

The Quaker City Philatelist.

VOL. II.

JUNE, 1887.

No. 6

OFFICIAL ORGAN OF THE QUAKER CITY PHILATELIC SOCIETY.

THE FIRST WESTERN MAIL.

In this era of railroads and telegraph lines, our readers will be inclined to wonder at the patience of the first settlers who were greatly elated when in 1786 a post-office was established at Pittsburgh, and a mail promised once in two weeks from Philadelphia; but it was not till 1794 that a Western mail was established. Previous to Wayne's victory in that year, no intercourse could be carried on from Pittsburgh to Kentucky or the military posts along the Ohio, through the country north of that river. The hostile attitude of the Shawnee and Wyandots required a strong, well-armed and cautious escort to pass unharmed through that country. All communications to Limestone (now Maysville), or to Wayne's army at Fort Washington (now Cincinnati), had to be sent by transient travelers, or by express through Western Virginia and Kentucky. Such means of communication between the government and the army were entirely too uncertain to be depended upon. It was for this reason that a line of mail boats was established to run from Wheeling to Limestone and back, once in two weeks. From Pittsburgh to Wheeling and back the mails were to be carried on horse back.

This mode of carrying the mail was continued until 1798, and so carefully were they conducted that in all that time but one attack was made upon them by the Indians.

The historical importance of the following letters, in relation to this mail line, will be better understood when we recollect that all the records of the Post-office Department previous to 1815 were destroyed by fire that consumed the Post-office buildings in December, 1836.

GENERAL POST-OFFICE, April 26, 1794.

SIR:—I have consulted with Mr. O'Hara as you suggested, and the result of our conversation was, that it would be best to abandon the idea of providing boats to carry passengers, which would occasion so great an expense that the number of passengers to be expected would not compensate it. We concluded that boats navigated each with Five Hands would be fully competent for the safe carriage of the mail, and the expense not to exceed the inclosed estimate.

But I have since thought that light and safe boats might be constructed, to be navigated each by three good hands; which, for the saving of expense, would be very desirable. An estimate on this idea is also inclosed. These boats might be no bigger than their *safety* in the waters of the Ohio, at all degrees of height, would require, and to admit one passenger, who might occasionally be sent with dispatches of a special nature or money.

If, on consulting some of the most experienced and judicious men at Pittsburgh, *three hundred boats* should be judged safe for the purpose here described, I should wish them built without delay. If otherwise, be so good as to state to me the objections.

Mr. O'Hara supposed that suitable boats for the mail, to be navigated with *five hands*, might be built and furnished with oars, paddles, setting-poles and anchors, for twenty-five dollars each.

If possible I wish to receive your answer, with all requisite information on the subject, by the return of the post.

We supposed it would be necessary to provide for the carriage of the mail through the wilderness, for three months,

from the middle of December to the middle of March. So the pay of the boatmen is estimated for only *nine months*, but their subsistence for the *whole year*, presuming that for full pay of nine months, and subsistence the other three months, permanent hands might be engaged.

I am, with great regard,
Sir, your most obedient servant,

TIMOTHY PICKERING,
Postmaster-General.

MAJOR ISAAC CRAIG, Pittsburgh.

Estimate of mail boats for the Ohio with three hands and five hands to each boat.

| | |
|--|------------|
| Three hands at \$12 a month employed nine months are, per year, \$324, and for four boats..... | \$1,296 00 |
| Subsistence for twelve hands 365 days at 15c..... | 657 00 |

| | |
|--|------------|
| Whole yearly expense of boatmen..... | \$1,953 00 |
| Four boats with oars, paddles, setting poles and anchors (if anchors be requisite) at \$20 each..... | 80 00 |

Total yearly expense. \$2,033 00
Tho' the boats may last two or three years with repairs.

| | |
|---|----------|
| Five hands at \$12 a month, employed nine months are, by the year, \$540, and for four boats..... | 2,160 00 |
| Subsistence for 365 days at 15c..... | 1,095 00 |

| | |
|--|------------|
| Yearly expense of boatmen.. | \$3,255 00 |
| Four boats with apparatus at \$25..... | 100 00 |

| | |
|--------------------------------|------------|
| Total yearly expense..... | \$3,355 00 |
| Expense of three-handed boats, | 2,033 00 |

Five hand boats will occasion an expense of..... \$1,322 00 more than three-handed boats.

