & 3432)**

On February 21, 2001, the USPS issued a 76¢ stamp in the Distinguished Americans Series for Hattie Caraway, the first woman elected to the United States Senate. Hattie Wyatt was born in Bakersville, Tennessee, on February 1, 1878, and married Thaddeus Caraway in 1902. After moving to Arkansas, Thaddeus opened a legal practice and entered politics in 1912 and was elected to the United States Senate in 1921. After dying unexpectedly on November 6, 1931, Hattie was sworn in as a temporary United States Senator on December 9, 1931, and won a special election on January 12, 1932, holding her husband's seat for the remainder of his term. She ran and won a full senate term in 1932 and was reelected in 1938.



The stamp was the first self-adhesive stamp in the Distinguished Americans Series and comes in two different die cut gauges: 11 (Scott 3431 and the one shown here) and 11½ x 11 (Scott 3432).



Q5. Who was the last surviving signer of the Declaration of Independence and what does he have to do with the Baltimore and Ohio Railroad?

Ans: **Charles Carroll (UX105 & UX106)**

Charles Carroll (1737–1830) was the longest surviving signer of the Declaration of Independence dying 56 years after its signing. A delegate to the Continental Congress and Confederation Congress he was the first United States Senator for Maryland. In 1985 the USPS issued two postal cards depicting Carroll (UX105 & UX106).



Charles Carroll. 1985 (Scott UX105)

Born in Annapolis, Maryland, he inherited large agricultural estates and was one of the wealthiest men in the American colonies. He helped establish the Baltimore & Ohio Railroad, the first steam-operated railway in the United States when it was chartered by the Maryland legislature in 1827 as a common carrier of passengers and freight. Carroll turned over the first spade of earth when the first stone block of the railroad was laid on July 4, 1828.

Although horses pulled the first trains, in 1830 New York manufacturer Peter Cooper built a steam-powered locomotive, *Tom Thumb* and in 1831 the railroad began regular passenger service with a locomotive called *York*.

On February 28, 1952 the USPOD issued a 3¢ stamp (Scott 1006) commemorating the 125th anniversary of the chartering of the Baltimore & Ohio Railroad in 1827. The design shows the charter in the background with three stages in the development of rail transportation superimposed on it: the *Pioneer Car*, being drawn by a horse, the original method used for passenger service; then *Tom Thumb*; and lastly a modern streamlined Diesel train.

