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The Chronicle

of the U.S. Classic Postal Issues

November 1985

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Whole No. 128

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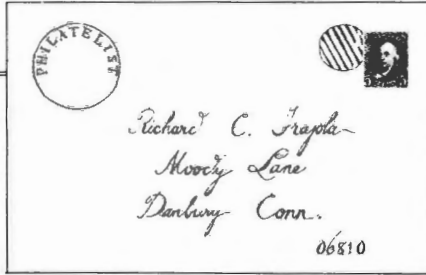
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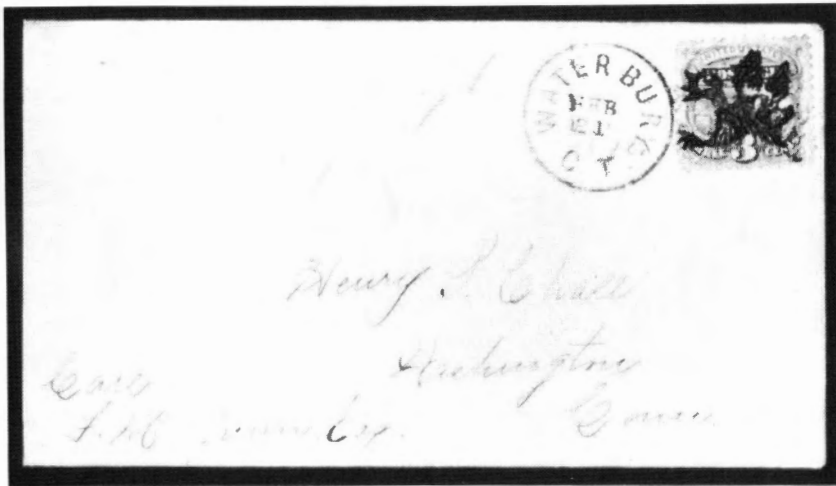


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HENRY C. GIBSON, SR.: THE CENTENNIAL PHILATELIST

STANLEY M. BIERMAN, M.D.

Heralded during its time as one of the most important auctions ever held of classic U.S. postal history, "The Henry C. Gibson Collection of United States Stamps on Cover" offered on June 14-15, 1944, by Philip H. Ward, Jr., was truly a philatelic event of epochal proportion. Thus the philatelic community looked forward with considerable anticipation and excitement when Christie's New York offered Henry C. Gibson, Sr.'s "United States, Confederate States and General Foreign Stamps on Cover" on June 20-21, 1984. To some observers it seemed as if a time machine had suddenly transported Gibson forward from quiet, self-imposed obscurity to the philatelic limelight. Modern-day collectors could once again marvel at the achievement and sophistication of one of America's first postal historians. The same time machine could, as well, transport readers of this biography backwards, some sixty-two years, to Gibson's first ever auction sale of "Foreign Postage Stamps Issued Before 1860," held on November 2, 1923, by the Philadelphia firm of Eugene Klein. This somewhat astonishing temporal observation is all the more compelling when it is noted that this distinguished American philatelist, though in failing health, is currently residing in his Palm Beach, Florida, home, and is soon to celebrate his hundredth birthday.

Henry C. Gibson, Sr., was born on November 14, 1885, into a family of substantial means, well established in the close circles which dominated the Philadelphia social scene. His father, John H. Gibson, held a Master of Science degree in Physics from the University of Pennsylvania, but because of a speech impediment chose not to pursue a research career in science. Given the pleasant circumstances of his inherited wealth, he devoted his time and not inconsiderable energies to his family and friends. The youthful Henry Gibson acquired his father's enthusiasm for yachting, camping and the out-of-doors, and at age twelve accomplished the notable mountaineering feat of climbing Mt. Blanc in the Swiss Alps. Gibson also inherited his father's keen mind and scientific bent, and after graduating Delancey School in Philadelphia, went on to receive a Bachelor's degree in Mathematics and Astronomy from his father's alma mater. While in college Gibson pitched for his baseball team, no less showing interest and accomplishment in the more sedentary sport of chess, trying out for the 1904 Olympic team. He was an amateur astronomer, and at one time owned the tenth largest telescope in the world. He played the piano with great zeal, and was a Bach enthusiast, eschewing Mozart as being technically unapproachable.

Following graduation Gibson joined the Commercial Trust Co. of Philadelphia prior to the latter's merging into the First Pennsylvania Bank, and quickly rose to the position of Vice President of the prestigious firm. He was put in charge of paying salaries to bank personnel, and in 1910 was given the weighty responsibility of handling corporate financial dealings. At a time prior to the imposition of federal income taxes, large sums of money were deposited in the bank by a number of wealthy American entrepreneurs and business magnates. Gibson arranged for the quarterly deposits of \$500,000 into the account of Henry Clay Frick from the latter's dividends in the Pennsylvania Railroads. Frick's socially ambitious and financially profligate wife was quick to write checks against the account, which often came to be overdrawn, requiring the young banker to personally sign for the \$25,000 overdrafts, much to the personal embarrassment of his client.

With the outbreak of hostilities in Europe, Gibson joined the army. He was transferred and subsequently stationed with the French artillery as an "orienture" officer. Gibson's background in mathematics and science was readily utilized as an artillery officer in calculating the trajectories of artillery shells. Towards the end of the war Gibson was



Henry C. Gibson, Sr. (1925 photo)

reassigned to the American field artillery where his knowledge of celestial mechanics was employed for similar services. On one occasion he was informed that Allied guns were firing on their own troops. At risk of life and limb, he went out on the battlefield and discovered a survey stake indicating true north had been moved. He was informed that an "American" colonel, who later turned out to be a German spy, had moved the stake so as to cause confusion in the bombardments.

Following the end of the war in Europe, Gibson returned to Philadelphia where he married Letitia Robinson of Pittsburg in 1921, and with whom he had four children: Henry C. Gibson, Jr. (1922), James (1924), John (1926) and Gregory (1930). Gibson re-entered the banking profession but retired at age forty-three from the First Pennsylvania Bank to devote his energies to the security business and manage his portfolio. Gibson had vague forebodings of the financial disaster looming in the stock market, entering into a Philadelphia investment banking firm. With the aid of his cousin, Henry G. Brock, he established Aero Service Corporation, the latter firm being acquired by Litton Industries.

Gibson began his serious stamp collecting career in 1910, capturing many superb postal history items from the John Seybold sale held by J.C. Morgenthau.¹ Amongst his notable acquisitions were a New York PMP 1845 5¢ black strip of four on cover which was purchased for \$122, and a remarkable 1847 10¢ black horizontal strip of six on cover from Philadelphia to Paris bought for \$110. He also was a major buyer at the W.E. Hawkins sale held by J.C. Morgenthau on November 11, 1910, which enamoured the 25 year old philatelist with the beauty of U.S. General Issues in blocks of four.

Gibson had a particular interest in the 1847 issue which may well have stemmed from his acquisition in 1912 of one of the greatest pieces in all U.S. philately: a mint block of six of the 1847 10¢ black issue. Surely the centerpiece of Gibson's remarkable 1847 collection, the

1. Stanley Bierman, "John Seybold: Three Unsolved Mysteries," *Chronicle* 122:80-85 (May 1984).

item was originally discovered carefully pressed between the pages of an unopened bible in the possession of the Rives family of Washington, D.C. To the undiminished delight of the finder, a companion mint block of six of the 1847 5¢ brown issue was also found slumbering in an adjacent page. Unmated to letters that were to have been sent some 65 years previous, the two blocks were brought to Walter S. Scott to sell by private treaty. Failing to find a buyer, they were offered as lots 2 and 3 at Percival Parish's 48th Philadelphia Stamp Co. auction held on June 28, 1912. Lot 3 is described in the catalogue as:

1847, 10¢ block of six, likewise unused, with original gum and one of the rarest pieces we have ever seen. The margins are extremely fine on three sides. At the left there is a slight crease about 1 mm from the edge of the block. The margin of the upper stamp touches the frame line for a short distance. The block is 3X2; . . . We do not know of any block of 10¢ as large as this, and certainly none could be finer. It should be seen to be appreciated. (29) \$210

The morning of the sale Eugene Klein of Philadelphia, acting as agent for Gibson, traveled to New York where the auction was scheduled, to meet with a party believed to be William E. Hawkins. Hawkins had dispersed no fewer than four collections of prime U.S. material by auction through J.C. Morgenthau, but was intent on building another collection and wished to acquire both blocks of six of the 5¢ and 10¢ 1847 issues. It was agreed that the two parties would not engage in competitive bidding, and with a flip of a coin, Klein was given his choice of the block of six of the 10¢ 1847 issue.² Walter S. Scott was the auctioneer and lot 2 consisting of the block of six of the 5¢ 1847 sold for \$190, while Klein acquired his client's prized block of six 10¢ issue for \$625.

Klein, who was remembered by the family as an "unbuttoned and relaxed individual" must surely have savoured his acquisition, and in celebration of the event met with Gibson at a studio off Rittenhouse Square where the banker-philatelist practiced piano two hours daily. Klein, himself, played the flute and clarinet, but the squeaking and dissonance emanating from the dealer's instrument was more than Mrs. Gibson, and finally Gibson himself, could tolerate, notwithstanding his pleasure with the dealer's purchase. Gibson proudly displayed his new acquisition at the 1913 New York International Philatelic Exhibition, along with sets of the 1869 and 1901 inverts, winning a silver-gilt medal. He also showed plates 1 and 2 of the St. Louis Postmasters' Provisionals (ex-Deats), along with New York PMPs in a nearly complete reconstructed sheet of pairs, and his ex-Seybold strip of four New York PMP cover. Gibson's display of Revenue stamps at the exhibition placed silver behind Clarence Eagle's gold medal entry.

Gibson also made important philatelic purchases through another Philadelphia dealer, Philip H. Ward, Jr., whose biography has been recently chronicled.³ Ward saw to the placement of several important pieces of the Carroll, Hoy correspondences into the Gibson collection some time in 1913 following the discovery of this important cache of Mississippi river boat covers. It is believed, but cannot be confirmed, that Gibson was responsible for the financial undertaking of Ward's acquisition of remainders from the Ludlow-Beebe find of Major Cleveland Bandholtz.⁴ Some 120 pieces of the Ludlow-Beebe find were acquired by Ward from Bandholtz on January 17, 1924, for \$5,000 cash and a note for \$4,000 with front money from an unknown source referred to only as, "My man." Regardless of whether Gibson was, "The rich [person]" without ready cash referred to in the Bandholtz correspondence, the fact remains that the pick of the Ludlow-Beebe find became ensconced in Gibson's collection.

Ward was recalled by the family as given to wearing immaculately tailored blue suits

2. Philip H. Ward, "Walter Scott Dies," *Mekeel's Weekly Stamp News* LXXI (#3018), 335 (Nov. 8, 1948).

3. Stanley Bierman, "Philip H. Ward, Jr.: An Aristocrat of Philately," *Chronicle* 124:224-233 (November 1984).

4. Stanley Bierman, "The Ludlow Beebe Find," *Chronicle* 123:154-58 (August 1984).

which failed to conceal the dealer's somewhat ample belly. A large gold chain with a watch fob transected his abdomen, and fit snugly into a vest pocket. Combining this visage with rimless pince-nez glasses, the family always thought the Philadelphia dealer looked remarkably like a Dickensian character, although Gibson often jokingly referred to him as "Apple Cheeks." Prior to their visits to Ward's Seminole Avenue home where the philatelic rarities were sold, Gibson was careful to chasten his son *not* to discuss his collection in Ward's presence because of the Philadelphia dealer's reputation of selling his stock for top dollar (albeit the items were always first class and reliable). The philatelic treasures were kept in large blue and gold leather albums which were stored in Ward's second story vault room. With great pomp and ceremony Ward would lay out his prized collection on a green felt table for his client to explore. Ward, of course, never wore a Sgt. Bilko cap with a green eyeshade, but in the mind's eye of a youthful Henry C. Gibson, Jr., the dealer was remembered in that way.

In 1914 Warren Colson brokered the sale of portions of the Worthington collection that had been held for collateral for a loan for the Cleveland railroad magnate. Colson had begun his career with the Boston firm of The New England Stamp Co. owned by A.W. Batchelder, but soon came to establish his own philatelic reputation as a major dealer in rarities. Colson's hair was the color of the five cent brick red issue of 1858, and when he got excited, his cheeks turned the rose color of the three cent stamp of 1857. He was freckled, bucktoothed, and blessed with a fine gift for gab.⁵ Colson was a frequent visitor to the Gibson house in Philadelphia. The Boston dealer was remembered as a somewhat paranoid personality given to bizarre tales and references that "they" were coming to get him. He maintained a mountain hideaway in Vermont, well stocked with a year's supply of baked beans, and ample ammunition to shoot "them," one by one, as "they" came up the mountain to his fortress. The designation of "they" as New Dealers or Revenuers was never quite clear to the then youthful Henry C. Gibson, Jr., but the memories of Colson's visits to his house remained quite fresh in his mind.

Approximately \$150,000 of Worthington Postmasters' Provisionals were sold by private treaty through Colson and divided between Gibson and Alfred Caspary, prior to Alfred Lichtenstein's purchase of the not inconsiderable remainders of the Worthington collection.⁶ Notable amongst the Gibson acquisitions through Colson was the famous Blue Boy Alexandria PMP (Worthington, \$3,000) which was later sold in 1922 to Arthur Hind, or perhaps traded for items in Hind's burgeoning U.S. collection. Colson also purchased for Gibson a Baltimore 10¢ PMP on cover (Worthington, \$4,000) which also was to appear in the Arthur Hind collection, as well as a mint block of four of the 10¢ 1847 issue which was sold because of Gibson's hold on the mint block of six of the same issue. This latter block of four of the 10¢ 1847 was re-acquired by Ward for \$1,300 at the Hind U.S. sale in 1933, passed to Wharton Sinkler, and was subsequently repurchased by Gibson at Eugene Klein's 117th sale of Sinkler's collection held on May 17, 1940.

A good proportion of Gibson's 1847 collection came through Ernest Ackerman (later State Senator Ernest R. Ackerman) following his purchase in 1911 of the American branch of Stanley Gibbons. The A.K. McDaniel Collection of 1847 issues was acquired by Ackerman in 1919, and consisted of 777 examples of the 5¢ 1847 and 200 examples of the 10¢ 1847 issue. This, in turn, was amalgamated into a larger portfolio by Elliott Perry culled from the best portions of the Doctor Carroll Chase collection. It can be readily surmised that Gibson's reconstructed pane of the 10¢ 1847 issue came through Elliott Perry. Perry's epochal work on the plating of the 10¢ issue appeared serialized in the 1924-1926 issues of *The Collectors Club Philatelist*.

Gibson acquired many prime covers from the Rev. Lemuel Bissell correspondence through J.M. Bartels some time after their discovery in 1912. Consisting mostly of Bank

5. Alvin Good, *The Life and Adventures of a Philatelist*, Press Publishing Co., Rittman, Ohio, 1945.

6. Stanley Bierman, *The World's Greatest Stamp Collectors*, Frederick Fell, Publishers, 1981, p. 102.

Note issues, covers in the first pick went to Henry C. Needham, while other covers went through Charles J. Phillips to Carl Brandebury and thence to Senator Ernest Ackerman.⁷ As he became more and more specialized in United States stamps, Gibson decided to sell his "Foreign Postage Stamps First Issued Before 1860" at the 33rd auction of Eugene Klein, held in Philadelphia on November 2, 1923. There were no major rarities in the collection but the proceeds from the sale were employed by Gibson to acquire many of the rarities which came through the Joe T. Lozier collection which had been purchased by Hugh Clark of Scott Stamp and Coin Co. on July 14, 1924.⁸ Consisting primarily of blocks of four of U.S. issues 1847 to 1890, many major Lozier items became ensconced in the Gibson collection, most notable of which was one of the two blocks of four of the 1901 2¢ inverted Pan American issue, the latter of which was subsequently sold to Sinkler and later appeared in the Wood collection.⁹ Gibson's collection of U.S. in blocks of four was also enhanced by acquisitions from the two Clarence Eagle sales (#196 and 198) held by J.C. Morgenthau on April 4-10 and May 15-17, 1923). Gibson also acquired select items from the Wharton Sinkler U.S. Collection, which \$250,000 offering was advertised by Philip Ward, Jr. in the January 4, 1926, issue of *MeKeel's Weekly Stamp News*.

Gibson chose to display his magnificent collection of 5¢ and 10¢ 1847 issues to the Collectors Club of New York on February 24, 1926, much to the delight of a distinguished audience of philatelists.¹⁰ Brought by Elliott Perry in a single Oriel album, the exhibit was highlighted by a superb block of four of the 5¢ 1847, and strips of four of the same on cover. Included was Gibson's remarkable mint block of six of the 10¢ along with two strips of six 10¢ 1847s on cover, and strips of three and five 10¢ issues on cover from New York to California. Rounding out the exhibit were four pages containing half panes of fifty of the 10¢ 1847 issue comprising the entire reconstructed pane. Acclaimed as the finest example of these issues ever displayed, Gibson's United States 1847 Issue was subsequently shown at the International Philatelic Exhibition held at Grand Central Palace in New York City on October 16-23, 1926, where it won a gold medal. Gibson's India (including Scinde) did not garner an honor in exhibition.

Some two years following this philatelic zenith, Gibson decided to sell off his prize-winning collection, choosing Philip H. Ward, Jr. to dispose of his treasure. A discreet advertisement appeared in the April 9, 1928, issue of *MeKeel's Weekly Stamp News*, reproduced below, and thereafter ceased to be run:

GIBSON COLLECTION OF 1847

It gives me great pleasure to announce that I have just acquired the famous Gold Medal Winning Collection of United States 1847 Issues formed by Mr. Henry C. Gibson. Mr. Gibson has been upward of twenty years getting this wonderful collection together, and piece by piece it is today the finest assortment of these issues in existence. It is priced separately, and will run upwards of one hundred thousand dollars.

The 5¢ Issue is represented by a mint block of four, a block of six, pairs and singles, in immaculate unused condition. There are numerous singles and pairs on and off cover with various cancellations. I note about twenty-five different Railroads, as well as some few with "Steam" postmarks. There is a Mississippi River Packet, the only one in the collection and the only one I have ever seen. A magnificent strip of four on cover has a black Boston grid postmark, and is tied by a red "Paid."

The lot of 10¢ exceed the lot of 5¢ if such a thing is possible.

There is present a mint block of six of the 10¢, one of two unused blocks known. There is a

7. Charles J. Phillips, "Bissell Find," *MeKeel's WSN* XLV (#2120), 523 (Aug. 24, 1931).

8. Philip H. Ward, Jr., "Joe Lozier Collection," *MeKeel's WSN* XXXVIII (#1751), 397 (July 28, 1924).

9. Philip H. Ward, Jr., "2-Cent Pan American Invert," *MeKeel's WSN* XLV (#2091), 86 (Feb. 2, 1931).

10. Anon., "Exhibit by Henry C. Gibson," *Collectors Club Philatelist* V:91-92 (April 1926).

magnificent mint single together with a very fine used copy showing a distinct double print believed to be unique [author's note: is this the Knapp Shift item?]

In the way of covers, the collection contains possibly the finest United States covers in existence. There is a strip of six tied with a Philadelphia Railroad postmark, in addition to a French cancellation, also a magnificent strip of six on cover with right sheet margin from Mobile, Alabama, and cancelled with the bright, cherry red grid postmark used by that town. There are the only two strips of six on cover known, and nothing larger on cover exists. A further item equally interesting is a magnificent strip of five, together with a strip of three, tied by the well known "Paid" New York cancellation in red. This postmark was used on the New York Postmaster Provisional and is exceedingly scarce on the 1847 issue. These covers are the show pieces of the collection and were admired by everyone at the International Philatelic Exhibition [1926, held in New York], where the collection was awarded highest honors.

Mr. Gibson had the finest one of the two complete reconstructed plates of two hundred subjects of the 10¢ stamp known. At present the plate will not be broken, but will be offered intact. It consists of upwards of ten strips of three and strips of four, thirty or forty pairs, and the balance in singles, mostly in superb condition.

There are two or three Railroads which are exceedingly rare on this stamp. There is a pair on cover with "U.S. Express" cancellation in red, showing the well known "Post Office" shift. There is a further pair on a second cover, showing the two stamps with a shift in the right "X." There is a strip of four on cover tied with a blue Baltimore postmark and each stamp is cancelled twice with a red figure "5."

Singles and pairs of both denominations used on cover are present from numerous cities. The Gibson lot of proofs is probably the finest of this issue ever gotten together, and includes the pick of the numerous important collections that have been broken up in recent years.

The Reprint section forms a wonderful lot, including partially reconstructed sheets of both the 5¢ and 10¢. Complete sheets of the proofs of each, together with the two varieties nicely shaded in singles, are present.

Correspondence is solicited with those interested.

PHILIP H. WARD, JR.

P.O. BOX 4216 G't'n

PHILA, PA

It may be safely assumed that Gibson had a change of heart about the sale of his collection, which remained essentially intact. Over the years new key postal history items were added such as covers from the Kennedy find¹¹, and items from the Augustine Heard Correspondence when it was first offered for sale at B.H.W. Poole's 45th auction held in Los Angeles on February 17, 1932. Nevertheless with the passage of time Gibson did begin to tire of collecting and chose to sell at auction portions of his many individual collections such as India which went through Edwin Mueller and a superb U.S. Revenue collection which went through Ward by private treaty. A portion of Gibson's "United States 19th-20th Century (Postage Stamps), Presidential Frank (and) Revenues" was sold by Philip H. Ward, Jr., at an auction held on April 2, 1941. Eugene Klein offered "Henry C. Gibson's Classic Foreign Covers, The First Twenty Years 1840-1860" at his 152nd sale held on March 11, 1944. Notable in the sale were a Hawaiian Missionary, Moldavia, Savoy Cross, Lady McLeod, Nova Scotia shilling and Swiss Cantonals, with the highpoint of the sale being an 1852 Reunion 15¢ tied on letter (\$1,050) and an 1858 Romania 108 pa Moldavia tied to registered letter (\$1,100).