Whether one or the other kind of boats be provided, I think they should be pretty high-sided, that they may be more secure from taking in water by the dashing of the waves in windy times. T. P.

GEN. POST-OFFICE, May 17, 1794.

SIR:— I have forwarded your letter of the 6th, and conclude to send a mail down the Ohio. But on conversing with some of the gentlemen from Kentucky, I find it will be better to send the mail from Limestone *by land* to Fort Washington, at least to the mouth of Licking, opposite the fort. Consequently three boats will be sufficient for the whole water-transportation of the mail. I have therefore to request you to have *three* boats provided, of the size and fashion most suitable for *safety* and *expedition*, to be navigated with *five men*, including the boat master. The space from Wheeling to Limestone to be divided into three parts in the most convenient and equal manner that the settlements and stations on the river will admit of, to be traversed by the boats respectively.

The boxes for the mails probably had best be entirely covered with oil-cloths, so as to be perfectly secure from water. And will it not be prudent to have some contrivance for fastening the boxes to the boats, so that if a boat oversets, without sinking, the mail may not be separated and lost?

Provision must be made for carrying the mail from Pittsburgh through Washington to Wheeling, as soon as the boats shall be ready, and from the tenor of your letter I conclude the operation may begin early in June. Can you engage a person to carry the mail from Pittsburgh to Wheeling for two or three months, until a permanent contract can be formed and at what price? Or, can you not hire it done as cheaply as any person will contract? I can do this between Philadelphia and Pittsburgh, and seeing the *boats* will be a *public* provision, it may be best to have the *whole public*, from this city to Limestone. I reckon on the carriage of the mail from this city to Wheeling in seven days.

Your draughts for the money you expend in this business shall be paid on sight.

I am a little apprehensive that there may be a failure of carrying the mail through the wilderness after the first of

June, which makes me more desirous to get one forward by the Ohio.

I hope, therefore, nothing will prevent your making the necessary provision with dispatch.

I have not time to add at present, but that I am, with much esteem,

Sir, your most obedient servant,
TIMOTHY PICKERING,
Postmaster-General.

MAJOR ISAAC CRAIG, Pittsburgh.

GENERAL POST-OFFICE, May 24, 1794.

SIR:—By the last mail I requested you to provide three suitable boats, each to be managed by five hands, including the boat-master, to carry the mail on the Ohio, between Wheeling and Limestone. I have been asked whether such batteaux as are used on the Mohawk river (the bottoms quite flat) would not be most suitable for the Ohio. I pretend not to determine; boats that will be pushed with the most ease and swiftness, and which at the same time will draw very little water, must doubtless be the most suitable. I leave this to your discretion.

As some doubts are entertained of the practicability of carrying the mail by the Ohio, with due regularity and dispatch, it will be proper to have the first arrangements *temporary*. For which reason I request you to engage the boatmen on the condition that they may be discharged, upon one or two months' notice, in case this mode of carrying a mail to Kentucky and the army should not answer the public expectation concerning it, and thence I should be induced to abandon it.

I hope to hear from you by the next mail. A packet or packets franked by me will go in this day's mail, which I pray you to forward as directed. Perhaps General Scott will not have left Pittsburgh when this arrives. In which case he would take charge of them. The one for Fort Washington you will forward by him also, or by any other conveyance which you shall judge more direct or certain.

I am, Sir, your most obed't servant,
TIMOTHY PICKERING,
Postmaster-General.

MAJOR ISAAC CRAIG, Pittsburgh.

P. S.—Three packets go to your care;

two for General Putnam at Marietta, one for George Mitchell, Esq., at Limestone.

GENERAL POST-OFFICE, May 31, 1794.

SIR:—This is merely to acknowledge the receipt of your letter of the 23d. I am pleased to find the measures for carrying a mail by the Ohio in such forwardness. I suppose post-offices requisite at the places mentioned—and last week sent on papers preparatory to their establishment, to your care. I shall write you fully by next post. I have not now time to add but that

I am, with great esteem,

Sir, Yr. most obedt. Servant,
TIMOTHY PICKERING,
Postmaster-General.

MAJOR ISAAC CRAIG, Pittsburgh.

GENERAL POST-OFFICE, June 7, 1794.

