

# Book Reports

May-June 2011 Volume 8, Issue 3



## TAXPAID REVENUES AND SPECIAL TAX STAMPS

Greg Alexander

[Ed. Note. All images accompanying this article are presented at the end of the text. Alternatively, the reader may click on the 'Figure' reference in the text to bring up the associated image.]

Here's a philatelic pop quiz: In what category will you find the largest U.S. stamps?

If you guessed revenues, you would be correct. Now, name the sub-category. Proprietaries? No. Beer stamps? Getting warmer. Tobacco strips? Close, but no cigar.

The largest stamps ever produced, if you include coupons and stub, measure up to 14.5 x 7 inches [Figure 1] and you won't find them listed in the Scott Specialized. They're called Special Tax Stamps and along with their somewhat smaller cousins, taxpaid revenues [only about 5 x 3 inches, sans stub], their appearance has a lot more in common with bonds and currency than with postage.



Beginning in 1862, to help fund the cost of Civil War and later Reconstruction, Congress authorized excise taxes on a host of products. Then, as now, some of the easiest to tax were those deemed "sinful" — tobacco and alcohol. These included cigars, snuff, beer, and distilled spirits. Later the taxes were extended to include individuals and businesses that

created and sold these products: brewers, exporters, warehousemen, manufacturers and retailers. These taxes were essentially annual permits or licenses.

In 1868, the federal government began issuing "stamps" to document payment of these taxes. Excise stamps are known as "taxpays" and occupational licenses are

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“Special Tax Stamps,” first issued in 1873. Many of these early stamps bear a distinct resemblance to the bank notes of the time, both in size and format. To thwart counterfeiting they included ornate intaglio engraved vignettes and frames [\[Figure 2\]](#), security threads embedded in the paper, watermarks and serial numbers. Like currency, these were first printed under contract by the banknote companies, then by the Bureau of Engraving and Printing as it increased its production capacity. On several early stamps, you can see this transition in imprints that include both Continental Bank Note Co and the Bureau of Engraving and Printing [\[Figure 3\]](#). The engraving work on many of these stamps is quite exquisite.

Used versions of these stamps are rare, due to the fact that they were often glued to casks or crates and cancelled in ways that seriously reduced their visual appeal [\[Figure 4\]](#). Special Tax Stamps, sometimes paid on a pro-rated basis, were cut from a tax collector's book with coupons for the number of months left in the year. Once they expired at year end, the stamps were usually discarded.

Collectors in this little known specialty area owe a huge debt to a pair of entrepreneurs who salvaged a vast amount of remnant material destined to be destroyed: Edward B. Sterling [\[Figure 5\]](#) and Hiram E. Deats [\[Figure 6\]](#). The pair were probably the two foremost U.S. revenue experts of the 19th century.

As Sterling explained in an 1890 story in *Press and Angels American*, a weekly paper published in Trenton, New Jersey, obsolete tax stamps had piled up to such an extent that the U.S. Department of the Treasury was running out of room to store them. Stacks of stamps in bound books returned by tax collectors occupied every corridor on the 4th floor of the Treasury Building, along with nine rooms and the basement of the Winder Building, then used by Treasury—some 4,000 cubic feet.

An act of Congress authorized the sale of this surplus material and Deats and Sterling were the successful bidders on the entire accumulation. They received seven train boxcars full of paper weighing more than 200 tons. "We bought them chiefly as historical records," said Sterling. "We now have the stubs of every revenue stamp issued in the United States from No. 1 in 1863 to many thousands in 1885." They eventually identified more than 500 varieties of stamps, some valued at up to \$4,000.

The Department of the Treasury eventually realized that much of the surplus material contained unused revenue stamps and demanded this material be returned. Deats and Sterling complied, and most of it was subsequently destroyed. But not everything.

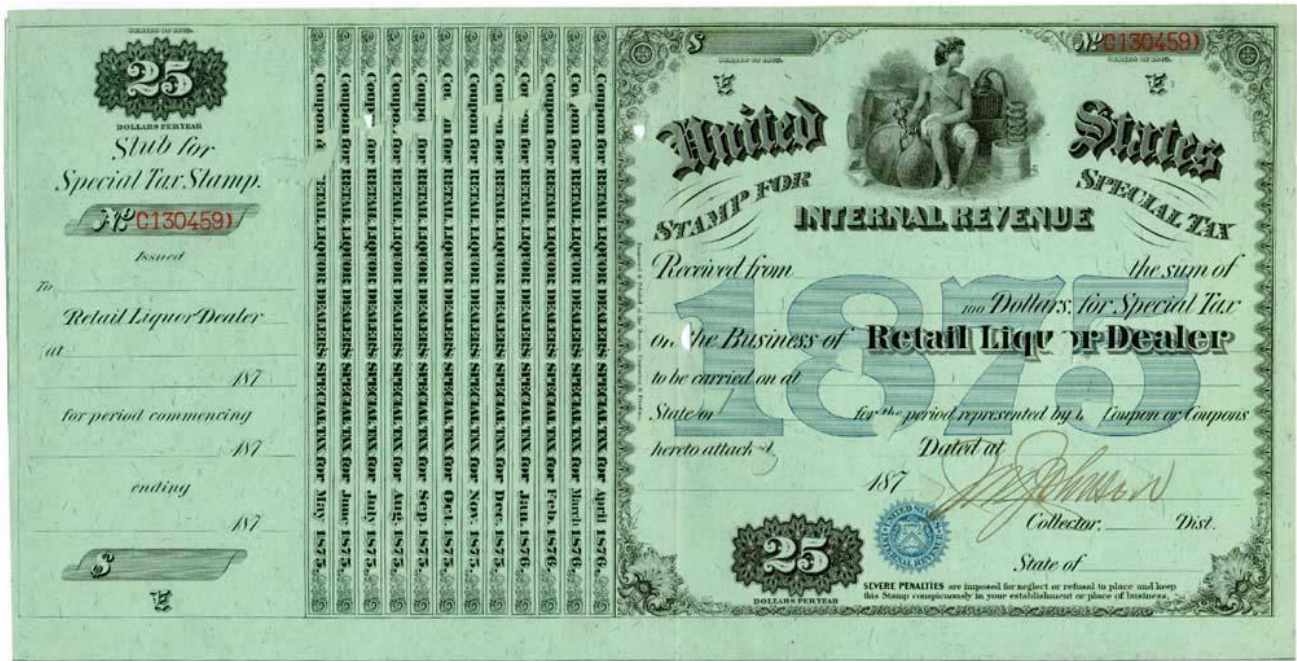
A small percentage, but still a very large number of stamps, was held back, nearly all examples that were punch cancelled. Sometimes these were partially filled out in advance by the tax collector [\[Figure 7\]](#). These are considered "remainders" and though they are less valued than genuinely "used" stamps, I consider them better showpieces of the engraver's art. In some cases remainders are the only surviving examples of these stamps.

Over many years, Deats and Sterling sold off their material to collectors and other dealers. For the 1891 Great Inter-State Fair in Trenton, they printed advertisements on the backs of Distillery Warehouse Stamps [Figures 8 and 9] and gave away 50,000 as samples — offering a clue to how much they actually had in stock.

From 1873 to 1885, Special Tax Stamps featured three central vignettes: the Capitol, Mercury next to a still, and a woman seated beside tobacco products [Figure 10]. The paper color changed each year and the spectrum ran from bright yellow to deep purple. These continued to be issued into the 1970s and though the stamps themselves became less artistic and more utilitarian, Congress grew more creative, requiring taxable licenses of everyone from sugar producers to proprietors of bowling alleys [Figure 11]. Taxpaid stamps were also expanded to cover opium and narcotics to renovated butter and grape brandy [Figure 12].

