

THE CHRONICLE August 1984 (No. 123)

The

Chronicle

of the U.S. Classic Postal Issues

August 1984

Volume 36, No. 3

Whole No. 123

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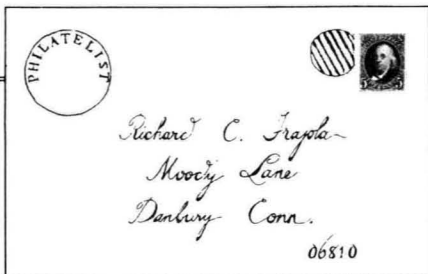
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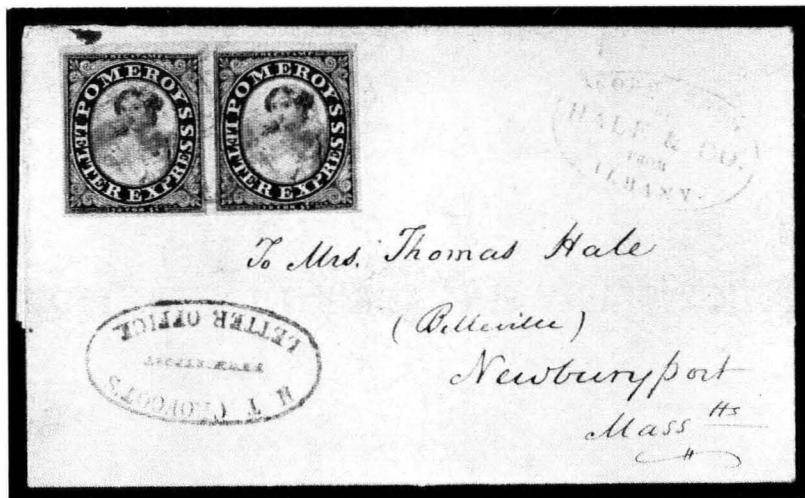


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## IN THIS ISSUE

IN MEMORIAM — Walter Hubbard .....	151
THE EDITOR'S PAGE .....	152
Review: <i>Survey of the Confederate Postmasters' Provisionals</i> .....	152
Review: <i>Vessel-Named Markings on United States Inland And     Ocean Waterways 1810-1890</i> .....	152
GUEST PRIVILEGE	
The Ludlow-Beebe Find, by <i>Stanley M. Bierman, M.D.</i> .....	154
U.S. CARRIERS	
Franklin and Eagle Carrier Stamps, by <i>Donald B. Johnstone</i> (Continued from <i>Chronicle</i> 122:96) .....	158
THE 1851-61 PERIOD	
Circular Rate applied to Legal Briefs .....	164
3¢ 1851 Printed on Both Sides .....	164
U.S. Mail Steamship Sailings, by <i>Stanley B. Ashbrook</i> .....	165
New First Day Cover .....	166
THE PRESTAMP & STAMPLESS PERIOD	
On the Origins of the United States Postal Service: Postal Markings of 1775 from the Papers of General Thomas Gage, by <i>Thomas C. Kingsley, M.D.</i> .....	167
THE 1861-69 PERIOD	
Civil War Overtones of 1869 Covers .....	196
The 24¢ "Baltimore" Reddish Brown, by <i>William K. Herzog</i> .....	197
THE BANK NOTE PERIOD	
A Very Rare Cover Reappears at Auction, by <i>Richard M. Searing</i> .....	200
Corrections/Additions .....	201
THE FOREIGN MAILS	
The Baltimore and Liverpool Steamship Company, by <i>Charles J. Starnes</i> .....	204
Atlantic Transit of French Convention Mails, 1857-1869, by <i>James C. Pratt</i> .....	208
THE COVER CORNER	
Answer to Problem Covers in Issue No. 122 .....	213
Problem Covers for this Issue .....	214

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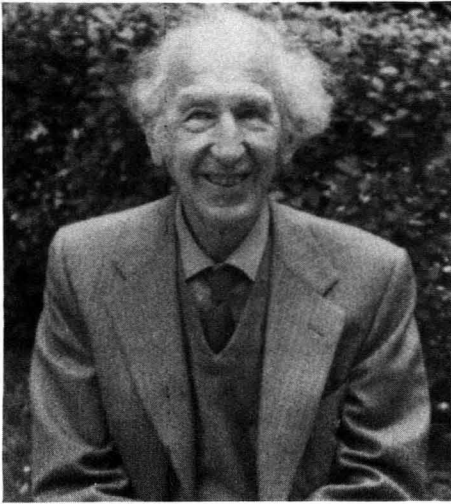
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**IN MEMORIAM**  
**WALTER HUBBARD**  
**1905-1984**

Walter Hubbard, Associate Editor of the Foreign Mails section, died April 18 of cancer, after a five week illness, at his home at Strand-on-the-Green on the Thames near London. He was a contributing editor for foreign mails 1973-75 and became associate in mid-1975. He also served the Society as regional vice-president. He received the Perry Cup for 1977 for his research on transatlantic mails. He was a fellow of the Royal Philatelic Society of London and the Society of Postal Historians and wrote many articles for *The London Philatelist*. His contributions have added enormously to our knowledge of transatlantic mails, and have provided interest, enjoyment, and information for collectors at all levels of specialization.

Walter was born in London, educated at Pembroke College, Cambridge, and with his two brothers owned a firm of security printers. His interest in stamps began when he received half his father's all world collection and kept the U.S. portion, later building it up. In his own words: "I then followed the usual path from stamps to covers — U.S. domestic mail, Confederates, Civil War and finally to the Foreign Mails. At this point I wanted to know which steam packet carried each of my covers and more about the ships themselves. This led me to the Guildhall Library, the British Museum, Post Office Records, the newspaper library at Colindale. I now had skeleton sailing lists for most of the shipping lines, after which it became a laborious but enjoyable task to fill in the gaps for possible publication."

Many of the sailing lists developed by Walter Hubbard alone or in collaboration with other students have appeared in the *Chronicle*. In recent years he and Dick Winter have been working to list all sailing information for the transatlantic mails 1840-1875 for publication in book form. The Classics Society plans to publish this book on its completion by Winter.

Hubbard exhibited at the London internationals in 1960, 1970, and 1980, receiving silvers and golds, including a gold for his transatlantic mail display. This remarkable collection was sold at a Siegel auction in November 1981.

Walter's interest in ships and the sea carried over to his other hobby — he was an expert and dedicated sailor and spent much of his summers on the water.

Walter is survived by his wife Suzanne, a son, Jake, a daughter, Nicola Mackie, and five grandchildren. His ashes were scattered on the river he loved. His contributions to postal history will be a lasting memorial. Those of us who knew Walter well were impressed by his intelligence, enthusiasm, determination, wit, and generosity. We have lost a scholar, a gentleman, and a very good friend.

S. M. McD.

## THE EDITOR'S PAGE

The main feature of this issue is an important article by Thomas C. Kingsley, M.D., on the origins of the U.S. postal service. It should stimulate a reexamination of previously accepted conclusions and provoke renewed interest in this field. It is presented here in its entirety so as not to diminish its argument and impact. Other regular sections have been truncated and some planned articles omitted for this reason.

*Letters of Gold* will be off the press in mid-September. The prepublication price of \$40 expires Sept. 15; the price is \$50 thereafter. Orders should be sent (and checks made payable) to the Philatelic Foundation, New York, N.Y. 10016.

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**Review: Survey of the Confederate Postmasters' Provisionals.** Edited by Francis J. Crown, Jr. Published by and available from Quarterman Publications, 5 South Union St., Lawrence, Mass. 01843 at \$100 postpaid.

As the flyer states, this 752 page book combines the Phillips (1930s) and Hart (1955-56) surveys with a mid-70s listing of Georgia CSA provisionals by Crown, a recognized authority on the Civil War postal history of Georgia. The flyer states that the book is "profusely illustrated" and has "extensive photographic coverage," but the photos frequently lack sharpness. The illustrations compare unfavorably with those in the comparably priced Milgram book on *Vessel-Named Markings*, also reviewed in this issue. However, for the collector of Confederate covers who does not have access to the Phillips or Hart surveys, or to auction catalogs of the great old collections, the Crown book will be useful. It would have been more valuable had Crown chosen to comment more on handstamped paid vs. provisionals. There are long-standing controversies on this subject, and this would have been the correct place for some cogent comments. For instance, re Carolina City, N.C., the straightline marking is the provisional (ex Meroni and Malpass, with PF certificate) while the others are handstamped paid.

Feeling that this review might be considered harsh, I contacted three collectors who had already seen the book. They collectively complained about the pitiful index, difficulty in use, hodge-podge organization, and high price. Not one praised the book, but all agreed it would be useful. Another publication just out is *The TransMississippi Mails after the Fall of Vicksburg* by Richard Krieger, \$12.50 from the Philatelic Foundation. The Confederate collector will find it useful also, and Krieger has bravely tackled the problems of fakes, which Crown skirted.

Scott Gallagher

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**Review: Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890.** By James W. Milgram, M.D. Published by the Collectors Club of Chicago, 1029 N. Dearborn St., Chicago, Ill. 60610 @ \$99 (\$105 with slipcase).

This large (828 page) book is handsomely produced and printed, and full of detailed information in a popular but limited collecting field. There are a few minor quibbles: some

(Continued on page 198)

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## THE LUDLOW-BEEBE FIND

STANLEY M. BIERMAN, M.D.

The Ludlow-Beebe Co. correspondence uncovered in August 1923 by Major Cleveland H. Bandholtz of Watertown, Massachusetts, is without question the greatest find of United States 1847 10¢ issues on cover ever recorded. Bandholtz was the son of the celebrated General Harry S. Bandholtz, himself a notable philatelist and hero of the Spanish-American War, decorated by General Pershing in 1919 with a Distinguished Service Medal. Major Cleveland Bandholtz, who was employed as a school teacher in a military institute, inherited his father's interest and passion for stamp collecting. By pleasant chance he happened upon an office building undergoing demolition, and in the rubble found a loose letter with two wonderful copies of the 1847 10¢ issue on cover. The gleeful Bandholtz returned home with his single philatelic prize to show his wife, herself a postal history collector. Womanly intuition told the spouse that additional treasures were to be found in the ruins, and taking her husband in hand she returned with him to the construction site. Amidst the clutter and debris, two dusty boxes were pried free of their entombment between partitions. To the wonder and delight of the two philatelic prospectors the boxes were found to contain an enormous cache of United States 1847 10¢ issues in singles and strips on cover addressed to the banking firm of Ludlow-Beebe Co. The Philadelphia banking firm had ceased business in 1851, although correspondences from Boston, New York, and to a lesser extent Richmond and Charleston had remained squirreled away in this archival recess for some seventy years.

Bandholtz claims to have requested permission to bring the boxes home for examination albeit circumstances of the transfer are understandably fragmentary. It is more than likely that the cache was the finder's own quarry. Nevertheless some 500 to 600 letter correspondences were carefully sorted by the two into piles of singles, pairs and multiples. With some consideration as to the influence of such an enormous find on the 1923 stamp market, Bandholtz initially sold off portions of the lesser quality items placing 20 to 30 covers with the Burger Brothers of Nassau Street, and a strip of three 1847s with A. Krassa. Some 240 of the better quality stamps were then sold to H. F. Colman, a Washington, D.C., philatelic dealer, who in turn was to place 215 Ludlow-Beebe items with B. K. Miller of Milwaukee, Wisconsin. The Miller acquisition was noted to contain 140 letters consisting of three strips of three of the 10¢ 1847s, 55 horizontal pairs, 78 singles and four covers with two singles each, as well as five horizontal pairs off cover. Miller was soon to bequeath his great collection of postage stamps to the New York Public Library in February 1925.

The Philip H. Ward column in *Mekeel's Weekly Stamp News* of January 28, 1924, proudly announced his acquisition of Major Cleveland Bandholtz's find of the Ludlow-Beebe correspondence. The 120 pieces were purchased by Ward for what he noted to be 80 percent of their Scott value. Recently correspondence between Bandholtz and Ward has been acquired which provides fascinating insights into events heretofore not revealed to the philatelic press:

Cleveland H. Bandholtz  
United States Army

Watertown, Mass.  
Jany 11, 1924

P. H. Ward Jr. -

I hereby deliver to you a lot of 5¢ and 10¢ 1847 consisting of the entire balance of the Ludlow-Beebe find, except few odd stamps in my collection, and will accept ten thousand dollars (\$10,000) in full payment of same.

[signed] C.H. Bandholtz

Ward is believed to have sent a counter offer to Bandholtz for the Philadelphia dealer

was to receive a second letter dated January 15, 1924, in which the finder agrees to sell the remaining Ludlow-Beebe find for a reduced price of \$9,000. The material is inventoried as follows:

*5 cents*

off cover	9 singles
	1 pair
On cover	27 singles
	6 pairs
	2 strips four

*10 cents*

off cover	13 singles
	11 pairs
	3 strips three
	1 strip four
on cover	32 singles
	16 pairs
	5 strips three

*Total*

5¢	36 singles	Cover pair double P.O.
	7 pairs	Pair — two shifts
	2 strips four	Steamboat
10¢	45 singles	Registered R
	27 pairs	Wilmington & Raleigh
	8 strips three	Strip three stitch wmk
	1 strip four	Strip four
		Short transfers
		5¢ two strips four
		2 Phila. Railroad
		pair laid

With the Ludlow-Beebe material safely set aside in the Ward vaults, the Philadelphia dealer received another letter from Bandholtz dated Jan. 15, 1924:

Dear Mr. Ward,

Herewith is the note relative to the sale of '47's.

Perry [Elliott] called me up Saturday and wanted to know all about it. Evidently he was muchly perturbed because I did not know he is making a specialty of 10¢ 1847. Of course I apologized for not running to him right away. Outside of that the chat was uneventful. [The letter goes on to describe a 24¢ August on cover and his activities at school].

On January 17, 1924, Ward sent the following somewhat blistering letter to Bandholtz regarding Perry's intercession in the proceedings:

Major Cleveland H. Bandholtz  
19 Adams Ave.  
Watertown, Mass.

My dear Major Bandholtz:-

Your letter of the 15th reached me by the morning's mail, and I am making haste to reply. I have read with a great deal of interest your remarks regarding Perry, for it seems that he not only called you, but after I was kind enough to let him look over these stamps, knowing he was working with them, he goes to work and writes possible clients to whom he thought I would sell, and more or less insinuated that the lot was "crap" and that if they paid anything for it, they were being stung. This shows what a miserable creature he [Perry] is, and had I realized before, the type of fellow he happens to be, I would not have for one minute, let him even glance at the stamps. I thought I was extending him a courtesy.

I have turned over your lot to my man [undoubtedly Henry C. Gibson] and he has given me \$5,000 in cash, together with a note. It seems that even rich people don't have ready cash, and

he hesitated to borrow for such a thing, and consequently, asked me to accept the note which I could not very well refuse. I am therefore, handing you my check to your order in amount of \$5,000 together with a note payable in three months for the balance. [Ward goes on to discuss discounting the note at a bank, the 24¢ August on cover and other matters.]

Elliott Perry was at this time a philatelic dealer from Westfield, New Jersey. He was later to become a well known philatelic author best remembered for his literary outlet *Pat Paragraphs* which appeared in the 1931 to 1950 period. However, during this early period Perry was seriously involved in the plating of the 10¢ 1847 issue and his scholarly study was serialized in the *Collectors Club Philatelist* 1924 to 1926. Perry had a somewhat different version of events which was retold by Charles J. Phillips in his 1930 *Reminiscences*. Perry made the exaggerated claim that he was so far advanced with the plating that his purchase [sic] of this big lot helped him very little. It is quite clear that Perry never acquired parts of the find although he did examine the material in Ward's office. Ward was to receive a subsequent letter from Bandholtz dated Jan. 20, 1924:

Mr. Philip H. Ward, Jr.  
P.O.B. 4216 Germantown, Phila. Pa.

Dear Mr. Ward,

I have your check and note at hand. My thanks for handling it so quickly. The note upsets my plan a little but I guess that I can hold it for three months all right. So everything is O.K.

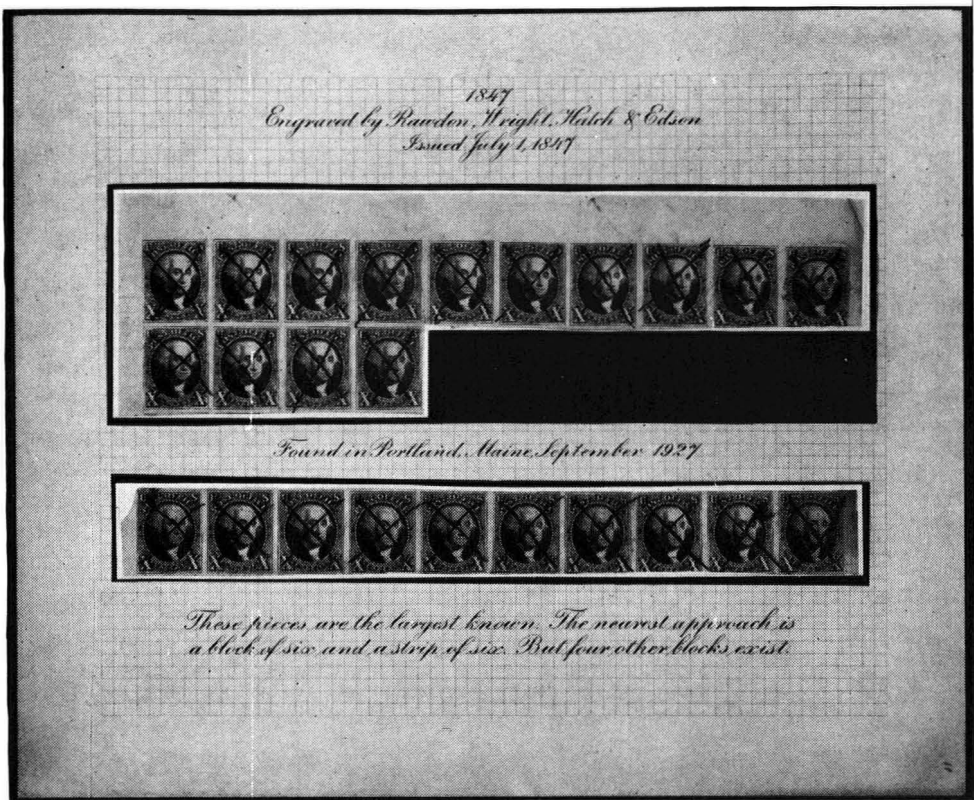
Your opinion of Brother Perry is heartily seconded by myself. Furthermore his dope on the lot of the 47's is pretty much off as I have had many offers from people to take them in case you returned the lot. They have offered more than I got for them and are all people who have a reputation for knowing stamps. Perry has a bad case of what is vulgarly known as a "sore-head." . . .

[signed] C.H. Bandholtz

Several years later Bandholtz and Ward were involved in a second major find of 1847 10¢ issues. In September 1927 while passing through Philadelphia on his way to New England, Bandholtz was jokingly chided to find another block of 1847 10¢ issues by the dealer. Some three nights later Ward was jolted from sleep by a telephone call. The ecstatic caller informed Ward that a large package had been discovered in Providence, Rhode Island, not a stone's throw away from Judge Robert Emerson who was also one of Ward's clients. The package uncovered by Bandholtz contained the largest U.S. 1847 piece on cover ever discovered. The treasure consisted of an incredible block of fourteen U.S. 1847 10¢ issues made up of an entire top row of ten stamps with full sheet margin on top and at either side, plus four stamps from the next row. Each stamp was neatly cancelled with a manuscript cross and an indistinct red postmark was visible on the right hand stamp. The companion piece was a horizontal strip of ten of the same issue with identical pen cancellations. The two items were stuck on a worn cover which was large enough to have shielded them from the elements and the ravages of time. Bandholtz pondered as to the pristine nature of the two strips on this ragged piece of paper which had carried its contents with a \$2.40 postal rate from Cleveland, Ohio, to Providence, R.I. He chose to soak the items off and in so doing produced slight tears in the fourth and fifth stamp in the block of fourteen in the joining of the second row, and lost a portion of the sheet margin in the strip of ten. He did preserve the wrapper for Ward to document the transit destination.

The two treasures were sold to Ward for an undisclosed price, and the dealer in turn placed them in the George F. Tyler collection. Tyler, who was one of Ward's Philadelphia clients, chose to part with the two Bandholtz strips so that they might be placed in the collection of Frank R. Sweet of Attleboro, Massachusetts. Sweet was Mayor of the city and had previously acquired major rarities from the 1929 Gibson private treaty sale through Ward, including the strip of six 10¢ on cover and a reconstructed sheet of 200 of the 1847 10¢. Ward notes that the transaction to acquire the two Bandholtz strips was the highest price ever paid for a U.S. item, being well in excess of \$15,000.





The Hon. Frank R. Sweet died in June 1936 and one of his sons, William O. Sweet, acquired the collection, showing major items at the 1947 CIPEX including what are believed to be the two Bandholtz strips. Sweet sold off portions of his 1847 U.S. collection at the 432nd Daniel Kelleher sale of October 21, 1944, and in two subsequent sales around 1952. His last Kelleher sale was on April 2, 1960, but the February 29, 1960, H. R. Harmer sale featured the "F.R. Sweet Reconstruction" and the "C.H. Bandholtz Find" which are noted to be offered by the owner, believed to be P.G. Rust of Thomasville, Georgia. The two strips are believed to have been "bought in" at \$12,000 by Rust when they failed to meet the reserve. Rust's superb collection of 1847 5¢ and 10¢ on and off cover was offered in a sale held by Harmer on March 1, 1962, but without the two Bandholtz strips. Herman Herst, Jr., notes that Harmer placed the items with a South American dealer named Grado who then sold them to Christian Hirzel of Switzerland. Prior to his death, Hirzel willed his entire collection including his U.S. rarities to the Swiss Museum of Telegraphs and Posts in Bern, Switzerland. Hirzel also expressed a death wish that his collection be exhibited at SIPEX in Washington, D.C. In May 1966 the largest multiples of the 1847 10¢ issue were exhibited to an appreciative audience, and the rarities returned to and ensconced in the Swiss Museum.

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**FRANKLIN AND EAGLE CARRIER STAMPS**

**DONALD B. JOHNSTONE**

(Continued from *Chronicle* 122:96)

**REPRINTINGS**

In preparation for the 1876 Centennial Exposition, held in Philadelphia, the Continental Bank Note Company was provided by the Post Office Department with plates of the stamps issued by the United States up to 1875, and was instructed to make reprintings without gum, to be sold at the exposition. They were sold to the public along with reprints of the other stamps in the series, in small white envelopes on which the following information was printed: "One set Specimen Postage Stamps, including Carrier Stamps - Issue 1851. Obsolete: not receivable for postage." They made at least two printings of the Franklin carrier amounting to 10,000 each, one in April and another in December of 1875, of which 17,000 were sold. Apparently, for the Franklin carrier, they were able to acquire some of the pink paper used for the original 1851 printings. It is known that another thicker pink paper was also used for the Franklin carrier reprints. The blue ink is known to have changed, and the combination of these changes of paper and ink is responsible for the reprint varieties that exist. One attempt at reprinting, made on white paper, was perforated 12, as were the Eagle carrier reprints. Evidently someone did not realize that neither of these reprints should have been perforated, and that the Franklin reprint should not have been on white paper. The perforated Franklin carrier reprints on white paper were not released to the general public, but the perforated Eagle carrier reprints were sold.

Some years ago, after examining a large number of reprints in collections and dealers' stocks, I put together a classification scheme to identify the different reprints. Some of this information appears to have been mentioned in the brief comments concerning the reprints in the *Scott Specialized U. S. Catalogue*. The following modified grouping of the 1875 reprintings I had prepared for Elliott Perry's carrier book.

Group	Appearance in daylight	Appearance under UV light	Paper thickness in microns
I	dark blue	blue	80
II	light blue	blue	130
III	dark blue	green	80

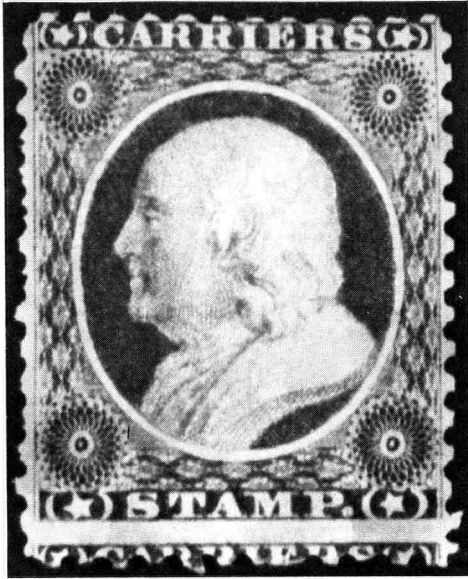
Group I includes the first printing on the original pink paper. Reprints in Group II are believed to be from the second reprinting referred to by Luff<sup>14</sup> as on "slightly thicker and softer paper of a paler tint." These appear to be somewhat scarcer than those in the other groups. Ultra-violet light or a quartz lamp which emits the long wavelength 3600A is used to distinguish group III. The paper of Group III so resembles that of Group I, it is probable that both were printed prior to the second printing on the thicker paper.

