



The American Revenuer

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1872 checks made and stamped at Fort Gibson and Fort Sill, Indian Territory, by officers of the 10th Cavalry Regiment of African-American "buffalo soldiers." More inside, page 57.



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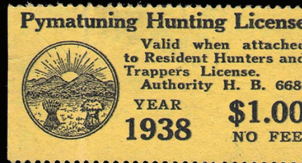
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David R. Torre

P.O. Box 4298 • Santa Rosa, CA 95402

(707) 525-8785

dektorre@comcast.net



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Editor: Michael Mahler, 2721 2nd St. #211, Santa Monica, CA 90405; phone 310-399-9304; email: <mikemahler1@verizon.net>


Associate Editor: Ronald Leshner, Box 1663, Easton, MD 21601-1663; phone 410-822-4357; email: <revenuer@atlanticbb.net>

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Attempting to Get a 1985 Survey Ship-Shape and Steaming Ahead

By Bill Halstead

Second in a series

In 1985 a collector named Jay Miller published an article in *The American Revenuer* titled “An Updated Listing of Ship Cancellations on Civil War Revenues.” His efforts followed one 20 years earlier by Dr. Hugh Shellabear, also the author of the first survey of railroad cancels on Civil War revenues. The Miller update included some 150 cancel types used by 62 companies, along with 14 cancels for individual ships.

This 2020 updated survey (A–N listings were published in the First Quarter 2020 issue of this journal), plus a pending addendum, add at least 71 new cancel types (a 47% increase) and 35 new companies (a 57% increase). And, it includes a first-ever census of some 500 issues known to bear the listed cancels.

Miller said that “a particularly exciting part of working on (his) update has been adding to the number of listed Pacific Mail Steamship Company cancels.”

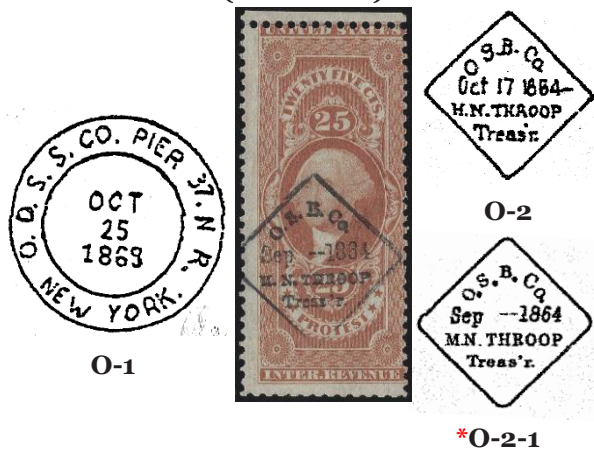
I don’t know how many Pacific Mail cancels that bear ship names were in Shellabear’s work, but Miller cited 17 names and a total of four varieties for three of those names.

The John “Jay” Lewis holdings of steamship cancels/material (auctioned by Michael E. Aldrich, Inc. in March and April of 2019) contributed to the updated survey no fewer than 77 of about 104 stamps now known to bear Pacific Mail Steamship Co. straightline cancels.

As noted, Miller also established a category that listed 14 ship-name cancels for vessels whose parent company (if any) had not been identified. This 2020 update adds 55 new names/cancels to that group, a nearly fourfold increase. (Four old and seven new named ships were found to have sailed for known/new survey companies.)

Ship Cancellations Survey: 2020 Update

(continued)



O-1 Old Dominion Steamship Co.

Type O 1 Blue cancel
(old O-1) R15c

O-2 Ontario Steamboat Co.

Type O 2 + “M. N. Throop, Treas’r.”
(old O-2A-1) R44c; R45c

*Type O 2-1 As O-2, but hyphens in place of day instead of after year
R49c

Red – new company or ship

* – new cancel for company

Cancels are Black unless otherwise noted.

If you have new steamship cancels or new stamps bearing known cancels that you would like to add to this 2020 survey update, please send color scans or make inquiries to the author at billhalstead7@gmail.com

Ship Cancellations Survey: 2020 Update



O-2-2 O-2-3 O-2-4

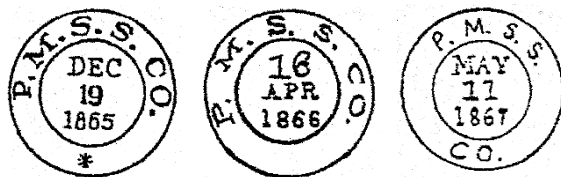
O-2 Ontario Steamboat Co. (cont'd)

- Type O 2-2** As O-2-1, but hyphen after year
(old O-2A) R44c; R45c; R54c; R63c; R66c; R68c
- Type O 2-3** As O-2, but "10" instead
(old O-2A-2) of dating
R44c; R69c
- Type O 2-4** As O-2, but no dating
(old O-2A-3) R44c



*O-2A O-2B O-2B-1

- *Type O 2A** R45c
- Type O 2B** R44c; R48c; R54c; R69c; R75c
(old O-2)
- Type O 2B-1** As O-2B,
(old O-2-1) but day inverted & reversed
R48c



P-1 P-1-1 P-1-2

P-1 Pacific Mail Steamship Co.

- Type P 1** R6c; R15c; R37c;
(old P-1D) R44c; R81c; R101c
- Type P 1-1** As P-1B, but
(old P-1D-1) day, then mo., year; no asterisk

- Type P 1-2** As P-1, but sans serif type,
(old P-1Z) "Co." at bottom, no asterisk
R15c



P-1A P-1B P-1C

- Type P 1A** Blue cancel
(old P-1E) R6c; R44c; R48c
- Type P 1B** R24c; R25c; R44c
(old P-1)
- Type P 1C** ---
(old P-1B)



P-1C-1



P-1D



*P-1E

- Type P 1C-1** As P-1C, but name at left side,
(old P-1C) "ST." & "Dep't."
R44c (known on pair)
- Type P 1D** Blue cancel
(old P-1A) R15c; R22c; R75a; R82c

***Type P 1E** R22c; R82a



P-1F



*P-1G

- Type P 1F** R22c; R25c; R76c; R82a; R96c
(old P-1F)
- *Type P 1G** Blue cancel (known incomplete)
R25c; R32c

Ship Cancellations Survey: 2020 Update



*P-1H

*P. M. S. S. Co.
S. K. Holman
Sept 20 1884*

*P-1J



*P-1-i



*P-1-i-1

*Type P 1J + "S. K. Holman"
R94c

Red – new company or ship

* – new cancel for company

Cancels are Black unless otherwise noted.

P-1 Pacific Mail Steamship Co. (cont'd)

- *Type P 1H Blue cancel
R59c
- *Type P 1-i Blue cancel
R54c
- *Type P 1-i-1 As P-1-i, but no "Agent"
R54c

If you have new steamship cancels or new stamps bearing known cancels that you would like to add to this 2020 survey update, please send color scans or make inquiries to the author at billhalstead7@gmail.com

ALASKA ALASKA AMERICA ARIZONA

P-1K

P-1K-1

P-1L

P-1M

CHINA

P-1N

COLORADO

P-1-o

CONSTITUTION

P-1P

COSTA RICA

P-1Q

GOLDEN CITY

P-1R

GREAT REPUBLIC

P-1S

Types P 1K to P 1EE

Pacific Mail Steamship Co.

Straightline Cancels

(Blue cancels unless otherwise noted)

Type P 1K **ALASKA** 42 mm wide
(old P-1G) R66c; R69c; R71c; R81c; R82c;
R86c; R92c

Type P 1K-1 As P-1K, but 33 mm wide
(old P-1G-1) R71c

Type P 1L **AMERICA**
(old P-1H) R68c; R81c; R82c; R88a; R88c;
R92c; R123

Type P 1M **ARIZONA**
(old P-1-i) R68c; R69c; R70c; R71c; R81c;
R82c; R85c; R86c

Type P 1N **CHINA**
(old P-1J) R66c; R68c.; R69c; R81c; R82c;
R86c

Type P 1-o **COLORADO**
(old P-1K) R60c; R68c; R69c; R81c; R85a;
R92c

Type P 1P **CONSTITUTION**
(old P-1L) R66c; R68c

Type P 1Q **COSTA RICA**
(old P-1M) R78c; R82c; R86c

Type P 1R **GOLDEN CITY**
(old P-1N) R68c

Type P 1S **GREAT REPUBLIC**
(old P-1-o) R68c; R69c; R82c; R88a

Ship Cancellations Survey: 2020 Update

HENRY CHAUNCEY HENRY CHAUNCEY
P-1T P-1T-1

J A P A N J A P A N J A P A N.
P-1U P-1U-1 P-1U-2

MONTANA NEW YORK OCEAN QUEEN
P-1V P-1W P-1X

*Boston
Agency.
1872*

P-1X-1

RISING STAR
P-1Z

SACRAMENTO
P-1AA

ALASKA
ALASKA
ARIZONA
ALASKA
ALASKA
ALASKA

P-1BB

OREGONIAN
P-1Y

ALASKA
ALASKA
MONTANA
ALASKA

P-1CC

Types P 1K to P 1EE,
Pacific Mail Steamship Co.
Straightline Cancels (cont'd)
(Blue cancels unless otherwise noted)

Type P 1T *HENRY CHAUNCEY* 63 mm
(oid P-1P) R67c; R68c; R69c; R71c;
R81c; R82c; R85c; R86c;
R118; R123; R144; R145
Magenta cancel
R118; R123