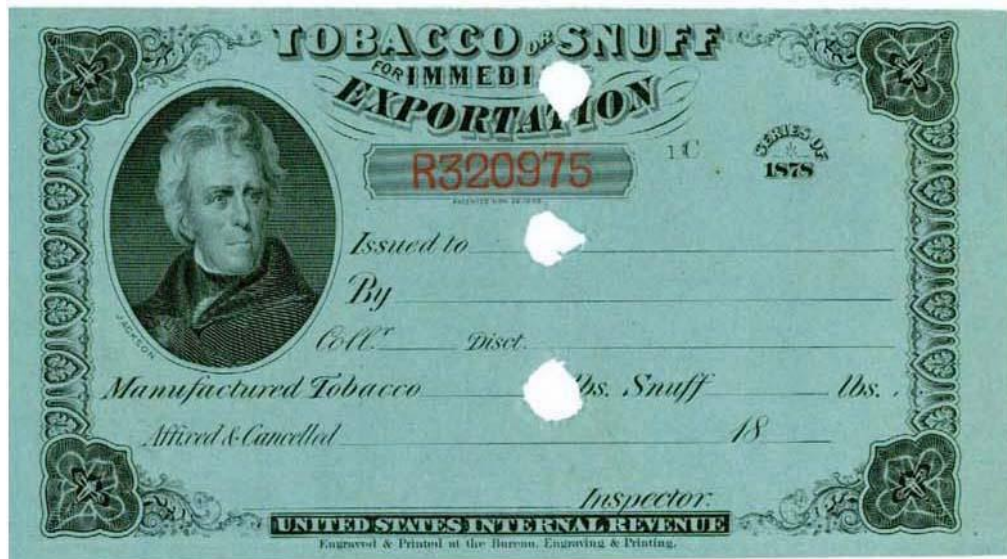
Though it's a narrow niche market with few dealers, taxpaid and Special Tax Stamps have a loyal collector following. Items from the Deats and Sterling hold-back still sell regularly on eBay, going for a few dollars for common types to hundreds for the more obscure varieties. Next time you visit Northwest Philatelic Library, browse the Springer catalogs on the Revenue shelves. You might be amazed to read about some of the biggest stamps you never heard of.

## IMAGES



**Figure 1.** 1875 Special Tax Stamp for a retail liquor dealer [remainder] – 14¼ x 7¼ inches.





**Figure 2.** 1878 series taxpaid stamp for tobacco or snuff exportation [remainder] - 5½ x 3 inches.



**Figure 3.** Close-up of 1872 Rectified Spirits taxpaid showing imprints of the Bureau of Engraving and Printing (*top*) and Continental Bank Note Co. (*bottom*).



**Figure 4.** Series 1878 Rectified Spirits taxpaid for 45 gallons – typical used condition.



**Figure 5.** Portrait of Edward B. Sterling, circa 1899.



**Figure 6.** Hiram Deats (left) in a stiffly posed photo from Mekeel's *Weekly Stamp News* (1892).



**(FORTY)**

No **A537404** CLASS NO. \_\_\_\_\_

Tax paid by \_\_\_\_\_ 18\_\_

on \_\_\_\_\_ Gall's proof spirit in \_\_\_\_\_

warehouse at \_\_\_\_\_ for delivery to \_\_\_\_\_ at \_\_\_\_\_

9	Received TAX on 49 Gall's Distilled Spirits	9
8	Received TAX on 48 Gall's Distilled Spirits	8
7	Received TAX on 47 Gall's Distilled Spirits	7
6	Received TAX on 46 Gall's Distilled Spirits	6
5	Received TAX on 45 Gall's Distilled Spirits	5
4	Received TAX on 44 Gall's Distilled Spirits	4
3	Received TAX on 43 Gall's Distilled Spirits	3
2	Received TAX on 42 Gall's Distilled Spirits	2
1	Received TAX on 41 Gall's Distilled Spirits	1

**A537404**

*John W. Smith* from *John W. Smith*

*John W. Smith* Gall's proof spirit in *John W. Smith*

*John W. Smith* warehouse at *John W. Smith*

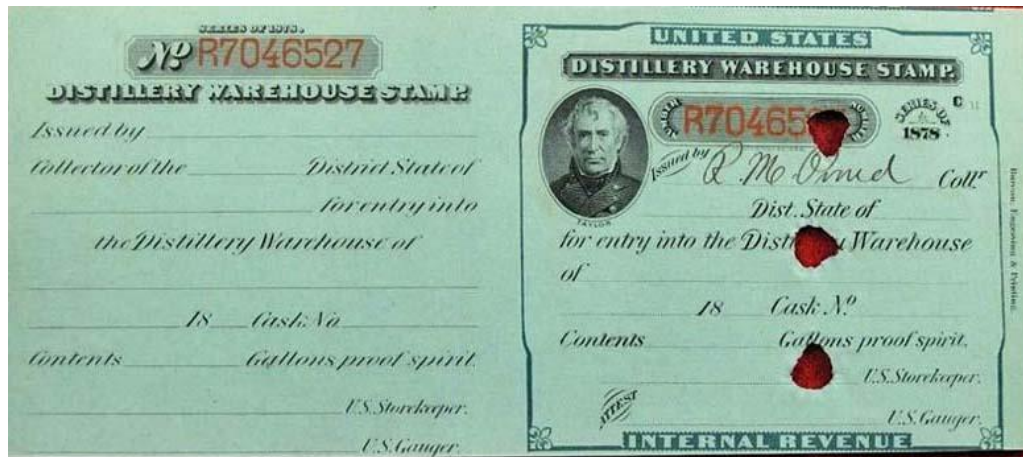
*John W. Smith* for delivery to *John W. Smith* at *John W. Smith*

Dist. \_\_\_\_\_ State of \_\_\_\_\_

*John W. Smith* U.S. Workkeeper

*John W. Smith* U.S. Gauger

**Figure 7.** Series 1869 Distilled Spirits taxpaid for 40 gallons. This remainder was filled out in advance by the tax collector, but never issued - 4½ x 8½ inches with stub.



**Figure 8.** Front of a series 1878 Distillery Warehouse taxpaid that Deats & Sterling used as an advertising circular.



**Figure 9.** Back of the advertising circular in Figure 8.

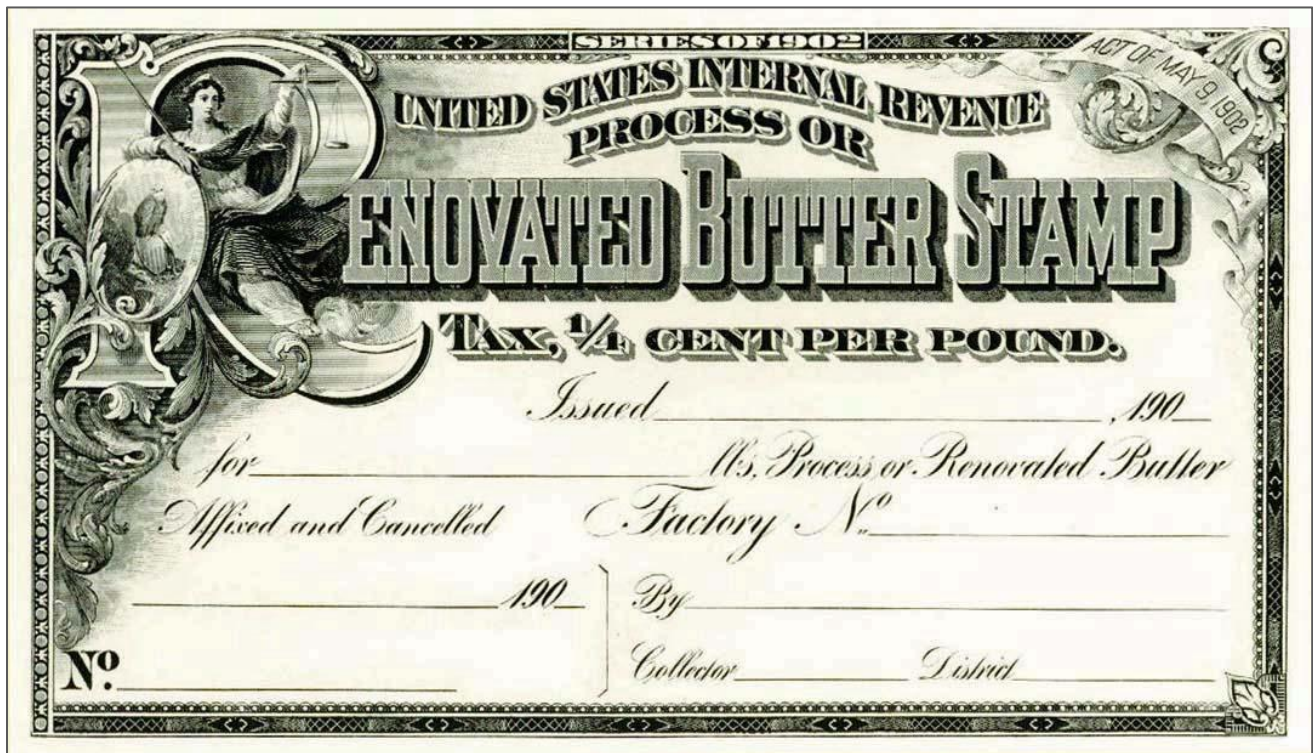


**Figure 10.** Central vignettes for 1873-1885 Special Tax Stamps. Mercury (Figure 1) was used on liquor-related stamps, the Capitol for brewing and malt liquors, and the woman for tobacco.