Distinguishing the original stamps from the reprints also employs use of the ultra-violet light. The toasperm test named by Elliott Perry for a philatelic acquaintance, Henry Toasperm, was mentioned originally in the *Collectors Club Philatelist*.<sup>15</sup> In this test, the original Franklin carrier stamps fluoresce green under ultra-violet light, whereas reprints do not. The only reprints that fluoresce green are in group III, and these are printed with ink of a much darker blue when seen in daylight than are the originals. Since group III might fade and, therefore, cause confusion, the other characteristics, such as very clear impressions of originals, should be given serious consideration.

14. Luff, *op. cit.*, p. 260.

15. Elliott Perry, "The Franklin Carrier," *Collectors Club Philatelist* 9: 1-12, 1930.

Luff<sup>16</sup> provided a good discussion on this matter. The impression of the originals is clear and fine, while the reprints are too heavily inked and often blurred. In the original stamps, the background of the medallion shows a hatching of diagonal lines. Traces of these lines can occasionally be seen in the reprints, but as a rule, the background appears to be solid. Around the medallion extends a tessellated band with rosettes at each corner. This band is composed of alternate light and dark diamonds crossed by groups of colorless lines. On the original stamps, these lines are clear and sharp, while on the reprints they are indistinct and often filled with color, especially where they cross the dark diamonds.



**Figure 4. Franklin carrier reprint on hard white paper, perforated 12, without gum, from the "Steele" block.**

The very rare white paper reprint of the Franklin carrier was perforated 12, which was made in error, as was the perforated Eagle carrier reprint. The Franklin came to light about 1918, as Elliott Perry mentioned to me, in a lot of special printings which contained many rarities. He indicated the lot contained two singles and a strip of three of the Franklin carriers on white paper. He believed from the similar and very offset perforations, that the group had originally been a horizontal strip of five.

Around 1957, the late Philip H. Ward, Jr., of Philadelphia, provided me with some additional information. There was a fellow by the name of Steele who had been involved with the printing of stamps by the Continental Bank Note Company. He had a habit of putting aside examples of the stamps with which he was involved. Many years later, John A. Klemann purchased these stamps from Mrs. Steele. Among them was a block of six of the Franklin carriers on hard white paper and perforated 12. Klemann broke up the block, and sold a pair and a single to Colonel Green. When the Green collection was auctioned, the pair and single were acquired by Phil Ward.

It may well be that the Steele block is the only source from which the white paper variety became known or available. The only copies seen have shown the perforation to be very much off-center (Figure 4). The following memo discloses the probable fate of the rest of the sheet.<sup>17</sup>

Post Office Dept., Office of  
Third Assistant Postmaster General  
Washington, D. C. July 15, 1884

Memo:

16. Luff, *op. cit.*, p. 260.

17. Philip H. Ward, Jr., "The Franklin Carrier on White Paper," *Mekeel's Weekly Stamp News*, October 4, 1957.



**Figure 5. Plate proof of the Franklin carrier showing the major plate crack flaw which extends from the left pane in positions 18, 19 and 20 to the right pane in positions 11, 12, and 13. Right pane, opposite page.**

The stamps in this case [carrier stamps of 1851] which possess no value as stamps for paying postage — were misprinted by the contractors when the Dept. first decided to sell specimens of back issues, and hence retained in the Division of Postage Stamps of this office ever since. They were this day turned over to me by the Chief of the Division — Thomas P. Graham — and will, by order of the 3rd. Asst. Postmaster General be destroyed.

Madeson Davis

Ch. Ck. Off. 3rd. Asst. P. M. General

See certificate of destruction on back of case.

The unique pair of perforated Franklin carriers on white paper was auctioned as part of the Lilly collection in 1967, and a single as part of the Hollowbush collection in 1966.

#### PLATE VARIETIES

Reprints of the Franklin carrier, being so much more numerous than the original, lend themselves to the study of plate varieties, which are due to imperfections in the steel plate. The principal plate flaw of this stamp is the major crack in the plate which occurred in the second row from the top, and is evident on the stamps, reprints, and plate proofs extending across three or four stamps in both left and right panes. It is very apparent in positions 18, 19, and 20 of the left pane, and 11, 12, and 13 of the right pane. See Figure 5. When the plate became cracked is not known. Original stamps are known which show it. One on cover was in the Alfred Lichtenstein collection<sup>18</sup> and is illustrated here in Figure 6. A single off-cover showing the crack, formerly in the Ferrari collection, is from plate position 19L, and it too

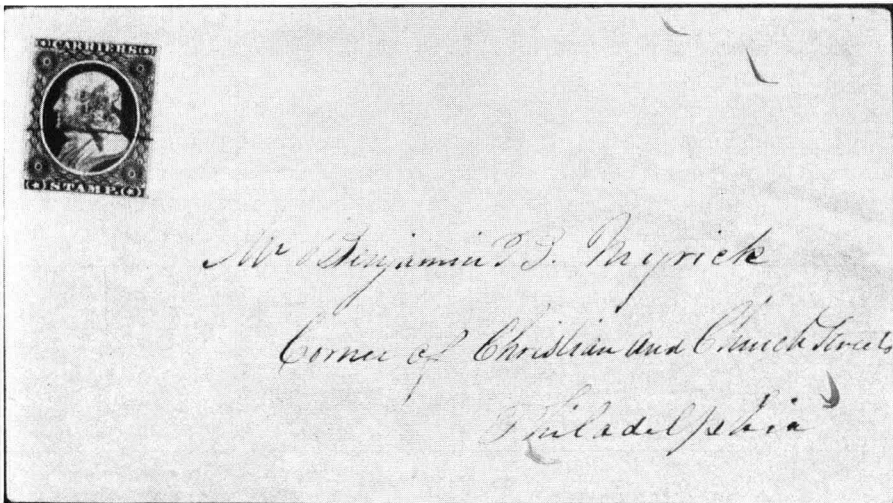
18. Perry, 1954, *op. cit.*, p. 482.





was cancelled with the Philadelphia red star.

Another rather obvious plate flaw is a cluster of small cracks extending beyond the lower left corner of stamp 91 of the left pane. The stamp is at the lower left corner of the pane, the left frame line was not recut, and the corner of the stamp appears incomplete. Several double transfers have been noted, including positions 2, 4, 14, and 92 of the right pane. Position dots used for entering the transfer roll impressions on the plate can be seen on some of the reprints.



**Figure 6. Franklin carrier stamp showing the major plate flaw crack. It was used on a local cover in Philadelphia, and shows the red star carrier cancellation.**

A discussion of the position dots will appear in the section devoted to the Eagle carrier plate, where the dots are more apparent.

Although not plate flaws, there are reprints with printing flaws. One is noted with a large printing smear, and at least one showing a horizontal paper fold prior to printing.

### PLATE PROOFS

After a plate has been made by rocking in the relief impressions of the transfer roll, the plate is hardened and a proof is pulled. That is, the plate is used to print a sheet of proofs. This was done on a hand press. The purpose varied, but included a chance to examine impressions for flaws in the plate that might need correction or recutting, as well as to evaluate the inks to employ in printing the stamps. Paper varieties included rather thin India, soft laid, and card of various thicknesses. Such proofs are plate proofs. They were not intended for postal use.

Normal plate proofs of the Franklin carrier stamp exist in blue on India and white cardboard. Plate proofs in green on India paper and in orange on wove stamp paper are called trial color proofs. The latter are mentioned earlier as a brown-orange impression that has been questioned concerning postal use.

Plate proofs printed in blue on cardboard were cut into singles, along with the other card proofs of the 1851 series, and issued for sale to the public as souvenirs in small white envelopes. The printing on these envelopes reads "United States - Postage Stamps - 1851." The sets included card plate proofs in normal colors of all U.S. stamps printed up to the time. These plate proofs on card were prepared in 1879, 1885, 1890, and two printings in 1893. The card thickness varied a little with each printing, but approximated 340 microns.

### ATLANTA TRIAL COLOR PROOFS

In 1881, the Post Office Department prepared and exhibited full pane plate proofs of all United States stamps at the Cotton States International Exposition in Atlanta, Georgia. They represented all United States stamps up to that time and included the two carrier stamps. They were printed in five colors: scarlet, brown, green, blue, and black on thin card approximately 240 microns in thickness. The sheets were later cut up, mostly into singles, and made available to the public in sets. They are classified as trial color proofs. They can be distinguished by the colors, and even if the blue copies of the Franklin carrier become confused with other card proofs, the thickness of the card stock is a helpful guide.

As the Franklin carrier plate contained 200 impressions, and only one pane of 100 was put on exhibition, the American Bank Note Company retained the other pane of 100. The panes that were exhibited were in the process of being destroyed by burning at the close of the exhibition. The following is from an article concerning this event.<sup>19</sup> "It is said that Dr. J. A. Petrie of Phillipsburg, N. J., formerly of Elizabeth, N. J., a dealer who made many philatelic finds, went to Atlanta at the close of the Exposition, and found a man about to burn these sheets." His acquisition of these may account for their availability to collectors. One other source should be mentioned. The remaining non-exhibited panes were cut into singles about 1900, mounted in books and presented to trustees and directors of the American Bank Note Company. As these books came on the market from estates, they also became a source for individual proofs. Since these books contained no black proofs, this is thought responsible for the relative scarcity of the Atlanta trial color proofs in black.

(To be continued)

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19. Clarence W. Brazer, "U. S. Atlanta Trial Color Proofs," *Essay Proof Journal* 6: 26, 1945.

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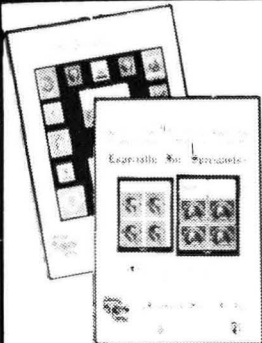


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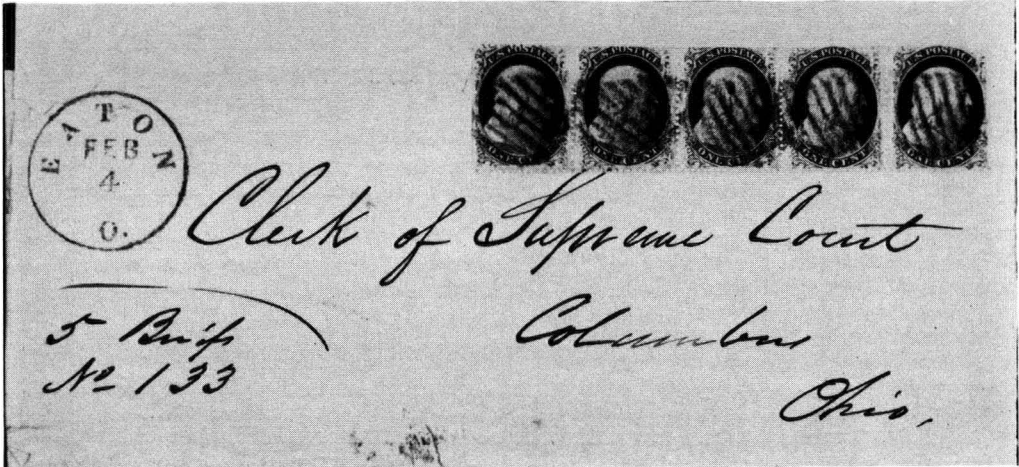
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**CIRCULAR RATE APPLIED TO LEGAL BRIEFS**



The cover illustrated here, supplied by Richard B. Graham, shows a scarce use of the circular rate. The term “circular rate” is one adopted by the philatelic community because the vast majority of covers illustrating what was actually a printed matter rate were unsealed circulars.

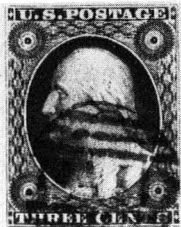
The law adopted on 30 August 1852 states:

Sec. 167. *Be it further enacted*, that from and after the thirtieth day of September, eighteen hundred and fifty-two, the postage upon all printed matter passing through the mail of the United States, instead of the rates now charged shall be as follows, to-wit: Each newspaper, periodical, unsealed circular, or other article of printed matter, not exceeding three ounces in weight, shall be sent to any part of the United States for one cent . . .

When a bundle of separate printed items was sent in one wrapper or envelope, the charge was per item rather than being based on the weight of the entire package. Here, the envelope is endorsed “5 Briefs” and is addressed to the Ohio Supreme Court. Each state supreme court then required (all of them, I believe, still do) that briefs of cases on appeal be printed. Thus we have a 5¢ rate for five printed legal briefs.

**3¢ 1851 PRINTED ON BOTH SIDES**

Figures 1 and 2 show the front and back of a 3¢ 1851 orange brown stamp (S1) printed on both sides. This is the first report of this interesting variety on a 3¢ stamp. The printing on the back is seriously misaligned when compared to the front. It is not only printed on both sides, but was also “kissed” by the wet ink of the sheet on which it was laid, the THREE CENTS label being reversed across the brow of Washington.



**Figure 1. Front of stamp printed on both sides.**



**Figure 2. Reverse of Figure 1.**

*Editor's note:* In *Chronicles* 104-109 sailing information about service to California extracted from New York newspapers and privately published by Stanley B. Ashbrook in the forties was reprinted for the years 1849 and 1850. Publication of data for 1851 and later resumes here and will continue as space permits. For details, see *Chronicle* 103:178-179.

## U.S. MAIL STEAMSHIP SAILINGS

January to July 1851

*N.Y. Herald*, Jan. 1, 1851. U.S.M.S.S. Co. for Havana, New Orleans & Chagres. Through tickets to S.F. at reduced rates. New Orleans passengers transferred to a first class steamer at Havana. On Sat. Jan. 11th at 3 P.M. The splendid S.S. Georgia, D.D. Porter, U.S.N. Cmdr., will sail precisely from her pier at the foot of Warren St., N.R. with the Gov't mails, direct for Havana & Chagres. Freight taken to Chagres at usual rates. Specie taken on freight to Havana & New Orleans. For freight or passage apply to M.O. Roberts, 177 West St.

*N.Y. Herald*, Jan. 11, 1851. U.S. & Calif. Express will be despatched by Steamer Empire City on Mon. 13th connecting with the mail from Panama Feb. 1st. A.B. Miller & Co., 2 Wall St.

*N.Y. Herald*, Feb. 25, 1851. U.S. & Calif. Express respectfully inform the public that their entire express per Empire City, Jan. 13th was shipped per mail Steamer Carolina from Panama, Feb. 1st (being conveyed from Chagres to Panama in three and a half days) and shippers and others can see the bill of lading by calling at the office. Their next express will be sent forward per Steamer Crescent City 28th inst. A.B. Miller & Co., 14 Wall St.

*N.Y. Herald*, Jan. 14, 1851. Same above Express will despatch on Crescent City on Sat. Jan. 18th, connecting with the mail from Panama Feb. 15th.

NEWS: *N.Y. Herald*, Jan. 25, 1851. Arrival of the Falcon. The U.S.M.S.S. Falcon, H.J. Hartstene, U.S.N., commanding, arrived at this port last evening at 6 o'clock. She left Havana on the evening of the 19th and has made the run home against strong head winds in five days. The Falcon brings 325 passengers, the Calif. Mails and about \$20,000 in gold dust.

*N.Y. Herald*, Jan. 11, 1851. U.S.M.S.S. Co. for Havana, New Orleans & Chagres. Through tickets to S.F. at reduced rates. Chagres passengers transferred at Havana to a first class steamship. On Sat. Jan. 25th at 3 P.M., the splendid S.S. Ohio, 3000 tons burthen, J. Schenck, Cmdr., will sail precisely at 3 o'clock P.M. from her pier at the foot of Warren St., N.R. with Gov't mails direct for Havana, New Orleans & Chagres. Freight taken to New Orleans, at usual rates. Specie only taken on freight to Havana. Shippers of packages containing jewelry, gold, or silverware, or any articles commonly known as valuables, must specify the value of the shipment in their bills of lading, or the Co. will not be responsible for any losses on valuable merchandise shipped without such specification. For passage or freight apply to M.O. Roberts, 177 West St.

*N.Y. Herald*, Jan. 15, 1851, U.S.M.S.S. Co., Departure date - Jan. 28, 3 P.M. S.S. Cherokee for Chagres, connecting with S.S. Northerner to leave Panama on or about Feb. 15, 1851.

*N.Y. Herald*, Jan. 27, 1851. Berford & Co., to dispatch their express by Steamer Cherokee on the 28th inst.

*N.Y. Herald*, Feb. 6, 1851. P.M.S.S. Co. [This first part is exactly like Nov. 1, 1850 except the following insertion after "Acapulco"] — The following U.S. Mail steam packets are now in the Pacific one of which will be always in port at each end of the route:

Oregon	1099 tons	Northerner	1200 tons
Panama	1087 tons	Columbia	800 tons
California	1050 tons	Carolina	600 tons
Unicorn	600 tons	Sarah Sands	1500 tons
Tennessee	1300 tons		

Concluding with data on fare freight etc. Office of Co. 54 & 55 So. St.

*N.Y. Herald*, Jan. 28, 1851, U.S.M.S.S. Co., Departure date - Feb. 11th, 1851, 3 P.M. S.S. Georgia via S.S. Falcon from Havana.

*N.Y. Herald*, Feb. 9, 1851. Adams & Co's Calif. Express per Steamer Empire City on Feb. 13th, 3 P.M., for Chagres direct.

FOR HAVANA, NEW ORLEANS & CHAGRES, through tickets to S.F. *N.Y. Herald*, Feb. 12, 1851, U.S.M.S.S. Co., Departure date - Feb. 26, 1851. S.S. Ohio via S.S. Falcon from Havana for Chagres.

*N.Y. Herald*, Feb. 27, 1851. U.S.M.S.S. Co. for Chagres direct via Havana.

*N.Y. Herald*, Feb. 27, 1851, U.S.M.S.S. Co., Departure date - Mar. 11, 3 P.M. S.S. Georgia via S.S. Falcon from Havana.

*N.Y. Herald*, Mar. 9, 1851. Gregory's Calif. Package Express per Steamer Empire City on Thurs. Mar. 13th, 3 P.M.

*N.Y. Herald*, Mar. 4, 1851. For S.F. via Rio Janeiro, Valparaiso & Panama. The new and beautiful S.S. Pacific, 1000 tons, commanded by Capt. D.G. Bailey, late of the Steamer Panama, will positively sail from this port as above on Sat. 15th inst. 10 A.M. foot of 12th St., E.R. Apply to D.B. Allen, 9 Battery Pl.

*N.Y. Herald*, Mar. 14, 1851. Through line for S.F. via Chagres direct and by the U.S.M. steamers on the Pacific. On Mar. 18th the new and splendid S.S. Caribbean 1,800 tons burthen, J.J. Wright, Cmdr., will leave Pier 4, N.R. for Chagres direct, at 3 o'clock. Passengers by the Caribbean will connect with the favorite S.S. Oregon to leave Panama on or about April 1st. For passage apply to Howland & Aspinwall, 54 South St. The Cherokee will succeed the Caribbean and leave on Fri. Mar. 28th.

U.S.M.S.S. Co. for Chagres, Havana & New Orleans. *N.Y. Herald*, Mar. 12, 1851, U.S.M.S.S. Co., Departure date - Mar. 26, 1851, 3 P.M. S.S. Ohio with Gov't Mails via S.S. Falcon from Havana for Chagres.

*N.Y. Herald*, Mar. 20, 1851. Fare reduced - through line for S.F. via Chagres direct by the U.S. Mail steamers on the Pacific.

The S.S. Cherokee, Henry Windle, Cmdr., will leave Pier 4 N.R. for Chagres direct on Fri. Mar. 28th, 3 O'clock. Passengers by the Cherokee will connect with the regular mail steamer to leave Panama on or about April 15th, 1851.

*N.Y. Herald*, April 1, 1851. U.S.M.S.S. Co. for Chagres direct, by splendid S.S. Crescent City to sail on April 10th, 3 P.M. from Pier 2 N.R. J. Roberts.

*N.Y. Herald*, April 2, 1851. Passengers on S.S. Crescent City will connect with the U.S.M. Steamer Tennessee to leave Panama on or about May 1st.

April 4, 1851, *N.Y. Herald*. Exact advertisement as that of Nov. 1, 1850 up to and including "A regular line of propellers will be kept up for the transmission of freight and transient passengers between Panama and S.F." [Then continues —] The S.S. Sarah Sands of 1,500 tons now under charter to the Co., and commodious in her cabin arrangements, will be kept running as an extra family boat. One of the above steamers will keep up the connection between Acapulco and other Mexican ports. The connection in the Atlantic will be maintained by the U.S.M.S.S. Georgia, 3000 tons, Ohio 3000 tons, Empire City 2000 tons, Crescent City 1500 tons, Cherokee 1300 tons, Philadelphia 1000 tons, leaving N. Y. for Chagres on the 11th and 26th of each month. The S.S. Eldorado [spelled with small "d" instead of as previously "El Dorado"] and the Falcon will form a direct line between New Orleans and Chagres, leaving at such periods as will ensure as little detention as possible on the Isthmus and forming with the Pacific steamships a through line to and from New Orleans and ports in Mexico, Calif. and Oregon. Passage from New Orleans can be secured from Armstrong, Lawrason & Co., Agents at that place. The fare for through tickets from N. Y. to S.F. has been reduced from \$400. in state rooms to \$350.; from \$330. in lower cabin to \$290.; from \$200 steerage to \$165. The rates from N. Y. to Chagres will be at the lowest adopted by any safe sea steamer between those ports. For choice of berths apply to the Co., 54 & 55 South St. or at their agency, 177 West St.

(To be continued)

## NEW FIRST DAY COVER

Victor B. Krievins reports a new 3¢ first day cover. The townmark reads SOUTH-BRIDGE/JUL/1/MASS. This is the first report of a first day from this town, which in 1851 was 60 miles southwest of Boston.

## **PRESTAMP & STAMPLESS**

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### **ON THE ORIGINS OF THE UNITED STATES POSTAL SERVICE: POSTAL MARKINGS OF 1775 FROM THE PAPERS OF GENERAL THOMAS GAGE**

**THOMAS C. KINGSLEY, M.D.**

A new perspective can unveil fresh data from within even the most thoroughly researched subject. In any historical endeavor, facsimiles, primary source publications, and secondary works are the standard basics, but the scholar who returns to the original source documents is often the one who finds the unsuspected pearl. That is the root function of our archives.

The papers preserved by Thomas Gage, British Commander in Chief for North America from 1763-75, and housed in the William L. Clements Library at the University of Michigan, have been thoroughly examined by many scholars. The fact that they all failed to appreciate the presence of two America tax stamps and over ninety postal markings is a function of limited perspectives: fiscal philately and postal history are hardly universal media for academic scholarship. I wish here to record a portion of the material uncovered in the Gage Papers in an attempt to gain a greater understanding of American postal history during the transitional year of 1775. However, recognizing my own limited perspectives in historical research, I will draw only a few conclusions. Considerably more work needs to be done, and I hope my findings will stimulate a more thorough research effort and encourage others to avail themselves of the opportunity afforded by the Gage Papers.

The years of 1774 and 1775 are a complex period of transition eventuating in the Congressional postal system under the Continental Congress. During this time there existed postal services by the British Parliamentary post, its aspiring competitor the Congressional post, and the independent "provisional" posts traditionally identified with William Goddard. Other communication systems were also in existence, most notably those functioning for the committees of correspondence and for the military, as well as a group of small independent mail carriers.

Such diversity has always presented a problem for today's postal historian. When you find an American colonial postmark from 1774 or 1775, to which system can it be assigned? Some researchers have pointed to differences in rates and others to alterations in the style of the markings as giving clues to the system of origin. Dates have also been utilized, as have contents of the letters themselves. Although hard evidence is generally lacking, in the midst of the disarray there are a few well-established facts. Firstly, before Goddard's attempt to create an independent provisional American post in February and March of 1774, all postal markings were of Parliamentary post origin. Granted, there were independent local carriers and private individuals profiteering off the British system, but these variances from the routine are not readily identified by the postal markings. Secondly, the Continental Congress authorized the formation of a Congressional post on July 26, 1775, and local postmasters were officially sanctioned in October. Finally, the Parliamentary post suspended inland colonial service on December 25, 1775. Thus, all postmarks after that date can be identified as being of Congressional post origin. In addition, after the encounter at Lexington and Concord on April 19, 1775, there was a renewed attempt to establish an independent American post by some of the colonial congresses. The best documented is the Massachusetts provincial post created by the provincial congress on April 28, 1775. Thus, postmarks from late April until late July 1775 may be either Parliamentary or provisional, while those from late July until December of 1775 can be Parliamentary, provisional, or Congressional.

The historical turning point in the development of an independent American post is the



encounter at Lexington, not the proposals of Goddard a year earlier.<sup>1</sup> Goddard's efforts in the spring of 1774 did not materialize into a system. One reason for the failure was the closing of the port of Boston in May of 1774. After an initial success in Salem and other towns to the north, Goddard left Massachusetts only to have the focal point of his New England plan eliminated by the port closing. Another impediment was Goddard's opinionated manner and overbearing personality which interfered severely with his good intentions. Although innovative and patriotic, he was nevertheless his own worst enemy.

