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Chronicle
of the U.S. Classic Postal Issues

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Whole No. 133

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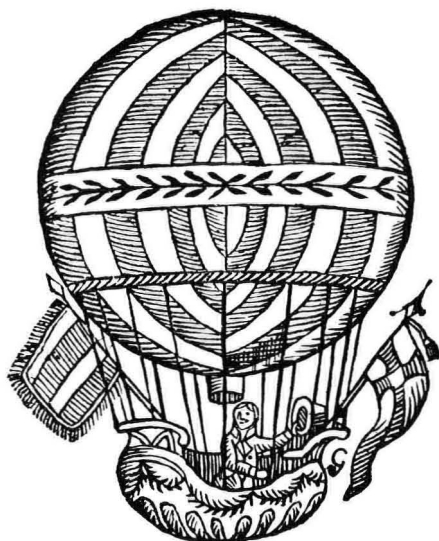
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VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J.C. ARNELL

2. FIRST PACKET SERVICES

By the end of the 17th century, it was realized that some form of regular transatlantic communication was necessary. In 1701, Edmund Dummer, Surveyor-General of the Navy and the operator of a Falmouth, England-Portugal packet service, proposed a monthly service to the British West Indies. This was accepted a year later and the first packet sailed from Portsmouth for Barbados on 21 October 1702. Starting with four small armed vessels, the service suffered from losses to privateers and inadequate financing. When Dummer went into bankruptcy nine years later, ten vessels out of a total of nineteen used had been captured and two others had been wrecked. Of interest is the fact that only two of them were captured in the West Indies and seven were taken in the approaches to the English Channel.

In North America, several proposals for a regular service were submitted to the British Treasury during the first decade of the 18th century, but were turned down. Finally about 1710, William Warren of London was granted the right to operate a monthly packet between Bristol and New York. A total of seven voyages have been reported — two in 1710, three in 1711, and two in 1712, after which the service was discontinued, probably for financial reasons. It was not until the French and Indian War in the 1750s prompted the governors of Massachusetts, New York, and Virginia to petition the British Government to establish a regular mail packet service to maintain communications in time of danger that the matter was reconsidered.

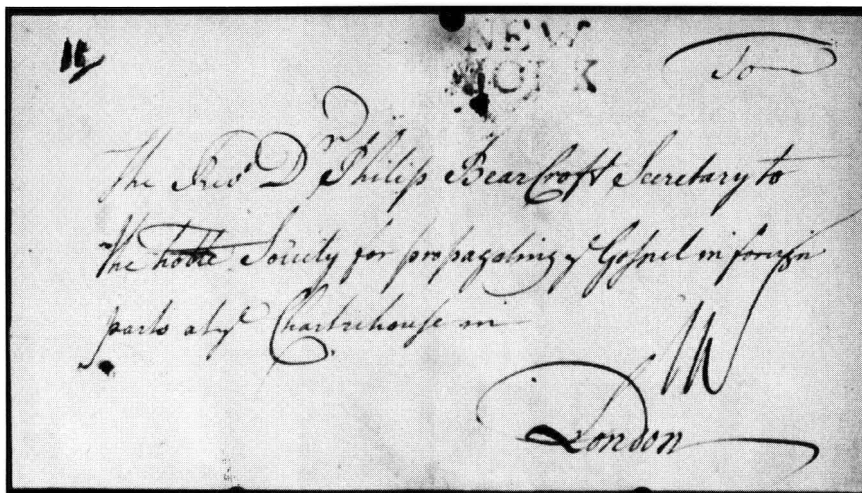


Figure 1. Cover of a letter thought to have been mailed at New York in 1757, because of the absence of a Bishop datestamp. Probably carried by one of the packets involved in the Loudoun expedition. Rated 1/- Stg. postage due to London.

In September 1755, the Board of Trade took up the matter with the Treasury, pointing out that the King should have “early and frequent intelligence of what was in agitation” in the colonies, and recommended the establishment of a packet service to New York. This was accepted and the Postmasters General were directed to arrange monthly voyages between Falmouth and New York, and to restore the earlier packet service to the West Indies.

By the end of October, arrangements had been completed and, in requesting the necessary warrants, the Postmasters General wrote in part:

We have . . . Freight the Ship Earl of Hallifax, Captain John Morris, to make one Voyage to New York, for Seven hundred Pounds for the Voyage out and home, and this method of Freighting a Ship Monthly is proposed to carry on this Service, for the time to come, upon the best Terms a proper Ship can be obtained; that we may not however be improvident, We have agreed with two other Ships upon the same Terms, and against a fourth Voyage, a Person has engaged to build a New Ship every way fit for the Service to go upon the same Conditions.

The vessels were of 200 tons burthen, manned by thirty men and "armed & properly provided for War."

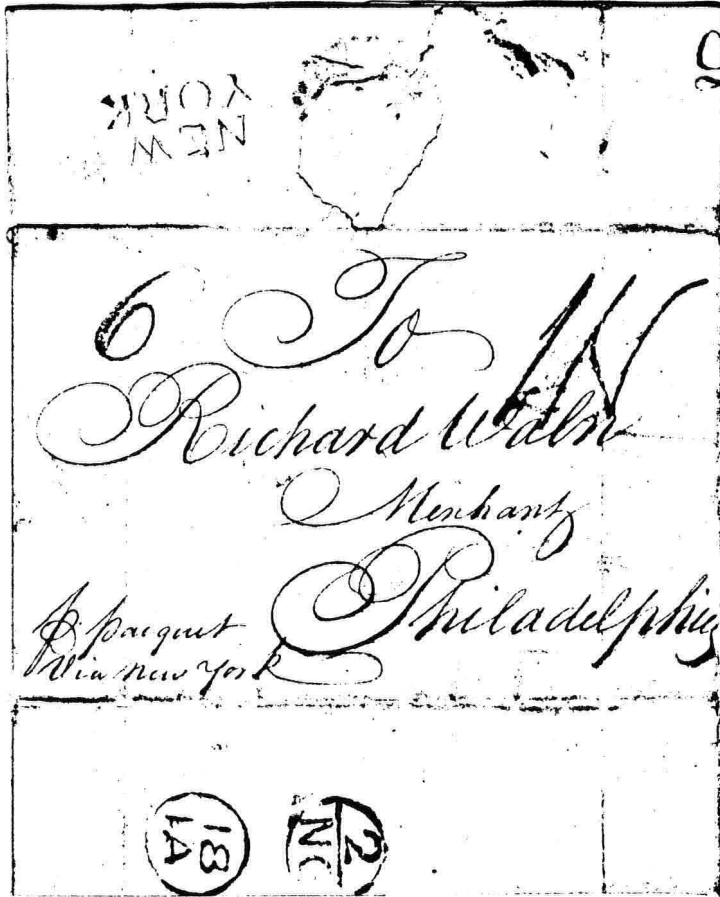


Figure 2. Duplicate of a letter from London dated 22 October 1768 and mailed on 2 November, when it was rated 1/- Stg. postage due to New York. Carried by the *Earl of Halifax* packet from Falmouth about three weeks later to New York, arriving on 18 January 1769. Rated an additional 6d. Stg. inland postage to Philadelphia.

Warrants were granted to the captains of three vessels, *Earl of Halifax*, *General Wall*, and *Harriett* on 5 November 1755, and the record suggests that the fourth packet took longer to build than anticipated in the above letter, as the first three carried the Mails until the *Earl of Leicester* took one on 6 August 1757. These first packets were privately owned, but whilst they were under contract the Post Office undertook to compensate the owners for any loss. They were manned by the owners, but the commander and ship's company were under Post Office orders. The *Earl of Halifax* under Captain John Morris, who signed the first agreement with the Post Office, left Falmouth on the inaugural voyage on 13 December 1755 and arrived at New York in February 1756. It is not known how long she stayed at New York, but she returned to Falmouth on 12 June.

The packets were scheduled to sail from Falmouth on the first Wednesday of the month

and to lay over at New York for about three weeks to allow for the delivery of despatches by couriers to the various governors, etc., and their replies to reach New York. However, under the stress of war and a shortage of naval despatch boats, the returning packet was often detained for military purposes. The prime example of this occurred in the spring of 1757, when Lord Loudoun was preparing an attack on the French fortress of Louisbourg on Cape Breton Island. By the end of May, he had detained two packets, planning to send one to England on the day his expedition set sail and to take the second to Halifax. Another packet had arrived before the expedition finally got away a month later, at which time a fourth packet was expected.

Benjamin Franklin recorded this episode as he had boarded the first of these packets with the expectation of leaving for England in a few days, but instead remained in New York harbour for about six weeks before the packet was released after the fleet had been underway for five days. The other two packets went to Halifax and, when Lord Loudoun aborted the expedition in August and returned to New York, the packets went back with him. As the result of this and previous delays, there had only been eight round trips in the first two years up to the end of 1757. After that, the schedule operated more or less on a monthly basis, with the four packets sailing in rotation.