SIR:—I have received your favor of the 30th ult. As orders are not given to raise the boat's crew at Gallipolis, it will be premature to raise immediately the crew for the upper boats, unless you engage their pay to commence about the time the boat will start on her first trip.

In consequence of the information you communicate from Captain Mills, I now write to General Putnam of Marietta, informing him of the steps you have taken to raise a boat's crew at that place, and desiring him to have a second crew raised at Gallipolis, as Captain Mills advises, or at Marietta, and to advise you when they will be ready. And I shall be obliged by you giving me the earliest information when I may depend on the provision being complete, for the certain and uninterrupted conveyance of the mail. How will you send the two boats to their stations at Marietta and Gallipolis? I presume that soldiers or others going down the river will conveniently do it.

I am sorry to learn that the expense of this expensive undertaking will be increased by an advance price to the hands. It will make an addition of between four and five hundred dollars a year.

I send to your care the letter for General Putnam, and four packages, one for a Postmaster at Washington, one for a Postmaster at Wheeling, a third for a

Postmaster at Fort Washington, or Cincinnati, and a fourth for a Postmaster at West Liberty in Virginia; which I request you to forward, as good conveyances shall present. Should you have already given directions for raising the boat's crew at Gallipolis, you will be pleased to advise General Putnam thereof; otherwise, I trust he will cause it to be done, agreeably to my request.

I am with great esteem, sir,

Your obliged and obedient servant,

TIMOTHY PICKERING,
Postmaster-General.

MAJOR ISAAC CRAIG, Pittsburgh.

GENERAL POST-OFFICE, June 21, 1794.

SIR:—I have received your favor of the 13th. Although I have perfect reliance on your attention to what you were so good as to undertake for establishing a mail by the Ohio, yet, as part of the business appeared to be necessarily committed to others, I judged it improper to make every arrangement as if the boats were certainly to start at the time I now find they are, and will be ready. The mail, consequently, is yet carried to Kentucky through the wilderness. However, you will, on the arrival of this, dispatch the first boat, and the others in due succession. The latter two you will perhaps think proper to send down to Wheeling, there to await the arrival of the mails, if you should have any apprehension of the water's getting too low. Should the boats remain at Pittsburgh until the time for their regular departure with their respective mails, the post-rider at Wheeling need not start till the week after the last boat—or at least till the week when you expect the first boat will return thither from Limestone.

You manifest so much solicitude to obtain the post-office at Wheeling for Major Finley, that I consent to make the change and let him take it. But if he expects any material benefit from it he will be disappointed. The packet directed to Mr. McIntire you will accordingly open, and alter the direction to Mr. Finley. I enclose other blanks to be filled up, if the others have the names inserted already. You will do the same for Washington, in case Mr.

Dodd should have removed thence, as you suppose.

I have sent the forms of the oaths to be taken and subscribed by all persons to whose charge a public mail is committed. These oaths, when certified by a magistrate who administers them, are to be returned to the General Post-office.

I have thought that portmanteaux might be best for the security of the mails in the boats; because in case of accident to a boat the portmanteau could be taken on a man's shoulder. I shall provide them accordingly, and get Mr. Hodgdon to send them up. I shall likewise provide a portmanteau for the rider to and from Wheeling. In the meantime, I suppose you can furnish a portmanteau or saddle bags.

I shall be obliged by you sending me a statement of the expense you shall have incurred in this business, and of the terms on which you shall have engaged the boatmasters and their hands, and the post-rider to Wheeling.

I am, sir, with great regard,

Your most obedient servant,

TIMOTHY PICKERING,
Postmaster-General.

MAJOR IRAAC CRAIG, Pittsburgh.

Boat No. 1, Capt. Elijah Martin, left July 5, 1794.

Boat No. 2, Captain Charles Mills, left July 11, 1794.

Boat No. 3, Benj. Cummins, left July 19, 1794.

—
Extract from a letter from Major Craig to Col. Pickering, Secretary of War, dated June 19, 1795.

“John Denny reports that on the 27th ultimo on his way up the Ohio at Graham's Station he fell in with the Mail Boat No. 3, some of the crew of which informed him that on the 28th, as they were ascending the Ohio between Big and Little Sandy Creeks, they were without any previous notice fired upon from the Kentucky shore by between twenty and thirty Indians, that a Mr. Stout who commanded the boat was killed and two others mortally wounded; the remaining two men returned with the Mail Boat to Graham's Station, from whence Denny

assisted them with some of his hands to Gallipolis.