Alongside these dampening realities was the indecisiveness of the American colonialists. Today, we often look upon our forefathers as relentlessly moving towards independence. We might gain such a view by reading the newspapers of the day or the summaries of the various local committees and provisional congresses, but in actuality there was a great uncertainty with numerous opinions for courses of action. One astute observer noted as late as April 9, 1775, that the members of the Massachusetts Provincial Congress could not agree upon meaningful legislation because a "spirit of irresolution appears through all their transactions."<sup>2</sup> Thus, the variable climate of opinion had not matured for such a radical undertaking as an independent post and the venture died quietly when the Continental Congress tabled Goddard's proposal on October 5, 1774. As with most innovations, the initial enthusiasm became tempered by reality.

Although the Goddard system failed as an inter-colonial post, there may have persisted an occasional local remnant. Postal historians have long searched for artifacts of such activity. In the absence of solid evidence, we have a natural inclination to substantiate more than what is truly possible. That approach may have magnified Goddard's role and led to an overly optimistic attempt to identify Goddard post letters. For this reason, a number of the manuscripts in the Gage Papers make a significant contribution for future study and are, therefore, worthy of a detailed report.

General Thomas Gage was appointed Governor of Massachusetts on April 2, 1774. He left New York and arrived in Boston in June of 1774. He stayed in Boston until late August of 1775 when he was relieved of his command. Of great importance for our purposes are the facts that his papers remained intact in his family estate until they were purchased in 1930 by the late William L. Clements and deposited in the library he founded in 1923. Since that date, they have remained under archival care and scrutiny. Thus, their provenance is sound. The fact needs emphasis, for although many of the letters to Gage deal with secretive military matters, after April of 1775 there appear a number of manuscripts addressed to well-known American patriots. Due to the unbroken provenance, these letters can be identified as rebel mail intercepted by British forces. Also, because of the clearly established origins, as well as the authorship and the sensitive contents of the letters, I am confident enough to suggest that the postmarked Tory letters to Gage and his staff come out of the Parliamentary post, while the postmarked letters between patriots most likely have their origin in either the provisional or Congressional post.

There are eighteen letters with postal markings in the Gage papers from 1775, far more than any other single year. Seven of these can be assigned to the Parliamentary post: two in January, three in February, and one each in March and June. Four of these postmarks are from New York and represent three different style markings. Also, there is one each from Albany, Norwalk, and Quebec. Each is worthy of discussion.

The Quebec example is an unusual circular marking. The town name is in a ring with the Bishop mark separately applied in the center (Figure 1). This same style marking continued in

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1. For a summary of the role of William Goddard, see Calvet Hahn's "The Provisional Post of the United States" in *The Collectors Club Philatelist*, Vol. 53, nos. 3-5.

2. Quoted from an intelligence document to General Gage authored by a Massachusetts Congressional delegate, reputed to be the British informant Dr. Benjamin Church; Gage Papers, unsigned manuscript, April 9, 1775.



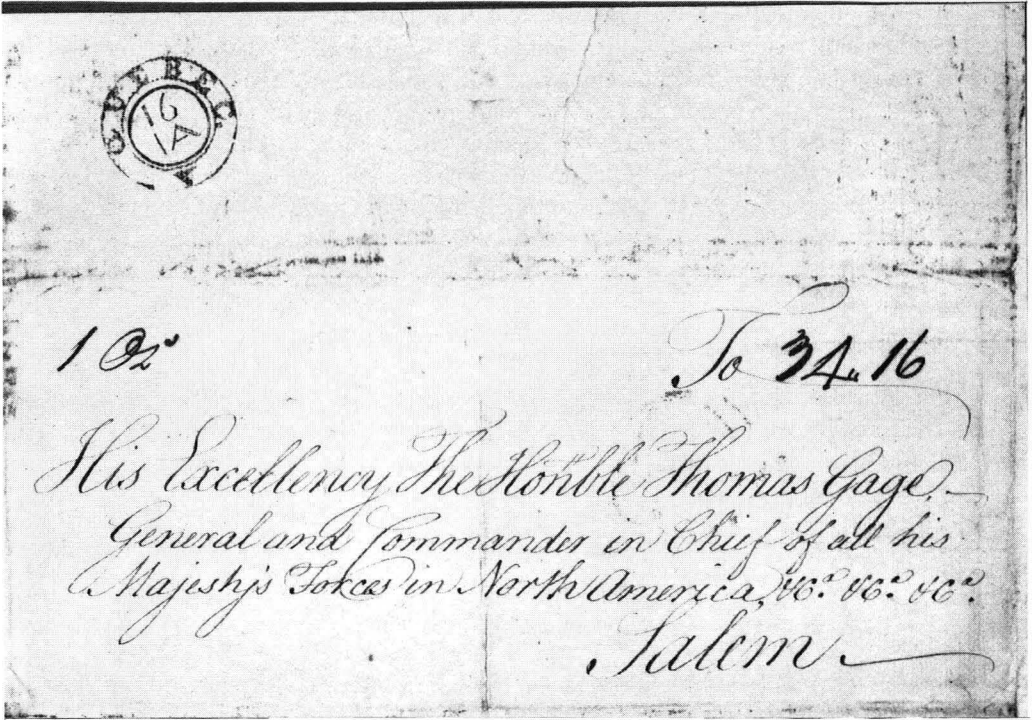


Figure 1. QUEBEC, 16 JA[nuary 1775]; black CDS. Red manuscript "1 Oz" and rate of 34 pennyweight 16 grains, representing quadruple the Quebec to Salem single rate of 8.16 (Quebec-New York 5.8 plus New York-Salem 3.8).



Figure 2. QUEBEC, JUNE:30 [1774]; black CDS. Red manuscript rate of 34.16 pennyweight, the quadruple rate for a one ounce package. Letter 30 days in transit.

service with minor alterations after the American Revolutionary period. It is an outgrowth of a nearly identical marking initially appearing several months earlier where the month and day are in a straight line style and apparently part of a single device (Figure 2). The Clements Library holdings contain three Quebec circle markings, a straightline date of June 30, 1774, and Bishop mark dates of January 16, 1775, and October 23, 1776. Each of these letters is year-dated in the dateline. The Edith Faulstich sale contained another example of the straightline date style. A year date is not in the letter's dateline, but it is docketed as being received in January 1774. The handstamped dateline is December 16, indicating a December 1773 usage. The Clements material establishes the reliability of the docketing on the Faulstich example.

Ascertaining the Quebec CDS as a pre-revolutionary postmark is a significant point for our present discussion. The Parliamentary post in North America invariably used stamping devices distributed by the General Post Office in London. The town markings were in two styles. The first was in two lines in large upper case letters, such as CHARLES/TOWN and PHILA/DELPHIA. The second was a heavy single line upper case marking. However, a

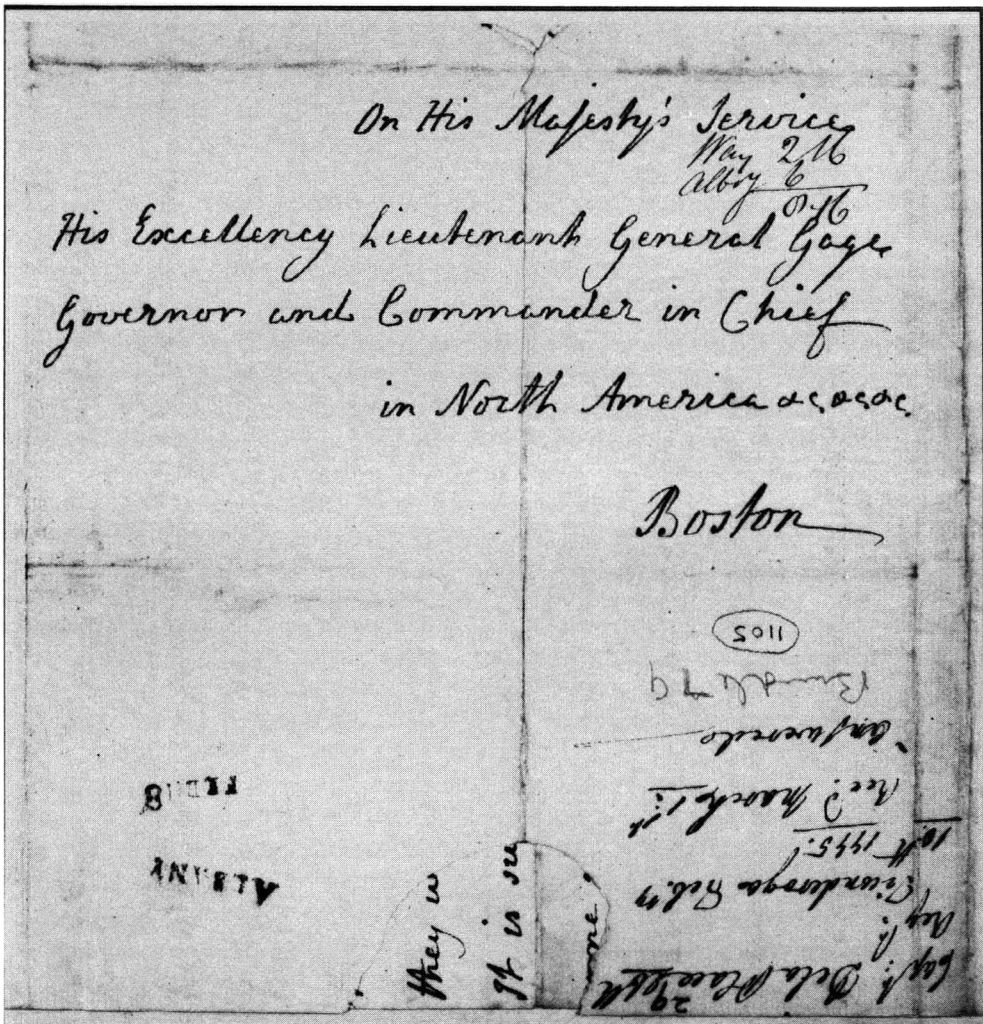


Figure 3. ALBANY, FEB:18 black 24 x 5 mm straightline on Parliamentary post "way" letter from Fort Ticonderoga dated February 10, 1775. Manuscript markings in black; Way 2.16 (the 100-200 mile rate for the Ticonderoga-Albany transit), and Alby 6 (Albany-New York 2.16 plus New York-Boston 3.8) for a total rate of 8.16. Parliamentary markings on British intelligence letter.

break with this tradition appears in Canada, first in Montreal where a small upper case straightline device with an attached month-day handstamp appears in 1772 or 1773, and then in Quebec where the circular handstamp is introduced in 1773. Were these devices of local manufacture? Certainly the Quebec CDS, unique in all the western hemisphere British possessions, suggests that likelihood. How this information impacts on American colonial markings can be illustrated with the Albany straight line of 1775.

In the early 1770s, Albany was using the standard large upper case single line device of the type supplied by the London office. Its style and size (44 x 7.5 mm) is in sharp contrast to the device used on the Clements Library letter of 1775 — a 24 x 5 mm postmark with the initial “A” measuring 1 mm taller than the remaining letters (Figure 3). In addition, the Bishop mark is replaced by a separately applied month/day straightline. A case has been made to suggest that the appearance of new-style markings is a reflection of contracts with a new postal system — *i.e.*, the provisional Goddard post. Does the 1775 appearance in Albany of a new marking style indicate the creation of a new postal service? I find such a conclusion highly unlikely and a dangerous precedent to apply generally, since, as is true of the imaginative Montreal and Quebec markings, the unusual Albany postmark is most assuredly of Parliamentary origin. The letter in question is datelined “Ticonderoga Feby. 10th 1775” and is written by the British fort commander to General Gage. The letter deals with highly sensitive intelligence information given the commander by a Tory colonialist concerning rebel inquiries into the preparedness of Fort Ticonderoga. Such a communication would never have been sent through any postal system other than the Parliamentary. Being from Ticonderoga it is a way letter and is properly marked in manuscript in a manner similar

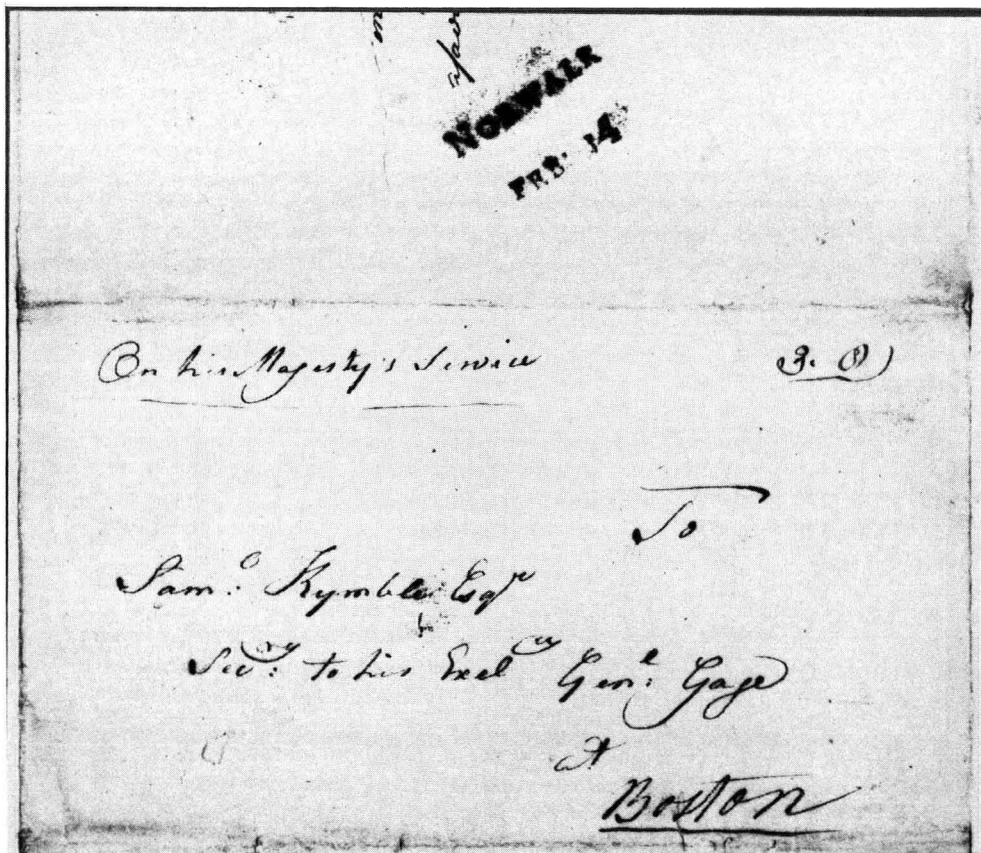
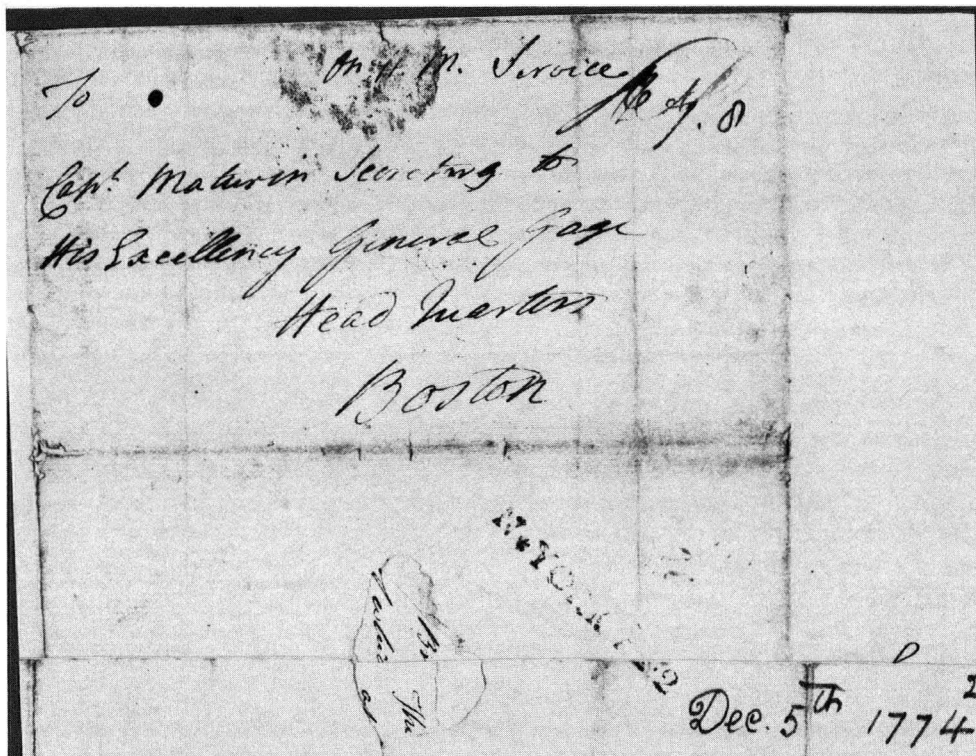


Figure 4. NORWALK, FEB:14 [1775], black 30 x 5 mm straightline. Black manuscript rate in pennyweight 3.8. Parliamentary marking on letter with military contents.



to another Gage letter from Crown Point dated July 1772. Both letters are charged the same two pennyweight sixteen grain rate for the 100-200 mile way trip to Albany.<sup>3</sup>

Almost identical to the 1775 Albany postmark is the example from Norwalk, Connecticut. Again, we have a straightline townmark with a straightline date added below, and an initial letter height of 5 mm with the remaining letters at 4 mm (Figure 4). The resemblance to the Albany marking may imply a common origin of manufacture, and similar postmarks are also found from Hampton, Newberry, Norfolk, and Salem in 1775. The postal device is again a departure from the traditional, but nevertheless it is difficult to deny as a Parliamentary postmark. The letter is addressed to General Gage's secretary and contains an enclosure — the latest six-month account of the King's regiment in New York. The dateline is "New York 14th Feby. 1775." The rate of three pennyweight eight grains is correct, but the Norwalk posting is unusual.



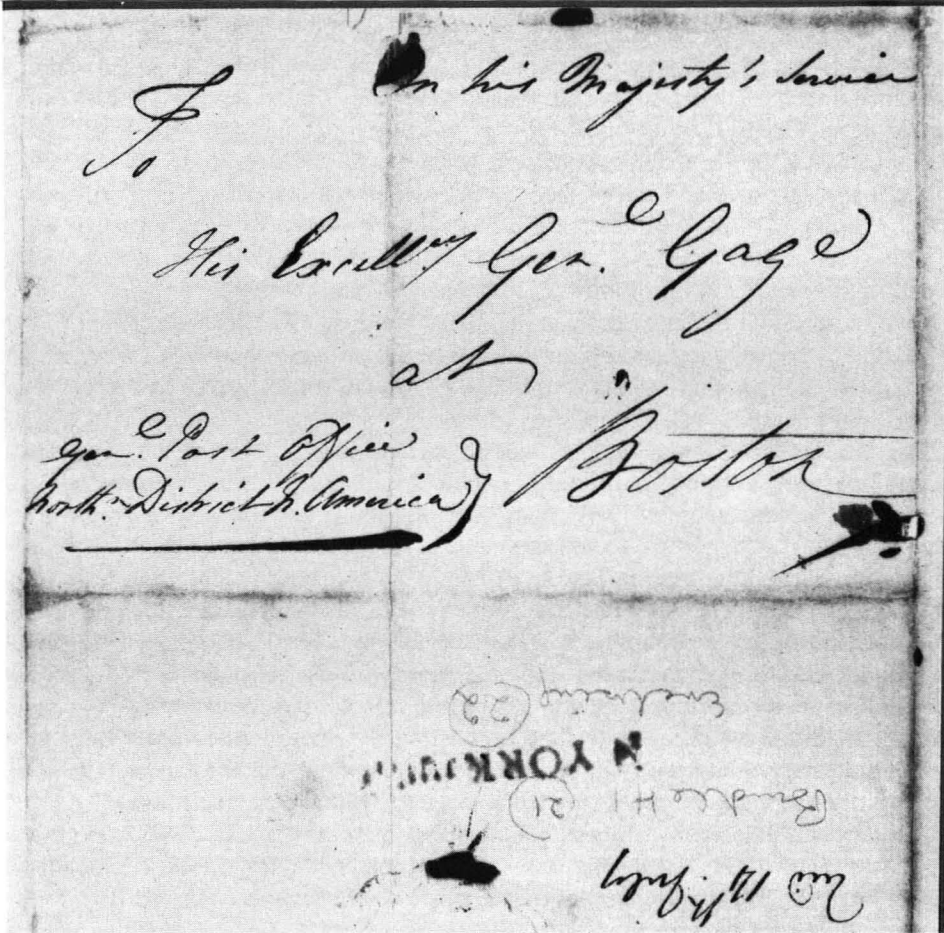
**Figure 5. N[ew]\*YORK FE:2[1775]; red 29 x 4½ mm straightline on letter datelined Niagara, December 5, 1774; military contents. Irregular red manuscript marking, possibly "Ft. Eds" (Fort Edwards) with red manuscript rate, probably pennyweight 7.8 (1.8 Ft. Edwards-Albany, 2.16 Albany-New York and 3.8 New York-Boston). In transit 59 days to New York City.**

Letter contents also help to establish the post of origin for a group of 1775 New York postmarks in the Gage papers. The first of these is the traditional NEW-YORK black straightline Parliamentary marking that had been in service since 1773. The Gage example is a weak strike and is accompanied by a poorly struck Bishop mark on a letter dated January 12, 1775. By February the postmark has changed. On a letter mailed from Niagara on December 5, 1774, appears a red N\*YORK, and a date of FE:2 on the opposite flap (Figure 5).<sup>4</sup> The

3. For a discussion of rates see Sterling Dow, "Postmaster Samuel Freeman and His Account Book" in the 1946 *Congress Book*, also appearing as a chapter in the Quartermaster reprint, *Maine Postal History*.

4. In the upper right corner of the folded cover is an indistinct red manuscript marking associated with a red 7.8 pennyweight rate. A military letter from Niagara would presumably pass by military courier directly across the province of New York to Albany, or to the most convenient post office along the Montreal-New

letter is addressed to one of Gage's assistants and concerns the delivery of iron and the cost for blacksmithing spears and tomahawks needed to arm the Indians. Such a letter is hardly a candidate for the provisional patriot postal system. The marking is previously unreported and is another strong candidate for a nontraditional Parliamentary postmarking device. In all probability, the device is another example of regional manufacture. It appears to be assembled with loose type because one month later the similar, well documented type D postmark without the asterisk appears in New York.<sup>5</sup> The first example in the Gage Papers is dated March 28, 1775. The marking is definitely of Parliamentary post origin, for the second example in the Gage Papers is dated June 26, 1775, on a letter by the British postmaster, John Foxcroft (Figure 6).



**Figure 6. New York type D red straightline on letter of John Foxcroft dated June 26, 1775. Prolonged transit of 18 days reflects closing of the post roads and passage of the letter via emergency ocean mail service to Boston.**

York waterway. The rate to Boston is appropriate for a Montreal posting, but neither "M" nor "Mont" can be deciphered from the postmark. Similarly, the office at Crown Point also seems unsatisfactory. However, during 1774, an additional office for posting was established at Fort Edwards. Within the left portion of the marking can be unraveled an upper case manuscript "E", and at the right above the rate is an apparent lower case "d" and a more definite lower case "s" as the terminating cipher. I would like to suggest that the marking is "Ft. Eds". A logical posting for a military courier would have been Fort Edwards, but the discussion is entirely speculative and probably unproductive. For a review of the Albany-Canada post roads see Calvet Hahn's "The Colonial Great North Post" in *The American Philatelist* 87: pp. 901-918.

5. The *Stampless Cover Catalogue* classification is used throughout the article.

Foxcroft and Benjamin Franklin were appointed Joint Postmasters General for the North American Colonies in 1761. Foxcroft resided in New York where he acted as Deputy Postmaster General for the Northern Division, a position he held through the war. In 1784, he was appointed British Packet Agent at New York.<sup>6</sup> The two men were personally close in spite of their diverging political affiliations.<sup>7</sup> In a warm letter to Franklin dated April 4, 1775, Foxcroft discussed the status of the postal system as it existed just prior to the onset of hostilities. In positive terms he described the viability of the Parliamentary post.