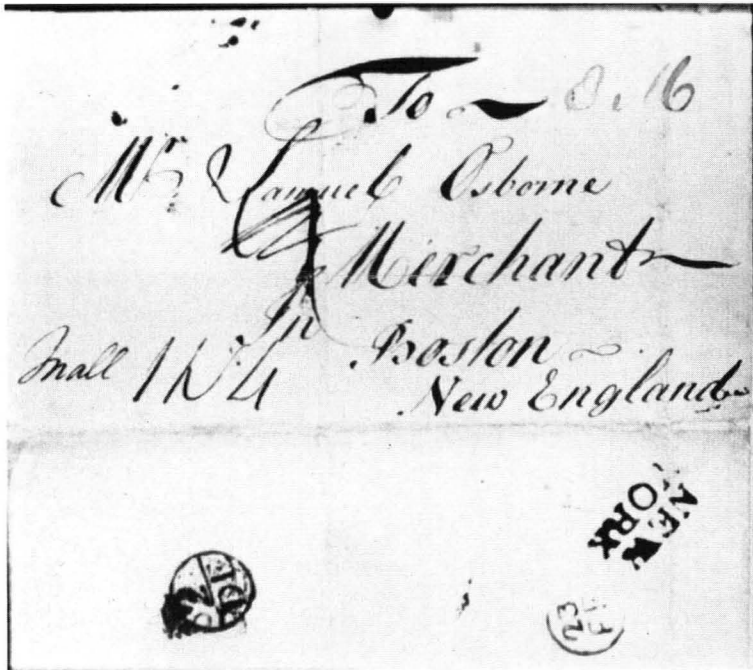


Figure 3. Letter from Bristol dated 30 November 1768, which was rated 4d. Stg. inland postage to London. Backstamped at London on 2 December, the "4" deleted and 1/- packet postage to New York added — "In all 1N4." Carried by the *Lord Hyde* packet from Falmouth to New York, where backstamped on 23 February and rated 8 pennyweights (dwt.) 16 grains (gr.) postage due to Boston. This represented the 1/4 Stg. British postage, which was 5 dwt. 8 gr., plus 10d Stg. or 3 dwt. 8gr. inland postage to Boston. A pennyweight equalled 24 grains or 3d. Stg.

Early packet letters are relatively rare, as most correspondence went by private traders and was entered as Ship Letters at the port of arrival. Not only were there far more opportunities to send a letter by the latter means, but it was cheaper. The packet postage was 1/- Stg., with inland postage to and from both Falmouth and New York being in addition, while only the 1d. Stg. captain's gratuity was added to the inland postage charged from the port of arrival.

As noted in the first article, there was no adequate route from New York to the Carolinas and more southerly parts, so that the delivery of packet letters to the latter was nearly impossible. As a result, a contract was let for an additional packet service in 1763 from Falmouth through Jamaica to Pensacola, St. Augustine, and Charles Town and back to Falmouth. This round robin route was not satisfactory, so in 1768 a separate monthly packet service was established between Falmouth and Charles Town, with the Mail being taken by courier to Savannah and St. Augustine. These two services operated in parallel until 1776, when the southern one was discontinued.

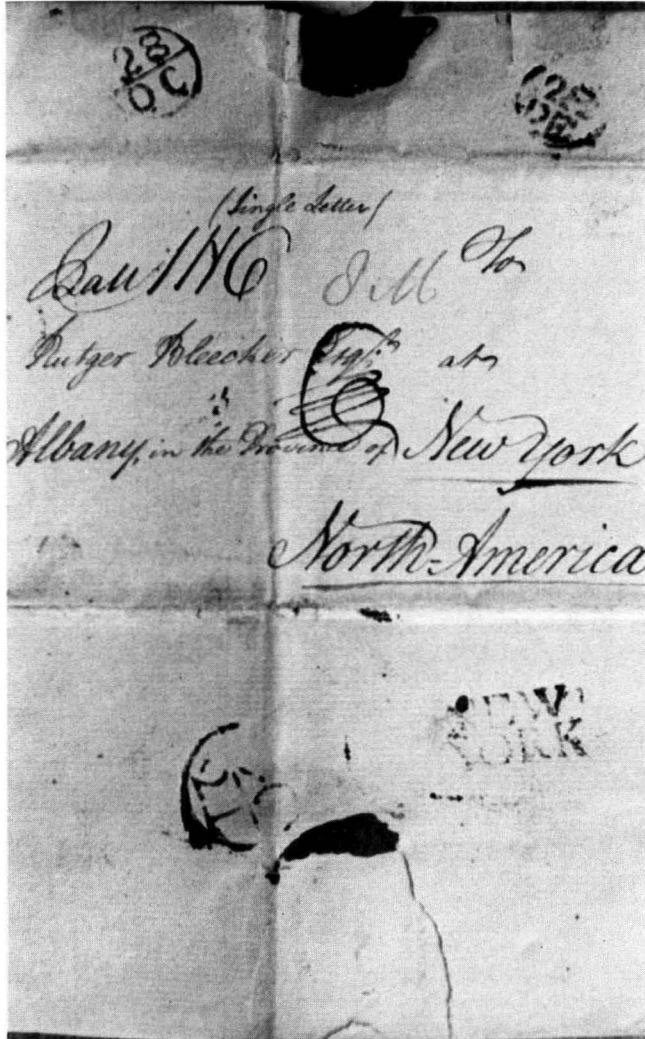
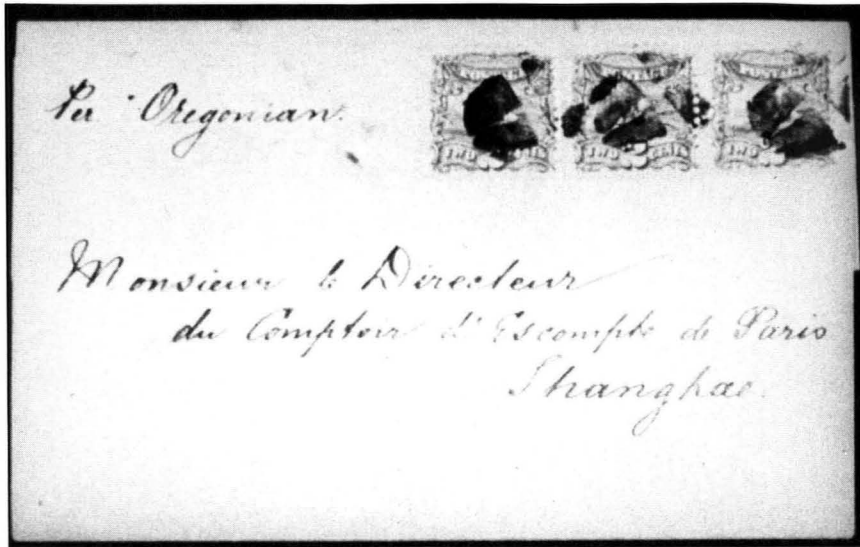


Figure 4. Letter from Galway, Ireland, dated 18 October 1772. Mailed at Dublin on 21 October and rated 6d. Stg. inland postage to London. Backstamped at London on 28 October, the "6" deleted and 1/- packet postage to New York added — "In all 1N6." Carried by the *Lord Hyde* packet from Falmouth on 12 November to New York, where backstamped on 28 December and rated 8 dwt. 16 gr. postage due, made up of 1/6 (6 dwt.) British postage, plus 8d. Stg. (2 dwt. 16 gr.) inland postage to Albany.

Letters carried by the southern packets are shown in *The Posted Letter in Colonial and Revolutionary America 1628-1790*, while the accompanying illustrations are typical letters through New York in the Colonial Period.



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JOSEPH A. STEINMETZ AND THE BLUE PAPER SCANDAL OF 1911

STANLEY M. BIERMAN, M.D., F.A.C.P.

Joseph Allison Steinmetz came into national prominence, if not philatelic notoriety, for his role in 1911 in the Travers-Post Office Department scandal involving the unlawful distribution by the Acting Third Assistant Postmaster General of U.S. bluish experimental paper issues of 1909 through the well-known Philadelphia stamp collector-dealer. Steinmetz should be better remembered by posterity for his pioneering work in aviation and national air defense, a distinguished career as a mechanical engineer, and by philately, in great measure, for his remarkable showing at the 1913 New York International Philatelic Exhibition. Described as “. . . a brilliantly organized philatelic achievement,”¹ the Steinmetz Exhibit which was entitled, in part, “Talismans of the Arabian Nights of Stampdom,” included critical Government correspondences regarding the manufacture of U.S. postage stamps during the 1851-60 period, preserved in large measure for scholars through his own particular intervention. Steinmetz also possessed a major U.S., Essay-Proof, Foreign and Aerophilatelic collection, and played a key financial role in the acquisition of the pane of the 1918 inverted flying Jenny.



