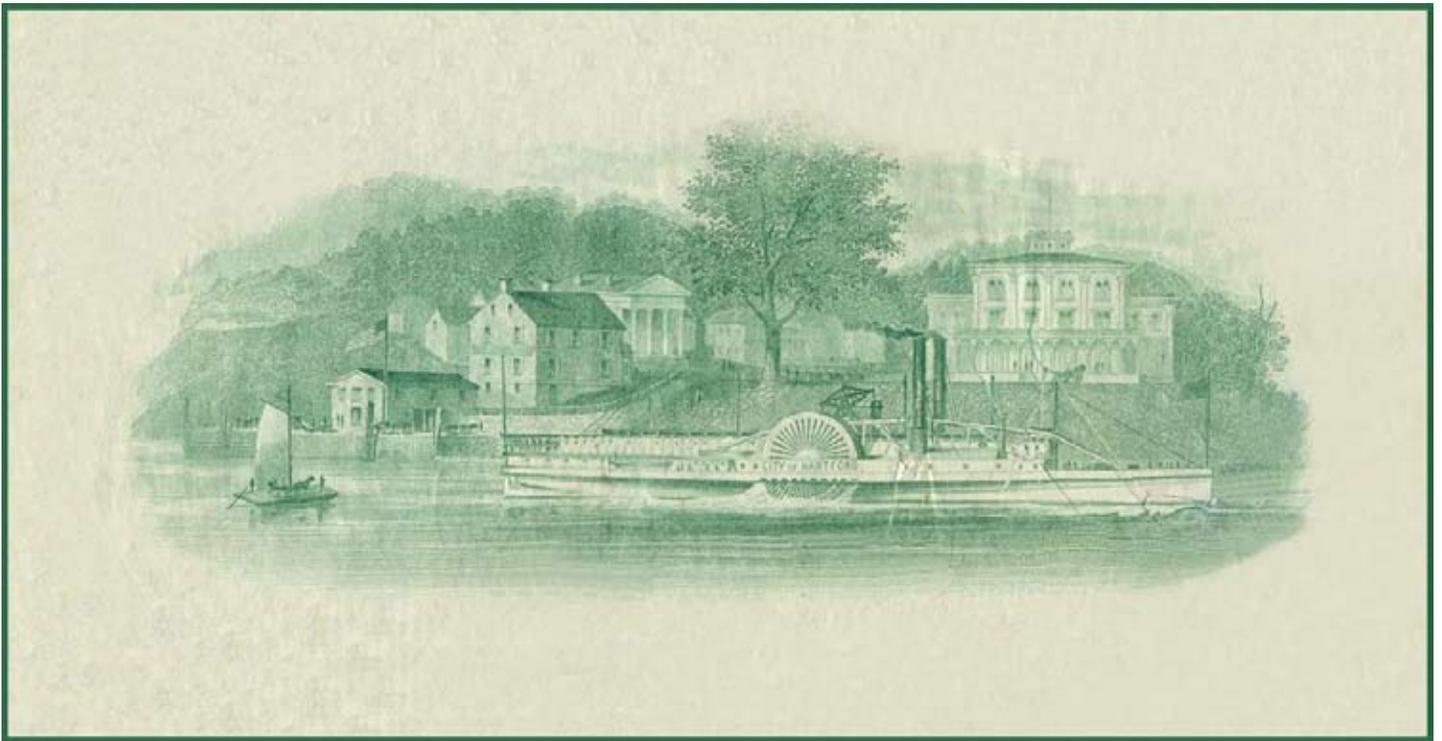


# Connecticut Revenue Stamped Paper



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I am a former Connecticut resident who has lived for a long time in Illinois. I grew up in Oxford and was educated there, in Waterbury, and in Storrs. My father and his father spent the better part of their working lives with Farrel-Birmingham in Derby and Ansonia, so there's a soft spot in my heart for "home." A large part of my interest in Connecticut revenue stamped paper thus stems from its use as an antidote for home sickness as my wife of 40+ years is from St. Louis, MO, and has been holding me hostage in the mid-West for the past 26.

Revenue stamped paper (RSP), as well as adhesive revenue stamps used on document, are the equivalent of postal history. As both types of documents often bear the names of the companies that used them, as well as the names of makers and payees in the case of checks and drafts, these documents readily lend themselves to historical research — just as would a cover with interesting postal markings.

Revenue stamped paper came about as the result of President Abraham Lincoln signing the tax Act of July 1, 1862, which created the Office of Internal Revenue within the Treasury Department and also established a comprehensive series of taxes, the payment of which could be shown by "adhesive stamps, or stamped paper, vellum, or parchment." Stamped paper, commonly referred to as 'revenue stamped paper' by stamp collectors, consisted of such documents as insurance policies, stock certificates, bank checks, bank drafts, and receipts with the revenue stamp(s) printed directly upon them. The last of the taxes imposed under this act were not lifted until July 1, 1883. Similar taxes were again imposed during the Spanish-American War (1898-1902).

The original 1862 tax on checks was for two cents on any check of \$20.00 or more. As many people avoided the tax by simply writing two separate smaller checks, the law was changed in 1865 to encompass checks of any amount — giving rise to the existence of revenue stamped paper. Where it might not have originally made sense for a business firm to have a supply of checks printed on revenue stamped paper when a good proportion of the checks they wrote might have been issued tax free, once the law was changed to encompass all checks, it then made sense for many firms to have such checks printed. Revenue stamps, which could also be used on checks, were susceptible to pilferage, but checks printed on revenue stamped paper were largely immune to the threat of pilferage — particularly if the name of the issuing firm was printed on them. Thus, such checks and related documents proliferated in the 1865-1883 post-Civil War time period and again for a lesser number of items during the 1898-1902 Spanish-American War.

Revenue stamped paper exists for all of the Union states and former Confederate states readmitted to the Union in 1865-1883, and for several of the territories (e.g. Utah). The same applies to the Spanish-American War period. There is an excellent *Field Guide to Revenue Stamped Paper* series (now out of print but usually available through philatelic book sellers) printed by Castenholz & Sons that catalogs most known revenue stamped paper material. This is an open-ended field, so new discoveries are often made — something that makes this area of collecting doubly interesting. Part 5 of the Castenholz series, *The Eastern States*, includes the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, Rhode Island, Vermont, Washington, D.C., and Ontario, Canada. The focus here, of course, is Connecticut. One obvious error exists in the Connecticut Castenholz listings — a Type B1 check from Woods' Falls, CT should really be for Woods' Falls, NY. There is no Woods' Falls, CT.

Revenue stamped paper was printed by security printers approved by the federal government. After the taxed paper was printed, it could then be purchased by private printers who then printed checks and other documents upon it. Printers printed sample books showing their work and a large variety of designs from which potential customers could choose. A firm could choose a very plain type of check or, at higher cost, have very elegant art work printed. This article includes an example of such a specimen — a RN-B10S from Waterbury, CT.

The checks, drafts, and other documents were produced on federally taxed paper by a wide variety of firms. There are at least 76 firms recorded as having produced these documents but, curiously, only 16 were Connecticut companies. This seems rather unusual given the fact that Connecticut was an industrial powerhouse in its own right. Though beyond the scope of this article, the author is doing a separate study to see if a correlation might exist between the locations of ordering and printing firms based on geography or proximity to easy transportation to/from New York City — the primary location by far for non-Connecticut printing jobs.

Wonderful examples of printer's artwork exist on bank checks and drafts emanating from Ansonia, Bridgeport, East Haddam, Hartford, New Haven, New London and other Connecticut cities and towns. We have posted images of these checks to the website for your enjoyment. Checks from the Spanish-American War period tend to be very generic, so illustrations are biased toward the post-Civil War period.

Collectors recognize 24 basic designs of revenue stamped paper and have assigned them designations of Type A through X. Many sub-varieties exist for some types. There are no Types Y and Z. Type designations are not governmental. They have been assigned over time by collectors and are the standard basis of description in the *Scott Specialized Catalog of United States Stamps and Covers* — the bible of the stamp collecting fraternity for United States stamps. The catalog provides details for each type. Examples of Connecticut revenue stamped paper are known for Types A, B, C, D, E, F, G, J, L, M, N, P-W, U, and X. Type X exists only for the Spanish-American War period. There are at least 642 discrete examples of Connecticut revenue stamped paper known. Types B, C, D, G, and X are the most common designs.

As might be expected, the Connecticut cities most often represented are Bridgeport (57 examples), Hartford (69), New Haven (73), New London (63), Norwich (54), and — most interestingly — East Haddam (66). Given that the Naugatuck Valley, stretching from Winsted south to Birmingham (now Derby) was one of the industrial powerhouses of Connecticut, one would expect items from the Valley to be rather common but, surprisingly, they are not: Ansonia (1), Birmingham (4), Seymour (1) and Waterbury (8). This is rather surprising considering the industrial and commercial powerhouse that the Valley was in the latter part of the 19<sup>th</sup> century and certainly during the time of the Spanish-American War. The large number that exists from little East Haddam is rather amazing, but this has to be a factor of happenstance regarding the number of checks saved being abnormally high in proportion to the number that were actually written.

Table 1, Quantity of Known Connecticut Revenue Stamped Paper by Type, summarizes known examples of Connecticut RSP. Multiple copies of many items exist, so the overall sum of available material is larger than the totals shown in this table. It is not uncommon to find new material, so the numbers in this table will grow over time as new finds are made.

**Table 1. Quantity of Known Connecticut Revenue Stamped Paper by Type**

Type	Check (C)	Draft (D)	Receipt (R)	Other	Total
RN-A1			1		1
RN-B1	76	2	3		81
RN-B1a	1				1
RN-B6	1				1
RN-B7	1				1
RN-B10S	1				1
RN-B20			5		5
RN-B23			1		1
RN-C1	58	4	2		64
RN-C2	5				5
RN-C5	1				1
RN-C13		1			1
RN-C16			1		1
RN-D1	96	1			97
RN-D5	5				5
RN-E4	13				13
RN-F1	24				24
RN-G1	214	4			218
RN-G1a	1				1
RN-G1S	1				1
RN-G3	2				2
RN-J5	1				1
RN-L3	3				3
RN-L10	1				1
RN-M2	4				4
RN-N3	6				6
RN-N4	1				1
RN-P5+W2				1 (B) <sup>1</sup>	1
RN-U1				1 (SC) <sup>2</sup>	1
RN-X7	86	12		1 (BE) <sup>3</sup>	99
<b>Totals</b>	<b>602</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>642</b>

Notes: 1. B=Bond; 2. SC=Stock Certificate; 3. BE=Bill of Exchange

With minor exceptions, there are really no rare RSP pieces for Connecticut — just a few that are scarce and a few that are pricier because of their attractive vignettes. This makes it economically feasible to assemble a nice collection of material without undue threat of bankruptcy. Most examples of Connecticut can be bought for \$10-25.00.

Table 2, Census of Connecticut RSP by City and Town, expands Table 1 to show distribution of RSP types by location and the total number of distinct items. RSP exists for 65 Connecticut cities and towns. If surviving amounts of RSP are an indicator, one can quickly see where the centers of commerce were in late 19<sup>th</sup> century Connecticut. Bolding indicates places where 50 or more different items exist.