I think the Post office escapes the Political Storm which now Rages, thus far none of our Riders have met with the least Interruption, and have the pleasure to inform you that in consequence of some New Regulations we made last Winter the Posts are very Regular once a Week as far as St. Augustine and twice a Week between this City and Quebec.<sup>8</sup>

In only three weeks the hopeful mood was rapidly undone by the events of the times. On April 26th was the first of five letters between Foxcroft and Gage dealing with rebel interruptions of the mail. Foxcroft complained that following the Lexington and Concord engagement, rebels at Hartford and New Haven were opening the Parliamentary post packages and removing official government correspondence. Fearing for their safety, he dismissed the post riders and established an emergency ocean mail service to Boston and Canada with armed vessels. His letters to Gage traveled by the new method. The irony is that the contents of these letters have been summarized in postal history articles, the authors apparently deriving their information from published accounts of the Gage Papers. However, only when the original letters were examined was the postal marking uncovered.<sup>9</sup>

The type B handstamp from Philadelphia has also aroused optimistic speculation that needs to be questioned. The earliest recorded use of the postmark is March 21, 1774. Two examples of this date, both passing by way of Salem, exist on letters addressed to Newport. Both were written by the same hand in London during January, were privately carried and posted in Philadelphia in March. Type B Philadelphia straightlines and manuscript "4" rates were applied. The rate is most likely in pennyweight and as such represents the correct Parliamentary postage for single letters between Philadelphia and Newport. Along with the accompanying SALEM straightline these markings have inspired tenuous conjecture.

Instead of considering these letters to have been mistakenly sent to Salem by the Parliamentary postal service, they have been interpreted by several writers as having entered a provisional Goddard post theorized along the Massachusetts north shore in the spring of 1774.<sup>10</sup> The problem lies with the dateline on these letters. Can we assume the 1774 year date is correct? January is notorious for erroneous year dates, where writers fail to advance the new year in their datelines. The March 21 Philadelphia type B handstamp and the accompanying SALEM straightline are more reasonable as 1775 Parliamentary post markings. In the first place, the only known type B Philadelphia markings from "1774" are these two examples from March 21st; a full year passes before another example appears. Secondly, the traditional PHILA/DELPHIA type A postmark is known only through the first week of January 1775 (see ter Braake, page II-22), while the standard postmark from Philadelphia in the first half of that year is the type B device. Thus to label the type B postmark as provisional would create the highly unlikely circumstance of leaving no known examples of Parliamentary post letters from Philadelphia after January 1775. Finally, the SALEM straightline resembles the previously discussed Parliamentary post markings from Albany and

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6. Horowitz and Lowe, *The Colonial Posts in the United States of America*, pp. 5, 6, & 40.

7. Hahn, *Collectors Club Philatelist* 53:164.

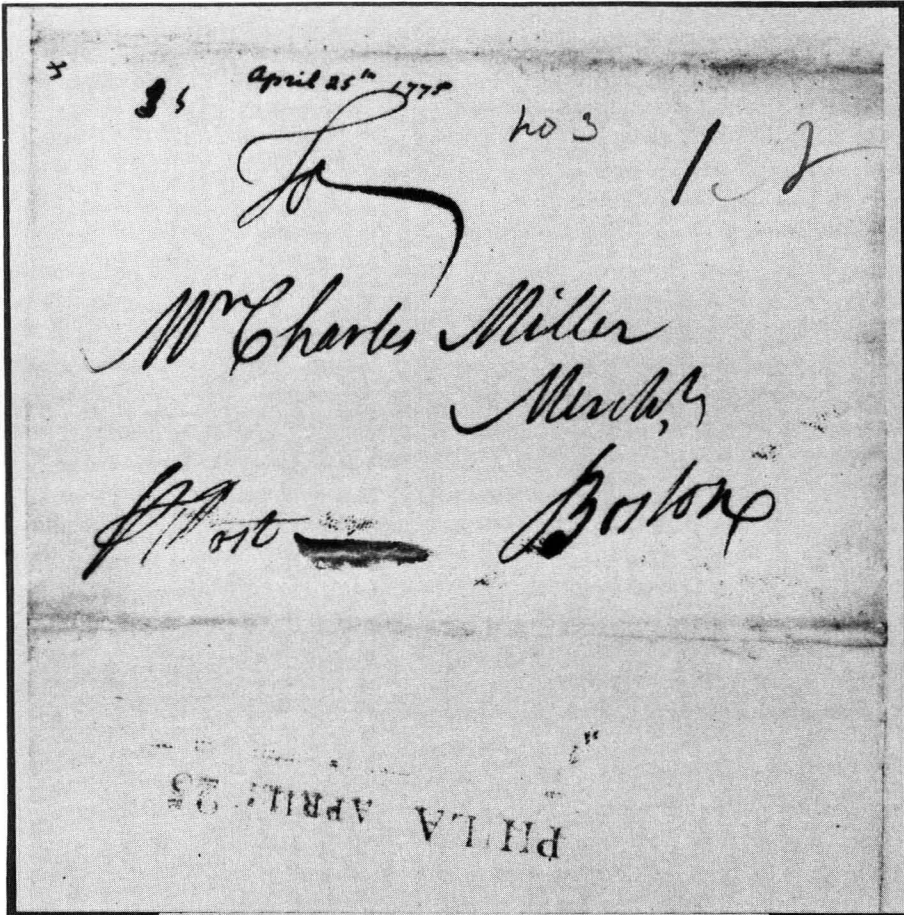
8. William B. Willcox, ed., *Papers of Benjamin Franklin*, XXII, pp. 14-15.

9. See Gage Papers: Foxcroft to Gage April 26, May 13, and June 26, 1775; Gage to Foxcroft May 4 and May 19, 1775.

10. ter Braake, *The Posted Letter in Colonial and Revolutionary America*, p. II-96; Hahn, *The Collectors Club Philatelist*, Vol. 53, pp. 357-8; Horowitz, pp. 8 and 34.



Norwalk. Similar devices also appeared in Norfolk, Hampton and Newberry in 1775. Because of their nontraditional style, one can hope they are provisional postmarks, but, in the absence of hard data, all of these townmarks should be considered to be Parliamentary. Evidence independent of the postal marking itself is essential in determining a provisional post origin for all letters posted prior to the Lexington and Concord engagement. The critical data for the two January "1774" letters may still lie amongst the thousands of preserved business papers of the Newport Vernons, recipients of one of the questioned letters. A tedious review of these manuscripts may yet reveal the topical comment needed to fix the year date as either 1774 or 1775.

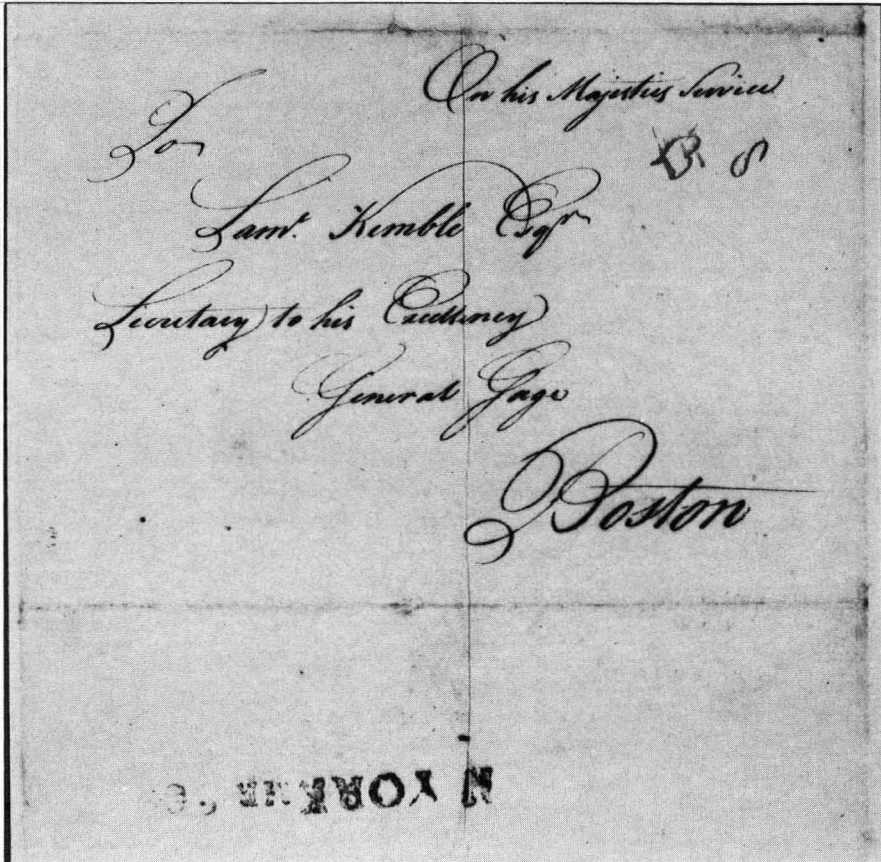


**Figure 7. Philadelphia, April 25, 1775 type B red straightline. Red manuscript rate of 1 shilling sterling, correct Parliamentary fee to Boston, and an example of the Parliamentary sterling rate system that appears early in April of 1775.**

Unfortunately, the copy of the type B Philadelphia marking in the Gage Papers does not resolve our problem. The Gage example is on a letter written by an American patriot, Petatiah Webster, and sent to a merchant friend in Boston. The letter is dated April 25, 1775 (Figure 7). Although provisional post origin is a possibility, the date still indicates a Parliamentary post letter. Some individuals might consider a provisional posting because the letter is rated in sterling.<sup>11</sup> Such a feature is a characteristic of the provisional American post, but is not necessarily limited to it. Several offices, for example, can be found from Portsmouth, New Hampshire, to Charlestown, South Carolina, using sterling rates during the spring of 1775. If the changeover had occurred after the knowledge of Lexington, then a thesis championing

11. ter Braake, p. H-20.

provisional American postal activity might be tenable. However, the surviving letters suggest otherwise, for the conversion from pennyweight to sterling occurred around the first of April, during the calm *before* the storm.<sup>12</sup> In addition, some of the letters exhibiting the transition bear documented Parliamentary post markings. Thus, what may have happened, in view of such a widespread pattern over a narrow time frame, was the issuance of a Parliamentary post directive to the local postmasters. For whatever reason, whether economic or political, we have another example of the Parliamentary system attempting to respond to the needs of a changing time. I suggest that part of our trouble in trying to understand the postal story of 1775 is the result of changes within the Parliamentary post that we have often mistakenly interpreted as being activity in an American provisional or Congressional system. Perhaps a review of the Parliamentary post records will provide a clue.



**Figure 8. Red New York type D straightline with March 28 date and black manuscript rate of 3.8; the latest reported example of pennyweight rating by the Parliamentary post.**

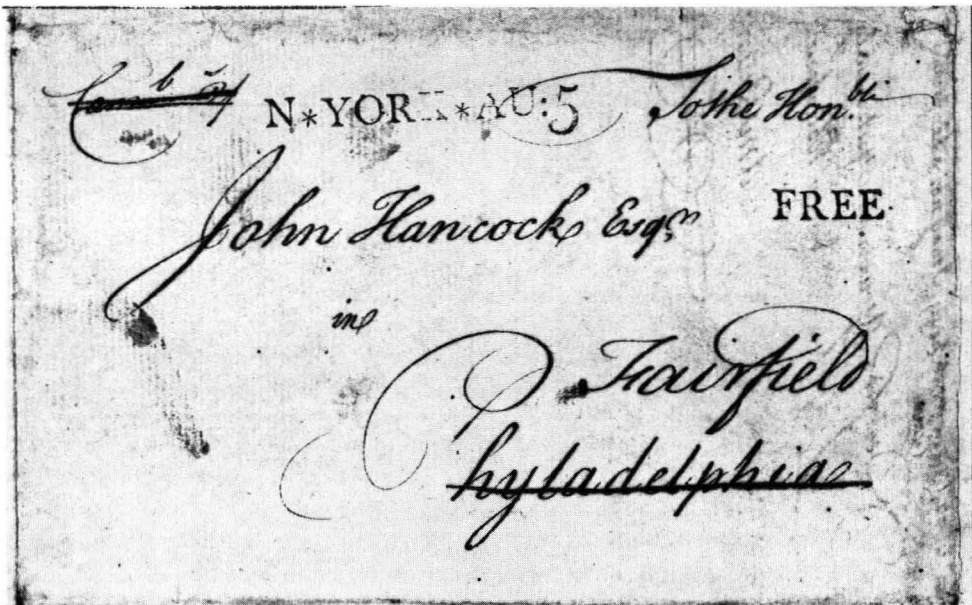
Whether Parliamentary or provisional, the Webster letter never reached the intended addressee, but instead found its way to Gage because it contained useful information. Webster was responding to the Lexington Alarm, a courier dispatch that has been well discussed by Robert Berthelson as a chapter in ter Braake's *The Posted Letter in Colonial and Revolutionary America*. Webster provides us with a first-hand intimacy to the foment surrounding the moment our nation was coming of age. It is partially reproduced here with the permission of the William L. Clements Library.

12. I have reviewed 25 inter-colonial letters dated February to July 1775. Amongst these examples, the latest use of the pennyweight system is March 28 (Figure 8) and the earliest use of the sterling rate is April 7 (ter Braake II-59). An example from Marblehead dated April 12 shows both rating systems, the sterling marking representing the rate in British sterling and not a conversion into local currency (ter Braake II-53).

Yesterday arrived here an Express from Sundry Committees in New England . . . advising that 2,000 troops had marched from Boston in Two Companies, had killed Six men at Lexington and burned the courthouse at Concord . . . Nothing can be conceived more ardent than the wishes of all our People that you may beat them and cut off their Retreat to Boston. No kind of Assistance will be Denied you from these parts . . . Dispatches are gone by Express every way from this city . . . Stand out to the Last against British tyranny is *now* the Universal Cry of all.<sup>13</sup>

The “spirit of irresolution” was at an end, and the patriotic fervor now also encompassed a commitment to an independent post.

As already noted, at this time of the passing of the pre-revolutionary era, Foxcroft’s Parliamentary postal system not only was viable, but also was undergoing a transformation. Handstamp devices were being used by small offices, with a multiplicity of new styles replacing the standard forms used in the larger cities. The Bishop mark was being substituted with month/day straightline devices, and rates were being recorded in sterling. These alternations have confounded our ability to document the postal history. We have been further confused by the possibility of post-Lexington patriot confiscation of Parliamentary postal devices, as well as local manufacture and use of devices with styles similar to those used by Parliamentary postmasters. The letters in the Gage Papers do not provide us with all the answers, but additional information is within the collection in the form of patriot mail intercepted by the British.

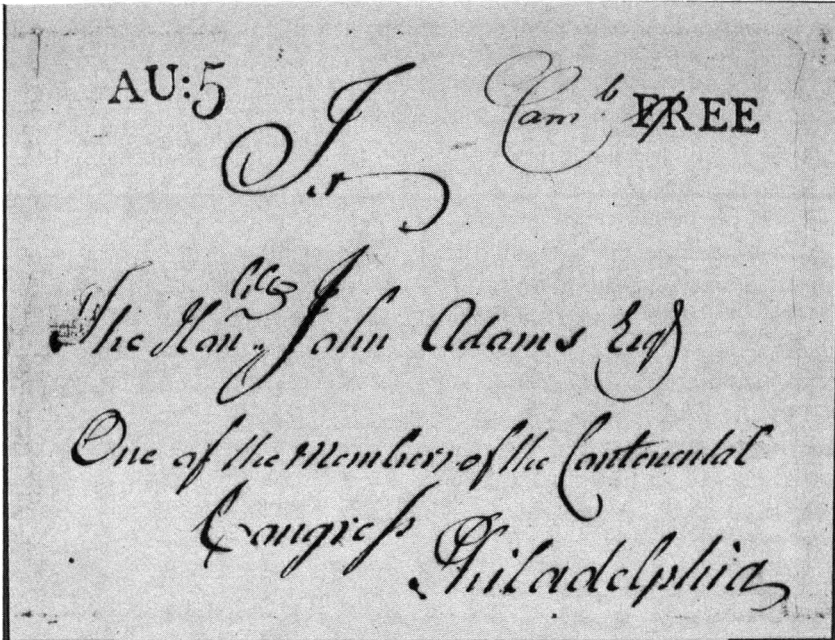


**Figure 9. Obliterated Camb[ridge] two shillings sterling in black manuscript, and turquoise New York type E straightline with matching handstamp FREE. Letter dated July 22, 1775, from Lancaster [Massachusetts]. The manuscript rate indicates a return, by this date, to the old Parliamentary rate structure by the Massachusetts provincial post.**

One cluster of three intercepted letters each bears the turquoise New York type E handstamp. All markings are on the address side in conjunction with a handstamp FREE and dated August 5, the earliest date now reported for this marking (Figures 9 to 11). The type E postmark has long been associated with the Congressional post. It is appealing to consider the color as representing patriot blue in contrast to the type D marking in Tory red. August 5 was a Saturday in 1775, and these letters very possibly are representatives from the first week’s mailing out of the New York City “Provincial,” *sic*, Congressional post office. The Bill

13. Gage Papers, Petatiah Webster to Charles Miller, April 25, 1775. Italics mine.

establishing the Congressional postal system had been passed only ten days previously. Although postmasters were not officially appointed until October, the postal activities were already being implemented, and preliminary steps to integrate the provincial posts were underway.<sup>14</sup> These letters originated in New England, were addressed to Adams and Hancock in Philadelphia, and were intercepted by the British after passing through New York.



**Figure 10. [New York] type E turquoise Congressional handstamp with matching FREE obliterating the Massachusetts provincial Congress one shilling black manuscript rate from Cambridge. Letter dated July 26, 1775, from Salem.**

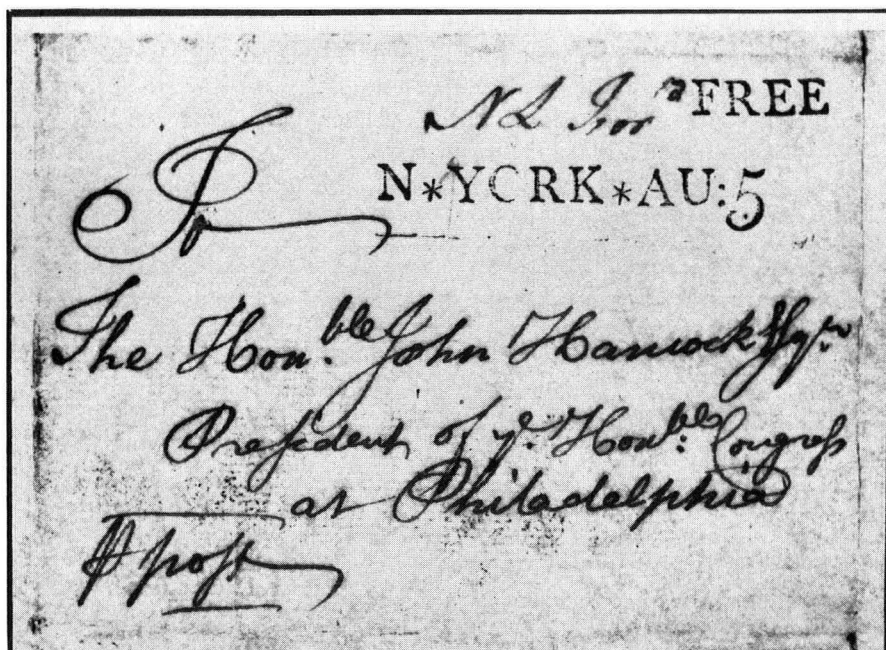
Although the type E postmarks are a splendid find, of even greater interest are the accompanying manuscript markings. One letter to John Hancock (Figure 9) carries a Camb[ridge] manuscript postmark, a rate of two shillings, a dateline of Lancaster, July 22, 1775, and is written by Edmund Quincy. The letter to John Adams carries a Cambridge one shilling manuscript marking with a Salem, July 26, 1775, dateline (Figure 10). These Cambridge manuscript markings most likely document entry into the provisional Massachusetts provincial congress postal system since they are all posted prior to any possible knowledge of the creation of a Congressional post by the Continental Congress on July 26. The sterling rates are a characteristic of the Massachusetts system. The other letter to Hancock bears a N[ew] L[ondon] forwarding postmark and is datelined Middletown, July 24, 1775, with a postscript dated the 25th (Figure 11). This marking is reported for the first time. As a provisional Connecticut provincial congress system postmark, it implicates the earlier NEW\*LONDON handstamp marking of March 1775 as being from the Parliamentary post.

These three letters show a sophisticated degree of integration between the provincial posts of Massachusetts and Connecticut, and New York City, a system Franklin would absorb directly.<sup>15</sup> A provisional subscription system under John Holt apparently existed in New York at this time, but perhaps the Congressional post was deemed more appropriate for government mail that should have traveled free of postal duties.

14. See Appendix D, Franklin to Ebenezer Hazard, August 3, and September 25, 1775.

15. See Appendix D, Franklin to Joseph Greenleaf, October 26, 1775.





**Figure 11. New York Congressional post type E turquoise straightline with matching FREE. N[ew] L[ondon] for[war]d Connecticut provincial post manuscript marking in black. Letter dated July 25, 1775, from Middleton [Connecticut].**

Although the above letters were carried by the developing Congressional post, the following example is a little more perplexing as to its exact mode of conveyance. The letter is from a patriot hand, signed "A Tradesman" and addressed to Major Mifflin, a well-known American patriot and radical member of the first Continental Congress who was with the American forces outside Boston. The letter, datelined Philadelphia, August 1, 1775, was posted there with the application of an unusual ten pence sterling rate<sup>16</sup> and a type B1 Philadelphia backstamp in orange-red. It was carried to New York, whereupon a variation of the red type D marking (type D1?) was added. The Philadelphia marking is August 11 and the New York postmark is August 14 (Figure 12).

Certainly, we can eliminate the Parliamentary post as the carrier of a letter to the American military camp. Also, we have suggested that the red New York type D marking is from the Parliamentary post and that the turquoise type E marking of August 5 is out of the antecedent Congressional post. Thus, did the tradesman trust his letter to a subscription postal system? It has been stated that Philadelphia merchants had established a provisional subscription post in 1774,<sup>17</sup> and a provisional subscription post office managed by Goddard's associate John Holt was present in New York in the summer of 1775.<sup>18</sup> Thus, do the type B1 Philadelphia and "D1" New York handstamps represent subscription postal markings?

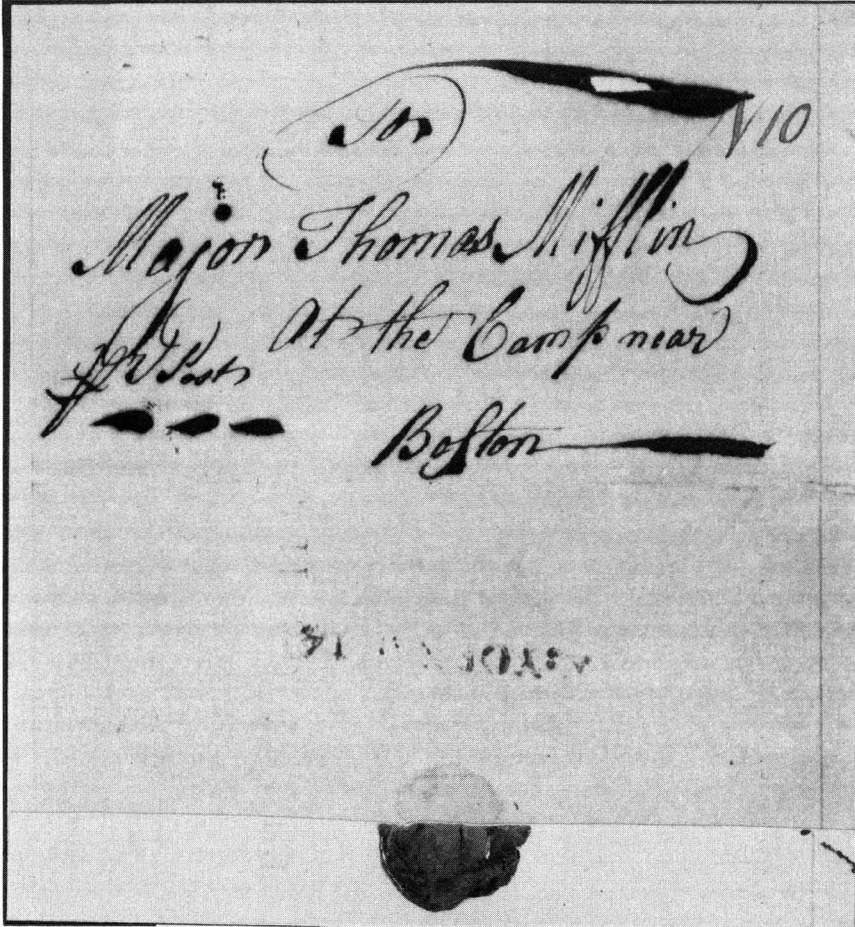
Perhaps a resolution of this perplexing subject is possible with the evidence that came to the surface in the 565th Daniel F. Kelleher Co. Sale in May 1984, where, as lot #100, a July 1, 1775, letter of Congressional representative Richard Henry Lee was offered. The letter was posted in Philadelphia and backstamped on July 4th with a red type B1 Philadelphia marking and forwarded from Williamsburg where a brown 47 x 8 mm abbreviation marking with an integral July 15 straightline date was applied. The Williamsburg marking is quite similar to the one used by the Parliamentary post, and, therefore, appears to have been

16. Apparently an example of the 20 percent rate reduction by the Continental Congress. See Appendix B, and discussion in third paragraph following.