Joseph A. Steinmetz was born in Philadelphia on March 22, 1870, to John and Francis Morris Steinmetz. His parents were both descended from illustrious Colonial forebears.² The youthful Steinmetz early on evidenced mechanical engineering talents, and following his public school education at Philadelphia Central High, entered into a business partnership with a cousin to form the Janney-Steinmetz Co., manufacturers of stainless steel containers. Steinmetz returned to college to obtain an advanced degree in metallurgy and was a student at Lehigh University in 1900 where he honed his engineering skills. He also showed a keen interest during this time in the newly developing science of aeronautics. With Orville and Wilbur Wright's successful powered flight on December 17, 1903, at Kitty Hawk, North Carolina, Steinmetz came to recognize the critical role that airplanes would play in transportation and commerce. Under the guidance of Professor Samuel Pierpont Langley from a local college, Steinmetz undertook the manufacture and design of airplane engines; he was later to establish and become director of a school of aircraft design in Philadelphia.³ Langley was best known for his association with the Smithsonian Institution where he was Secretary, and for his pioneering studies in powered flight.⁴ Steinmetz was married in 1903 to Norma Francis Field, daughter of a Colorado Springs judge. Two children, Joseph Janney Steinmetz and Francis Margaret Steinmetz, were born to the union.

With the outbreak of hostilities in Europe in 1914 Steinmetz embarked upon pioneering aerial defense research in an effort to protect European cities from the threat of Zeppelin

1. L.G. Quackenbush, "The Steinmetz Exhibit," *Phil. Gazette* III:389 (Dec. 1913).

2. Anon., "Obituary: Joseph A. Steinmetz," *New York Times*, p. 23, col. 3 (July 12, 1928).

3. Anon., "Joseph A. Steinmetz," *Who's Who 1928-29*, p. 1972.

4. Dan Barber, personal communication, 1986.

aerial attacks. Zeppelins were being employed for surveillance purposes and posed a military threat to civilian populations. Steinmetz developed a special "hook bomb" which was adapted by the French to repel aerial attacks. The explosive device was carried on the undercarriage of the intercepting airplane. The bomb was attached by wires and hooks which were so arranged as to catch on the coverings of the dirigibles and make them explode.⁵ Later Steinmetz devised a scheme wherein a bank of high intensity lights was employed to lure hostile planes to sites where anti-aircraft installations could down the night-flying attack planes. When the United States entered the war in 1917, Steinmetz was too old for active military service but was commissioned as a Colonel in the fledgling U.S. Army Air Force, and appointed a member of the National Research Council. He toured France and England to study their wartime capabilities in airplane manufacture. He selected a major shipyard site in Philadelphia's Hog Island and helped in the land reclamation. He designed and took out patents for devices used in antisubmarine warfare and was a member of the Submarine Defense organization established in New York to provide coastal defense against marauding German U-boats. Prior to the armistice Steinmetz received the commission of Major in the ordinance reserve, and years later was elevated to the rank of Lieutenant Colonel.

A stamp collector from early childhood, Steinmetz became an avid enthusiast with his rising financial star in the period preceeding the First World War. Many of his philatelic treasures came through the Philadelphia Stamp Auction run by Percival Parrish who started his sales in February 1904. Parrish had been the manager of the Philadelphia branch of Scott Stamp and Coin Co.⁶ and through his firm passed great sales of O.S. Hart, Harry Trippet, Henry Chapman as well as the legendary mint block of six of the ten cent 1847 issue. Steinmetz became Secretary of the Philadelphia Stamp Co. in 1908⁷ providing the firm with important financial underpinnings. Undoubtedly Steinmetz also purchased at auction sales held by the Boston firms of Frank P. Brown and B.L. Drew, and from the New York firms of J.M. Bartels, Scott Stamp and Coin Co., and J.C. Morgenthau.

Steinmetz's involvement with Arthur M. Travers in the 1909 U.S. bluish paper scandal presents a fascinating story of philatelic intrigue. Sometime in 1908 Joseph E. Ralph, Director of the Bureau of Engraving and Printing, received reports that difficulty was being encountered in proper centering of the newly produced postal issues which caused considerable waste of departmental stamp stock.⁸ The paper employed in stamp production required moistening prior to intaglio plate printing, resulting in irregular and unpredictable shrinkage of the panes of stamps, and as a consequence the perforating machine cut into many of the stamp designs. To minimize shrinkage and thereby improve the centering of stamps, it was suggested that 30 percent rag be added to the paper pulp. The rag adulteration of the pulp resulted in a particular bluish hue, if not grayish tint, being imparted to the paper stock. A contrary view to this "paper shrinkage theory" suggested that the rag stock was added to prevent curling of the panes and to minimize premature tearing of weak perforations. To test the quality of the new experimental paper a trial printing of low denomination 1908 issues was recommended.

Ralph wrote to A.L. Lawshe, Third Assistant Postmaster General, on February 9, 1909, informing him that 1,480,000 examples of the 1¢ (Scott 357) and 1,494,000 examples of the 2¢ (Scott 358) Franklin-Washington issues had been printed on experimental bluish paper, as well as 637,000 copies of the 2¢ Lincoln perforated commemorative issue; they were sent to Washington post offices for sale as ordinary stamps. Lawshe unfortunately was frequently

5. Anon., "Death of Col. Jos. A. Steinmetz," *Mekeel's Weekly Stamp News* 42 (#1960), 456 (July 30, 1928).

6. G. Van Den Berg, "Philatelic Notes," *Stamps* 29:103 (Oct. 21, 1939).

7. Anon., "Philadelphia Stamp Co.," *M.W.S.N.* 22 (#891), 38 (Jan. 25, 1908).

8. G. Turner, ed., *Sloane's Column* (Series on bluish paper), pp. 291-295, Bureau Issues Association, 1961.

absent from work because of health reasons, and much of the decision making of the Department was left to his Chief Assistant Arthur M. Travers.

Travers was born in Port Huron, Michigan, in May 1870 and came to Washington in February 1901 where he was assigned work as Confidential Clerk to Edwin Madden, Third Assistant Postmaster General.⁹ Described as a man of engaging personality and highly regarded as an efficient officer, Travers was started at a base salary of \$1,600 yearly. Within a year he was promoted to Chief Clerk at \$2,000 per year and a \$3 per diem perk. By January 1909 Travers had advanced to Acting Third Assistant Postmaster General and Congress voted him an additional \$1,000 yearly compensation. In his newly appointed policy-making position Travers suggested to Ralph that additional bluish paper printings be made of the 3¢ through 15¢ denominations (Scott 359-366) on the remainders of the bluish experimental paper before the stock supply was exhausted.¹⁰ The 50¢ and \$1 values were omitted because Ralph pointed out that these plates went to press only occasionally. The decision for the special printing was made with the understanding that the supply was not for public distribution, but rather for production of perfect specimen sheets that would be delivered to the Post Office for their files; the remaining panes were destined for destruction.

In the time span of February 5 to April 6, 1909, the Bureau of Engraving and Printing produced 40 sheets each of 100 stamps of the 3¢, 5¢, 8¢, 10¢, 13¢ and 15¢ denominations; in addition 40 sheets for the 4¢ and 52 sheets of the 6¢ denomination were prepared on the bluish paper.¹¹ Four complete sets were chosen to be set aside with one pane of 100 stamps of each denomination on bluish paper sent to the following: (1) Curator of the Postal Museum where a block of four was put on display in the old Post Office Building, and the remaining 96 issues sequestered; (2) official files of the Stamp Division; (3) Third Assistant Postmaster General; (4) an additional set for surplus. For purposes of identification most, but not all, of the sheets were marked in the margin with an "X" penned in black ink.¹² Despite the avowed intent that the 3¢ through 15¢ issues be destroyed, due to an error at the Bureau of Engraving and Printing examples of these bluish paper issues worked themselves into philatelic channels. Copies of the 3¢ and 10¢ issues were discovered in New York and acquired by E. B. Power of Stanley Gibbons; the 5¢ appeared in Rockford, Illinois, the 6¢ in Chicago and elsewhere, the 13¢ in Saginaw, Michigan, and the 15¢ in Buffalo, New York, and Cleveland, Ohio.¹³ Examples of the 4¢ and 8¢ bluish paper issues were not discovered.¹⁴

When it was learned that the bluish paper stamps, though limited in numbers, were being distributed, anxious collectors besieged their local post offices for examples. Announcements appeared in the philatelic press advertising sale of sets of the bluish paper varieties, albeit to the exclusion of the 4¢ and 8¢ issues.¹⁵ Most collectors were thus left with "incomplete" sets. It may be inferred that this particular fact prompted Joseph A. Steinmetz to hatch a plot to capture for philatelic posterity the "missing" denominations.