**Figure 11.** Later-issue Special Tax Stamps were not engraved and lacked vignettes, all following this same basic design - 6½ x 3½ inches.





**Figure 12.** Proof of Series 1902 Renovated Butter taxpaid. Renovating was a way to reprocess rancid butter by means of melting to make it fit for human consumption.

## REFERENCES

Richard Friedberg, *Introduction to United States Revenue Stamps*, Linn's, 1994.

Terence Hines, *Special Tax Stamps of the United States*, American Revenue Society, 1976.

Sherwood Springer, *Springer's Handbook of North American Cinderella Stamps, Including Taxpaid Revenues*, 10<sup>th</sup> ed., Author, 1985.

H.B. Sterling, *Price Catalog of the Revenue Stamps of the United States*, 5<sup>th</sup> ed., Author, 1888.

George Toppan, Hiram E. Deats & Alexander Holland, *An Historical Reference List of the Revenue Stamps of the United States*, Boston Philatelic Society, 1899.

In addition to collecting pre-WWII worldwide stamps and revenues since the 1970s, **Greg Alexander** studies and collects banknote engravings on paper money, stocks and bonds, souvenir cards and USPS commemorative panels. Greg is a member of the NPL Executive Board.

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# WARDWAY STATION, NORTHWEST PORTLAND

Charles Neyhart

Eddie Kane, a 38-year veteran of the Portland Post Office, happened to comment one day that there once was a local post office located in the Montgomery Ward building at 2741 NW Vaughn. This piqued my interest: Why would the Northwest Portland district's only classified station be located in the warehousing premises of a major national retailer? As my inquiry unfolded, based on discussions with current and retired postal personnel and others and studying Richard Helbock's *Portland Area Postal History* [1983] and other written records [however meager], I found out more than originally anticipated. These findings may represent a unique situation regarding Portland postal operations.

## MONTGOMERY WARD & CO., PORTLAND

The Montgomery Ward building opened January 1, 1921 as the northwest regional catalog distribution center for the Company, headquartered in Chicago. The nine-story 750,000 square foot structure was built in an L shape with a final wing added in the 1930s to create its U-shaped configuration.<sup>1</sup> The building, with a large illuminated sign at its top, remains a Portland landmark. The site of the building was just inside the entryway to the former 1905 Lewis and Clark Centennial Exposition grounds. Five other similar catalog distribution centers were built by Montgomery Ward from 1920 to 1929.<sup>2</sup> Later, as Montgomery Ward established main street retail stores, the Portland facility was charged with distributing merchandise to its regional retail stores.



**Figure 1.** A 1919 Oliver Jeffery aerial photograph of the Montgomery Ward building under construction looking to the southwest. Two structures that played a role at the 1905 Lewis and Clark Exposition can be seen: Forestry Building [upper right] and the Oregon Building [lower center].

(Courtesy of Mike Ryerson)

<sup>1</sup> The building was purchased by private interests in 1984 and, after adaptive reuse, named "Montgomery Park."

<sup>2</sup> Four of these remain although all have been adapted for reuse: Baltimore, Fort Worth, Kansas City, and Portland. The Oakland and St. Paul buildings were demolished in 2003 and 1996, respectively.



**Figure 2.** Montgomery Ward building under construction, c. 1920, looking west. Note the remains of the former Oregon State Building to the right prior to its demolition. The work in the foreground is for the American Can Company building [now occupied by ESCO].  
(Oregon Historical Society Neg OrHi 105077)

Montgomery Ward's business model was characteristically and increasingly out of step with that of the industry leader, Sears. The Company failed to respond to the move of the middle class to the suburbs in the 1950s and its retail store operations grew stagnant. Mail order business lagged significantly beginning in the 1960s. In 1968, the cumulative loss of market share led to a merger with Container Corporation of America; the merged company was then acquired by Mobil Oil Company in 1976. The Portland distribution center closed December 31, 1982 and a bargain retail store closed in 1985.

## STATION E TO WARDWAY

A postal "station" has historically been used to denote a postal unit within the corporate limits of the parent post office.<sup>3</sup> Station E was organized December 1, 1906 at 326 Flanders Street to serve Northwest Portland. This was a storefront location between Sixth N and Seventh N [now Broadway] Streets on a block dominated by a hotel.<sup>4</sup> Station E was moved to 125 Fifth N in 1910, then to 289 Glisan Street in 1912, before it was relocated to 2741 Vaughn at the Montgomery Ward building, in early 1921. On today's maps, these pre-Montgomery Ward addresses for Station E are: 612 NW Flanders, 509 NW Fifth Avenue, and 489 NW Glisan, respectively; all in today's Pearl District.

Station E is not listed separately as a sub-station in the *U.S. Official Postal Guide* for 1919 and 1920. This might have been an oversight, but is more likely a result of the 1917 move of the main post office from Pioneer Post Office downtown to the new Federal Post Office at 511 Broadway N, close to Union Station and the rail yards, and one block from the then location of Station E. Perhaps Station E was effectively operated within the new main post office.

<sup>3</sup> Helbock, p. 34.

<sup>4</sup> Sanborn Fire Insurance Maps, 1906-08.

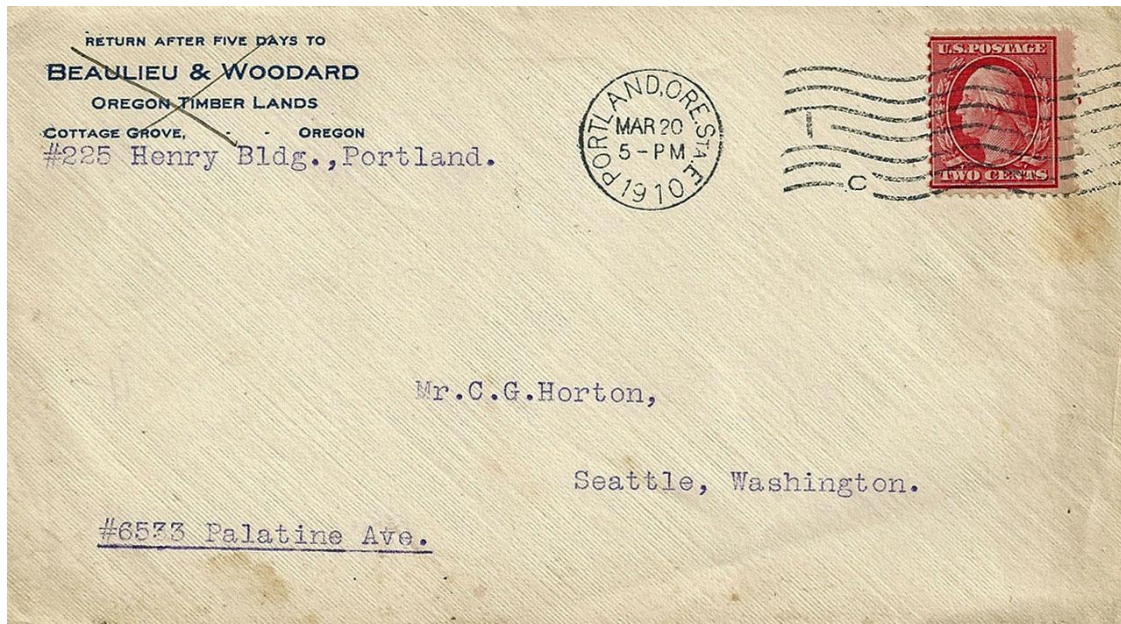


The Montgomery Ward location probably made sense to the Portland Post Office on several counts. First was the stability of the location and reduced costs through a long-term lease for space in a modern building. Second, the site was an improved central location in the Northwest District, reflecting increased residential development in the area and potential expansion of the industrial area north of Vaughn Street [Guild's Lake, the site of the Lewis and Clark Exposition, had been filled in]. Third, the site offered convenient access for local postal patrons and direct routing for effecting bulk transfers with the main post office.

Station E was provided with the standard steel duplex hand cancel and machine cancelling devices for use on first-class mail. The Station also received marking devices for registered mail and money orders, both of which denoted point of origin.