**Table 2. Census of Connecticut RSP by City and Town**

<b>Town<sup>1</sup></b>	<b>RN Types</b>
Ansonia - 1	D1
Birmingham (now Derby) - 4	B1, D1
<b>Bridgeport - 57</b>	B1, C1, D1, D4, E4, F1, G1, G3, M2, X7
Bristol - 1	B20
Canaan - 1	D1
Canton Center - 1	X7
Clinton - 1	G1
Collinsville - 4	D1, G1, X7
“Connecticut” - 2 <sup>2</sup>	P5-W2, U1
Cornwall Bridge - 1	C2
Cromwell - 2	X7
Danbury - 1	G1, X7
Danielson - 1	X7
Deep River - 8	B1, D1, G1
East Canaan	C1, D1
<b>East Haddam - 66</b>	B1, C1, C2, D1, E4, G1, N3, X7
Gildersleeve’s Landing - 1	G1
Goodspeed’s Landing - 15	B1, C1, D1, D4, F1, G1
<b>Hartford - 69</b>	A2, B1, B20, C1, C2, C5, D1, F1, G1, L3, M2, N3, X7
Hazardville - 1	X7
Jewett City - 5	B1, D1, G1
Kent - 1	D1
Lakeville - 3	G1
Lime Rock - 1	B1
Litchfield - 1	X7
Lyme - 2	D1, G1, N3
Mansfield Centre - 2	C1, C16
Meriden - 4	X7
Middletown - 6	D1S, G1, X7
Montville - 6	D1, G1
Moodus - 1	F1
Mount Carmel - 4	D1, G1, X7
Mystic River - 4	B1, C1, J5
New Britain - 3	B1, C13, X7
New Canaan - 1	B1
<b>New Haven - 73</b>	B1, B20, C1, C2, C9, D1, D4, E4, F1, G1, N4, X7
<b>New London - 63</b>	B1, C1, C2, D1, D4, E4, F1, G1, G1a, X7
New Milford - 1	X7
Norfolk - 1	D1

Town <sup>1</sup>	RN Types
Norwalk - 3	B1, F1, G1, X7
<b>Norwich - 54</b>	B1, B1a, B7, B23, C1, D1, E4, F1, G1, G1S, L3, L10, M2, N3, X7
Plantsville - 1	B1
Portland - 3	B20, G1, X7
Putnam - 2	D1, F1
Rockville - 3	D1, G1, M2
Salisbury - 1	G1
Seymour - 1	X7
Southington - 4	X7
Southport - 0	D1
Stamford - 4	C1, D1, E4, X7
Stonington - 5	B1, C1, D1, G1
Suffield - 3	D1, G1, X7
Thompson - 2	D1, G1
Tolland - 1	X7
Torrington - 2	X7
Unionville - 1	D1
Warehouse Point - 1	G1
Waterbury - 8	B10S, D1, G1, X7
West Meriden - 5	B1, D1, D4, G1
Westbrook - 2	G1
Westport - 0	C1
West Winsted - 2	D1, D4, G1
Willimantic - 7	B1, C1, D1, G1
Winnipauk (now Norwalk) - 1	B6
Winsted - 2	G1, X7
Wolcottville (now Torrington) - 4	D1, F1

**Note 1.** Totals represent the amount of RSP in the author's collection for each town. Sub-totals are not shown for each type known for a given town. A "0" indicates that RSP is known for the town but does not exist in the author's collection. In a number of cases, totals for a town will increase as known items are acquired.

**Note 2.** Several items of RSP are known for Connecticut but are not attributable to a specific town. They are thus listed here simply as "Connecticut."

## Interesting Checks

Like many collectors, I am drawn to the examples of RSP bearing interesting vignettes related to railroad companies (my other great interest) or to steamships. The designs on the checks and the draft illustrated below epitomize the linkage between beauty and history. While none are particularly rare, they have the effect of centering interest on time, location, and interesting history, exemplifying the great interest that one can find in collecting revenue stamped paper.

I have deliberately chosen to illustrate documents with interesting vignettes rather than rarer types of imprint. While I have a type-collection of RSP that includes some of the scarcer types, it is currently the collecting of Connecticut material that most greatly interests me. I had casually collected RSP for some time, occasionally buying an attractive piece that might have enticed me at a reasonable price, before I became particularly interested in Connecticut. If there was one single item that put me on the road to seriously collecting Connecticut RSP, it was the RN-B1 Draft (*Figure 1*) with a vignette of the SS City of Hartford at East Haddam, CT, an old river town on the Connecticut River. I am currently approaching 90 per cent completion of the known examples of Connecticut RSP. Each new item I find offers the opportunity to research additional information on the history of my home state. Hence, I remain interested in finding new towns and varieties of Connecticut material.

Of 564 items of Connecticut RSP in my collection, only 102 are printed with interesting vignettes of some type — a roughly 1:5 ratio of interesting vignettes to plain examples.

Here are samples of some of the interesting documents in my collection, including my favorite RN-B1 that put my RSP mania in motion! Please enjoy them.



Figure 1. Type RN-B1. Steamer "City of Hartford" at East Haddam, CT

This is a draft issued by the National Bank of New England on September 3, 1869, authorizing Robinson, Leash & Co. to draw upon funds deposited in the National Trust Company of New York (Figure 1). The authorizing signature on the draft is that of Thomas \_\_\_\_\_ (illegible surname). Two versions of this draft exist (both printed in a pleasing green color) — one with the RN-B1 imprint centered and the other with the imprint to the lower right. I have illustrated the latter in order to permit a clearer view of the exceptionally attractive central vignette.

The view shown in the vignette essentially exists today. The steamboat, of course, is long gone, but the house in the upper right still exists and can be seen standing to the right of Goodspeed's Opera House (built 1876) as one crosses the drawbridge over the Connecticut River from west to east at this location. Goodspeed's Landing is a tiny hamlet located about one-quarter mile south of East Haddam along the east bank of the Connecticut River. In all likelihood, the Landing would have been where riverboats put in to handle passengers and cargo intended for East Haddam.

The thing that immediately grabbed my attention about this draft was the image of the steamboat City of Hartford moored at the landing. This is not an artist's conception but an actual vessel. Though not appearing on this particular draft, many imprinted checks exist from East Haddam and Goodspeed's Landing with the signature of William H. Goodspeed. Mr. Goodspeed was a prominent businessman and banker who was one of the founders of the Bank of New England and also a principal owner of the Hartford & New York Steamboat Company. His company owned three ships that plied the Connecticut River between up-river Hartford, Connecticut, and New York City via Long Island Sound.

The City of Hartford was a side-wheel paddle steamer launched in 1852 and was a large boat for its day. It was 274 feet long, displaced 1,300 tons, and had a capacity for 977 passengers. During the course of its career, it suffered a significant wreck at Middletown, Connecticut, in 1876, when it collided with the railroad drawbridge located at that point. The vessel was rebuilt in 1883 as the Capitol City and continued to serve the New York trade until wrecked off Rye Beach, NY, in 1886 after a service life of 34 years.

Note the walking beam, immediately above the paddleboxes, that transmitted thrust from the steam cylinder (85" bore x 144" stroke) to the cranks that turned the paddlewheels. Note also the hog frame truss extending from just aft of the bow up past the pilot house and between the stacks and returning to the deck just aft of the paddlewheel boxes. This frame served the same function as the truss of a bridge and helped keep the hull from sagging in the middle.

This period was the heyday of steamers on the Connecticut and Long Island Sound. Railroads had become common then and were certainly a growing threat but, until a continuous rail line could be constructed to New York City bridging all of the water obstacles between there and Boston, the steamboat trade from New England was lucrative because the boats could bring passengers and cargo directly to Manhattan without the need for breaks in journey as one transferred from train to ferry and back again. As a progressive businessman, Mr. Goodspeed also hedged his bets with the relatively new railway technology by serving as one of the founders of the Connecticut Valley Railroad which paralleled the Connecticut River on its west side from Hartford to Old Saybrook at the mouth of the river on Long Island Sound.

By the time of Mr. Goodspeed's death in 1882, railroads had begun to seriously eclipse the traditional role of steam boats and his fleet of three boats, City of Hartford, City of New York, and Granite State, were sold at a bankruptcy sale to the Hartford & Connecticut Valley Railroad. The H & CV RR substituted rail for steamboat service between Hartford and Saybrook Point on Long Island sound with the ships providing transport from that point to New York.



Figure 2. Type RN-B1. Steamer at Goodspeeds Landing, CT

An almost equally attractive item is this RN-B1 Bank of New England check at Goodspeed's Landing, Connecticut, printed in red and signed by William H. Goodspeed on September 26, 1870 (Figure 2). Note the frugal continued use of an older stock of checks by the date '70' inked in over the pre-printed '186\_'.  
 The check bears an excellent artist's impression of a large side-wheel paddle boat. The four stacks are quite unusual and are probably a somewhat fanciful addition to convey the image of a large, powerful boat.

Others may have existed, but the only actual example of a four-stack boat that I have been able to find was that of the Fall River Line's (later the Old Colony Line) steamer Newport — launched in 1865 near the end of the Civil War and seeing service until 1890. The Newport was a large boat for her time with a length of 342 ft. and beam of just over 43 ft. The Newport plied between Newport, RI, and New York City. There is no record of her sailing the Connecticut River.

The below National Bank of New England check of July 16, 1873, is interesting for a number of reasons (Figure 3). First, it bears an ornate Type C design in salmon rather than the more common orange. Second, it bears a nice image of a mature cotton boll. Everyone knows that Connecticut led New England in the production of cotton, right up there after Alabama and Mississippi — right? Lastly, there is the matter of the Williams Duck Co. of East Haddam, CT.

No, the Williams Duck Co. did not manufacture decoys or breed mallards. Rather, they manufactured a type of heavy cotton fabric (hence the cotton boll logo), variously referred to as duck, cotton duck, duck cloth, or duck canvas. It is believed that the term duck is derived from the Dutch word *doek* for linen canvas. Cotton duck was by far the more common fabric and was made from cotton.



Figure 3. Type RN-C1. Williams Duck Co., East Haddam, CT

Duck is a closely woven material, being one of the most durable fabrics made. It is classified according to weight in a numerical system, with grade 1 the heaviest and grade 10 the lightest variety. The term canvass usually appends to the heaviest grades. Duck is still used in a wide variety of applications, ranging from sneakers to tents to sandbags. During the period when this check was used, duck was most commonly used for maritime applications such as sails and tarps and for military tents.

The Williams Duck Co. was one of a cluster of a dozen mills in Moodus, CT. Moodus is a village within the town of East Haddam. The mill was located on Falls Road, now also known as Connecticut State Route 149. From there, it was only about four miles west and downhill to the Connecticut River via the East Haddam-Moodus Road. Those desiring a modest change of scenery could also go due south from Moodus on Town Street (now also known as Connecticut State Route 151) to Little Haddam and then west and downhill via Orchard and Landing Hill Roads to the Connecticut River.

Raw cotton was brought in on a regular basis from the New York wharves by steamboats coming up Long Island Sound and the Connecticut River. The same boats would take finished products back to New York. Teams of horses would make the trek twice daily from the mills to Goodspeeds Landing where the boats put in. Because the river froze over in winter, each company maintained warehouses in proximity to their mills where cotton could be stored over the winter.

The Moodus mills specialized in yarn, duck, and twine. Twine was the major product, but five of the mills also produced duck. The Williams Duck Co. produced duck from 1855 to around 1920. The Williams Mill was bought by the Hall, Lincoln Co. of Boston in 1902. They continued to make duck very profitably until after WWI, when the market precipitously declined. The Great Depression totally spelled the end of cotton manufacturing at the Williams Mill. The owners, the Ludlow Manufacturing Company, in a move to consolidate operations, moved the machinery to their main plant in Ludlow, Massachusetts, and sold the mill to a Robert Loblick and associates who attempted to convert the building to a distillery. The effort failed and the East Haddam Distillery went rapidly out of business. The building was later transformed into a chicken coop, one of many coops in Moodus during the years when Moodus was a leading egg producer in the area. The building has been vacant for many years now and may have been demolished.



Figure 4. Type RN-D1. Factory at Ansonia, CT

I was totally captivated by the factory scene on the above Ansonia National Bank check dated September 2, 1879 (Figure 4). While it is highly unlikely that this check can be attributed to any one specific factory, it is certainly representative of the many factories that dotted the landscape of the highly industrialized Naugatuck Valley of Connecticut.

Ansonia, in 1876, was still a borough of the much older nearby city of Birmingham (later Derby) at the southern end of the valley where the Naugatuck River joins the Housatonic River for a final journey to Long Island Sound. It was incorporated as a separate town in 1889. For approximately 100 years Ansonia and Derby were major centers of heavy industry in Connecticut. Indeed, one of my first paying jobs was summer employment as a high-school student in a Derby factory akin to this one where all of the machines were powered by belts driven by overhead shafting run by a remote power source.

The power source was probably electricity by the time I was employed but at the time this check was written it could have been either steam power (rapidly becoming popular) or water power. Though not commonly known now, up until the 1950s the Ansonia had a complex network of canals throughout the central city area that were fed by a dam on the Naugatuck River north of the city and it was this source of power that originally drove the industry of the city.



Figure 5. Type RN-D1. Connecticut Valley Railroad Co. at Hartford, CT

The Aetna National Bank of Hartford, Conn. check shown above of May 10, 1876, bears an interesting, though crude, engraving of a wood-burning locomotive of the era (Figure 5). The background for the train might more reasonably be that of northern New England than the territory traversed by the Connecticut Valley Railroad Company though, in truth, this design was used by other different railroads as well. Copies exist in red on a Boston National Bank check used on a RN-B1 by the Mansfield & Framingham Railroad Company in Massachusetts on December 17, 1871, and on a RN-B1 draft in violet of the far distant Hannibal & St. Joseph Railroad in Missouri used on June 14, 1870.

A charter was granted to the Connecticut Valley Railroad Company on July 17, 1868, with authorization to build a line south from Hartford to Long Island Sound at Westbrook, Clinton, or Old Saybrook. The company was organized on October 2, 1869, and the decision made to build to Old Saybrook. Actual service began on July 29, 1871, with a ceremonial run over the 45 miles from State Street in Hartford to Saybrook Point. Regular service began two days later with an official opening declared on August 24, 1871. A later extension built onward and closer to the sound at Fenwick, opening on July 1, 1872. This extension was abandoned back to Saybrook Junction on July 18, 1922.