“N. B.—Mr. Stout had some time been employed to take charge of Mail Boat No. 3, in place of Charles Dougan, who was sick at one of the stations.”

CONFEDERATE LOCALS.

Mr. G. M. Bastable, of Catlett, Va., is again entitled to credit for two discoveries of Confederate Locals which are now in Philadelphia, and are unquestionable. His description which we give shows clearly that persistent search will invariably be rewarded, and that the day of discoveries is by no means gone.



The Magic Letter express stamp, of which this cut is a very good fac-simile, is on an envelope bearing the Postmark of Richmond, Va., July 30, is printed on manilla paper, and has a good margin. The envelope is addressed to Mr. Ro. King, Gordonsville, Va.

The Liberty Local is printed on white paper, and shows its age by the uniform fade of both stamp and envelope. It is simply a type-set label printed on white paper, and afterwards attached to the letter.

We quote Mr. Bastable: “The Richmond local, known as the Magic Letter Express, I found among a large correspondence from Richmond, Va., extending from 1840 to 1870. Many of the old envelopes had Confederate stamps of the general issue, and others U. S. stamps of the general issue. I obtained these stamps from a member of the family to whom they were mailed, and among the lot I found the Magic Letter expresses. The family could give me no information concerning this peculiar stamp.

“The Liberty Local was sent to me by a lady living in Virginia, and the package contained quite a number of old letters belonging to the family. The bundle contained many of the general issue of the Confederate stamps. Some of the

envelopes were postmarked Liberty, Va., with the identical postmark as is found on the envelope containing the Liberty Local.”

PHILATELIC PICKINGS.

BY ASMODEUS.

Sterling has more stamps than could pave a road from Boston to Philadelphia. And his private collection is immense.

The genial Joe Rechert is as enthusiastic a collector as ever. No one has ever seen his real collection, and it would not be safe to bet that he has not any certain stamp. Tell him you have a unique stamp, and it is ten to one he will present you with a better than your own the next time he sees you.

Seagrave, of Michigan, feels happy over his \$300 purchase of Casey's proofs at the late February sale.

Mr. Casey informs us that he is at work on the Gratz (of Philadelphia) collection, the sale to take place in June. Some immense things—whole line of Guadalupe, etc., an immaculate Reay 10c. war; the '60 small 6's; Nova Scotia shilling; all the Tuscans, except 3 lire, etc., etc. The sale for Thursday and Friday, June 9th and 10th, will contain some of the rarest Proprietary stamps—fine proof set of \$500 and \$5000 stamps—the rare Thurn and Taxis envelopes, the finest Medio Peso of Peru ever offered, etc., etc. We would advise all collectors to take this opportunity to fill up their albums. Catalogues may be had by addressing J. J. CASEY, 42 E. 112th street, New York City.

ELSEWHERE will be found more interesting facts about the early Western mail, and our readers who live with all of the advantages and improvements of these modern times may be able to faintly realize some of the beauties of the good old times of their grandfathers, when the East was weeks away from the West and the Atlantic and Pacific were months apart. The difficulties, dangers and annoyances of the mail service in those days were met by men who were equal to them, as these interesting bits of history clearly show.

—THE—

Quaker City Philatelist

Published Monthly,

IN THE INTEREST OF PHILATELISTS.

Entered at Philadelphia P. O. as Second-Class Matter.

VOL. II. JUNE, 1887. No. 6.

Subscription 25c. per year ; abroad 35c.

A cross opposite this notice signifies your subscription has expired. Please renew.

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BOX 33, Philadelphia, Pa.

Circulation 1500 Copies.

Advertisements for No. 7 should be in by June 27th.
Subscriptions must begin with current number.

INFORMATION is at hand regarding the selection of an official organ. The *Western Philatelist* has been selected by a majority of the board. Members of the A. P. A. have received full notices of the offers which various representative journals have made to secure it, but the members have not as yet realized the trap which has been sprung on them to secure the advancement of certain Western journals, and we are truly thankful that the disappointed ambitions of the proprietor of one of these journals will lead him to make an after-fight which will open the eyes of all.

We maintain that this selection was secured first by the vote of a directly interested party (S. B. Bradt); second that the opportunity to vote for the amendment itself was a complete surprise to eight out of every ten members; and

thirdly, that the *Western Philatelist* was permitted to change its offer, as it was found by Mr. Bradt that its first offer would not be accepted, and also to *partly excuse* the gross disregard of the interests of the members in the matter of cost.