Steinmetz was a familiar face on the philatelic scene and had strong Washington ties because of his burgeoning business interests. Likewise Travers was well known to the philatelic community and in short order Steinmetz inveigled the Acting Third Assistant Postmaster General to provide him with the missing 4¢ and 8¢ bluish paper issues. So as to grease the skids, a \$1,500 bribe was offered Travers. A conspiracy was hatched wherein

9. C. Severn, "Editorial," *M.W.S.N.* 25 (#1055), 92 (Mar. 18, 1911).

10. Anon., "U.S. Experimental Paper Varieties and the P.O. Departmental Trouble," *Phil. Journ. Amer.* 22:91-93 (Aug. 1911).

11. C. Severn, "U.S. on Bluish Paper," *M.W.S.N.* 25 (#1056), 109 (Mar. 25, 1911).

12. P. H. Ward, "The U.S. 1909 Bluish Papers," *M.W.S.N.* 51 (#2433), 366-367 (June 14, 1937).

13. Anon., "Notes on U.S. Experimental Paper Varieties," *Phil. Journ. Amer.* 21:244-245 (Nov. 1910).

14. Anon., "U.S. Experimental Papers," *Phil. Journ. Amer.* 22:6-7 (Aug. 1911).

15. C.H. Mekeel, "Special Sale of U.S. Stamps on Experimental Paper," [advertisement] *Phil. Journ. Amer.* 12:301 (Dec. 1910).

Travers agreed to meet Steinmetz at a set time and place at a Washington post office where the missing 4¢ and 8¢ bluish paper panes along with an additional set of 3¢, 5¢, 6¢, 10¢, 13¢ and 15¢ issues with a face value of \$64 were exchanged. Travers arranged to substitute the pilfered government stock with regular U.S. 1908 printings with hopes that the switch would not be noticed.¹⁶

With the transfer of bluish paper panes Steinmetz is believed to have sold blocks of four through the Philadelphia Stamp Co. to select Philadelphia collectors including Henry Gibson. Blocks of four of the 4¢ and 8¢ issues went for \$140 to \$200, while singles were offered at a meeting of the Philadelphia Stamp Club for \$40. It is interesting to note that Percy McGraw Mann of the Philadelphia Stamp Co. wrote in the January 13, 1911, issue of his official stamp organ *Philadelphia Stamp News* that 16 copies of the 4¢ and a block of four were “discovered” in a small town out west (!) which was an obvious misrepresentation. Meanwhile the January 21 and February 14, 1911, issues of *Mekeel's Weekly Stamp News* carried advertisements by the Philadelphia Stamp Co. offering the 4¢ and 8¢ bluish paper issues to interested philatelists; after the February announcement and with events of March 1911 about to unfold the advertisements ceased to appear.

From personal papers of the Steinmetz-Travers scandal once owned by Herman Herst, Jr., and now no longer available for review,¹⁷ it is contended that Philip H. Ward, Jr., was offered examples of the missing 4¢ and 8¢ issues by Steinmetz but demurred, trying instead to acquire from the post office examples for his own clients at face value. When Ward learned that the rare denominations had never been distributed he notified postal authorities of the highly unusual circumstances of this surreptitious offering and demanded an investigation. Suspicion was immediately directed toward Third Assistant Postmaster General Travers and a check of his long distance telephone calls disclosed many Washington to Philadelphia calls to and from Steinmetz.¹⁸

On March 6, 1911, Travers was arrested and charged by Post Office investigators with violating postal laws which provided that no officer of the Post Office Department could sell any postage stamps for more or less than their face value; bail was set at \$5,000.¹⁹ Travers was dismissed from his position by Postmaster General Frank H. Hitchcock following his confession to postal inspectors that he had been guilty of dishonest practices of disposing valuable material left to his care. The accusations were widely quoted in the philatelic press of the day, “Mr. Travers’s offense consisted of causing certain stamps to be manipulated so as to create a fictitious market value. In his official capacity he caused to be delivered to himself certain rare stamps of great value and falsified the records of his office by certifying that a portion of these stamps were legally destroyed after condemnation. Instead of having them destroyed, however, he withheld them and substituted stamps in current use to an amount equal to those condemned, disposing of the obsolete issues at a very large profit. While the philatelic value of the stamps so disposed exceeded \$10,000, the government has suffered no pecuniary loss because of Mr. Travers’s manipulation in substituting stamps of current issue to the face value of those he sold to dealers.”

On April 3, 1911, indictments were returned by the Grand Jury of the District of Columbia against Travers for alleged embezzlement, and a second indictment against both Travers and Steinmetz on charges of conspiring to perform illegal acts. Evidence was

16. H. Herst, personal communication, 1984-85.

17. Werner Elias, Librarian of the Collectors Club of New York, states that these records have been misplaced and, while probably hidden in some archival recess, are not currently available for documentary purposes.

18. H. Herst, personal communication.

19. Miller, “Arthur M. Travers, P.O. Department Clerk Dismissed from Services and Arrested for Manipulation of Stamps,” *Philadelphia Stamp News* 1:418-419 (May 17, 1911); C. Severn, “Travers is Indicted,” *M.W.S.N.* 25 (#1059), 131 (Apr. 15, 1911), and “The Travers Case,” *id.*, 132.

presented including documented long distance telephone call charges between the two parties which suggested collusion. Government records were produced which revealed alterations suggesting ostensibly that the stamps in question had been destroyed. The postal investigation which occupied a year's time noted a cumulative aggregate sale of \$1,600 worth of bluish paper issues having a current face value of about \$30.00. Following the imbroglio and philatelic scandal, C.H. Mekeel of St. Louis advertised sale of incomplete sets of bluish paper issues, "without taint; they did not come from Philadelphia or in an irregular way from Washington."²⁰

After a year and a half of legal maneuvering, Travers withdrew his plea of not guilty, and on October 29, 1912, entered a plea of *nolo contendere* to charges of embezzlement and conspiracy.²¹ Justice Gould of the Washington criminal courts imposed a fine of \$1,500 (Travers's "commission" from Steinmetz) which was paid by Travers with fresh \$100 bills.²² Charges against Steinmetz were dropped perhaps in deference to his stature in the business community, but undoubtedly through the intervention of Boise Penrose, an influential Pennsylvania politician. With a quiet nod from President William Howard Taft, it is believed that Attorney General George W. Wickersham let the matter of Steinmetz's indictment drop. For his part in uncovering the bluish paper scandal, it is believed that Philip H. Ward, Jr. was given choice blocks of four of the 4¢ and 8¢ bluish paper issues for his services.²³

Chastened but not bowed by his near calamitous brush with the law, Steinmetz sought to remove the stain on his otherwise unblemished reputation and redeem himself with the philatelic community by his showing at the 1913 International Philatelic Exhibition held in New York. Advanced description of his exhibit was calculated to pique the viewers' curiosity and to arouse expectation of an event that would be decidedly picturesque and certainly original. The 56-page exhibition booklet entitled "Steinmetz Miscellany" had the euphonious title of "An Hundred Or So Graphic Pages Selected at Random from A Wonderland Collection. Little Messengers from the Isles of the Seven Seas from the Orient and the Occident and from the Polar Lands of Snow. Not Just Mere Dead, Drybone Stamps But Charming Little Talismans of the Arabian Nights of Stampdom. Living, Vibrant, Happy Children of the Fairy Kingdom of our Enchanting Hobby." Quite aside from the burdensome and mellifluous title, the Steinmetz collection was a triumph of imaginative insights. L.G. Quackenbush best caught the poetic essence of the display and described it as follows, "It is a succession of stories told in postage stamp hieroglyphics. Mr. Steinmetz treats stamps not as so many bits of paper, differing from one another in various mechanical attributes of form, color and design but as symbolic things, intimately identified with the warp and woof of human events. He sees beyond the bare husk; he deals with the underlying spirit of stamp issuance, with the romance and poesy of postage stamp legend. And we doubt if any other man in the world has put together a stamp collection rivalling this in real human interest, intelligibility and fascination to the non-collector."²⁴

Included in the display were examples of local posts from Philadelphia, Boston, New York, and Baltimore; following was an impressive display of 1847-1861 U.S. General Issues on original covers including trial colors and proofs of 1847 issues and a 90¢ plus 24¢ U.S. 1861 issue on cover from New York to Shanghai, plus many examples of the Franklin-Eagle Carrier issues. Of major philatelic significance was a 14-page section presented in chronological order of correspondence between A.N. Zevely, Third Assistant Postmaster General,

20. Mekeel, *op. cit.*

21. C. Severn, "Travers Changes Plea," *M.W.S.N.* 26 (#1141), 359 (Nov. 9, 1912).

22. C. Severn, "The Travers Case," *M.W.S.N.* 26 (#1141), 360 (Nov. 9, 1912).

23. H. Herst, "U.S. Bluish Papers," *Western Stamp Coll.* (Dec. 20, 1949), p. 8; Herst, *Nassau Street*, 1960, pp. 276-77; C. Brazer, "The Travers Manuscript Letters," *Essay Proof Journal* 5:144-145 (July 1948).