Though the line included no major bridges or tunnels, the cost of construction was still much greater than anticipated and the line did not turn out to be a financial success. A bankruptcy caused the line to be reorganized on July 1, 1880, as the Hartford & Connecticut Valley Railroad. Still not a strong line, its owners convinced the New York, New Haven & Hartford RR that it should buy control, which the New Haven did in 1882, acquiring the line outright ten years later in 1892. The H&CV then became the Valley Division of the NY, NH & H RR.

Times were good for the Valley Division until after WWI, when improved roads made it possible for automobiles and trucks to start making serious inroads into the lines traffic. Maintenance deteriorated and line speed fell from 55 mph to 30 mph, passenger service ended, and freight service was reduced to weekday locals. By 1961, with the New Haven RR in bankruptcy, only two local freights per week plied the line. The last New Haven freight train ran on the line in March of 1968, with the New Haven itself disappearing by merger into the ill-fated Penn Central system on January 1, 1969.

That might have been the total end of this interesting bit of line had it not been for dedicated volunteers who managed to keep the line from being torn up by obtaining a temporary lease from the Penn Central in 1969 and on August 15 of the same year getting the line turned over to the State of Connecticut. On June 1, 1970, the state granted a formal lease to the Valley Railroad Company to use the 22.67 miles of track between Essex and Deep River for freight and passenger service and on July 29, 1971 (100 years to the day of the first ceremonial run), the first train of the new Valley Railroad steamed from Essex to Deep River. This segment of the line (others still exist as well) has been in service ever since and remains a popular tourist attraction.

The National Bank of New London check of January 16, 1875, appearing on the next page, bears a fine engraving of a sailing ship of the era (Figure 6). The ship is under nearly full sail, though careful examination will reveal that its lower mainsail is furled and its fore, main, and mizzen sky sails are furled. Note too the white stripe along the hull interrupted by 8 small gun ports. Merchantmen would often travel far from home port without naval escort, so it is likely that this was a form of camouflage to indicate to the casual and/or distant observer that this was a warship of 16 guns and not to be trifled with — though in this post-Civil War era sail powered warships had become obsolescent at best.

This was a time of transition with sail starting to be very rapidly displaced by steam. It was becoming much more common to see side-paddle wheel steamers and even screw steamers in oceangoing commerce, usually in a mixed configuration of primary steam power plant backed up by a full-rigged complement of sails. As time went on and steam became more reliable and common place, masts and sails rapidly atrophied and then disappeared all together. Sail persisted into the early 1900s but only to move high volume, low value cargoes that did not require speed.



Figure 6. Type RN-D1. Sailing Ship at New London, CT

Another interesting check of the same era exists from Bridgeport, CT, that nicely illustrates the sail-to-steam transition showing a paddle-wheel steam tug moving a conventional sailing vessel within a harbor. There are some excellent California checks showing the hybrid steam-sail ocean-going vessels noted in the preceding paragraph.

The following National Bank of New England check of June 1, 1877, bears wonderful engraving of the sea god Neptune blowing a triton (Figure 7). In addition to Type G checks printed in green, the same design exists in blue. The design also exists in green on Type C checks (to include a plate flaw variety) and in green on Type N3. Thus, there is an interesting variety of combinations from which to choose in securing copies of this interesting check.

I will not go into the complete corporate details of the Neptune Twine Mill because these are covered elsewhere in a fascinating little article that appeared in the April-June 2002 issue of *The Check Collector* produced by the American Society of Check Collectors (ASCC). The Neptune Twine and Cord Mill was founded in East Haddam, CT, in 1832. In 1862 Mr. Emory Johnson built the Neptune Twine Mill, a large structure, between two pre-existing mills in Moodus on the Moodus River in the northern corner of East Haddam. The mill structure survived until 1972 when it was lost in a fire. The site still exists as part of a small museum complex.



Figure 7. Type RN-G1. Neptune Twine Mills, East Haddam, CT

The last featured item is an American National Bank of Hartford check of October 26, 1875, bearing a wonderful engraving of two Sharps 1874 #2 Creedmore Silhouette rifles (*Figure 8*). Another example of the check shown exists with Hartford and American crossed out and Bridgeport and City inked in with a date of January 24, 1879. Other more prosaic checks also exist with the name of the firm written in long-hand over the signature block. The one shown however is the great prize, adding significantly to the cost of what would otherwise be just another inexpensive run-of-the-mill Type RN-M2.

Christian Sharps (1811-1874), for whom the company was named, was only loosely affiliated with the firm throughout its corporate existence. He learned about the technology of breech-loading rifles during the 1840s while employed at the Harpers Ferry arsenal in Virginia, applied for his own patent in 1848 while working on his own in Cincinnati, Ohio, and later manufactured rifles on his own in Pennsylvania. The company bearing his name was later established in New England.

The Sharps Rifle Company was founded in Hartford in 1849 and operated there through the period of the Civil War (1861-65). The company was managed by R. S. Lawrence and built rifles under the patents of Christian Sharp, who received a royalty of \$1.00 per rifle. Sharpshooters in Col. Hiram Berdan's 1<sup>st</sup> and 2<sup>nd</sup> United States Sharpshooters used Sharp Model 1859 rifles until these units were disbanded late in 1864. The Model 1859 was eventually modified to a New Model 1863 rifle and these were also supplied to the Union armies. After the war, Sharps manufactured heavy caliber rifles suitable for hunting big game.

Christian Sharps removed himself from the Connecticut enterprise early-on and went to Philadelphia, PA, where he continued to build rifles under a number of different corporate arrangements not associated with the Sharps Rifle Co. in Connecticut.

In 1876 the Sharps Rifle Company removed itself from Hartford to Bridgeport, CT. Sharps rifles were one of the preferred weapons of the buffalo hunters that roamed the Great Plains in the period following the Civil War and who were largely responsible for the decimation of the great buffalo herds. When the last of the great herds disappeared in 1880, the market for these heavy caliber weapons died as well and the company went out of business in 1881.



Figure 8. Type RN-M1. Sharps Rifle Co., Hartford, CT

## Printers

As is fairly well known to check and revenue collectors, the actual revenue stamped paper upon which checks and other documents were printed was produced by only a handful of security printers under government auspices. Once the paper was created and paid for, it could readily be used by a wide variety of other printers to actually produce checks, drafts, and other financial instruments.

The American Phototype Co. developed and printed more than half of the types of RSP that have been identified. Butler & Carpenter (later Joseph Carpenter & Co.), the well-known printers of First Issue revenue stamps, designed and printed five types of RSP. The Graphic Co. of New York printed only the Type G paper which, interestingly enough, totaled more than the sum of all other types combined. All of the designs used for RSP were lithographed except for three Carpenter designs that were executed by engraving. The later Spanish American War Type X was printed by a number of printers who found it expedient to combine the central portion of the Civil War era Type O design with the balance of the Type M design to derive the Type X.

Most, but not all, financial instruments bear the name of their printing firm (there are at least two examples of documents with no association to a printing firm. There were printers from Rhode Island (1), Massachusetts (2), Pennsylvania (2), Connecticut (13), and New York (47).

The manner in which the name of the printing firm is printed often results in very subtle differences between two otherwise identical checks. For example, the name in one instance may be printed in all capital letters and in another in sentence case — this being the only distinction between two otherwise identical printings. Collectors need to look closely to determine exactly what they have. To the best of my knowledge, minor distinctions do not create price differentials. They do, however, create the need to buy several similar looking checks if the purist strongly desires “one of everything.”

It is interesting to note that, for a highly industrialized state like Connecticut, the greater volume of RSP produced for use within its borders was manufactured out of state. For example, why would a firm in Hartford have their checks printed in New York unless it were a case of lower price, faster delivery date, or commercial or family ties?

## Conclusion

RSP takes somewhat more ambition to display than do conventional revenue stamps. Collectors of postal history that might develop an interest in RSP have an advantage here as they are already accustomed to the extra effort necessary to display their collection. One just cannot put RSP into a ready-made album because such does not exist. Hence, I have taken a page (pun intended) from my friend and noted RSP collector Bob Hohertz and made my own pages.

I include a short write-up on each item of RSP displayed, using the following basic sources of information: the Scott *Specialized Catalogue of United States Stamps & Covers*, the ARA's *A Handbook for United States Revenue Stamped Paper*, and the Forty-Ninth Philatelic Congress Book's *Centennial Survey of the United States Civil War Revenue Stamped Paper Issues, 1865-1883*, plus other sources cited in my bibliography. I also make very extensive use of the internet.

I then try to find historical background information for each individual item displayed so that I have as much background information as possible. This greatly adds to the enjoyment of looking at an item because of the additional historical context. Availability of information varies widely so research becomes almost an unending quest, helping to preserve interest in what would otherwise become static objects increasingly ignored as one pursues additional new material.

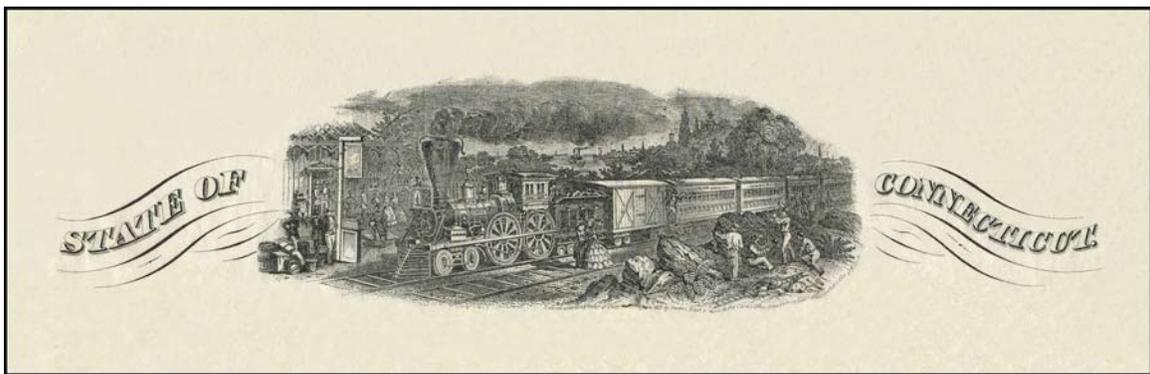
Prospecting for new material and for supporting information is a somewhat sporadic process. The internet offers great opportunity, but it is sometimes not a substitute for being on-site at home where I would have access to newspaper archives, local historical museums, local historical societies, and the archives of the University of Connecticut. These resources being lost to me by virtue of living in the mid-West, I am forced to save up lists of questions to which I try to find answers during the short annual visits I am able to make during the summer.

Several stamp dealers, primarily Richard Friedberg and Eric Jackson, specialize in this type of material. EBay is another good source. Over the years, I have managed to acquire a majority of the known Connecticut items plus a fair number of new discoveries. A project that has taken several years (and worn out the internet!) has been to research information on the banks upon which the checks were written, the companies making the checks (if known) and the payer and payee of each check. Each check in the Connecticut portion of my RSP collection has been thus written up.

I have appended a bibliography of the many web sites that have been used to generate information. It is not totally inclusive and I have not included many of the smaller sites used to bind very small scraps of information.

I would be happy to answer questions from anyone that might wish additional information. I can be contacted at:

don.woodworth@att.net



## Bibliography

Scott Specialized Catalog of U.S. Stamps and Covers, Scott Publishing Co., P.O. Box 828, Sidney, OH 45365-0828. 2011

"A Centennial Survey of the United States Civil War Revenue Stamped Paper Issues, 1865-1883" by Kimber Wald, Forty-Ninth American Philatelic Congress Book, November 4-6, 1983. (Pages 35-159).

"A Handbook for United States Revenue Stamped Paper" by Joseph S. Einstein, Thomas C. Kingsley, and W. Richard De Kay, American Revenue Association, 1979.

"Introduction to United States Revenue Stamps" by Richard Friedberg, Linn's Handbook Series, 1994. (Pages 80-84).