Type P-1T-1 As P-1T, but 49 mm wide
(oid P-1P-1) R123

Type P 1U *JAPAN* 36 mm wide
(oid P-1Q-2) R68c; R69c; R71c; R81c; R88a;
R88c; R92c

Type P 1U-1 As P-1U, but 29 mm wide
(oid P-1Q-1) R68c

Type P 1U-2 As P-1U-1, but 25 mm wide,
(oid P-1Q) + . (period)
R68c; R82c; R85c

Type P 1V *MONTANA*
(oid P-1R) R68c; R81c; R82c

Type P 1W *NEW YORK*
(oid P-1W) R68c; R82c

Type P 1X *OCEAN QUEEN*
(oid P-1S) R144; R145

***Type P 1X-1** As P-1X, + "Boston Agency"
R147

Type P 1Y *OREGONIAN*
(oid P-1V) R68c; R69c

Type P 1Z *RISING STAR*
(oid P-1T) R66c; R67c; R68c; R81c;
R82c; R85c; R86c; R118;
R123; R127;
R144; R145
Magenta cancel
R118; R123; R147

Type P 1AA *SACRAMENTO*
(oid P-1U) R66c; R68c; R69c

Type P 1BB *ALASKA/ARIZONA* Mix
(oid P-1X) R68c; R82c

Type P 1CC *ALASKA/MONTANA* Mix
(oid P-1Y) R144 (only two partial cancels)

Ship Cancellations Survey: 2020 Update



M O M N O N
G R E A T R E

*P-1DD

Types P 1K to P 1EE,
Pacific Mail Steamship Co.
Straightline Cancels (cont'd)

(Blue cancels unless otherwise noted)

*Type P 1DD GREAT REPUBLIC/
MONTANA Mix
R66c

*Type P 1EE HENRY
CHAUNCEY/
RISING STAR
(Magenta) Mix
R82c



H E N R Y C H A U N C E Y
R I S I N G S T A R
R I S I N G S T A R
H E N R Y C H A U N C E Y

*P-1EE



P-2A



P-2



P-2A-1

P-2 People's Line

Type P 2 ---
(old P-2)

Type P 2A ---
(old P-2A)

Type P 2A-1 As P-2A, but Octagon,
(old P-2B) clc "Steamboats"
R24c (known on pass)

P-3 People's Transportation Co.



*P-3



P-3-1

S Y Church
Oct 15 1867

*P-3A

P-3 People's Transportation Co. (cont'd)

*Type P 3 R44c

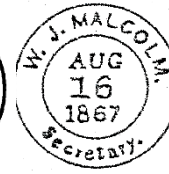
Type P 3-1 As P-3,
(old P-6) but day inverted & reversed,
no "Salem, O." at bottom
R44c

*I suspect that the P3-1 cancel also contained
"Salem, O." but was too faint to read.*

*Type P 3A (S. Y. Church, [Secy.?.])
R48c (known on doc)



P-4



P-4A



P-5

**P-4 Philadelphia & Southern
Mail Steamship Co.**

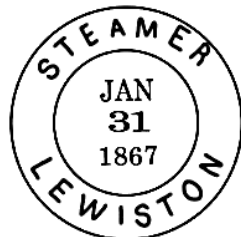
Type P 4 Blue cancel
(old P-3) R44c

Type P 4A (W. J. Malcolm, Secretary)
(old P-3A) R44c

P-5 Portland & New York Steam Ship Co.

Type P 5 ---
(old P-7)

Ship Cancellations Survey: 2020 Update



P-6

P-6 Portland, Bangor & Machias Steamboat Co.

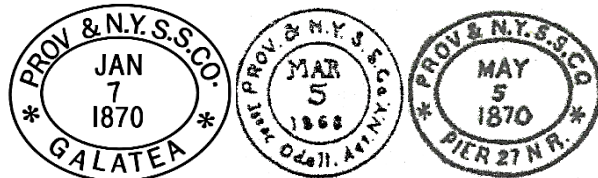
Type P 6 (Steamer *Lewiston*)
R26c (known incomplete)



P-7

*P-7A

P-8



*P-9

P-9A

P-9B

P-7 Portland Steam Packet Co.

Type P 7 (initials of company)
(old P-4) R15c (known on doc)

***Type P 7A** R15c (known on doc)

P-8 Powhatan Steamboat Co.

Type P 8 R6c (known on doc; doc spells "Steamboat" as one word)

P-9 Providence & New York Steamship Co.

***Type P 9** Blue cancel
+ "(Steamer) *Galatea*"
known on document;
not on stamp

Type P-9A Blue cancel, + "Isaac Odell, Agt."
(old P-5) R15c

Type P 9B Known in both Blue, Red cancels,
(old P-5A) + "Pier 27 N. R."
R15c

PROVIDE
NEW YORK
EAMSHIP

P-9C



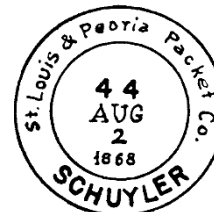
R-1

P-9 Providence & New York Steamship Co. (cont'd)

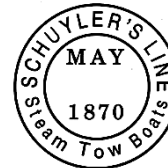
Type P 9C incomplete
(old P-5B) R15c

R-1 Rice & Thaxter's Packets Co.

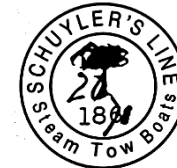
Type R 1 Embossed cancel
known on document; not on stamp



S-1



S-2



*S-2-1

S-1 St. Louis & Peoria Packet Co.

Type S 1 +(Steamer) "*Schuyler*"
(old S-1) ---

S-2 Schuyler's Line of Steam Tow Boats

Type S 2 ---
(old S-3)

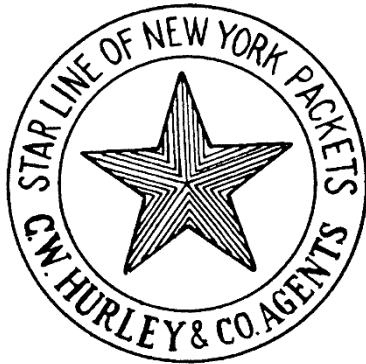
***Type S 2-1** As S-2, but month obliterated
and ms. day & last two year digits
superimposed
R15c (known on doc)

Red – new company or ship

* -- new cancel for company

Cancels are Black unless otherwise noted.

Ship Cancellations Survey: 2020 Update



S-3

S-3 Star Line of New York Packets
Type S 3 Blue cancel
(old S-2) R66c (known on strip of 3)



S-4



S-4A

S-4 Stephens & Condit Transportation Co.
Type S 4 R78c; R92c; R95c
Type S 4A R6c (known incomplete)
U-1 Union Transportation Co.



U-1



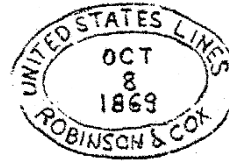
U-1A



U-1B

U-1 Union Transportation Co. (cont'd)

Type U 1 known on document; not on stamp
Type U 1A R6c (known incomplete)
Type U 1B R6c (known incomplete)



U-2

red subj
 recited in 1
 pts of the
 Wash. Alex. & Georgetown
 Steam Packet Co.

W-1

U-2 United States Lines

Type U 2 Blue cancel
(old U-1) R44c

W-1 Washington, Alexandria & Georgetown Steam Packet Co.

Type W 1 Printed cancel, incomplete
(old W-1) R15c

*Wood November 26
 3 June 1863
 Ship Monarch of the
 Sea*

**W-2



W-3



W-4

W-2 Washington Line

****Type W 2** (Ship Monarch of the Sea)
 R90a

W-3 Western Transportation Co.

Type W 3 R27c

W-4 Wheeling & Cincinnati Packet Co.

Type W 4 (Steamer Edinburgh,
(old IS-1) + "Capt. I. L. Thompson")

Previously known only as a steamship name.

Ship Cancellations Survey: 2020 Update



W-5

W-5 Wheeling, Marietta & Parkersburg Packet Co.

Type W 5 (Steamer *Eagle* + “Capt. Booth”) (old IS-2) R15c (known on doc)
Previously known only as a steamship name.



W-6

W-6 White Line Transportation Co.

Type W 6 incomplete
R15c

Mar 31 1868
N Hearn

W-7

W-7 Willamette Steamboat Co.