24. L. Quackenbush, *op. cit.*

and Messrs. Toppan, Carpenter, Casilear & Co. of Philadelphia. The correspondence covered the period of June 11, 1851, to August 4, 1860, and dealt with issues of production, design, color, numbers, and distribution of U.S. stamp issues from this period. There is little question that this historically important correspondence came to Steinmetz through the Travers connection. Writing in the July 1948 issue of *Essay Proof Journal*,²⁵ Clarence Brazer reprinted personal letters from Travers regarding the preservation of original stamp contracts for the manufacture of postage stamps, sorting of departmental correspondence, files and record books present in the archives of the Post Office Division. Travers is believed to have made three copies of these valuable Post Office correspondences, covering the period 1847 to 1873. In preparing a defense for his 1911 trial Travers wrote several statements covering his post office duties, copies of which were sent to Steinmetz for his lawyer's docket. Subsequently the Travers correspondences passed from the Steinmetz estate through Eugene Klein and were purchased by Herman Herst, Jr. After loaning the material to Brazer, Herst donated the manuscripts to the Collectors Club of New York. Included in the Klein lot acquired by Herst were 100 sets of C4-6 first day covers, which the dealer soaked off to sell as used stamps given the fact that there was no demand at that time for FDCs.

The remarkable Steinmetz Exhibit at the 1913 International Philatelic Exhibition also included examples of Patent Coupon issues, displays of 1869 essays and proofs of Pictorial Issues, encased U.S. postage stamps, postal currency, fancy cancellations, presidential franks, a section showing manufactured (fraudulent) 1901 Pan-American inverts, a section on Confederate States postal history, fine sections on British Colonials highlighted by Sidney Views, world stamps and ending with polar exhibition issues.

Steinmetz was involved in an epic-making philatelic event relating to the discovery on May 14, 1918, of the pane of inverted flying Jennies by W.T. Robey at a Washington post office. Following Robey's unsuccessful negotiation through Eustace B. Power for this "Twentieth Century trash," and John J. Klemann's low-ball offering, a telephone call to Percy McGraw Mann of Philadelphia was made and with Eugene Klein's concurrence, the \$15,000 sale price was finally agreed upon. Joseph Steinmetz was the third of the Philadelphia triumvirate, and no doubt provided much of the finance for the purchase. With the subsequent proportional profits derived from the sale of the pane to Col. Edward Green for \$20,000, Steinmetz acquired a horizontal pair of the C3a issues for \$450²⁶ though years later he was to break the pair and use the proceeds to purchase a piano!

Steinmetz's first love was aerophilately and in 1923 he provided much of the financial underpinnings necessary to establish the American Air Mail Society which was organized by George M. Angers of Springfield, Mass., and Harry Truby of New Kensington, Pa.²⁷ In May 1925 Steinmetz showed his sterling collection of aerophilately at the International Philatelic Exhibition held at the Louvre in Paris. Acclaimed the finest collection assembled to that time, it included 50 famous pioneer covers and was described in detail in the philatelic periodicals of the day.²⁸ He also showed his U.S. and Foreign collections that had been exhibited in 1913. On June 3, 1925, the Steinmetz collection was exhibited at the Collectors Club of New York to an appreciative audience.²⁹ Included in the show was a Thomas Biddle cover franked with an U.S. 1861 90¢ plus 15¢ and two 3¢ issues which evoked an astonished reply from Charles Phillips who claimed that he had never seen a 90¢ on cover! Of some interest was the fact that Steinmetz was able to secure original album pages from the great collections of J.K. Tiffany, the Earl of Crawford, and 25 other famous collections to show how great philatelists of the past arranged and wrote up their collections.

25. C. Brazer, *op. cit.*

26. P. Ward, "Sale of Steinmetz Collection," *M.W.S.N.* 43 (#1996), 236 (Apr. 8, 1929).

27. Dan Barber, personal communication, 1986.

28. Anon., "Exhibit of Air Mail Covers," *M.W.S.N.* 39 (#1789), 209 (Apr. 20, 1925).

29. C. Phillips, "Display by Maj. J. A. Steinmetz," *M.W.S.N.* 39 (#1799), 333 (June 29, 1925).

Steinmetz was also very much involved during this time with his far-flung business enterprises which included, in part, his Global Corporation, Chairmanship of the American Society of Mechanical Engineers, National Aeronautical Association, various military orders along with his philatelic duties with the Aero Philatelic Society of America and Royal Philatelic Society of Great Britain, and philanthropic efforts for the American Red Cross and other organizations. While at work on an iron and steel factory scheduled for his Janney, Steinmetz and Co., he fell ill and after a six month period expired of an undisclosed illness on July 11, 1928, at his home, 736 Westview St. in Germantown, Penn. He was 58.³⁰

The Steinmetz Collection was sold by Eugene Klein of Philadelphia at seven sales (E.K.#s 54-56,60-62,65) held between March 21, 1929, and March 25, 1931. Highlights of the first sale of Steinmetz's United States included a 10¢ grey-lilac St. Louis Postmaster @\$215, a magnificent 5¢ New York Postmaster tied to cover with a blue "5" in double circle and considered unique @\$325, a mint 1857 1¢ Type II cracked plate @ \$106, an 1861 90¢ plus 24¢ on cover from New York to Shanghai @ \$280, a set of 1869 invert cardboard proofs @ \$150, a used and defective 15¢ Pictorial invert @ \$550, a large number of Pictorials on original cover. Of obvious interest was a perfectly centered block of four of the 4¢ bluish paper 1909 issue which sold for \$450 (1½ times Scott value) and an off-center 8¢ bluish paper block of four sold for its then Scott catalogue price of \$300. The high point of the day was a slightly off-centered C3a which went for \$60 above its catalogue price of \$1,000. The total for the first Steinmetz sale was \$13,219.³¹

The second sale was held on April 17, 1929, and consisted primarily of U.S. Officials, Carriers, Locals, Confederates and U.S. Possessions. There were 188 choice lots of Officials with most of the lots being acquired by either Philip Ward, Jr., George Sloane or the newly arising architect-stamp dealer, Clarence Brazer; the latter acquired most of the "SPECIMEN" issues. There were 173 lots of Locals and Carriers, a good showing of western and Express covers. The high point was a 5¢ Hawaiian Missionary, originally cut from cover, and then replaced, which was knocked down at \$1,200. The total sales of this auction were \$14,325.³²

The third Steinmetz sale was held on May 15, 1929, consisting of the finest aero-philatelic collection then assembled. Most of the 91 pioneer covers were acquired contemporarily by Steinmetz, and many as special requests from pioneer aeronauts. In addition there were 157 lots of official Government flights. A September 23, 1911, first day flight of the Garden City Estates, constituting the first actual flight carrying mail in the United States, went for \$42.25, while an outstanding mint example of the Newfoundland 3¢ 1919 Hawker sold for twice Scott value for \$1,010 while a similar example used on cover went for \$570. Total sales for the Steinmetz Air Mail collection were \$11,779.³³

The fourth through sixth sales were held on May 21, October 15, and December 17, 1930, and consisted of Steinmetz's Foreign Countries which were strong in British Guiana, Mauritius, and Switzerland including, in the latter, an example of a 10¢ yellow green Double Geneva tied to cover. The seventh and final sale was of Steinmetz's Bisects and Combination Covers and was most notable for a diagonal half of a 12¢ 1851-56 U.S. issue from San Francisco to Cincinnati which sold for a modest \$31 and the left vertical two-thirds of a 3¢ Pictorial used from Summit, New Jersey, which was knocked down at \$122.50.

With this final sale the philatelic curtain was drawn on Joseph Allison Steinmetz. The tawdry episode of his bluish paper involvement was never mentioned in his obituaries³⁴ and his place in philatelic channels was properly sung.

30. C. Brazer, "Joseph Allison Steinmetz, 1870-1928," *Essay Proof Journal* 6:226 (Oct. 1949).

31. P. Ward, "Sale of Steinmetz Collection," *loc. cit.*

32. P. Ward, "Another Steinmetz Auction," *M.W.S.N.* 43 (#2000), 308 (May 6, 1929).

33. P. Ward, "Steinmetz Air Mail Sale," *M.W.S.N.* 43 (#2008), 417 (July 1, 1929).

34. Anon., "Major Steinmetz Dies," *Collectors Club Philatelist* 7:303 (Oct. 1928); "Obituary: Joseph A. Steinmetz," *New York Times* (July 12, 1928).