17. Horowitz and Lowe, p. 6.

18. ter Braake, p. T-4.

confiscated for a patriot postal system. However, the letter is not out of the Congressional post as it is postmarked three weeks prior to its creation. Patriot mail posting, however, is almost a certainty for several reasons. Firstly, the writer is a well known American supporter as is the recipient, Robert Carter. Secondly, the contents of the letter concerning military strategy and the manufacture of saltpetre deal with sensitive information. Lastly, the manuscript rate marking reflects the 20 percent rate reduction associated with mid-1775 patriot postal fees.



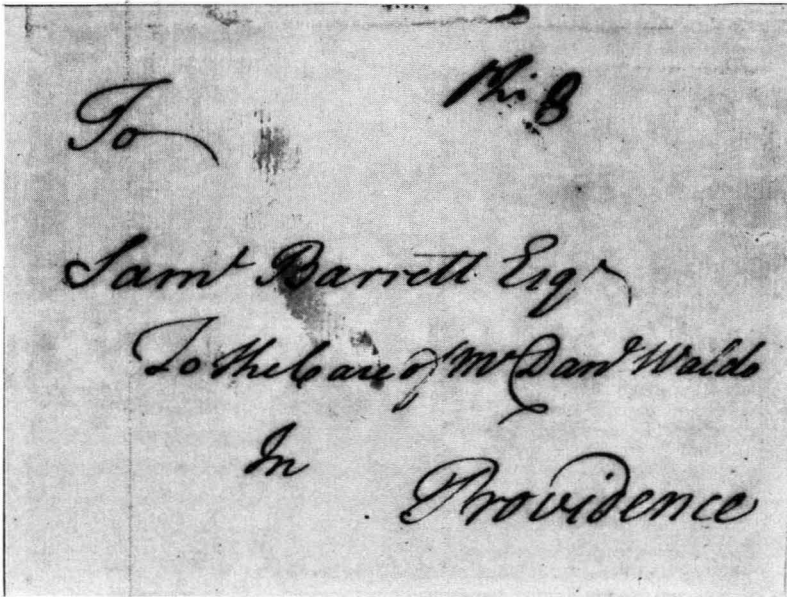
**Figure 12. Philadelphia, August 11 type B1 straightline in orange-red with red N:YORK AU 14 type "D1" 27 x 5 mm straightline. Letter from Philadelphia, August 1, 1775. Black manuscript rate of 10 pence sterling reflects the 20 percent rate reduction.**

The pale red manuscript marking is most revealing for it suggests that the rate reduction mentioned in the July 26, 1775, Congressional resolution (see Appendix B) was a response to an existing rate structure, one that was developed either by a Pennsylvania provincial post (a system not yet shown to exist) or by a Goddard type subscription post (a system I have already speculated as transporting the "Tradesman" letter). The reduced rate was so new that even the clerk was confused. He initially rated the letter at "1N-", the standard one shilling rate for carrying a letter between Philadelphia and Williamsburg. That rate was then altered to read "ON10", or 10 pence, the closest rate to a 20 percent reduction. (See Appendix E.)

Thus, the Richard Henry Lee letter of July is quite similar to the Tradesman letter of August. They both appear to have been deposited in a non-Congressional patriot post office in a system using a reduced rate structure and very likely organized on a subscription plan. Additional information is needed to resolve the issue, but the conclusion is attractive.



The Philadelphia story in the Gage Papers closes with two intercepted patriot letters from July 31 and August 2, both with manuscript "Phi" postmarks in black ink. One, from a merchant, is rated in pennyweight (Figure 13) and is similar to an example in the Connecticut Historical Society on a letter dated August 20 (see ter Braake, page II-98). The other is from a member of the Continental Congress and passed free (Figure 14). These are the earliest recorded Philadelphia manuscript postmarks from the year 1775. They commence shortly after the post office act of July 26, run concurrently with the B1 handstamp, and continue slightly modified until the summer of 1776 when a straightline handstamp appears. The pattern of use for these manuscript markings and the habit of free franking the letters suggests their entrance into a rudimentary Congressional, rather than a provisional subscription post.



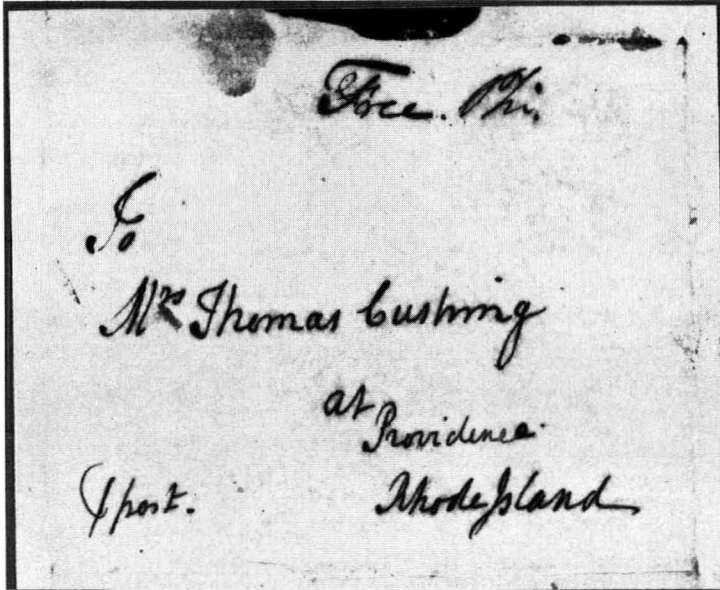
**Figure 13. Phi[adelphia] black manuscript, with matching double rate covering the expense of an enclosure; letter dated August 2, 1775. Note the absence of the 20 percent rate reduction and the use of pennyweight in place of sterling. Contrast to Figure 12.**

Additional evidence for Congressional system posting of these letters can be derived from the Franklin Papers. Even though the Congressional post was not yet formalized, by August there appeared to be Congressional supervision by Franklin over the several New England provincial posts and the antecedent offices in New York and Philadelphia (see Appendix D). As the administrator to this conglomerate "Congressional" system, Franklin received two letters from Rhode Island officials detailing an interception of the mails by the British military during a raid along the New England coast on August 11, 1775. The facts are summarized in a letter from Nicholas Cooke reprinted in Appendix D. In addition, the more impassioned Samuel Ward wrote, in part;

On my Return I found the People of Connecticut in Arms for sixty Miles, a Fleet of twelve Sail of Man of War and Transports had been at the Mouth of Newlondon Harbor . . . . A part of this fleet returned to Newport and again terrified the People . . . . They stopped the Ferry Boats strickly examined every Person . . . . They took the western Post Rider and propose to send the Mail to Boston. I hope no Letters of Consequence may be in it but however they may be this shews the Improprity of the Posts passing those Ferries . . . . By going the Narragansett Road . . . the danger would by avoided . . . . They principle Gentlemen in this Town [Providence] desired Me to write to You and request You to direct the Posts for the future to resume the narragansett Road . . . .<sup>19</sup>

19. William B. Willcox, ed., *The Papers of Benjamin Franklin*, XXII, pp. 167-8.

The captured post rider, Benjamin Mumford, was detained while on the ferry crossing to Newport.<sup>20</sup> Are the two letters in the Gage Papers dated July 31 and August 2, 1775, manuscript postmarked “Phi” and addressed to Providence, the items retained from the mail intercepted during that British coastal raid? If they are, then the particular Philadelphia post office using the manuscript postmark in August of 1775 is the one most likely under Franklin’s supervision. Thus, in Philadelphia in August of 1775, we seem to have two separate patriot postal systems; one, a possible subscription office, using the type B1 handstamp device with reduced rates in sterling, and a second, probably supervised by Franklin, using manuscript markings and standard rates in pennyweight.

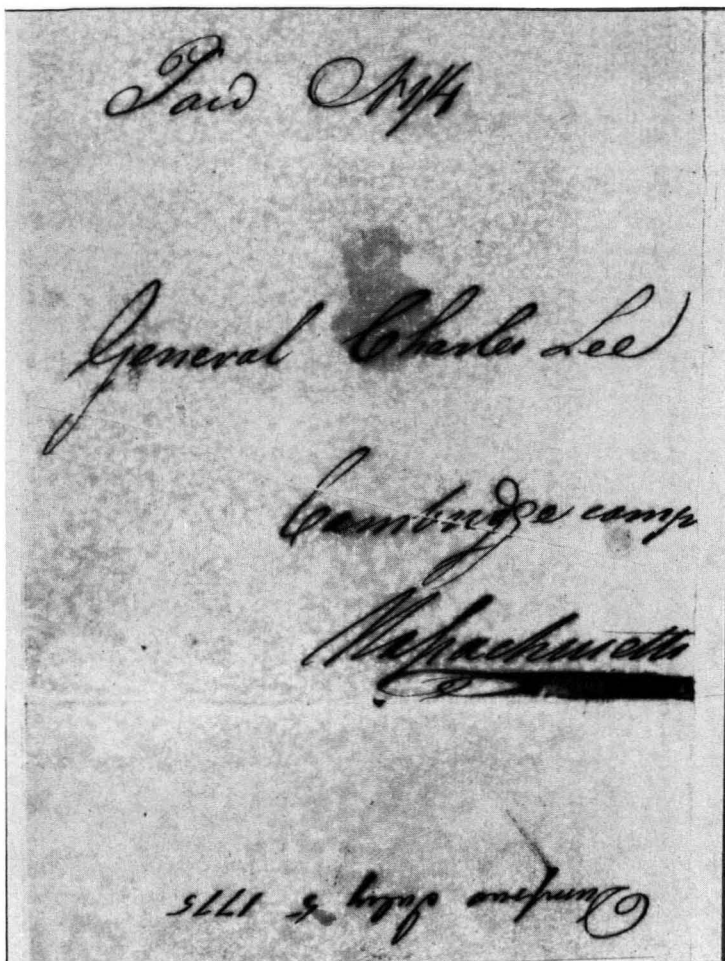


**Figure 14. Free Phi[adelphia], black manuscript marking on letter from a Continental Congress representative dated July 31, 1775. Note similarity to the script in the postmark in Figure 13 and in ter Braake II-98.**

Thus, it would be satisfying to associate the Philadelphia type B handstamp with the Parliamentary post, the B1 handstamp with a provisional post, and the 1775-76 manuscript markings with the Congressional postal system. Likewise, it would be appealing to assign the New York type D handstamp to the Parliamentary post, the type “D1” marking to a provisional post, and the type E postmark to the Congressional system (see Table I). The Gage material and the Lee letter provide substantial evidence for these speculations, but it will take additional examples for more adequate verification. Certainly for New York and Philadelphia, all the known postal markings from 1774-76 need to be reproduced and gathered in one hand to be evaluated for rates, dates of usage, subtle variations in marking style, and especially for authorship and contents of the letters.

We now turn to the postal system in the central colonies. Within the Gage Papers are four letters intercepted from the patriot postal system, one from Virginia and three from Maryland. The earliest of these is a July 5, 1775, letter from Dumfries, Virginia, addressed to General Charles Lee in the patriot army outside Boston. On the address face in black manuscript is a “Paid” sterling rate of one shilling four pence. The curiosity is the notation on the outside flap — “Dumfries, July 5, 1775” (Figure 15). Normally, we would consider such a finding as docketing applied by the addressee for filing purposes. However, the recipient was not the intended patriot General Lee, but the British commander General Gage. As none

20. More on the Mumford’s, as well as other Parliamentary post concerns can be found in the *Hugh Finlay Journal: Colonial Postal History, 1773-1774*, U.S. Philatelic Classics Society, 1975.



**Figure 15. Dumfries, July 5, 1775, black manuscript postal? marking with matching "Paid N 1/4." A point against the Dumfries notation as a postmark is the rate — which should be 1 shilling 6 pence to Cambridge. The rate is appropriate only for offices between Alexandria, Virginia and Annapolis, Maryland.**

of the other intercepted letters in the Gage Papers bears such docketing, it is tenuous to assume that one of his secretaries applied the notation. Also, the penmanship in no way resembles that of the letter writer, Henry Lee, Jr., but does bear a resemblance to the writing style and the ink in the manuscript postal rate. An additional fact is that postal regulations, at least in Maryland, required the placing of the townmark on the back of the letter. While it must be left to the reader to decide whether or not we have here a Dumfries manuscript town marking, I believe we can identify the letter as being prepaid and having been posted in the local provisional patriot postal system.

The second letter of the group is from Annapolis, August 18, 1775, and addressed to General Horatio Gates, Commander of the American forces outside Boston (Figure 16). The markings are red, with a black sterling manuscript rate. The postmark is here newly reported and is best discussed in conjunction with the remaining two letters from Maryland, items sent to General Gates's headquarters during the month of August that also found their way to General Gage. These letters are from Baltimore and written by William Lux, a member of the Baltimore committee of correspondence. The example dated August 3 bears a black straightline town marking with handstamped date (Figure 17). The other is dated Baltimore, August 13, 1775, and is without a town marking. Instead, there is the well-known black

TABLE I  
BRITISH COLONIAL POSTMARKS

**NEW-YORK**

Type C (bs)

**PHILA  
DELPHIA**

Type A (bs)

**N\*YORK**

**N YORK AP:19**

Type D (bs)

**PHILA MAR: 21**

Type B (bs)

AMERICAN COLONIAL POSTMARKS

Provisional

**N:YORK : 14**

Type D1

**PHILA: SEP 7**

Type B1 (bs)

Congressional

**N\*YORK\*AU:5**

Type E

*Phil?*

*Free Phil.*

The postal markings reported from New York and Philadelphia during 1775.



**ALBANY**



**BALTIMORE**

**NORWALK**

**FEB. 14**



**FEB. 18**

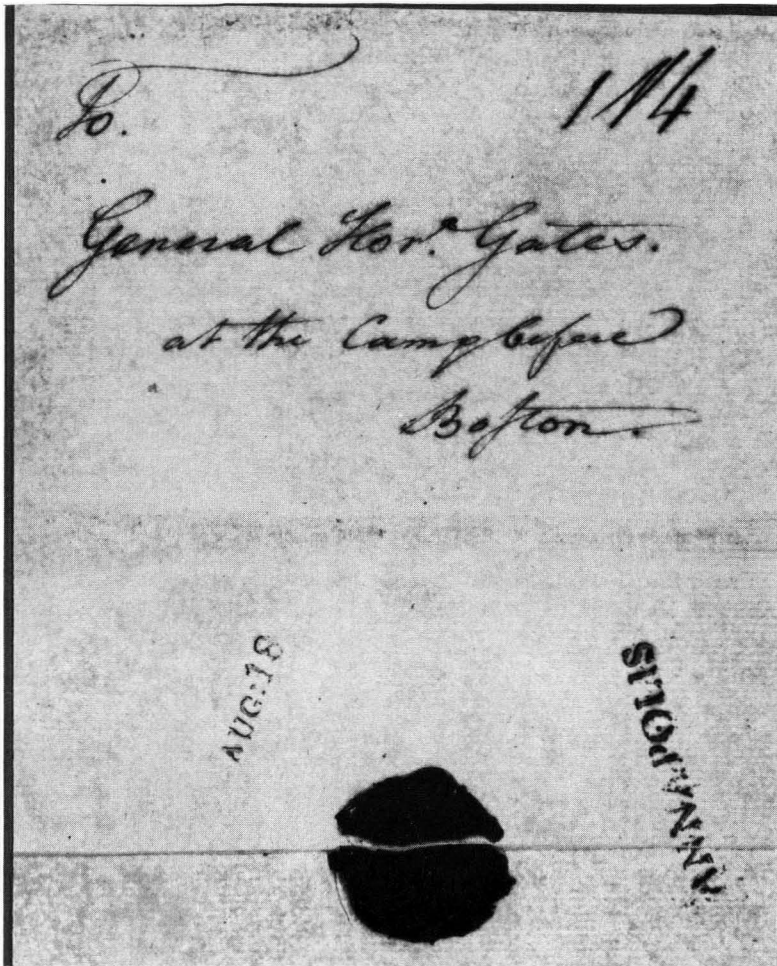
**ANNA POLIS**

**AUG:18**

Other postmarks on covers illustrated.

circular POST/PAID handstamp (Figure 18).

Although these could be Parliamentary posted letters, in my opinion, their provenance helps ascertain their entrance into an American provisional postal system. Their presence in the patriot mail then raises some useful questions about the origin of their postal markings. The Annapolis postmark appears to be well-designed and sturdy: not a makeshift temporary device. However, little can be surmised, since being the only example presently recorded, its origin cannot yet be traced. On the other hand, the circular POST/PAID marking is from a device originally utilized by the Parliamentary post. Horowitz listed a 1772 usage and the



**Figure 16. ANNAPOLIS, AUG:18, red 40 x 5 mm straightline on 1775 letter from Thomas Johnson, Jr. Black manuscript rate is appropriate for distance at the standard rate without the 20 percent August-September reduction.**

Richard Frajola sale #7 contained an example from 1773. Thus, we have a British postal device confiscated for American postal usage. Is the same true for the BALTIMORE straightline on the Lux letter of August 3rd? Here we are dealing with a rare postmark whose earliest recorded usage is February 11, 1775. We have seen the style before; a 5 mm initial character followed by smaller sized letters all in the upper case. We now have quite a list of these postmarks, all of them apparently of Parliamentary origin, and all appearing early in 1775. The as yet unanswerable question is: When were these Parliamentary devices from the Baltimore office confiscated for patriot postal use? Most logically, after the knowledge of the exchange at Lexington and Concord, for such a bold and illegal action would have required the broad-based and determined support that came to pass only after knowledge of the Lexington Alarm. As to who was behind the takeover, the answer is most certainly William Goddard and his associates. I believe these three Maryland letters, and perhaps the Dumfries, Virginia, letter as well, are all out of a provisional local post inspired, and even organized, by the intrepid William Goddard.

In discussing these letters from the mid-Atlantic colonies, we cannot avoid the figure of Goddard. If there ever was a provisional postal system under his supervision, then it was in and around Baltimore during the spring and summer of 1775. We must be careful to differentiate between the express system Goddard developed for his periodical business, the



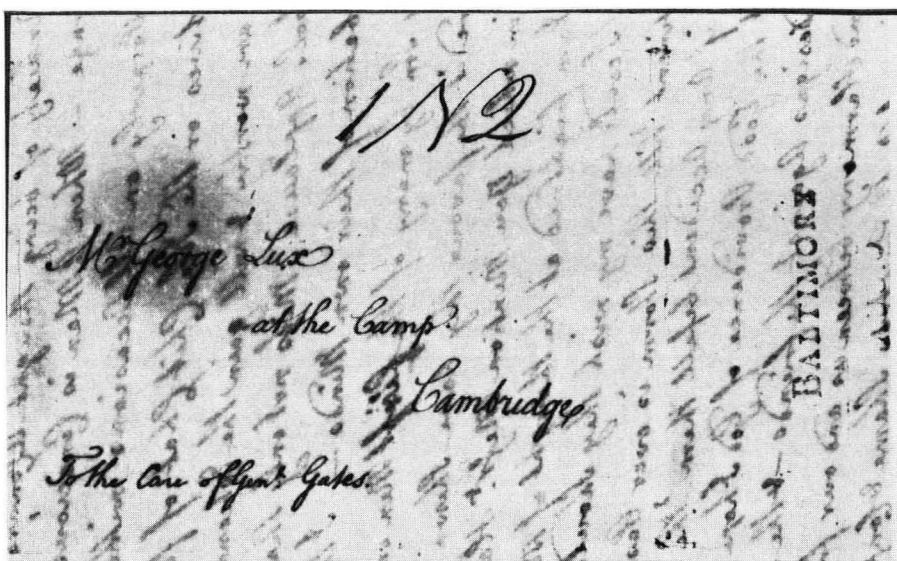


Figure 17. BALTIMORE, AUG:5, black straightline on letter dated August 3, 1775. Black manuscript rate in sterling, standard for the transit distance and not reflecting the 20 percent August-September rate reduction.

postal system he attempted in 1774, his postal experience in 1775, and the Congressional post of the Continental Congress.

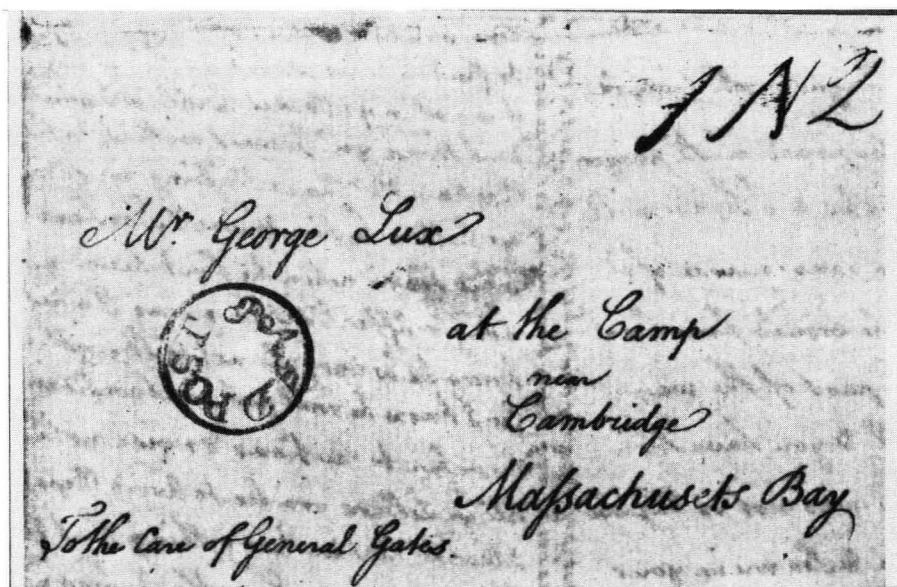


Figure 18. Circular 22 mm POST-PAID black handstamp on letter datelined Baltimore August 13, 1775. Black manuscript rate in script resembling that in Figure 17.

A great deal of research must be undertaken in order to fully delineate the influence of Goddard and to identify the means of written communication during the transitional years of 1774-75. However, a new commitment is needed, for a great deal of useful information has gone unrecognized. One small example illustrates the untouched resources still available for analysis and interpretation. In 1849 was published a collection of letters to and from the Baltimore committee of correspondence by a descendant of Samuel Purviance, chairman of the Baltimore committee. I was introduced to this text during my review of the William Lux letters in the Gage Papers. Most of the quoted manuscripts are concerned with the effects of

the closing of the port of Boston. The letters express great dismay and anxiety, with much said and little accomplished. Many of the letters, especially those referring to correspondence from Philadelphia and Norfolk, mention their delivery by express. In one letter from Baltimore, June 17, 1774, is the statement: "Having learned that there was a general meeting of the city and county of Philadelphia, to be held last Wednesday, we immediately despatched an express with copies of your letters and resolves."<sup>21</sup> The phrase "we immediately despatched" indicates that the Baltimore committee of correspondence was not using a postal system, but was using a private express developed by the committees. A document listing the riders in a similar system in Massachusetts was sold by Richard Frajola in a 1983 auction.

Such an arrangement was useful for short distances, but what was available for maintaining the secrecy of inter-colonial communications covering many miles? Trusted individuals did not travel on a daily basis between Baltimore and Boston in the 1770s. Thus, the post was the only mode of communication and in the summer of 1774 that meant the British Parliamentary system. The absence of a Goddard or "provisional" American colonial post can be deduced from the following comment at the end of a letter from the Boston committee of correspondence to their compatriots in Baltimore. The date is June 16, 1774.

Our general assembly is now sitting at Salem . . . . We hope by the next opportunity, to send you a full account of their proceedings. The post is just going off . . . we think your caution of enclosing your letters to a friend is extremely just, at this crisis of our affairs, and we shall follow your example.<sup>22</sup>

The fear was postal inspection by the British authorities and, therefore, the manuscript was placed within a covering letter addressed to Samuel Purviance, Jr., who then made the final delivery to the Baltimore committee.

There are many manuscript holdings and many small publications of preserved or long-lost letters that undoubtedly hold numerous small insights into the postal and express activities in colonial America during the revolutionary period. Their value will be perceived only with a careful review.

We are left with the need to reassess William Goddard's contributions towards the formation of the United States postal service. He should certainly be looked upon as the principal forerunner in popularizing the need for a postal system independent from the British, but, although a perceptive patriot, in many ways he was short-sighted and unable to free himself from his own personal inclinations. As his Baltimore postal system was born directly from his private express business, so his independent post proposal of 1774 was designed after his express business, so his independent post proposal of 1774 was designed after his express mail experience. His vision was more economic than political. As a result, he made a tactical error in discussing his proposal with town government committees and regional private expressmen rather than the provincial and national congresses: what had been satisfactory for a local operation became insufficient for a national initiative. Goddard was also hampered by his lack of diplomacy, but most importantly his efforts were premature. In 1774 the American Colonies were not yet ready for overt acts of independence and his ideals were set aside. He is a classic figure in history — the man ahead of his times. Thus, when the moment of commitment finally arrived in 1775, a centralized plan designed after the manner of the Parliamentary post was adopted initially by the provincial congresses of Massachusetts and Connecticut and finally by the Continental Congress. It left Goddard on the outside.

