## The Peyton Collection of Peru

## Charles C. Wooster and Thomas M. Lera

On May 24, 1961, an extensive collection of classic Peru was donated to the Smithsonian's National Postal Museum by Bernard Peyton. It is believed that this collection was formed by Arthur Linz in the 1940's. It was exhibited at the CIPEX 1947 exhibition in New York and received one of the Grand Awards<sup>1</sup>. Mr. Linz died in March 1961<sup>2</sup> and it is not known when this collection was acquired by Peyton, nor if he significantly added to the collection. It is generally assumed that the bulk of the collection was assembled by Linz.

Although Peruvian specialists have been aware of this collection, few have had the opportunity to view it. During the 1940's Linz wrote several general articles on Peruvian philately that were published in H. L. Lindquist's Stamp Specialist<sup>3</sup> series and other publications<sup>4</sup>. However, almost none of the collection's important pieces were illustrated in these articles. The collection was sold by private treaty and thus there is no auction catalog that can be used as a reference. Therefore, many of the items in the collection are virtually unknown to the present philatelic world and have never been described or illustrated. The purpose of this article is to rectify this omission. This collection of classic Peru is perhaps the finest ever assembled.

## The Pacific Steam Navigation Company Stamps

Without a doubt, the strongest portion of the collection is the stamps prepared for the Pacific Steam Navigation Company (PSNC). The PSNC began operations on the West coast of South America in 1840<sup>5</sup>. Although they regularly carried mail between ports for their own account, this was always a contentious issue between themselves and the governments of Peru, Chile and other Pacific Coast countries. In August, 1847, William Wheelwright, one of the firm's founders, wrote to his cousin, Joshua Butters Bacon of the firm of Perkin, Bacons and Petch to inquire about the possibility of obtaining postage

<sup>&</sup>lt;sup>1</sup> Stamps, p446, May 31, 1947

<sup>&</sup>lt;sup>2</sup> Stamps, p46, April 8, 1961

<sup>&</sup>lt;sup>3</sup> Linz, Arthur. "Early Foreign Mail Service From Peru" *The Stamp Specialist Gray Book*, 1943, pp81-91; "The Early Postal History of Peru" *The Stamp Specialist Coral Book*, 1945, pp69-77; "A Discovery in 1860 Issue of Peru: Double Transfers" *The Stamp Specialist Chartreuse Book*, pp.90-91; "The British Postal Service From Peru" *The Stamp Specialist Mahogany Book*, 1948, pp117-128.

<sup>&</sup>lt;sup>4</sup> Linz, Arthur. "Peru's Mystery Stamps Numbers One and Two". *Stamps*, April 11, 1942, pp43-44; "Stamps Issued by Order of the Government of Peru". *Stamps*, October 3, 1942, pp18-22; "Peruvian Combination Covers". *Stamps*, August 5, 1944, p.190.

<sup>&</sup>lt;sup>5</sup> Bargholtz, Percy. A series of articles on the operations of the Pacific Steam Navigation Company; *Postal History Journal*, No. 120 (Oct. 2001) pp26-32; No. 121 (Feb. 2002) pp31-42; No. 122 (June 2002) pp20-29; No. 124 (Feb. 2003) pp6-15; No. 125 (June 2003) pp17-23; No. 126 (Oct. 2003) pp24-36.

stamps for use by the PSNC<sup>6</sup>. A design was quickly decided upon and stamps were printed and shipped to the PSNC's agent in Callao, Peru by November. In early 1848 the PSNC placed ads in local newspapers in Peru and Chile announcing the introduction of these stamps. However, they were never placed in service, likely because of opposition from Peru and Chile. By 1851 Peru and Chile had negotiated contracts with the PSNC, ending the PSNC's right to receive mail for their own account and establishing annual subsidies to carry governmental mail bags.

The collection contains all six essays prepared by Perkins, Bacon & Co. for the PSNC. The first two essays were presented to the company on August 19, 1847 and show a female figure representing Commerce.



Figure 1 – Original two essays submitted by Perkins, Bacon & Co.

These were rejected by the PSNC and Perkins, Bacon & Co. was requested to prepare essays featuring a steamship in the vignette. The PSNC furnished a print of one of their ships for this purpose. Four new essays were submitted on August 28, 1847 and the final stamp design was approved on September 11, 1847.