Field Guide to Revenue Stamped Paper, Part 5, The Eastern States (pp9-28) by Castenholz and Sons, Publishers, 1055 Hartzell Street, Pacific Palisades, CA 90272

"An Introduction to Revenue Stamps" by Bill J. Castenholz, Castenholz & Sons, Publishers, 1994. (Pages 51-61)

I made extensive use of the internet in finding information, most commonly Wikipedia and other sites that took me to references from the 1880s that are now in the public domain. Many of these references were what would be today considered chamber of commerce puff pieces highlighting prominent men and important industries of various towns. As I originally intended my research solely for private use, I did not originate or keep a detailed bibliography of all of my sources. Had I done so, it would be longer than this article. This said, here is just a partial list of sources which will provide an idea of the resources used:

Google Books: A Modern History of New Haven and Eastern New Haven County

Google Books: A Modern History of New London

Google Books: A History of the Old Town of Stratford and the City of Bridgeport

Google Books: The Collins Company

Numerous City Directories

History of the Old Town of Derby, CT

Haddam Historical Society: The History of Haddam

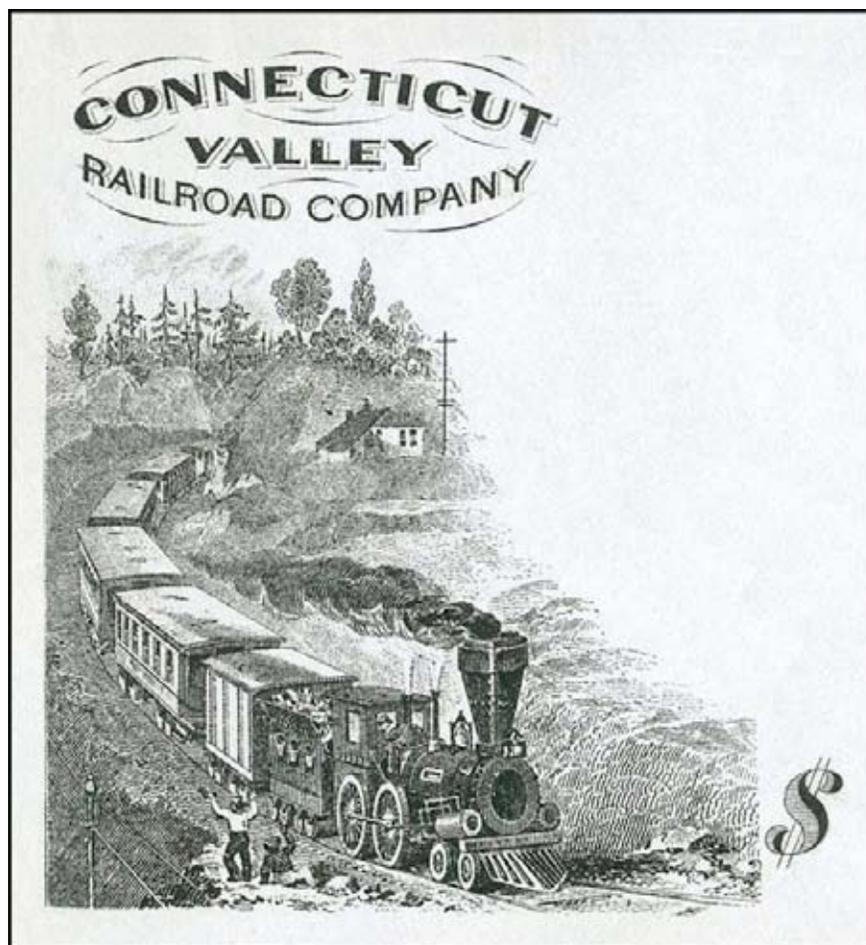
The History of Waterbury and the Naugatuck Valley

Hartford in 1912

Hartford, Connecticut as a Manufacturing, Business, and Commercial Center

The Leading Businessmen of Norwich

Who's Who in Connecticut Finance, Banking, and Insurance



# Appendix

## Additional Illustrations from the Col. Don Woodworth Collection

The Additional Illustrations section that follows the body of this article is arranged so that new Connecticut RSP items can be easily be added if interest in this web site warrants. Its format allows easy insertion of additional illustrations to the basic article. As previously noted, checks are the predominant financial instrument upon which Connecticut RSP is found, followed by drafts, receipts, and (way last) stocks and bonds. Uses of Types B1, C1, D1, G1, and X7 predominate. We will show, in alphabetical order, examples of each type of Connecticut RSP – starting with Type A and ending with Type X.

Each illustration is presented in a standard format:

**Header Information:** The italicized information identifies the type of imprint used on the document (ex. RN-B1); the name of the firm (when known) and bank issuing the check; and brief details on the origin of the imprint and quantities known. Information about quantities used and earliest date of use are based upon the most recent available resource (a reference from 1979), so this information should be treated with caution as there have been numerous new finds over the intervening years which will have undoubtedly changed these data. At best, this information provides an idea of the overall volume (hence scarcity) of a given type of RSP and a reasonable idea of when the type first came into use.

**Illustration:** Illustration of the document under consideration. Information about the document will be shown beneath the illustration – as noted immediately below.

**Bank:** The name of the bank is provided. Information about the bank is provided below the illustration of the document upon which the bank's name appears.

**Firm:** The name of the firm is provided if the name of a company appears on the document. Information about the firm is provided below the illustration of the document upon which the firm's name appears.

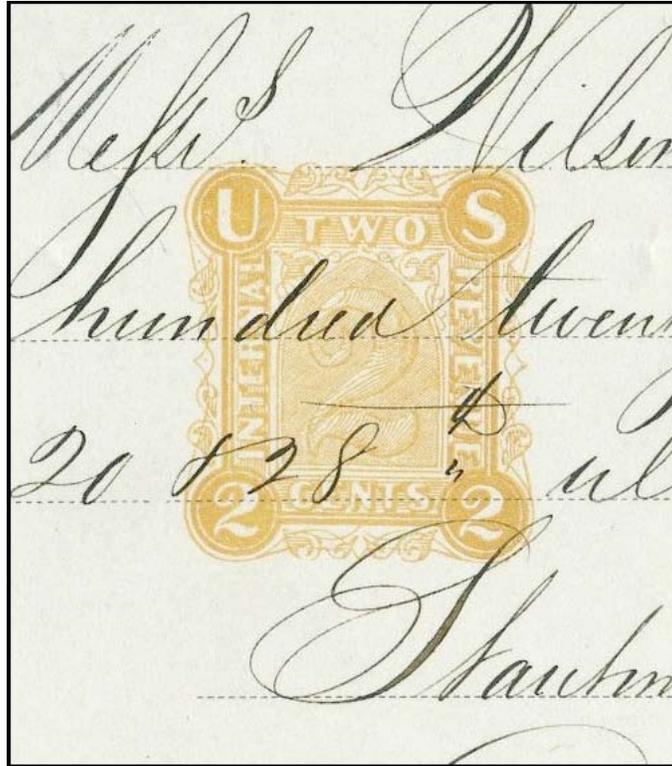
**Maker:** Information on the maker is provided below the illustration of the document in all cases where it is possible to read (sometimes decipher) the name of the person.

**Payee:** Information is often more difficult to find for payees as they were not necessarily located in Connecticut. Sometimes endorsements on the back of a check will give a clue to where the payee may have been located but, in the absence of such information, the hunt for information can become very open ended, especially if the payee has a common name (e.g., John Smith).

## RN-A2 — 2¢ Orange

*The American Phototype Co., Vesey St., New York, NY, created the Type A design, simplest of all those used on RSP, in 1866. The Type A design was used predominantly on receipts. The earliest known use of a RN-A2 design is January 31, 1866. The tax on receipts ended on July 31, 1866, making the Type A rather scarce, though uses and are known at least through the end of 1866. At least 20 Type RN-A2s are recorded.*

L. B. Plimpton & Co  
Hartford, Connecticut  
June 29, 1866



Only one Connecticut example of a Type RN-A2 is known, and it is not in the author's collection. A black & white illustration exists on page 9 of Castenholz, *Field Guide to Revenue Stamped Paper*, Part 5, but we are prohibited from illustrating it due to copyright restrictions. In lieu thereof, we have provided a color illustration cropped from a piece of New York RSP to show what a Type RN-A2 imprint looks like.

## RN-B1 — 2¢ Orange

*The Type B design was developed by the American Phototype Co. of New York in 1864 and was used in a wide variety of formats - checks, drafts, receipts. Over 750 unused and used copies are reported. The earliest reported date of use is Jan. 3, 1865.*

The Birmingham National Bank  
Birmingham (Derby), New Haven Co., CT  
Birmingham Iron Foundry  
Stearns & Beale, Stationers  
November 26, 1870



**Bank:** The Manufacturers Bank of Birmingham (founded 1848) became the Birmingham National Bank in 1865. Founders, including Edward N. Shelton, were prominent in the booming manufacturing industries of Derby, CT. Shelton was the first president and held office until his death in 1894. The original building was replaced with a fine new one in 1892, richly detailed with Sullivanesque and Neo-Greek elements. In the early 1970s, the Birmingham National Bank merged with Hope Trust and Second National Bank to become Second New Haven Bank. It later moved to Thompson Place and became part of the Fleet system. The old building was made into the Olde Birmingham Restaurant and continues (2009) as the Twisted Vine Restaurant at 285 Main St.

**Firm:** The Birmingham Iron Foundry was begun by twin brothers Sylvester and Sullivan Colburn in the spring of 1836 and stood on what is now the corner of Main and Water Streets as of 1838. Water St. was then Factory St. A reservoir behind the factory may have been given Water St. its name. The road east of the foundry was Old River Lane. An arm of the Naugatuck River flowed there. The Colburns of Westville, CT, removed to Birmingham, leaving their firm that was the sole source of clock weight castings. With only \$5,000 they quickly set up a new foundry, soon taking brother Dr. Josiah M. Colburn into partnership and, later, Sheldon Bassett, with whom they incorporated as the Birmingham Iron Foundry (1850) making chilled iron, rubber machinery, and rolling mill machinery. The Colburns then went to Ansonia. On Sheldon's death (1865) after 15 years at the helm, his sons Royal M. became president and Theodore S., secretary and treasurer (later vp). The average number of workmen was 125/year with annual pay-roll of \$72,000 and output of about \$200,000. Civil War sales were \$35,000/month.

Farrel Foundry was begun in 1848 by Almon Farrel. It made bayonets and cannon barrels in the Civil War. It merged with Birmingham Iron Foundry in 1927 to become Farrel-Birmingham. Farrel-Birmingham began making gears for US Navy vessels at Buffalo, NY, in the 1920s. The firm won a Navy E Award (1942) for work with GM on a rapid reversal gear system to let ships reverse engines without first slowing. Farrel-Birmingham became Farrel Corp. (1963) and began making equipment for plastic plants. It became private in 1986 after having several owners (1960-70). The Derby plant was razed in 2000 for a Home Depot. The Ansonia plant still operates (2010).

**Maker:** Theodore Sheldon Bassett was born in Birmingham (now Derby), CT, April 26, 1839, of parents Sheldon and Harriet Hull Bassett. His father was president of the Birmingham Foundry (1850-65) after being with it since 1836, and also judge of probate for Derby. Theodore's schooling was in local public schools and a few terms at boarding school. He showed early aptitude for business and at age 16 went to New York (1855) to be a clerk in his uncle's business. As an adult, he became engaged in manufacturing and attained success as vice-president of the Birmingham Iron Foundry, president of the U.S. Rubber Reclaiming Works, and treasurer of the Bassett Corset Company of Derby. During construction of the Union Pacific Railroad, he set up a rolling mill at Laramie, WY, to make many of the rails required and was present when the last spike was driven.

Largely due to the Birmingham concern's focus in manufacturing equipment for rubber factories, Mr. Bassett took a deep interest in that industry. In 1889 he helped found a rubber reclaiming plant at Shelton, CT, which in 1895 took the name U.S. Rubber Reclaiming Works. The business was incorporated under the name in New Jersey (June 1900) and associated with the reclaiming business of the Lowenthal Rubber Company. Mr. Bassett became president of the new firm and remained so until his death. A new plant in Buffalo, NY, grew to be the largest in the field. He took a keen interest in the New England Rubber Club.

Mr. Bassett was prominent in public affairs. From 1888-92, he was postmaster of Derby. He was treasurer of the town and borough of Derby, and a member of the local Board of Trade. He was a 32nd degree Mason (Knight Templar), member of the Algonquin and Calumet Clubs of Bridgeport and the Republican Club of New York. He enjoyed the then-modern activity of driving. On April 26, 1860, he married Caroline Wells of New York City, who died at their Milford home in January 1907. They had three children: Caroline W., Harmon S., and Theodore, Jr. Mr. Bassett died on October 7, 1908, at his summer home in Fort Trumbull Beach, Milford, CT, at age 69. His funeral was at the Second Congregational Church, Derby, on October 10, 1908, with interment in the family plot in Derby.