The failure of his efforts is reflected in the virtual absence of any examples of 1774 "Goddard Post" letters. Instead, there seems to be an expansion of the services of the

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21. Purviance, Robert, *Narrative of Events Which Occurred in Baltimore Town During the Revolutionary War*, p. 153.

22. Purviance, p. 152.

Parliamentary post with the appearance of rates expressed in sterling, a number of new postmark styles and additional offices using handstamp devices. The letters from the Gage Papers provide an opportunity for fresh insight into the versatility existing in the Parliamentary post into the spring of 1775. On the other hand, they also demonstrate the rapidity of the decline of the Parliamentary system after the Lexington watershed. The earlier efforts of Goddard had prepared political opinion as to the advantages of an independent post, and at the second broaching of the question Congress adopted a centralized postal system. Goddard's scheme of integrated local posts had been transformed into a mature trans-colonial enterprise.<sup>23</sup>

Thus, the role of William Goddard needs to be reevaluated alongside the position of the Parliamentary post in 1774-5 in a renewed effort to uncover the origins of the United States postal service. It was with this hope that I undertook the task of reporting these new postal history findings from the Gage Papers. Mine is a preliminary effort; the need for scholarship is at hand.

### ACKNOWLEDGEMENTS

This study is one culmination of my 15 year association with the William L. Clements Library. Initially my purpose was to assist in identifying postal history material within the resources of the library. That effort has resulted in a sincere interest of the Clements Library staff in the history of written communication and the postal service. Their personal dedication is what directly led to this article. Dr. John Dann, director of the Clements Library, systematically reviewed the several thousand documents comprising the Gage Papers and personally uncovered the over 90 postal markings they contained. His diligence has led to other revelations within the library's collections, and his recognition of the importance of the subject will result in additional long term goals. The manuscripts curator, Galen Wilson, has also taken a direct role. Under his guidance a postal history section has been established in the manuscript division to provide a more ready access to documents pertaining to postal history research. In addition, his work with the University of Michigan photography service resulted in the excellent reproductions of these postal markings.

Every writer receives valuable contributions that are integrated in any finished work. I have been fortunate in my associations. Richard Frajola has made a number of beneficial suggestions that have improved the presentation of this technically oriented article. Calvet Hahn has been patient with my interruptions and has offered important factual information. Homer Kendall also readily shared useful details garnered from a lifetime of research. My secretary, Linda Pitts, has suffered through an endless sequence of additions and revisions, until we both believed the last punctuation mark would never be struck.

The article is roughly hewn. The lack of perfection in detail is in every paragraph. However, the main purpose is firm. We need a new direction before coming to understand the origins of the United States postal service. Although its organization is one of the most substantial contributions made by the Continental Congress, its roots are largely hidden. Only with an unbiased association between collectors, historians and archivists will there be the resources needed to unravel the enigma.

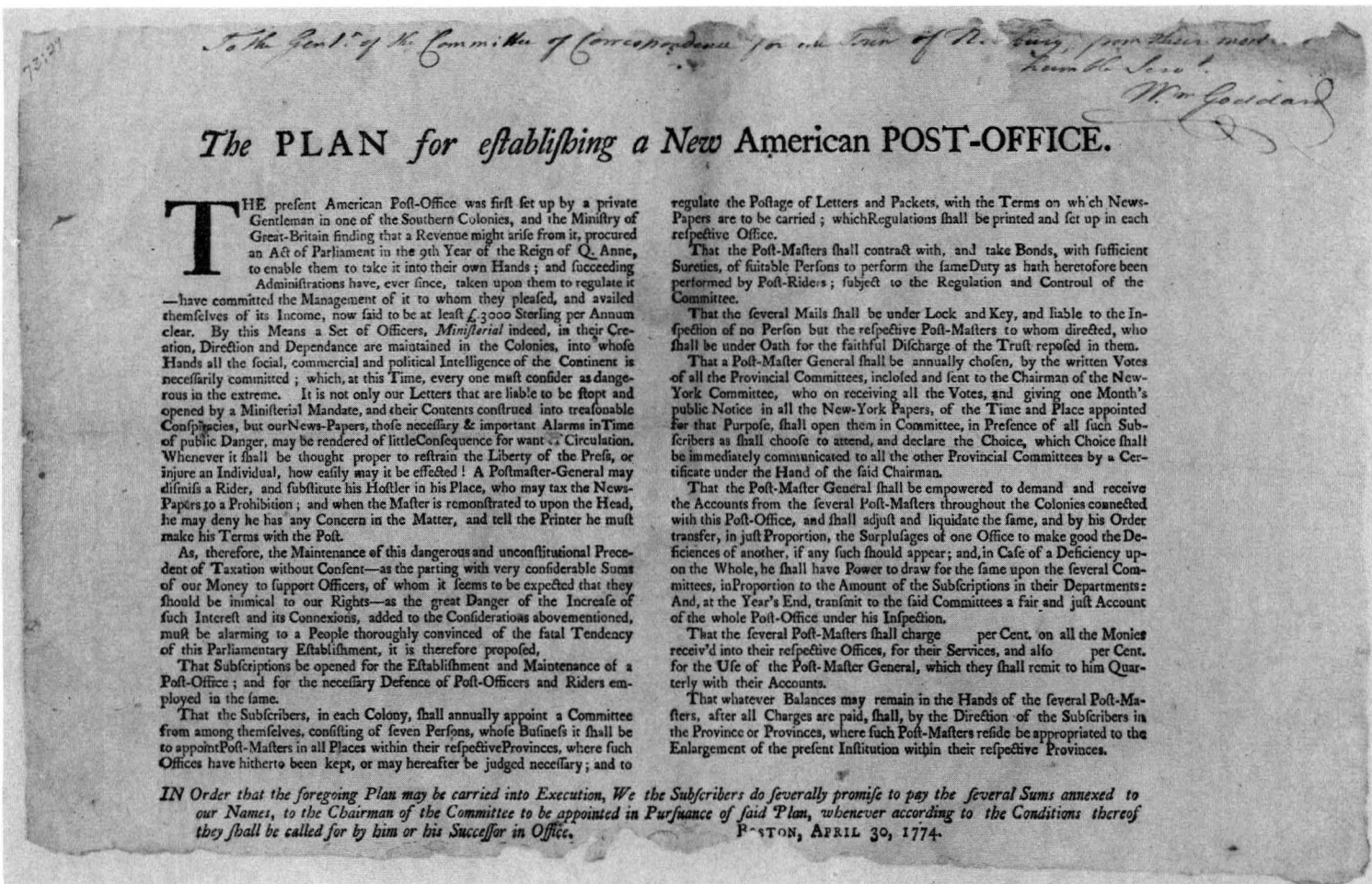
Thomas C. Kingsley, M. D., c 1984

### **APPENDIX A: *The PLAN for establishing a New American POST-OFFICE.***

The present American Post-Office was first set up by a private Gentleman in one of the Southern Colonies, and the Ministry of Great-Britain finding that a Revenue might arise from it, procured an Act of Parliament in the 9th Year of the Reign of Q. Anne, to enable them to take it into their own Hands; and, succeeding Administrations have, ever since, taken upon them to regulate it — have committed the Management of it to whom they pleased, and availed themselves of its Income, now said to be at least £3000

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23. See appendices A and B for a comparison of the two systems, and appendix C for the congressional debate on the remnant of the Parliamentary post.



Appendix A. Broadside detailing the plan for a new postal system, published in Boston, April 30, 1774, and signed W. Goddard. Courtesy of the John Carter Brown Library at Brown University.



Sterling per Annum clear. By this Means a Set of Officers, *Ministerial* indeed, in their Creation, Direction and Dependence are maintained in the Colonies, into whose Hands all the social, commercial and political Intelligence of the Continent is necessarily committed; which, at this Time, every one must consider as dangerous in the extreme. It is not only our Letters that are liable to be stopt and opened by a Ministerial Mandate, and their Contents construed into treasonable Conspiracies, but our News-Papers, those necessary & important Alarms in Time of public Danger, may be rendered of little Consequence for want of Circulation. Whenever it shall be thought proper to restrain the Liberty of the Press, or injure an Individual, how easily may it be effected! A Postmaster-General may dismiss a Rider, and substitute his Hostler in his Place, who may tax the Newspapers to a Prohibition; and when the Master is remonstrated to upon the Head, he may deny he has any Concern in the Matter, and tell the Printer he must make his Terms with the Post.

As, therefore, the Maintenance of this dangerous and unconstitutional Precedent of Taxation without Consent — as the parting with very considerable Sums of our Money to support Officers, of whom it seems to be expected that they should be inimical to our Rights — as the great Danger of the Increase of such Interest and its Connexions, added to the Considerations abovementioned, must be alarming to a People thoroughly convinced of the fatal Tendency of this Parliamentary Establishment, it is there proposed,

That Subscriptions be opened for the Establishment and Maintenance of a Post-Office; and for the necessary Defence of Post-Officers and Riders employed in the same.

That the Subscribers, in each Colony, shall annually appoint a Committee from among themselves, consisting of Seven Persons, whose Business it shall be to appoint Post-Masters in all Places within their respective Provinces where such Offices have hitherto been kept, or may hereafter be judged necessary; and to regulate the Postage of Letters and Packets, with the Terms on which News-Papers are to be carried; which Regulations shall be printed and set up in each respective Office.

That the Post-Masters shall contract with, and take Bonds, with sufficient Sureties, of suitable Persons to perform the same Duty as hath heretofore been performed by Post-Riders; subject to the Regulation and Controul of the Committee.

That the several Mails shall be under Lock and Key, and liable to the Inspection of no Person but the respective Post-Masters to whom directed, who shall be under Oath for the faithful Discharge of the Trust reposed in them.

That a Post-Master General shall be annually chosen, by the written Votes of all the Provincial Committees, inclosed and sent to the Chairman of the New-York Committee, who on receiving all the Votes, and giving one Month's public Notice in all the New-York Papers, of the Time and Place appointed for that Purpose, shall open them in Committee, in Presence of all such Subscribers as shall choose to attend, and declare the Choice, which Choice shall be immediately communicated to all the other Provincial Committees by a Certificate under the Hand of the said Chairman.

That the Post-Master General shall be empowered to demand and receive the Accounts from the several Post-Masters throughout the Colonies connected with this Post-Office, and shall adjust and liquidate the same, and by his Order transfer, in just Proportion, the Surpluses of one Office to make good the Deficiencies of another, if any such should appear; and, in Case of a Deficiency upon the Whole, he shall have Power to draw for the same upon the several Committees, in proportion to the Amount of the Subscriptions in their Departments: And, at the Year's End, transmit to the said Committees a fair and just Account of the whole Post-Office under his Inspection.

That the several Post-Masters shall charge        per Cent. on all the Monies receiv'd into their respective Offices, for their Services, and also        per Cent. for the Use of the Post-Master General, which they shall remit to him Quarterly with their Accounts.

That whatever Balances may remain in the Hands of the several Post-Masters, after all Charges are paid, shall, by the Direction of the Subscribers in the Province or Provinces, where such Post-Masters reside be appropriated to the Enlargement of the present Institution within their respective Provinces.

Boston, April 30, 1774.

W. Goddard

## COMMENT

William Goddard's postal plan is a decentralized system. The suspicion of political power, held by the American Colonialists and reflected in the Articles of Confederation, is mirrored in Goddard's refusal to place ultimate administrative decisions in the hands of the postmaster general. The basis for Goddard's fear of centralized authority is outlined in his opening paragraphs. The result of his apprehensions is a system of committees within whose hands all local authority resides. The postmaster general becomes a figurehead



annually elected by the local committees. His proposal has inherent the same impracticalities that plagued the Articles of Confederation.

The curiosity is that the "Franklin" postal plan, a highly centralized system with all authority residing in a postmaster general serving Congress, is adopted by men suspicious of power and its abuses. The centralized Congressional post is an authoritarian anomaly within the Articles of Confederation (see Appendix B). Perhaps the occurrence of such an unusual position by Congress is a reflection of the respect for and the influence of Benjamin Franklin.

### **APPENDIX B: JOURNALS OF CONGRESS July 26, 1775**

Met according to adjournment.

Agreeable to the order of yesterday, the Congress resumed the consideration of the report of the Committee on the post office; which being debated by paragraphs, was agreed to as follows:

That a postmaster General be appointed for the United Colonies, who shall hold his office at Philad<sup>a</sup>, and shall be allowed a salary of 1000 dollars per an: for himself, and 340 dollars per an: for a secretary and Comptroller, with power to appoint such, and so many deputies as to him may seem proper and necessary.

That a line of posts be appointed under the direction of the Postmaster general, from Falmouth in New England to Savannah in Georgia, with as many cross posts as he shall think fit.

That the allowance to the deputies in lieu of salary and all contingent expences, shall be 20 per cent. on the sums they collect and pay into the General post office annually, when the whole is under or not exceeding 1000 dollars, and ten per cent. for all sums above 1000 dollars a year.

That the rates of postage shall be 20 p<sup>t</sup> cent less than those appointed by act of Parliament.

That the several deputies account quarterly with the general post office, and the postmaster general annually with the continental treasurers, when he shall pay into the rec<sup>t</sup> of the s<sup>d</sup> Treasurers, the profits of the Post Office; and if the necessary expence of this establishment should exceed the produce of it, the deficiency shall be made good by the United Colonies, and paid to the postmaster general by the continental Treas<sup>r</sup>.

On motion made, *Resolved*, that it be recommended to the postmaster general to establish a weekly post to South Carolina.

That it be left to the postmaster general to appoint a sec<sup>y</sup> and comptroller.

The Congress then proceeded to the election of a postmaster general for one year, and until another is appointed by a future Congress, when Benjamin Franklin, Esq<sup>r</sup>. was unanimously chosen.

### **COMMENT**

The rate reduction clause within the post office resolution was repealed two months later. Within the summary discussion for restoring the original rate structure, Congress seems to imply a lack of total execution of the diminished rates. At least the phrases "if the rate of postage is lowered" and "no complaints have been made" can be given that interpretation.

### **September 30, 1775**

It being represented to the Congress, that from the present situation of affairs and the correspondence now carried on through N. A., it is apprehended that if the rate of postage is lowered agreeable to the resolution of Congress, the proceeds of the office will not support the necessary riders; and as the people in general are well satisfied with, at least no complaints have been made with regard to, the rates lately paid for postage of letters,

On motion, *Resolved*, That the resolution of Congress respecting the lowering the rates of postage be suspended until farther orders from this Congress.

*Journals of the Continental Congress 1774-1775*, vol. II, pp. 208-9 and vol. III, p. 267. Washington, Government Printing Office, 1903.

### **APPENDIX C**

The Journals of the Continental Congress provide only a daily summary of the legislative proceedings. However, in a few instances, notes from the debates have survived. Unfortunately, in only a single instance are the discussions of the postal system preserved. On October 7, 1775, Congress considered an aggressive measure, a bill proposing the interruption of the Parliamentary post. The debate reveals that continued remnants of the Crown's inland service still persisted at that date. The comments I have selected reveal the continued deep division on the question of independence and a persisting hope for conciliation. Character

Wednesday July 26.

Met according to adjournment.

Agreeable to the Order of yesterday the Congress resumed the consideration of the report of the committee on the post Office. which being debated by yeas & nays was agreed to as follows.

That a postmaster general be appointed for the united colonies who shall hold his official Seal & shall be allowed a salary of 1000 dollars per an. for himself & 340 dollar per an. for a secretary & comptroller, with power to appoint such & so many Deputies as to him may seem proper & necessary.

That a line of post be appointed under the direction of the Postmaster general from Salem in New England to Savannah in Georgia with as many cross posts as he shall think fit.

That the allowance to the deputies in lieu of salary & all contingent expenses shall be 20% cent on the sums they collect & pay into the General post Office annually, when the whole is under or not exceeding 1000 dollars & ten percent for all sum above 1000 dollars a year.

to be  
revised.  
July 28.

That the rates of postage shall be 20% cent less than those appointed by act of Parliament.

That the general Deputies account quarterly with the general post Office & the postmaster general annually with the continental Treasurers, when he shall pay into the Treasurers the profits of the Post Office, & if the necessary expenses of this Establishment should exceed the produce of it, the deficiency shall be made good by the united colonies and paid to the postmaster general by the continental Treasurers.

On motion made

6780

Resolved That it be recommended to the postmaster general to establish a weekly post to South Carolina.

That it be left to the postmaster general to appoint a secretary & comptroller.

The Congress then proceeded to the election of a postmaster general for one year & until another is appointed by a future Congress, when Benjamin Franklin Esq. was unanimously elected & the Congress adjourned till to morrow at 8 o'clock.

Appendix B. Pages pertaining to the formation of the Congressional post office and the rescinding of the rate reduction, from the *Rough Journal of the Continental Congress* in the hand of the secretary. National Archives photograph. →

also breaks through the veil of time; the crisp verbal power of the will of Thomas Paine is clearly evident in his well selected words and vivid metaphor.

### Notes of Debates, October 10, 1775

*Lee* moves that parliamentary or ministerial posts may be stopped, as a constitutional post is now established from New Hampshire to Georgia. *Langdon* seconds the motion . . . .

*Lee*. When the Ministry are mutilating our correspondence in England, and our enemies here are corresponding for our ruin, shall we not stop the ministerial post?

*Willing* looks upon this to be one of the offensive measures which are improper at this time. It will be time enough to throw this aside, when the time comes that we shall throw every thing aside; at present, we don't know but there may be a negotiation.

*Dyer*. We have already superseded the Act of Parliament effectually . . . .

*Duane*. I shall vote against it. It may be true that we are come to the time when we are to lay aside all. I think there should be a full representation of the Colonies. North Carolina should be here. *Deane* seconds the motion for postponing it . . . .

*Paine*. My opinion was, that the ministerial post will die a natural death; it has been under a languishment a great while; it would be cowardice to issue a decree to kill that which is dying; it brought but one letter last time, and was obliged to retail newspapers to bear its expenses. I am very loth to say that this post shall not pass.

*Lee*. Is there not a Doctor, Lord North, who can keep this creature alive?

*R. R. Livingston*. I don't think that Tory letters are sent by the royal post. I consider it rather as a convenience than otherwise; we hear five times a week from New York. The letters, upon our table, advise us to adopt every conciliatory measure, that we may secure the affections of the people of England.

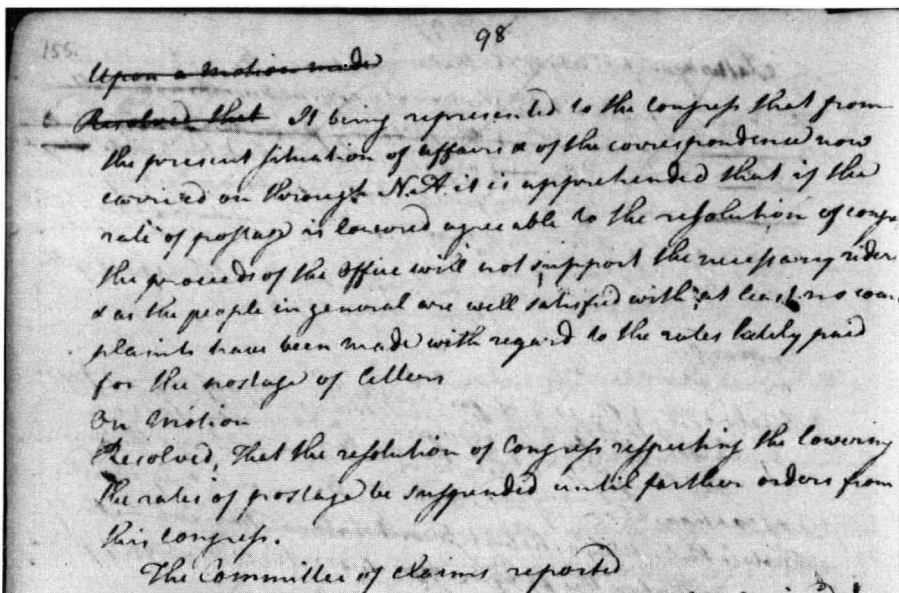
*Journals of the Continental Congress 1774-1775*, vol. III, pp. 488-9. Washington, Government Printing Office, 1903.

### APPENDIX D

After his appointment as Postmaster General, Franklin began organizing the postal system, first by sending Goddard to the Southern Colonies, and then in the fall of 1775, by sending him north. By the late fall the provincial posts were absorbed into the centralized Congressional system. These letters show the administrative review Franklin was able to achieve even as early as August of 1775. The informative letter from Nicholas Cooke verifies the existence of a Rhode Island provincial post and adds detail to the account of the British raid on August 11. All citations are from *The Papers of Benjamin Franklin*, XXII.

Benjamin Franklin to Ebenezer Hazard; Philadelphia, August 3, 1775.

I received your Application to be appointed Postmaster of New York, and have seen a Recommendation of you by your Provincial Congress, to which I shall pay due Respect by appointing you accordingly as soon



as Commissions and Instructions can be printed, and things got in Readiness to carry the Post through. In the mean time I wish to receive from you an account of the present State of its Management, as far as is within your Knowledge.

Benjamin Franklin to Ebenezer Hazard; Philadelphia, September 25, 1775.

Mr. Goddard is expected in a few Days from the Southward, where he went to settle those Offices. As soon as he returns we shall open the Office here [Philadelphia], and proceed regularly Northwards. By him I shall send your Comission and Instructions.

Nicholas Cooke to Benjamin Franklin; Providence, August 15, 1775.

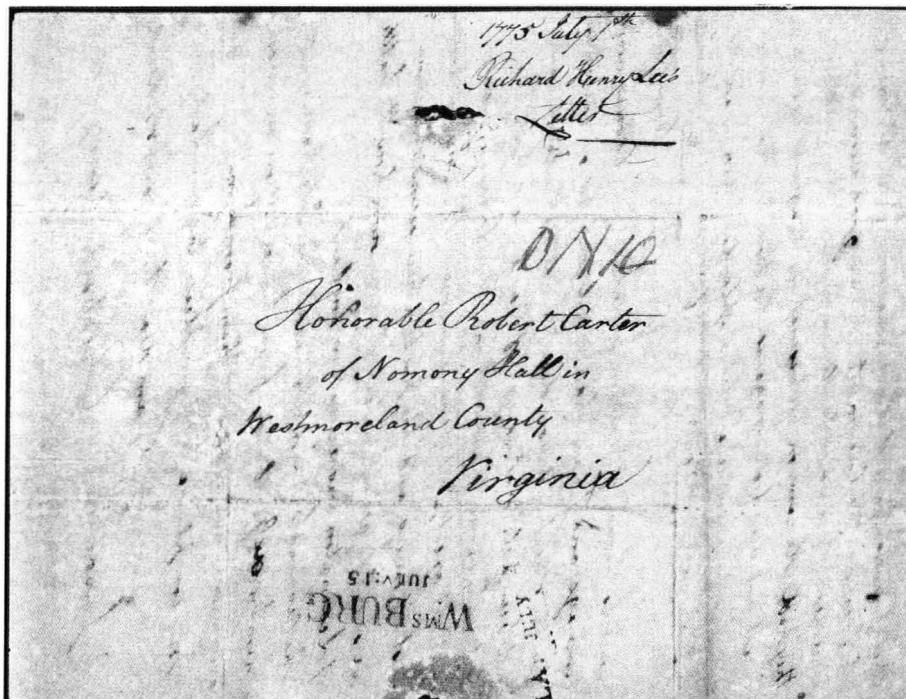
I think it my Duty inform you that on Friday Morning last as Benjamin Mumford who rides Post from Newport to New London was crossing the Ferry to Newport he was taken by Capt. Wallace of the Ship Rose who broke open the Mails sent some of the Letters ashore and kept the Remainder in Order to send them to Boston. He detained Mumford until Yesterday.

As the Mails will always be in the Power of the Ships of War so long as the Post continues to cross the Ferries to Newport which will not only render all Intelligence precarious but may be the Means of giving such Informations as may be very prejudicial to the common Cause I take the Liberty of recommending that the Mails be brought through Narragansett directly to this Town instead of being carried to Newport; and that they be returned the same Way.

Mr. Ward informs me that he delivered to you a Copy of the Act of Assembly establishing Post-Offices and Post-Riders in this Colony. In that Act Mr. Nathaniel Otis was appointed Post-Master for Newport; who hath removed to Middletown in Connecticut. The General Assembly have since appointed Mr. Solomon Southwick in his Room.

Benjamin Franklin to Joseph Greenleaf; Cambridge, October 26, 1775.

Mr. Goddard, appointed Riding Surveyor to the General Post Office, is on his Way, settling the Post-Offices from Philadelphia Eastward. He will probably be here in a few days, and has Instructions for Regulating everything relating to them. I think it will be right for the Committee to receive and pay all to the end of the last Quarter, and at the present Quarter, commencing with this Month, be on Account of the General Post-Office. I should be glad however to know from you, the *Amount* of the Receipts, and of the Disbursements, while the Offices were under the Direction of the Committee.



**Appendix E. Letter from Richard Henry Lee postmarked at Philadelphia July 4 (1775), and showing 20 percent rate reduction.**



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### CIVIL WAR OVERTONES OF 1869 COVERS

Two 1869 3¢ domestic covers are shown with these notes. Both have Civil War overtones of interest, unless some mistaken assumptions have been made.