#7, * No Gum



#26, * OG, NH

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PRINTED POSTAL MARKINGS

(Continued)

In my opening article on this subject, *Chronicle* 132, I alluded to the postal markings associated with Edmond S. Zevely in connection with his post office handstamp manufacturing. Actually Zevely used his attractive printed corner cards with his free franking of letters sent on his private business, whether in connection with his handstamps, or not. Many of the surviving examples are addressed to his sister, J. Sophia Zevely, as is the 1852 cover illustrated in Figure 1. This large red design, complete with wood engraved whale, occupies most of the upper left corner of the envelope. Although its intricate design incorporates the post office name, it lacks any indication of the date of sending. This was supplied with an unusual 29 mm. circular marking, FREE/APR 10/1852, in black. I cannot recall having seen any other handstamp used during this period which was composed of only the word FREE and a date, and imagine that it was made by Zevely specifically with his printed corner card in mind. Also, as many collectors of the 3 cent stamp of 1851 know, any postmark with an 1852 year date is an unusual item, since year dates did not become a common feature of markings of that decade until 1855, and thereafter.

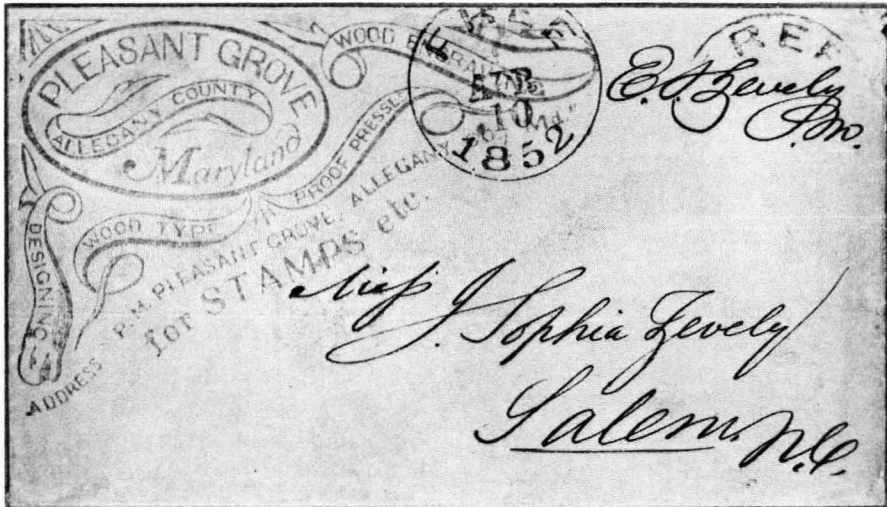


Figure 1. E.S. Zevely's printed advertising corner card incorporated the post office name PLEASANT GROVE, Allegany County, Maryland. FREE and 1852 year date were applied with an unusual handstamp. (Photo by Peter Hedrington.)

Using a printed advertising corner card as a townmarking is a rather novel concept, but in Zevely's case it makes a certain amount of sense since, in effect, he was showing off his wares, *i.e.*, his aptitude in making wood engraved postmarking devices. Figure 2 illustrates another extension of this possibility, however. The black printed corner card of the Crystal Fountain Water Cure located at BERLIN HEIGHTS [*sic*]. ERIE CO., OHIO, has been dated in manuscript "Aug 5th" and the cover has also been rated in manuscript "Paid 3." The *American Stampless Cover Catalog*, 4th ed., indicates that the post office at Berlin Heights used a 37 mm. townmarking ca. 1851 (probably a large "balloon" marking made by the ubiquitous E.S. Zevely). The notion can be entertained that the postmaster found it easier to use the printed line of the advertising corner card, rather than try to fit in his large, unwieldy handstamp. It is uncertain whether the illustrated business establishment had any connection with this Ohio post office. The *Official Registers* of 1855 and 1857 list Eli P. Hill as the

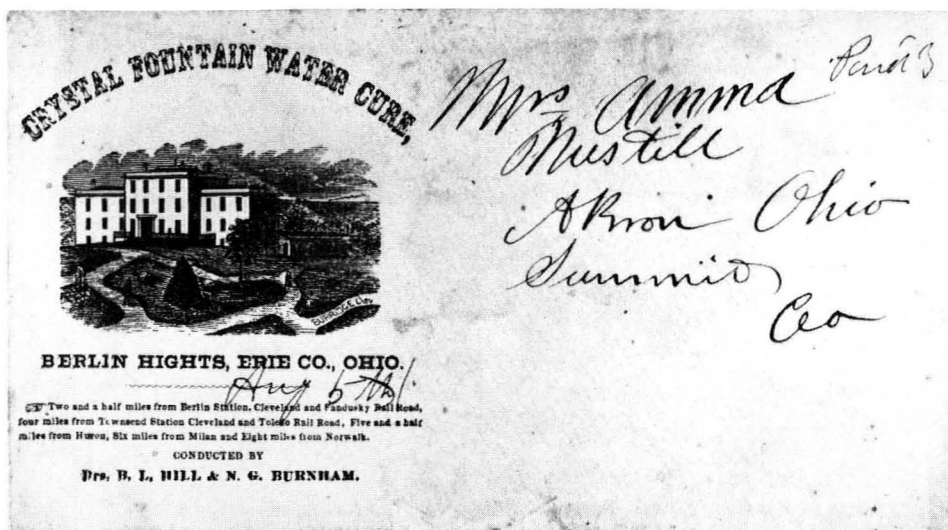


Figure 2. The advertising corner card of a health spa in BERLIN HEIGHTS, ERIE CO., OHIO, dated in manuscript, ca. 1855, provided a post office with a ready-made (though misspelled ?) town-marking. (Photo by Peter Hedington.)

postmaster at Berlin Heights, and it will be noted that one of hydrotherapists at Crystal Mountain Water Cure was Dr. B.L. Hill. Perhaps a site location inquiry might turn up other coincidences. A later (1860s) instance of a New Hampshire hotel which housed a seasonal post office using its printed corner card as the office marking, and adding the date in manuscript, is known. (My thanks to Mr. Labron Harris of Glen Echo, Md., for bringing this Ohio stampless example to my attention.)

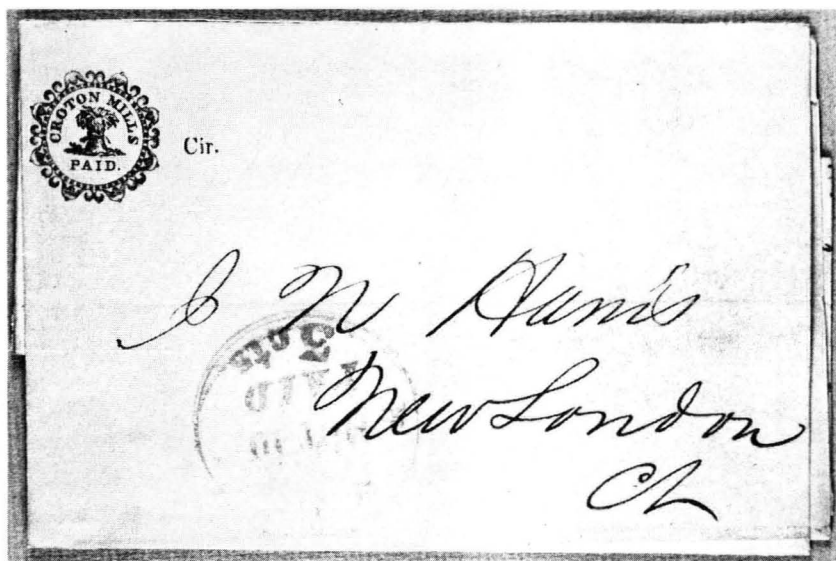


Figure 3. The CROTON MILLS, PAID/Cir. marking on this 1850 flour advertising circular is a pretty printed affair, but is not an official postmark. (Photo by Peter Hedington.)

The topic of printed corner cards used as postmarks seems to be a good place to illustrate an item which, though it has great eye appeal and is sometimes mistakenly offered as a postmark, is really quite something else. Figure 3 illustrates the light blue letter sheet bearing a fancy printed circular blue 22 mm. corner card of CROTON MILLS. The design includes a sheaf of wheat, the word PAID., and 4 mm. to the right, the abbreviation "Cir." (for

Circular). This cover is legitimately postmarked with a partially legible red circular 35 mm. NEW-YORK/OCT 10/PAID/3 cts. Croton Mills was not a post office. It was a flour mill located in New York City, and these letter sheets are their printed advertising circulars. This example is datelined Oct. 7, 1850, and is signed by Hecker & Brother, 201 Cherry St. The letter sheet also illustrates a nice view of the mill with the distant masts of sailing ships in evidence, ready, no doubt, to transport their barrels of flour to exotic distant places. The letter sheets, however, were transported via the plain old New York City post office, which, under the prevailing rate between 1847 and 1851, required prepayment of 3 cents on such circulars. They were among the “junk mail” of their time. Perhaps to expedite the handling of what might have been a large mass mailing, the flour mill printed their private marking, an ad that indicated the printed nature of the letter, and the fact that it was prepaid, as required. Similar examples during the stampless period bearing private markings applied by various mercantile establishments, such as banks, have been seen. Several of these seem to reflect the fact that the business had an account, or other arrangement with the post office in order to handle their mail with expediency.