# RN-B1 — 2¢ Orange

*The Type B design was developed by the American Phototype Co. of New York in 1864 and was used in a wide variety of formats - checks, drafts, receipts. Over 750 unused and used copies are reported. The earliest reported date of use is Jan. 3, 1865.*

First National Bank of the City of Bridgeport, CT  
Bridgeport, Fairfield Co., CT  
Birmingham Iron Foundry  
Stearns & Beale, Stationers  
July 5, 1870



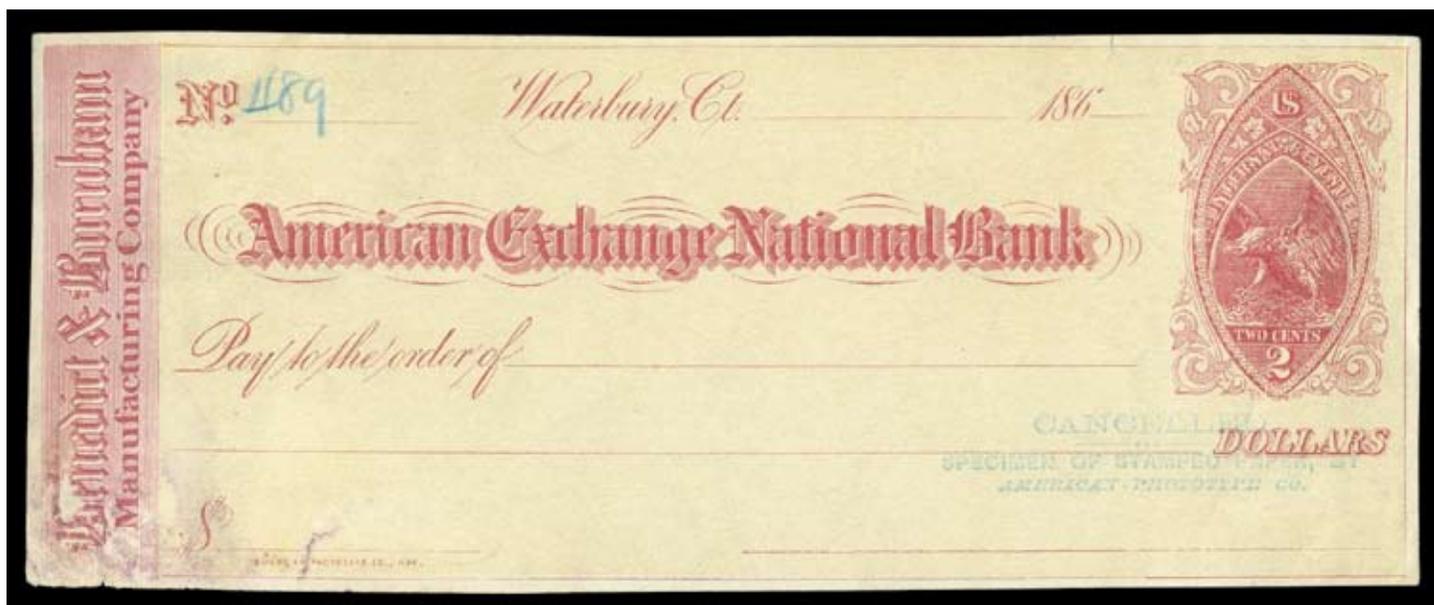
**Bank:** The First National Bank of the City of Bridgeport, CT, was organized in March 1864, successor to the Farmers Bank. It was at the corner of Main and Bank Streets and occupied the first story of the Peoples Savings Bank. Edmund S. Hawley was its first president. It was first capitalized at \$210,000. An impressive new marble facade building was built in the same location in 1905. It was the tallest building in Bridgeport until later replaced by the City Trust Bank. The First National Bank was in business until at least the 1930s.

**Maker:** The check is signed by Royal M. Bassett, president of the Birmingham Iron Foundry. Mr. Bassett was born in Derby, CT, on October 22, 1828, and died there on May 25, 1905. He was the second of 7 children of Sheldon Bassett. He attended public school in Derby, then spent a year at Brainard Academy in Haddam and two years at Stiles and Truman Academy in New Haven. He had his father's aptitude for business, beginning his career as secretary of the Birmingham Iron Foundry. He succeeded to the firm's presidency on his father's death in 1865. He was an incorporator of the Housatonic Water Co. and the Derby Gas Co. With brother Theodore, he built and operated large rolling mills at Laramie, WY, and Topeka, KS, to supply rail for the Pacific railroads. He was at one time president of the Utah Northern Railroad and, for three years was a warden of the borough of Birmingham, and served 20 years on the Derby School Board. He was a Freemason and member of Derby's King Hiram Lodge. He married Frances J. Stratton. They had three children.

## RN-B10S — 2¢ Red

*The Type B design was developed by the American Phototype Co. of New York in 1864 and was used in a wide variety of formats - checks, drafts, receipts. Thirty-three (33) used copies in red are reported. The earliest reported date of use is August 3, 1865. It is unknown how many samples exist such as this example. It was most likely removed from a salesman's display book. Note the blue handstamp in the lower right corner reading CANCELLED SPECIMEN OF STAMPED PAPER, BY AMERICAN PHOTOTYPE CO.*

### American Exchange National Bank, Waterbury Benedict & Burnham Manufacturing Company American Phototype Co. 1860s



**Bank:** The American Exchange Bank was established in 1838. It was renamed the American Exchange National Bank on January 17, 1865. In 1903 it occupied a 17 story building at 128 Broadway, corner of Cedar, designed by architects Clinton & Russell. Its president then was Dumont Clarke. The bank reported \$5 million in capital, surplus of \$3.7 million, and assets of \$57,281,975. It was again renamed the American Exchange-Pacific National Bank on January 8, 1925. With various other re-namings, it remained in business as late as 1989 as The Bank of New York.

**Firm:** The Benedict & Burnham Manufacturing Company began in 1812 in Waterbury, Connecticut. As the US went to war with England, Aaron Benedict seized on an opportunity. Soldiers and sailors needed uniform buttons, but England would obviously no longer supply them. Benedict bought up every brass kettle, pan and pot he could find, established a rolling mill and began making buttons for the armed forces under his own name, Aaron Benedict (1812-23). In 1824 James Croft, a partner, went to England to purchase a larger rolling mill. Benedict could now produce all the brass he needed, plus a surplus to market to other companies as A. Benedict & Co. (1823-29).

Israel Coe partnered with Benedict on February 2, 1829, to form Benedict & Coe (1829-34). Other partners included Bennet Bronson, Benjamin DeForest, and Alfred Platt. Coe left the firm in 1834 to pursue other business ventures. Israel Coe's name turns up time after time in the Naugatuck Valley's brass history.

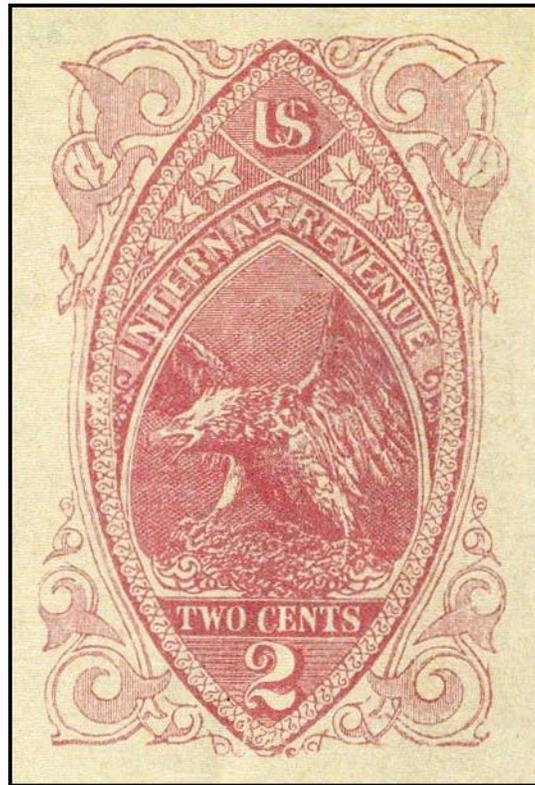
In 1832 Gordon Webster Burnham entered the firm of Benedict & Coe, which by that time was also manufacturing brass and copper utensils. On February 14, 1834, after Israel Coe's departure, he formed a partnership with Aaron Benedict (Benedict & Burnham, 1834-43) and established what became the Benedict & Burnham Manufacturing Co. (1843-1900), the largest manufacturers of brass and copper appliances and fixtures in the United States. The partners included Bennet Bronson, Alfred Platt, Henry Bronson, Samuel S. DeForest and John DeForest. Benedict & Burnham also produced copper and copper alloys, door handles, furniture knobs, safety pins,

By 1840 the firm of Benedict & Burnham had assets in excess of \$100,000 and became the first brass factory in Waterbury to incorporate, doing so on January 14, 1843. As early as the 1840s, the company was involved in the manufacture of whale oil lamps. They made a number of quality lamp burners, and many fine examples survive today. The Benedict & Burnham Manufacturing Company was assigned at least twenty-four patents between September 29, 1868, and November 8, 1898. Noteworthy inventors include James G. Hallas, assignor of six patents, and William N. Weeden, assignor of eleven.

In 1846 the Benedict & Burnham Manufacturing Company and a company called Brown & Elton jointly organized the American Pin Company. They later spun off two divisions into separate companies — The Waterbury Button Company (1849-1945) and The Waterbury Companies (1945-2000). A re-organized Waterbury Button Co. appeared in 2000 and remained in business at least as of 2009. In 1857 Benedict & Burnham formed the Waterbury Clock Company as a separate joint stock corporation.

The Waterbury Clock Co. was in business from 1857-1944. The company began making watches for Robert H. Ingersol in 1892, and subsequently purchased his business in 1922. When the company failed in 1944, it became part of the U.S. Time Corp. A company advertising poster of the 1860s lists Aaron Benedict as president and Charles Benedict as treasurer of a company capitalized at \$400,000 and manufacturing rolled and sheet brass and German silver; brass, copper, and German silver wire and tubing; brass and copper burrs and rivets; brass and German silver castings to order; and copper, nickel, and spelter (a zinc alloy used for figurines and candlesticks and given a bronze or painted finish), ingot metal, etc.

In 1870 the Benedict & Burnham Manufacturing Company started making seamless tubing. Until this time, only one other firm was successfully making seamless tubing. In 1894 the company made significant advances in the manufacture of tubing when they imported machinery from Germany. By 1895 Benedict & Burnham employed 967 people and was producing 4,740,685 pounds of brass sheets, wire and tubing! On August 6, 1900, the Benedict & Burnham Manufacturing Company became part of the American Brass Company.



RN-B10S

## RN-C1 — 2¢ Orange

*The Type C design was developed by the American Phototype Co. of New York in 1870 and was used in a wide variety of formats - checks, drafts, receipts. Over 500 unused and used copies are reported. The earliest reported date of use is April 20, 1870.*

First National Bank of Hartford, CT  
United States Hotel  
Kellogg & Bulkeley, Lithographers  
January 10, 1871



**Bank:** The First National Bank of Hartford was founded by the stock holders of the Merchants and Manufacturers Bank, who voted to change to the National Banking System on January 12, 1864. The Merchants and Manufacturers Bank had been founded on August 14, 1857, under authorization by the state of Connecticut. It was located at No. 9 Central Row, Hartford. The newly authorized First National Bank opened for business at the same location on February 1, 1864. Its first president was George Beach, Jr. The bank prospered. A new bank building, still standing in 2009, was built in 1899 at 50 State Street to the design of architect Ernest Flagg. The First National Bank of Hartford operated as an independent entity until 1949, when it was merged out of existence.

**Maker:** David Alonzo Rood was born in Sheffield, MA, on September 28, 1817, son of David & Salome (Partridge) Rood of Canaan, CT. Educated in Sheffield, he farmed until age 21 and then began his first business venture as a hotel proprietor in New Hartford, CT (1845). In 1847 he took over the Connecticut Hotel in Hartford, selling it in 1849 and in 1851 buying the Eagle House. He enlarged the latter in 1855 and renamed it the Trumbull House, operating until 1865, he leased the adjoining United States Hotel. In 1867 he bought out the Trumbull House and in 1869 physically connected it with the United States Hotel and renamed the complex the United States Hotel, well known in New England. By 1898 he was the oldest active hotelier in Connecticut, being in the business since 1845 and proprietor of the United States Hotel for 42 years. He was proprietor of Fenwick Hall, Saybrook (5 years) and the Manhasset Hotel, Shelter Island, NY (1 year). He leased the first floor of the Trumbull House to the First National Bank which, in 1897, he tore down and built a large new bank on the site. He served three years as lieutenant colonel of the 1st Regiment, Conn. National Guard; was an incorporator and a director of the Dime Savings Bank; and Hartford police commissioner for 10 years. He belonged to the Republican Club. He was twice married, first to Maria Woodford of Avon, CT (three children). Maria died on June 23, 1883, and he remarried on September 10, 1884, to Abbie F. Carroll of Dedham, MA. Mr. Rood died in 1906.

**Payee:** C.H. Webster is listed as a stationer doing business at 16 State St., Hartford in 1873. He lived in nearby Rocky Hill, CT.