Type W 7 (N. Hearn, Pres.)
R43c (known on doc)

Bark Achilles
Jan'y 17/63

****IS-1**



W. Roper Jr
Ship Alice Ball
July 1863

IS-2

Ship Amazon
April 21 1863

****IS-3**



H & S
Brig Americus
Sept 13/62

IS-4



IS-5



Arracan
July 1872

IS-6

****Type IS 1** (Bark *Achilles*)
R86a

Type IS 2 (Ship *Alice Ball* + “W. Roper Jr.”)
R90a

****Type IS 3** (Ship *Amazon*)
R90a

Type IS 4 (Brig *Americus* + “H & S”)
R137

Type IS 5 (Steamship *Andalusia*)
R15c

Type IS 6 ([Ship] *Arracan*)
R149

Ship Cancellations Survey: 2020 Update

S.S. Berlin
5 2 71

****IS-7**



Ship Berlin
2 7 72

IS-7-1

Bark Bessie
Simpson
Feb - 9 1867

****IS-8**



IS-9

Ship Bridgewater
Jan 26 1863

****IS-10**

December 23/65
Bark "Burnside"

IS-11

Ship Caroline
Sept 26

IS-13



Ship Calcutta
Das Hamburg
1864

****IS-12**

Caspian
5 19 72

IS-14

- **Type IS 7** (S.S. Berlin)
R66c
- Type IS 7-1** As IS-7, but "St. Sp."
R127
- **Type IS 8** (Bark Bessie Simpson)
R86c
- Type IS 9** Blue cancel
(Steamer Bridgeport)
known on doc; not on stamp

- **Type IS 10** (Ship Bridgewater)
R91a
- Type IS 11** (Bark "Burnside")
(old IS-13) R92c
- **Type IS 12** (Ship Calcutta+
New York customs cancel. Type 2)
R90a
- Type IS 13** (Ship Caroline T[ucker])
R81a (known on pair)
- Type IS 14** ([Br. Steam Ship] Caspian)
R148

Red – new company or ship

*** – new cancel for company**

Cancels are Black unless otherwise noted.

****Stamp pictured in "Missing at Sea – The Search for Ship Cancels on U.S. Revenues," The American Revenuer, Fourth Quarter 2017 (Vol. 70, No. 4)**

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Ship Cancellations Survey: 2020 Update

*Br. St. Sp. Casford
No. 1.72*

IS-14-1

Schr



Castor

IS-15



*7 1/2 Sept
City of N.O.
1871.*

IS-16

*Brig
Dirigo
Oct
125
1871*

****IS-17**



Brig



*E. P.
Swett*

IS-18



*Charter Party
Brig
"Edward"
Sept. 3/64*

IS-19



*Brig Excelsior
Phila*

1. 1867

IS-20

Type IS 14-1 As IS-14, but "Br. St. Sp." added R148

Type IS 15 (Schr. Castor (old IS-7) + "Miller & Houghton" handstamp)

Type IS 16 (City of N.O. [New Orleans]) R95c

****Type IS 17** (Bark Dirigo) R127

Type IS 18 (Brig E. P. Swett + "Miller & Houghton" handstamp) R66a

Type IS 19 (Brig "Edward" + "Charter Party") R86a

Type IS 20 (Brig Excelsior + "Phila") R86c (known in combo w/ Philadelphia Customs cancel Type 3)

Ship Cancellations Survey: 2020 Update



*Praguey
Fannie Hamilton
Aug 3 1864*

IS-21

*Ship Fanny McHenry
Decem 24/63*

****IS-22**



*April 27/66.
Br. Bk. "Fannie Hamilton"*

IS-21-1



IS-23



*Miller & Houghton
MAY 23 1863 N. Y.
Br Bark
Florence*

IS-24



*Br. Gambia
7-31 67*

IS-25



*Brig Geo Latimore
8-26 67*

IS-26



*April 9/66.
Bark "Gertrude"*

IS-27

Type IS 21 (Barque *Fannie Hamilton*)
R86c

Type IS 21-1 As IS-21, but "Br. Bk."
R91c

****Type IS 22** (Ship *Fannie McHenry*)
R90a

Type IS 23 (Steamer *Fanny Troupe*;
according to several sources
it should be "Troup")

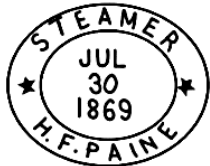
Type IS 24 (Br. Bark *Florence*
+ "Miller & Houghton"
handstamp)
R86a

Type IS 25 (Br. *Gambia*)
R66c

Type IS 26 (Brig *Geo. Latimore*)
\$1 E.G.

Type IS 27 (Bark "*Gertrude*")
R88c

Ship Cancellations Survey: 2020 Update



IS-28



S.S. Havana
July 1872

IS-29

Ship "Herald of the Morning"
N. B. A.
Jan 7th, 1854

****IS-30**



Bark "John Howe"
April 18th 1863
T. H. D.

IS-31

June 27th 1865
Brig John & Coy

****IS-32**

- Type IS 28** (Steamer [Gen.] H. E. Paine)
R6c (known incomplete)
- Type IS 29** (S.S. Havana)
R148
- **Type IS 30** (Ship *Herald of the Morning*
+ initials "N. B. A.")
R98a
- Type IS 31** (Bark "John Howe",
+ initials "T. H. D")
R88a
- **Type IS 32** (Brig *John Shay*)
R92c
- Type IS 33** (Bark *Kate Stamler*
+ "Miller & Houghton"
Handstamp)
R89a

Red – new company or ship

*** – new cancel for company**

Cancels are Black unless otherwise noted.



Bark



Kate Stamler

IS-33

If you have new steamship cancels or new stamps bearing known cancels that you would like to add to this 2020 survey update, please send color scans or make inquiries to the author at billhalstead7@gmail.com

Ship Cancellations Survey: 2020 Update



W.S. Co
Prussian
Ship
Klawitter
" "
John Ash

IS-34



Porter
L. F.
Munson
Nov
6/41

IS-35

Brig Louisa
February
27th 1871-

**IS-36

Bark Magna Charter
March 15th 1871

IS-37



Stmr "Melita"
H & A. A. Paris 15

IS-39

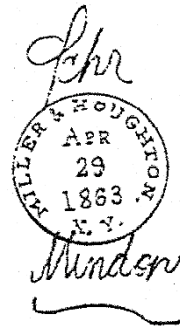
C. A. W.
Feb 21/63

IS-39A



IS-38

- Type IS 34** (Prussian Ship 'Klawitter'
+ initials "W. S..."
and "John Ash")
R86c
- Type IS 35** (Brig L. F. Munson)
R127
- **Type IS 36** (Brig Louisa)
R85c
- Type IS 37** (Bark Magna Charter)
(old IS-14)
R88c
- Type IS 38** (Steamer Mary Houston)
(old IS-3)
R15c (known on block of 4)
- Type IS 39** (Stmr. "Melita" + "H & A"
for Howland & Aspinwall,
agents)
R90a



IS-40

- Type IS 39A** (initials of Charles A. Whitney
for the agents)
R69a (known on doc)
- Type IS 40** (Schr. Minden
(old IS-8)
+ "Miller & Houghton"
handstamp)

Ship Cancellations Survey: 2020 Update



Bark Mira
Oct 10th
1867

IS-41



Am Bg Monica
8-28-71

IS-42

Brig
Navasota
Dec
1
1871
**IS-43

Br Bk Netherton
7-11-71

**IS-44



Br
Brig
Petrels

IS-45



IS-46



IS-47

Sept 21 1872
Prin Alfred

**IS-48



Prin Alfred
8-13-72

IS-49

Type IS 41 (Bark *Mira*)
R86c

Type IS 42 (Am. Bg. *Monica*)
R85c

****Type IS 43** (Brig *Navasota*;
“Navasota” on stamp
apparently is a mistake)
R88c

****Type IS 44** (Br. Bk. *Netherton*)
R67c

Type IS 45 (Br. Brig *Petrels*
(old IS-6) + “Miller & Houghton”)

Type IS 46 (Steamer *Peytona*)
R15c

Type IS 47 (Steamer *Potomac*
+ “Muhlman, Master”)
R6c

****Type IS 48** ([Bark] *Prince Alfred*)
R92a

Type IS 49 ([Bark] *Princess Alice*)
R147

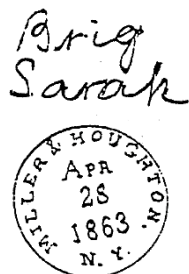
Ship Cancellations Survey: 2020 Update

C. E. G.
June 16
1869
IS-50



Revival
6-12-71

IS-51



IS-52



Br. Schr. Shark
9-2-71

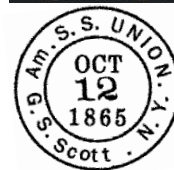
IS-53

Bg Sophie
4 12 72

IS-54

Brig South Boston
McH J R

**IS-55



IS-56

VIRGINIA

IS-57



Br. Bgue. Voyager
2nd July 1871

IS-58

Type IS 50 (initials of C. E. G.
(old IS-4) for Steam Tug River Queen)

Type IS 51 (*Revival*)
R66c

Type IS 52 (*Brig Sarah*
(old IS-9) + "Miller & Houghton"
handstamp)

Type IS 53 (*Br. Schr. Shark*)
R66c

Type IS 54 (*Bg. Sophie*)
R144

****Type IS 55** (*Brig South Boston*
+ initials "J. R.")
R67a

Type IS 56 (*Am. S.S. Union* + "G. S. Scott")
R15c

Type IS 57 ([?] *Virginia*)
*There were as many as 19 Virginias – but none
were in the Pacific Mail Steamship Co. fleet.*

Type IS 58 (*Br. Bgue. Voyager*)
R88a

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Scott R306A Cat.Value: \$2250
Price Realized: \$2650



Scott RF8 Cat.Value: \$1500
Price Realized: \$2100



Scott R2b Cat.Value: \$2600
Price Realized: \$3000



Scott RO100e Cat.Value: \$650
Price Realized: \$2100



Scott R53d Cat.Value: \$350
Price Realized: \$1035



Scott R10c
Cat.Value: \$14
Price Realized: \$150



Scott RS29b
Double Transfer
Cat.Value: \$1000
Price Realized: \$1550

Scott RS181p Cat.Value: \$1500
Price Realized: \$2410



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Cyrus Brown, Druggist, Chemist and Horseman of Milton, Pa. Proprietor of the Red Horse Powder

By Michael J. Morrissey



Figure 1. Cyrus Brown circa 1890

Cyrus Brown, a later-in-life portrait of whom is shown here in **Figure 1**, was born in White Deer Valley, Union County, Pennsylvania on May 25, 1824, the eldest son of Samuel T. and Nancy (Woods) Brown. His family relocated to Milton, Northumberland County, in 1830, when Cyrus was about 6 years old. He attended the schools in Milton and eventually received a liberal arts education at the nearby Lewisburg Academy located just across the west branch of the Susquehanna

River in Union County. After graduation he apprenticed to a druggist in Philadelphia, where he learned the trade sufficiently to eventually endeavor to start a drug trade of his own. In 1854 he returned to Milton and opened his own drug store at 36 Broadway, eventually becoming the largest in all of Northumberland County. In addition to drugs and medicines he sold large quantities of white lead, a key ingredient in paint.