When the cover shown in Figure 1 was loaned to the editor for photographing, it was suggested that the envelope was a left-over Civil War patriotic envelope. The editor's idea is that it contained an appeal for funds for a memorial to Col. E. Elmer Ellsworth to be erected in the years after the war.

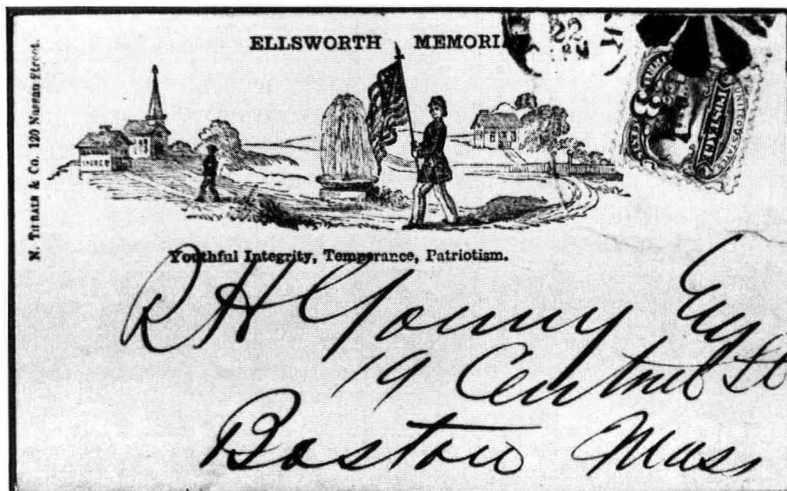


Figure 1: Is this an Elmer Ellsworth Memorial cover or a left-over Civil War patriotic?

There are probably more Ellsworth patriotics than of any other Federal Civil War officer. Yet, he was never engaged in any battle on an important battleground of the war.

Ephraim Elmer Ellsworth was a drillmaster, who, prior to the war, had organized his Chicago Zouave company, a drill troop dressed in colorful North African uniforms, and had trained them to a very high level of drill perfection. They had toured the country with their

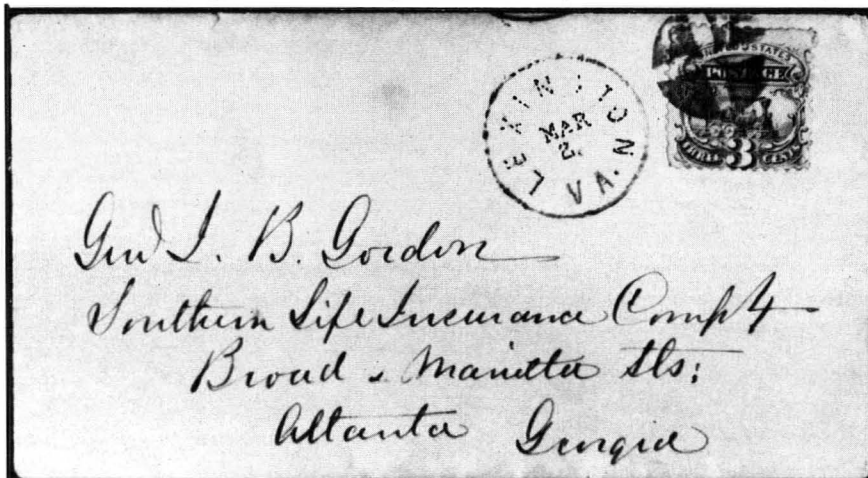


Figure 2. This cover has a positive Civil War connection. Submitted by the late Lynn Brugh, he suggested it would make a good "puzzle" cover. How many readers can solve the puzzle? (The identity of the addressee isn't the answer desired.)

military drill show, including performing on the White House lawn. When war came, Ellsworth went to New York, raised the 11th New York Fire Zouaves from the New York fire brigades, and had the regiment in Washington in May 1861. They were drilling and training at Alexandria, Va.

Ellsworth noticed a Confederate flag flying over an Alexandria tavern, dashed inside and to the roof and pulled the flag down. On his way down the stair, he was shot and killed by the tavern proprietor, who was promptly shot and killed by a sergeant with Ellsworth.

The episode was reported in the newspapers and Ellsworth became not a national hero, as some have named him, but a martyr and patriotic symbol of the Federal side of the war.

The second cover, shown as Figure 2, was loaned for photographing by the late Lynn Brugh. Instead of telling the story on this cover, it will be reserved for another issue of the *Chronicle*. The fact the cover has a Civil War aspect that isn't obvious makes it a good candidate for the cover corner, so perhaps any suggestions as to the nature of the Civil War aspect should be sent to Scott Gallagher.

## THE 24¢ "BALTIMORE" REDDISH BROWN

WILLIAM K. HERZOG

Stanley B. Ashbrook described an unusual 24¢ 1861 shade as follows, "This is a splendid COLOR example of the 24¢ 1861 BROWN LILAC" (in pencil on the back of Figure 2, dated October 10, 1949). Clifford Friend, Charles Starnes, and I refer to this shade as the "Baltimore" reddish brown, as the noted examples were mailed from Baltimore, Md.

The following is a preliminary list of the 24¢ "Baltimore" reddish browns:

Nov. 20	single	L. Hyzen (blue Baltimore marking)
Dec. 1, (1863)	on cover	see Figure 1
Jan. 8, (1864)	on cover	see Figure 2
Jan. 8	single	see Figure 3

The shade of these listed stamps falls between a full red lilac (*Scott 70*) and a full brown lilac (*Scott 70a*). The very soft and very rich nature of this shade makes it one of the most beautiful 24¢ 1861 shades. It is close to *Methuen's* "8 E 6," which is a color located within the "reddish brown" area of plate 8.

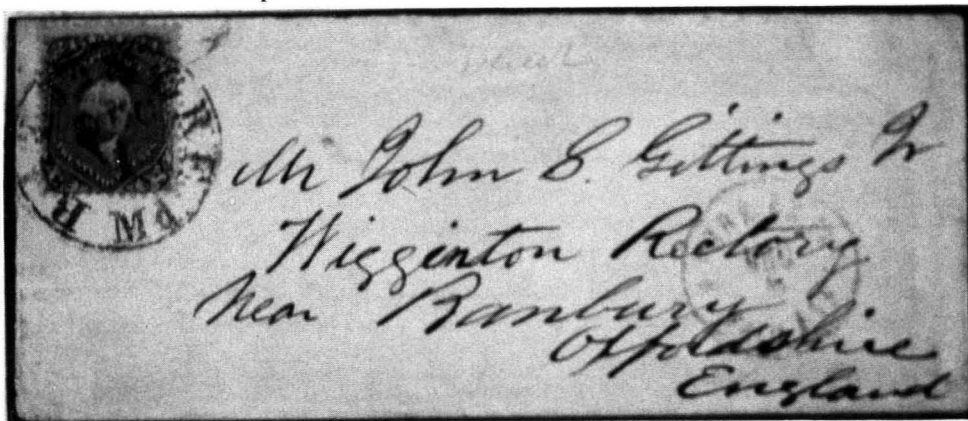


Figure 1. A 24¢ "Baltimore" reddish brown mailed on Dec. 1, (1863). Courtesy of Charles Starnes.

The cover in Figure 1, which is franked by a 24¢ "Baltimore" reddish brown, was mailed from Baltimore, Md., on December 1, (1863). The Figure 2 cover, also franked by a 24¢ "Baltimore" reddish brown, was mailed from Baltimore, Md., on January 8, (1864). The stamp in Figure 3, another example of the shade cancelled by a blue "BALTIMORE, Md., JAN. 8" postmark, probably was mailed in 1864.

The 24¢ stamps in rich red lilac and rich brown lilac were used basically from 1862 into 1863. However, many 24¢ stamps exhibiting some red or brown tendencies were used in

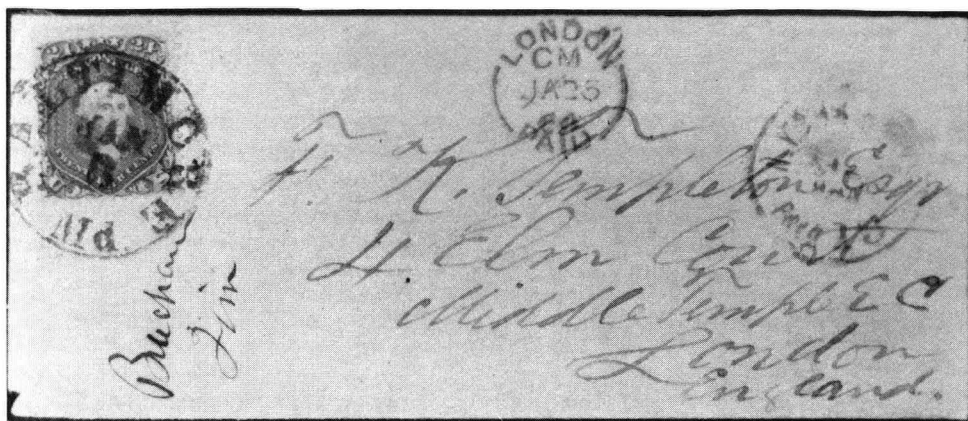


Figure 2. A 24¢ “Baltimore” reddish brown mailed on Jan. 8, (1864). Ex-Friend, Herzog.

1863 and later. These stamps, including some used at Baltimore, Md., are usually pale appearing and do not approach the richness of the “Baltimore” reddish browns.



Figure 3. A used example of the “Baltimore” reddish brown cancelled on Jan. 8. Ex-Herzog.

Would anyone who believes he owns a 24¢ “Baltimore” reddish brown please contact this writer for possible listing of the stamp.

(Continued from page 152)

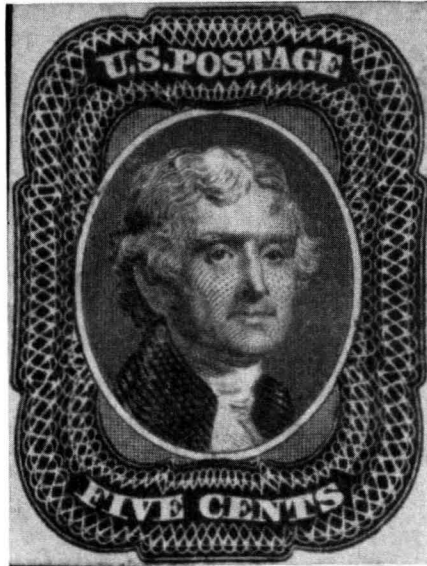
eccentricities of layout; the intermingling of handstamps and corner cards; the needless duplication in black and white of handstamps differing only in color; the inclusion of borderline items like bills of lading, letterheads, and menus; the omission of any indication of rarity (in spite of the author’s comments).

The main flaw in this book (and the reason I can’t recommend it unreservedly) is the price. The economics of philatelic publishing, often involving high fixed costs divided among a small press run, can mean exorbitant individual prices — a self-defeating catch 22 situation. To prevent this the author must exercise some restraint and the publishers must accept some risk. There has to be a process of selection — it is self-indulgent to illustrate nearly all covers full size or larger, regardless on the effect on production costs, and then to attempt to recoup these outlays with a small printing.

Thus, if your interest in these markings is only casual, you may prefer to save your money, but, if you are a serious collector of this material, you should bite the bullet.

Susan M. McDonald

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**RICHARD M. SEARING**

As I have stated several times in the past, I am not a banknote specialist *per se*, but I collect all 19th century U.S. stamps. Therefore, the excuse for discussing the subject of this article in this section is that it also bears 24¢ and 30¢ banknote stamps. However, they are like the hood ornaments on a classic Rolls.

Years back, I was browsing through some of the late Elliott Perry's *Pat Paragraphs*. In the 1936 edition (No. 25), I ran across the following note:

90¢ 1867 on Cover

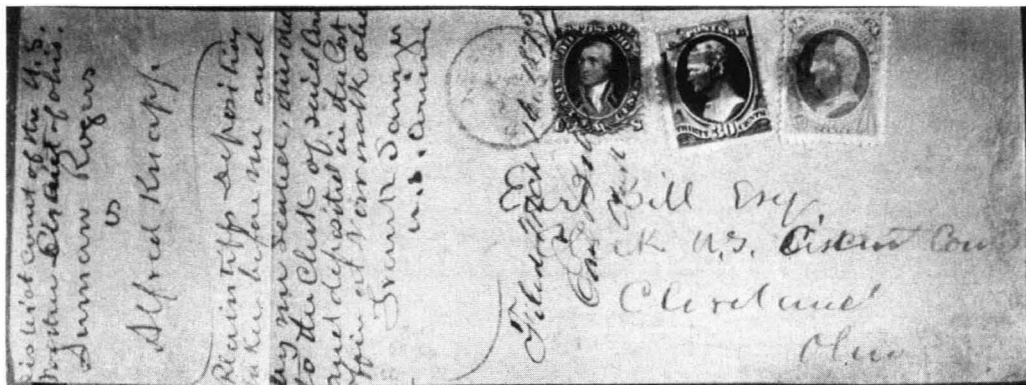
Although this usage catalogs only \$500, in my experience it is rarer than is the 90¢ of 1860 which is rated at \$2,000 on cover. The 90¢ 1867 cover for sale here is priced very reasonably.

I eagerly continued to follow this item through other issues. In the May 1943 issue (No. 44) there appears:

90¢ 1868 on Cover

US #54, (\$2,000 on cover), is not so rare thus as is #101 which lists at only \$600. Only two covers bearing this stamp seem to be known. One is for sale. Ask terms.

The #54 referred to above is the old number for #39 which to date has only five accepted genuine usages. The #101 is the 90¢ F-grill which still has two recorded covers.



**Figure 1. 90¢ F-grill with 24¢ and 30¢ Nationals paying a 48 times rate on a 24 oz. legal packet to the Circuit Court in Cleveland, Ohio, dated March 15, 1873. Believed to be ex Elliott Perry.**

For years I have searched for the Perry cover to no avail. Out of the blue comes lot #271 in the Siegel 1984 "Rarities of the World" auction as shown in Figure 1. I immediately sent for this item and photographed it for the record. The cover is a portion of a large courthouse envelope containing legal depositions. The package was mailed from Norwalk, Ohio, to the district court in Cleveland, probably on March 15, 1873. The pen docketing shows "Received Mar 16, 1873." The 90¢ plus 24¢ plus 30¢ equals \$1.44 or 48x3¢ rate on a 24 oz. package. Was this the cover Perry sold?

The clincher was written on the back of the piece in pencil: "purchased from Elliott Perry in 1946; paid \$350." So at long last, nearly half a century later, the Perry item has surfaced and my quest is over. Perhaps other "lost" items will reappear also. Where is the 90¢ H-grill cover?

Since I wrote the above article, I have uncovered an article by Jerome Wagshal in the Feb. 1971 *Chronicle* on the 90¢ F-grill. He shows the only full cover (ex Haas) now in the Ishikawa collection and quotes Elliott Perry: "Mr. Perry advises us that he indeed sold a 90¢ grilled on a 'courthouse' (legal size plus) cover with a 3¢ green many years ago, and that he



believes one other cover with a 90¢ grilled stamp may exist.”

I feel that Mr. Perry was mistaken about the 3¢ green since all other evidence points to the present cover as the one he sold. However, if his memory was correct, another 90¢ F-grill cover remains to be found and put on the record.

### CORRECTIONS/ADDITIONS

In my May 1984 *Chronicle* article on the registration fee reduction of 1874, some “gremlins” got into my typewriter. I stated “In March 1874 the Congress voted to lower the domestic registration fee to 8¢ . . .” According to the fine article by Barbara Mueller in the 1955 *American Philatelic Congress Book*: “The authority for the establishment of this [8¢] fee, and evidently all the following ones, was the Postmaster General. At least, an Act of Congress dated June 8, 1872 (17 Stat. 296, 300-4,308) reenacted part of the original act of March 3, 1855 . . .”



Figure 2. Payment of the 3¢ plus 8¢ reg. fee from Philadelphia dated Jan 5, 1874. Pencil notation on back, “Ans 2/16/74.”

The 8¢ fee took effect by Postmaster degree on Jan. 1, 1874, and not in March 1874 as implied.

Figure 2 shows a very early usage on January 5, 1874, from Philadelphia with three 3¢

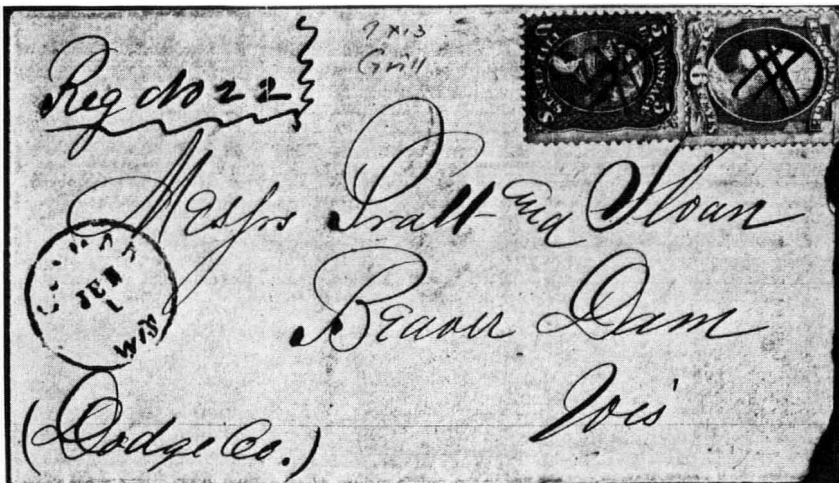


Figure 3. Late use of 5¢ F-grill to help pay 3¢ plus 8¢ reg. fee in 1874 or 1875 from small town in Wisconsin.

and a single 2¢ paying the rate to Chester County, Pa. My thanks to Norman Scachat (RA 1469) for the cover and the question behind this correction. The back has the notation, "ans 2/16/74."

Another unusual combination paying the 8¢ registration fee is shown in Figure 3 used from Wisconsin. The 5¢ F-grill is used with a 6¢ National without grill in June 1874 or 1875. The pen cancel indicates a relatively small town usage.

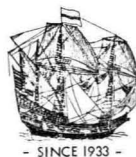
The second error states that the 15¢ fee was reduced to 10¢ in 1870. This was apparently discussed in the Congress, but never enacted. Therefore, the reduction from 15¢ to 8¢ is even more dramatic than from 20¢ to 15¢ in 1869.

NOTICE: Because of the death of Mr. Jack Greenberg, Trans Global Trading Company is no longer publishing free monthly postal history lists.

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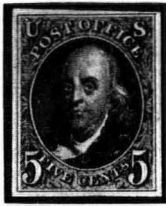
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### THE BALTIMORE AND LIVERPOOL STEAMSHIP COMPANY

CHARLES J. STARNES

Way back in 1934 when money was scarce and foreign mail information even scarcer, Elliott Perry, in his *Pat Paragraphs*<sup>1</sup> and under the heading "Odd Postmarks and Cancellations," illustrated a cds. shown here as Figure 1-A, but with date 9 Jul. 1867; the marking was in red on cover "from France to New Orleans via American Packet to Baltimore." In 1950 the identical marking appeared under "Foreign Cancellations" in Kremer's *French Philatelic Facts*.<sup>2</sup> Five years later Bonsor's great transatlantic survey<sup>3</sup> gave the first history of the Baltimore and Liverpool Steamship Co. (B&L), including details of the three steamers of the line and some of their runs. In 1956 Staff<sup>4</sup> appended a London G.P.O. notice of 23 Apr. 1866 announcing establishment of the new Am. Pkt. line between Liverpool and Baltimore. The first Classics Society data was given by Hargest<sup>5</sup> in 1963 with a description of the markings on a double-rate French convention prepaid cover from Paris to New Orleans — the very same cover Perry referred to in 1934! Then, finally, Hargest<sup>6</sup> in his 1971 landmark contribution to U.S. postal history gave a good summation of the B&L activities, including illustration of the Perry cover.

There remains for the present offering an assembly of BALTIMORE AM. PKT. cds., tabulated data on mails exchanged via B&L, a complete sailing schedule, and a description of additional cover usages.

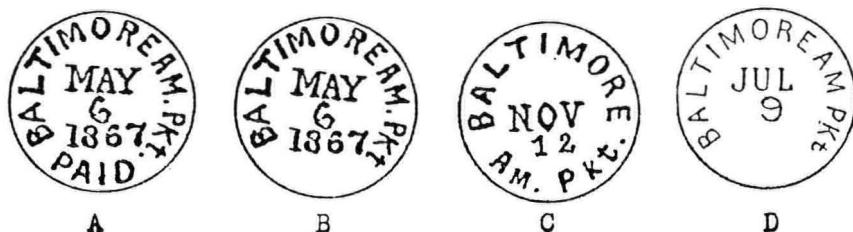


Figure 1. Baltimore Packet Markings.

Figure 1 illustrates four types of Baltimore cds., all 23.4-23.8 mm. diameter. So far they have been observed on incoming mail only. The following were used by the Baltimore office as exchange markings on British and French mails: A — red (1866, 1867); B — black (1867); C — black (1867). Handstamps B (1867-69), C (1870, 1871), and D (1872, 1873), all black with separate "10" or "20," were used to show the collect amount on incoming "blanket rate" letters<sup>7</sup> and do not indicate B&L transit. Most of these letters were from Cuba, or via Havana from other origins (Chile, Mexico, Venezuela).

The following table, derived from the respective *Postmaster General Reports*, may be of interest in that: postage on letters sent from the U.S. was 5.1 percent of total; postage on all French mail was 3.4 percent of total; the U.S. paid the B&L all sea and inland postages.

1. E. Perry, *Pat Paragraphs*, No. 20, 480-81, Oct. 1934.
2. Billig's *Philatelic Handbook*, Vol. 29, 119, Oct. 1950.
3. Bonsor, *North Atlantic Seaway*, Vol. 2, Chap. 74, 1955.
4. F. Staff, *The Transatlantic Mail*, 152-53.
5. G. Hargest, *The Chronicle*, 45:32.
6. G. Hargest, *Letter Post etc.*, 136-37.
7. For documentation of this rate see T. Wierenga, *U.S. Incoming Steamship Mail*, 46-48. On p. 167 he illustrates three Baltimore packet markings.

<i>Fiscal year</i>	<i>British mails</i>		<i>French mails</i>		<i>Total</i>	<i>Paid to B&amp;L by U.S.</i>	<i>Calculated for U.S. sea + inland</i>
	<i>sent</i>	<i>rec'd.</i>	<i>sent</i>	<i>rec'd.</i>			
66	149.28	1778.94	—	—	1928.22	1695.12	1687.19
67	249.84	6988.43	0.30	324.23	7562.80	6500.77	6528.20
68	159.36	2531.27	—	100.23	2790.86	2367.60	2414.44
69	70.80	3.03	—	—	73.83	44.25	64.60

Fortunately for all U.S. philatelists, Walter Hubbard and Richard Winter have been collaborating to complete sailing data for all the classic contract period of the transatlantic lines; they have now accomplished much of this fundamental task. Here we present, for the first time, their data for the B&L.

### BALTIMORE & LIVERPOOL STEAMSHIP CO.

*Abbreviations:* BA Baltimore: L Liverpool: QT Queenstown: D Departed: ARR Arrived: F/V First Voyage: L/V Last Voyage.

#### 1865

<i>D BA</i>	<i>ARR QT</i>	<i>ARR L</i>	<i>SHIP</i>	<i>D L</i>	<i>D QT</i>	<i>ARR BA</i>	<i>NOTES</i>
1 Oct	—	17 Oct	<i>Somerset</i>	8 Nov	—	25 Nov	F/V
29 Nov	—	—	<i>Worcester</i>	—	—	—	Note 1
23 Dec	—	10 Jan	<i>Worcester</i>	6 Feb	—	1 Mar	F/V, Note 2

#### 1866

7 Jan		24 Jan	<i>Somerset</i>	22 Feb	23 Feb	13 Mar	
17 Mar		1 Apr	<i>Worcester</i>	25 Apr	26 Apr	11 May	
4 Apr		19 Apr	<i>Somerset</i>	16 May	17 May	30 May	
25 Apr		9 May	<i>Carroll</i>	6 Jun	7 Jun	21 Jun	F/V
9 Jun		24 Jun	<i>Worcester</i>	11 Jul	12 Jul	27 Jul	
20 Jun		6 Jul	<i>Somerset</i>	29 Aug	31 Aug	16 Sep	
18 Jul		2 Aug	<i>Carroll</i>	8 Aug	10 Aug	26 Aug	
8 Aug		24 Aug	<i>Worcester</i>	12 Sep	13 Sep	2 Oct	
5 Sep		20 Sep	<i>Carroll</i>	3 Oct	6 Oct	19 Oct	Note 3
29 Sep	—	—	<i>Somerset</i>	—	—	—	Note 4
13 Oct		31 Oct	<i>Somerset</i>	14 Nov	15 Nov	2 Dec	
—	—	—	<i>Mexican</i>	9 Dec		5 Jan	Note 5
30 Oct		16 Nov	<i>Worcester</i>	3 Jan		6 Feb	Note 6
24 Nov		9 Dec	<i>Carroll</i>	19 Dec	21 Dec	5 Jan	
15 Dec	—	—	<i>Somerset</i>	—	—	—	Note 7

#### 1867

3 Jan	24 Jan	25 Jan	<i>Somerset</i>	7 Feb	9 Feb	29 Feb	
27 Jan	16 Feb	17 Feb	<i>Mexican</i>	—	—	—	Note 5
2 Mar		24 Mar	<i>Worcester</i>	3 Apr	5 Apr	22 Apr	
30 Mar		13 Apr	<i>Somerset</i>	1 May	3 May	18 May	
1 May		17 May	<i>Worcester</i>	29 May	—	—	Note 8
—	—	—	<i>Worcester</i>	20 Jun	24 Jun	9 Jul	Note 8

1. WORCESTER departed Baltimore on 29 November 1865, but returned on 12 December with engine troubles.

2. WORCESTER sailed again for Liverpool on 23 December 1865 and arrived in Liverpool after a rough crossing in which she lost her funnel and foremast. On the return voyage, she again experienced rough weather and had to put into Halifax on 23 February 1866 for coal, arriving back in Baltimore on 1 March 1866.