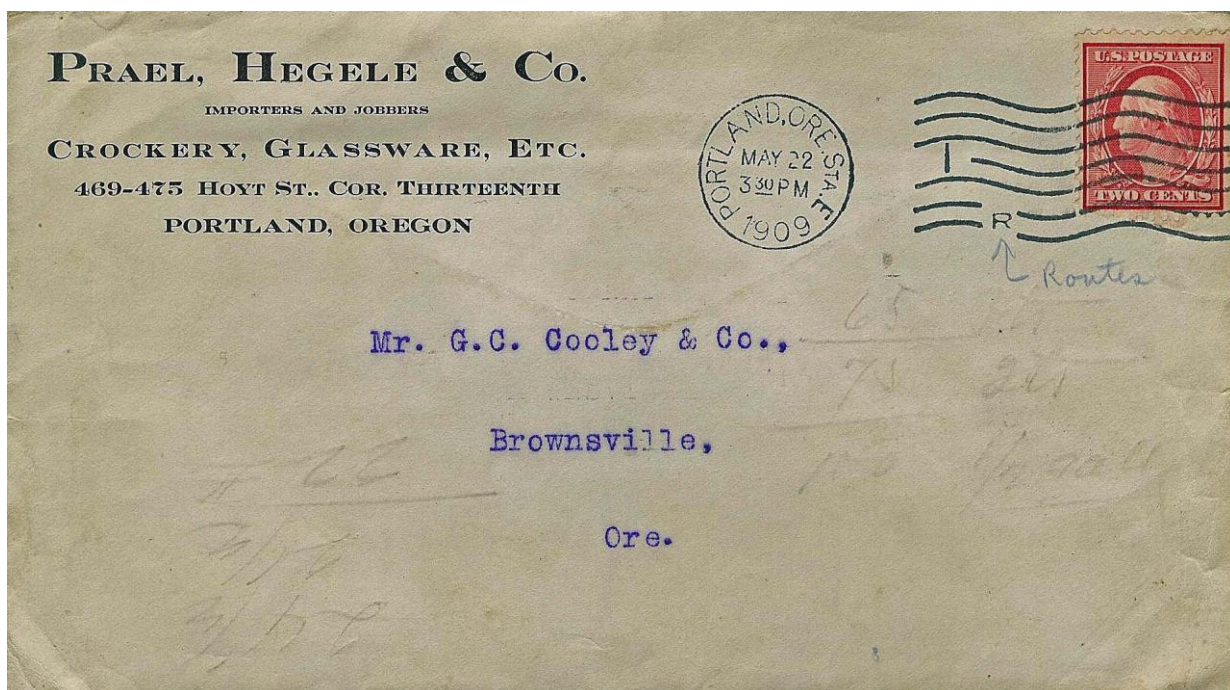
**Figure 3.** Station E duplex steel hand cancel. (Helbock p. 36)



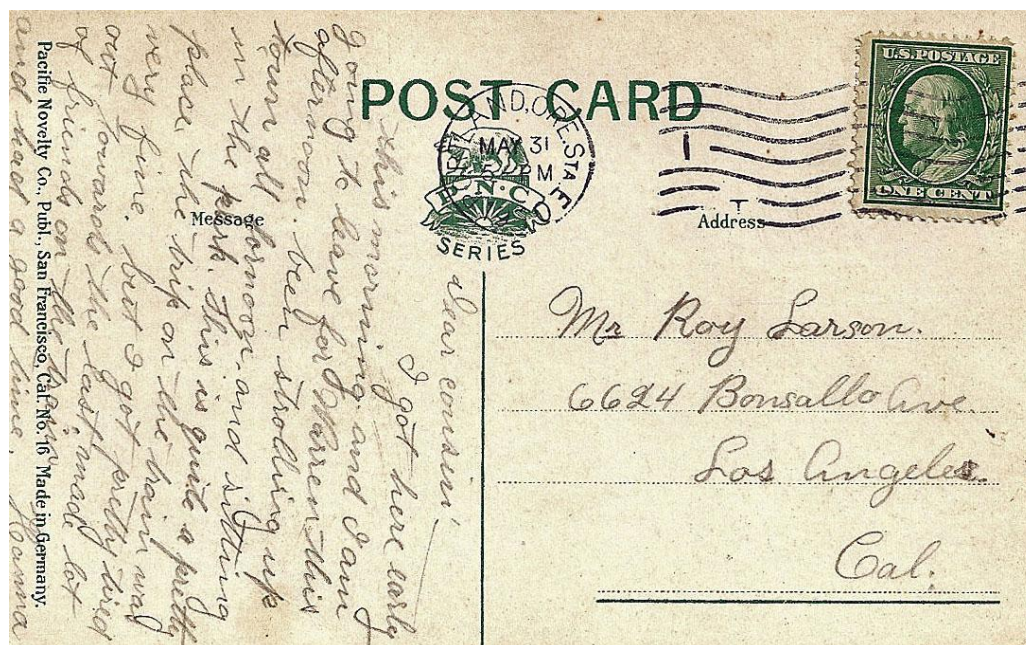
**Figure 4.** Early (1910) Station E International Postal Supply Co. machine cancel.  
(Author's Collection)







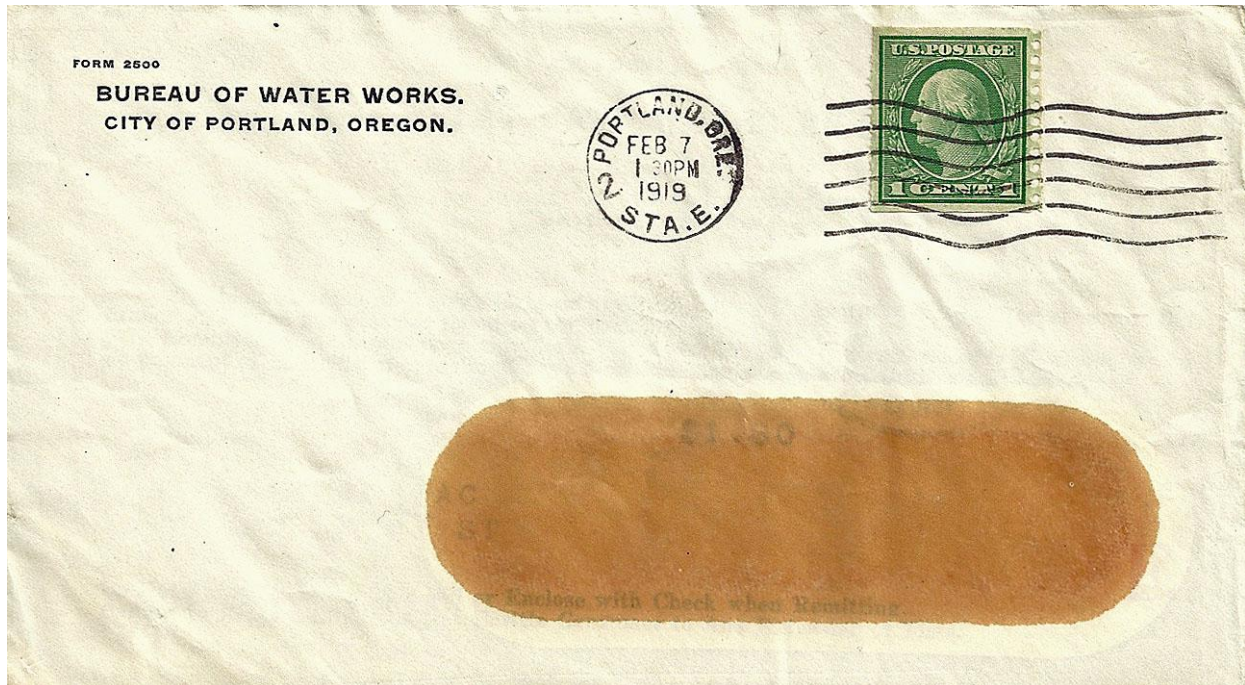
**Figure 6.** 1909 Station E International machine cancel with the "R" designator used as a cancel.  
(Collection of Larry Maddux)



**Figure 7.** 1910 Station E International machine cancel with the "T" designator used as a cancel.  
(Collection of Len Lukens)



The 1919 Station E machine cancel on the cover shown in Figure 8 is a different device with STA. E. appearing at the bottom of the circular dial instead of the year. This device is a Universal [Stamping Machine Company] device: the dial is type 2s; the killer is type 6. The heavy “2” at the bottom of the dial is the number of the device. Thus, Station E had two such devices in use.]