This subject will be continued in future issues.

ANOTHER UNUSUAL STENCIL COVER: A TRANSATLANTIC USE

As was indicated in this section in *Chronicle* 132, during the stampless period, stencil devices were used at only a relatively small number of post offices, and many of them are quite scarce. Until the David G. Phillips sale of October 31, 1986, this editor had recorded only domestic uses of these odd markings. This might have been expected. Lot 516 of that auction, however, changes this particular state of affairs. Figure 4 illustrates stencil markings from the post office at DEERSVILLE/OHIO used on a cover addressed to Newport, Isle of Wight, Old England. The grayish black 34 mm. townmarking is dated in manuscript, as is usual for stencils, June 26 (1846). There also is a pretty matching stenciled PAID in a fancy box, measuring 26 X 9½ mm. This is a slightly oversized folded letter weighing more than half an ounce, and a double 10 cent domestic rate of 20 cents was paid by the sender. The cover bears a directional notation “per Steamer via Boston,” and the recipient was also charged a double rate of 2 shillings, per the 2/- manuscript marking, for delivery in England. There is an orange circular marking dated 17/14 JY 14/1846 and a rimless black NEWPORT/ISLE OF WIGHT/JY 15/1846 marking on the flapside. Carriage was by Cunard *Caledonia* from Boston July 1, reaching Liverpool July 13.

Deersville was a post-village of Harrison County, located about 12 miles west of Cadiz,

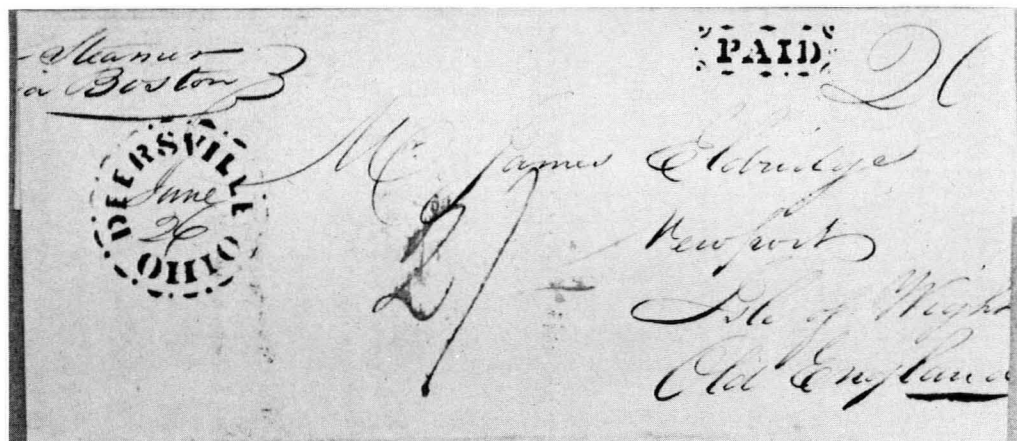


Figure 4. This cover with stencil postmark and PAID of DEERSVILLE, OHIO, used to England in 1846, is the first cover to a foreign destination with this unusual type of marking that has been recorded by the editor. (Photo by Peter Hedrington.)

Ohio, which was the county seat. It is located in the eastern part of the state. The 1845 *Official Register* indicates that its postmaster, Robert Pettis, Jr., was paid \$56.42, and that the net proceeds of the office were \$99.78, so that the gross receipts, approximately \$156, reveal a fair amount of postal activity. In fact, this office employed no fewer than three separate, but similar, stencil devices to create their attractive townmarkings, in blue and black, used during this period.

Editor's Note: I am very pleased to present in this section an article by the well known postal historian, Dr. James W. Milgram. Dr. Milgram has taken up a topic which eventually comes to the attention of most serious collectors and students of early U.S. stampless covers, but which is probably unfamiliar to collectors of U.S. stamps and covers in general. It is certainly worthy of this more comprehensive treatment, and of further development as new material comes to light.

THE UNOFFICIAL 6¼ CENT RATE ON UNITED STATES STAMPLESS COVERS

JAMES W. MILGRAM, M.D.

I have a number of covers in my collection which are rated 6¼ cents and yet no such United States postal rate ever existed officially.

There were two different officially enacted 6 cent rates for regular domestic mail during the stampless period. The earlier rate applied to mail carriage under 30 miles established by the Act of February 20, 1792, (in effect from June 1, 1792, until March 2, 1799). The second 6 cent rate followed the War of 1812 and the restored rate period of 1816. This was also a 6 cent rate for distances up to 30 miles and took effect May 1, 1816. Under the five tier schedule provided by the Act of April 9, 1816, this was the lowest postage rate based on distance. It remained in effect until the postal reform rates of the Act of March 3, 1845, which were effective July 1, 1845. Thus, for practically 30 years during the stampless period there was a 6 cent postage rate which could be either prepaid or collect. It is this second 6 cent rate which was the basis for the "6¼" rating on many stampless covers.

The editor of the *American Stampless Cover Catalog*, E.N. Sampson, wrote a short but informative article on this rate, "6¼ Cent Rate on U.S. Stampless," in *Covers*, June 1966. Sampson listed 14 different covers dated between 1827 and 1842 with five prepaid and the rest unpaid. Three covers between 1833-1838 were from Florida Territory. He also described

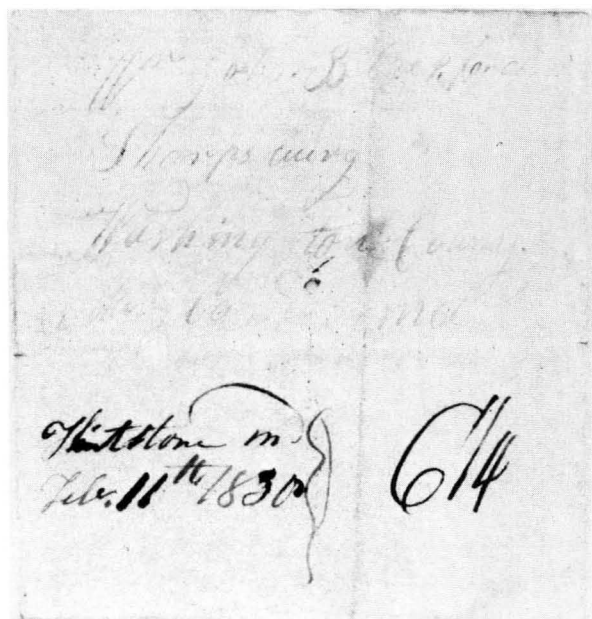


Figure 1. Unpaid cover with ms. postmark of Flintstone, Md., rated "6¼."

the usage of foreign coinage in circulation in the United States during that period. The Spanish and Mexican silver half reale (medio reale) and the British three pence coins were then both valued at 6¼ cents U.S. currency. N.D. York, who discussed foreign coinage in *Stamps*, April 15, 1967, cited the Act of February 9, 1793, which established that foreign gold and silver coins shall pass "current as money within the United States, and be a legal tender for the payment of all debts and demands . . ." This Act was not repealed until February 21, 1857. Thus these foreign coins provided Americans with alternative coinage when their own coins were in short supply, or not acceptable for any reason.

Even though the foreign coins were legal tender, the legislated postage rate was 6 cents, not 6¼ cents. Therefore, the only reasonable explanation for these covers with a 6¼ cent rate is that some individual postmasters were so used to accepting the foreign coins to pay the 6 cents postage that they sometimes wrote it on the covers. David G. Phillips sent the writer his file on this unusual postage rate, including some correspondence with J.K. Gibson of the



Figure 2. Fractional currency issued by the Tallahassee, Florida Territory, post office in 6¼¢, 25¢, and 50¢ denominations.

Ohio Postal History Society. Charles I. Ball has located a *Cleveland City Directory* for 1837 which actually listed "6¼ cents for any distance not exceeding 30 miles" as a rate of postage for the period.

The earliest example that I have is the Maryland cover shown in Figure 1. It bears a manuscript "Flintstone, Md. Feb. 11th 1830" and "6¼" unpaid to Sharpsburg, Maryland. The Flintstone office was established in 1824; only manuscript postmarks are recorded during the stampless period. An 1837 date of use is listed in the *American Stampless Cover Catalog*, fourth edition. However, neither *Postal Markings of Maryland 1766-1855* by R. T. Powers or *Maryland Postal History and Handstamped Markings of the Stampless Period* by D.H. Kendall lists any 6¼ cent rate covers from Maryland.