3. On 4 October 1866, CARROLL collided with and sank the schooner DORAS in the Mersey at Liverpool.

4. SOMERSET struck a submerged pile when leaving her pier at Baltimore on 29 September and had to return for repairs. She resumed her voyage on 13 October 1866.

5. MEXICAN was chartered for one round voyage from Liverpool carrying mails into Baltimore on the same day that CARROLL reached there, the latter ship having departed Liverpool 10 days later.

6. WORCESTER landed her mails at Annapolis on 4 February 1867 because the ice in the Chesapeake Bay was too heavy to proceed to Baltimore.

7. SOMERSET sailed for Liverpool on 15 December 1866 at two PM, but had to return to port again about four hours later due to machinery problems.

8. WORCESTER returned to Queenstown on 5 June 1867 with machinery disabled, and to Liverpool on 7 June under tow.



1867 (cont.)

D BA	ARR QT	ARR L	SHIP	D L	D QT	ARR BA	NOTES
29 May	11 Jun	12 Jun	Carroll	3 Jul	5 Jul	18 Jul	
24 Jul		9 Aug	Worcester	21 Aug	22 Aug	7 Sep	
14 Aug		29 Aug	Carroll	13 Sep	15 Sep	28 Sep	
25 Sep		12 Oct	Worcester	23 Oct	24 Oct	10 Nov	

1868

27 Feb		18 Mar	Worcester	3 Apr	4 Apr	23 Apr	
15 Apr		30 Apr	Somerset	13 May	14 May	30 May	
17 May		3 Jun	Worcester	17 Jun		4 Jul	
15 Jun		1 Jul	Somerset	15 Jul	16 Jul	1 Aug	
22 Jul		6 Aug	Carroll	19 Aug		5 Sep	L/V
15 Aug		31 Aug	Somerset	16 Sep	17 Sep	1 Oct	L/V
15 Sep		4 Oct	Worcester	14 Oct		2 Nov	L/V

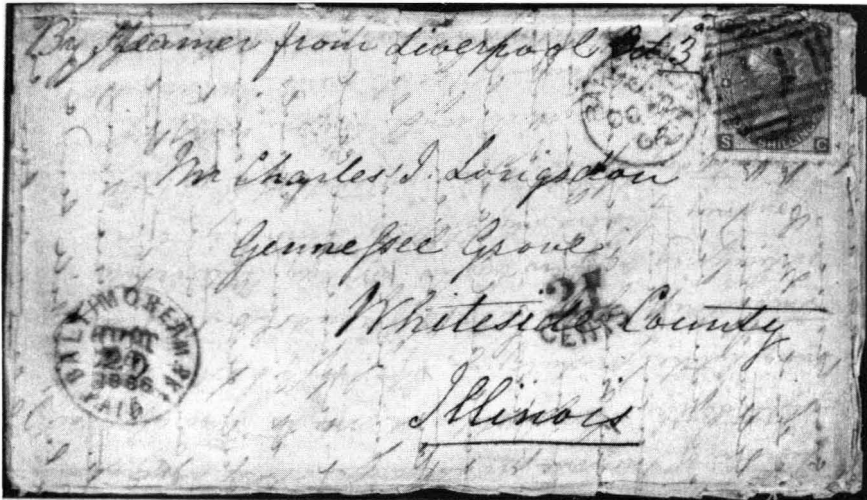


Figure 2. Paid single from Bakewell by Br. mail, Oct. 1866 via B&L Carroll.

In addition to the Perry 1934 cover already mentioned we can record six incoming items (none outgoing) carried by the B&L, plus one cover processed at the Baltimore office but with transit via New York. Four are British mail from England; the first, Figure 2, is a single rate paid with 1sh. '65 issue from Bakewell, 2 Oct. 1866 — London, 3 Oct., U.S. credited by red 21 CENTS - lv. Liverpool 3 Oct. on the B&L *Carroll*. On her way out, she collided with and sank the schooner *Doras*, but made the run to Baltimore, arriving 19 Oct.; the cover was stamped with red cds. Figure 1-A, 20 Oct. 1866.

Figure 3 shows a very interesting cover<sup>8</sup> franked at the single rate with a 1sh. '65 stamp, but the London office, 30 Apr. 1867, found it to be 1-1½ oz., added the handstamp INSUFFICIENTLY PREPAID and a ms. "3/9 cts," showing a debit to the U.S. of 3 x 3¢ British inland for an unpaid triple rate. The letter left Liverpool 1 May on the B&L *Somerset*, arriving at Baltimore 18 May; the next day it was stamped with black cds. Figure 1-C dated 19 May and marked with blue ms. "63/96." This is undoubtedly a depreciation rating although not the usual Boston or New York method, total rate (gold)/total collect (notes); apparently the Baltimore clerk wrote "63" for the 3 x 21¢ U.S. portion of postage. In any event, the 96¢ collect is correct; 96/72 gives the ratio 1.33 (notes/gold), checking with New York and Boston ratios of 1.33-1.39 from May 1867. Although not particularly showy, this is one of only eight triple-rate covers we have listed (three from U.K., five from U.S.).

Two more depreciation covers can be mentioned. One has been illustrated by Coles<sup>9</sup> —

8. Lot 743, Spelman 28 Oct. 1978; lot 441, Frajola 19 Sep. 1982.

9. W.C. Coles, *The American Philatelist*, Vol. 89, 218, 231-32, Mar. 1975.



Figure 3. Unpaid triple from London by Br. mail, May 1867 via B&L Somerset.

an unpaid single rate from London, 3 CENTS debit to U.S. It left Liverpool on the B&L *Carroll* 6 Jun. 1866, arriving 21 Jun. at Baltimore where it was stamped with an ordinary year-dated cds. and a blue ms. "24/36" added. Another unpaid single from London,<sup>10</sup> debited 3 CENTS to U.S., left Liverpool 19 Dec. 1866 on the *Carroll* and arrived in Baltimore 5 Jan. 1867; the 29.3 mm. diameter handstamp of Figure 5 was applied, and then, to remove all doubt, ms. "Due 32."



Figure 4. Br. open mail from Havre, Jul. 1867 via B&L Carroll.

A British open mail cover from France is illustrated by Figure 4. It is a folded bill of lading from a Havre shipping agent, 29 Jun. 1867, franked with a 80c. carmine rose '66

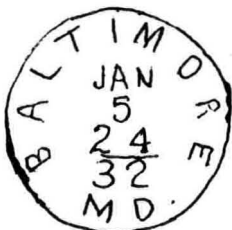


Figure 5. Baltimore depreciation handstamp.

10. Lot 440, Frajola 19 Sep. 1982.

stamp, which could pay either the U.S.-French convention rate to destination or the British open mail rate by Br. Pkt. to U.S. port. The open mail system was used, as evinced by the boxed PP and London PAID cds. Transit was per directive, the cover leaving Liverpool 3 Jul. on the B&L *Carroll*, arriving Baltimore 18 Jul. and there stamped with black cds. as Figure 1-B dated 19 Jul. 1867 and with black DUE 5. London failed to mark a 16¢ credit to U.S., and yet Baltimore only collected 5¢.

In the collection of James C. Pratt there sojourns a Br. mail cover from India to Chicago. It was franked at Jellalore with 8as. + three ½as. India issues for the 9as.4ps. Br. vS rate to U.S. port,<sup>11</sup> processed at Calcutta 4-5 Oct. 1866, and reached London 12 Nov. After the U.S. was credited with a red 16 CENTS, the letter was carried from Liverpool on the B&L *Somerset* 14 Nov. to Baltimore, arriving 2 Dec. (hdstp. Figure 1-C with year date 1866), ms. 5¢ collect.

In an article on Baltimore maritime mail, A. Malinow<sup>12</sup> illustrates a prepaid single rate French convention cover from Geneva, Switzerland, 22 Apr. 1867, to New Orleans. The Baltimore cds. Figure 1-A is dated 6 May 1867, which does not correspond at all with known arrival dates. Richard Winter reports two reasonable scheduled transits — North German Lloyd *Union* and Inman *City of Paris* — both arriving New York 5 May. However, the *Union* was delayed for repairs at Southampton, from which it is inferred that the *City of Paris*, lv. Liverpool 24 Apr., arr. New York 5 May, was the carrier. One also infers that the letter was transferred in closed bag to Baltimore and there processed.

There are several questions that additional data and covers may answer — for example, the handling of Anglo-French open mail, the closed-bag treatment from New York, and why haven't B&L covers from Baltimore by the B&L shown up?

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11. Martin & Blair, *Overseas Letter Postage from India, 1854-76*, p. 56. This is the equivalent of the 33¢ Br. vS from U.S. rate, but since India had no 4ps. stamp, there was a built-in 2ps. (½¢) overpay; 1 anna (3¢) 12 pies.

12. A. Malinow, *The London Philatelist*, 228-29, Nov. 1973.

## ATLANTIC TRANSIT OF FRENCH CONVENTION MAILS 1857-1869 JAMES C. PRATT

The accompanying table shows the number of letters carried under the U.S.-France Treaty of 1857, broken down by ship line service and fiscal year. The totals are taken or derived from the annual audits of the U.S. Post Office Department, as reprinted in successive *Reports of the Postmaster General*. The actual audits show exact numbers by contract service, with separate eastbound and westbound totals, but to save space the table lumps the two directions together and shows figures in thousands, rounded off. It is the rounding process which prevents most columns from adding up exactly. The two directions were usually more or less equal, but Allan 58/59, 68/69 and 69, and Continental SS 66/67 were all or virtually all *from* the U.S., while Baltimore & Liverpool 66/67 and 67/68 were all or virtually all *to* the U.S.

There is some question about whether each number in the figures represents a single rate or a single letter. If the former then a quadruple rate would count as four letters and the totals in the audits and table would overstate the number of letters carried. Michael Laurence, in an article on the 1869 period, stated that the figures refer to single rates.<sup>1</sup> The French Treaty tables in the 1869 and 1870 *PMG Reports* bear this out, referring specifically to "rates" of letters. However, all prior *PMG Reports* refer to "Numbers of Letters," a term which is retained in the 1869 and 1870 *Reports* for certain other tables. Despite Laurence's view that general totals "must represent single rates,"<sup>2</sup> the inference seems to be that from April 1857-June 1868 the French Treaty tables refer to letters and not single rates. This is only an inference, however, and Laurence's view could be correct.

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1. *Chronicle* 96:256, 267-268.

2. *Ibid.*, 268.

## ATLANTIC TRANSIT OF FRENCH CONVENTION MAILS 1 APRIL 1857-31 DECEMBER 1869

Service	Division 15¢ Rate	Ship Line	Dates in Treaty Svce.	4/57 6/57	7/57 6/58	7/58 6/59	7/59 6/60	7/60 6/61	7/61 6/62	7/62 6/63	7/63 6/64	7/64 6/65	7/65 6/66	7/66 6/67	7/67 6/68	7/68 6/69	7/69 12/69	Line Totals	
British Packet	3¢ to U.S. 12¢ to Fr.	Cunard	4/57-12/69	187	880	896	866	714	525	550	619	551	714	736	(591)	(427)	(190)	8446	
		Allan	? -12/69			11	42	139	104	104	110	92	92	113	(65)	(23)	(11)	906	
		Galway	7/60- 5/61 8/63- 2/64					19				23							42
American Packet Via England	9¢ to U.S. 6¢ to Fr.	Ocean	4/57- 6/57	15*														15	
		Collins	4/57- 1/58	20	118														138
		Glasgow	2/58- 3/58		12*														12
		Inman-Brem.	3/20/58		4*														4
		Inman-Misc.	4/58-12/69		31*	155*	77	110	76	193	195	207	199	175	(255)	(322)	(190)		2185
No. Ger. Lloyd	2/59-12/69			14	78	83	88	113	119	172	208	190	8	(340)	(271)	(155)	1831		
No. Am. Lloyd	? -10/66											2		(1)			8		
Balt. L'Pool	? - ?																	3	
French Packet	3¢ to U.S. 12¢ to Fr.	Co. Gen. Tr.	6/64-12/69									56	140	343	323	244	102*	1209	
American Packet Direct	12¢ to U.S. 3¢ to Fr.	Vand-Brem.	6/57-12/58	3*	93*	39												135	
		Vand-Havre	5/59- 9/59			17*	16*												33
		Vand-Misc.	5/58- 9/58		14*	26*													40
		Vand Line	4/59-12/60			19	87	70											176
		Cunard-Misc.	2/5/59			4*													4
		H.A.P.A.G.	5/61-12/69						39	161	87	120	80	128	123	152	275	131*	1296
		No. Atl. SS	4/60-11/60				17	58											75
		Cont. SS	c.7/66- 9/66											7					7
		NY & Havre	4/57-11/61 11/65-12/67		29	111	141*	151*	128	46				104	161	62			933
Annual Totals				253	1265	1323	1333	1360	1000	1048	1186	1158	1585	1858	1791	1563	779	17,502	

\* = estimate based upon (1) individual trip compensation to divide American Packet via England and Direct figures from 1857 - 1860.

(2) one-half of 7/69 to 6/70 figures for Co. Gen. Trans. and H.A.P.A.G.

(-) = British Packet and American Packet via England attributions do not hold from 1/68, when all Eastbound to England were American Packet and all Westbound from England were British Packet.

American Packet Direct ships called at Southampton and may have carried via England service letters.

Inter-line charters not shown, e.g., H.A.P.A.G. 11-12/60 trip for Vanderbilt Line listed under Vanderbilt Line.

The usefulness of this sort of table (others could be prepared for other treaties) may escape some readers, as it escaped some who were shown this table prior to publication. A little prophylactic justification may therefore be in order.

The table may save time for collectors interested in attributing covers to specific ships. For example, the table shows that a U.S. to France cover prepaid 15¢ during 1864, and bearing a 3¢ credit marking, could only have been carried by H.A.P.A.G., the Hamburg - American Line. A similar letter carried in fiscal year 66/67 was probably carried by H.A.P.A.G. or the N. Y. & Havre Line, so their sailing tables should be checked first and will probably provide a match. If not, the cover may be one of only 7,000 carried by the Continental SS Co. Except for the auditor's report, no reference to this line is known to me.

The table may help to resolve specific postal history questions. For example, J.C. Arnell<sup>3</sup> suggests that the Allan Line may possibly have carried French Treaty letters to Portland as early as 8 December 1857. The auditor's report, however, shows no French Treaty mail by the Allan Line before July 1858.

The table may also lead to re-examination of matters thought to have been settled. For example, an article in *Chronicle* 96:278 argues, apparently with good basis, that a cover mailed in Paris on 5 July 1857 was carried by *Indiana* of the European and American Steam Shipping Co., and properly marked as a French Treaty letter. The auditor's French Treaty tables, however, show no such service and appear so reliable that such an omission seems unlikely. Moreover, if *Indiana* really carried American Packet mails then the voyage should have been listed in the auditor's separate table showing individual American Packet voyages and the compensation paid on account of each. However, neither this voyage nor any voyage by an E&A ship is listed.

Errors are always possible, but omitting reference to an actual disbursement of government funds would unbalance the accounts. Therefore, the chance that this particular error would escape detection must be close to zero. Because of these inconsistencies, the relevant dates of *The New York Daily Times* were checked. According to the newspaper, *Indiana* departed Southampton 9 July 1857 and arrived New York 29 July. It therefore seems clear, despite the *Chronicle* 96 reference to a 20 July date in the *Shipping and Commercial List*, that *Indiana* did not carry this cover. The cover was probably carried by *Collins Atlantic*, which departed Liverpool 8 July 1857 and arrived New York 19 July, but it could possibly have been carried by *Vanderbilt*, which proceeded from Bremen via Southampton (9 July 1857) and also arrived New York 19 July.

The endorsement to *Indiana* made the *Chronicle* 96 cover deceptive, but endorsements were sometimes disregarded. Moreover, French Treaty mails were sent through England in closed bags so the British postal clerk never had a chance to direct this letter specially to *Indiana*.

---

3. J.C. Arnell, *Atlantic Mails*, 330.

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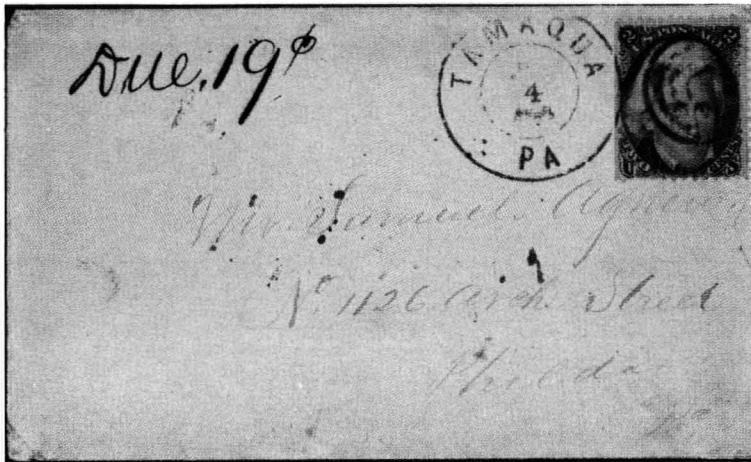
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**ANSWER TO PROBLEM COVERS IN ISSUE NO. 122**

Figure 1 shows a Blackjack cover used from Tamaqua, Pa., to Philadelphia with “Due 19¢” shown. Year date cannot be read, but the owner thought it might be a registered letter. If so, the year would have to be between 1869 and 1874 when the registry rate was 15¢. From 1863 to 1869 it was 20¢. The book by Maryette Lane on the Allen Collection does not show this cover, or any similar usage. Dr. Joseph Rorke wrote suggesting these possibilities:

1. First class rate, 7x3¢; but small cover doesn’t indicate that much weight. Could have been a “paste-on” to larger packet.
2. Registry fee of 15¢ plus 2x3¢, with 2¢ credit for the stamp. Unlikely, as not any indication of registration.
3. Third class rate (started in 1863), but hard to come up with an uneven total, since 2¢ per 4 oz.
4. Fake, with “19¢” added, to “Due (1¢)” item.



**Figure 1. Blackjack cover “Due 19¢.”**

C. W. Bert Christian writes with an answer several others agreed on after him: “My answer is a little ‘iffy’ because the addressee on the cover is somewhat vague, but, based on



**Figure 2. Cover from Liberia in 1894.**

one of the customs of the times, it is quite probable this letter was the top one on a bundle of letters to the same addressee. The bundle could have contained several postage due letters, the 19¢ representing the total of all to collect.”

Figure 2 shows a colorful, but not too complicated, cover from Liberia to the U.S. in 1894. From Charles Starnes’s book, *Liberia joined the Universal Postal Union on 1 April 1879*. For most countries the accepted U.P.U. rate was 25 French centimes, equivalent to five U.S. cents, but there were exceptions, as George Arfken writes:

The 8¢ Liberian cover in the May *Chronicle* is properly paid. The 1894 U.S. Postal Guide, pg. 907, gives the rate from Liberia to U.S. as 8¢ per half ounce. This cover is a nice example of a UPU authorized surtax such as I described in my article in the May 1894 issue of the *Chronicle*, top of pg. 129.

John Sacher of London, England, writes similarly:

The 8¢ charge was the standard UPU rate from Liberia to overseas destinations. It was equivalent to 4d per ½ oz. and lasted for a substantial period. I have recorded mail at this rate to the USA, UK and Germany both by British and German postal services between 1884 and 1894. The rate was reduced to 5¢ on 10 Jan. 95.

### PROBLEM COVERS FOR THIS ISSUE

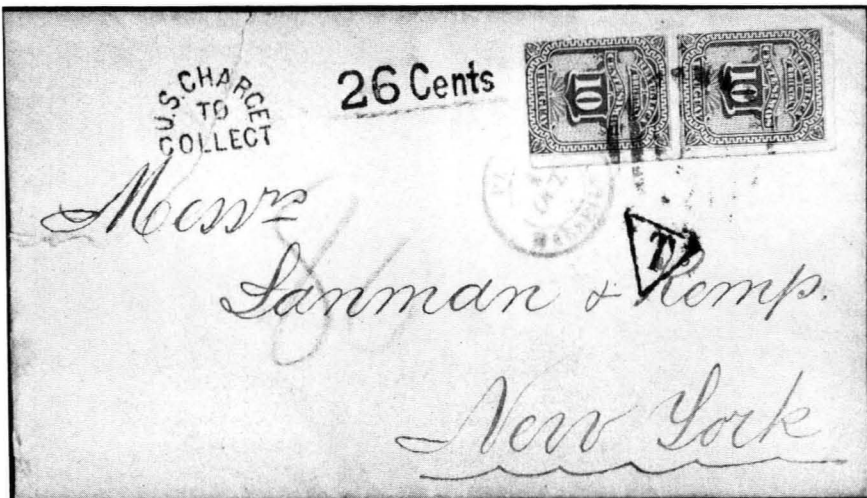


Figure 3. Cover from Uruguay with postage due.

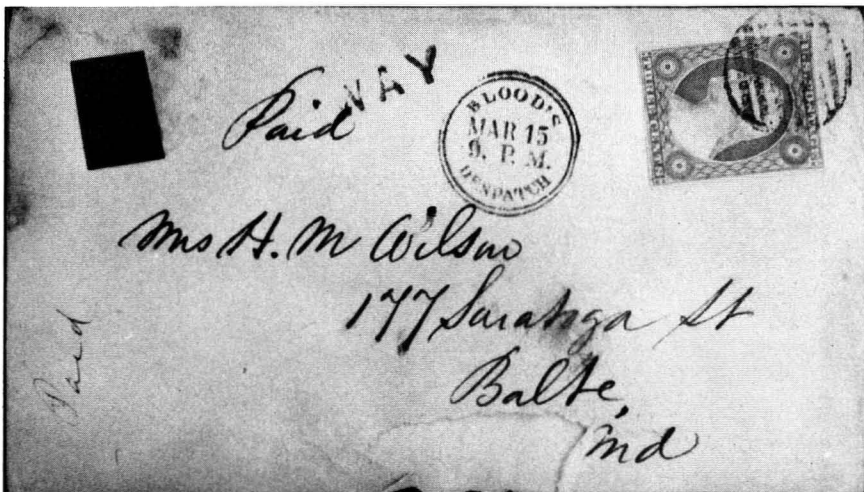


Figure 4. Cover with Blood’s and 3¢ 1851.

Figure 3 shows another inbound cover from Uruguay, this one a little more complicated. The pair of 10 centesimo stamps is orangish-red and tied by both a blue grid and reddish French marking. The U.S. markings are in black, as is the "T" in a triangle. The "80" is blue crayon. On the back are a Paris transit marking in blue and New York (F.D.) in black. The year date is difficult to read, but appears to be "79" in the Marseille marking. Uruguay joined the U.P.U. 1 July 88, so this cover differs from the Liberian one. What do the rate markings mean? How much did the 20c in stamps cover?

Figure 4 shows a cover with a Blood's local and marking, and a 3¢ 1851 killed with a grid, but no town cds. There are no markings on the back. The stamp is Scott #10, orange-brown. It is addressed to Baltimore, has "Paid" written twice in different hands, and shows a "WAY" marking. Is there a dichotomy here?

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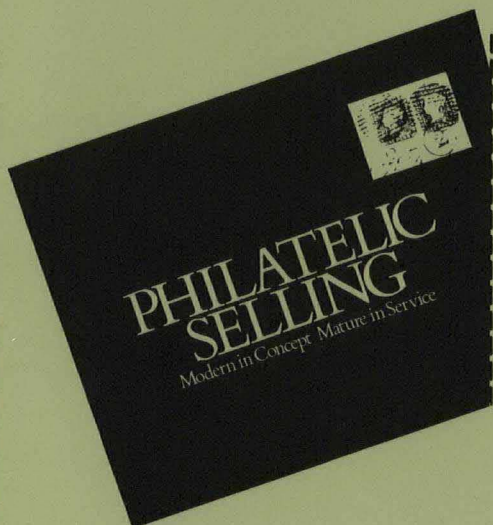
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