Exactly when is not known, but Brown eventually acquired the rights to a veterinary medicine known as Dr. Barber's Horse, Hog and Cattle Powder. Dr. Barber's Horse Powder had a long history, with advertisements appearing in the press as early as 1813. Whether the proprietary

product held by Brown was a later version of this earlier product is not known, but seems a reasonable assumption. The internal revenue law considered this animal feed supplement to be in the nature of a proprietary medicine and, as we shall see, subject to the Civil War Proprietary stamp tax up to \$1 and 2¢ per 50¢ thereafter.

It was not long before Brown dropped the Dr. Barber reference, and began referring to his proprietary merely as the Red Horse Powder.

The earliest advertisements for the powder under Brown's proprietorship that this author has been able to locate in newspapers of the era appeared in nearby Chambersburg in February 1868, and were actually run by a retail druggist advertising the powder along with many other products in his eclectic inventory. The powder was heavily advertised in newspapers throughout the Northeast, especially between 1868 and 1874. The latest ad found was dated 1903, but whatever interest, if any, Brown's



Figure 3. Type 1 cancel

Figure 2. 1870 ad for Brown's "Red Horse Powders"

USE THE

Red Horse Powders,

HORSES CURED OF GLANDERS—Aaron Snyder, U. S. Assistant Assessor, Mount Etna, Pa., C. Bacon, Livery and Exchange Stable, Sunbury, Pa.

HORSES CURED OF FOUNDER—Wolfe & Wilhelm, Danville, Pa., A. Ellis, Merchant, Washingtonville, Pa. J. Nice Stoanaker, Jersey Shore, Pa.

HORSES CURED OF LUNG FEVER—Hess & Bro's., Lewisburg, Pa.

HORSES CURED OF COLIC.—Thomas Clingan, Union county, Pa.

HOGS CURED OF CHOLERA.—H. Barr, H. & A. Cadwallader, Milton.

COWS CURED.—Dr. Mc Cleary, J. H. McCormick, Milton, Pa.

CHICKENS CURED OF CHOLERA AND GAPES.—Dr. D. T. Krebs, Washington, Pa., Dr. U. Q. Davis, C. W. Sticker, John and James Finney, Milton, Pa. Hundreds more could be cited whose stock was saved by using the Red Horse Powder. (Red Horse trade mark on each pack.)

PREPARED BY

CYRUS BROWN,

Druggist, Chemist and Horseman,

At his Wholesale and Retail Drug & Chemical Emporium.

BROADWAY, MILTON, PA.

SOLD BY

W. H. BRILL, 77 Federal Street, Allegheny, Pa.

AND

McCLAVRAN & McKENNAN,

85 Market Street, cor. Diamond, near Fifth Avenue, Pittsburgh, Pa.

BY THE TRADE GENERALLY.

20 Cent Packs and 40 Cent Packs.

33



Figure 4. Type 2 cancel

descendants had in the powder at that point is unknown. One of the finest advertisements for the Red Horse Powder appeared in a patent medicine almanac published in 1870 by W. H. Brill of Allegheny, Pennsylvania, and is illustrated here in **Figure 2**. Note that the powders came in a small and a large size. The small sold for 20¢ while the large went for 40¢. Based upon the patent medicine tax rates, the small size would have required 1¢ in tax, while the large would have required 2¢.

Brown never availed himself of



Figure 5. Type 2 cancel in red



Figure 6. Type 2 cancel in red

the private die option, but instead employed the regular government die stamps bearing the Stuart portrait of Washington impressed with his distinctive indicia. Figure 3 shows a 1¢ First Issue Proprietary stamp, Scott R3c, bearing a printed precancel that reads in black ink in two lines of Roman type: “C. B./1870.” It is the only recorded example of this particular precancel, which we shall refer to as Type 1. The Type 2 precancel is illustrated in Figure 4 on both the 1¢ and 2¢ First Issue Proprietaries and is similar to Type 1, but replaces the date line with the firm’s location: Milton, Pa. This feature allowed for the easy identification of the origin of these particular precancels, without which it is doubtful that an attribution could ever have been confidently arrived at.

At some point in time Brown opted to switch from black to red ink to precancel his stamps, at least for the 2¢ First Issue, Scott R13c, and for both the 1¢ and 2¢ Second Issue Proprietaries, Scott RB1 and RB2 respectively. This was undoubtedly done in order for the precancel to stand out from the stamp background. An example of the red on a 2¢ First Issue stamp appears in Figure 5, while Figure 6 illustrates the red on both the 1¢ and 2¢ of the Second Proprietary Issue. These are the only denominations upon which Brown precancels appear, thus comporting with the tax rates for the two sizes of the powders. The only recorded pair of stamps bearing a Brown precancel is shown in Figure 7 and is on a vertical pair of the 1¢ Second Issue Proprietary. It was undoubtedly used on the large size container of the powders.

In addition to the traditional print media, Brown printed elaborate covers to mail his correspondence, most of which were printed circulars sent at the 2¢ rate to druggists throughout the northeastern United States. Figure 8 depicts a lemon envelope bearing a printed corner-card extolling the virtues of the Dr. Barber Horse Powders. It bears a grilled 2¢ Blackjack and was probably sent out sometime in 1868 or 1869. Another attractive Brown cover is

also shown in Figure 8, being a small brown envelope with an advertisement for the Red Horse Powders printed in red upon its face and franked with a 2¢ brown 1869 Issue post-rider, Scott 113, to pay the printed matter rate. It is indeed unfortunate that neither cover contained its original enclosure.

If and when Brown disposed of his proprietorship of the powder is unknown. What we do know however is that his precancels do not extend into the Second Proprietary Issue on green paper, which first appeared in about October 1874. Additionally, advertisements that appeared as early as February 1877 assured purchasers that Brown: “Has still an interest in the celebrated Red Horse Powder.” This language indicates a rather tenuous connection to the powder and its proprietorship at that point. Brown’s drug store continued to prosper, but suffered a horrible setback when a fire in 1880 destroyed a large part of the town including the 36 Broadway address. He then moved to 54 Broadway in the Elks



Figure 7. Type 2 cancel in red



Figure 8. C. Brown advertizing covers, circa 1869



Figure 9. Milton Cemetery. His gravestone is shown in **Figure 9.**
Cyrus Brown gravestone

Lodge building. He continued to succeed despite his insurance falling \$50,000 short of covering the losses he sustained in the conflagration.

Cyrus Brown died September 14, 1893, at the age of 69, after which his wife, with the assistance of his clerks, continued the operation of the drug store for many years. Cyrus Brown was interred in the

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Brill, W. H. 1870. *Brill's Family Recipe Book*, Allegheny, Pa., p. 33.

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(Those readers wishing to communicate with the author may do so at: mmorrissey@columbus.rr.com.)

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Closed Albums

We are informed of the passing of Betty Walther in early February. She was a serious collector of U.S. and Canadian revenue stamps. She built a major collection of U.S. beer stamps and, along with her husband Ralph, one of the finest collections of Canadian revenues and tax-paids. Her background in nursing brought her to an interest in building a specialized collection of Red Cross-themed stamps. Not too long ago she commented that she never lost

the old fashioned nurses' habit of standing when a doctor entered the room!

Ralph died in 2011. Not only did he work with Betty in building her beer stamp and Canadian revenue stamp collections, but he also built an impressive collection of U.S. and State duck stamps. His collection of Canadian In-Prize documents was impressive.

Before their move from New York to California, both Betty and Ralph were regular attendees at the monthly meetings of the New York Chapter of the ARA, which met, and still does meet, at the Collectors Club. Ralph had been a Vice President of the APS for many years. The Walthers rarely missed a major stamp show, where it seemed everybody knew them both. They were both good friends to younger collectors and were always eager to help with advice and encouragement. Ralph was a great storyteller and once told us of the free European trip he received from the U.S. government—he travelled across Europe in a tank, following General Patton!

The Walthers are survived by their daughter Gail and son Larry, who is carrying on the collection of duck stamps!

Alan Hicks



Welcome to the ARA (By Way of Indian Territory!)