We have good evidence that this matter was a cut and dried affair by S. B. Bradt's letters to us, which under the circumstances we propose to publish. *We want to know how an official of the A. P. A. could vote for any other journal than THE QUAKER CITY PHILATELIST WHICH OFFERED—8 PAGES free—ONE COPY EACH MONTH TO EACH MEMBER FREE—AND AGREED TO PAY \$25.00 PER YEAR FOR THE PRIVILEGE.*

The publishers and editors of this journal have endeavored, so far as they knew, to advance the interests of the A. P. A. on all occasions, and have never engaged in the kicking which Philadelphia has secured a reputation for through the ill-advised actions of Mr. George Henderson and others, and the writer of this has secured a few members to the association: but, when such gross favoritism is shown, it is the plain duty of each member to object.

WE have received the following telegram from the president of the A. P. A., which was sent at our request:

"Votes seem to indicate the *Western Philatelist*."

JOHN K. TIFFANY.

We fail to understand the word "seem," as a majority elects as we understand it; and while we are by no means pleased with the manner in which this election was secured, we accept it, if the association does.

JOTTINGS.

We had thought to have been able to keep our promise in regard to the article on the invention of the adhesive

postage stamps, this month, but on going to the library several times, we found that some one had forestalled us in regard to a book, which it was absolutely necessary to have for some dates, and as soon as it is returned, the article will be put in order for publishing.

The *Germantown Philatelist*, in its second number, has seen fit to make some caustic remarks about the resolutions passed by the Quaker City Philatelic Society in regard to the Chalmers claim. We acknowledge the corn; we are not used to drawing up resolutions, and consequently may not have succeeded in making them sound as if they were drawn up by one used to such documents, as the gentleman appears to be. But, whether well drawn up or not, it contains what was desired to be expressed by the society.

We are uncertain whether the editor of the aforementioned paper got an unused set of jubilee stamps for the article, but he should do so, as he has faithfully followed the original claimant, in copying, almost word for word, the claims from Mr. Chalmers' pamphlet.

We should also at any time be much pleased to receive lectures by the *learned* gentleman, on the subject of "How to draw up resolutions."

But to use the writer's remarks a great deal too much valuable space has been wasted on this article, most of which can be found in Mr. Chalmers' book, if anybody thinks it worth reading.

Commencing with our next number, we intend to give an article each month, translated from Mr. Moen's valuable paper, the *Timbre Poste*. We think that to those who know anything about that paper, this will be a sufficient guarantee of its being alone worth much more than our subscription price.

Further news about Mr. S. Allan Taylor, the Boston forger and counterfeiter, received from one of my correspondents, is that he has gone to that bourne from which very few criminals return, namely, Canada. Let us hope he will not start a business up there. The next thing to be done is, to get after Mr. Elmer A. Dresser, of Salem, Mass. How anybody can be fool enough to buy what he sells, and imagine it to be genu-

ine, is more than we can see. To see what he sold, we sent him an order for 100 Confederate locals, at 15 cents a hundred. Not two days after, a young man came to our office and showed us two stamps which he had taken off the original envelopes. They were Dresser's manufacture. This business of original letters is getting worn out.

Another gentleman brought me some Buenos Ayres head of liberty stamps, which he said a person told him were off the original letters, sent to a firm in the U. S. The funny part is this, that these stamps were not good outside of the province by which they were issued.

A STAMP SWINDLER.

A 17-year-old youth who boasts the names of William Wolf, Charles L. Monroe and F. F. Marshall was caught at the Post-Office for using the mails in furtherance of a scheme to defraud.

Postal Inspector Barrett has been in receipt of complaints for two months from stamp dealers in various parts of the country who have been defrauded by means of worthless checks. The authorities have been on the watch for the swindler. Yesterday he called for a letter addressed to C. L. Monroe. He was questioned as to his identity, and said that his name was William Wolf, and that he lived at 606 South Sixteenth street. He added that Mr. Monroe, who was absent from the city, had authorized him to collect his mail.