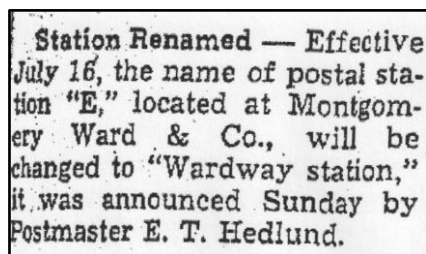
**Figure 8.** 1919 Station E Universal Stamping Machine Co. machine cancel.  
(Collection of Len Lukens)

The Station E cover shown in Figure 9 below is addressed to “City” at an address in Northeast Portland. As a local letter, it would have required the carrier post office, first class intracity rate. The writer franked this with only the right-hand one-cent stamp apparently anticipating that it would be treated as a drop [local] letter. That stamp received the Station E machine cancellation. It was subsequently determined, probably during sorting at the destination Station F or H in Northeast Portland, that the letter was not entitled to the one-cent drop letter rate. Based on an inspection of the envelope by the author, the used glue on the envelope’s flap makes it clear that the envelope had been sealed, which is likely the reason the letter was not entitled to the one-cent rate. The letter thus required an additional one-cent in postage and the ‘HELD FOR POSTAGE’ marking was appropriately applied to the envelope to reflect this. The “9” stamped on the face would refer to the carrier who would collect the additional one-cent in postage from the addressee. Once the deficiency was collected, the second one-cent stamp was applied and then canceled with the destination Station’s duplex steel handstamp.

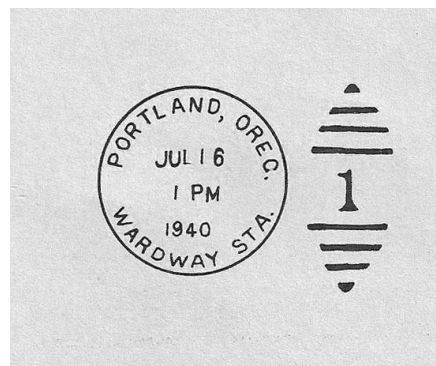


**Figure 9.** A Station E cancelled “City” cover with ‘HELD FOR POSTAGE’ marking.  
(Collection of Len Lukens)

Station E was designated “Wardway Station” on July 16, 1940 with Robert Henkle continuing as Superintendent. As with other named classified stations, Wardway was issued a duplex steel hand cancel for use on first class mail. However, by the 1940s, it was common procedure to cancel all first class mail at the main post office. Thus, Wardway markings are found only occasionally on postcards or as favor cancels [see figure 13]. According to Jack Perryman, a clerk at Wardway from 1950 to 1964, there were no machine cancelling devices at Wardway during his tenure there.<sup>6</sup> Helbock notes that named stations, like Wardway, would have also received hand marking devices for registered mail and money orders, both of which denoted point of origin. But, since these markings appear only on the back of the envelope, they are often difficult to see and are generally overlooked by collectors.



**Figure 10.** *The Oregonian* July 1, 1940.  
(Courtesy of Mike Ryerson)

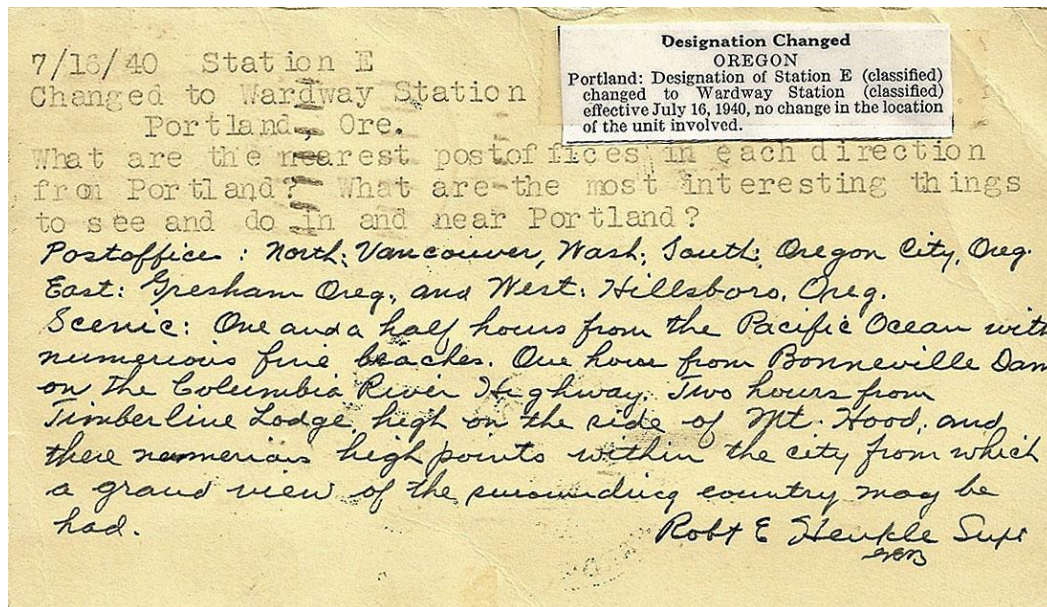


**Figure 11.** Opening date of Wardway Station.  
(Helbock, p. 42)

<sup>6</sup> Conversation with author, December 29, 2010.

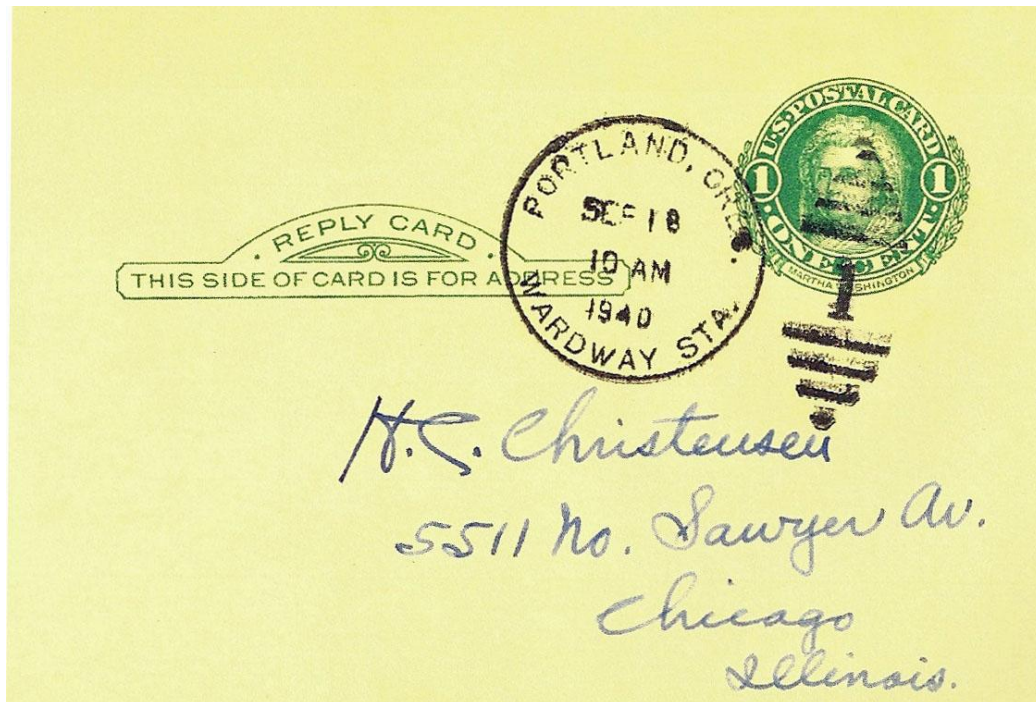


The postal card in Figure 12 is an artifact signed by the Station E/Wardway Station Superintendent, Robert Henkle, to reflect the name transition from Station E to Wardway Station. The card received both the Station E round dater [July 5, 1940] and the Wardway duplex cancel [July 16, 1940]. A Portland, Oregon double-oval cancel was applied to the one-cent stamp. The card then was machine cancelled at the main Portland Post Office [July 16, 1940].



**Figure 12.** The front and back of a postal card signed by the Wardway Station Superintendent.  
(Collection of Len Lukens)





**Figure 13.** A “favor” cancel?  
(Collection of Bill Beith)

At the time of constructing the Montgomery Ward building, the Company donated its right-of-way for a street connection between Vaughn Street and St. Helen’s Road to the City of Portland.<sup>7</sup> At that time, Vaughn Street terminated at 27<sup>th</sup> Avenue N as a result of the layout of the 1905 Lewis and Clark Exposition grounds [Upshur Street was then the connector to St. Helens Road]. The City proceeded to name the new road Wardway Street, most likely an abridged version of a Company training catchphrase “The Ward Way.”<sup>8</sup> It is still called NW Wardway Street today even though Montgomery Ward is long gone.



**Figure 14.** Today’s NW Wardway Street.

<sup>7</sup> Press release from H. Naito Properties [October 3, 1984].

<sup>8</sup> Montgomery Ward’s “ready cut” homes were marketed [1922-31] under the name “Wardway.” The Company’s early Portland advertisements referred to the street as “Wardway Boulevard.” See: Mike Ryerson, “The Wardway Station,” *Northwest Examiner* [February 2011], p. 13.

