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Article: Postpaid Withdrawn Ship Letters - Further Notes

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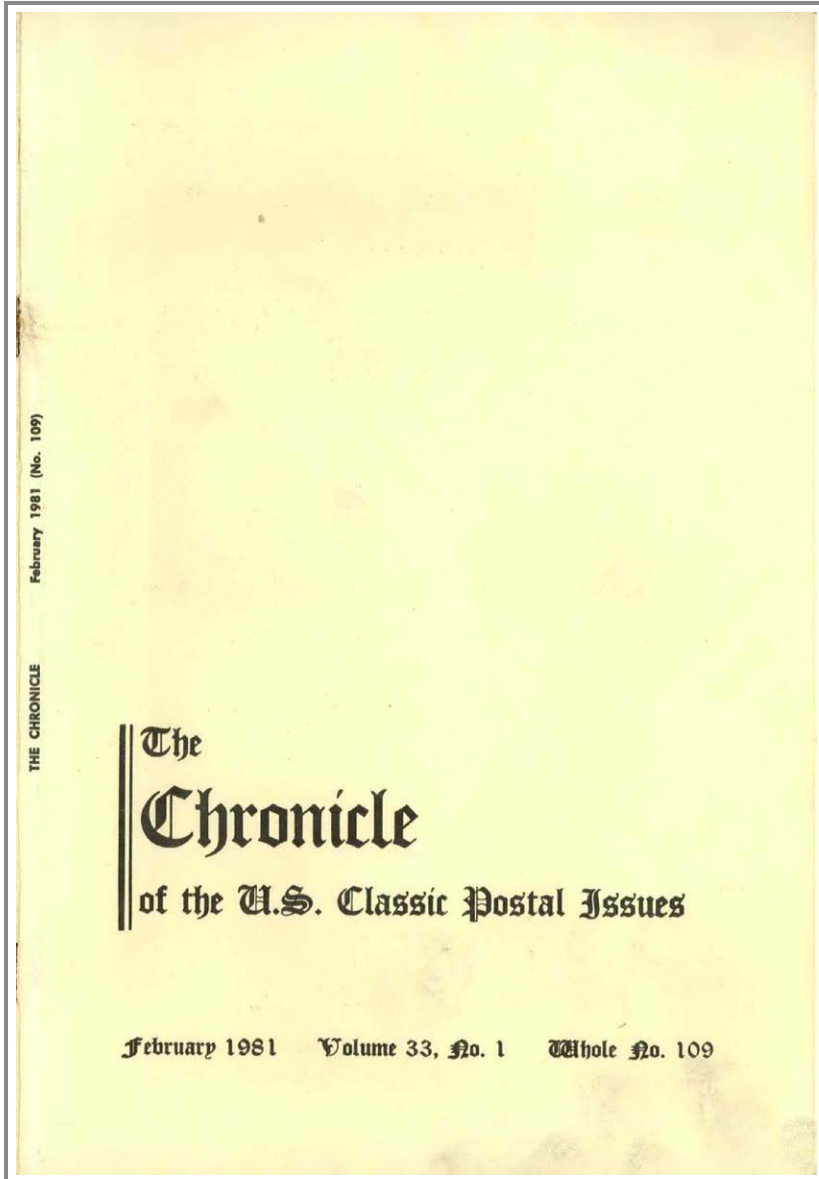


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2 Bails containing 50 plain shirts each —

1 Bail containing sundry viz
 15 yd of Swanskin —
 1 Rement of blue broad cloth
 1 Box of mens waling Stockings
 1 paper of Boaxox

Sirs this is all the Cart Can Carry at this time
 Mr Brown continues very poorly still
 Mr McJee is just taken the fever which
 him and Mr Brown is in Bed

I have nothing strong to acquaint you wth

I am Sirs your very humble servant

I have no brown Camblot
 nor black salmon key
 nor toffita

John Finley

Figure 3A. Content of cover of Figure 2; second page.

Kentucky and its trade down the Mississippi produced much of the motive for the purchase of Louisiana in 1804. The greatly detached trading and commercial outposts of the settlements on the Mississippi also probably were the reason for the rapid extension of the first mail system (1794) into the North West Territory to reach to the Mississippi by 1800 and into St. Louis by 1804.

More on the subject of mail service into Kaskaskia and the pioneer towns will appear in subsequent issues of the *Chronicle*.

POSTPAID WITHDRAWN SHIP LETTERS—FURTHER NOTES

Several readers questioned some of the ports listed in the article in *Chronicle* 106:86, in particular, Glasgow, Devenport (*recte* Devonport), Plymouth, and Ramsgate. These notes are intended to correct the record.

The original list was derived from an article by Stanley B. Ashbrook which

appeared in the Nov. 10, 1951, issue of *Stamps*. Ashbrook indicated that the ports named were based on records made by Alan W. Robertson and personally communicated to Ashbrook. However, when Robertson published his *Maritime Postal History of the British Isles* in 1956 (with later supplements to 1961), he did not include the four ports mentioned above. The assumption is that he was unable to verify the existence of handstamps from them. He did include Dartmouth, Poole, and St. Ives among ports from which Withdrawn Ship Letter markings are known.

The listing for Glasgow should be corrected to Port Glasgow; a cover with this marking appeared in a 1970 auction. Port Glasgow, near Greenock, is some 20 miles downriver from the city of Glasgow and was established because shallowness and difficulty of navigation made the Clyde inaccessible to ocean-going vessels. Not until the second half of the 19th century did gradual improvements enable large ships to reach Glasgow itself.

Charless Hahn has pointed out that Devonport did not appear in postal markings until 1825, being known as Plymouth Dock before then, so that no Withdrawn Ship Letter handstamp can exist from Devonport.

As Calvet M. Hahn states in his article in the *SPA Journal* for October 1980, two additional examples have turned up in a recent Robson Lowe find of correspondence to Madeira. These are Falmouth and Portsmouth. The current record of ports using the marking, as listed by Hahn, is as follows: Bristol, Dartmouth, Falmouth, Greenock, Liverpool, London, Margate, Poole, Port Glasgow, Portsmouth, Queensborough, and St. Ives. The last two are known only on piece (not postally used), not on cover.

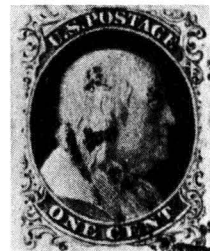
It should be noted that some illustrations in the philatelic press showing "PAYD" with "Y" in place of "I" are not substantiated by actual covers and are apparently the product of an overactive imagination.

Reports of covers with examples from Plymouth or Ramsgate or any port not on the current record would be appreciated.

Susan M. McDonald

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best they are known."—Anonymous*

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