On June 14-15, 1944, "The Henry C. Gibson Collection of United States Postage Stamps on Original Covers" was offered by Philip H. Ward, Jr., at an auction held at the Collectors Club of New York. It was one of the most important U.S. postal history sales ever held, and prominent collectors and dealers of this era were in attendance including Alfred Caspary, Alfred Lichtenstein, Stanley Ashbrook, Daniel Kelleher, Harry Konwiser, Ezra Cole, Herman Herst, Jr., Y. Souren, Robert Siegel, Elliott Perry, Harry Keffer, Emerson

11. Harry M. Konwiser, "Postal Markings," *Stamps* 48:334, 358 (Sept. 2, 1948).

Krug, Clarence Brazer, and Van Dyk Mac Bride. It was a veritable pantheon of philatelic luminaries all gathered for the express purpose of acquiring a few of the many gems that had come to grace the Gibson Collection. Highlights of the auction included the horizontal strip of five of the 5¢ 1847, tied with bright red grill cancel and Canadian 1851 3d Beaver (ex-Ackerman) which sold "to order" for \$6,000, along with an equally fine cover consisting of a horizontal strip of six of the 10¢ 1847 (ex-Seybold, \$110) and described by Ward as "the most important cover known to American Philately" which sold "to order" for \$4,000. Ezra Cole believes that the two premier covers went unsold, for during a visit to Gibson some four years after the Ward sale, the dealer purchased the same two items from Gibson for an undisclosed sum. Cole, in turn, placed the covers with Bernard Harmer, who Cole believes sold the rarities to Phil Rust, although neither cover ever appeared in Rust sales held by Harmer during the 1956-64 period. The Gibson sale by Ward in 1944 also included a beautiful 1857 90¢ blue issue tied with a black Boston town cancellation to Shanghai and part of the Augustine Heard correspondence (lot 13 Poole Auction #45, 1932) which was knocked down to Y. Souren for \$3,000, the latter dealer being one of the big buyers at the sale. The total realized by Ward at Gibson's U.S. Cover sale was \$55,250, and additional remainders and unsold items were advertised by the dealer subsequently by private sale.¹²

Some time, either before or after the sale, Gibson's proudest possession, his mint block of six of the 10¢ black 1847, was offered privately to Ward, and acquired by the Philadelphia dealer for \$10,000. As a companion piece to Ward's mint block of sixteen 5¢ brown 1847 (ex-Ackerman \$1,699), the two treasures now reside in the Ishikawa Collection.¹³ Among other major items acquired by Ward at private treaty from Gibson were a superb block of ten of the 10¢ 1851 issue, mint block of nine of the 24¢ 1869, and mint block of six of the 30¢ 1869 (ex-Lozier) which are all pictured in Ward's "Aristocrats of Philately."¹⁴ Gibson's remarkable reconstructed pane of 200 of the 10¢ black 1847 went by private treaty to Frank Sweet as did a strip of ten of the 5¢ 1847 on cover (ex-Ackerman) and strip of six 10¢ on cover.¹⁵

Following the sale of his stamps at auction, Henry C. Gibson, Sr. retired to Palm Beach, Florida. He continued to dabble in stamps though not with the same intensity as in the past. He was visited on several occasions by dealers such as Ezra Cole during the 1940s, who was remembered as traveling with his philatelic treasures carried in a small leather wallet. Cole purchased from Gibson three boxes of covers at various times, each of which contained 500 postal history items. His most expensive acquisition consisted of Gibson's reconstructed plate of the 5¢ New York PMP. Cole recalled Gibson's occasional absent-mindedness in dealing with his rarities, slipping purchases into odd places. Herman Herst, Jr., mentions finding a rare block of the 3 Anna India issue belonging to Gibson squirreled away in an old Colonel Edward Green auction catalog where it had quietly lain for four decades. The block was subsequently sold at a Robson Lowe sale for \$8,000. On another occasion Gibson mislaid a valuable Scinde Dawk issue. One of Gibson's proudest treasures was a gold Taurus coin minted by Croesus and worth \$25,000 which he carried in his watch pocket. He was fascinated by the coin which had been purchased through Stacks of New York, and through which company he disposed of his valuable numismatic collection. Much to his chagrin the gold Taurus coin was lost when Gibson was 80 years old, and despite a diligent search of his pockets, the rarity could not be found.

In his retirement years Gibson continued to sift through old correspondences from banks

12. Philip H. Ward, Jr., "The Magnificent Collection of U.S. Postage Stamps 1847-1869 Unused and Used on Cover," *Stamps* 53:280 (Nov. 24, 1945).

13. Stanley Bierman, "Philip H. Ward, Jr. . . .," *Chronicle* 124.

14. Philip H. Ward, Jr., "Early Unused Blocks 1847-1869," *26th American Philatelic Congress*, 1960, pp. 50-56.

15. Philip H. Ward, Jr., "Tribute to Hon. F. Sweet," *Mekeel's WSN L* (#2373), 338 (June 29, 1936).

and investment firms in hopes of finding some new undiscovered treasure. Likewise he sorted out bags of dimes acquired from maintenance workers who gathered coins from Coca Cola machines. As can be readily determined from the Christie's 1984 auction catalogue, he continued to acquire modern day freaks, imperforates and color errors for his collection.

Photographs of Henry C. Gibson, Sr., taken in 1925 reveal a portrait of geniality, in a man of obvious good looks and intelligence. With chiseled features, kindly eyes and gentle mannerisms, he was, nevertheless, a man of rather aloof and private nature. He was not completely understood by his contemporaries, perhaps because of his somewhat cynical nature which was sometimes vented against some of the social boors who plagued him. He was uncomfortable at social gatherings where he told guests he was an astronomer, and then was inveigled to tell them their fortunes from their birth signs based on his experience as an "astrologer." On another occasion he was confronted by a bothersome non-philatelic friend who brought him an old shoe box full of letters with naive expectations of a valuable find. Knowing of Gibson's knowledge of stamps, the friend became excited when the philatelist pulled out a cover and said, "This is very rare . . . I didn't expect to find anything like this!" The man's face lit up, thinking the cover worth a fortune, and then inquired as to its value. "If you were lucky . . . you might get five dollars for it."

In 1976 a cache of valuable Gibson stamps and covers was discovered by Mrs. Gibson in an old cardboard shoe box which had been casually set aside. An even larger hoard of rare stamps and covers was found by Gibson's wife in her linen closet left over from Ward's dispersal of the Gibson remainders by private treaty in 1945. The items were divided equally among the three surviving Gibson children. A final cache of major Gibson rarities was found by Henry Gibson, Jr., in a Florida safety deposit vault, however, something of the order of only 10 percent of that which had been discovered in the 1976 "find." Henry C. Gibson, Jr., who was in London in quest of antique clocks for his collection, contacted Christie's, who in turn put the family in touch with Herman Herst, Jr., of Boca Raton, Florida. The shoe box find was examined to the undiminished delight and excitement of Herst who uncovered dozens of 1847 covers, postmaster provisionals, 1869 covers and the like which were offered at auction by Christie's Robson Lowe, New York, on June 20-21, 1984.

Henry C. Gibson, Sr., is currently residing in his Palm Beach, Florida home. This distinguished American philatelist will soon celebrate his hundredth birthday on November 14, 1985. He is in ill health, suffering from the infirmities of old age. Though his energies have flagged, and the light in his eyes has dimmed, the philatelic treasures of his lifetime of collecting are now the proud possession of a new generation who can proudly say, "This is ex-Gibson."

The author is most thankful to Henry C. Gibson, Jr., for the numerous personal insights into his father's biography, as well as to Ezra Cole and Herman (Pat) Herst, Jr., for their help in preparing this manuscript.

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TWO HUNDRED YEARS OF POSTAL COMMUNICATION: THE NETHERLANDS — UNITED STATES OF AMERICA

CORNELIS MUYS and JAN GIPHART

Translated from the Dutch by Cornelis Muys and J. Kobes

(Continued from *Chronicle* 127:166)

1845

TRANSPORT WITH AMERICAN PACKETBOATS

The United States Congress also did not remain still. Due to public opinion the high domestic rate was drastically decreased in 1845. For a single weight letter the following was charged: for a distance under 300 miles a uniform postage of 5¢ and above the 300 miles a uniform postage of 10¢.

Commerce and industry grew so that a fast and reliable communication was a prime requisite. The reliability of the Cunard Line made it possible for the trading houses to discontinue sending duplicate and even triplicate letters, which had been quite normal in the past, with huge savings in office work and postage.

However in Washington it was considered to be less desirable that the USA should become more and more dependent on Great Britain for its communications with continental Europe. In 1844 the Congress decided on the desirability of a postal service between the USA and Europe and in 1845 passed a law which made it possible to start its own subsidized United States Mail Packet service. The lack of postal treaties was seen as a great drawback. Owing to this lack it was not possible to send prepaid letters from the USA to European destinations. This had the effect that many English banks, brokers and trading houses were used as intermediaries with continental Europe.

It is quite remarkable that the Hanseatic City of Bremen was the first to conclude a postal treaty with the USA in 1847. In October 1845 the Postmaster General held an open tender for mail service from New York to Liverpool, Bristol, Southampton, Antwerp, Bremen, Hamburg, Havre, Brest or Lisbon. It is quite notable that in this list Rotterdam is not mentioned which clearly reflects the faded prestige of The Netherlands in the 19th century. Especially Belgium and the Free Hanseatic City of Bremen took great pains to win this Atlantic connection; the choice fell to Bremen as future terminal for American steamships.

With regard to this United States Mail Packet service, certain matters were also fixed. Thus only American citizens should be eligible to conclude those contracts and the service should be run with American crews. Also bidders who would allow their ships to be at the disposal of the government in times of war were given priority. The lowest bidder was a Mr. Edward Mills, who received a five year contract with a subsidy of US \$400,000 for a bi-weekly service to Bremen with the possibility to alternate so that Havre could also be used as a port of arrival.

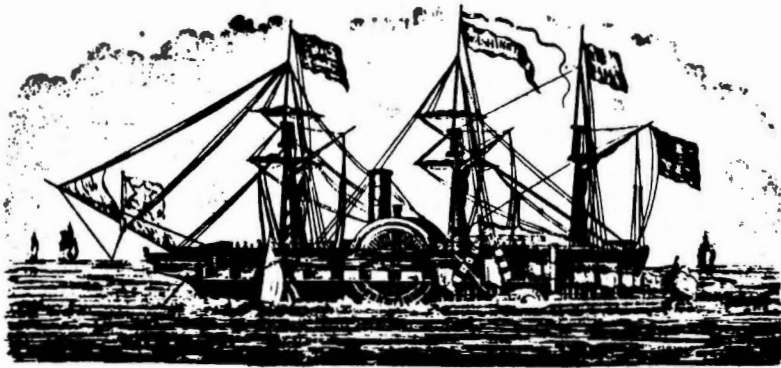
The new company was started in May 1846 under the name Ocean Steam Navigation Company (Ocean Line). Four ships were thought to be needed. But it was not possible to finance the whole venture, for which reason Mills could let only two ships be built and was obliged to release a part of the contract to Messrs. Fox and Livingstone, who founded the New York and Havre Steam Navigation Company.

1847

The first Ocean Line ship, the *Washington*, was launched in January 1847 followed by the *Hermann* ten months later.

In 1845 and 1847, the American *Massachusetts* and the British steamer *Sarah Sands* were commissioned temporarily for the transport of mail.

Although in the negotiations between the USA and the Bremen Senate the possibility of mail transport to The Netherlands was brought up, no mention is made in the Circulars from



WASHINGTON
 erstes Deutsch-Amerikanisches Post-Dampfschiff.

Lith. Anst. v. C. Altmann, Bremen.

Figure 18. Ocean Line Steamship *Washington*.

the Dutch Postal Administration in this period. Yet it is known that mail for The Netherlands was transported by the Ocean Line. Hereby the mail could be transported by open mail from New York to Southampton and from there in the usual manner via London to The Netherlands or it could even be sent via Bremen. An example of this latter possibility is this letter (Figure 19) that was sent on November 29, 1856, by the *Washington* to Bremen and then overland to Amsterdam.

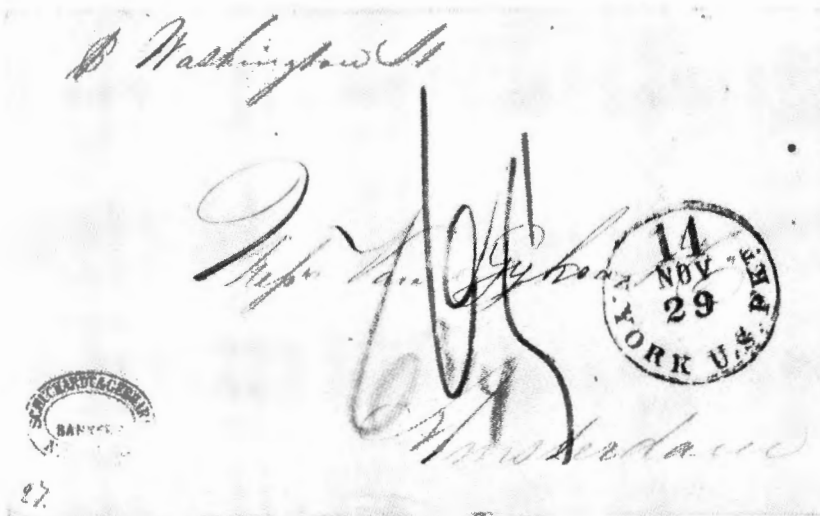


Figure 19. Letter by *Washington* in Bremen service; with arrival postmark Stadt Post Amt. Bremen on reverse.

Through a specific subsidy policy for the concerned shipping lines, the USA wanted to achieve a regular postal connection with Europe whereby they strove to equal the weekly service of the Cunard Line. Besides the Ocean Line to Bremen and the New York and Havre Steam Navigation Company, the Collins Line, which sailed the New York-Liverpool route and vice versa, completed the trio of American subsidized packet services over the Atlantic Ocean.

In spite of great efforts of the US Postmaster General, this combination was not able to equal the regular and continuous services of the Cunard Line. From the beginning the Ocean Line service was shaky. Both ships, the *Washington* and the *Hermann*, remained way below the performance that was expected of them, while the technical level at that time, which allowed for the use of sea water in the steam boilers, gave rise to early and prolonged dockings. Throughout the ten year existence of the Ocean Line (1847-1857) it succeeded only twice to make the twelve contracted round trips per year.

1850

The New York and Havre Line, which was contracted for monthly sailings, made a much better impression. However, here also the winter sailings were often cancelled. Known ships from this line that maintained the New York-Southampton-Havre route were the *Franklin* that opened the service from New York on October 5, 1850, and the *Humboldt* that on May 6, 1851, made her maiden voyage. Besides these, we later see the *Arago* and the *Fulton* on this route. In 1867, the year in which this service was discontinued, the *Mississippi* and the *Guiding Star* appeared.

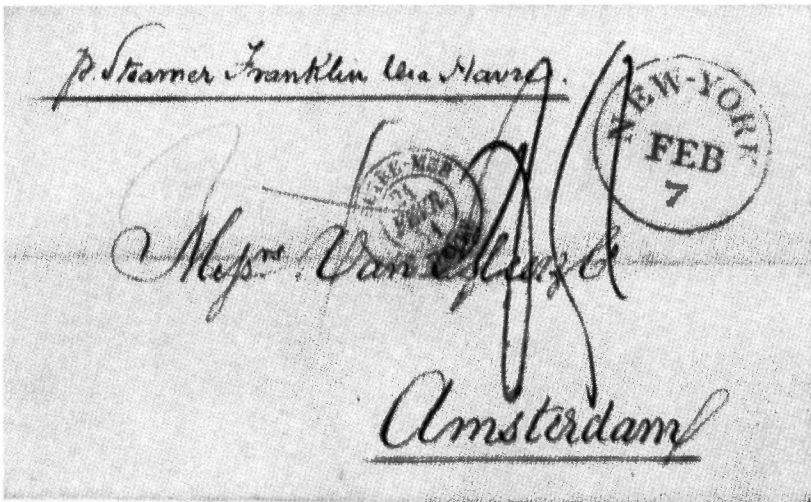


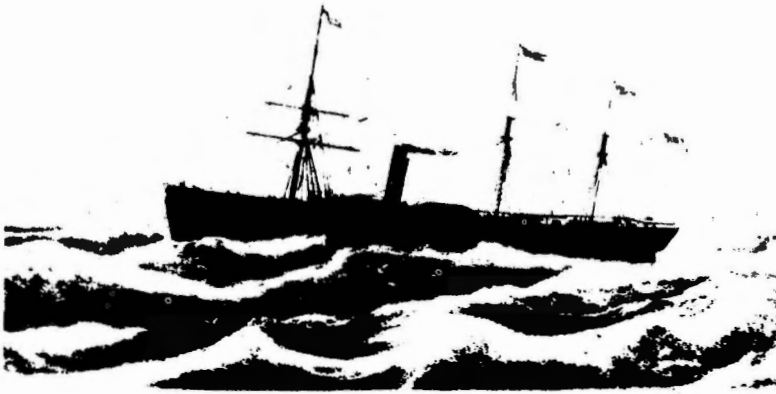
Figure 20. Letter carried by *Franklin* of New York & Havre Line in 1854.

In the starting years the Collins Line created a great deal of goodwill because of the regularity in their twice a month sailings on the New York-Liverpool stretch. The line used ships with the utmost in equipment and comfort for that time. The four original ships were wooden paddle boats of 2850 tons and with a top speed of 12½ knots; their names were: the *Baltic*, *Atlantic*, *Pacific*, and the *Arctic*. After the loss of the *Arctic* in 1854 and the sinking of the *Pacific* with all hands in 1856, the *Adriatic* was added in 1857. In 1855 the *Ericsson* and the *Columbia* were added as charter ships to this line till the service was discontinued in 1858, which was published in Circ. nr. 545 of March 10, 1858.

Article 2

Discontinuation of the American packetboat service between Liverpool and New York

The postmasters are notified of the fact that, according to a notice received from the British



ATLANTIC'S RETURN.

Figure 21. Atlantic of Collins Line.

Postal Administration, the American packetboat service between Liverpool and New York of the so-called Collins Line, is being discontinued. This will have no effect on the British packetboat service between Liverpool and New York or Boston, the so-called Cunard Line which will keep sailing regularly every Friday from Liverpool. Even so one must be aware that the possibility to receive and to send letters from or to the USA by means of American boats, via England, cannot altogether be considered abandoned. Only the first mentioned packetboats will not sail anymore.

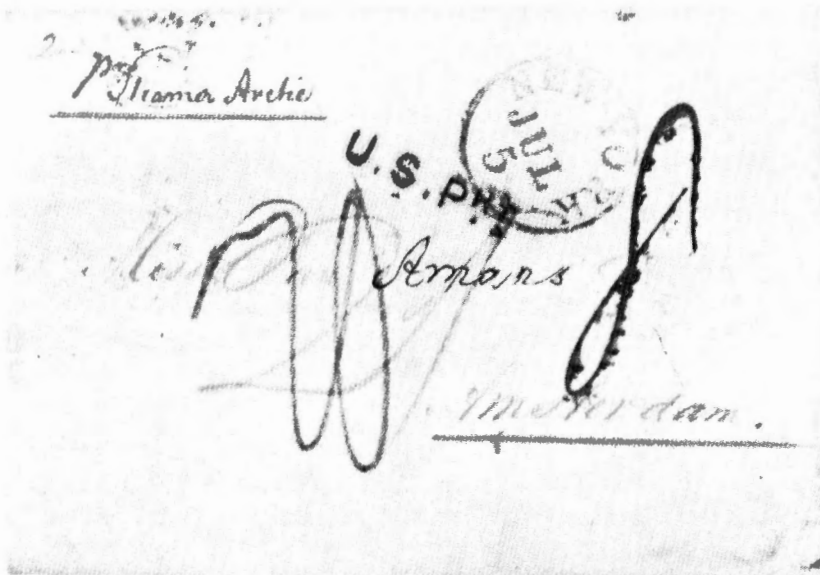


Figure 22. Letter sent from New York via Ostend to Amsterdam in 1851; the recipient paid 70c of which 10c was for Belgian transit.

Between 1850 and 1852 the stamps "Br. Pkt" (British Packet) and "Am. Pkt" (American Packet) came into use. Besides the date these stamps often indicate the prepaid postage in red and respectively the postage due to the US Post Office in black ink. The first known New York/Am. Pkt stamp is from Sept 2, 1852, according to G.E. Hargest, whose book *History of Letter Post Communication between the United States and Europe 1845-1875* has served as one of the main sources of information for this article. These stamps, some of which are shown here (Figure 24), can be found in great variety and were always applied in the USA and then mostly in New York and Boston.

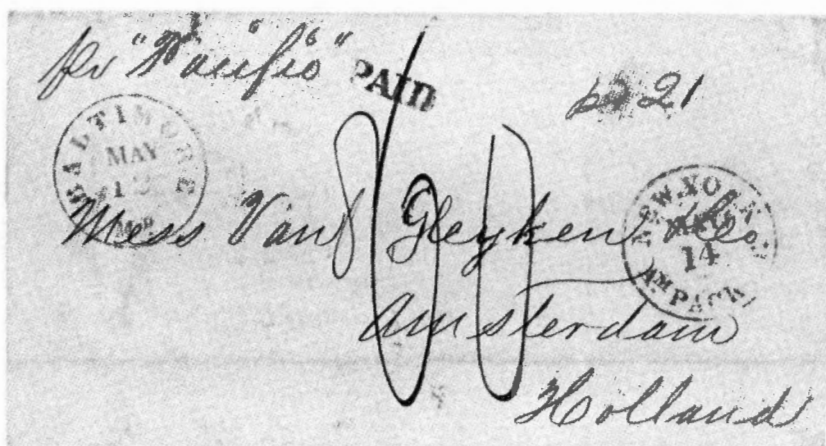


Figure 23. Letter from Baltimore in 1853 via New York per Pacific. Prepaid 21¢; 60c Dutch collect.

If a letter had the name of a ship on it, for example “per Baltic” (Collins Line) and the stamp reads “Br. Pkt” then it was not sent with the ship that the writer had meant, *e.g.*, because the ship had already left. It was then sent with the next ship that was sailing which could easily be a British Packetboat.



Figure 24. New York and Boston exchange office datestamps.

During the Civil War in the USA from 1861 to 1865, many ships were taken over by the American government for the duration of the war, among them the *Arago* and the *Fulton* of the Havre Line. In November 1865 they were back in service with the Havre Line till the end of 1867.

1857

Besides the already mentioned US shipping lines of the “first hour,” the Vanderbilt European Line appeared in 1857. The American Congress did not extend the subsidized contracts with the Ocean and Havre Lines, which meant the end of the first-named line. To fill this gap, the Postmaster General contracted with the Vanderbilt Line to take over this service to Bremen. No subsidy was spoken of but in many a case the contracts were accepted for sea postage sometimes increased by the US domestic postage. The *Ariel* started the service by sailing from New York on June 13, 1857, followed by the *North Star*. In the beginning of 1858 the whole service practically came to a standstill. With a short revival in the summer of that year this service was finally stopped at the end of 1858.

Also the British owned European and American Steam Shipping Company made eleven round trips New York-Bremen in 1857 with the *Queen of the South*, the *Indiana*, the *Argo*, and the *Jason* but then changed to transporting troops to India.

Because of the remaining deficiency of the Vanderbilt Line the Postmaster General concluded a contract for one trip with the Inman Line. This line used the *Kangaroo* to transport mail from Bremen to Liverpool. The HAPAG steamship *Hammonia* was also

contracted to cope with the intolerable situation but to the great displeasure of the Bremen Senate which saw Hamburg as a dangerous competitor.

The service to Havre meanwhile turned out to be more profitable for the Vanderbilt Line so that between 1857 and the end of 1860 twenty-one round trips were made between the USA and France with the *Vanderbilt*, the *Ariel*, the *Ocean Queen*, and the *Illinois*.

1858

Meanwhile the British Inman Line, which had been chartered for the United States Post Office Department since 1858, had taken over the role of the former Collins Line on the route New York-Liverpool. That is why mail sent with this shipping line had mostly "Am. Pkt" in the date-stamp. The sailing regularity was so good that the Inman Line could equal the services of the Cunard Line around 1860. For the Inman Line, also called NY & Liverpool, sailed among others the *City of Baltimore*, the *City of Washington*, the *City of London*, the *City of Paris*, the *Vigo*, and the *Kangaroo*.