Wardway Station closed May 31, 1964. Jack Perryman stated that the Station was “pushed out” because Montgomery Ward needed the space.<sup>9</sup> “Former” Wardway Station employees moved operations two blocks south to a Quonset hut at 27<sup>th</sup> and NW Upshur, the temporary home of the newly-established Forest Park Station [June 1, 1964], in anticipation of a permanent facility, eventually located at 24<sup>th</sup> and NW Savier [dedicated 1969].



**Figure 15.** Quonset hut at 27<sup>th</sup> & NW Upshur, the temporary home of the new Forest Park Station after Wardway closed in 1964. The photo shows the structure being torn down in the 1980s.  
(Courtesy of Mike Ryerson)

## THE MYSTERY OF CONTRACT STATION NO. 42

While reading *Portland Area Portland History*, I came across a footnote reference to “Contract Station No. 42.”

Note 2: Contract Station No. 42 was operated in the mail order department of Montgomery Ward & Company for the handling of parcel post, post insured and COD. [p. 40]

Contract station No. 42 was established January 1, 1924 and discontinued June 30, 1962. Note the overlap of these dates with those of Station E/Wardway Station at Montgomery Ward. Several knowledgeable observers have stated that it would have made sense for a contract station to be located at Montgomery Ward after Wardway Station was closed, but not at the same time. I agree this does seem to be an odd pairing; yet, I have been able to confirm that Contract Station No. 42 was operating from 1924 until 1962 and that it was located at Montgomery Ward, 2741 Vaughn Street. A review of concurrent editions of the *U.S. Official Postal Guide*, *Directory of Post Offices*, and *Polk City Directory* for Portland were used for this purpose.

Given the 1924 date start date for Contract Station No. 42, I believe its origin may have been part of negotiations leading to the move of Station E to the Montgomery Ward building. Regrettably, no official Portland Post Office records for Contract Station No. 42 were available for review. The Archival Program at the USPS in Washington D.C. also had no

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<sup>9</sup> Conversation with author, December 14, 2010. Moreover, Mike Ryerson, retail store Display Manager at Montgomery Ward from 1963-66, confirmed that the Company most likely wanted to expand display and retail space in the facility at that time. Conversation with the author, December 26, 2010.

information in this regard. These records would have been kept separately, though, from regular postal records since it involved a private party contractor, in this case, Montgomery Ward.

So, how do you explain a classified station and a contract station co-existing in the same building? With some knowledge of Montgomery Ward's operations, conversations with former Wardway Station personnel and some informed conjecture, the pieces may begin to fit together.

Contract Station No. 42, based on the research, can best be described as an "artifact of convenience" jointly created by the Portland Post Office and Montgomery Ward, who held the contract. This was not a standard contract station; rather, it was created to directly support Montgomery Ward's mail order business. That is, postal services normally available at a contract station were not routinely offered to the public through Contract Station No. 42; these services, instead, were provided at Station E/Wardway Station.

As a regional warehouse and distribution center, the Portland Montgomery Ward facility regularly processed large volumes of merchandise. To handle this amount of hard goods required an advanced materials-handling logistical system. In fact, the building was fitted with dedicated tracks traversing the length of the building and connected to the Guild's Lake Yard owned by [Northern] Pacific Terminal Railroad Co. This enabled freight cars to be offloaded and loaded directly on site.<sup>10</sup> Goods packaged for shipment to customers via parcel post would be delivered upstairs to the mail order department at Montgomery Ward. Here, these packages would be administratively processed.<sup>11</sup> Once processed, parcels would be sent down a chute to a loading dock at the back side of the building, sorted and bagged. The parcels could then enter the postal mailstream directly from Montgomery Ward to rail [or air] transport.

So, why create a contract station? I suspect it was a way for Montgomery Ward to constructively "employ" postal service personnel on site to speed up entry of the parcel post directly into the primary mailstream. Jack Perryman pointed out that three Wardway clerks were routinely assigned, albeit part time, to upstairs operations at Montgomery Ward to handle parcel post.<sup>12</sup> According to Frank Lolic, a Wardway Station letter carrier from the early 1950s until its closing in 1964, while he was a substitute carrier early in his career, he and other utility men would routinely get in their 8-hours by sorting and bagging parcel post on the Montgomery Ward loading dock at the bottom of the chute in preparation for sending it to the postal rail or air carrier.<sup>13</sup> Why would the Portland Post Office be a party to this?

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<sup>10</sup>The PTRC was established to connect larger rail carriers to other modes of transportation or other carriers. Karen Dibling, Julie K. Martin, Meghan Stone Olson and Gayle Webb, "Guild's Lake Industrial District: The Process of Change over Time," *Oregon Historical Quarterly*, 107.1 [2006].

<sup>11</sup> Montgomery Ward used both precanceled stamps and, later, meters for its parcel post. According to Eddie Kane, the Company regularly ordered full decks of \$1 Bureau precanceled stamps for this purpose. Jack Perryman related that he regularly reset Montgomery Ward's postal meters, typically in large dollar increments.

<sup>12</sup> Conversation with the author, December 29, 2010.

<sup>13</sup> Conversation with the author, December 30, 2010.



Probably for two reasons: First, the main office wanted a classified station at Montgomery Ward for the reasons suggested earlier, and, second, the de facto allocation of classified postal personnel to Montgomery Ward's parcel post operations allowed a more direct and timely entry of the parcel post into the postal mailstream, thus bypassing the need for processing at the main post office or parcel post depot. This benefit may well have resulted in a quid pro quo financial arrangement between the parties.



**Figure 16.** Wardway Station Group Photograph, April 18, 1957.  
(Courtesy of National Association of Letter Carriers, Branch 82, Portland, Oregon)

I do not know why Contract Station No. 42 was discontinued in 1962.<sup>14</sup> There are a couple of possibilities, but I think it most likely that it was initiated by the Company. We do know that Montgomery Ward's catalog mail order sales were in significant decline at the time. This may have reduced both the scope and level of "postal" services necessary at Contract Station 42. Moreover, the Company may have already been contemplating taking over the Wardway Station space for retail expansion purposes. Or, it could have been that what originally led to the creation of Contract Station No. 42 in 1924 was no longer financially viable by the early 1960s. Other reasons would be welcomed.

Not surprisingly, there is no remaining tangible evidence identifying Wardway Station at today's Montgomery Park. I have seen no photograph of the Station's interior, but, instead, have relied on forming a composite description from several people familiar with the Station and its layout. The space reflected the character of the building's steel and concrete construction. The space was neither large nor ornate; a single room roughly 50 feet wide by 75 feet deep on the main floor at the southeast end of the building. The flooring was bare concrete and there were no windows in the Station. There were no post office boxes for postal customers. A drop box was located by the clerks' counter, but none outside the Station in the immediate area. The clerks' counter had five windows, each of which could be closed by drawing down a covering grill.<sup>15</sup> The public could enter through the store's main

<sup>14</sup> A subsequent and different contract for Contract Station No. 42 was not renewed until 1969 in Cedar Mill near Beaverton, Oregon.

<sup>15</sup> A pistol was mounted in a box below a clerk's station.

entrance and then passing through the Farm and Garden department or through the Station's outside loading dock doors.

The building and grounds have been reconfigured to some degree, but the proximate location of the Wardway photograph in Figure 16 above looks like this today.



**Figure 17.** Author's granddaughters, Madisen and Amber, with the original Wardway photograph in Figure 16 at the same location.  
December 22, 2010



**Figure 18.** Today's Montgomery Park. The arrow indicates the former location of Wardway Station. The roadway fronting the building [lower left] is NW Wardway Street.  
(Courtesy of Mike Ryerson)

## ACKNOWLEDGEMENTS

I express my thanks to the many people who generously contributed to this paper. One of the unexpected benefits of conducting this project was working with a diverse set of individuals, many who I didn't know and probably otherwise would not have come to know. Their willingness to share recollections, procedural knowledge, photographs and additional leads was instrumental in turning this project into much more than I had originally anticipated and is very much appreciated. Jim Cook and Jerry Zimmerman [NALC], Eddie Kane, Frank Lolich, and Jack Perryman [Portland POD] enthusiastically provided key pieces of postal information. Mike Ryerson, a long-time NW Portland presence and who continues to chronicle the neighborhood's history, was most supportive. Bill Beith, Len Lukens and Larry Maddux of the Pacific Northwest Postal History Society, stepped forward and shared covers from their collections. Lastly, appreciation is expressed to the Oregon Historical Society for the scan in Figure 2; other historic images may be obtained from its collection at <http://www.ohs.org/shop>.