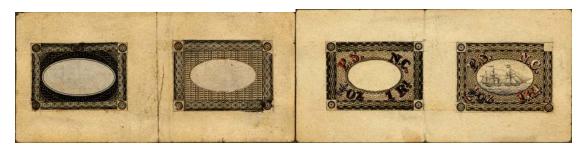


Figure 2 – Final essays featuring an image of a PSNC steamship in the vignette.

Die proofs were delivered to the PSNC by letter on September 25, 1847. Although there is no census, die proofs are uncommon and likely only 5 to 8 copies of each value are

<sup>&</sup>lt;sup>6</sup> Bacon, E. D. "The Stamps of the Pacific Steam Navigation Company", *The London Philatelist*, pp103-107, 146-157, Vol. 37, May 1928. [The story of the PSNC stamps as told through the correspondence between the PSNC and Perkins, Bacon & Co.]

known. All recorded die proofs are in black ink and have been considerably cut down. They exist on both India paper, wove paper and on card. The collection has a die proof of the 1 real on India paper, measuring 72.5 x 70 mm and is likely the largest proof still in existence.



Figure 3 – Die proof of the final design of the 1 real on India paper, 72.5 x 70mm. Likely the largest surviving impression.

There is also a cut down die proof of the 2 reales (32 x 30 mm) on card, which is typical of most such proofs. A third proof is that of the 2 reales (28 x 23.5 mm) also on card but in green ink. This is the only known die proof in a color other than black.



Figure 4 – Die proofs of the final design of the 2 reales on card. The proof in green ink is the only recorded proof color other than black.

One plate of 160 subjects was created for each value. The actual plates survive and are now in the possession of the Royal Philatelic Society, London. Plate proofs on card are known in red-brown, black and blue for each value. It is believed that only one sheet of each value was produced in each of the three colors for a total of 960 plate proofs. They are seldom seen in the philatelic market and are almost as scarce as the die proofs. One reason is that the Peyton collection contains a total of 268 plate proofs or 28% of all such possible proofs. It is also possible that portions of the plate proof sheets were damaged in a fire at the Perkins, Bacon & Co. warehouse on March 11, 1857. It is known that this fire destroyed most of the printed stamps that had not yet been delivered to the PSNC, but there is no actual record of the extent of damage to the plate proofs.

The collection has 44 examples of the 1 real in red-brown including two blocks of 10 each. There are 36 examples in blue including a block of 8 and 49 examples in black including 3 blocks of 8 each. Of the 2 reales, there are 58 examples in red-brown including a block of 30, 36 examples in blue including a block of 20 and 45 examples in black including a block of 24. The plate position of each example is notated on the album pages. There is no documented plating study for this issue and one must assume that this information came from whoever divided up the proof sheets.

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<sup>&</sup>lt;sup>7</sup> Doublet, A. R. *The Pacific Steam Navigation Company, Its Maritime Postal History 1840-1853 with Particular Reference To Chile*, Royal Philatelic Society London, London 1983, pp58-61.

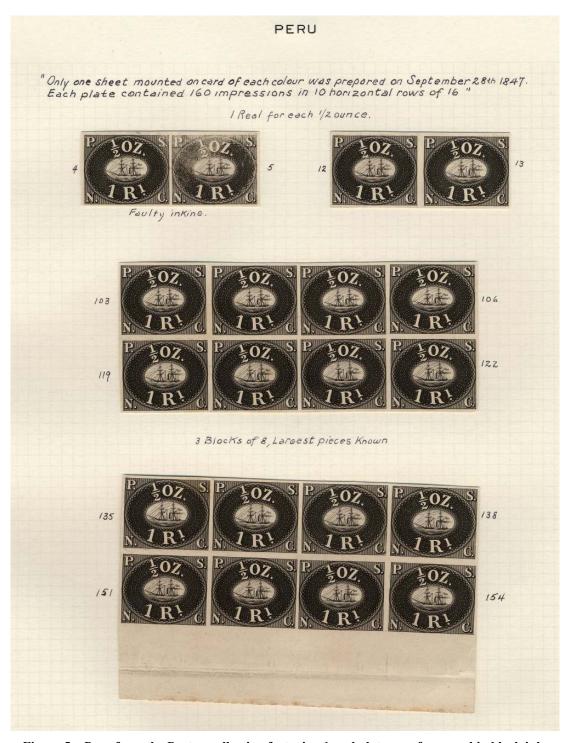


Figure 5 – Page from the Peyton collection featuring 1 real plate proofs on card in black ink.