Circular nr. 752 of April 26, 1869, published the weekly sailings of the Inman Company which departed on Fridays from Queenstown (the current Irish Cobh) which since 1859 was included in the sailing schedule.



Figure 25. Letter sent in 1859 prepaid from Boston to Cognac (France) by *Kangaroo*, Inman Line.

The Galway Line, which was enthusiastically started, had as short a life as many a predecessor. In 1858 Mr. John O. Lever from Manchester started the Atlantic Steam Navigation Company which was better known as the Galway Line and which was meant for transport of Irish emigrants in those days. Galway, which lies on the Irish west coast, would guarantee the shortest crossing to America, for which six days had been planned to St. Johns, Newfoundland. A mail contract was concluded with the British government and the service was started with the chartered ship *Indian Empire*, the former *Hansa* from W. A. Fritze & Company of Bremen. This was followed by the *Prince Albert*, the *Connaught*, the *Hibernia*,

the *Columbia* and *Anglia* plus others. Not one of the ships was able to make the trip in the specified time of six days to St. Johns and twelve days to New York. The British Postal Administration became displeased so that even the use of the ex-Collins Line ship *Adriatic*, which had been bought in the spring of 1861 and which could meet the specified crossing times, could not save an extension of the mail contract for the Galway Line. This service was announced to the Dutch public in Circular nr. 571 of October 12, 1860.

Article 4

New packet line between Great Britain
and the USA via Galway in Ireland

Besides the already existing packetboat services between the various ports in England and the USA, a new service via Galway in Ireland has been started. These boats will alternatively sail to New York or Boston every second Tuesday and will call at St. Johns, Newfoundland on the round trip. With this service letters can be sent from here to the USA, Canada and Newfoundland on the same conditions as mail sent with British packetboats via other British ports. Letters should be sent from here at the latest on Saturdays so that they can be sent with the mail transport on Mondays from London.

Circular nr. 575 of January 29, 1861, mentioned in Art. 4 that this service was temporarily suspended and Art. 2 of Circular nr. 579 of June 5, 1861, stated the fact that this service had been completely stopped. Nevertheless we see in Art. 2 of Circular nr. 613 of September 29, 1863, that the British Post Office used the Galway Line one more time but the definite end came in February 1864 (Art. 2 of Circular nr. 620 of April 1, 1864).

1865

After the end of the Civil War, the Baltimore and Ohio Railroad (B&O) saw the possibility to profitably take over four warships of about 1250 tons from the government. With these they established the Baltimore and Liverpool Steamship Company. The US Post Office gave their full support and made Baltimore in November 1865 an exchange office under the American-British Postal Treaty. All the mail to Europe from Baltimore, the District of Columbia and from nineteen southern and southeastern states was to be transported with this line unless it was stated on the letter that it was to be forwarded along another route.

The rechristened ships had the names of four districts from the state of Maryland, namely *Somerset*, *Carroll*, *Worcester*, and *Allegany*. The first three ships effectively took part in the ocean transport and in 1866 made twelve round trips between Baltimore and Liverpool and seven in 1867 while the service was stopped in 1868. This meant that from that date there was no longer an American packet service on the North Atlantic Ocean route.

(To be continued)

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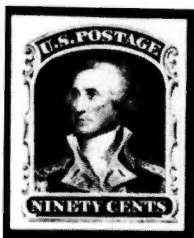
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BENJAMIN FRANKLIN, WILLIAM GODDARD, AND THE POSTAL SERVICES IN COLONIAL AMERICA IN 1775

THOMAS C. KINGSLEY

INTRODUCTION

In my first article on this topic, published in *Chronicle* 123 (August 1984), I presented new information and attempted to avoid speculation. My present intent, however, is to formulate a theoretical guide for further discussion as new data and future research findings advance our understanding of the origins of the United States Postal Service.

The postal story of 1775 is still obscured by fragmentary information, but a pattern is slowly emerging. What is apparent is a group of postal systems overlapping one another and eventuating into the American Congressional postal system. I categorize these systems as follows: the Parliamentary post, the Constitutional post proposal, the Provincial posts, the private patriot initiative, a transitional period, and finally, the Congressional post. I will briefly describe each of these as a theory based mostly on the data I reported earlier.

THE PARLIAMENTARY POST

At the opening of the year 1775, the British Parliamentary post in North America was a centralized organization under the direction of John Foxcroft. New innovations were forthcoming that included improved delivery services, distribution of handstamp devices to a number of the smaller offices, the replacement of the Bishop Mark with straightline dates, and, commencing in early April, an alteration of the rating system from pennyweight to sterling (Figures 1 and 2). The post was not confronted with meaningful competition until the Lexington-Concord affray, after which service deteriorated precipitously. By summer, the only significant office was in New York City where postal functions, largely limited to trans-Atlantic mail, were carried out on board ship in the New York harbor. On December 25th, even that activity was terminated, and although the British established occupation post offices in several major towns during the war, the Parliamentary postal service in the American Colonies can be considered terminated as of that date.

THE CONSTITUTIONAL POST PROPOSAL

The Constitutional post proposal was publicly outlined by William Goddard in a broadside issued on April 30, 1774. It never developed into a postal system and eventually was tabled by the Continental Congress on October 5, 1774. In spite of hypotheses to the contrary, I am of the opinion that no known letters of the Constitutional post are yet identified. A trial express service between Philadelphia and Baltimore may have been attempted by Goddard's associates in April of 1774. Even less likely is the existence of an express run north of Boston. The system's rate structure is unclear, and there are no positively identified postmarks in spite of the ingenious attempts to make the Salem straightline handstamp into a Goddard marking. Philatelically, discovering such artifacts has a romantic appeal, but historically, trial runs of the Constitutional post are only a parenthesis; the historical import lies in the proposition itself, not in its attempted implementation. The Goddard proposal brought to public attention the danger of British search and seizure of the mails. Goddard was probably wrong in his opinion that the Parliamentary system generated excess profits and was, therefore, a form of taxation. However, he was correct in his belief that the patriot newspapers and private letters were susceptible to manipulation, confiscation, and censorship by the British.

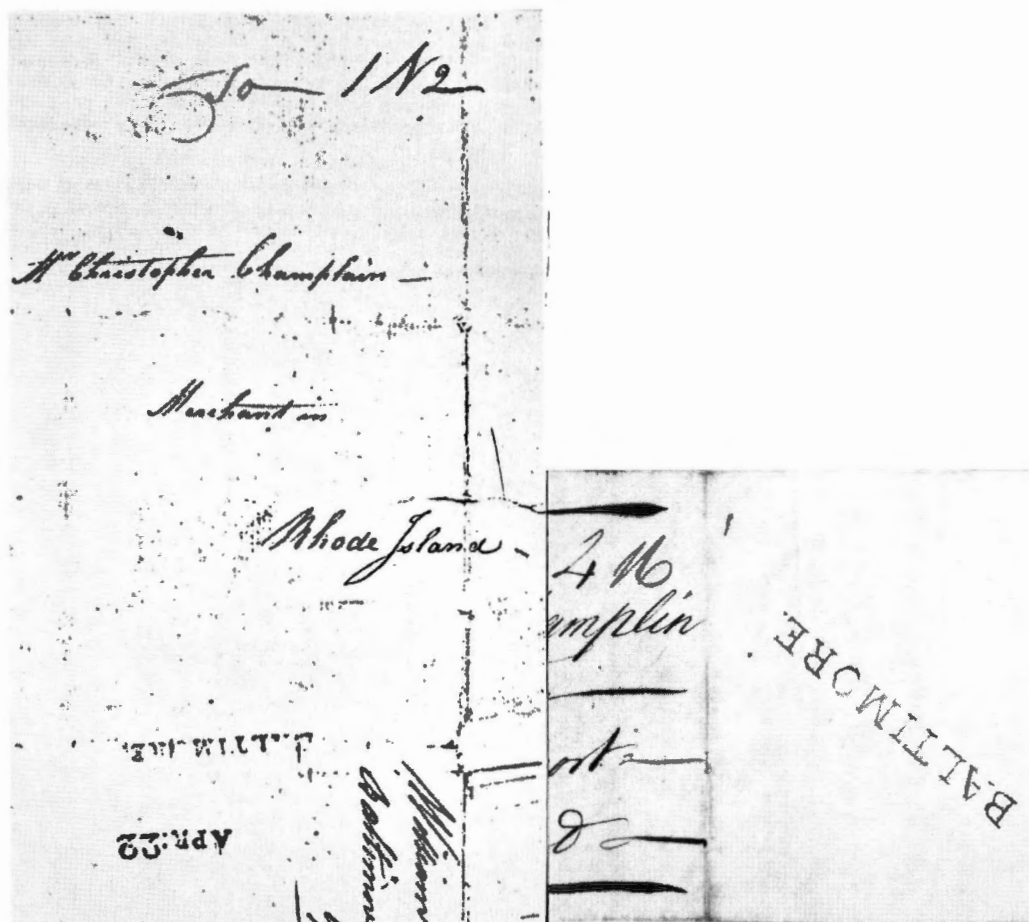


Figure 1. (right) An August 1774 Parliamentary post letter with the old style straightline handstamp and standard Baltimore-Newport 4.16 rate. Pennyweight accounting continued until April 1775. (Courtesy of the Rhode Island Historical Society.) Figure 2. (left) Baltimore, April 22, 1775, newly styled black handstamp marking with straightline date applied just prior to knowledge of the Lexington-Concord engagements. Parliamentary posted letter with standard rates in sterling. Letter missing from the Rhode Island Historical Society.

The Constitutional post proposal also gives us insight into the suspicion of centralized authority that must have permeated American Colonial life, for the managerial organization of the Constitutional post mirrors the government by committee and emasculation of the executive that form the governing basis for the Articles of Confederation. Goddard was not alone in his fear of a strong executive.

THE PROVINCIAL POSTS

What I am defining as the Provincial post is a fee for service system created by the several New England Provincial Congresses immediately following the news of the Lexington-Concord engagement. It has been misinterpreted by some as the Goddard Constitutional post, but is clearly of a later time and of a more centralized managerial structure than the Goddard proposal. It must also be distinguished from the express rider system used for communications between the committees of correspondence. The Massachusetts provincial post is the most clearly documented, having been advised in a resolution on April 28, 1775, with the individual local postmasters appointed by the Massachusetts Congress on May 12. The Connecticut post came into existence during the same period, with Rhode Island and New Hampshire joining the system by summertime. Details are very sketchy and need to be researched with a clearer purpose than we have yet had. Only a few letters from the provincial

post have surfaced. They do show that the use of the unusual pence and shilling rate system passed by the Massachusetts Provincial Congress was in effect at least during May (Figure 3), but by mid-July Massachusetts had returned to the standard Parliamentary rates in sterling. In Connecticut, at least in July, the standard rate system is administered in pennyweight (Figure 4). I am unaware of any postal markings from New Hampshire or Rhode Island from the May to August period of 1775. I am certain that a great deal of information about the New England provincial post awaits the practiced eye, and certainly a thorough review of the several Provincial Congress legislative records must be made.

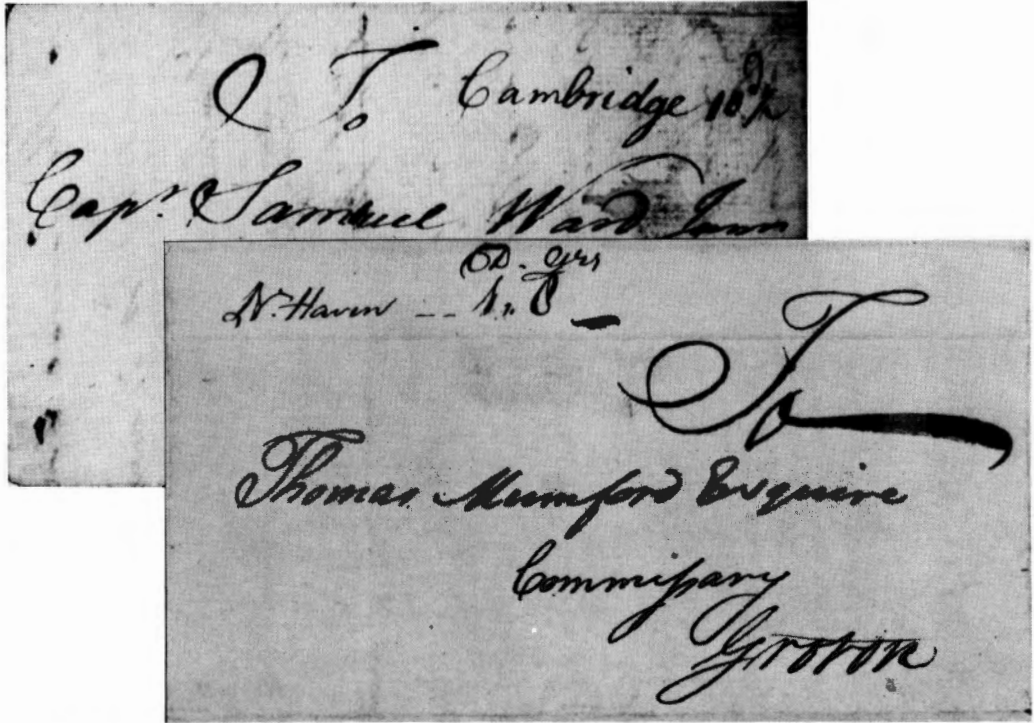


Figure 3. (upper) Cambridge black manuscript marking with 100-200 mile 10½ pence rate. Letter dated May 26, 1775. Massachusetts Provincial Congress post markings with rate in "legal tender of the colony." (Courtesy of the Rhode Island Historical Society.) Figure 4. (lower) N. Haven black manuscript with 1.8 pennyweight marking, standard rate for distance of less than 60 miles. Letter of July 18, 1775, by Samuel Broome, a noted patriot writing to the patriot commissary office at Groton, marks this as being posted in the Connecticut Provincial Congress post. (Courtesy of the Connecticut Historical Society, Photo by Robert J. Bitondi.)

THE PRIVATE PATRIOT INITIATIVE

While Goddard has been mistakenly identified as the organizer of the New England provincial posts of 1775, he is most correctly associated with a private post established in the central colonies in May 1775. I believe that defining the achievements of Goddard and his associates in mid-1775 is most crucial for our understanding of the origin of the United States Postal Service. Our inability to perceive the existence of a private postal system in the central colonies that is distinct from the Constitutional post proposal, the provincial New England enterprise, and the antecedent transitional system of the Continental Congress has led to misunderstanding.

Certainly additional findings can alter what I am proposing, but with the information at hand I perceive a privately run system, perhaps organized on a subscription basis, using a format similar to Goddard's 1774 proposal, and extending from New York City to Williamsburg. It commenced after the knowledge of the shots at Lexington with the takeover of Parliamentary post offices and marking devices by local patriots. As early as mid-May,

postmasters were appointed to manage the offices in Virginia and Maryland, and the system was extended northward to encompass the offices in Philadelphia and New York City. The names of these individuals are well known to us; John Holt in New York City, William Bradford in Philadelphia, John Ross in Williamsburg, friends and acquaintances of William Goddard, who himself was listed as the Baltimore postmaster.

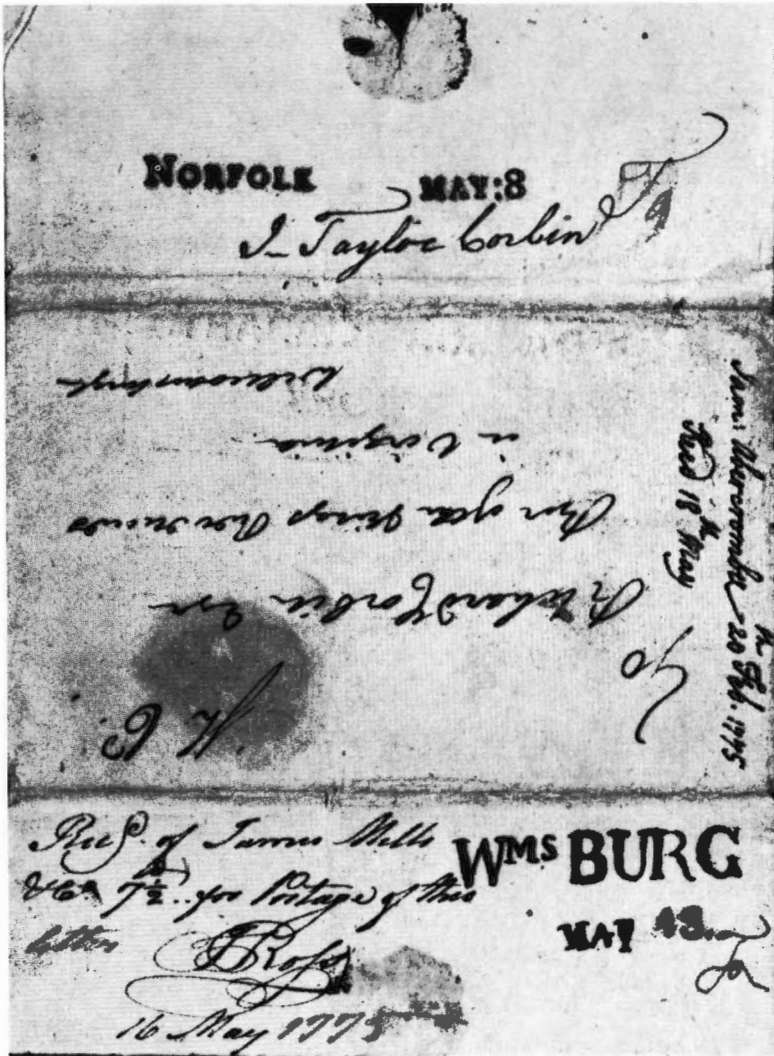


Figure 5. Norfolk, May 8, 1775 handstamp in black with Williamsburg, May 13 handstamp in red, recently crudely reinforced with pen and ink. John Ross notation of 7½ pence payment in Virginia currency (1¼ times sterling) marks entry into the private post by at least that date. (Courtesy of Colonial Williamsburg.)

The earliest known postal marking from this system is a receipt of payment notation signed by John Ross on May 16, 1775, on a ship letter entering Norfolk on May 8 and received in Williamsburg on May 13 (Figure 5). The payment for the postage is in the correct Virginia currency exchange for the full Parliamentary scale postal charge. Thus, it appears that the private system was initially spontaneous and hurriedly organized, for the rate reduction that was central to Goddard’s plan was at first not implemented. Not until mid-June do we find a cover with the one step rate reduction that became the hallmark of this enterprise.

The earliest letter yet to surface showing the rate reduction scheme is the “Christopher Champon” manuscript discussed by Alvin Kantor and by Calvet Hahn (Figure 6). Both

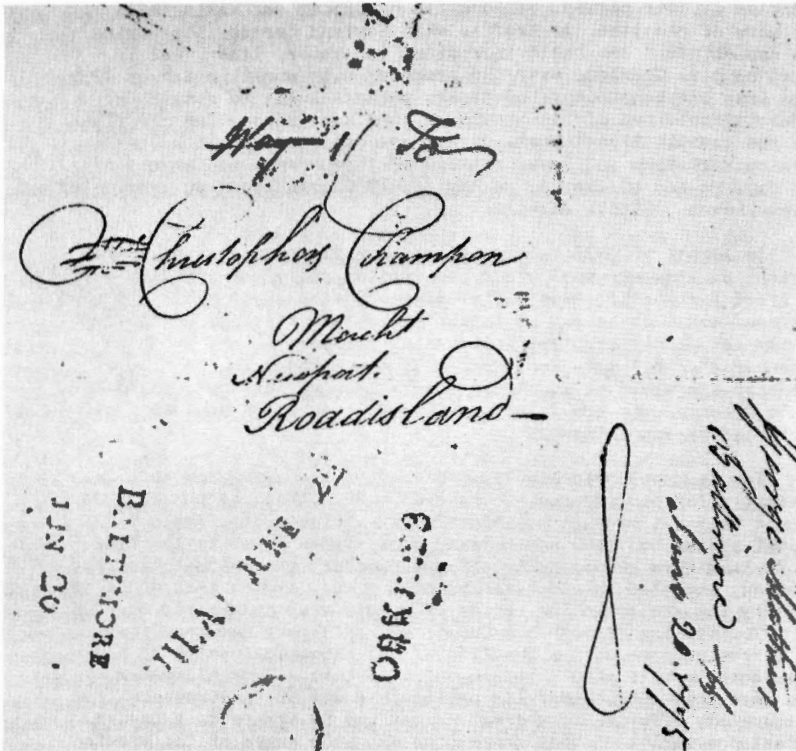


Figure 6. Baltimore, June 20, 1775, in black with Philadelphia type B1 in red; confiscated parliamentary post handstamp devices. 1N sterling reduced rate (standard rate is 1N2) places the letter in the private post. Letter missing from the Rhode Island Historical Society.

authors have correctly considered the postmarks to be out of a provisional patriot postal system, but both have misinterpreted the rate. We clearly do not have a rate reduction because of revision of the postal route distances as has been suggested, for there are too many similar letters in the same merchant's correspondence from 1766 to 1776 all with the same appropriate Baltimore to Newport Parliamentary scale rate. Only the June 20, 1775, letter shows a reduced rate. The answer is an innovative one step rate reduction reflecting Goddard's belief that Parliamentary post payments were an overcharge and, therefore, were another form of taxation. Other examples exist; Hahn reported an example from Fredricksburg, Virginia, from late June, although stating he did not know why the rate was reduced; the Richard Henry Lee letter of July 4th to Williamsburg that I discussed is another example as is, to my chagrin, the Dumfries, Virginia, letter of July 5th in the Gage Papers! I am now of the opinion that the Dumfries manuscript notation is a postal marking, for a similar manuscript marking in the same hand is known from 1778.

The importance of these letters with their reduced rates lies in their use prior to the Congressional post proposal passed by the Continental Congress on July 26, 1775, where a rate reduction of 20 percent was written into the postal law. Was Congress responding to the rate competition from an already well-established private post?