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## LIBRARY NEWS & NOTES

- NPL is pleased to announce that **Jim Correy** has been appointed to the NPL Executive Board to complete the term of **Grant Williams** who was unable to continue in that position due to changes in his work schedule. Jim brings experience to the position, having originally served as an NPL volunteer during the period 2004-2006 focusing on circulation and inventory control. Jim most recently served as treasurer of the Oregon Stamp Society.
- NPL is equally pleased to note that **Richard “Rick” Slaven** has joined NPL as a special projects volunteer. Rick started his professional life as a nuclear engineer, then spent the next thirty years working as a public school administrator, mostly in Oregon, Ohio and Massachusetts. After retiring, he was an Administrator in the School of Physics at Brandeis University. He now does volunteer work: local Library Board, board member, business manager of Human Dignity and Humiliation Studies network, and math tutoring at Portland Community College. He and his family enjoy hiking and traveling. After being shown a colleague's stamp collection in 1979, Rick started out on that path we all know so well. Originally specializing in U.S. mint singles and plate blocks, Rick eventually found himself in the worldwide collecting domain. While serving as a school superintendent in Boston and as a member of the Waltham Stamp Club, Rick was introduced to the Spellman Philatelic Museum and he profited from the Museum's rotating exhibits, auction sales and research assistance.
- 2011 nominees for two-year terms on the NPL Executive Board are: President, Charles Neyhart; Treasurer, Wayne Holmes; Director #1, Darlene Lengacher; and Director #2, Rich Averill. Elections are scheduled for May 24, 2011.



- At the March 8, 2011 membership meeting, **Steve Chown** and **Charles Neyhart** led a program titled “EFOs 101.” A working handout passed out to participants is reproduced below. Each EFO example given was supported by comparative stamp images and a discussion of what likely caused the nonstandard result. [**Bill Seymour** supplied and operated the digital projector and **Barry Frankel** made a photographic record.]



Charles Neyhart and Steve Chown (photograph by Barry Frankel).

NPL Program Presentation  
EFOs 101  
Steve Chown & Charles Neyhart

Errors, freaks and oddities, perhaps better known by the acronym EFOs, are a fascinating lot. EFOs are a major collecting area for some, an ancillary area for others. EFOs are collectible because they represent something out of the ordinary. Some are scarce; others are common. Nonetheless, their eye appeal often engenders outsized wonder.

EFOs have been around since the advent of philately. A robust body of literature tries to explain them. Price lists are updated to value them. Yet, when the rubber meets the road, collectors must rely on arguable constructs to manage EFOs; constructs that are neither necessarily complete nor always internally consistent. There is no general theory of EFOs; only a loose set of rules based on lists of examples, rather than words, to express the substance of this phenomenon.



Thus, EFOs do not always lend themselves to consistency, either in how they are classified or collected. John Hotchner, in a chapter in *Linn's World Stamp Almanac*, 6<sup>th</sup> ed. [2000], tried to create some logical order to EFOs by inductively extrapolating from agreed-upon EFO examples to a consistent set of definitions. Regrettably, this approach hasn't gained universal traction among EFO specialists, but it is a most informative compilation.

Stephen Datz, in his most recent EFO-related catalog, *Scott Catalogue of Errors on U.S. Postage Stamps*, 15<sup>th</sup> ed. [2010], takes a more pragmatic approach to classification. Because

there is often only a fine line between certain kinds of EFOs, finding an answer defaults to the concept of “common usage” which relies on the Scott catalog. This was, in fact, reinforced when Steve Chown recently tried to have a color variety certified as a color error; the experts responded “... only Scott decides what to list ....”

## DEFINITIONS

**Errors** have the most prestige among EFOs primarily because they often receive catalog listing and are, therefore, very much sought after and more valuable. Scott defines them as “unintentional major deviations from the normal.” Hotchner calls them “total mistakes.” Datz limits them to deviations that qualify for minor catalog listing.

**Freaks** are described as “inconsistent and random” deviations. They are numerous and do not merit catalog recognition; rather, they are often referred to, generously, as varieties. Hotchner says they result from “problems that are partial or not exactly repeatable.” Datz includes here any deviation that has failed to qualify for a minor catalog listing.

**Oddities** represent the default class for EFOs. Hotchner describes them as “unusual variations stemming from stamp designing through the production process.” They are relatively normal for what they are, i.e., unusual, but are generally found in only smaller quantities.

We have chosen broad, but readily identifiable array of EFOs from our respective collections. Where necessary to complete our list, we borrowed items from the collection of Barry Frankel.

ERRORS			
1	5-cent red	Wrong transfer roll	505
2	George Marshall stamp color	Government-mandated ink change	1289b
3	Jackie Cochran multicolor	Color omitted	3066a
4	Yugoslavia doubling	Offset printing double impression	917b
5	Jefferson overprint	Misspelled precancel overprint	1033v
6	Korea name spelling	'KORPA'	921
7	Tugboat finishing	Tagging omitted	2260b
8	Airmail stamp separation	Imperforate horizontal	C23a
9	Flag Over Supreme Court separation	Imperforate between	1895d
FREAKS			
1	Duck color	Color misregistration	RWS2v
2	Flag Over White House color	Ink contamination	2609v
3	Stanley Steamer tagging	Incomplete tagging	2132
4	Jefferson Memorial	Mis-perforated	1520
5	Locomotive finishing	Mis-slit roll	1897A

ODDITIES			
1	Die proof [Canada]	Intended purpose; form	19P
2	Color essay [Canada]	Intended purpose; form	CL42E
3	Huck multicolor press lines	Artifact of the printing press	1519
4	Unissued stamp [Canada]	Catalog treatment	1534

If you are want to learn more about EFOs, check out the **Errors, Freaks & Oddities Collectors' Club**, a specialized group that encourages and supports the study of EFOs. The Club's website is: <http://www.efocc.org>.

See, also, the varied reference materials available in the NPL Collection. Ask a librarian.



Philatelic literature is always an important part of these events.

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## LIT ADDITIONS

The following titles have been added, through donation or purchase, to the NPL Collection. [Donors are listed in brackets.]

Tom Brougham, **Type III Overprint Issues of the Canal Zone**, CZSG, 2008. [Bruce Elken]

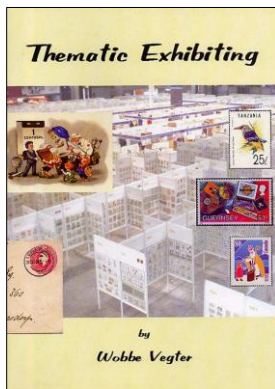
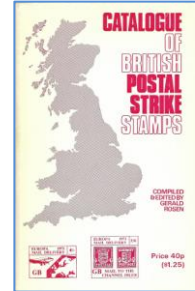


Ib Eichner-Larsen, **Arne Kühlmann, The Aladdin of the Art of Engraving**, Scandinavian Collectors Club, 1991.

George B. Griffenhagen, **Private Die Proprietary Medicine Stamps**, ATA, 1969.

Alan Huggins, **The De La Rue Punch Book**, Robson Lowe Ltd., 1979.

Richard D. Jones, ed., **Naval Cover Fakes, Forgeries and Frauds**, Universal Ship Cancellation Society, 2011. [Steve Henderson, USCS]



David MacDonald, ed., **2011 Brookman United States, United Nations & Canada Stamps and Postal Collectibles**. [Michael Jaffe]

Mairead Reynolds, **A History of the Irish Post Office**, MacDonnell Whyte, Ltd., 1983. [Bob Ewing]

Gerald Rosen, ed., **Catalogue of British Postal Strike Stamps**, B.L.S.C. Publishing, n.d.

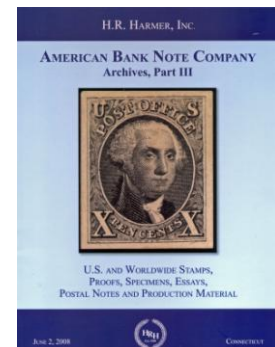
Wobbe Vegter, **Thematic Exhibiting**, 2010.

## AUCTION CATALOGS

H.R. Harmer, **American Bank Note Company Archives, Part III**, 2008. [Greg Alexander]

Heinrich Köhler #343, March 19-26, 2011. **Berlin Postal History, 1948-1955, Collection of Peter Koegel; Hungary Collection of Baron von Kékkö; International Letters from South German States, Collection of Dr. Karl Zangerle**. [Michael Dixon]

Heinrich Köhler #344, March 26, 2011. **Kingdom of Sachsen, Collection of Horst and Arnim Knapp, Part II**. [Michael Dixon]



## JOURNALS

**The London Philatelist, Flash, American Stamp Dealer & Collector** – current issues. [Michael Dixon]. **Canal Zone Philatelist**, 2008-10 [Bruce Elken]. **American Philatelist** – various missing issues from 1887-1951 [Betsy Gamble & Roseann Staie, APRL].