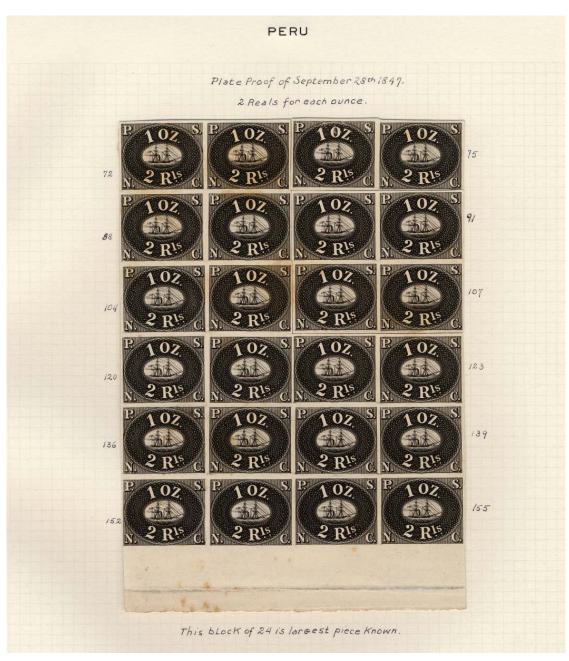


Figure 6 – Block of 24 of the 2 reales plate proofs on card in black ink.

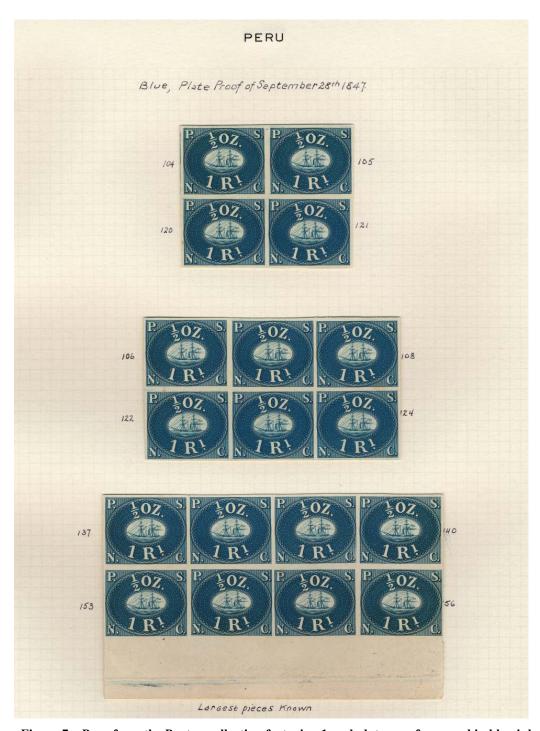


Figure 7 – Page from the Peyton collection featuring 1 real plate proofs on card in blue ink.

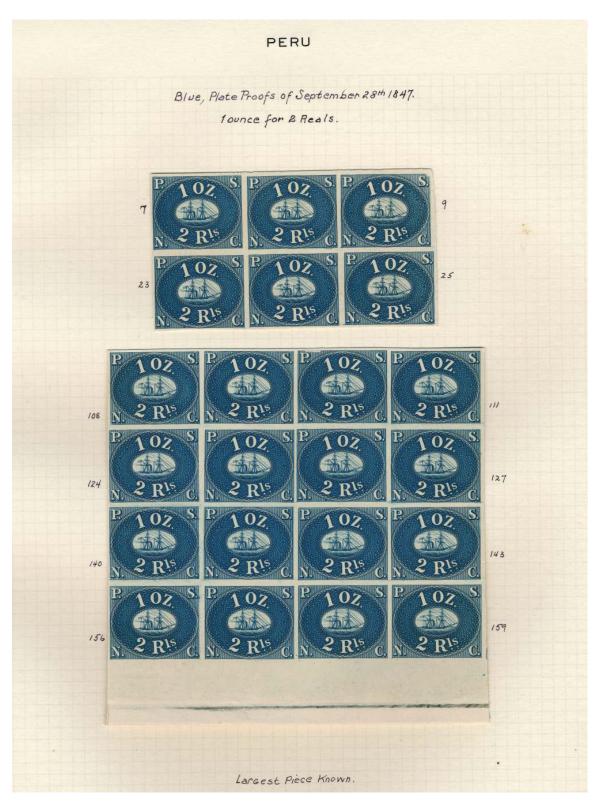


Figure 8 – Block of 16 of the 2 reales plate proof on card in blue ink.