By Don Woodworth

This article is written specifically for former members of the American Society of Check Collectors, whose membership in that organization was ported over to the ARA with the demise of the ASCC in December 2018. As the former vice president of the ASCC and a board member of the ARA, I thought it appropriate to create an article for *The American Revenuer* that would appeal to former ASCC members and encourage them to renew their membership in the ARA. To that end, I plan to write occasional articles that will encourage the interest and support of check collectors who may not necessarily be revenueurs, but who, we hope, will find them sufficiently interesting to continue their ARA membership. To that end, please see also “Toward The Golden Spike” by Bob Hohertz in the third quarter, 2019 *American Revenuer*. Ex-ASCC members are always encouraged to submit their own articles for the *Revenuer*.

Accordingly, this article describes a check used in Oklahoma Territory in 1900, but with “Ind. Ter.” (Indian Territory) dateline. The reason for this distinction will be explained below. Revenue stamped paper (RSP) so designated is fairly scarce, particularly if one is looking for items with interesting vignettes. Aside from documents from Connecticut (which I will buy with or without vignette if needed), I prefer to acquire documents from other states and territories only if they feature attractive vignettes. After a diligent search, I finally found a one such item from Checotah, “Indian Territory,” which is the basis for this article.

Those not familiar with collecting checks and drafts that exist on RSP should first acquaint themselves with the *Field Guide(s) to Revenue Stamped Paper* published in eight volumes by

Castenholz and Sons in the late 1980s to early 1990s. They are now dated but still constitute the single best place guide to collecting RSP collection. They remain readily available from revenue stamp dealers. Part 2, *The Southern States*, lists a total of only twelve RSP documents from Indian Territory (“Oklahoma” in the *Guide*), seven Scott number RN-X7 checks and five Type X drafts.

Many more Indian Territory/Oklahoma items have come to light since the *Field Guides* were published. Expanded lists include 32 items from Indian Territory and 44 more from Oklahoma Territory (per articles by Jim Adams in *The Check Collector* Jan–Mar 2017, pp. 12–15, and Apr–Jun 2017, pp. 12–15). Some of these entries differ from each other in only minor ways, primarily in differences in printed datelines, but these numbers are still low enough to reflect the scarcity of Oklahoma RSP items. Moreover, many of the known items have been reported only as single items or in very small quantities. Note that Castenholz does not list Indian Territory and Oklahoma Territory documents separately, but does identify them as such individually under the “Oklahoma” rubric.

Through the courtesy of my friend and noted RSP collector Hermann Ivester, I have been made privy to the existence of an additional seven Indian Territory/Oklahoma items not listed in Castenholz that are graced with distinctive vignettes. That’s it folks! The most common of these very uncommon vignettted items are checks from the account of Charles S. Coleman, druggist, of Checotah, Indian Territory on the First National Bank at Checotah. **Figure 1** shows an example made August 30, 1900, payable to E. N. Lightner & Co. of Detroit.

Figure 1.
1900 check of druggist Charles S. Coleman, Checotah, Indian Territory, on the First National Bank there

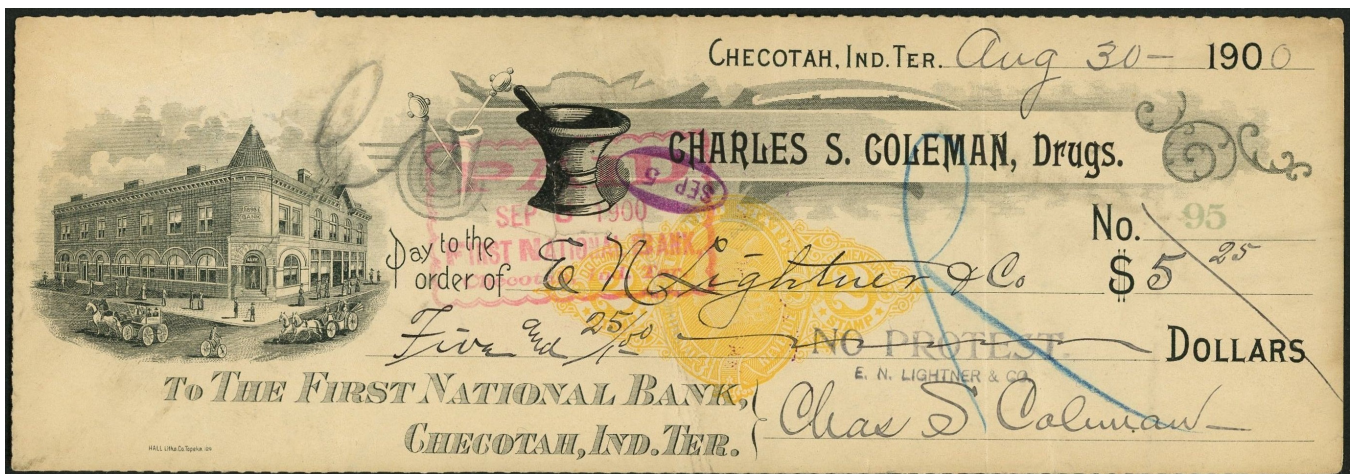




Figure 2. Former First National Bank building, Checotah, Oklahoma

A modern photo of the First National Bank (Figure 2) confirms that it is accurately depicted by the illustration on this check. As an interesting aside, I have found the same to be true for many vignettes of banks on checks and drafts of Connecticut RSP for which photos of the buildings are available. I had originally thought the vignettes were simply artist's representations but this has turned out not to be so.

So what do we know about the town of Checotah; the First National Bank; Charles S. Coleman, the maker of this check; and E. N. Lightner & Co., the payee? Read on.

"Indian Territory" and Oklahoma

The history of Oklahoma is surprisingly complicated. Eastern Oklahoma, where Checotah is located, was originally part of the Louisiana Purchase of 1803. Most of what now comprises the state was set aside in the 1834 Trade Act as "the Indian country." But the panhandle area of the state was acquired by the United States only after the Mexican-American war of 1846–8.

"Indian country" originally encompassed all of the United States west of the Mississippi and not within the states of Missouri, Louisiana, or Arkansas Territory, or any other organized territory. Later the term "Indian Territory" came into widespread use, but the region was never formally organized as a territory; this would have required a territorial form of government. It was properly classed as an unorganized district.

In March 1889 President Benjamin Harrison signed legislation authorizing settlement of the

"Unassigned Lands," nearly two million acres in present-day central Oklahoma, to begin at noon on April 22. Massed thousands awaited the cannon shot signalling its opening, and by the end of the day virtually all available land had been claimed. Both Oklahoma City and Guthrie were established as cities of around 10,000 in literally half a day. As *Harper's Weekly* put it, "At twelve o'clock on Monday, April 22d, the resident population of Guthrie was nothing; before sundown it was at least ten thousand. In that time streets had been laid out, town lots staked off, and steps taken toward the formation of a municipal government." Many opportunists jumped the starting gun to reach their claims sooner, hence the nickname "Sooners" for Oklahomans.

Pre-Territorial "Oklahoma Territory"

These newly-claimed Unassigned Lands, shown in pink, unlabelled, in the center of Figure 3, were informally referred to as "Oklahoma Territory," even though, as with Indian Territory, it lacked an organized government, a prerequisite of any official U.S. territory. Another year would elapse before the formal creation of Oklahoma Territory on May 2, 1890, including: "Indian Territory"; the Unassigned Lands; extensive lands set aside to relocate Plains Indians and other Midwestern tribes; and the Neutral Strip (Figure 3). Even though these were now all parts of the newly created territory, the old terminology was retained. The designation "Indian Territory" on checks like that shown in Figure 1 refers to those regions previously part of the so-called Indian Territory; and the designation "Oklahoma Territory" applied to everything else. The reason for this was presumably the unique nature and administration of the original "Nations" as Indian lands. On November 16, 1907, Oklahoma became the nation's 46th state and the old terminologies became doubly and finally obsolete.

Checotah

Checotah is located in east-central Oklahoma in McIntosh County at the crossroads of U.S. Highways 69 and 266, just north of Interstate 40. In February 1872 workers for the Missouri, Kansas and Texas Railway (MK&T, commonly called the "Katy") established a railhead at present Checotah, on the old Texas Road in the Creek Nation, as they built tracks southward toward the Red River. It became known as "Checote Switch," after the Creek Chief Samuel Checote. Later a mapmaker erroneously spelled it "Checotah." As the railroad builders moved on, the first tiny depot became