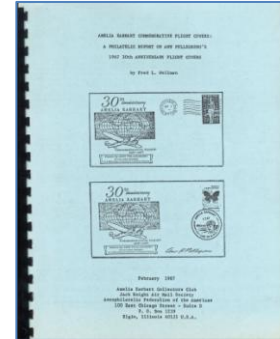
# JANICE WEINSTOCK'S AEROPHILATELIC LIBRARY A DONATION

Continued from March-April 2011  
WAVE 2

## AMELIA EARHART

Walter Curley, **Amelia Earhart, the Aviation Record of America's Most Famous Woman Pilot**, Cardinal Spellman Philatelic Museum, 1966.

Fred L. Wellman, **Amelia Earhart Commemorative Flight Covers: A Philatelic Report on Ann Pellegrino's 1967 30<sup>th</sup> Anniversary Flight Covers**, Aerophilatelic Federation of the Americas, Amelia Earhart Collectors Club, 1987.



## CHARLES LINDBERGH

Hal Ansink, **Charles A. Lindbergh, 50<sup>th</sup> Anniversary Transatlantic Flight**, 1997.

M. Fidelma & Walter Curley, **Catalog of the Charles A. Lindbergh Collection of Cardinal Spellman Philatelic Museum, Inc.**, Cardinal Spellman Philatelic Museum, 1968.

A. Vincent Samuelson, **Lindbergh Postal History: Air Mail Postal History Created by and for Charles A. Lindbergh, with Stamps, Covers, Post Cards, and Related Materials**, Aerophilatelic Federation of the Americas, Charles A. Lindbergh Collectors Club, 1988.

Don Thomas, **Lindbergh and Commercial Aviation, a Pictorial Review of Colonel Lindbergh's Association with TAT, TWA and PAA as Technical Advisor**, 1988.

## BUSINESS

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Ron Bartley, **Vern Gorst and the Pacific Air Transport Air Mail**, Interactive Media Pub., 2006.

Janet R. Daly Bednarek, **America's Airports, Airfield Development, 1918-1947**, Texas A&M University Press, 2001.





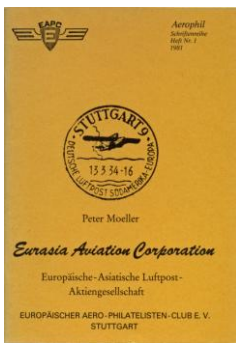
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Norman E. Borden, Jr., **Air Mail Emergency, 1934**, Bond Wheelwright Co., 1968.

S.A. Cisler, General Superintendent, Air Mail Service, **U. S. Air Mail, Comparative Service Schedule Showing Time Gained by Use of Air Versus Rail**, 1926.

Paul T. David, **The Economics of Air Mail Transportation**, Brookings Institution, 1934.

R.E.G. Davies, **A History of the World's Airlines**, Oxford University Press, 1964.



James A. Farley & W.W. Howes, **Air Mail Schedules, September 1, 1939, Number 1**, USPOD.

James A. Farley & W.W. Howes, **Air Mail Schedules, February 1, 1940, Number 2**, USPOD.

John H. Frederick, **Commercial Air Transportation**, rev. ed., Richard D. Irwin, 1946.

**The Future of Air Mail Transportation**, Prepared for the Postmaster General, March 15, 1946, USPOD, 1946.

Wilbur H. Gorst, **Vern C. Gorst, Pioneer and Grandad of United Air Lines**, Gorst Pub., 1979. [Autographed copy]

Julius Grigore, Jr., **NYRBA'S (New York, Rio & Buenos Aires, Airlines), Triple Crash and Outlaw Flight Covers and Its Postal Markings**, 2<sup>nd</sup> ed., A.V. Retty, 1992.

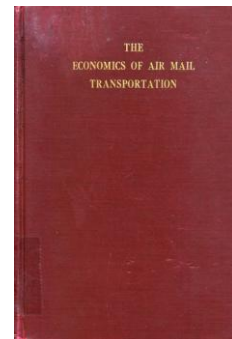
**How to Use Air Mail and Express**, Interstate Airlines, Inc., n.d.

Robert M. Kane & Allan D. Vose, **Air Transportation**, 8<sup>th</sup> ed., Kendall-Hunt Pub. Co., 1982.

Thomas H. Kennedy, **an Introduction to the Economics of Air Transportation**, Macmillan Co., 1924.

Nick A. Komons, **Bonfires to Beacons, Federal Civil Aviation Policy Under the Air Commerce Act, 1926-1938**, Smithsonian Institution Press, 1989. [Reprint of 1977 Ed.]

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Railway Express Agency, Air Express, **Quizzical Quiz with Answers**, 1943.

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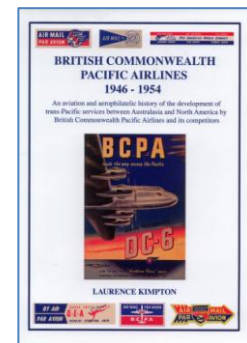
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No. 4: Francis J. Field, **British Air Mails, a Chronology**, 1935.

No. 5: Francis J. Field, **Air Mail Labels [Etiquettes]**, 2<sup>nd</sup> ed., 1940.

No. 6: N.C. Baldwin, **Great Britain and Ireland, Catalogue of Internal Air Mails, 1910-1941**, 1942.

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No. 8: N.C. Baldwin, **British Air Mails, 1784-1946**, 1947.





No. 9: Francis J. Field, **World Air Posts [Illustrated]**, 1948.

No. 10: N.C. Baldwin, **Imperial Airways [and Subsidiary Companies]**, 1950.

No. 11: John C.W. Field, **Bridging the Pacific**, 1951.

No. 12: N.C. Baldwin, **Post-War Bridging the Atlantic, 1945-1950**, 1950.

No. 13: N.C. Baldwin, **British Air Mails, 1946-51**, Complete Supplement to **British Air Mails, 1784-1946**, 1951.

No. 14: Francis J. Field, **Air Mail Digest 1 – 10, British Commonwealth**, 1953.

No. 15: John C.W. Field, **Aerial Propaganda Leaflets, a Collector's Handbook**, 1954.

No. 17: N.C. Baldwin, **Fifty Years of British Air Mails, 1911-1960**, 1961.



## SUNDRY

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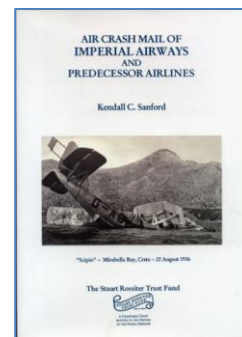
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Richard K. Malott, **Crash Covers** [Canadian], 1983.

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Perham C. Nahl, **How to Collect Air Mail Covers** [reprinted from **The Airpost Journal**, June 1991, pp. 189-205].



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## RESEARCH STUMPER #9

Every now and then, we are faced with interesting philatelic questions. So, we want our readers to weigh in on a solution. This is our ninth "Stumper."

The item in question, shown at right, was our very first stumper several years ago. Regrettably, reader response was timorous and a plausible interpretation of the item is still needed.

This otherwise plain 5-cent used Canadian definitive is faintly "overprinted" in black ink. There are two parts to the overprinting, both shown in insets below. The first, which runs across the center of the stamp, reads "30 cent." The second part is composed of two bars that obliterate each 5¢ denomination at the bottom of the stamp.



**The "stumper" is to explain the source and purpose of the overprint.**

If you have a plausible solution, please submit it to NPL. We will write it up in a future issue of *Book Reports* and give you full attribution.

Submissions should be written. Document your solution to the extent practicable. The “best” solution will be determined by NPL. Send your solution via email or letter mail at the appropriate address in the table at the end of this issue. [Gloria Neyhart provided the item for this “Stumper.”]

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## IN APPRECIATION

To those generous individuals listed below who have made recent donations of literature and other consideration to NPL.

*Greg Alexander*  
*Michael Dixon*  
*Michael Jaffe*

*APRL*  
*Bruce Elkin*  
*USCS*  
*Janice Weinstock*

*Tom Current*  
*Bob Ewing*  
*Larry Spray*

We THANK YOU All for your Support!

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Should you wish to comment on this issue of *Book Reports*, or have questions to bring to the attention of our readers, please send those to us using an address in the table below.

### Northwest Philatelic Library, Inc.

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1546-204454

**PIPEX 2012 – May 11-13 – Portland, Oregon. The Pacific Northwest Premier Stamp Show.**

Details at [www.pipexshow.org](http://www.pipexshow.org) or from Michael Dixon [mdd10@att.net]