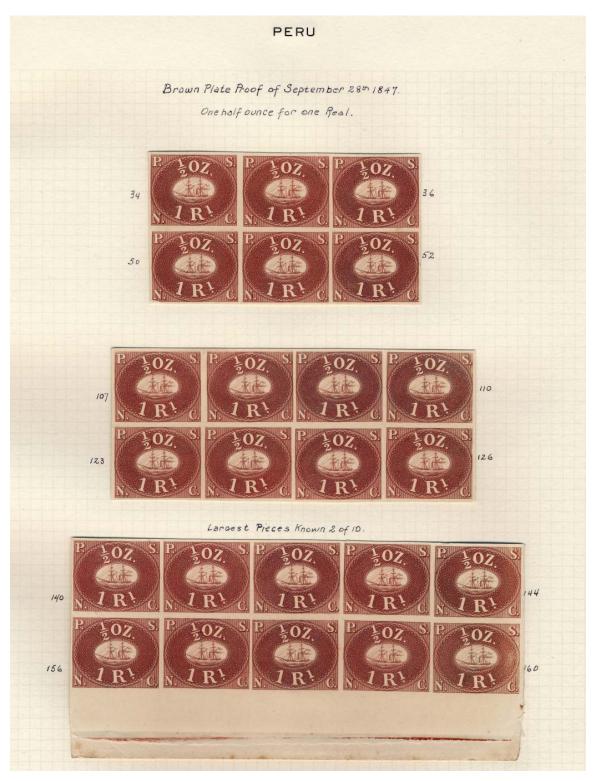


Figure 9 – Page from the Peyton collection featuring 1 real plate proofs on card in red-brown ink.

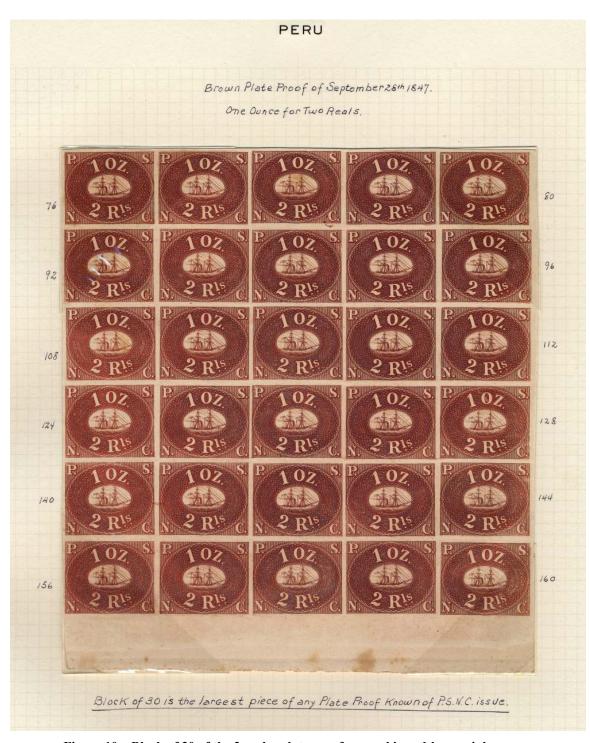


Figure 10 – Block of 30 of the 2 reales plate proof on card in red-brown ink.

Two shipments of finished stamps were sent to the PSNC's agent in Callao in November 1847 and January 1848. Two additional printings were never sent and remained at Perkins, Bacon & Co. Most of these were damaged in the above mentioned fire and only portions of a few sheets were salvaged. Towards the end of 1857, the PSNC donated their stamps in Callao to the Peruvian post office for use in a three month trial before the nationwide introduction of postage stamps. They were only used between December 1, 1857 and March 9, 1858 and only in the towns of Lima, Callao and Chorrillos. Unsold stamps were destroyed by Peru in December 1860.

Copies of these stamps are quite scarce. It is thought that most of the unused copies came from the few sheets salvaged from the Perkins Bacon & Co. fire. The Peyton collection has a relatively rare unused block of 4 of each value. More importantly, it also has the largest unused multiples of each value; a block of 15 (3 x 5) of the 1 real and a block of 24 (4 x 6) of the 2 reales.



Figure 11 – Largest unused block of 1 real stamp.



Figure 12 – Largest unused block of 2 reales stamp.

The next largest blocks are of 12 each (3x4) of each value and these were sold as Lot 1426 in the Corinphila #72 auction of September 23-28, 1985. The location of these blocks is not currently known.