# RN-D1 — 2¢ Orange

*The Type D design was developed by the American Phototype Co. of New York in 1872 and was used in a wide variety of formats - checks, drafts, receipts. Over 2200 unused and used copies are reported. The earliest reported date of use is March 18, 1872.*

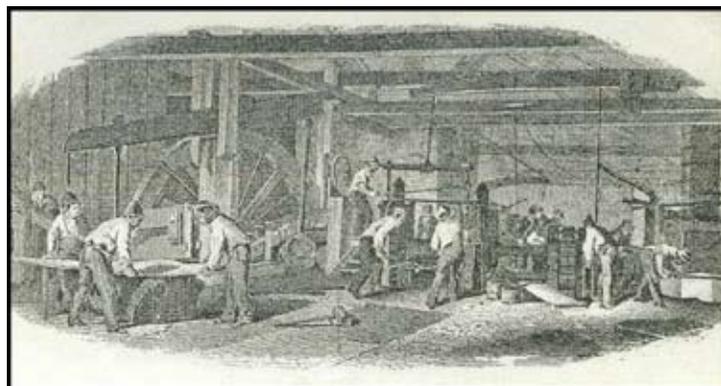
Ansonia National Bank  
Ansonia, New Haven Co., CT  
Dennison, Smith & Co., Stationers  
September 2, 1879



**Bank:** The residents of Ansonia bought the stock of the troubled Bank of North America in Seymour and moved it to Ansonia in July 1861, changing its name to the Ansonia Bank, capital \$100,000. Its name was changed to the Ansonia National Bank in 1865, under President Thomas Wallace. It remained in business until at least as late as November 1909. Charles H. Pine, who started the bank as a clerk in 1867, became president in 1886.

**Maker:** No information could be found on D. M. Clark.

**Payee:** No information could be found on James Rooney.



## RN-D1 — 2¢ Orange

*The Type D design was developed by the American Phototype Co. of New York in 1872 and was used in a wide variety of formats - checks, drafts, receipts. Over 2200 unused and used copies are reported. The earliest reported date of use is March 18, 1872.*

### The Collinsville Company Collinsville, Hartford Co., CT Wilbur & Hastings, Stationers December 17, 1875

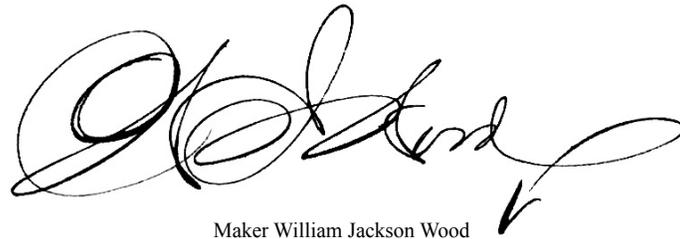


**Firm:** In 1826 Samuel Watkinson Collins, age 24, his brother David, age 21, and their wealthy cousin, William Wells, purchased a saw-mill property along the Farmington River and began mass producing high quality axes and selling them wholesale throughout the world. The Collins Company constructed housing for its employees, as well as stores, a church, bank and hotel. In the 1920s the Company owned as many as 190 houses in Collinsville. The first fire department was organized to protect the factory and its properties in Collinsville and the building and equipment was later donated to the Town of Canton's Volunteer Fire Department. The Collins product line grew to include 1,300 types of edge tools, including axes, adzes, machetes, hatchets, picks, knives, swords and bayonets. The Company built dams on the river to produce hydroelectric power to run their production and situated buildings strategically along raceways and turbines to take advantage of this source of water power. In 1966, after 140 years in business, the Collins Company closed its doors, due in part to losses experienced in the devastating Flood of 1955 and changing technologies and economics. Today (2010) about 26 of the original 50+ factory buildings remain.

A history of Canton, CT, published in 1895, notes that the original partnership of Collins & Company eventually became the Collins Company, noting that founder Samuel Watkinson Collins was succeeded in the presidency of the company by E. B. Watkinson, and then followed in turn by William Jackson Wood.

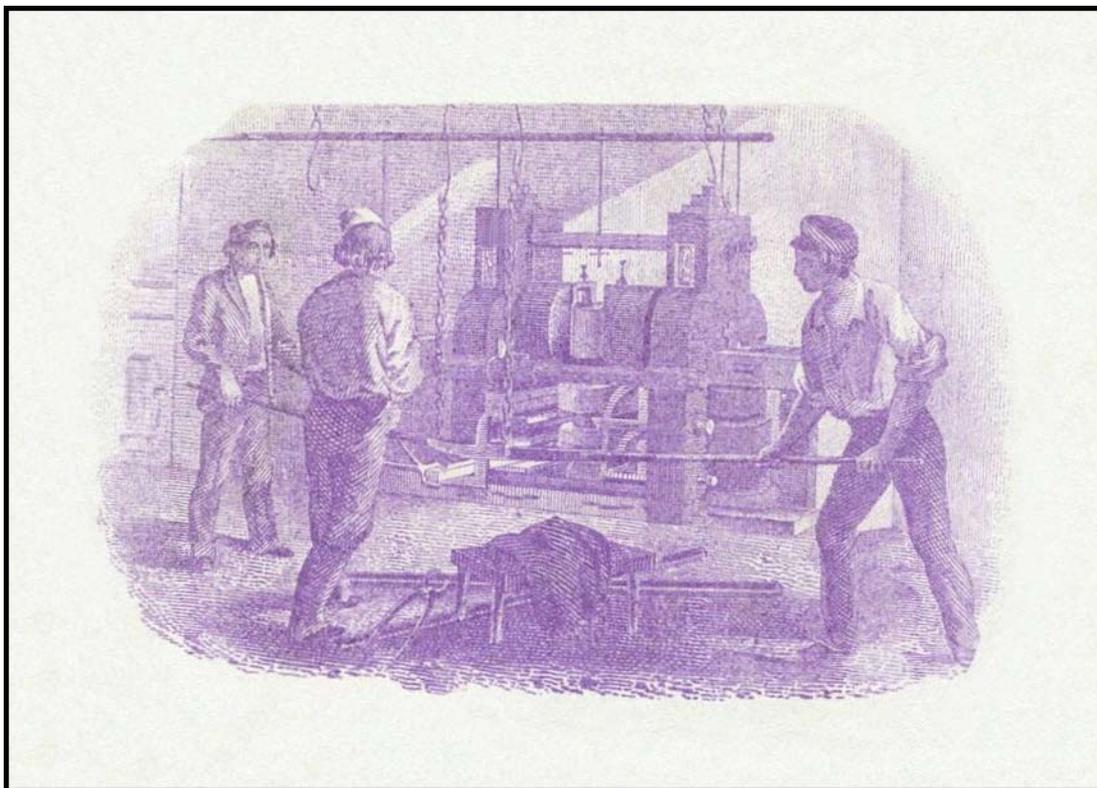
**Maker:** Our signatory, William Jackson Wood was born in Rockaway, NJ, in 1835. He graduated from Princeton University in 1856, studied law with Lyman A. Chandler, and was admitted to the New Jersey bar in 1859. He then went into partnership with Mr. Chandler. He was a member of the New Jersey legislature in 1863, but left this position to be commissioned a major in the Union Army and serving as a paymaster with the US Volunteers, serving in the Southern Department. After the Civil War, he moved to Troy, NY, and then on to Hartford, CT.

Major Wood married Frances P. Howe of Hartford in 1866 after leaving military service. They subsequently had a daughter (Ethel). While living in Hartford, he became superintendent and later president of the very prosperous Collins Manufacturing Co. He was at one time president of the National Exchange Bank in Hartford and occupied other important positions as well. He died in Hartford on October 25, 1885.

A highly stylized, cursive handwritten signature in black ink, likely belonging to William Jackson Wood. The signature is fluid and difficult to decipher due to its extreme flourishes.

Maker William Jackson Wood

**Payee:** Charles S. Leete & Co. was an important wholesale and retail druggist (one of the largest in Connecticut) operating at 297-303 Chapel St. in New Haven, CT. As of 1897, Mr. Leete's residence was at 1220 Chapel St. He had been a director and president of the Mechanics Bank since 1863. He resigned this position ca. 1907 in favor of his successor William H. Douglass, formerly the vice president of the bank. On September 10, 1885, he was elected to become president of the Security Insurance Co. (of New Haven), succeeding the former president, Charles Peterson, who had recently died.



# RN-D1 — 2¢ Orange

*The Type D design was developed by the American Phototype Co. of New York in 1872 and was used in a wide variety of formats - checks, drafts, receipts. Over 2200 unused and used copies are reported. The earliest reported date of use is March 18, 1872.*

## New Haven County National Bank New Haven, CT Punderson & Crisand, Lithographers Unused



**Bank:** The New Haven County National Bank was established in 1834 as the New Haven County Bank. It became a national bank in 1865, capitalized at \$350,000. It was considered one of three 'honor banks' in New Haven in 1910 — a bank whose surplus and profits exceeded the amount of its capital stock. It remained in business at least as late as 1914.



RN-D1

## RN-D1 — 2¢ Orange

*The Type D design was developed by the American Phototype Co. of New York in 1872 and was used in a wide variety of formats - checks, drafts, receipts. Over 2200 unused and used copies are reported. The earliest reported date of use is March 18, 1872.*

The First National Bank of New London  
New London Co., CT  
Dennison. Smith & Co., Stationers  
January 9, 1873



**Bank:** Col. Francis B. Loomis met with almost unparalleled success as a manufacturer and financier. He availed himself of the National Banking Act of 1864 soon after passage and organized the First National Bank of New London, one of the first institutions of its kind in the country. He subscribed and owned nearly the whole of the capital stock, and directed its operations in person from the date of organization until its cessation from business in 1877. Dividends for many years averaged twelve per cent in gold, and the surplus accumulations more than equaled the capital. During the Civil War, this bank was the government depository for Eastern Connecticut, and for a time held government deposits of over \$4,000,000. It was also entrusted with the sale of government bonds, and floated over \$20,000,000 of the several issues.

**Maker:** Albert R. Darrow was born August 29, 1837, in Waterford, CT. He married Emeline Augusta Beckwith in 1862, and they had a daughter, Lucy Augusta Darrow. Albert is listed as a merchant of chemical paints, varnishes, brushes, etc. at 78 Bank St., New London, in 1871; residence at Town Hill Rd. near Jordan Rd. It is possible that he was a director with the Mariners Savings Bank in 1901 and a vice president in 1906-17, but he would have held these positions very late in life.

**Payee:** Charles Thompson Stanton was born December 8, 1797, in Stonington, CT, and died there on April 21, 1880. He was master of the whaling ship Charles Adams out of Stonington in 1833-4 and of the whaler Mercury on a cruise to South America from 1835-8. He was also involved with sealing, but did not find it as profitable as whaling. He married Ann A. Palmer on October 4, 1827, at the First Congregational Church in Stonington. Anna died in childbirth at age 32 years 6 months on May 3, 1833, as did her infant son. Mr. Stanton was a selectman in Stonington in 1841 and 1842 and represented his town in the Connecticut legislature in 1843. He built a stately home with his brother-in-law Alexander S. Palmer at southeast end of Lambert's Cove (now 229 North Main St.) in 1857-59. He served as a captain (later promoted to major) with Co. E, 21st Regiment of Infantry raised at Hartford in 1862.

## RN-D1 — 2¢ Orange

*The Type D design was developed by the American Phototype Co. of New York in 1872 and was used in a wide variety of formats - checks, drafts, receipts. Over 2200 unused and used copies are reported. The earliest reported date of use is March 18, 1872.*

Thompson National Bank  
Thompson, Windham Co., CT  
Sanford & Co., Stationers  
February 19, 1877



**Bank:** The Thompson Bank was incorporated in 1833 with Harvey Blashfield as president. It suffered heavy losses during its first few years, but went on to become solidly profitable. It converted to a national bank in 1864 or 1865, charter No. 1477, changing its name from the Thompson National Bank to the Thompson National Bank of Putnam Connecticut on March 28, 1893. The bank was the victim of an attempted robbery on the evening of August 21, 1869. It was entered in the evening by four men who used gunpowder to blow the outer door of the vault. They failed in their attempt to blow the inner lock and fled. They were seen entering the bank by a woman boarder at a nearby hotel, who reported what she saw to the hotel landlord. Inexplicably, the landlord failed to notify the authorities until the men had escaped down the road leading by the bank president's home and they were never caught.

**Maker:** James M. Munyan was born in 1825 in Thompson, CT, the son of Edward Munyan, who came from England to Salem, MA, at about 1718 to what is now Thompson, near the RI border. He bought a farm, which remained in the family as of 1889. Mr. Munyan's mother was Sarah, daughter of Jacob Blackmar, who was a Revolutionary War soldier. Mr. Munyan was a farmer. He was married in 1856 to Harriet, daughter of John Wakefield. They had four children: Oscar, Sarah A., Clara I., and Fred. A. He also ran a mercantile business, administered the Thompson post office, and served as a town selectman. He was living as of 1889.