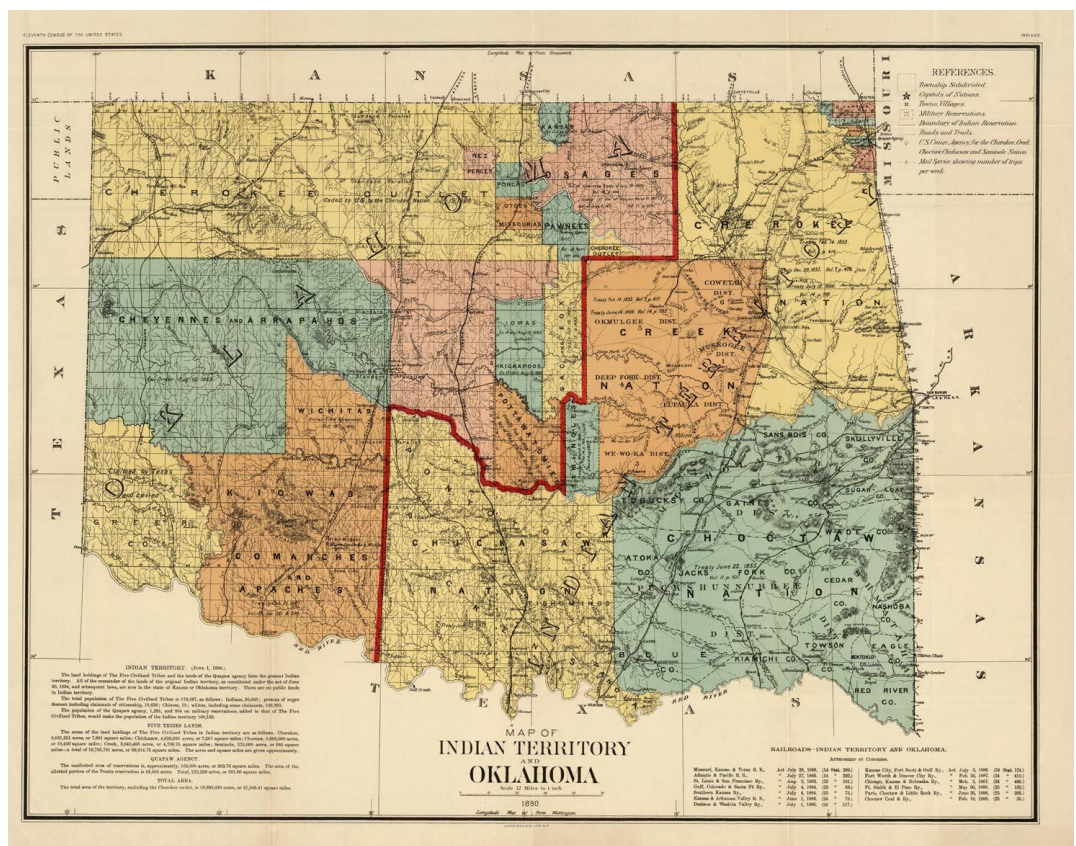
home for a telegraph operator and the community's first post office.

The fertile prairie and abundance of wildlife attracted farmers. Cotton, grain and orchards thrived. The environment also supported large herds of cattle. Soon shippers constructed cattle pens near the depot to accommodate their herds. This section of land became the town site, donated by pioneer ranchers and businessmen Judge E. H. Lerblance and W. E. Gentry. Merchants came, homes were built, and schools and churches were established around the terminal. Town boosters touted the booming community as "the gem of the prairie." In 1893 Checotah was chartered by the Creek Nation, and the Dawes Commission held its first meeting there in Lerblance Hall.

Checotah was located on the age-old game trail that later became the Texas Road. On this thoroughfare near present Checotah lies the site of the Civil War's Honey Springs Battleground, the largest conflict in Indian Territory, fought July 17, 1863. The "Katy" essentially followed the Texas Road as it built tracks southward.

Checotah almost became the seat of McIntosh County. Between 1907 and 1909 it was involved in a dispute with nearby Eufaula known as the McIntosh County Seat War. After Checotah was designated as the seat, the officials in Eufaula refused to hand over the county records. Soon after, a group of heavily armed men from Checotah attempted to seize the records from the courthouse in Eufaula, but were beaten back and forced to surrender during the gunfight that followed. One year later Eufaula was designated the permanent seat of McIntosh County.

In 1900 Checotah had a population of 805, which climbed to 1,683 in 1910. Its industrial strength peaked in the 1920s; there was a smelter, a glass plant, a cotton oil plant, five cotton gins, and a light and water company with an ice plant. The



population reached 2,390 in 1920, fell to 2,110 in 1930, and rebounded to 2,638 by 1950. By 2010, it had reached 3,335, of whom 15.91% were Native American.

First National Bank

Banks were unheard of for much of Indian Territory's existence. One reason was that cash was often scarce, and residents of the Territory relied on the barter system or lived on credit until the crops came in or a government payment was disbursed. These funds were then turned over to the local mercantile to pay off debts accumulated during the growing season. Because of this, merchants often took on the role of *de facto* bankers in Indian Territory's early towns. The mercantilists provided banking services to the cattlemen, farmers and other settlers in the area. At first, they simply allowed people to store cash in their safes since lawlessness and theft were always a problem.

Later merchants began to offer loans, accept deposits, keep records of accounts, and even make payments for individuals on their own checks. Some merchants, such as Homer Spaulding in Muskogee and C. E. Foley in Eufaula issued their own scrip "currency," used primarily to purchase goods in the issuing store, but other people around town would accept it for payments as well.

Figure 3. Oklahoma Territory, 1890. To the right of the red line, the original Nations of the relocated Civilized Tribes, now still referred to as "Indian Territory." To the left, the region colloquially referred to as "Oklahoma Territory," including areas originally set aside for western tribes; in pink, unlabelled, the Unassigned Lands claimed in the rush of 1889; and the "panhandle" Neutral Strip represented here by the rectangle labelled "Public Lands."

There was no legal means to establish a bank in Indian Territory until 1890, when the creation of Oklahoma Territory made federal banking laws applicable there, and towns such as Muskogee, Ardmore, McAlester and Tahlequah saw national banks established.

A financial panic in 1893 caused many depositors to lose their funds, causing a distrust of banks in the “Twin Territories.” The difficulties of the 1893 Panic were still on the minds of bankers and politicians as the territories approached statehood. Then in October 1907, another banking panic occurred just before statehood.

Protecting depositors’ money was a high priority for Oklahoma’s first governor, Charles Haskell. Calling for laws that would protect depositors, he pushed for a general banking bill from the state legislature, which resulted in the Oklahoma Bank Guaranty Law. This created a Bank Guaranty Fund, capitalized by a levy of 1% of average daily deposits from state banks. In the next few years, as banks failed or were closed, the Bank Guaranty Fund ensured that no depositor lost a dollar. The Bank Guaranty Fund only continued until 1923, but served as a model for other states and eventually for similar federal legislation.

In this environment, the First National Bank of Checotah was established in 1898, charter No. 5128. It operated until 1927 and issued \$757,040 in its own federal bank notes during its lifetime. These territorial notes are scarce and sought after by modern currency collectors.

The handsome First National Bank building still stands at the northeast corner of Gentry and Broadway in Checotah. Built of red brick in the Romanesque style, the two-story commercial building originally housed the bank, telephone company offices, and retail stores. This corner remains a focal point of the business district at the main intersection.

Charles S. Coleman

Precious little information is available on Charles S. Coleman due to the sparse settlement in Checotah and the paucity of publications dealing with the place. The census of 1900 shows Mr. Coleman as having been born in Indiana in May 1871. The little additional information appearing here has been generously supplied to me by long-

time ARA stalwart Mike Morrissey. In 1897 there was a Russell Coleman’s Drug Store on Front Street, the proprietor very likely a relative of Charles S. Front St. does not appear on maps of modern Checotah; street names there evidently changed names over the years. Charles, along with Mr. & Mrs. M. W. LaFayette, owned mining interests in central Mexico. It was reported in the press on April 19, 1901, that they all relocated there after having disposed of their property in Checotah; this underscores the difficulty of finding additional information about Charles S. Coleman.

E. N. Lightner & Co.

E. N. Lightner & Co., located in Detroit, manufactured pharmaceutical and toilet goods, flavoring extracts, and miscellaneous related items. An 1879 Detroit city directory lists the company’s premises at 99–101 Larned St. An undated but possibly later business card lists their offices and laboratory at 71 Jefferson Ave.

Apparently, not all of Mr. Lightner’s products were of the highest quality. The February 1900 *Bulletin of the Michigan Drug and Food Commission* notes a complaint against him for the sale of adulterated extract of vanilla. The Federal Pure Food and Drug Act of 1906 very likely resulted from the cumulative effect of many manufacturers engaging in similar transgressions.

So there we have it — the story of the amount of information that can be wrung out of a scarce check written in “Indian Territory” nearly 120 years ago, and hopefully an enticement for our ASCC friends to remain with and contribute to the ARA.

Acknowledgement

Many thanks to my friends and RSP collectors *par excellence*, Messrs. Bob Hohertz and Hermann Ivester, for their help in writing this article.

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1872 Checks Stamped at Fort Gibson and Fort Sill, Indian Territory

By Michael Mahler



Figure 1. Check carried to Fort Gibson, Indian Territory, by Col. B. H. Grierson, made and stamped by him there in October 1872

The preceding article invites a writeup of what I have long considered two of the most remarkable U.S. territorial revenue-stamped documents extant, checks made in 1872 at Fort Gibson and Fort Sill in the so-called “Indian Territory.”

A disclaimer is necessary at the outset, namely that this was never a formally organized U.S. territory. It was initially defined by the 1834 Trade Act as “the Indian country,” encompassing all federal lands west of the Mississippi River not in already existing states or territories; settlement by whites was prohibited there. The term “Indian Territory” was used in print the following year by Isaac McCoy, a longtime advocate of a trans-Mississippi Indian zone, in anticipation that the region would eventually become a formal territory, with government and laws, for all Indians. The term passed into common parlance despite the fact that the hoped-for territory would not materialize until 1889, and then only as part of Oklahoma Territory. Until then it was properly classed as an unorganized district. This only makes it the more remarkable, though, that U.S. revenue stamps were used there.

Figure 1 shows a check of M. P. Ayers, Bankers, with Jacksonville, Illinois, dateline changed by hand to “Fort Gibson, I.T.,” October 11, 1872, payable to Colonel B. H. Grierson, made by Grierson himself. A 2¢ Bank Check orange is cancelled “BHG Oct 11/72” in Grierson’s hand.