When arrested he admitted that he had assumed the names of Monroe and Marshall. His scheme was to order rare stamps from dealers, and tender in payment a worthless check on the Girard Life, Trust and Annuity Company. He passed a check for \$11.40 on Krebs Bros., New York; one for \$19.75 on C. F. Rothfuchs, Washington, and a third for \$13.45 on E. B. Sterling, Trenton, N. J.

United States Commissioner Bell held him in \$500 bail.

THE Assyrians over seven hundred years before the Christian era had royal couriers that weekly brought the reports of governors, etc., to the king at Nineveh.

In 1758-59, M. de Chamuset manufactured and sold adhesive stamps of value of one sou until the royal government, seeing the gain, confiscated the right, and paid Chamuset a pension of twenty thousand francs.

SOME PHILATELIC POINTS.

BY CHARLES E. HUTCHISON.

In the last few weeks several articles in the daily press of interest to philatelists have come to my notice. The first of these was in the Boston *Evening Herald*. Attracted by the heading, "To Philatelists," in bold, clear type on one of the outside pages, I found a two-inch article, which, for a wonder, contained nothing about "mania," "stamp-collecting cranks," &c., but prefaced by the remarks that stamp-collecting has grown till its followers are now even more numerous than the always-present autograph hunter, it went on to state that the collectors of Europe were to hold an exhibition at Antwerp, and that prizes were to be given for the best collection of over 6000, 5000, 4000, and 3000 varieties respectively, a prize for the best collection of envelopes stamped from engraved dies, and one for the best collection of post-cards.

The second will fill with joy the heart of the defrauded and victimized collector. It is as follows from the Boston *Transcript* (a paper which has taken much interest in philately) of May 6:

"WHAT IS GOING ON IN THE COURTS"—
"COUNTERFEIT POSTAGE STAMPS."

"In the Court of United States Commissioner Hallet, to-day, S. Allen Taylor, of Boston, was held in \$500 for further examination, May 14, on a charge of selling counterfeit stamps of foreign countries. Taylor is a dealer in foreign stamps, and it is charged, sold the stamps in question to stamp collectors."

Now philatelic readers of Hood's poems have probably wondered at the significance of the latter part of this stanza from the story of "Kilmansegg and her Precious Leg." It is the fifth under the heading "Her First Step," and runs thusly:

"So cards were sent for that sort of a mob
Where Tartars and Africans hob-a-nob,
And the Cherokee talks of his cab and cob
To Polish or Lapland lovers—
Cards like that hieroglyphical call
To a geographical Fancy Ball
On the recent Post-Office Covers."

It seems hardly necessary to say that the "recent Post-Office covers," with their "Geographical Fancy Ball," are, of course, the Mulready Envelopes which were recent, when the poem was written. And so it seems, as Oliver Wendell Holmes, our American Hood has said, "A page of Hood may do a fellow good" even though the fellow be a philatelist.

The "Democratic simplicity of the Administration" evidently has not permeated the Post-Office Department to any great extent. With issues of postal cards, letter sheets, stamped envelopes and stamps following each other in quick succession, the poor collector is kept pretty busy. The letter sheet envelopes are all I will speak of now. When they first were issued they were perforated 12 on both sides and top, but in a few months it was noticed that the perforation across the top was much changed. There were only 41 perforations in the whole width across the sheet, and the perforations measured at 6 in the space of 20 mm. the holes being about $2\frac{1}{2}$ mm. apart. Now comes still another with larger perforation at both sides and top. At the top are but 33 perforations in the width across as they are 4 mm. apart (with the exception of the two middle ones which are *irregular*, being close together, having but 1 mm. between them), and they measure 5 in space of 20 mm. The perforation at the sides has also been increased to $9\frac{1}{2}$.

Our Contemporaries.

[We would like to receive two copies of all stamp publications per month, and we will be happy to send same.]

We are always glad to welcome to our sanctum the *Halifax Philatelist*; it is our best Canadian exchange.

We notice and chronicle with regret the death of the *Cumberland Collector*, of Nashville. During its twelve months of life it succeeded in endearing itself to quite a circle of collectors. We hope that at some time it may be, if we can use the expression, reborn.

One of the most entertaining and instructive articles we have read for a long

time is that on the Rise and Fall in the Prices of Stamps, in the *Philatelic Gazette* for April, which paper, by the way, always has some article that is an addition to philatelic literature.

