

May 2015

Volume 15 Number 5

Newsletter of the Lake County (IL)

Philatelic Society - Established 1933

Website: [LCPSHOME.ORG](http://LCPSHOME.ORG)

# Perforations



Last month we had a discussion about Cinderellas and seals. We also had the opportunity to look through a large number of samples of each category. The interesting outcome was that the number of seals has declined greatly over the years due to the volume of letters sent is dropping and some of the causes have been rendered obsolete as cures for the diseases have been found.



For those wanting to explore the topic of seals, the **Christmas Seal & Charity Stamp Society** (Since 1931) [URL: <http://www.seal-society.org>] maybe just the place to go.



This month, Louise and Eileen Mason will be guiding us through a presentation on **"Hunting Permit Stamps"**.

They are commonly referred to as **"Duck Stamps"** (formally known as the **Migratory Bird Hunting and Conservation Stamps**), are required by the United States federal government to hunt migratory waterfowl such as ducks and geese. It is widely seen as a collectable and a means to raise funds for wetland conservation, with 98% of the proceeds of each sale going to the Migratory Bird Conservation Fund.



Scott RW1

**Treasures' Report: Total – \$ 3,328.47 (including the \$1.07 in interest earned in 2014)**

### Local Stamp Shows

<b>Compex 2015</b> Forest View Ed Ctr 2121 S Goebert Rd Arlington Hgts IL May 22, 23 and 24	<b>MSDA Show Milwaukee</b> St Aloysius' Gonzaga Hall 1435 S 92nd Street West Allis, WI June 27 and 28	<b>MSDA Summer Show</b> Carlson Country Inn 600 Milwaukee Ave Prospect Heights IL July 11 and 12	<b>MSDA Show West</b> Lindner Conf Center 610 E Butterfield RD Lombard IL September 12 and 13	<b>MSDA Summer Show</b> Carlson Country Inn 600 Milwaukee Ave Prospect Heights IL Oct 10 and 11
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**Next meeting:**  
7-PM on **Tuesday, 26 May 2015**  
at the **Grayslake Library**  
100 Library Lane - Grayslake, IL 60030



**Officers:**  
Dr Tom Willer – President  
Bill Schultz – Vice President  
Dave Sadler – Secretary  
Ed Pieklo – Treasurer



**1869 Pictorial Issue** — this series was very short lived series of one year before being replaced by the **Large Bank Note Issue of 1870-1871**. The ten stamp definitive series was released during the first weeks of the Grant administration — with eight of these introduced on March 19 and 20, 1869 and the two highest values appearing somewhat later in May, along with a revised version of the 15¢ stamp, in which the original, poorly aligned frame was modified (a diamond shape was added above the vignette – see below).



The public heartily disliked the **1869 Pictorial Issue**, and this accounts for its short lifespan. Difficulties included the stamps' size ( 1-inch square) and the very poor quality of the gum. In addition to the physical problems, politics also entered into the equation — the conflict between the Butler and Carpenter firm of Philadelphia (potential successor) and the National Bank Note Company (incumbent) over the contract award had not been resolved when Postmaster General John Creswell assumed his position in 1869. This offered him an opportunity to change the order for the 1869 Issue, but he let the order stand, not anticipating the problems the Pictorial Issue would face when released in the spring of 1869.

The shift back to the tall-portrait format of the earlier 1861 National Issues was Creswell's directive after pressure from congress and ample lobbying efforts by the National Bank Note Company removed any influence Butler and Carpenter over the production of postage stamps. In his annual report, he noted, *"The adhesive stamps adopted by my predecessor in 1869, having failed to give satisfaction to the public . . ."*

This series was revolutionary in design and rethought the concept of what were appropriate stamp subjects, going beyond the established convention that U.S. postage stamps should present images only of dead statesmen. Such statesman-portraits did appear on three values of this issue: the 1¢ Franklin, the 6¢ Washington and the 90¢ Lincoln.

The other seven denominations contain a variety of images. Three stamps illustrate means of postal transportation: delivery on horseback (2¢), by locomotive (3¢) and by steamship (12¢). Two others present historical tableaux drawn from famous paintings of crucial national events: John Vanderlyn's *"Landing of Columbus"* (15¢) and John Trumbull's *"Signing of the Declaration of Independence"* (24¢). The two remaining values (10¢ and 30¢) are two versions on the patriotic eagle-and-shield design.

An innovation no less striking in the series was the introduction of the first two-color stamps in U.S. postal history, on the four denominations of 15 cents and higher. Each color had to be printed separately; and on a few sheets of the 15-cent, 24-cent and 30-cent stamps, the paper was placed in the press upside down for the second printing, resulting in America's first invert errors.

It was not until mid-1950 that the **1869 Pictorial Issue** began to enjoy some warm praise in the philatelic community: expressing admiration for the boldness of its concept and the skill of its miniature engraving by James Smillie, others, affection for the period charm of its illustrations.

The 12¢ stamp, depicting the **SS Adriatic**, is often singled out as one of the most beautiful stamps ever produced (yes – even beating out some bull in a snow storm). The story behind this stamp is interesting. The New York and Liverpool United States' Mail Steamship Company was founded in 1848. The Collins Line, as it was known, traveled between New York and Liverpool in a little more than thirteen and half days on the line's first voyage in 1850. Unfortunately, over time the company had many problems with delays due in part to ship disrepair and a rare collision. Its last commissioned ship, the **Adriatic**, was delivered late, further complicating the company's finances. The 351-foot-long, 4,145-ton **SS Adriatic** made one voyage for the company and was then sold in a bankruptcy sale to the Royal Atlantic Steam Navigation Company. In 1868 the ship was sold to Bates and Co. of Liverpool, which converted it into a pure sailing ship in contrast of the modern marvel at the time of its completion, the ill-fated **Adriatic** ended its service beaching ignominiously on the west coast of Africa in 1885.

Still others writers cite the nostalgic associations of the pictorials, noting that for most collectors of U.S. stamps, the 3¢ locomotive (a common item of which many inexpensive copies are available) is the first issue of real oldy to enter their collections, standing alone, in the otherwise empty early pages of many albums.

Most other values in the series, by contrast, are rare, especially the higher denominations, and for this reason as well the issue is held in veneration by many collectors.