**Payee:** Waldron, Wightman & Co. was at the corner of Pine St. and Harkness Ct. in Providence, RI. The firm was established in 1858 by N. B. Waldron and W. B. Wightman under the name of Waldron & Wightman on Weybosset St., where they remained about four years until, needing more room, they moved to the corner of Dyer and Pine Streets., where they remained until January 1869. This firm then occupied one of the finest business blocks in the state (1878). It was one of the largest grocery houses in New England, doing a business of from \$1,500,000 to \$2,000,000 per annum. The present firm consists of the following members: N. B. Waldron, W. B. Wightman, and Nelson W. Aldrich.

# RN-E4 — 2¢ Orange

*The Type E design was printed by the American Phototype Co. and was used in a wide variety of formats – checks, drafts, receipts. Over 250 unused and used copies are reported. The earliest reported date of use is December 4, 1871*

The Connecticut National Bank  
Bridgeport, Fairfield Co., CT  
J. Gibson, Printer  
September 26, 1874



**Bank:** The Connecticut National Bank of Bridgeport was founded by the state of Connecticut in May 1831 as “The President, Directors and Company of the Connecticut Bank.” Capitalization was at \$200,000. Five of the 9 directors were required to be Bridgeport residents. The bank also had to open a branch in Mill River (now Southport) in the town of Fairfield. The bank was located at the corner of Wall and Water Sts. It remained there until buying a 60 ft. frontage on January 28, 1834, on the northeast corner of Main and Wall Sts. where it built a new building that stood until razed in 1885 and replaced by a new 5-story building in the summer of 1886. The bank was built of rock-faced Leete’s Island red granite with Springfield brown stone trim up to the second story window sills and Philadelphia pressed brick with Springfield brown stone above that. The banking room was five feet above sidewalk level and each of the four floors above had 8 rooms each accessible by stairs and a hydraulic elevator — the first in Bridgeport.

Philo Clark Calhoun was president for many years from March 1847 until 1864, when he left to become the vice president of the Fourth National Bank of New York. The bank was reorganized as the Connecticut National Bank of Bridgeport in 1865 and continues to this day (2009), with main office at 888 Main St., Bridgeport.

**Maker:** No information could be found about W. P. Burrnighs(?) & Co. It is likely the firm was in a business related to that of Mr. Swezey.

**Payee:** Moses Clark Swezey was born February 15, 1840, in Suffolk County, NY. He died in Connecticut ca. 1916 and was buried in Rahway, NJ. During his adult life, he lived in West Haven and New Haven, CT. A machinist, he had several patents to his credit: in 1869 and again in 1903 for devices to simplify the movement of cash in large stores via small overhead “buckets” traveling on wire aerial tramways. He is listed in 1899 as secretary of the New Haven Display Fixtures Co. at 67 Court St. He was also president of the New Haven Ruffle Co., which evidently was at the high end of the trade as they displayed their products at the Melbourne Exhibition of 1880-81.

## RN-F1 — 2¢ Orange

*The Type F design was printed by the American Phototype Co. and was used in a wide variety of formats – checks, drafts, receipts.  
Over 250 unused and used copies are reported. The earliest reported date of use is July 9, 1875*

The Pequonnock National Bank of Bridgeport  
Bridgeport, Fairfield Co., CT  
Dennison & Smith, Stationers  
April 10, 1876



**Bank:** The Pequonnock National Bank was incorporated in May 1851, likely as the Pequonnock Bank. It opened its subscription books in August 1851 and held its first stockholders meeting on August 11, 1851. The bank operated in a store of the Bailey Block on State St. until the fall of 1851, when they built a handsome two story brown sandstone building at the corner of Main and State St. The bank was originally capitalized at \$200,000 with P.T. Barnum as president (he was a banker before he was a showman). It is likely that the bank was converted to a national bank circa 1864.

On July 25, 1867, William Howard Barnum, a teller, absconded with several thousand dollars, and the bank offered a \$500 reward for his capture. A larger theft occurred in 1869 when Charles B. Hotchkiss, president, appeared before Justice Logan at the Tombs Police Court on March 28, 1869, and made oath that on November 30, 1868, four employees of the bank (previously arrested) had stolen \$50,000 in securities of the bank that belonged to him. The bank was merged into the First Bridgeport National Bank in 1913.

**Maker:** There is reasonable probability that the maker of this check, W. J. Ford, was Dr. William Jedediah Ford, the check being written during the time before he became a physician. The future Dr. Ford was born in Washington, CT, on April 4, 1850. He was educated at the Gunnery, Washington (a private school that still exists in 2012), the Connecticut Literary Institute, Suffield, and the Litchfield Institute. He then engaged in various mercantile enterprises before undertaking the study of medicine. His mercantile activity included an interest in a drug store in Washington, CT, taken in 1882 and maintained until his death in 1908. This may have precipitated an interest in medicine, as he went on to graduate from the medical department of the University of New York on March 11, 1884. Bridgeport would have been a logical location for commercial activity as it was convenient to New York City by both rail and water. Washington was about 38 miles north of Bridgeport by rail. Thus, it is not inconceivable that business affairs had him located in Bridgeport, where this check was written, before he attended medical school. During this period, he wed Isabel Brinsmade of Washington on October 6, 1875. After graduation from medical school, he returned home with the intent to sell his business and take up the practice of medicine in New York State. However, his local practice grew to such an extent that he yielded to the wishes of his friends and located permanently in Washington. Dr. Ford loved people, books, and Connecticut. He responded to a civic call in 1903 to represent Washington in the Connecticut House of Representatives. He served as chairman of the House Committee on Public Health and Safety. From 1903 to 1905, he served on the State Reformatory Commission. He was a member of the Litchfield County Medical Society, the Connecticut Medical Society, and of the Litchfield County University Club. Dr. Ford died unexpectedly at a rather young age in Washington on March 27, 1908.

**Payee:** No information could be found for S. S. Logan.

# RN-G1 — 2¢ Orange

*The Type G design was developed by the American Graphic Co. of New York in 1874 and was used in a wide variety of formats - checks, drafts, receipts. Over 13,000 unused and used copies are reported. The earliest reported date of use is May 28, 1874.*

Connecticut National Bank  
Bridgeport, Fairfield Co., CT  
Bridgeport Gas Light Company  
Dennison & Brown, Printers  
July 15, 1879



**Bank:** The Connecticut National Bank of Bridgeport was founded in May 1831 as “The President, Directors and Company of the Connecticut Bank.” Five of its 9 directors had to be Bridgeport residents. Capitalization was \$200,000. It also had to open a branch in Mill River (now Southport) in the town of Fairfield. The bank was at Wall and Water Sts. It remained there until buying a 60 ft. frontage on Jan 28 1834 at the NE corner of Main and Wall Sts. to erect a new building. It stood until razed in 1885 and replaced by a new 5-story building in summer 1886 of rock-faced Leete’s Island red granite with Springfield brown stone trim up to the second story window sills and Philadelphia pressed brick with Springfield brown stone above that. The banking room was five feet above sidewalk level. Four floors above each had 8 rooms, all accessed by stairs and Bridgeport’s first hydraulic elevator. Philo Clark Calhoun was president from March 1847-1864, when he left to become vice president of the Fourth National Bank of New York. Reorganized as the Connecticut National Bank of Bridgeport in 1865, it continues (2009).

**Firm:** The Bridgeport Gas Light Company was founded in 1849, when Bridgeport was a hamlet of 7,000. By December 1851 they had 76 private customers and 26 public street lamps. They made “illuminating” gas by heating bituminous coal at the Housatonic Ave. plant. In 1886, carburetted water gas was introduced as a new gas manufacturing process. A second gaslight company, Citizens Gas, arose. One of its founders was P.T. Barnum. Before 1890, gas was used mainly for lighting. By 1900 cooking had replaced illumination as the major use. In 1902 the Bridgeport Gas Light Co. acquired Citizens Gas. In 1910 the industry began expanding from lighting and cooking to home heating, clothes drying and industrial applications.

In 1939 the great industrial war expansion began and the use of gas gained growing acceptance as an important industrial fuel. To meet growing post-war demand, the Bridgeport Gas Company began a major construction project to expand distribution facilities, readying the company for a major change — the arrival of natural gas in New England. The firm switched from manufactured to natural gas in 1952. In 1955 its name changed to the Bridgeport Gas Co. It remained in business until at least 1996 or later.

**Maker:** William Bliss Hincks, born in Bucksport, ME in 1841, died in Bridgeport on November 17, 1903, at age 64. The Civil War Medal of Honor winner was locally known as “The Major” due to his rank as a sergeant major in the 14th Connecticut Infantry, which fought in almost every major eastern battle of the Civil War with heavy casualties. He lived most of his life in Bridgeport. He enlisted in the 14th Regiment in July 1862 and fought at Antietam, Fredericksburg, Chancellorsville, and Gettysburg. He won the nation’s highest military decoration at Gettysburg.

He first saw combat at Antietam. He wrote in his diary during a ferocious cannon barrage, “I lay closer to the ground than ever.” At Fredericksburg, he wrote, “I was hungry and cold. There was no ‘On to Richmond’ talk.” Ordered to Pennsylvania in May 1863, the 14th Connecticut ended up in Gettysburg, site of the greatest battle ever fought in North America. Gen. George Meade commanded Union forces. Despite losses, Hincks and 14th Regiment soldiers survived July 1-2 at Gettysburg. Then came a pivotal day in U.S. history. Had Gen. Robert E. Lee won, the Union might have sued for peace and the U.S. permanently divided.

On July 3, 1863, Lee ordered Gen. George Pickett to lead 15,000 men directly at the center of the Union line, where Hincks and the 14th Regiment stood. Confederates advanced a mile into a hail fire during Pickett’s Charge, halting at a stone wall. During the Confederate pre-attack barrage, Hincks hugged the ground and “Sweat so much I turned the ground into mud. There was a sulphurous canopy and men’s ears bled from the roar.” Combat was fierce. When a Confederate flag bearer dropped the colors of the 14th Tennessee Regiment, Hincks and two Union soldiers raced out to capture it. Battle flags kept troops in battle informed of unit location and were symbols of honor.

For taking the flag and returning it to Union lines, Sergeant Major Hincks was presented the Medal of Honor on December 1, 1864. The citation read:

During the high water mark of Pickett’s charge on 3 July 1863 the colors of the 14th Tenn. Inf. C.S.A. were planted 50 yards in front of the center of Sgt. Maj. Hincks’ regiment. There were no Confederates standing near it but several lying down around it. Upon a call for volunteers by Maj. Ellis, commanding, to capture this flag, this soldier and 2 others leaped the wall. One companion was instantly shot. Sgt. Maj. Hincks outran his remaining companion running straight and swift for the colors amid a storm of shot. Swinging his saber over the prostrate Confederates and uttering a terrific yell, he seized the flag and hastily returned to his lines. The 14th Tenn. carried 12 battle honors on its flag. The devotion to duty shown by Sgt. Maj. Hincks gave encouragement to many of his comrades at a crucial moment in the battle.

The flag was returned after the war and is now displayed in Tennessee. It rained on the Fourth of July, as if to wash away the blood; the 14th Regiment had burial detail. After service in the Wilderness and Petersburg, the 14th Connecticut saw Lee surrender at Appomattox.

Hincks had a successful civilian career in Bridgeport at war’s end. The mayor appointed him in 1881 to the board that established a free public library and he served on it at least through 1885. He was on the Board of Education in 1885-86. He was treasurer of the City Savings Bank of Bridgeport from 1883 until at least 1886. He served on the board of the Bridgeport Gas Light Co. and other corporate boards. He helped P.T. Barnum found the Barnum Museum and Bridgeport Hospital in 1878. Hincks wrote a centennial history in 1876. His home at Park Ave. and Prospect St. is gone. He married and had three sons. He was a deacon of the North Congregational Church (United Congregational) near his home from 1875 until at least 1886. His crypt is in a hillside at the northwestern edge of Mountain Grove Cemetery. A plaque states Hincks was a Medal of Honor winner – one of less than 4,000 people since 1861.

**Payee:** Philo C. Calhoun was born poor in Danbury, CT, in 1810. At 16, he was apprenticed to Lyon, Wright & Co. of Bridgeport to learn the saddle and harness trade. When his service ended, his employer sent him to Charleston, SC, as assistant manager of their firm there. Charleston’s warm climate improved his poor health. He was fit upon return to Bridgeport in 1834 and able to buy into the business and manage the factory. In 1838 the firm’s name was changed to Lyon, Calhoun & Co. Calhoun was elected to the Common Council of Bridgeport in 1845 and held office for 5 years.

Meanwhile, Mr. Lyon had retired and Henry K. Harral bought his interest, the firm’s name changing to Harral, Calhoun & Co., though in fact almost entirely under Calhoun’s control. He set up branch offices in Charleston, Cincinnati, St. Louis, and New York. Mr. Calhoun became a Bridgeport alderman in 1852 and was chosen mayor three years later by a very heavy majority. As mayor, he began gas and water service for the city. He later represented the city in the Connecticut Assembly, and then the State Senate. A Democrat, he tired of politics at the start of the Civil War. He returned to business and never reentered politics. He lent strong financial support to the war. He became president of the Connecticut National Bank of Bridgeport in 1847, staying until becoming vice president of the Fourth National Bank of New York. Business interests in New York City made that place his winter home.