One day last week while we were pondering in our sanctum on the thissness of the that and the whatness of the is, our "devil" rushed in with a paper in his hand, and an expression of ecstatic joy on his face, and gasped out "it's come," and fainted. We grasped the paper, and lo behold it was the *Philatelic Herald* for February actually received in May. We are now living in the hope that we will receive the March number before the end of the dog days.

Apropos of the *Herald* we see that it has been considerate enough to criticise our offering prizes for subscriptions. This is very kind. Although we have offered premiums, we are always on time, and we have had the best identification of the genuineness of what we offer for the benefit of such "doubting Thomas" as the *Herald*. We would state that we received the stamps in the regular course of trade.

We have received the following papers; please accept thanks: *Halifax Philatelist*, No. 5; *Philatelic Gazette*, No. 34; *Stamp Collectors' Organ*, No. 3; *Cumberland Collector*, No. 12; *Philatelic Review*, No. 3; *Youth's Ledger*, No. 5; *Eclipse*, No. 2; *Traade and Traffic*, Nos. 2 and 3; *Young Idea*, No. 3; *Agassiz Companion*, No. 4, *Philatelic Herald*, No. 2; *Int. Philatelic Advertiser*, No. 4; *Stamp*, No. 3; *American Philatelist*, No. 5; *Universonum*, No. 4; *Keystone Kuriosity Kalender*, No. 1; *Philatelic Monthly*, Nos. 7 and 8; *Boys' Globe*, No. 2; *Bay State Collector*, Nos. 2 and 3; *Collectors' Review*, No. 1; *Texas Stamp*, No. 5; *Plain Talk*, No. 26; *Western Philatelist*, No. 5; *Exchange and Mart*, No. 15; *Philatelic Century*, Vol. I, No. 1; *Mohawk Standard*, No. 3, and the *Germanstown Philatelist*, No. 2.

We have received two little pamphlets lately without which no philatelic library would be complete; one is the "American Philatelic Press Directory," which, while not perfect, is a great step

in that direction, and is exactly what is needed. Published by Geo. Richmond. Price 25c. The other, just as good in its way, is "Coffin's Directory of Philatelic Frauds." We see many old familiar names in it, that all dealers should watch out for. Published by Geo. P. Coffin, Freeport, Maine. Price 11 cents.

Correspondents' Column.

[This column is open to all, and we hope you will take the opportunity to express yourself on any philatelic question. Those who want any information should send in their queries, which will be published in the following number.]

To the Editor of the Quaker City Philatelist:

DEAR SIR: I saw in May issue Q. C. P. an article about an exhibition of postage stamps to be held at Antwerp this month. What I want to say is, why can't Philadelphia have an exhibition also? Philadelphia has at least 5000 collectors, about 3000 are mostly school-boys, but the balance are the more advanced collectors. Such an exhibition could but do good for the art, craze or science or whatever it is. Let there be prizes or let there be no prizes, but have a good room and charge an admission fee of twenty-five cents, and I guarantee that it would be a success. Philadelphia wants something new. This is new, and it is certainly novel.

The public has never yet seen a good collection of stamps, but it has of coins. There are a few stamps in Independence Hall, perhaps half a dozen, and they (the public) would certainly pay twenty-five cents to see nearly complete collections grouped together. Let no collection of less than 1000 enter. This is a hint to the Q. C. P. S. Let it distinguish itself and help philately.

W. H. BAKER, JR.

Chronicle.

EDITED BY L. W. DURBIN.

Canada.—The stamp lately described for post-cards is now impressed upon the wrappers.

Cochin China.—The 25c. black on flesh of France is now in use, surcharged in this colony.

Gambia.—The ½ penny has changed color to green; 1d. to carmine and 2d. to orange.

Madagascar.—In addition to the stamps already mentioned the following exist: 4, 4½, 6, 8, 9 pence; 1 shilling; 1 shil. and 6d.; 2 shillings.

North Borneo.—A new value has made its appearance, viz., 3 cents, purple.

Paraguay.—A new type of a 5 centavos stamp has been seen, which is believed to be the forerunner of a new issue. The color is blue.

Portugal.—25 and 50 reis Letter Cards are now in use.

Saint Lucia.—A 6 penny, lilac, has been added to the current set, with head in octagon.

South Australia.—Stamps of the value of 10 shillings, blue; 3 pounds, green; 10 pounds orange, are said to have been issued.

Sweden.—The 50 ore has appeared with posthorn on the back.

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