The next largest blocks were in the Klaus Eitner collection of classic Peru; a block of 9 (3x3) of the 1 real and a block of 10 (2x5) of the 2 reales<sup>8</sup>. These were both acquired

<sup>&</sup>lt;sup>8</sup> Eitner, Klaus. *Edition D'Or VIII Peru, The Klaus Eitner Collection*, Corinphila Auktionen AG, 2007, pp 27-28.

from the Enrique Bustamante collection which was sold in the David Feldman auction of November 16-21, 1997 (respectively lots 30717 and 30724). The Eitner and Bustamante collections were the premier collections of classic Peru over the last 15 years and were shown at many international exhibitions. The Klaus Eitner collection of Peru was sold by Corinphila on June 11, 2009.

Because these stamps were only used for three months and only within the greater Lima metropolitan area, used stamps are much rarer than unused stamps. The catalog values of used stamps are several times higher than that of unused stamps. Several collectors have attempted to compile a census of used stamps; Moll<sup>9</sup> recorded 43 loose copies of the 1 real and 11 copies of the 2 reales. Moll also reports that Barrington-Brown recorded 63 loose copies of the 1 real and 12 copies of the 2 reales. Some items in this list are thought to be forgeries and there are other items that only appear on one of the lists. Certainly, less than 100 and 20 genuine copies, respectively, of each value have survived.

The Peyton collection possesses 15 used copies of the 1 real. Specialists agree that there are five different genuine cancellations found on used stamps; Lima date stamp, Lima surrounded by points, Callao surrounded by points, and barred numerals 6 and 7. The Peyton collection has multiple examples of all five. It also possesses a strip of three used stamps with the barred numeral 6 cancel. This is the largest known used multiple of either value.

<sup>9</sup> Moll, Herbert H., *Historia Postal Y Filatelica Del Peru*, Librerias ABC, SA, Lima, Peru, 1883, pp67-77.

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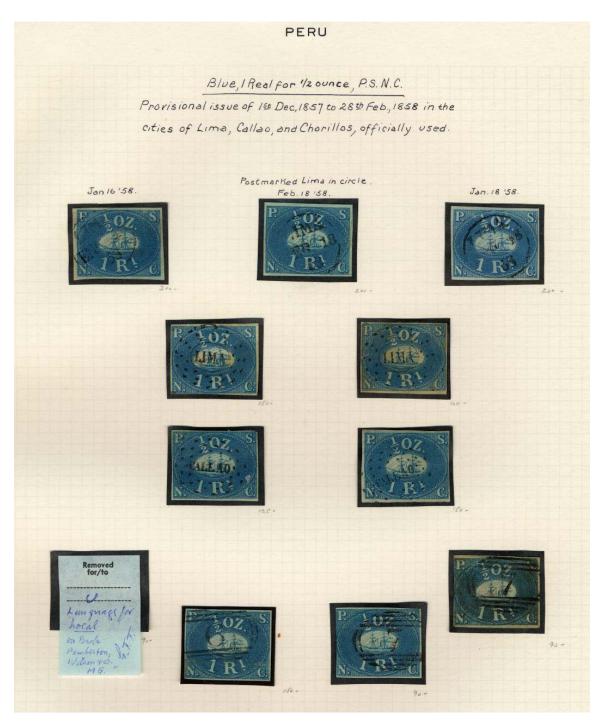


Figure 13 – Page from the Peyton collection with 10 unused copies of the 1 real stamp, showing examples of all five known cancels. The removed tag indicates the stamp was being used in a museum exhibit at the time the .scan was taken.



Figure 14 -Used strip of 3 of the 1 real stamp with a barred numeral 6 cancel. This is the largest known used multiple.

Finally, there are 7 known surviving covers with the 1 real stamp<sup>10</sup>. Most collectors believe that 1 or 2 of these covers are forgeries and some knowledgeable collectors doubt the genuineness of all 7 covers. The Peyton Collection has one of the better covers with a 1 real stamp tied by a barred numeral 7 cancel.



Figure 15 – One of 7 recorded covers with the 1 real stamp.

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 $<sup>^{\</sup>rm 10}$  Bargholtz, Percy, *Postal History Journal*, No. 122, p29.

The one item that is missing from the collection is a used copy of the 2 reales stamp. There are no surviving covers with the 2 reales stamp. Nevertheless, the Peyton collection of the Pacific Steam Navigation Company stamps is the most important assemblage of these stamps in existence.

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