When erected in 1824 Ft. Gibson, in northeast Indian Territory (Figure 2), had been one of several situated to protect the country’s western border and the extensive Louisiana Purchase. It was abandoned in 1857, briefly reoccupied during the Civil War, then abandoned once again in 1871.

Grierson’s “Buffalo Soldiers”

Shortly before this check was issued it was occupied once more, by the the 10th Cavalry under Grierson. One of its primary missions was to protect and police workers building the Missouri, Kansas and Texas Railway from Baxter Springs, Kansas, to the Red River crossing at Colbert’s Ferry, Indian Territory, on the Texas border. Herein lies the third remarkable aspect of this check, besides its extraordinary origin and the fame of its maker: the 10th Cavalry was an exclusively African-American regiment, one of the original six “buffalo soldier” units in the post-Civil War army, — along with the 9th Cavalry and the 38th, 39th, 40th and 41st Infantry Regiments — authorized in 1866.

Grierson’s Raid

Benjamin Henry Grierson (1826–1911, Figure 3) was not only commanding the 10th Cavalry at the time he wrote this check in October 1872, he had

Figure 2. Indian Territory in 1870. Blue dot at “Ft. Washita” indicates location of Ft. Sill, erected in 1871.





Figure 3. B. H. Grierson circa 1865

organized it in 1866 and led it since then. During the Civil War he had risen from private to cavalry commander, then was promoted to brigadier general after leading the sensationally successful Grierson's Raid, a 600-mile dash through rebel territory by his 1,700 man brigade in mid-1863 (Figure 4). As aptly summarized:

There were other simultaneous operations to distract Confederate attention from the real threat [against Vicksburg] posed by U. S. Grant's Army of the Tennessee. Grierson's operation, however, mainly conducted with two Illinois cavalry regiments, has become the most famous, and for good reason: For 16 days (April 17 to May 2) Grierson led Confederate pursuers on a high-stakes chase through the entire state of Mississippi, entering the northern border with Tennessee and exiting

its southern border with Louisiana. The daily rides were long, the rest stops short, and the tension high. Ironically, the man who led the raid was a former music teacher who some say disliked horses. Throughout, he displayed outstanding leadership and cunning, destroyed railroad tracks, burned trestles and bridges, freed slaves, and created as much damage and chaos as possible.

Grierson's raid broke a vital Confederate rail line at Newton Station that supplied Vicksburg and, perhaps most importantly, consumed the attention of the Confederate high command. While Confederate Lt. Gen. John Pemberton at Vicksburg and other Southern leaders looked in the wrong directions, Grant moved his entire Army of the Tennessee across the Mississippi River below Vicksburg, spelling the doom of that city, the Confederate chances of holding the river, and perhaps the Confederacy itself (Smith, 2018).

Grierson's own report stated that his forces had "killed and wounded about 100 of the enemy, captured and paroled over 500 prisoners, many of them officers, destroyed between 50 and 60 miles of railroad and telegraph, captured and destroyed over 3000 stand of arms, and other army stores and government property to an immense amount. We also captured 1000 horses and mules." He concluded, as he later remarked, that "the Confederacy is a hollow shell."

Of greater significance was the success of his mission as a diversion. Some 95% of the messages sent by Pemberton to his headquarters named Grierson's force, not Grant, as the greatest danger to him. Sherman called Grierson's raid "the most brilliant expedition of the war," and a grateful Grant was only a little less effusive, terming it "one of the most brilliant, [which] would be handed down in history as an example to be imitated."

To Northerners distressed by the embarrassments of Union cavalry at the hands of rebel commanders like J. E. B. Stuart, Nathan Bedford Forrest and John Hunt Morgan, Grierson's success was exhilarating. He wrote to his wife from New Orleans that "I, like Byron, have had to wake up one morning and find myself famous. Since I have been here it has been one continuous ovation." In June he was featured on the covers of *Harper's Weekly* (Figure 5) and *Leslie's Illustrated*. In early 1865 he would be breveted major general after a successful operation against the Mobile & Ohio rail line.

Postwar, Grierson's career path was strikingly less successful. Despite holding several important



Figure 4

commands, the war hero spent more than two decades as a colonel before being finally appointed brigadier at age 64 in 1890 as a concession to his impending retirement. His passionate support of the 10th Cavalry, and his refusal to relinquish its command when urged to do so, no doubt factored into this; while other commanders routinely denigrated black troops, he steadfastly championed them. His perceived lack of firmness toward the native tribes and his lack of West Point credentials further weakened his standing among fellow officers, notably his superior, Gen. Philip Sheridan.

Figure 6 is a rare photo of a 10th Cavalry dress parade at Ft. McKinney, Wyoming Territory, in the 1880s. The term “buffalo soldiers” was attached to the black troopers by early Indian observers, its etymology mysterious until Francis Roe, an army wife, explained in an 1873 letter that the natives used it because the troopers’ hair seemed to them similar to the fur on a buffalo’s head.

Fort Sill, I.T., 10th Cavalry

Figure 7 shows a check of The City Bank of St. Paul, Minnesota, with dateline changed by hand to “Fort Sill, I.T.,” December 8, 1872, made by S. T. Norvell, “Captain 10th Cavalry,” serial No. 3 from Norvell’s account. A 2¢ USIR is cancelled “S.T.N. Dec. 8, 1872” in Norvell’s hand. A blue PAID handstamp of the bank is dated December 18, and another on reverse of Dawson & Co., Bankers, of St. Paul bears the same date; this seems an admirably short transit time. The explicit reference to the 10th Cavalry adds a desirable touch here, making it clear that this is a premier Black History item.

The site of Fort Sill, near Medicine Bluff in the Wichita Mountains in south-central Indian Territory (Figure 8), was chosen by Gen. Philip Sheridan



Vol. VII—No. 356] NEW YORK, SATURDAY, JUNE 6, 1868. [SINGLE COPIES: ONE PER YEAR: ADVANCE.]

Figure 5



Figure 6. 10th Cavalry dress parade, 1880s (American Heritage Center, University of Wyoming)

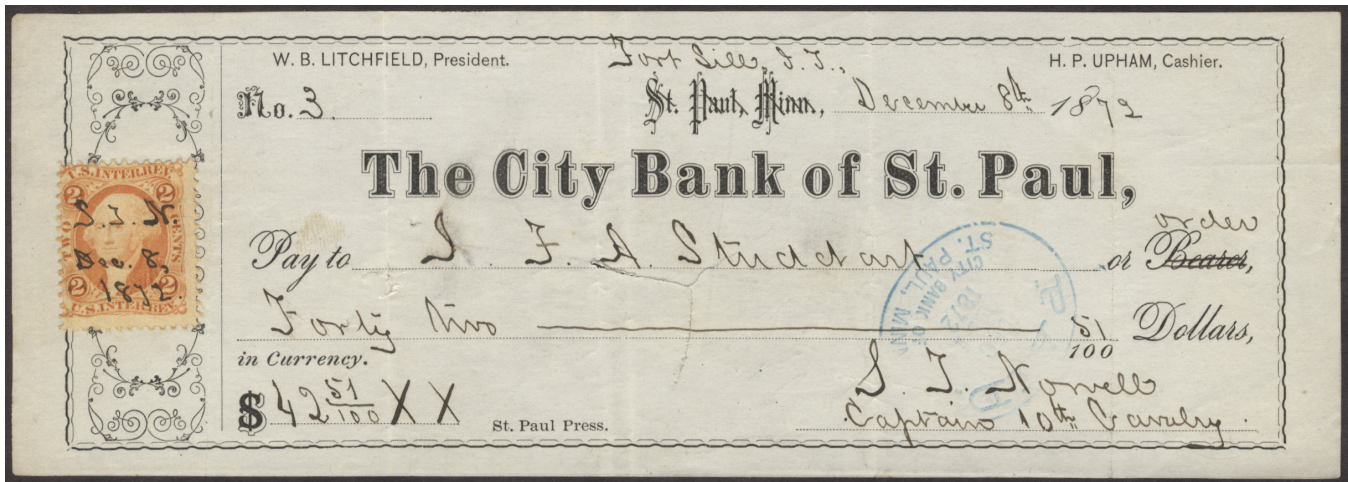


Figure 7. Check carried to Fort Sill, Indian Territory, by Capt. S. T. Norvell, 10th Cavalry, made and stamped by him there in December 1872

during his 1868–9 winter campaign against tribes raiding border settlements in Texas and Kansas.

The 10th Cavalry was among six cavalry regiments included, and did most of the work constructing the fortifications. Col. Benjamin Grierson, commander of the 10th, was also the first post commander. The site was first called Camp Wichita, and by the natives “the Soldier House at Medicine Bluffs.” In August 1869 it was named by Sheridan in honor of his West Point classmate and friend, Brig. Gen. Joshua W. Sill, who had been killed at the Battle of Stones River, near Murfreesboro, Tennessee, in 1862. On the eve of the battle, Sill had conferred with Sheridan, after which they mistakenly put on



Figure 9. S. T. Norvell circa 1898

each other’s coats, and Sill was wearing Sheridan’s coat when he fell. The 1870 map shown in Figure 2 showing “Ft. Washita” at the site of Ft. Sill, is misleading on two counts. There was a fort of that name, some 130 miles to the southeast near the Washita River, but it had been abandoned in 1861; the mapmaker evidently confused it with “Camp Wichita,” the early name for Ft. Sill.