On the failure of Morris, Ketchum & Son in 1864, the senior member of said firm, also being president of the Fourth National Bank, asked him to become president. He did. His energetic leadership caused the Fourth National to become one of the largest deposit banks in the U.S. and to successfully weather the Panic of 1873. In 1875, upon dissolution of the firm of Hoover, Calhoun & Co., Mr. Calhoun set up a stock company to manufacture saddlery in Newark, NJ. The firm of Peters & Calhoun had offices at 691 Broadway in NY. He had a controlling interest in the firm at the time of his death. He died at home at 152 Madison Ave., NY on March 14, 1882, at age 72 due to a cold that unexpectedly turned to pneumonia. He left a wife and five children. His funeral at St. Thomas’ Church at Fifth Ave. and 53rd St. was followed by a special train to Bridgeport and interment in that city.

## RN-J5 — 2¢ Red

*The Type J design was engraved and printed by Joseph R. Carpenter and was used for a good variety of checks and drafts.  
At least 73 copies are reported. The earliest reported date of use is May 7, 1872*

Mystic River National Bank  
Mystic River, New London Co., CT  
Breuker & Kessler, Printers  
February 25, 1874



**Bank:** The Mystic River Bank was founded on August 5, 1851, with capital of \$100,000 and Charles Mallory as its first president. It converted to a national bank on December 5, 1864, becoming the Mystic River National Bank. Its original premises was a one-story brick building at 39 Main St. in Old Mystic. The building still exists as the Indian and Colonial Research Center. Sometime in the 1920s or early 1930s, the bank moved to a new stone neo-classical style building on West Main St. in Mystic. The building was divided with the Mystic River National Bank in the left wing and the Groton Savings Bank in the right. The bank continued in business until at least 1953, later being absorbed into the Fleet Bank.

The Mystic area has a curious history. In 1890, due to public pressure, downtown Mystic River (Porterville) on the west bank of the river and Mystic Bridge on the east bank were renamed Mystic, with the upriver village being renamed Old Mystic.

**Maker:** Daniel C. Brown was born on February 24, 1850, in Mystic, New London Co., CT. He was a resident of Mystic as late as 1904. No other information could be found.

**Payee:** It is conjectural, but Lippincott & Desmond may possibly have been some form of a publishing firm in Philadelphia, PA. The J.B. Lippincott Publishing Co. itself was founded in Philadelphia in 1836 and went on to become a major publisher in the United States. They were sold to Harper & Row in 1978.

# RN-L3 — 2¢ Gray

*The Type L design was printed for the government by Joseph R. Carpenter. At least 90 copies are reported.  
The earliest reported date of use is July 3, 1873*

Uncas National Bank  
Norwich, New London Co., CT  
Saxton & Morton, Printers  
December 8, 1875



**Bank:** The Uncas Bank was organized under the Free Banking Law of 1852 and incorporated in 1855 with capital of \$300,000. Its first president, James A. Hovey, served for 21 years. It was reincorporated as the Uncas National Bank in 1864, charter No. 1187. The bank suffered during the panic of 1857 and lost credit with its correspondent Suffolk Bank of Boston, but recovered its credit early in the following year. The bank moved to handsome new quarters on Shetucket St. in Norwich in 1913, having bought the property of the defunct First National Bank at auction. The Uncas National Bank was in business at least until 1922.

**Maker:** Champion Bissell, son of Josiah Bissell, was born in Rochester, NY, on January 11, 1830. He graduated from Yale University in 1850. After graduation he was with Wetmore & Co., iron merchants in New York City, until January 1, 1852. The year following he published the *American Whig Review*, and was afterwards a commission paper merchant. He was admitted to the bar in 1860. In 1861 he delivered a poem entitled "The Crisis" before the Phi Beta Kappa Society at Yale, and included it in a volume published the same year. In 1863 he went to Rockville, CT, and established the *Tolland County Herald*. From 1871 for several years he edited and published the *New York Paper Trade Reporter* (est. 1868) at 37 Dey St., but later practiced law at 39 Broadway and later 23 E. 14th St. in NYC. In October 1864 he married Josephine, daughter of Hon. John Wales (Yale 1801), of Wilmington, DE, and had two sons, one of whom graduated from the Sheffield Scientific School in 1890, and two daughters. He was indicted for grand larceny in May of 1885 for working a commission scheme to draw essentially worthless drafts on his London sterling account (outcome of case is unknown). Mr. Bissell died in NYC on January 1, 1899, of heart failure in his 69th year.

## RN-N3 — 2¢ Orange

*The Type N design was lithographed for the government by A. Trochsler & Co. At least 83 copies are reported.  
The earliest reported date of use is July 23, 1872*

The United States Trust Company, Hartford  
Hartford Eyelet Co.  
The Kellogg & Bulkeley Co., Lithographers  
July 1, 1874



**Bank:** The United States Trust Co. was the oldest such firm in the United States, founded in 1853 as the United States Trust Company of New York. In 1854 it was located at 40 Wall St. in the Manchester Building, but might have moved premises by the time of this check. They were in business until August 30, 1995, when they were acquired via merger by the JWS Trust Co.

**Firm:** The Hartford Eyelet Co. was founded ca. 1857. Eliphalet Bulkeley, a prominent Hartford businessman whose core activities were law and insurance, was a director and part owner of the firm. Mr. Bulkeley was the president of the newly founded Connecticut Mutual Life Insurance Co. (1846) and vice president of the Aetna Insurance Co. (1850). In 1873, the Hartford Eyelet Co. was located at 20 Mechanic St. in Hartford. The company was dissolved in 1905.

**Maker:** William E. Frazier was the secretary of the Hartford Eyelet Co. in 1873, later becoming its treasurer (possibly a combined office). His business location was the United States Hotel at 26 State St. Given the nature of his business, it is possible that he may have operated from the hotel's livery stables at 52 State St.

**Payee:** The local office of the large Adams Express Co. was at 8 Central Row, Hartford, in 1873. Alvah Adams began to carry letters, small packages, and valuables between Boston and Worcester, MA, for clients in 1839. He rapidly expanded service to New York, Philadelphia, and other east coast cities. By 1847, he had penetrated deeply into the South and was offering rail/stagecoach service to St. Louis. He reorganized as the Adams Express Co. in 1854. The company did extensive business throughout the United States until the federal government caused it to merge with other express companies in 1917, as a WWI austerity measure, to become the American Railway Express Co. (later Railway Express Co.). The corporation itself continues in 2010 as a wealthy investment trust.

# P5+W2 — 5¢ Orange + \$1.00 Orange (Bond)

RN-P5 - 5¢ Orange and RN-W2 - \$1.00 Orange combined to pay a \$1.10 rate on a bond. Available census information suggests at least 86 P5s are known to exist, the earliest being May 26, 1868. There are at least 40 known W2s, the earliest being June 15, 1868. No census information could be found for the combined use of P5+W2 but a reasonable number of this combination is known on railroad bonds and, by definition, the use could not be prior to May of 1868.

## Boston, Hartford & Erie Rail Road Company American Phototype Co. circa January, 1870



The New York & New England Railroad was a major line connecting southern New York state with Hartford, CT, Providence, RI, and Boston, MA. It traversed Connecticut from roughly east to west. It operated from 1873 to 1893. Prior to 1873 it was known as the Boston, Hartford & Erie Railroad, which had been formed by several smaller railroads dating back to 1846. After bankruptcy in 1893, the New York & New England Railroad was reorganized to become known as the New England Railroad before its 1898 lease to the competing and dominant New York, New Haven and Hartford Railroad. The New Haven Railroad began abandoning segments of this route during the depression and, today, most of the original New York & New England lines have been abandoned. The bond itself is undated, but the attached coupons are payable on a bi-annual basis starting in July 1870. This would suggest that the bond was issued in January 1870. A note stamped on the front of the bond states, "Ten Shares of the Capital Stock of the New York and New England Railroad Company issued in exchange for this Bond, Jul 1882."



# RN-X7 — 2¢ Orange

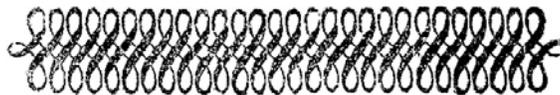
*The Type X design was printed for the government by numerous regional contract printers and was used in a wide variety of formats - checks, drafts, receipts. Over 15,000 unused and used copies are reported. The earliest reported date of use is September 1, 1898.*

## First National Bank of Middletown Middletown, Middlesex Co., CT American Bank Note Co. 1890s



**Bank:** The First National Bank of Middletown was in business from at least July of 1865 until 1915 and was likely in business somewhat earlier as the Farmers & Mechanics Savings Bank was recorded as sharing space in its premises on the east side of Main St. for a few years prior to 1865. Its national bank charter number was 397. It was issuing federal notes at least as of July 1865. In 1890 it occupied the ground floor corner of a three-story Italianate style building at the corner of Main and Third Streets. It was at 153 Main St. in 1915.

**Maker:** The current (2011) South Congregational Church is at 9 Pleasant Street (Main and the south Green) in Middletown, CT. It is a handsome Victorian gothic brownstone building erected in 1867. It replaced an earlier church erected in 1830. The Rev. Ebenezer Frothingham, a separatist preacher, first brought his congregation south from Wethersfield in 1753. They worshipped first at a house on Mill Street, later in a meeting house erected close by. They moved to a new church (now South Church) in 1830.



## RN-X7 — 2¢ Orange

*The Type X design was printed for the government by numerous regional contract printers and was used in a wide variety of formats - checks, drafts, receipts. Over 15,000 unused and used copies are reported. The earliest reported date of use is September 1, 1898.*

Brooks Brothers, Bankers  
Torrington, Litchfield Co., CT  
W.A. Roraback  
American Bank Note Co.  
January 3, 1900



**Bank:** John W. Brooks and his brother Isaac (of Goshen, CT) established a bank of discount and deposit in Wolcottville as the Brooks Brothers Bank in June 1872. It was the first of its type in Wolcottville (later renamed Torrington). It occupied a building commonly known as the Granite Block on Main St., sharing space with the Wolcottville Savings Bank, established in 1868. Isaac was the treasurer of the Wolcottville Savings Bank for many years starting from 1873. The brothers were successful and continued as private bankers until 1899 when they were succeeded by the Brooks National Bank of Torrington. They occupied the southeast corner of the Granite Block, a three story Italianate style building with a cupola atop its flat roof. The Brooks & McNeil Insurance Co. also occupied the building. The third floor housed the first theater in Wolcottville, later a skating rink and, by 1905, the Knights of Pythias Hall.

**Maker:** Willard Andrew Roraback was born in New Marlborough, MA, on March 12, 1860. At age one, his family moved to Sheffield, MA. He was educated in the common and high schools of Sheffield and Canaan, CT, then studied law at the office of his cousin, Judge Alberto T. Roraback of Canaan, from 1877-84. He was admitted to the Connecticut bar at Litchfield in June 1883, and began his practice in the Smiths Block at Torrington in April 1884. He was active in politics as well as law, being elected town clerk of Torrington in 1887 and holding the office (save for one year) from 1889-97. He was elected borough clerk of Torrington in 1891 and 1895, serving as the clerk of the Finance Committee. On October 6, 1897, Gov. Cook of Connecticut appointed him judge of the Borough Court of Torrington. He served as a justice of the peace from 1884 onward. He had been chairman of the Republican Town Committee since 1885. He was appointed clerk of the Torrington Board of Health in 1890. He was a Mason, Knight Templar, and a member of the Odd Fellows. He was also a member of the Torrington Club and of the Greenwoods Country Club. He married Emma E. Pierson of Hartford on December 28, 1892. They had two sons, James, born Jun 1896, and Charles, born July 20, 1901. In 1907 he was served as a trustee of the bankrupt Belfast Mesh Underwear Co. In January 1909 it was reported that Willard was in precarious physical condition due to overwork and worry in the care of his wife who had been seriously ill with brain fever. He and his wife were living as of 1920, when he was reported as an incorporator of the Torrington Savings Bank and of the Charlotte Hungerford Hospital.

**Payee:** Information is scarce on Dr. J.S. Bissell. He was the town health officer for Hotchkissville and Woodbury, CT. In 1895-1899, he was the vice president of the Litchfield County Medical Association and a fellow of the Connecticut Medical Society. By 1904, he was practicing medicine in Torrington. Socially, he was the exalted ruler of the Torrington Elks Club in 1903-04 and 1904-05. He was a Mason as early as 1885. Connecticut listed him as a motor car owner in 1915.