The private postal system in the central colonies continued through July. Thereafter, it was slowly absorbed by the Congressional post, initially in Virginia and Maryland. Subscriptions were probably expiring and not renewed in view of the rising activities of the Congressional post. However, the offices in Philadelphia and New York City continued on into August to use the reduced rate practice, setting themselves in competition with the developing Congressional post. The latest example I can ascribe to the private post is a September 7th marking out of Philadelphia to Lancaster, Pennsylvania, sold as lot 26 in the Richard Frajola sale #18 (Figure 7). The confiscated Parliamentary postal devices were still

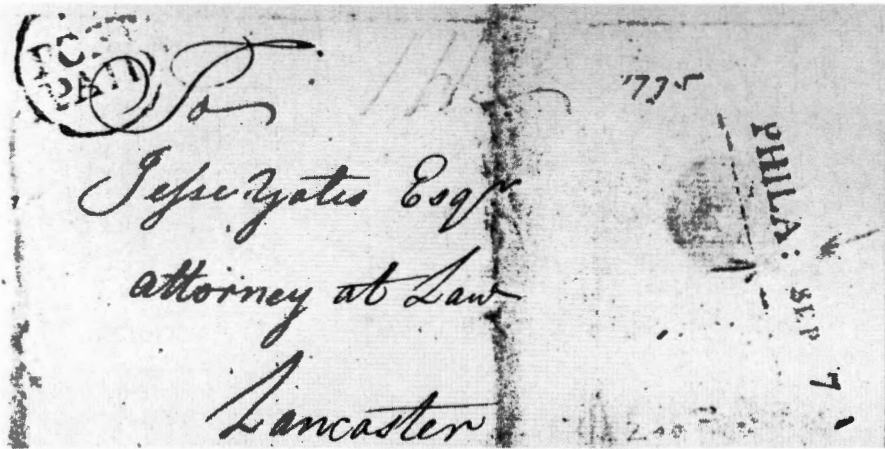


Figure 7. Type B1 Philadelphia handstamp in red with matching "post paid." Magenta 1N manuscript rate in sterling — double standard rate to Lancaster, Pennsylvania. Confiscated Parliamentary devices (post paid device known on a 1772 letter from this same correspondence). Note the return to standard rates for this private post letter by September of 1775.

in use here, but by this late date mailing charges had returned to the standard Parliamentary rate. Postal fees were not so far out of line after all.

In New York City, John Holt's private office continued services on into mid-August before resigning to the inevitable; at the very least, his private post was out-maneuvered. When the Provincial New England offices were organized in May, Goddard was at the scene with an affidavit dated May 30, 1775, which was inserted in the *Journal* of the Massachusetts Provincial Congress. However, Goddard had neither the political influence nor the personal prestige of Franklin, and with the implementation of the Congressional Post, the New England offices quickly joined the Congressional rather than the private post system. The New England provincial posts, having themselves arisen out of a political rather than a private structure, naturally were loyal to the New York City Congressional Post Office under Ebenezer Hazard. We can observe the affiliation in a merchant's letter and in the three intercepted letters in the Gage Papers. These four examples were sent from New England to Philadelphia and all passed through the New York City Congressional office in August where they received the blue Type-E postmark.

The disappointment of these patriotic entrepreneurs is expressed in Goddard's Memorial to the Continental Congress dated June 21, 1776. After having invested time and money in a "voluntary service to the Public" these men were snubbed and replaced with political appointments. Goddard leaves no doubt about the existence and demise of a separate private system when he refers to the "expense incurred by establishing postmasters, hiring riders, and bringing the temporary establishment in all its parts to that state where your offices found it when it was resigned with all those advantages." However successful he was in the business world, Goddard had once again failed in the political arena. His service is recorded only in a few surviving artifacts, and the occasional postal markings from a mail system growing out of his 1774 proposal and resurfacing in May of 1775 only to die out in the late summer. He and his associates deserved a better fate.

THE TRANSITIONAL PERIOD

The adoption of an independent post on July 26, 1775, marks one of the most significant accomplishments of the Continental Congress. Benjamin Franklin, as administrative head of the system, gradually incorporated the existing postal patchwork during the months of August and September. These activities were characterized by a variety of rate structures and postal markings identifying what I have termed as a transitional period during the initial organization of the Congressional post. In the South, the offices were brought under

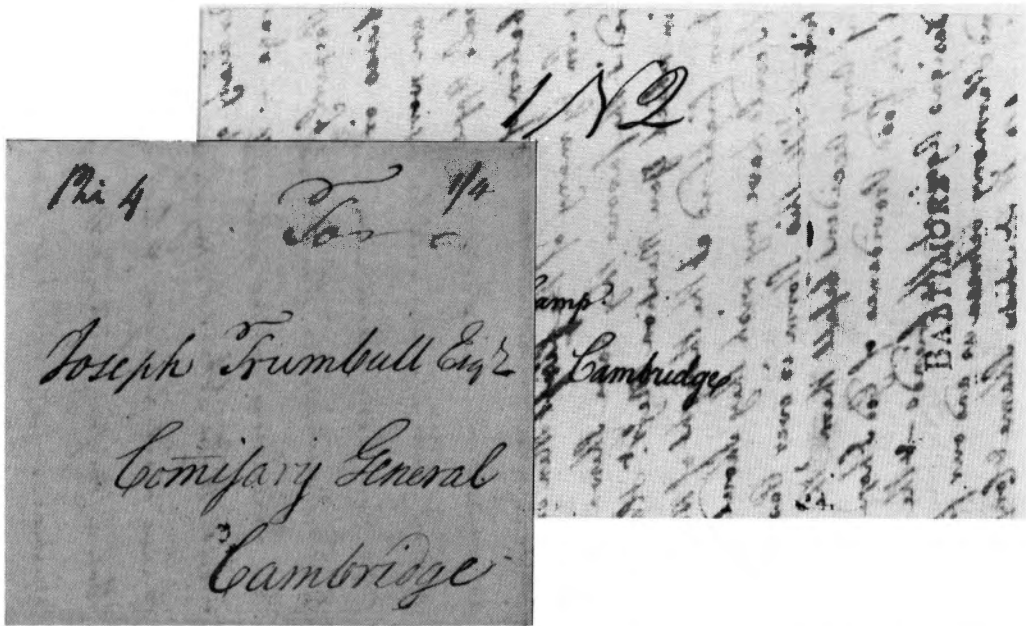


Figure 8. (right) Confiscated Baltimore Parliamentary device. Return to standard rate in sterling marks posting in the transitional period of the Congressional post. Letter dated Baltimore, August 3, 1775, to Cambridge, and intercepted by British forces. (Courtesy of William L. Clements Library.) Figure 9. (left) Philadelphia black manuscript with standard rate in pennyweight sent to patriot Joseph Trumbull. Letter placed in the Franklin post office during the transitional period of the Congressional postal service. (Courtesy of the Archives, History and Genealogy Unit, Connecticut State Library; Governor Joseph Trumbull Collection).

Congressional control by the administrative efforts of Goddard working under Franklin's orders. In Virginia and Maryland, the changeover seems to have progressed smoothly in spite of new postmaster assignments. For example, John Ross at Williamsburg was replaced by Alexander Purdie, probably as a political appointment. The transition is identified by the discontinuance of the reduced rate experiment of the private post with restoration of standard rates in sterling (Figure 8). Franklin must have been uncomfortable with the legislated rate

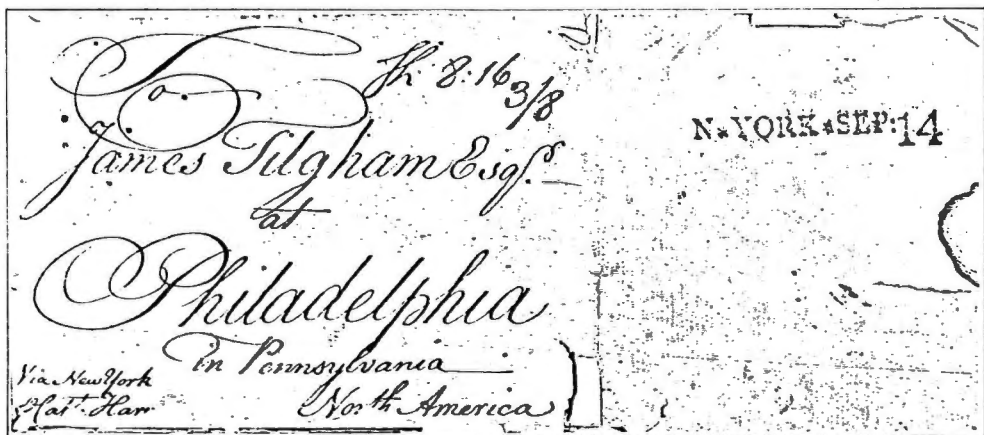


Figure 10. Ship letter of June 30, 1775, into New York City from London. 8.16 pennyweight rate with 3/8 local currency conversion. A quadruple rated letter in standard fees. Standard rate New York to Philadelphia was 2 pennyweight, (thus, $2 \text{ dwt} \times 4 + 16 \text{ grain ship fee}$ for total of 8.16.) The rate was not reduced in spite of posting during the brief time when Congress had legislated a 20 percent reduction in postal fees. Congressional post handling is indicated by the bright blue Type-E New York dated straightline.

reduction, for early in August his own office in Philadelphia (at least what I am theorizing as the Philadelphia Congressional office) also commenced using standard rates, but recording them in pennyweight (Figure 9). The Congressional New York office also used standard pennyweight rates by mid-September (Figure 10). A questionable rate reduction appears on an August letter from Cambridge that passed through New York City on its way to Philadelphia. However, the 1 shilling 8 pence rate on this letter may simply be the 1.66 local Pennsylvania currency conversion of the standard 1 shilling Cambridge-Philadelphia postal fee (12 pence \times 1.66 = 1/8). We need to consider that Franklin may never have executed the 20 percent rate reduction legislated by Congress and that all rate reduction letters are out of the private post initiative of Goddard and his associates. Additional examples of the reduced rate need to surface before we can gain a clear understanding of this transitional phase.

Thus, in August and September of 1775, the nascent Congressional post was clearly undergoing transformation. In the South we find standard rates in sterling and a continued use of confiscated Parliamentary handstamp devices. In Philadelphia, standard rates in pennyweight were used in association with an abbreviated manuscript town marking, while in New England, manuscript markings with a variable standard rate structure appeared to be the practice. The hodgepodge was to be quickly resolved to Franklin's satisfaction.

THE CONGRESSIONAL POST

On September 25, 1775, Franklin wrote Ebenezer Hazard that Goddard would shortly be on his way north with Hazard's commission as postmaster of New York City effective October 1, 1775. On September 30, 1775, Congress restored the standard postal rates. Finally, on October 26, 1775, Franklin sent a letter to Joseph Greenleaf of the Massachusetts Provincial Congress postal committee instructing his office to be on account with the General Post-Office rather than the committee as of the first of October. These instructions point to an end of the transitional period and a commencing of an integrated Congressional postal service around the first of October. From this time on we see standard postal rates in pennyweight and a variety of manuscript and new locally manufactured straightline markings (Figure 11). Franklin had achieved his main objective, an integrated centrally organized trans-Colonial postal system structured along the lines of the Parliamentary post that he had once administered.

CONCLUSION

In coming to terms with the postal events at the outbreak of the American Revolution, we have been handicapped by a surprising lack of contemporary information. The first major attempts to uncover the Colonial postal history story were made in the early 1960s by Alvin Kantor, with his review of the role of William Goddard, and by Kay Horowitz and Robson Lowe with their researches into the activities of the Parliamentary post in North America. These were pioneer studies, but it took a full decade before the archive researches of Alex ter Braake and the investigations of Calvet Hahn brought a new perspective to the story. Now, as another decade has passed, we are finally gaining a true perception of the American postal events of 1775.

The facts of American Colonial postal history are few, but a pattern of transformation is apparent. First, there was never a fully developed patriot postal service prior to the events of April 19, 1775, and what has been proposed as evidence for an earlier system is in fact innovations within the Parliamentary post. Secondly, the opening patriot initiatives came from two separate sources: a private effort by William Goddard and his friends that ran from New York City to Virginia, and public proposals by provincial congressional committees in New England and New York City. Thirdly, after the passage of the July postal act by Congress, Franklin, after opening a congressional office in Philadelphia, absorbed the private patriot offices in Maryland and Virginia during August, and by October, brought on account with his general office the administration of the provincial posts in New York City

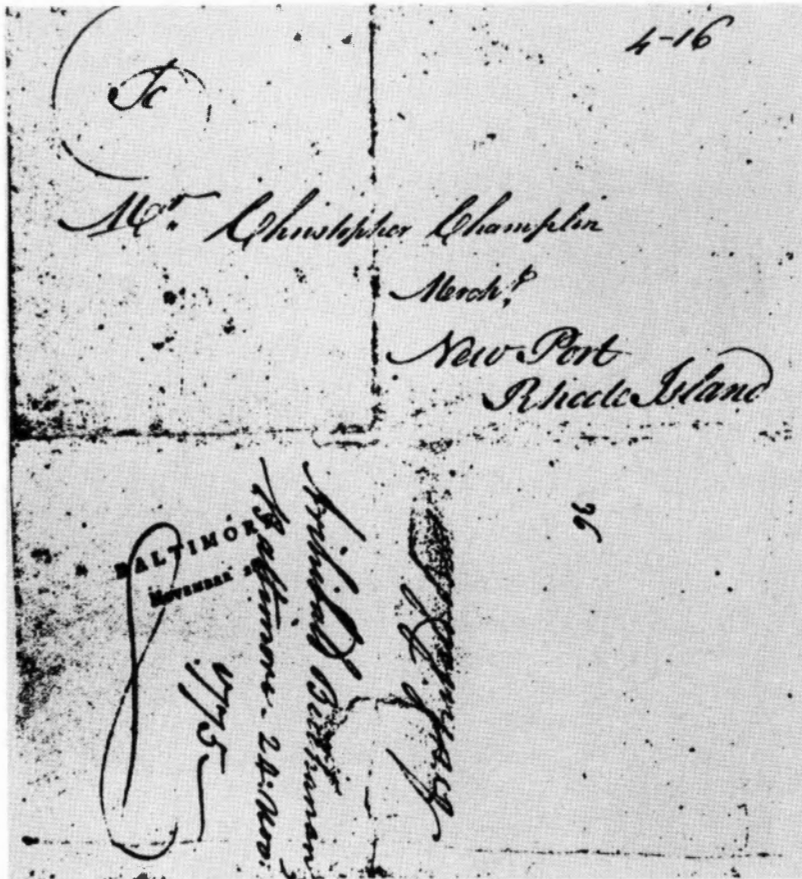


Figure 11. Baltimore, November 28, 1775, handstamp in black. Standard rate in pennyweight marks entry into the Congressional post. The rates have now come full circle; compare to Figures 1, 2, 6, and 8. Letter now missing from the Rhode Island Historical Society.

and New England. Lastly, the 20 percent rate reduction in the July post office act was probably in response to the reduced sterling rate system already featured in the private postal initiative, and may never have been executed by Franklin before it was rescinded by Congress. In October the transformation was completed; Franklin had a consolidated postal system using standard pennyweight rates, while the private patriot offices in New York City and Philadelphia and the Parliamentary post were in a "languishment."

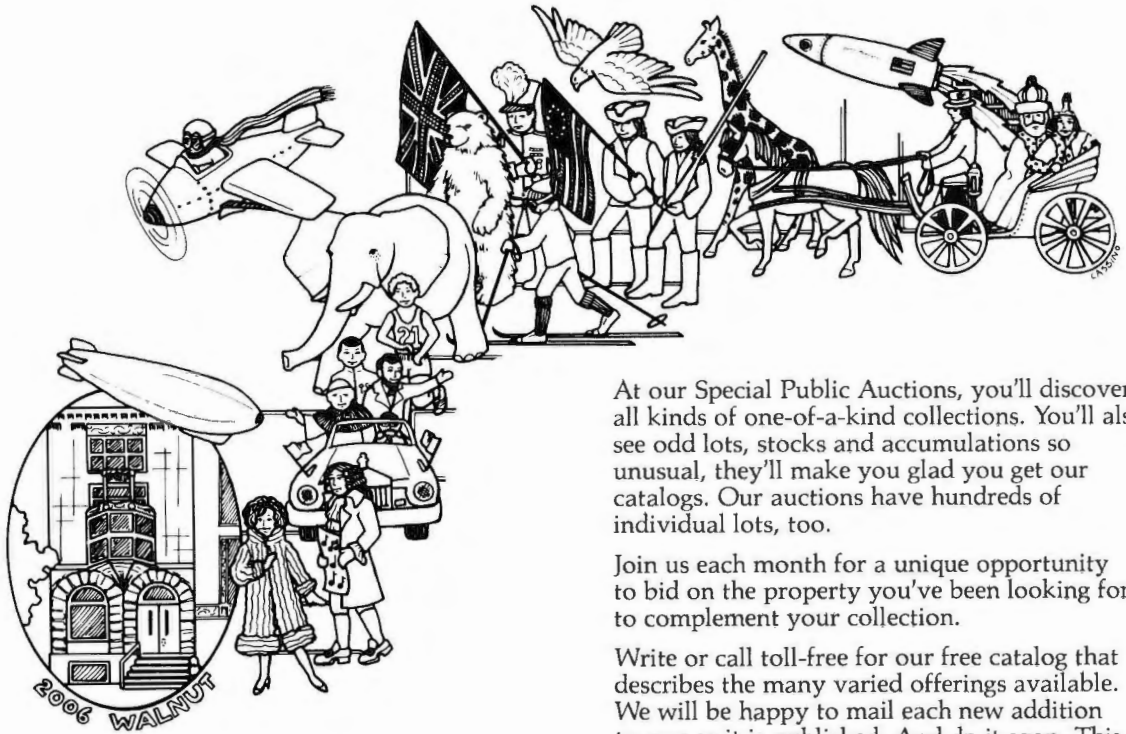
That is my theory for the postal events of 1775. My purpose has been to provide a structural outline that can serve as a stimulant and a guide to the next research effort, for more data awaits the innovative mind as we accept the challenge of the origins of the United States Postal Service.

Thanks to Richard B. Graham for providing photos from illustrations in *The Posted Letter*.

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GOVERNMENT CARRIERS AT PHILADELPHIA: 1860 - 1863**AN EPILOGUE****ROBERT J. STETS, SR.**

Postal historians owe a huge debt of gratitude to Elliott Perry, who made possible the remarkable series of articles on U.S. Carriers that have appeared in numerous issues of the *Chronicle*, beginning with No. 113, February 1982. Still another great debt of gratitude is owed to Robert Meyersburg, who worked for more than a year to organize Perry's notes, so that collectors of these interesting carrier services could have access to Perry's research and knowledge.

Although most of Perry's notes on the Philadelphia Carriers, which appeared in *Chronicles* 115-119, (August 1982 through August 1983), showed amazing detail, his treatment of the octagonal markings of the 1860-1863 period required less than three pages in the August 1983 issue.

These 1860-63 Philadelphia carrier markings are the ones most frequently available to collectors, and the ones which are most likely to be written up incorrectly in collectors' exhibits, due to this very lack of detailed information, so the primary focus of this epilogue will be to tie together a few loose ends left by Elliott Perry, and to provide greater detail about the two octagonal carrier markings used at Philadelphia from about 1860 to 1863.

ADDENDUM

One point that Elliott Perry neglects to emphasize in connection with the figures shown in *Chronicle* 119:113 (August 1983) is that the bulk of carrier income was derived from delivering mail that arrived at the Philadelphia Post Office. Carrier fees for most of this mail were collected in cash on delivery. Only a small part of the total mail handled by Philadelphia Carriers was of a type that would have stamps affixed to pay the carrier fee. Perry shows, for example, that in 1858, carriers delivered over two million pieces of mail that would not normally show carrier markings, while circulars and city letters (which would have stamps or markings affixed) together amounted to less than 40,000 pieces! (In 1858 there was no fee for carrier delivery "to the post office" at Philadelphia.)

Covers showing use of a 1¢ imperforate stamp of the 1851-57 issue to pay the carrier fee at Philadelphia are extremely scarce — many times scarcer than a similar letter carried by Blood's Local Post. Covers showing use of a 1¢ perforated 1857-61 stamp to pay the carrier fee at Philadelphia are somewhat more available, but are still scarce, and certainly scarcer than a similar letter carried by Blood's.

CORRECTION

Some corrections should be made in the dates listed in *Chronicle* 118:94 (May 1983), where Perry's earliest-latest usage dates for the U.S.P.O./ DISPATCH/ PRE-PAID/ ONE CENT double oval labels and handstamps are listed. All of these corrections come from Perry's own illustrations, revealed when his data were entered into a computer and reorganized:

Scott illustration C31 (eagle on top) should be reported as 5/11/52-5/20/56.

Scott illustration C32 (sans serif) should be reported as 2/27/52-9/9/60.

Perry type C33 (with serifs) should be reported as 10/22/52-3/1/53 and after 1857.

COMPETITION WITH U.S. CARRIERS

At one time or another, more than 20 private letter carrier services operated in Philadelphia. The largest, and the best organized, was D.O. Blood & Co., which in 1845



Figure 1. Philadelphia County prior to 1854. The City of Philadelphia was surrounded by numerous boroughs, districts and townships, many of which had their own post offices independent of the Philadelphia Post Office.

bought out Robertson & Co.'s City Despatch Post. By the 1850s, Blood's Penny Post controlled virtually all of the local city mails and handled nearly all of the mail which Philadelphia's citizens were willing to pay to have carried to the Post Office.

In 1854, the City of Philadelphia, until then just a small two square mile area at the center of Philadelphia County, was expanded to an area of 129 square miles by an Act of the Pennsylvania Legislature, taking in some 28 boroughs, districts and townships, many of which had their own post offices (Figure 1).

Thus we see the unusual situation where, to send a letter by the U.S. mails from one part of the city to another, Philadelphians had to send their letters to another post office, at a cost of three cents; while Blood's Local Post obligingly expanded its services into the heavily populated areas of Southwark, Spring Garden, Northern Liberties, and Kensington for a fee of only one cent, thereby incurring the wrath of the Philadelphia Post Office.

CARRIER FEES

In 1856, the U.S. Government-authorized carriers were operating out of the Post Office

located on the first floor of Dr. Jayne's new building at 237 Dock Street — across the street from Merchant's Exchange. The bulk of their work consisted in delivering mails received at the Philadelphia Post Office (unless the addressee had requested that his mail be held at the Post Office) at a fee of two cents each. These carriers would also pick up mail for delivery from a home or place of business and deliver it either to the Post Office, or to a local city address, within the delivery area served by the carriers, for a fee of 1¢ each.

In November 1857, Postmaster Wescott of Philadelphia announced that effective December 1, 1857, U.S. Carriers would take letters to the Post Office without charge. There was still a two-cent charge for letters delivered from the Post Office, and local "city letters" would now be charged two cents (Figure 2).

From Perry's notes, in *Chronicle* 119:172-3 (August 1983), he says, "Covers noted show that the one cent collection fee [to the post office] was in effect in 1856 and 1857 and again from early January 1861. Perhaps this fee was abolished for a while as at Boston, and resumed after June 1860."

In *Chronicle* 116:241 (November 1982), there is a copy of Postmaster Wescott's



Figure 2. An old print from the collection of the Library Company of Philadelphia shows a lady about to post a letter in the mail box which is part of a lamp post. The print states "Patented March 9, 1858, by Albert Potts, Philadelphia." The letter box is inscribed "Philada P.O. / U.S.M. / LETTER BOX / G.G. Westcott, P.M." (Postmaster Wescott served from March 1857 to March 1859, so this had to be 1858 or early 1859.)

announcement, referred to above, that confirms Perry's suspicion, for indeed this policy of "to the P.O." without charge by Philadelphia carriers continued at Philadelphia until rescinded by PMG Holt, effective July 1, 1860.