Stevens Thompson Norvell (1835–1911) was assigned to the 10th Cavalry in 1871 and served with them for nearly three decades, ultimately during the Battle of San Juan Hill, Cuba, in July 1898, during the Spanish-American War, before retiring as a lieutenant colonel in 1899 (Figure 9).

How the stamps used by Grierson and Norvell reached these remote outposts

makes for interesting speculation. They might have been supplied by sutlers, but given that both officers carried their own supply of checks, it is plausible that one or both also brought along, or had sent to them, a personal supply of stamps. In any case their use reflects extraordinarily attention to detail. One sees with some regularity checks with the stamp added at the bank, occasionally notated to debit the account the requisite 2¢. Had the checks shown here not been stamped at the forts, it would presumably have been done by the banks, perhaps as a patriotic courtesy. Grierson and Norvell meticulously eliminated the need for that.

Sherman Skirts the Maelstrom

In May 1871 events occurred in and around Ft. Sill, tangentially involving Col. Grierson, that would shape U.S. Indian policy in the decade to come. Some months earlier President Grant had



Figure 8. “Medicine Bluff at Ft. Sill, 1870s,” (Barbara Vaupel, 1999, Oklahoma State Senate Lounge)

consented to the appointment of Quakers as Indian agencies for the Southwest tribes. Troops at Fort Sill were forbidden by Lawrie Tatum, Agent at the adjoining Kiowa and Comanche reservation, from taking punitive action against the Indians, who predictably interpreted this as a sign of weakness, and used the reservation as a sanctuary from which to launch raids. Now a formidable war party led by war chief Satanta and the powerful shaman Maman-ti ranged south into Texas.

Meanwhile William T. Sherman, who had replaced Grant as general-in-chief of the Army, had embarked on a tour of the region to investigate reports that it was under serious threat from Indian raids. Skeptical of these accounts, he travelled with only a small escort. On May 18 his party, travelling north toward Ft. Richardson, Texas, some 110 miles south of Ft. Sill, passed a wagon train bringing supplies to the fort. Both were unaware that Satanta's war party lay in ambush. As recounted later by Indian participants, Sherman's party was allowed to pass on the advice of Maman-ti, who predicted the arrival of more profitable prey. This saved Sherman, whose escort numbered about eighteen, from almost certain death at the hands of the well-armed war party, which outnumbered his troops more than five to one. Instead it fell upon the wagon train. Thus was averted a disaster whose shock waves would have eclipsed even those of the massacre of Custer's forces five years later.

In what came to be known as the Warren Wagon Train raid, seven muleskinners were killed, one lashed to a wagon wheel, his tongue cut out, and burned alive. Five escaped, as the raiders were more concerned with their booty, loading the supplies onto 40 mules and fleeing back to Ft. Sill. The escapees reached Ft. Richardson that night, where Sherman was awakened to hear their grisly tale. Pursuit accomplished little other than to survey the scene of the crime and bury the mutilated dead.

Sherman, having proceeded to Ft. Sill, was unaware that the



Figure 10. Satanta in 1864
(J. M. Borot, 2010)

killers were now under his nose, and the crime would have been perfect had Satanta (Figure 10) been able to contain his overweening pride. Instead he boasted to agent Tatum that:

I have heard that you have stolen a large portion of our annuity goods and given them to the Texans; I have repeatedly asked you for arms & ammunition, which you have not furnished, and made many other requests which have not been granted, You do not listen to my talk. The white people are preparing to build a R. R. through our country, which will not be permitted. Some years ago we were taken by the haid & pulled here close to Texans where we have to fight. But we have cut that loos now and are all going with the Cheyennes to the Antelope Hills. When Gen. Custer was here two or three years ago, he arrested me & kept me in confinement several days. But arresting Indians is plaid out now & is never to be repeated. On account of these grievances, I took, a short time ago, about 100 of my warriors, with the Chiefs Satank, Eagle Heart, Big Tree, Big Bow, & Fast Bear, & went to Texas, where we captured a train not far from Ft Richardson, killed seven of the men, & drove off about 41 mules. Three of my men were killed, but we are willing to call it even. If any other Indian come here & claims the honor of leading the party he will be lying to you, for I did it myself.



Figure 11. Satanta in 1878
(Texas State Library)

He added that he could have killed Sherman if he had wished. The general reacted quickly, ordering the arrest of Satanta, Satank, and Big Tree. Since the Quaker-influenced policy prevented this on the reservation, they were invited to a parley on Grierson's porch, where the arrests were made. Sherman sent the chiefs for trial in civilian court as common brigands and murderers, rather than as military leaders of a belligerent nation. Satanta's arrival at Ft. Richardson for trial made a vivid impression:

He was over six feet and, mounted on a small pony, seemed taller. He was stark naked but for a breech clout and beaded moccasins. His coarse black hair, powdered with dust, hung tangled about his neck except a single scalp lock with an eagle feather to adorn it. The muscles stood out on his giant frame like knots, and his form was proud and erect in the saddle, while his motionless face and body gave him the appearance of a bronze statue. Nothing but his intensely black glittering eyes betokened any life in his carved figure. Every feature of his face spoke disdain for the curious crowd that gathered about him. His feet were lashed with a rawhide lariat under the pony's belly, and his hands were tied. Disarmed and helpless, he was a picture of fallen savage greatness.

The aged chief Satank had been killed while attempting to escape during the trip from Ft. Sill. Satanta and Big Tree were sentenced to death, but their sentences were commuted under orders from President Grant, who was still under the influence of Indian sympathizers. Kiowa chiefs now travelled to Washington to assure the Interior Secretary that they would “walk the peace path” if Satanta and Big Tree were freed, and in late 1873 they were paroled. An enraged Sherman minced no words with Texas Governor Davis: “I believe Satanta and Big Tree will have their revenge, if they have not already had it, and if they are to take scalps, I hope that yours is the first that will be taken.” In Davis’ defense, he had strongly opposed the parole but had little choice in the matter. Satanta was returned to Huntsville prison the following year after violating his parole at the second Battle of Adobe Wells (**Figure 11**); disconsolate, he leaped to his death from a high window of the Huntsville prison hospital in 1878.

By the end of Sherman’s tour of the Texas forts, his skepticism about the danger of Indian attacks had long since vanished. From his official report:

The benevolent, civilizing peace policy, so urgently advocated by a class of people in the eastern States, has received a long and fair experimental trial with these Indians. They have been regularly fed and the kindest treatment extended to them for two years by our authorities, but it has not had the slightest effect upon them. They have no more conception of gratitude than so many wolves, and they have continually been stealing horses and mules, murdering men, ravishing women and enslaving children. Besides, they have not only openly acknowledged, but have boasted of these atrocities. There was hardly

a day during our trip through the frontier settlements of Texas that we did not hear of some persons who had suffered from Indian raids, and there seems to be no prospect of their ceasing. The question has resolved itself into this, that the border settlers of Texas must all be annihilated, or the Indian, chastised and disarmed.

A policy of “chastising and disarming” the tribes, forcefully argued by the General of the Army, would eventually supplant the Quaker-inspired “peace policy,” the process hastened by continuing attacks by the Comanche and Kiowa in Texas and the Custer debacle in 1876. In **Figure 12**, Interior Secretary Carl Shurz and Gen. Philip Sheridan, Sherman’s field commander, face off over policy differences. Upon succeeding Sherman as General of the Army, “Little Phil” would take the policy to its logical extreme: “The only good Indian is a dead Indian.”



Figure 12. “The New Indian War”

Thomas Nast in Harper’s Weekly, December 12, 1878

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The American Revenue Association

President's Letter

Well, what can I say. Like many, many other meetings, the Saint Louis Expo was re-scheduled due to COVID-19. The new dates are August 14-17, the weekend before The Great American Stamp Show to be held in Hartford. This is all supposing that the country is back to some sort of normal by then, and that meetings are judged safe to attend.

The ARA and the SRS are scheduled to meet at the Saint Louis Expo as before, and our dinner will be held in the same place on Friday evening. I am sure we need to sign up with Eric again for the dinner, though.

And a hearty welcome to those who have joined and rejoined us in 2020!

Bob Hohertz

Secretary's Report

Applications for Membership

The following have applied for membership in the ARA. If the Secretary receives no objections to their membership by the last day of the month following publication the applicants will be admitted to membership.

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Katz, Farley 7359.

Williams, Debbie 7360. P.O. Bx 384, Roanoke, TX 76262

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Jones, Chris 7364. P.O. Box 666, Westmoreland, TN 37168

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Mancini, Robert 7380. Nydalen Alle 17, Oslo, xx 0484, Norway

Hazelwood, Patricia 7381. 20 Whippoorwill Lane, Palmyra, VA, 22963

Carluccio, Steven 7382

Henault, Scott 7383. 22 Denmark St., Dedham, MA 02026

Kantor, Karl J. 7384. 7266 Darien Drive, Hudson, OH 44236

Krevsky, Philip 7385.

Reinstated

Winum, Laurence L. 1970

Lavallee, Thomas 3046

Neely, John H. 3179

Caruana, Lee 5133

Kerr, Randy B. 7178

Rowan, Muriel 7147

Deceased

Ottenheimer, Kurt 3062

Resigned

Angenend, Paul 4714

Buchignani, John 6957

Cameron, Robert H. 5547

Hause, Todd 7180

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