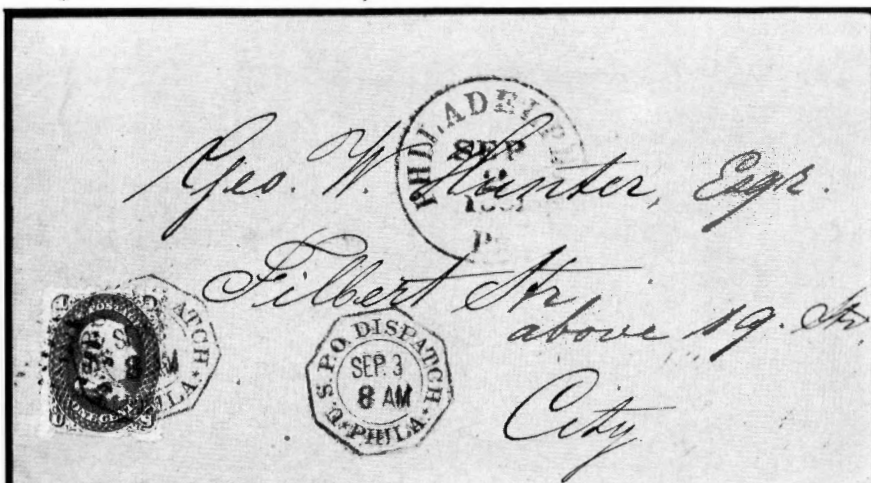


Figure 3. After April 3, 1860, drop letters were delivered at no extra charge. The drop charge was waived and the 1¢ fee was added to the carrier fund. (Perry's photo file)

An example of the two cent city letter rate was offered for sale in Harmer's 1982 Prestige sale, lot 225. The cover, postmarked DEC 17 (1857) was franked with a pair of the perforated 1¢ 1857 Type Ia (Scott #19). Unfortunately, the very scarce stamps overshadowed the very scarce usage, which was not even mentioned in the lot's description. Another example of the two cent city letter rate is shown on page 492, Figure 20, of the *National Philatelic Museum Book* Volume VI, Number 4, issued in 1954 on the occasion of the 50th Anniversary of APS Chapter 18 of Philadelphia. Although Figure 20 is identified as October 1, 1859, close examination of the large octagon cancel reveals that it is 1858, not 1859. Although the "8" is incomplete, it reveals the characteristic dimple at the center, which does not appear on "9". This two cent rate did not last very long, as a city letter is known from November 1858, franked only with a one cent stamp.¹

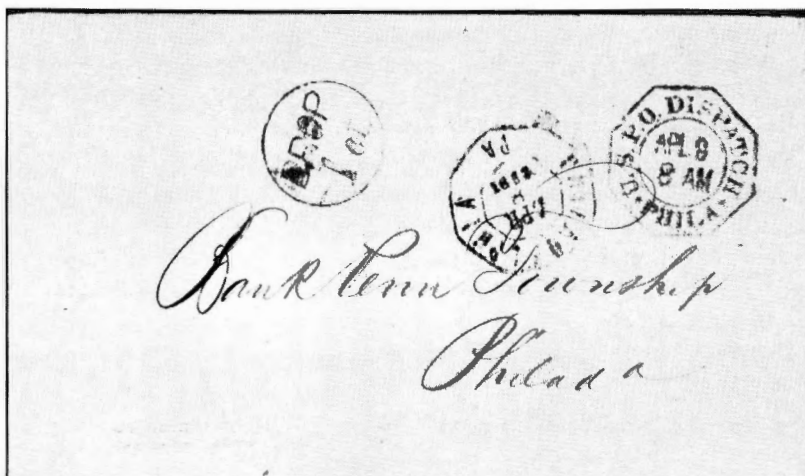


Figure 4. Effective Feb. 27, 1861, the 1¢ drop letter rate was required to be prepaid by stamps. This cover, postmarked APR 8 1862 (year date inverted) shows that the rule was not always followed. (Perry's photo file)

The Act of 1860 (effective 4/3) set the fee for a drop letter delivered to the addressee at

1. Robert A. Siegel sale 615, lot 420. March 1983.

one cent for both services; in these cases, the drop letter fee was waived, and one cent was added to the carrier fund (Figure 3).

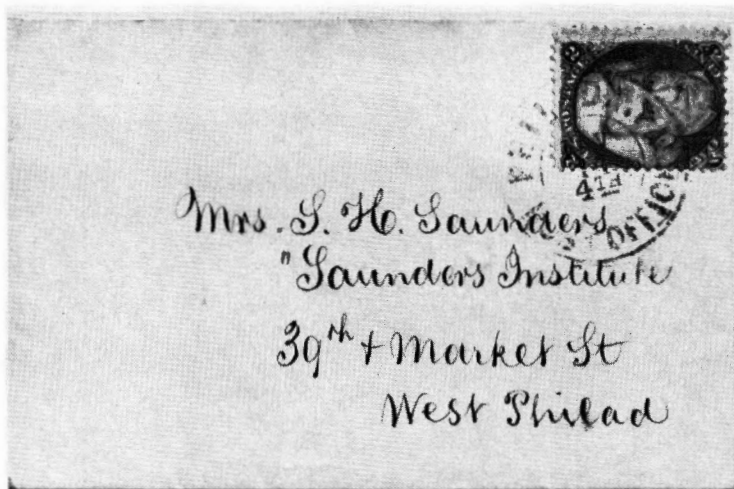


Figure 5. Letter dropped at the Philadelphia Post Office was delivered in West Philadelphia for 2¢ because W. Phila. was now within the area served by the Philadelphia Post Office.

The Act of June 15, 1860, removed the Postmaster General's discretionary power to set carrier fees, and from that date through June 30, 1863, the carrier fee for delivering a letter "from the post office" was reduced from two cents to one cent. PMG Holt was disappointed at Congress's action forcing him to reduce the fee "from the P.O.," and reintroduced the 1¢ fee "to the P.O." at Philadelphia, effective July 1, 1860.

The imposition of the one cent "to the P.O." fee after 2½ years of free service created problems. Covers recorded between August 6, 1860, and October 9, 1860, show that the Philadelphia Post Office forwarded such letters marked "DUE 1" or "Due 1Ct.," leaving the unpaid carrier fee to be collected from the addressee. About the end of October, or early November 1860, PMG Holt ordered letters with the carrier fee unpaid to be held while the addressee was requested to forward the required payment. Beginning about November 9, 1860, we find covers marked "HELD FOR POSTAGE."

Effective February 27, 1861, the one cent drop letter rate was required to be prepaid by stamps. Unfortunately, this requirement, which might help us with year-dating carrier covers, was not always enforced, as indicated by Figure 4.

On July 1, 1863, free delivery service to and from the post office became available at Philadelphia. Initially, however, this service was available in less than half of the area of the City, and it was not until 1867 that free delivery service was extended to all parts of the City of Philadelphia. Also effective on July 1, 1863, drop letters and local city letters for delivery within the area served by the Philadelphia Post Office were raised from one cent to two cents (Figure 5). Letters from the area served by the Philadelphia Post Office to other areas of Philadelphia not yet within that service area, continued to be charged three cents for carriage to another post office, even though that other post office was within the limits of the City of Philadelphia (Figure 6).

A quick summary of these charges within the area served by the Philadelphia Post Office follows.

Between December 1, 1857, and June 30, 1860:

To the post office — No charge

From the post office — two cents to June 15, 1860, one cent thereafter

City (local) letter — two cents, reduced to one cent about November 1858

Drop letter for city delivery — two cents to April 3, 1860, one cent thereafter

From July 1, 1860, to June 30, 1863:

To the post office — one cent

From the post office — one cent

Independent Post Offices closed 1857-63

Spring Garden, 1857
 West Philadelphia, 1857
 Kensington, Mar. 1862
 Port Richmond, June 1863

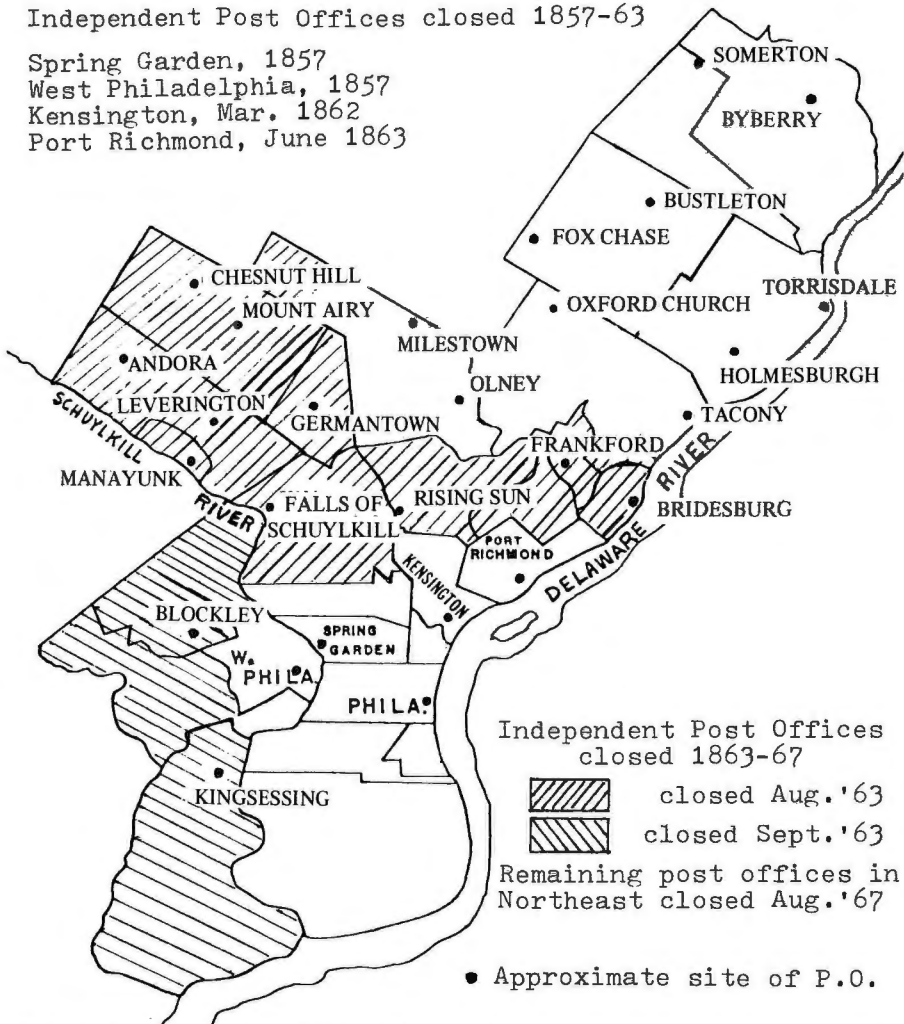


Figure 6. Twenty-six independent post offices of Philadelphia were closed as the Philadelphia Post Office expanded its service area from 1857 to 1867.

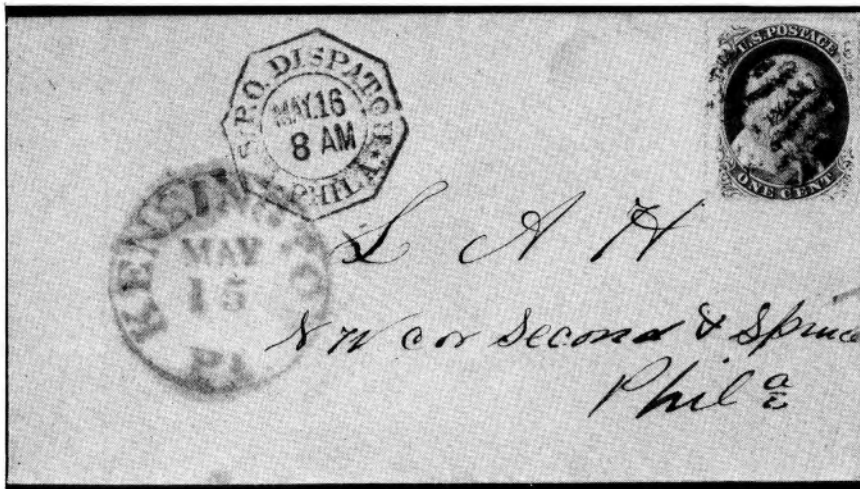


Figure 7. Cover originating in Kensington, Pa., on May 15, (1859-61) delivered in Philadelphia next morning by the U.S.P.O. DISPATCH. This is the only reported cover showing such use.

City (local) letter — one cent

Drop letter for city delivery — one cent (could be collect until Feb. 26, 1861, after which prepayment by stamp was required)

Beginning July 1, 1863:

To the post office — no charge

From the post office — no charge

City (local) letter — two cents

Drop letter — two cents

During the entire period, 1857-67, between areas served by the Philadelphia Post Office and other areas of the City of Philadelphia served by independent post offices:

City letter — three cents

Exception: From Dec. 1, 1857, until the office was closed in 1862, rates between the Kensington, Pa., Post Office and the area served by the Philadelphia Post Office were the same as those within the Philadelphia P.O. area (Figure 7)

(To be continued)

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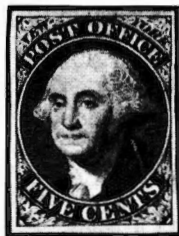
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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

AS A PLATER SEES IT

EUGENE C. REED

A "Tiger by the Tail" or a "Pandora's Box" might have described Toppan, Carpenter, Casilear & Co.'s frustrations during production of our postage stamps. While they had considerable experience in printing banknotes, they had none in the massive printings of a plate containing 200 subjects. The problems were particularly acute in the case of the one cent stamp.



Figure 1. Strip of three, positions 71-73R1E. (Photo by Charles Neill, Cape May, N.J.)

The reduction of postal rates, particularly regarding drop letters and circulars from July 1, 1851, produced a not too surprising result. There was a proliferation in the usage of 1¢

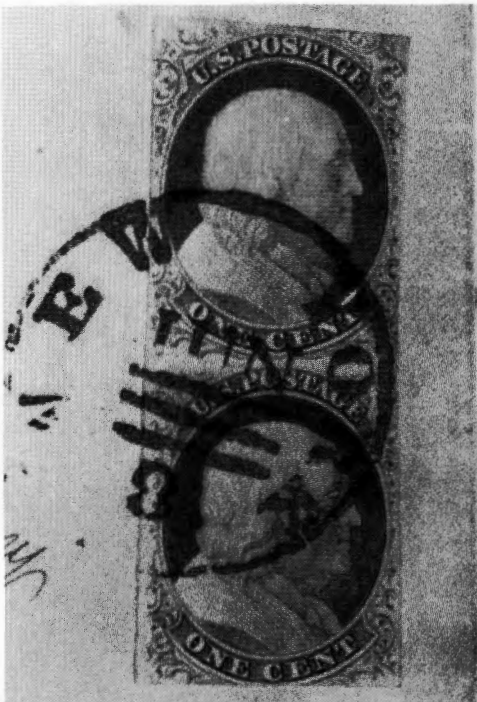


Figure 2. Vertical pair on circular, New York to Michigan. (Photo by Charles Neill.)

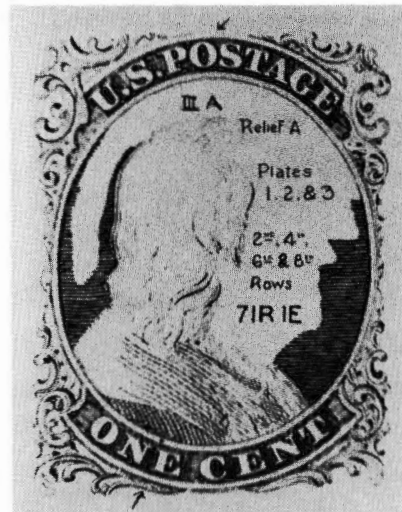


Figure 3. Plating diagram of position 71R1E. (Photo by Charles Neill.)

stamps. In retrospect, it appears that the engravers were unprepared. They only had one plate in service, and it was showing signs of rapid wear. How rapidly did this plate wear? What was its appearance just prior to the decision to rework it? An insight to the answers to these questions may be found in a photographic comparison between two stamps of the same position: one an early print; the other from a late printing.

Figure 1 shows a strip, positions 71-73R1E, cancelled with a red grid, a killer associated with early use of the 1¢. Figure 2 pictures a pair on circular from New York to Michigan, the 2¢ rate for distances 500 to 1500 miles. This rate was discontinued on September 30, 1852. The cancellation date, therefore, “proves” out to be June 8, 1852. This points to a late printing of the stamps, perhaps as late as April 1852. The left stamp in Figure 1 and the bottom stamp in Figure 2 plate as position 71R1E.

Figure 3 is of the plating diagram.¹ Figure 4 is a close-up of the early print, the red grid having been almost completely filtered out. Figure 5 gives us a close-up of the late print. The item is a Type IIIA and the break in the curved line at top in each stamp presents a sharp contrast. Both the stamp, Figure 4, and the plating diagram, Figure 3, show a relatively small but definite break. Now, look at the break in the stamp of late printing, Figure 5. The area over the “T” in “postage” has become part of the break. Also, examine other differences, especially down the right side plus the vestiges of the plume in the southeast area. The telltale plating mark is the dot directly over the left side of the “E” of “ONE” in the colorless oval.



Figure 4. Enlarged view of 71R1E, early print.
(Photo by Carl O. Mamay, Philatelic Foundation photographer.)



Figure 5. Enlarged view of 71R1E, late print.
(Photo by Carl O. Mamay.)

Duplicate the amount of wear shown in this position by 200, and it becomes evident that Toppan, Carpenter, Casilear & Co. had to rectify the condition without delay. About May 1852, they re-entered the plate, probably in all positions.² Then, they strengthened the curved lines by hand with an engraving tool. Figure 6 shows the result in this position, *i. e.*, 71R1L. The re-entry was successful, producing no double transfer. However, still showing is the wear in the “break” area above the “T”. The weakened design along the right side plus the

1. Mortimer L. Neinken, *The United States One Cent Stamp 1851 to 1861*, p. 103.

2. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. 1, pp. 126, 129.



Figure 6. Position 71R1L showing reentry. (Photo by Carl O. Mamay.)

plume were improved, if only slightly. A side effect of the re-entries, not esthetically pleasing, was a thickening of the graceful, fine engraved lines of the plate in its first state.

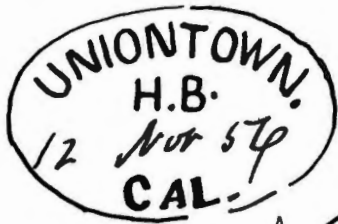
The engravers, however, had solved the immediate problem. They then froze their work by hardening the plate. The plate was in service for another five years³ without further alteration. This lends additional strength to the observations of Ashbrook and Neinken that plate one in its early state was made of soft, or only lightly hardened, steel.⁴

3. *Ibid.*, p. 89.

4. *Ibid.*, pp. 24, 129; Neinken, *op. cit.*, pp. 10, 109.

U.S. POSTAL MARKINGS, 1851-61

Wording	Tracing		Shape & Size	Rarity Number	Reported by/ Notes
	Number	Type			
Straight Line, Oval & Fancy Townmarks					
California					
UNIONTOWN./H.B./msD Yr/ CAL.	A		o-43x28.5		H.B. = Humboldt Bay.
Texas					
CHAPEL HILL, TEX./msD	B		s1-30.5x2.5		Red.
Unusual Circular Townmarks					
Massachusetts					
ASHFIELD/msD/MASS	118	K7	28		H.A. Johnson. Green.
ERVING/MAS	137	K3	32.5		H.A. Johnson. Green.
SO. FRAMINGHAM/msD/ MASS.	C	K3	dc-31		
New York					
BABYLON/D/N-Y	D	K18	30		G.J. Bernadt. "D" of DEC not as complete as shown. But for solid rim, it appears a stencil.
MADISON/msD/N.Y.	E	K3	30		"N.Y." different type face from town.
OVID/D/N.Y.	F	K3	30		As above.



CHAPEL HILL, T.C.

apl 8



A

B

C



D

E

F

G

PAID 3



J

H

I

K



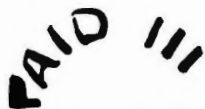
L

M

N

O

P



S

Q

R



W

U

V

T



X

BB

Y

Z



DD



AA

CC

EE

FF

North Carolina

BETHANIA/msD/N.C.	G	K18	30.5	H.A. Johnson. Combination of serif & sans serif letters. S2.
RALEIGH N.C./bar/D	H	K14	31	H.A. Johnson. Second of two forms under Tracing No. 280. Blue. S2.

Tennessee

BENTON/D/-TENN-	I	K1	28	H.A. Johnson. Reported in <i>USPM</i> , without tracing. Red. S2.
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Texas

SHELBYVILLE/D/TEXAS		K2	31.5	W. Emery
WINNSBOROUGH/D/TEXAS		K2	31.5	W. Emery

Townmarks Including PAID and/or Rate Numeral on Stampless Mail

UTICA N.Y./D/bar/3	c-34.5
--------------------	--------

Rating Marks on Stampless Mail

<i>Town</i>	<i>Tracing Number</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
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A. Decorative PAID Without Numerals or Bars

Chapel Hill, Texas	J	s1-8x3.5		Measurement excludes ms "3". Red.
Uniontown, Cal.	K	o-22x15.5		
Utica, N.Y.	L	scroll-24x14		

C. Rate Numerals, Framed or Unframed, With or Without CENTS, CTS, or C

Madison, N.Y.	M	c-13.5		
Middle Bury, Vt.	N	c-12.5		Negative "3".
Papermill Village, N.H.	O	s1-13x21.5		

D. PAID and Numeral, With or Without CENTS, CTS, or C

Alton, N.H.	P	c-29		
Binghamton, N.Y.	Q	scroll-33x18.5		
Canandaigua, N.Y.	R	c-20		
Chester, N.H.	S	arc-24x5		
East Andover, N.Y.	T	c-33		
Haddam, Ct.	U	scroll-21.5x12.5		
Manchester, N.H.	V	c-25.5		
Monongahela City, Pa.	W	s1-16.5x19		
Norristown, Pa.	X	b-s1-34x12		
Ovid, N.Y.	Y	fancy-32.5x15.5		
South Dedham, Mass.	Z	c-24.5		
Springfield, Mass.	AA	outer c-28; inner c-14.5		Prob. two instruments, one struck within the other. Who has another with "3" in different place?
Tunkhannock, Pa.	BB	arc-22x16		
Turin, N.Y.	CC	c-16.5		
Whitinsville, Mass.	DD	scroll-34x20.5		

Obliterators Without Numerals or Lettering

Massachusetts

Ashfield	EE	L1-16	H.A. Johnson. Green.
Oxford	FF	L7-21	H.A. Johnson. Blue.

Steamboat Route Agents

Wording	Tracing Number	Shape and Size	Rarity Number	Reported By/Notes
ROUTE/7309	37	do-34x27	5	H.A. Johnson. Blue.

Domestic Waterways Name-of-Boat Markings

U.S. Mail/PACKET/NATCHEZ.	48	o-36x22	3	H.A. Johnson. Add blue.
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Authoritative philatelic literature on: US, CSA, GB, Maritime, Forgeries, GB and the Empire.

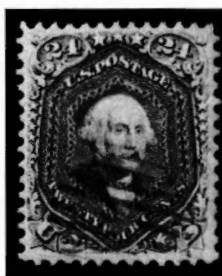
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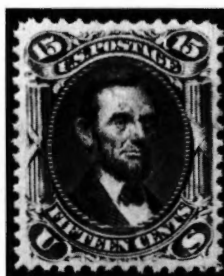
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72, "red" cancel
PFC, ex-Newbury



77, used



121, "red" cork
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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor
WILLIAM K. HERZOG, Assoc. Editor

TWO CIVIL WAR ERA VALENTINE DESIGNS

RICHARD B. GRAHAM

This writer has been conducting a postal history column for *Linn's* for the last three years. Some of the *Linn's* columns and the content of this section of the *Chronicle* sometimes supplement one another very nicely.

In *Linn's* for February 13, 1984, I wrote about the Civil War valentine cover shown here as Figure 1, with its content shown as Figures 2 and 3. This column was followed up in the column of July 9, which reported responses from readers and also pictured the similar cover design shown as Figure 4. The result was that the response to the *Linn's* columns added four new entries to my lists of covers of these designs.

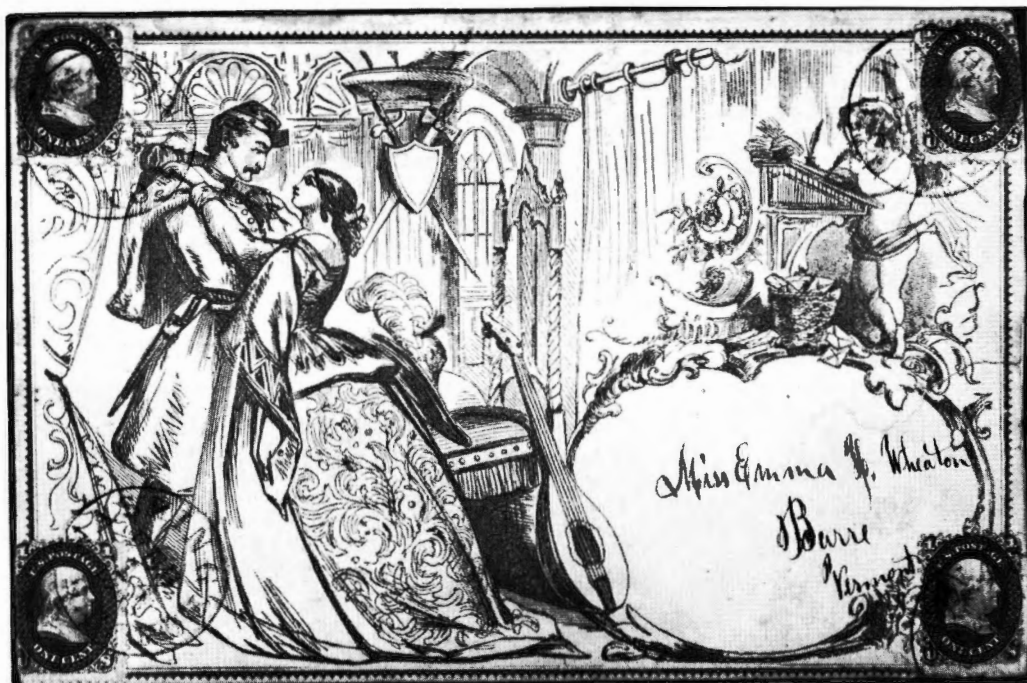


Figure 1. The "Soldier's Farewell" design mailed from Washington, D.C., with three of the 1¢ 1861 stamps in the corners paying the postage to Vermont and the other a carrier fee to take the cover to the Washington, D.C., post office on February 14, 1863.

The covers discussed here are quite large, measuring approximately 5 x 7 inches, with content scaled to fit neatly in the envelopes. The design shown in Figure 1, which the late George N. Malpass called the "Soldier's Farewell," is printed in an orange ink which auction describers often call "gold," but it isn't a metallic ink such as was used for some of the Magnus patriotics.

The cover, which was described briefly and illustrated in *Chronicle* 52 (May 1966), bears a 1¢ 1861 stamp in each corner to pay the normal 3¢ rate to Vermont plus a 1¢ carrier fee to take the cover to the Washington, D.C., post office in February 1863. The enclosed valentine is shown in Figures 2 and 3.

All of the examples of the Soldier's Farewell which I've seen are printed in the same gold color, although one example, illustrated in Frank Staff's *The Picture Postcard and Its Origins* (and also on the dust jacket), is stated in the caption to be sepia, which is probably incorrect.

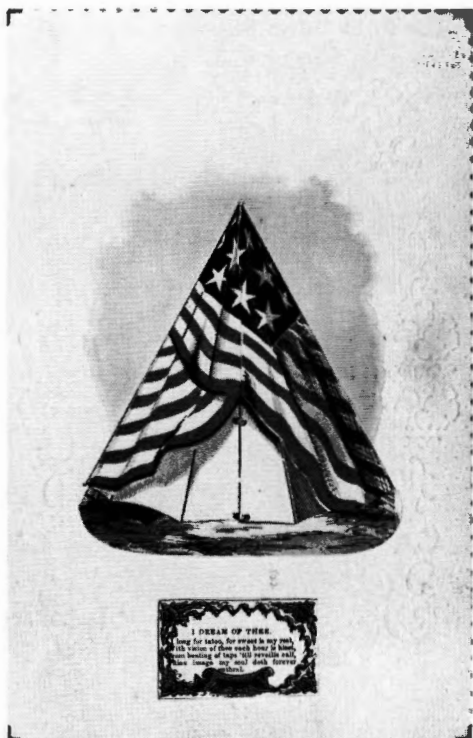


Figure 2. The valentine enclosed in the cover shown in Figure 1. The tent flaps are a pasted-on cut-out printed as red and blue bunting.

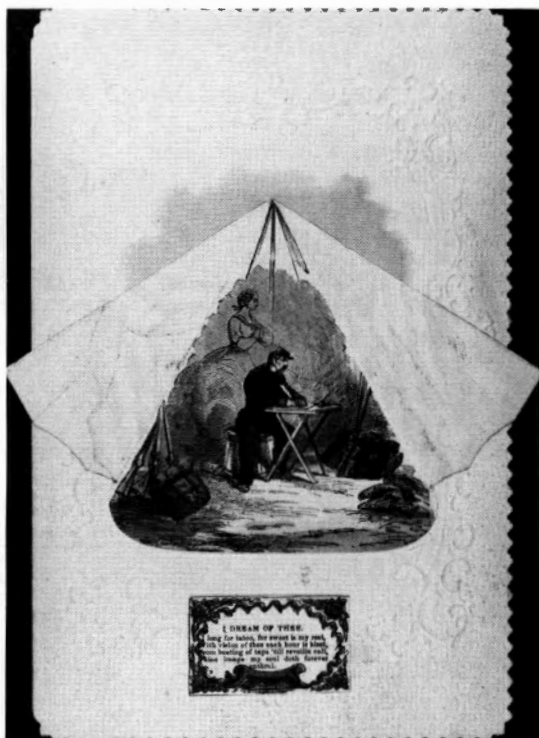


Figure 3. With the tent flaps open, showing a soldier sitting at a table writing a letter and his girl's image in the background. Printed in blue, black, red, yellow and green.

Figure 4 shows the companion design to the Soldier's Farewell, which Malpass called the "Romeo and Juliet." The basic designs of the two are the same except for the male figure's costume. However, the background of the Romeo and Juliet is far more detailed and better finished than that of the Soldier's Farewell. In the former, the shield on the wall has a cross; the same space is blank in the latter. In addition the Romeo and Juliet has far more fine shading in the detail than its counterpart.

One of *Linn's* readers suggested that the "Soldier's Farewell" was produced by altering the stone from which the Romeo and Juliet design was printed. This idea was based upon the fact that the plumed hat of Romeo in the latter, held in his left hand behind the girl, wasn't removed, although the hand is gone.

Because of the difference in fine detail, I am more inclined to believe that the Soldier's Farewell is simply a quick imitation of the Romeo and Juliet, with the hat carried over rather than leaving a large blank space. No doubt the lithographer presumed that viewers would assume the hat belonged to the girl.

The fact the hat is apparently suspended in mid-air doesn't seem to hurt the design.

The two designs are scarce and popular and have usually called for a prominent illustration in auction catalogs. This has offered an opportunity to satisfy my curiosity as to how many exist by recording those I noticed. Tables A and B list the examples I have recorded since about 1960, when I first saw the cover shown in Figure 1 in the J. David Baker collection.

All the Soldier's Farewell covers recorded bear 3¢ 1861 stamps except the cover shown here and a cover with a 2¢ Black Jack "F" grill found a few years ago.

One of the Romeo and Juliet designs is said to bear a 3¢ 1851 stamp, but this is apparently a typo for "1861," as the catalog number given is 65.

TABLE A — COVERS OF "ROMEO AND JULIET" DESIGN IN DARK RED AND PALE BLUE

ADDRESSED	POST OFFICE/PMK	DATE	STAMPS	CONTENT/TYPE	SOURCE
1. Mason; Wakeshawa, Mich.	Baltimore, Md. [†]	?	3¢ 1851 ¹	"VF enclosure" ¹	Fox Meroni, 11/52 ²
2. Triehler; Shawnee, N.Y.	Washington, D.C.	?	3¢ 1861	Lacy valentine ¹	Laurence Walcott, 1934
3. Bowers; Elizabethton, N.J.	Washington, D.C.	Feb ?	3¢ 1861	None	R. Waite; <i>Linn's</i>
4. Lament; Lexington, N.Y.	Old Point Comfort, Va.	28 Feb '63	Pr 3¢ 1861	Lacy valentine ¹	Sturges; <i>Linn's</i>
5. Sellick; Sudbury, Vt.	Washington, D.C.	13 Feb ?	Pr 3¢ 1861	Valentine	W. Michel; <i>Linn's</i>
6. Driscoll; Allegan, Mich.	Washington, D.C.	16 Feb '62	3¢ 1861	None	Siegel 518:290
7. Pierce; Allegany, N.Y.	Georgetown, D.C.	11 Feb ?	Pr 3¢ 1861	None	Risvold
8. Carroll; Windsor, Vt.	Brattleboro (?), Vt.	21 Feb ?	3¢ 1861	Valentine	StanGib 2:19
9. ?; Massillon, O.	Nashville, Tenn.	18 Feb 63*	3¢ 1861	Valentine	Siegel 596:1176
10. unavailable	Washington, D.C.	12 Feb ?	3¢ 1861	Valentine	Siegel 596:1177

† Postmark is backstamped.

* Date based upon other data than postmark.

Several reports with data not complete enough to eliminate duplication are not listed here.

1. Not seen; based upon auction description. Stamp should be "1861."

2. The illustrations of the two types in this catalog were reversed relative to the auction lot numbers, 1652 and 1653.



Figure 4. The "Romeo and Juliet" design mailed from Old Point Comfort, Virginia, on February 13 (of 1862, judging by the fact the stamps are canceled by the c.d.s. rather than a cork killer). Courtesy J. Sturges.

The listings include ten Romeo and Juliet covers and twelve Soldier's Farewell designs. Seven of the Romeo and Juliet covers have conventional valentines enclosed yet and at least four of the Soldier's Farewell have the same enclosure shown here — a soldier sitting in a tent of bunting writing a letter.

One of the other Soldier's Farewell covers has a soldier and girl strolling hand-in-hand as the valentine theme. The 2¢ Black Jack cover has a valentine with a young officer pictured in a garden with his girl. This cover was mailed as a drop letter at McConnellsville, Ohio, and since the stamp, a straightedge, is grilled, the cover had to have been sent in 1868 or later. The valentine in this cover bears a Berlin and Jones imprint, which may indicate who printed the envelopes.

TABLE B — COVERS OF "SOLDIERS'S FAREWELL" DESIGN IN YELLOW-ORANGE

ADDRESSED	POST OFFICE/PMK	DATE	STAMPS	CONTENT/TYPE	SOURCE
1. Wheaton; Barre, Vt.	Washington, D.C.	14 Feb '63	4x1¢ 1861	Soldier in tent	J. David Baker
2. unavailable	New York (?)	?	3¢ 1861	None	Laurence-Walcott, 1934
3. Wilson; H.,ton, Ct.	New Orleans, La.	13 Feb '63(?)	Pr 3¢ 1861	N/A	J. Stanley Thompson
4. Russell; Davenport, Iowa	Memphis, Tenn.	25 Feb '64	3¢ 1861	Soldier in tent	Fox-Meroni, 11/52 ⁴
5. unavailable	New Orleans, La.†	?	3¢ 1861	Soldier in tent	Malpass, Siegel 273:566
6. *Holmes; Eatonsville, N.Y.	Washington, D.C.	19 Feb '63	3¢ 1861	None	Fox sale, 22 Oct 1962
7. unavailable	New Orleans, La.	13 Feb '63	3¢ 1861	None	Siegel 396:1174
8. unavailable	Washington, D.C.	15 Feb '64	3¢ 1861	"Handsome Valentine" ¹	Siegel Sale 396:1175
9. ?; Middleboro, Mass.	Wareham, Mass.	26 Feb NYD	3¢ 1861	Soldier in tent	R. Waite, <i>Linn's</i>
10. Collier; Four Corners, O.	New Orleans, La.	? Feb '63	3¢ 1861	Soldier strolling with girl ¹	Haas; Siegel 615:558
11. ?; ?, Wisc.	Georgetown, D.C.†	N/A	Pr 3¢ 1861	None ²	Haas; Siegel 615:563
12. Merriam; McConnelsville, O.	McConnelsville, O.	13 Feb NYD	2¢ BJ "F" grill	Soldier in garden with girl ³	J. Denune.

* Pictured in Staff, *The Picture Postcard and its Origins*, and stated to be printed in sepia ink (?).

† Postmark and stamps on flap.

1. Not seen; based upon auction description.

2. Has advertising of "Army Valentine Package" printed on front and back.

3. With Berlin & Jones imprint.

4. The illustrations of the two types of covers were reversed relative to the lot numbers in this catalog: Nos. 1652 and 1653.

This is a question to which no answer has been found, since none of the envelopes or other valentines I've seen bear imprints. The question remaining is whether the valentine and envelope were printed by the same people, but the content does seem to be the right size and shape.

The 2¢ Black Jack is placed upside down on the cover — a common code in lover's letters in the last century and as late as World War II. (In this respect, when consideration was being given to removing a water stain on the cover, a dealer handling the item remarked that the stamp should be removed and replaced in an upright position! I wonder how many other such changes are made on covers by "restorers" with the illusion the change is an "improvement.")

Eight of the twenty-two covers originated in Washington, D.C., and two more bear Georgetown, D.C., markings. Three of the Soldier's Farewell covers originated at the New Orleans Federal occupation post office and two more are postmarked Old Point Comfort, Va., and Memphis, Tennessee. In addition, one of the Romeo and Juliet covers was postmarked at Nashville during the war.

Thus, it is quite likely that most of the valentines were sent by soldiers to their girls at home. In the field, the probable source of the valentines was sutlers accompanying the troops.

I am sure that additions can be made to these lists, as they are not a product of any exhaustive search through catalogs. Rather, the list was compiled from notes made at times when I saw or noted a cover in an auction catalog with enough data given to record. Several of the covers have been sold more than once, some quite recently. However, the "source" column is based upon the first listings I made of each cover listed.

I am rather expecting to get a good many corrections, and, I hope, a few more listings from this article. The corrections probably are needed because some of my notes are skimpy and made too long ago for me to recollect the details.

ADDITIONS TO UNITED STATES CANCELLATIONS, 1845-1869, BY SKINNER AND ENO

RICHARD B. GRAHAM

The publication by the American Philatelic Society in 1980 of the Skinner-Eno work on cancellations (really, essentially fancy cancels found on U.S. stamps) was a giant step in the right direction. For the first time, this listing of fancy cancels provided enough of a usable organization that the laymen collectors can usually find an unidentified marking on a loose stamp, even though the collector doesn't have detailed knowledge in this field.

If there is another edition, there are still some improvements, plus the inevitable additions in this unending field, that should be made.

Fancy cancels, mostly whimsical products of imaginative postal people, have no different postal meaning than the "stock" target killers, grids and "corks" used to cancel stamps during the periods covered.

While some of the fancy cancels predate 1860, the great surge of them appeared after the postal regulations banned use of town datestamps to cancel stamps in 1860. However, fancy cancels are avidly collected for their appearance and not because they have any particular postal meaning.

There are several difficult problems to resolve in cataloging fancy cancels. A fancy cancel on a loose stamp gives us no information, usually, as to at what town it was applied. Other than the period of use of the stamp, neither do fancy cancels tell us when they were applied.

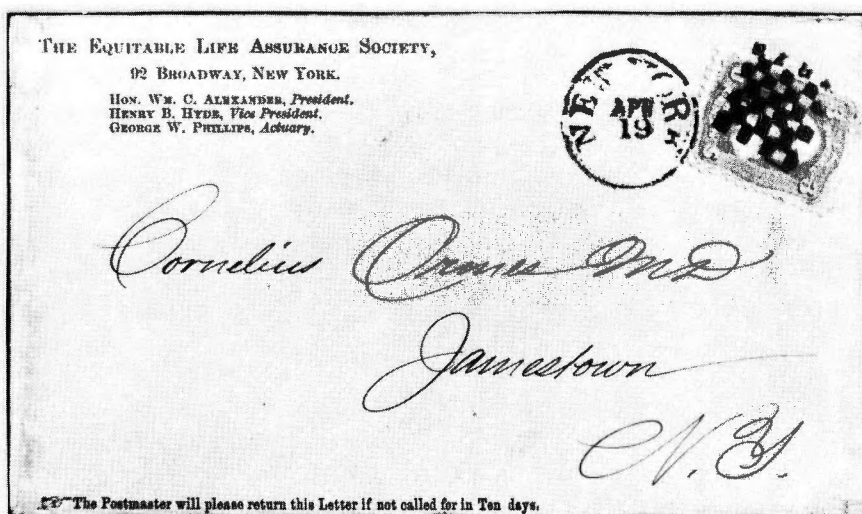


Figure 1. A New York "checkerboard" fancy killer, probably duplexed with the New York townmark, circa 1864-67.

We can't communicate with the clerks who carved the designs and we can only guess at what they had in mind or were trying to portray. Some of the designs are obvious — but even that aspect has its pitfalls. For example, the famous Waterbury "Running Chicken" actually was in use a few days over Thanksgiving. There are those who believe that the Waterbury bird was meant to portray a turkey, a suggestion that probably would be more easily accepted had not the design at first not been called a chicken.

Skinner and Eno obviously gave a lot of thought to these aspects. The main thrust of the organization they worked up was to arrange the markings by appearance into broad general groupings so that a design with indefinite or multiple names applied would fall into the same area. Thus, the inquiring collector would usually look in the proper section first, and not have to go through an entire book.

Figure 1 shows a cover with a fancy cancel used at New York on a 3¢ 1861 stamp which demonstrates both the advantages and the weaknesses of a classification system based upon the appearance of a cancel, as indicated by a name, however obvious.

This cancellation is shown in Skinner-Eno in Section V, under "Miscellaneous Objects" as a "checkerboard." Which is fine; if it were called a chessboard, it would have appeared in about the same place. Since the listing was evidently made from a cancel on a loose stamp, there is no town of origin listed with the Skinner-Eno listing, PO-Ms-22, on page 184. The listing indicates the cancel is found on stamps of the 1861 issue, which implies a usage at some time between 1861 and, perhaps, 1869.

In attempting to locate this cancel, I first looked under Section II, "Geometrics," and found as "Geometrics, Elaborate," GE-E42 and 44, both of which seem to show characteristics of the "checkerboard." GE-E 42 shows a partial double strike; GE-E 44 shows only a portion of a checkerboard; neither lists a town of origin and both are given as appearing on loose 1861 stamps.

Luckily, seeking further data, I looked further and found a more complete tracing under PO-Ms 22, as noted, as a "Miscellaneous Object."

To me, this suggests an index (not to be confused with a table of contents) giving the names of all such identifications by page number and Skinner-Eno number, should be a feature of the next edition. The similar index by state and city is invaluable.

As a supplement to the Skinner-Eno listing for PO-Ms 22, the town of usage of the "checkerboard" (and also, this may hold for GE-E 42 and 44) is New York City and the period of use, judging from the shade of the stamp and the "return in 10 days" request, was approximately 1864-67.

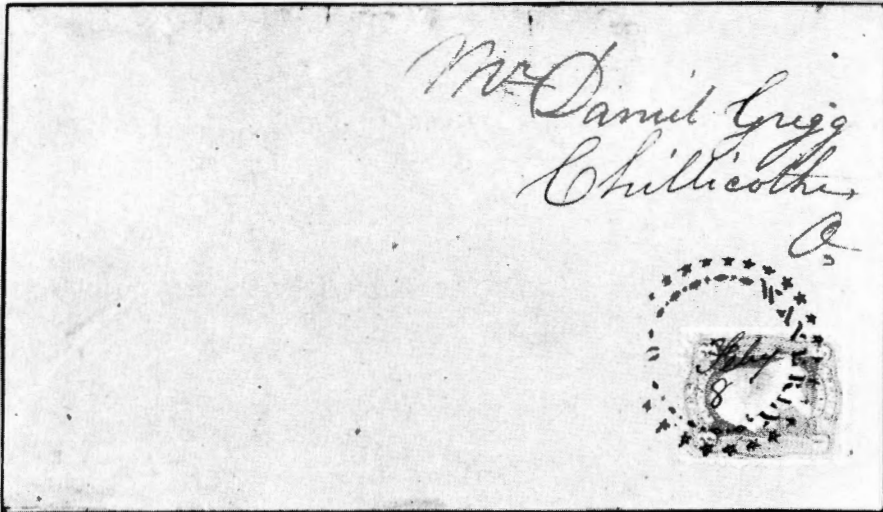


Figure 2. A stenciled fancy postmark of Waverly, Ohio, used in February, 1862. Where should such markings be listed in Skinner-Eno when they can be found on loose stamps applied so the town name isn't readable?

Figure 2 shows a cover with a fancy postmark, not listed in Skinner-Eno or at least not found by me, that arouses a few more thoughts regarding classification as a fancy cancel. The marking is a black, stenciled fancy postmark applied at Waverly, Ohio, in February 1862. The marking, although being a cancel and also a "fancy" marking, having an outer circle of stars with a slightly smaller circle of ornaments, was used as a combination postmark and killer with a manuscript date.

The use was in 1862 and a second cover with the marking from the same correspondence is dated January 23, also in manuscript. The year date is established by a docketing on the back flap of the cover shown here.

Since use of the postmarking device as a cancel for stamps had been banned by regulation in 1860, the reason given being that neither dates nor town names in the postmarks showed clearly, the Waverly postmaster who worked up this marking was evidently in conflict with the regulations. Probably, since a manuscript date was used and the markings were clearly "struck" by being stencils, he felt they were acceptable.

In any case, since the marking isn't listed in Skinner-Eno, and only the two usages, under three weeks apart, are known, it is possible the Post Office Department caused him to discontinue use when the markings started to show up in the mails.

The question with regard to Skinner-Eno is whether these would be classified as fancy cancels as stars or patriotic designs and whether any other distinctions should be made. The basis of any decision should be in consideration of where in the catalog collectors would expect to find them.

I looked first under stars, next under patriotic designs and then realized that if the marking was listed, it should be under Waverly in the Index by State and City. I have no idea where others might look.

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CHASE CORRESPONDENCE YIELDS THREE "RUNNING CHICKENS"

SCOTT R. TREPEL

A major new find of Waterbury, Conn., covers has reached the marketplace. The Chase correspondence, comprising 146 covers from the 1869-1883 period, was donated to a New England institution earlier this year. The donor was unaware of its collector value, but the institution made some effort to determine whether or not the postmarked covers might be valuable. They consulted Richard C. Frajola, of Danbury, Conn., who accepted the property on consignment for his November 1985 auction. This find is one of the largest Waterbury correspondences to reach the market, and rivals such important Waterbury finds as the Saugatuck Manufacturing Co. and Rev. Joseph Anderson correspondences.

The addressee on the covers, Henry S. Chase, was the father of Mary Chase, whose name appears on several Waterbury Valentine covers found in the Dr. Jackson collection (Robert A. Siegel 369th sale catalog). Evidently, the portion of the correspondence addressed to Mary reached collectors much earlier than this new find addressed to Henry.

Included among the recently discovered covers are strikes of the Acorn, the Shoe, the Chrysanthemum (only two covers previously recorded), the Mortar and Pestle, the Pumpkin, the Skull and Crossbones, the Small Bee, and the Heart Pierced by Arrow. Many other geometric types are found, including the first blue Waterbury cancel this author has heard of, and a previously unrecorded Maltese Cross type.

Of course, the most important part of the find is the three Running Chicken covers. Previously, only two covers were recorded (another rumored to exist). Of these, the Ryohei Ishikawa cover, with a record sale price of \$264,000, is the most famous. The discovery of three new examples should certainly create a stir, especially since they are dated Feb. 19 and 20, 1870, whereas all previously recorded covers are dated Nov. 29, 1869. The new dates should put to rest the so-called "Running Turkey" theory, which was supported by the Thanksgiving period date. Also, given the greatly extended period of existence for the cancelling device, the Running Chicken might not be nearly as scarce as originally thought.

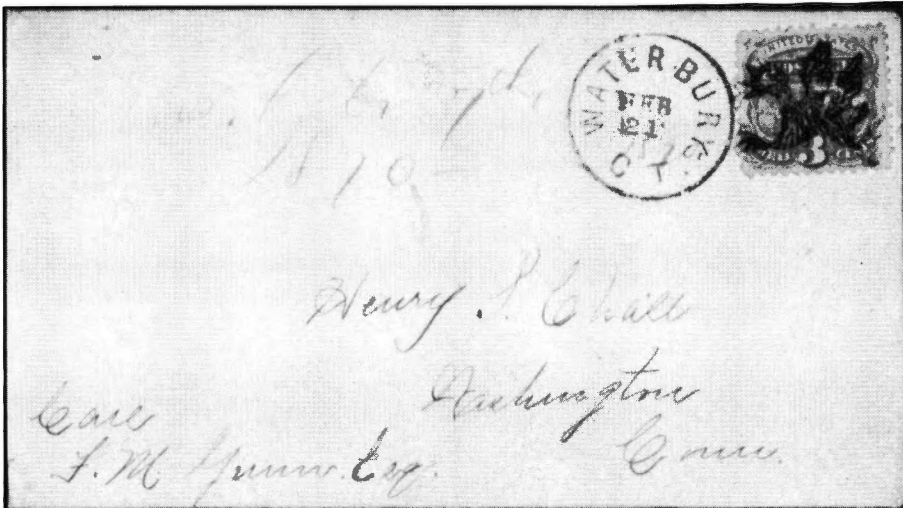


Figure 1. One of three Running Chicken covers from a recent discovery of Waterbury covers.

The best of the three covers is illustrated in Figure 1. The condition of the other covers in the find is mixed, as is usual for family correspondence, but this particular Running Chicken cover is very fine. Frajola expects it will fetch \$10,000. By the time these words are read, the results should be at hand.

SOLDIERS' LETTERS WITH BANK NOTE DUES

GEORGE B. ARFKEN

This is about soldiers' letters (and sailors' letters and marines' letters also) paid with Bank Note dues. In 1795 Great Britain had instituted a special reduced rate of 1 penny (2¢ U.S.) for letters from or to its soldiers on active duty. Canada followed in the British tradition.¹ Richard B. Graham has described how the U.S. was forced to grapple with the problem of letters from soldiers in our Civil War.² The U.S. solution was to permit soldiers to send letters without prepayment and without incurring the usual mandatory penalties. At the end of the Civil War the armies disbanded and U.S. soldiers' letters essentially disappeared. But the soldiers' letters concept remained and the relevant laws remained in the law books — though *not* in the *Official Postal Guides*.

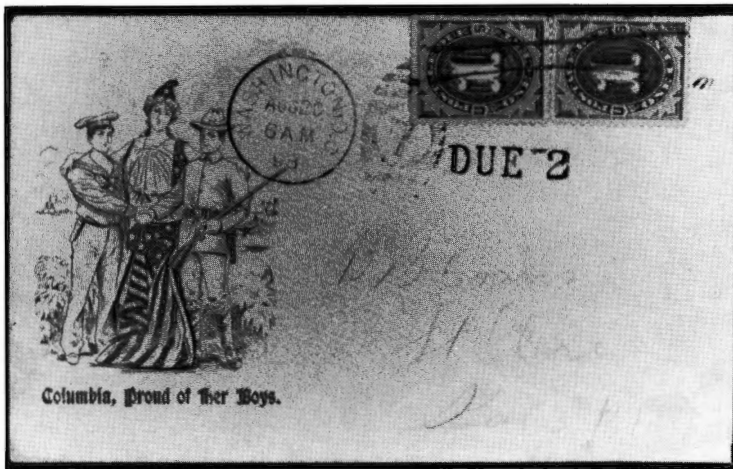


Figure 1. A "Soldier's Letter," 1898. The stamps cover up the certification.

In *The Postal Laws and Regulations*, March 3, 1879, p. 72, we find:

Sec. 179. Soldiers' sailors', and marines' unpaid Letters Forwarded. — Letters written by non-commissioned officers and privates in the military service, or in the naval service (embracing the Marine Corps) on which postage is not prepaid, must be plainly marked on the outside, over the address, "Soldier's letter," "Sailor's letter," or "Marine's letter" (as the case may be), and this certificate signed with his official designation by a field or staff officer of the regiment to which the soldier belongs, or by the officer in command of his detachment or of the post, or by a surgeon or chaplain at a hospital. In the Navy or Marine Corps, the certificate must be signed by the officer in command of the vessel, or by a chaplain or surgeon on board, or by the officer commanding a detachment of marines on shore. All unpaid letters of soldiers, sailors, or marines, duly certified, must be forwarded to their destination charged with the amounts of postage due at single rates only, to be collected on delivery.

Sec. 180. Prepayment required on Officers' Letters. — Letters written by commissioned officers in the military, naval, or marine service cannot be certified as letters of soldiers, sailors, or marines.

We note first, that the letter must be clearly labeled "Soldier's letter," etc.; second, that the letter must be certified by an appropriate officer (or chaplain or surgeon) and third, in the

1. George B. Arfken, "Soldiers' Letters in the Small Queen Era," *BNA Topics* (in press).

2. Richard B. Graham, "Federal Soldiers' and Naval Letters," *Chronicle* 116:257-263 (Nov 1982); 117:41-49 (Feb 1983).

British tradition, this waiver of prepayment was not extended to commissioned officers. As a fourth point, for collectors, a soldier's letter was automatically a postage due letter.

The 1887 *Postal Laws and Regulations* mentioned soldiers' letters in defining first class mail and its treatment in Sec. 322, p. 136. With minor rewording Sec. 323 repeated the points made in Sec. 179 and Sec. 180 of the 1879 *Postal Laws and Regulations*. The 1893 *Postal Laws and Regulations* reiterated these points in Sec. 273, p. 114.

This was the Bank Note era and with very few soldiers there were few, if any, soldiers' letters. However, for Bank Note postage due collectors there is an opportunity provided by two circumstances. First, the Spanish-American war in 1898 meant many more soldiers than in the post Civil War period and many more former civilians eager to write home. Second, late usage of the Bank Note postage dues did occur, particularly at the smaller post offices. Sandusky, Ohio, was still using yellow brown J3's as late as 1905, two decades after the Bank Note dues had changed from brown to red brown. Peru, Missouri, was still using the 1¢ bright claret J22 in 1907.

Given these two circumstances Bank Note postage due soldiers' letters could and did occur. Figure 1 shows a soldier's letter on a Spanish-American War patriotic cover. Postmarked WASHINGTON, D.C., AUG 20 98 and addressed to St. Clare, Kansas, the cover was received in Saint Marys, Kansas, August 22, 1898. The 1900 U.S. Census listed the population of St. Clare (township) as 347. Saint Marys had a population of 1390. The letter was properly rated DUE 2, the domestic single rate with no penalty. (For a regular letter, not a soldier's letter, totally unprepaid, the amount due would have been doubled as a penalty — DUE 4.) The Saint Marys postmaster, still working on a supply of bright claret dues, applied two 1¢ J22's over the certification. (The certification can still be seen when viewed from the rear with the light coming through the cover.)

Figure 2. A letter from a soldier that was not accepted as a "Soldier's Letter." Not properly certified, rated POSTAGE DUE TEN CENTS instead of due two cents.



Covers like the one shown in Figure 2 posed a new problem for the Post Office. The Civil War had been a domestic struggle and Post Office thinking had been in the context of domestic mail. Then in the Spanish-American War U.S. soldiers (and sailors and marines) were in Cuba, Puerto Rico, and the Philippines. Their letters were overseas mail. The Post Office responded to this problem with a series of departmental orders. And soldiers' letters entered the postal guides. In the *U.S. Postal Guide* of 1899 we find, pp. 944-945:

MAIL FOR THE UNITED STATES FORCES IN THE PHILIPPINES.

Order No. 201

May 24, 1898

86. In view of the presence of United States forces in and near the Philippine Islands —
IT IS HEREBY ORDERED: That articles of mail matter for or from persons connected with said United States forces shall be subject to the postage rates and conditions applicable to similar articles in the domestic mails of the United States.

The articles shall be sent to the Commandants of the forces by every opportunity offered by the sailing of a United States vessel for said forces. The sailing dates of the vessels cannot be announced in advance, and the articles should therefore be forwarded promptly to San Francisco in order that they may be dispatched thence to destination at the first opportunity.

Order No. 219, June 7, 1893, covered Cuba and Porto Rico. Order No. 315, July 30, 1898, covered Hawaii.

Then, finally, Order No. 514, December 3, 1898, brought the statements of the *Postal Laws and Regulations* into the postal guide.

Order No. 514

89. Mail matter sent to the United States by persons connected with the United States forces at or near Cuba, Porto Rico, Hawaii, or the Philippine Islands, in order to be entitled to the domestic rates of postage, under Departmental Orders Nos. 201, 219 and 315, current series, must be endorsed "Soldier's Letter," "Sailor's Letter," "Marine's Letter," or such other branch of service to which the writer belongs, and be signed thereunder with his name and official designation by a field or staff officer, post or detachment commander to whose command the soldier belongs, or by a surgeon or chaplain at a hospital where he may be; in the navy or marine service by the officer in command of the vessel, or surgeon on board; or officer commanding naval hospital or detachment on shore; and in other Government service by the person in charge of the branch to which the sender belongs. This order to take effect as follows: In Cuba and Porto Rico, on and after December 20, 1898; in Hawaii, on and after January 15, 1899, and in the Philippine Islands, on and after January 25, 1899.

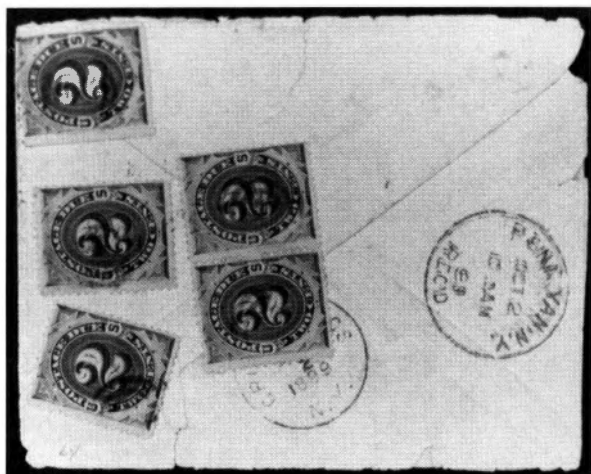


Figure 3. Reverse side of Figure 2. Five copies of Bank Note 2¢ dues to make up amount due.

This took care of everything, everything but human error. The cover of Figure 2 was posted in Manila, Philippine Islands,³ August 28, 1899, well after Order No. 514 took effect. In the upper right corner of the front of the cover we have "Soldier Letter/ R.I. Block, Pvt./Co. D. 19th Inf." It looks as though Private Block certified his own letter instead of asking an officer to do it. An unfortunate technicality but it meant that this letter by a soldier was not recognized as a "Soldier's Letter." The letter did not qualify for the no penalty, 2¢ domestic rate. The letter was charged at the overseas rate of 5¢ per ½ oz., doubled as a penalty⁴ and stamped POSTAGE DUE TEN CENTS. The Grove Springs postmaster probably didn't have any 10¢ postage due stamps but he still had a supply of dark brown 2¢ Bank Note dues. So he used five 2¢ Bank Note dues, Figure 3. The addressee, Mr. Henry Smith, had to pay 10¢ rather than 2¢ to get this letter from a soldier.

3. The establishment of U.S. postal service in the Philippines is described by L.H. Flickinger in "The First United States Post Office in the Philippines," *U.S. Specialist*, vol. 48, pp. 445-447, Oct. 1977.

4. This interpretation of the rating was provided by Warren R. Bower (private correspondence, June 3, 1985) who referred to the *Daily Bulletin*, No. 5812, March 22, 1899. The doubling penalty was confirmed by similar covers prepaid 2¢ instead of the required 5¢ and then rated as due 6¢.

ON THE CENTURY OLD QUESTION OF THE 24¢ CONTINENTAL BANKNOTE STAMP

RICHARD M. SEARING

Recently, a remarkable example of philatelic doublethink has come to my attention, and one which I apparently have been ignorant of for nearly a decade. At the very least, a copy of the 24¢ banknote stamp on horizontally ribbed paper has finally been discovered, but if certain facts are accepted as true, this stamp is, at the very best, the long sought 24¢ Continental stamp!

The ribbed paper variety, until this discovery, has been identified on all values of the Continental issue except the 24¢ and the 90¢ stamps. To my knowledge and that of every banknote specialist, past and present, who has studied the subject, no *National* stamp of any denomination has ever been discovered on ribbed paper, either horizontal or vertical! If I am mistaken in this assumption, I wish some reader would enlighten me.

Due to the kindness of the present owner, Mr. E.J. Magazzu, I was personally able to examine this stamp as to rib spacing, color, and paper. The Philatelic Foundation has issued a certificate testifying to the genuineness of the ribbed paper, *but*, and here is the doublethink, declared that it is a *ribbed paper variety* of the 1870 National printing. As outlined earlier, this statement apparently implies new data not verified by past experts and not based on known (as far as I know) published facts. P.F. certificate 66366, dated Feb. 27, 1978, identifies the stamp as "Issue 1870 . . . Color purple . . . Cat. No. 153 . . . Ribbed paper variety, used." An enlarged view of the front of the stamp is shown in Figure 1.



Figure 1. Enlarged photo of
24¢ ribbed paper stamp.

When I examined the stamp in question, the first thing I noticed was the bluish purple shade which was different from all of nearly a dozen comparison copies I have of Scott 153, 142, and proofs on card and india paper. The shade is definitely not a washed out purple or a worn plate impression. The color is also different from my photos of the special printing on hard paper which is described as dull purple in the Scott 1985 *Specialized Catalog*. I also compared the stamp with a copy of the 24¢ on card proof, and the color match was closer than

with the proof on india paper. Since the National proofs are found only on india paper, a card proof must represent a Continental or American printing.

I attempted to photograph the back of the stamp with varying light conditions. The best results were obtained with light incident from one side nearly grazing the stamp surface. The best result is shown enlarged in Figure 2. Using various power glasses, I carefully measured the rib spacing as 40 to the inch (approximately 32 ridges in 20 mm.). This is the value given by Luff, Brookman, and that which I have personally measured on other ribbed paper varieties such as the 2¢, 3¢, 6¢, and 30¢. The black cancel appears to be a leaf or possibly a type of foreign mail cancel. Can anyone shed some light on this cancel?



Figure 2. Reverse of 24¢ stamp showing horizontal ribbing.

The most amazing fact about the discovery of this stamp is that it has been totally ignored by the philatelic establishment and catalogers for over six years. Mr. Magazzu reported the stamp's discovery in an article in *Linn's Stamp News* for March 26, 1979. After recounting how he found the stamp in a large U.S. collection several years earlier and noted its ribbed paper, Magazzu described its subsequent submission to the P.F.:

The Philatelic Foundation eventually returned the stamp with certificate, attributing it as a Scott 153 on ribbed paper and, frankly, this has me puzzled. This attribution seems to have been made necessary by the conspicuous absence of a No. 164 in the Scott catalog.

If my stamp is a 153, then I have a National Bank Note Co. on horizontally ribbed paper, but Scott gives no indication of any denomination of the 1870-71 issue existing on same.

If this type of paper is indicative of the Continental Bank Note Co., then I have an attributable copy of 164 which would justify its listing, though only on that type of paper. I cannot deny that it would be a source of considerable personal satisfaction to have played a part in filling in that missing number.

Mr. Magazzu concluded by asking for comments and suggestions.

Just over a month later in *Linn's*, May 7, 1979, Robert L. Weinberg addressed the question in an article headlined "Discovery authenticates first 24-cent Continental."

A recent discovery by E. J. Magazzu of San Diego (*Linn's*, March 26, page 36) now authenticates the first 24-cent Continental.

Oddly, the Philatelic Foundation has issued a certificate attributing the stamp as Scott 153 on ribbed paper. This incongruity, caused by the absence of a Scott 164 listing, shadows a major discovery 100 years awaited.

It is known and stated plainly in "Brookman" that 365,000 24¢ Continentals were printed and turned over for sale between Jan. 1 and June 30, 1875, after which 364,950 in remaining stock was destroyed.

Of the quantity destroyed, an undetermined amount of National Bank Note stamps were included, thus making the surviving quantity of Continentals unknown.

It would be safe to assume that since an old plate of the National Bank Note issue was used, that being plate 21, the Continental 24¢ stamp would show plate wear, a lighter impression and, probably, be a lighter shade, as is the case of most late printings.

Edward Milliken wrote in *Stamps* that, since plate 21 of the National Bank Note issue was unaltered by any secret mark, only a paper variety could separate the two issues. In 1896 the Continental printings were first recognized and listed by Scott.

At the time, the Continentals were listed as 146-153 (1¢ to 15¢) and 154-164 (1¢ to 90¢), the latter being Continentals on horizontally or vertically ribbed paper. All these had assigned values, except for the 12¢, 24¢, 30¢ and 90¢, which were not then known to exist.

Now as to the distinguishable major paper varieties used before June 30, 1875, there are three which are exclusive to the Continental Company.

At the time Brookman completed his work, no 24¢ National was known on either vertically ribbed, horizontally ribbed or double (soft) paper. Silk paper showing three or four short fibers per stamp was common to both issues and, therefore, inconclusive.

The Continental grill variety which Brookman felt was ". . . experimental, to say the least, there is no reason to feel certain that the single known copy of the grill was placed on a 24 cent Continental."

Now, thanks to E. J. Magazzu and the Philatelic Foundation, we have a Scott 153 National on ribbed paper, which is a paper characteristic of only the Continental. We have now our first conclusive evidence of a surviving copy of Continental 24¢, therefore we have a Scott 164.

A few knowledgeable banknote specialists responded favorably and with encouragement to these articles, but in general, the response of the philatelic establishment was less than underwhelming. At the time, I missed the articles, or I certainly would have responded. Since I have studied this subject intermittently for many years, I plead ignorance; however, what can the experts plead over the past six years?

The fact is that the articles were otherwise officially ignored by the philatelic press and the establishment at the time. A fairly typical official response is as follows (from a letter to Mr. Magazzu from Scott Publishing Co. in 1979):

It is questionable whether you could find any expert committee, including that of the Philatelic Foundation, that would certify a 24¢ banknote as the product of Continental. You may care to try. They are impossible to distinguish from those printed by the National Banknote Co. We stand on this statement and do not plan to relist No. 164.

In other words, "*Don't bother me with facts, we already know that the stamp can't be identified.*" With this attitude from the catalog editors and expert committees, it is easy to understand why the present *Scott Specialized* continues to list unissued essays and trial printings as stamps along with other erroneous information which has long been refuted by scholarly research.

It also calls into question the primary purpose of an expert committee. Do they exist to advance the art of philately? To recognize and incorporate new discoveries into the catalogs? It appears that their major purpose is to certify the status of relatively common stamps so that they can be sold to average collectors and unknowledgeable investors by auctions and dealers. One can recognize the need for such service, but should it be at the expense of the advance of philatelic knowledge? One wonders what Ashbrook, Perry, or Brookman would have to say on this subject? Where would the study of U.S. philately be if the facts they uncovered were not recognized and incorporated into the catalog? As Elliott Perry said,

"Facts are stubborn."

The entire argument for the stamp shown in Figure 1 as a Continental printing may be summarized logically as follows:

Given that the following are true:

1. A National stamp on ribbed paper has never been reported in the philatelic literature over the past 100 years.

2. All Continental stamps with the exception of the 24¢ and 90¢ to the present are found on ribbed paper.

3. The 24¢ stamp examined is on ribbed paper.

Then we reach the following conclusion:

Therefore, any 24¢ stamp found on genuine hard ribbed paper must be a Continental printing and NOT a National on ribbed paper. Q.E.D.

In this article, I have raised a number of controversial points that need more discussion so I hope some readers will express their views. The major purpose is to show that the 24¢ stamp on ribbed paper has at last been uncovered. Whether this stamp is the long sought Continental printing depends on your acceptance of logical reasoning as verified by research or the official doublethink expressed in the PF certificate. Scientists have long been aware of the dangers of the second position. What is your opinion? All comments are welcome.

References

1. John Luff, *The Postage Stamps of The United States*, Scott Stamp and Coin Co., 1902.
2. Lester Brookman, *The United States Postage Stamps of the 19th Century*, H.L. Lindquist Publications, Volume II, 1966, pp. 239-287.
3. Jere Hess Barr, "The US 1873-75 24¢ Banknote Stamp," *American Philatelic Congress* Vol 20, 1954, p. 108 (see extensive bibliography to earlier articles).
4. Various private correspondence to Mr. Magazzu, 1978-1985.
5. Various Scott *U.S. Specialized Catalogs*, 1875-1985.

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U.S.-ARGENTINA 18/25/43¢ COVERS, 1867-70

CHARLES J. STARNES

In 1973 George E. Hargest published the premiere article on mail to Argentina by American and French packets with exchange at Rio,¹ illustrating with a triple rate cover (No. 5 on our list; stamp(s) missing, but doubtless 43¢ was paid). His basic documentation and routing information were followed by an "anonymous" article² describing a single (No. 17) and double rate (No. 19), then a contribution by Starnes³ and Laurence⁴ on the same double rate cover (No. 20), and finally, Woollam's article⁵ describing a previously-unknown Second Ligne J handstamp (No. 22).

Here we first present a chart of the various transit schedules in this 28-month period. It is derived from the literature⁶ and partly checked on those covers that had ms. dates or cds. other than New York departure or Ligne K handstamps. This check, plus R.G. Stone's departure dates at St. Thomas for New York and M. Laurence's arrival dates in New York indicate most runs were within one to two days of the schedule. Note the importance of the Rio de Janeiro stop-over periods, so arranged that mail from Bordeaux and mail from New York could be transferred to or from the Ligne K La Plata "milk-run," to Oct. 1869. Then the second Ligne J, en route from Bordeaux to Buenos Ayres, picked up the New York mail at Rio for the last two (or possibly three) runs under the U.S.-French rates.



Cover 4. Paid triple rate (43¢) from Boston, Mar. 1868, to Rosario. (Kohlhepp coll.)

1. *Chronicle* 80, 239-41.
2. *ibid.*, 82, 120.
3. *ibid.*, 84, 226-27.
4. *ibid.*, 117, 52-53.
5. *ibid.*, 115, 216-17.

6. U.S. & Brazil line: Laurence, *Chronicle* 116, 271-2, gives New York departures and arrivals in Jan. 1869-Oct. 1870; R.G. Stone, *Danish West Indies Mails*, Vol. 1, 4-26 and 4-27, lists Saint Thomas departures for New York, Oct. 1865-Nov. 1875; *U.S. Mail & P.O. Assistant*, Aug. 1867, p. 2-official announcement, p. 3-advertisement giving schedule and ports of call.

French packet lines: R. Salles, *La Poste Maritime Francaise*, Tome III; First Ligne J, 32-33; Ligne K, 36; Second Ligne J, 89-91.

U.S. & BRAZIL — LIGNE K — LIGNE J (1 & 2), 1867-1870 SCHEDULES

U.S. & Brazil Line:

NY — ST — Para, Pernambuco, Bahia —	arr. RIO lv.	— Bahia, Pernambuco, Para — ST — NY
23 29	20 25	14 21

(Aug. 1867-Dec. 1869)

Ligne K:

BA — MON —	arr. RIO lv.	— MON — BA
12 14	19 22	27 29

(Sep. 1867-Oct. 1869)

First Ligne J:

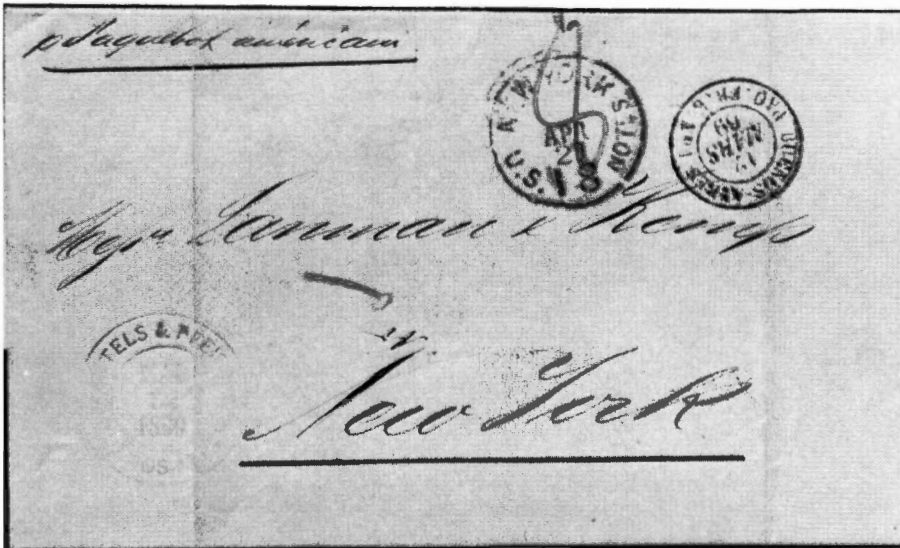
Bordeaux—Lisbon, Dakar, Pernambuco, Bahia—	arr. RIO lv.	— Bordeaux
25	20 24	

(Aug. 1867-Sep. 1869)

Second Ligne J:

Bordeaux—Lisbon, Dakar, Pernambuco, Bahia—	arr. RIO lv.	— MON — BA — MON — RIO — Bordeaux
24	18 20	24-25 26-30 1-2 6-9

(Oct. 1869-Dec. 1869)



Cover 13. Unpaid single rate from Buenos Ayres, 12 Mar. 1869, to New York; ms. 8¢ debit to U.S., 18¢ collect. (Bohn coll.)

Thanks to continued literature scanning and the help of other odd fellows interested in these Argentina mails (especially John Kohlhepp and Jeffrey Bohn), we have amassed details on 22 covers, 15 to and 7 from Argentina; this allows us to ferret out some actual handling practices, and, alas, points to further problems.

A scan of the accompanying list shows some of the typical irregularities of nearly all of the convention mail systems. For example, Cover 15 (ex-Herzog) was franked at 20¢ but credited 15¢ to France for a double rate. Examination indicates no stamp was missing, so apparently a 5¢ underpay slipped through. Two overpays show up: Cover 8 franked at 25¢ but France only credited with 7½¢ for a single rate; Cover 12 paid at Buenos Ayres with 180 centimes⁷ but the credit to U.S. of 10¢ indicates single rate. The Buenos Ayres office apparently made errors in credits or debits: Cover 18, prepaid 90 centimes single rate, bears a blue ms. “7½” — if this was intended to be credit to U.S., it should have been 10¢; Covers 7, 9, and 13 are unpaid singles, each bearing a debit to the U.S. of 8¢ instead of 7½¢; only Cover 3 was debited at 7½¢.

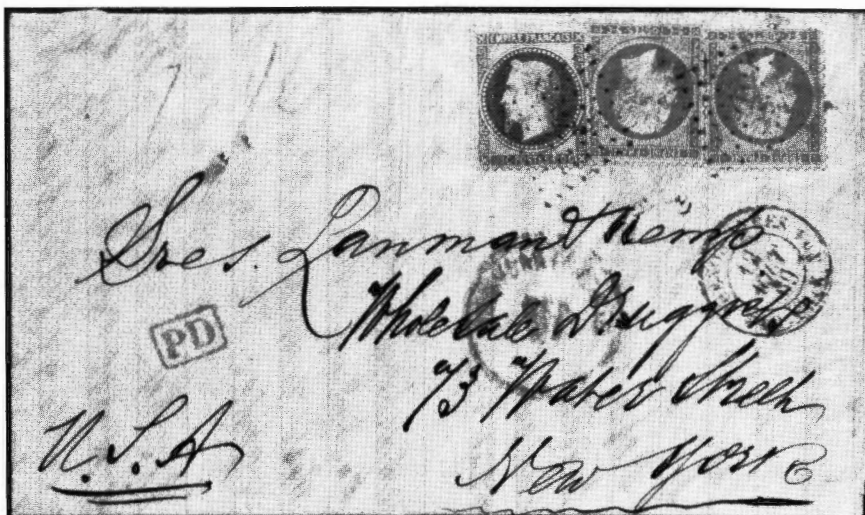
7. Based on the 19¢ franc, the rates equivalent to U.S. 18/25/43 would be 95/132/226 centimes.

U.S.-ARGENTINA 18/25/43¢ COVERS, 1868-70

(AR-Argentina; BA-Buenos Ayres; MON-Montevideo; NY-New York; RIO-Rio de Janiero; ROS-Rosario)

<i>No.</i>	<i>From</i>	<i>Franking</i>	<i>Credit or Debit to</i>	<i>Ligne K date</i>	<i>To</i>	<i>Collect</i>	<i>Transit</i>	<i>Type of Rate</i>	<i>Reference</i>
1.	BA	none	16¢ dr. US	12 Jan 68	NY, 26 Feb 68	26¢ US	Aunis, Mississippi	unpd. dbl.	Winter coll.
2.	Boston, 20 Feb 68	30¢ + 10¢ + 3¢ 61	22½¢ cr. Fr.	none	ROS	15cto.AR	Merrimac, Aunis	pd. triple	Paliafito coll.
3.	BA	none	7½¢ dr. US	12 Mar 68	NY 21 Apr 68	25¢ US	Aunis, South America	unpd., sing. Fr., dbl. US	Lightfoot coll.
4.	Boston 21 Mar (68)	30¢ + 10¢ + 3¢ 61	22½¢ cr. Fr.	none	ROS	15cto.AR	Mississippi, Aunis	pd. trip.	Kohlhepp coll.
5.	-, Me. 16 Mar	3¢ + pr. 10¢ 61 + 2¢(?) "Due 18"	22½¢ cr. Fr.	22 May 68	BA	5cto.AR	Merrimac, Aunis	pd. trip.	Hargest,Chr. 80, 239
6.	Bangor, Me. 20 Apr	10¢ 61 + 15¢ 66	15¢ cr. Fr.	22 May 68	BA		Merrimac, Aunis	pd. dbl.	Harmer NY, #2112, 19 Apr 82
7.	BA	none	8¢ dr. US	12 Jun 68	NY, 20 Jul 68	18¢ US	Aunis, South America	unpd. sing.	Koerber, #3277 17 Mar 77
8.	-, NY 8 Jun	pr. 10¢ 61 + 5¢ 63	7½¢ cr. Fr.	22 Jul 68	BA		Mississippi, Aunis	pd. sing.	Woollam coll.
9.	BA	none	8¢ dr. US	12 Jul 68	NY, 20 Aug 68	18¢ US	Aunis, Mississippi	unpd. sing.	Winter coll.
10.	Boston 21 Oct	24¢ 63 + 1¢ F 68	15¢ cr. Fr.	22 Nov 68	ROS	10cto.AR	Merrimac, Aunis	pd. dbl.	Kohlhepp coll.
11.	Boston, 22 Feb "Too Late"	pr. 10¢ + 3¢ + 2¢ F 68	15¢ cr. Fr.	22 Apr 69	ROS 1 May	5cto.AR	Mississippi, Aunis	pd. dbl.	Allen BJ coll., pp. 35-36

No.	From	Franking	Credit or Debit to	Ligne K date	To	Collect	Transit	Type of Rate	Reference
12.	BA	20c.67 + 80c.68(2) Fr.	10¢ cr. US	12 Mar 69	Phila. 21 Apr		Aunis, South America	pd. sing.	Sotheby, #448 7 Oct 82
13.	BA	none	8¢ dr. US	12 Mar 69	NY 21 Apr	18¢ US	Aunis, South America	unpd. sing.	Bohn coll.
14.	NY 24 Mar	pr.10¢ + 3¢ + 2¢ F 68	15¢ cr. Fr.	22 Apr 69	ROS 1 May	5cto.AR	Mississippi, Aunis	pd. dbl.	Kaufmann #361 6 Oct 83
15.	Boston 2- May (69)	10¢(2) 61	15¢ cr. Fr.	none	ROS 6 Jul	10cto.AR	South America, Aunis	pd. dbl.	Frajola #266 10 Sep 83
16.	—	10¢ + 12¢ E 68 + 3¢ 69	15¢ cr. Fr.	22 Jul 69	ROS 2 Aug	5cto.AR	North America, Aunis	pd. dbl.	Siegel #111 13 Apr 83
17.	Boston 21 Jul	15¢ E 68 + 3¢69	7½¢ cr. Fr.	22 Aug 69	ROS	5cto.AR	Merrimac, Aunis	pd. sing.	Chr. 82,120
18.	BA	5c.(2) = 80c.68 Fr.	7½¢(?)	12 Aug 69	NY 21 Sep		Aunis, Merrimac	pd. sing.	Bohn coll.
				<i>not Ligne K</i>					
19.	Mt. Auburn, Ms. 21 Sep (69)	10¢(2) F 68 + 2¢ + 3¢ 69	15¢ cr. Fr.	none	BA	10cto.AR	North America, Aunis	pd. dbl.	Chr. 82,120
				<i>Ligne J date</i>					
20.	Boston 22 Oct (69)	15¢ F 68 + 10¢ 69	15¢ cr. Fr.	none	BA		Merrimac, Gironde	pd. dbl.	Chr. 84,226
21.	Cambridge, Ms. 22 Oct (69)	pr. 12¢ + 1¢ 69	15¢ cr. Fr.	none	ROS		Merrimac, Gironde	pd. dbl.	Gibbons #501 Oct 78
22.	Vallejo, Cal. 4 Nov	pr. 10¢ 61 + 5¢ 63	15¢ cr. Fr.	19 Dec 69	BA		South America Estramadure	pd. dbl.	Woollam, Chr. 115, 216



Cover 18. Paid single rate (90 centimes) from Buenos Ayres, 12 Aug. 1869, to New York; stamps tied with two strikes of anchor within lozenge of dots; red boxed PD and NEW YORK PAID ALL SEP 21.

Covers 4 and 15 have no Ligne K cds. or other indication of how they reached their destination from Rio. It could have been an oversight of the embarkation agent,⁸ or may reflect the late arrival of the U.S. & Brazil steamer at Rio, after the Ligne K *Aunis* had left for Montevideo; this might result in a private vessel charter to avoid about a month delay in delivery to Buenos Ayres.⁹

We consider it a tribute to both early investigators — Salles from 1963 and Hargest from 1973 — that it has taken so many years to obtain an amplified (although not completely clarified) picture of this interesting U.S.-Argentina service. For further clarity, there is desired: arrival dates at Rio of the U.S. & Brazil line; French documentation of their rates and accounting; covers from Aug. 1867-Jan. 1868; transit of Cover 19 from Rio to Buenos Ayres; reason for lack of Second Ligne J. hdstp. on Covers 20 and 21; and, finally, was there a third trip of the Second Ligne J at the old U.S.-French rates?

8. We know he had charge of the BUENOS-AYRES PAQ. FR. K No. 1 origin hdstp. (Salles, *op. cit.* III, 34-36) but the ET.-UNIS PAQ. FR. K No. 1 is not listed there but only in the index published 1969, as an addition (Salles, *op. cit.*, VII, 79) to the origin hdstps. of Vol. III.

9. This little problem could be settled if the arrival dates in Rio of the U.S. & Brazil steamers were known. Unfortunately, protracted inquiries by Jeffrey Bohn have, so far, given only negative results. And yet, such arrivals were of some importance — 159,986 letters were exchanged with Brazil to and from the U.S. by the U.S. & Brazil line (most at Rio), in fiscal 1869.

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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWERS TO PROBLEM COVERS IN ISSUE NO. 127

Figure 1 shows an unusual Civil War patriotic. The photograph was made by Cincinnati school psychologist John Payne, who also teaches photography at night for an adult education program. Experienced in nature scenes, such as wild flowers in a misty morning, he finds creating clear shots of covers to be quite difficult.

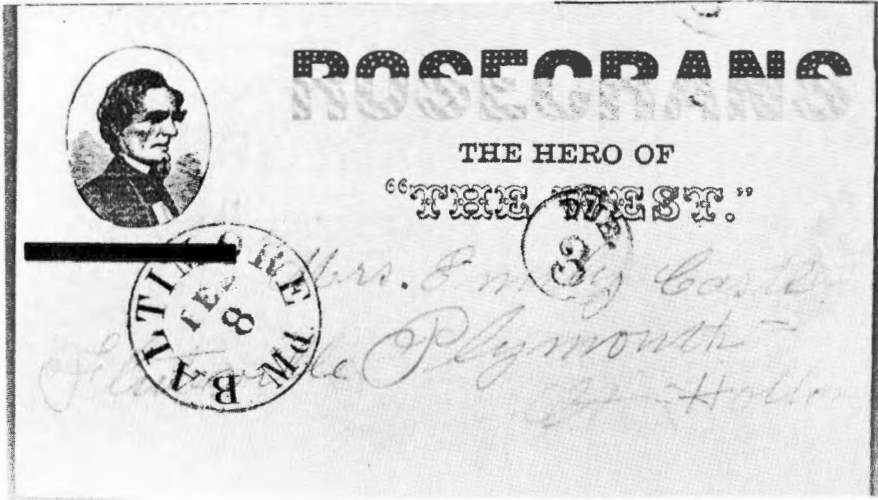


Figure 1. Patriotic cover with Baltimore postmark.

Answers came from Calvet Hahn and J. V. Nielsen who pointed out that the cover was originally a pro-Southern patriotic with Jefferson Davis depicted. His name was obliterated and that of Rosecrans added. Dr. Tom Ray, from whom this cover came, wrote that the date of use had to be 1863 because Union General Wm. S. Rosecrans did not assume command until Oct. 1862 and was relieved by 1864. Baltimore was a secessionist hotbed, and Maryland tried to stay neutral early in the war. Hahn and Ray suggest that a local printer made this patriotic early in the war and than redid it later to save paper and to stay out of trouble.

Blake Myers called agreeing with the opinions already given and adding that the blocked out words were probably "Champion of the South." Blake and this Editor agree that this does

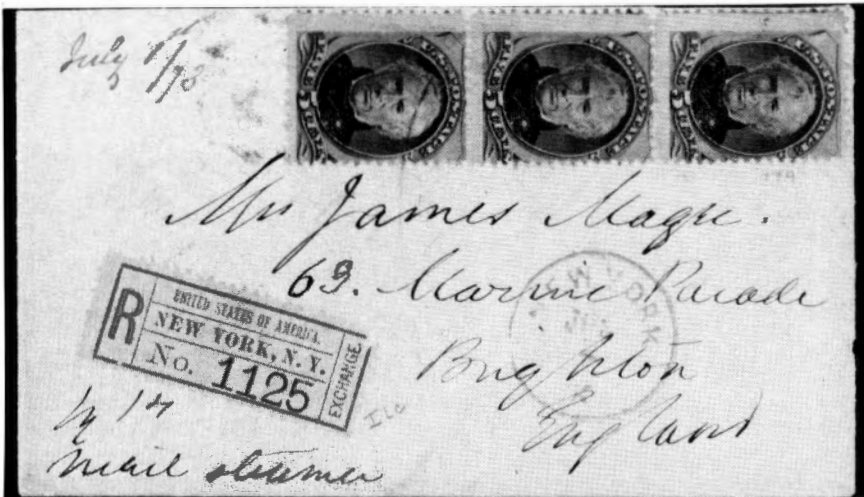


Figure 2. Three 5¢ Taylors on cover to England.

not appear to be the work of Hunckel & Son of Baltimore, a lithography firm that made patriotics. Perhaps a reader can identify the printer and expand on this story.

Figure 2 shows a cover to England with a strip of three of the 5¢ Taylor and a registry label. The ms. "July 1st" date looks like "73" but could be "75"; but as Route Agent Eldon Behr points out the 10¢ registry rate didn't start until Nov. 1875. Thus something is wrong with this cover. As Calvet Hahn spotted, the exchange label for registration wasn't used until 1863, and this one, Type ILC, not until 1896. Further, the New York marking is OK for 1873, but not for 1893. Both Scott Trepel and Calvet Hahn reached the correct conclusion that this is a faked item, with the stamps and label added to an 1873 cover from which 6¢ in postage was removed.

PROBLEM COVERS FOR THIS ISSUE

Figure 3 shows a Civil War period cover with manuscript markings, and nothing on the back. It is more interesting than it may appear. Why? What are the markings and what is the only possible year of usage?

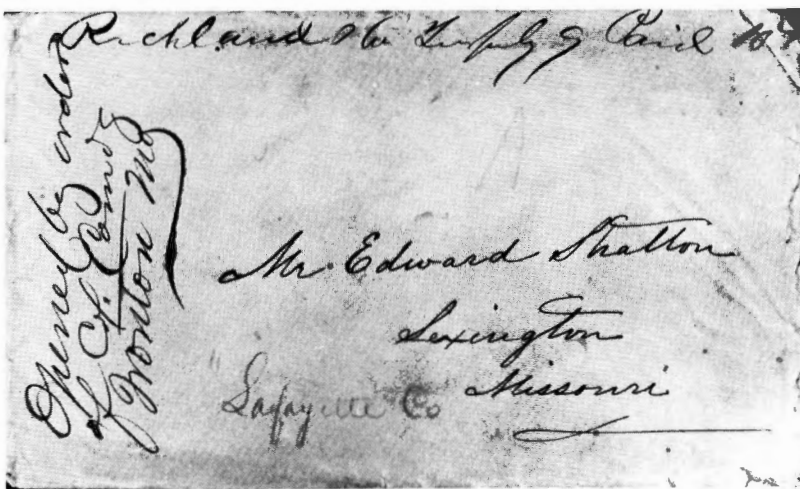


Figure 3. Civil War period cover with ms. markings.

Figure 4 shows an orange envelope with a blue "PAID" and black printing. There are no markings on the back, and no enclosure. This item is not very rare, and exists in several collections; but little is known of it. Research in both San Francisco and Boston is needed. Unused remainders exist. Is there a reader with knowledge to share of "Frey's Valentine Express"?

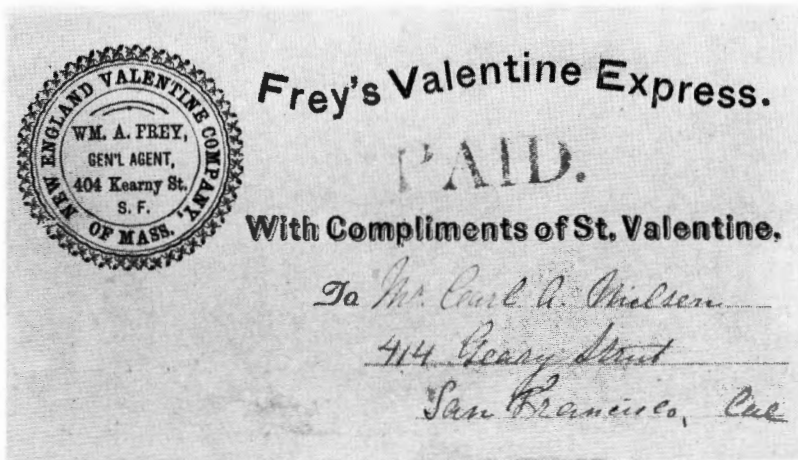


Figure 4. Envelope of "Frey's Valentine Express."



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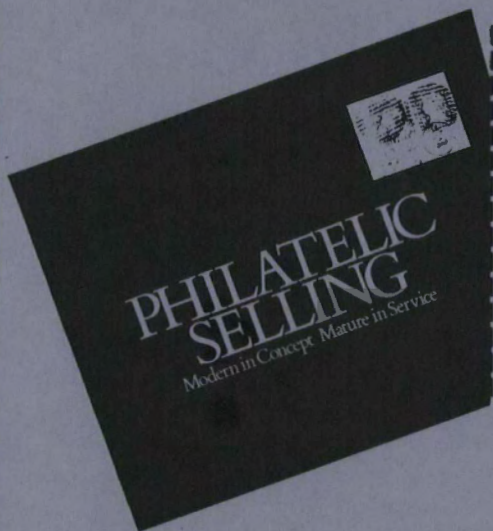
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