In his 1966 article Sampson also commented on the existence of 6¼ cents fractional paper money issued privately by banks and other commercial houses. Such paper money was in fact issued by the post office in Tallahassee, Florida Territory, and was redeemable in postage or current bank notes. Figure 2 shows three different notes for 6¼ cents, 25 cents, and 50 cents, all issued by that post office. Phillips also sent me copies of a different 6¼ cents note (shown on page 23 of the *American Stampless Cover Catalog*, Vol. 1, 1985 edition) and 12½ cents and 75 cents notes. The earlier 1837 and 1839 notes were redeemable only in postage. Phillips has copies of two covers, both rated at 6¼ cents, and bearing oval postmarks of Tallahassee. One of these was an 1831 forwarded usage from Charleston, South Carolina, rated 25 cents plus 6¼ cents at Tallahassee when the letter was forwarded to Monticello, 31¼ cents total due as an unpaid letter.

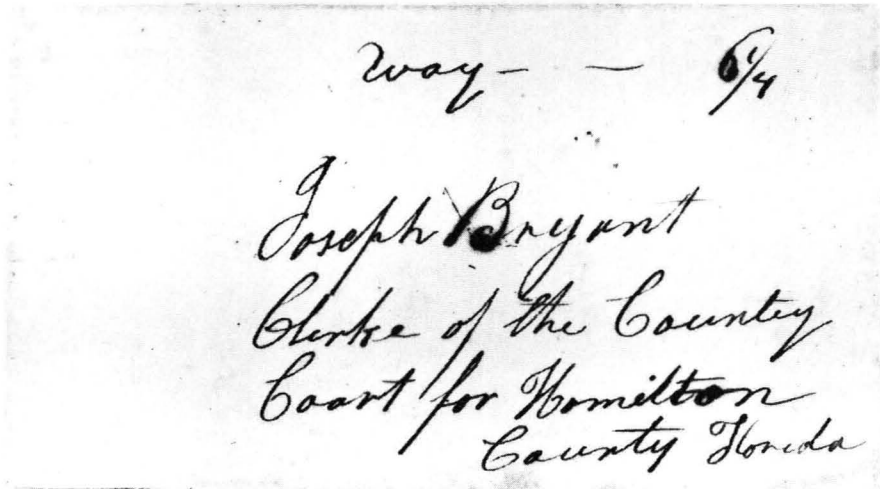


Figure 3. "Way" cover, rated "6¼," originating in Hamilton County, Florida, in 1832.

Another series of Florida territorial covers shows some very interesting examples of the unofficial 6¼ cent rate. The earliest is perhaps the most unusual. Shown in Figure 3, it bears "Way" and "6¼" markings. Its dateline reads "Hamilton County May 6, 1832," and the contents are election returns for a delegate to Congress. This is the only way usage I have recorded with this unofficial rate. It should be noted that no 1 cent way fee was added to the regular postage, as marked.

A second cover, shown in Figure 4, is also very unusual. Dated April 12, 1834, it was postmarked "Monticello Fla" and rated "6¼" to Magnolia. Because the rate should have been ten cents for the distance of over 30 miles, the cover was rerated "underch'd 3¾" to total "10." This may well be the only 3¾ cent rate marking known on a U.S. stampless cover.

An 1835 cover from Mobile, Ala., (Figure 5) is addressed to the county judge of the Gadsden County Court. The cover was sent to Chattahoochee, Florida, rated 18¾ cents postage due. Apparently at that office a straight line "FORWARDED" was added and the

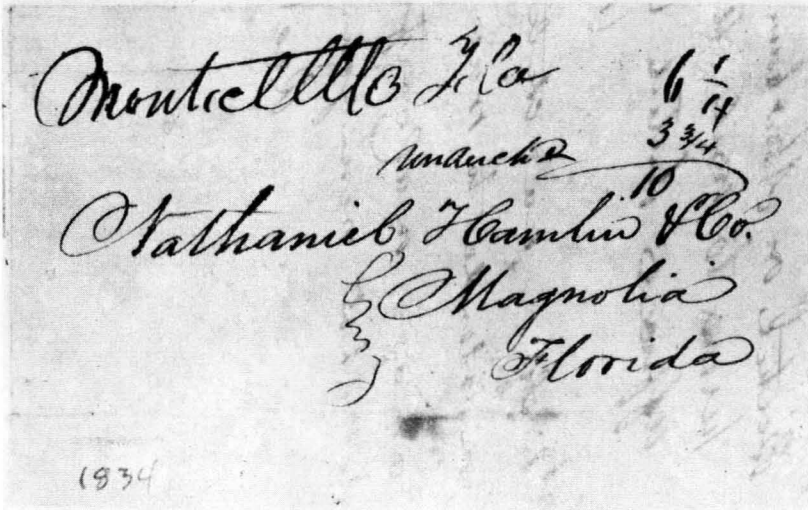


Figure 4. Cover postmarked "Monticello, Fla." (1834), rated "6¼." Rerated "underch'd 3¾" to make correct 10 cent rate.

cover was rated as "6¼" due to Quincy, where the judge resided, at a total postage of "25." The normal total postage with forwarding would have been 24¾ cents, so this is an uncommon 25 cents postage rating. It is interesting that the correspondence contains some other examples of forwarded covers from Chattahoochee to Quincy. One of these which bears a postmark of Chattahoochee is shown in Figure 6. This 1836 cover was rated 25 cents due from New York and was forwarded at the official 6 cent rate to Quincy. Thus, some of the forwarded covers were charged the official postal rate while others were rated at the unofficial 6¼ cent rate. I have no explanation for this apparently arbitrary usage of the 6¼ cent rate. Figure 7 illustrates another forwarded cover which was rated 25 cents due at Philadelphia in 1837. It was addressed to the same judge at Chattahoochee; there it was forwarded at the unofficial rate for the short distance to Quincy (presumed from the other covers to the judge) with 31¼ cents total postage due. This is therefore a second forwarded cover with a total rate of 31¼ cents (the other example is the Tallahassee usage previously described). Presumably Spanish coinage or paper currency was customarily used to pay such

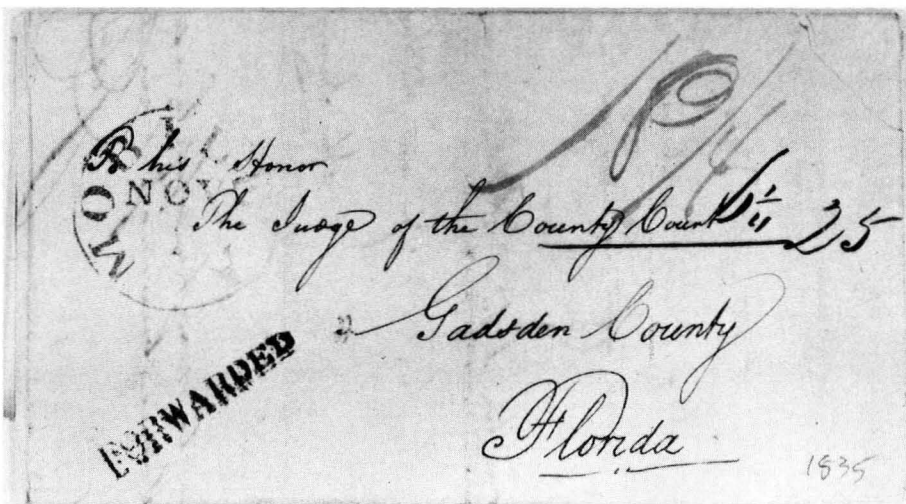


Figure 5. Mobile to Chattahoochee, Fla., Nov. 1, 1835, rated 18¼¢ due. Forwarded to Quincy at 6¼¢ additional charge, for total of 25¢ due.

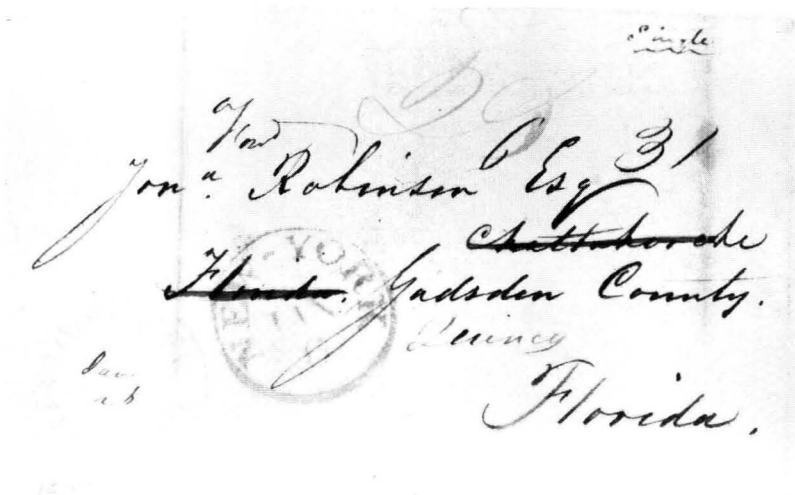


Figure 6. New York to Chattahoochee (1836), rated "25" due. Forwarded to Quincy at 6¢, for 31¢ total. Charged at official rates.

postage charges, as Spain had an important role in Florida during the first half of the nineteenth century.



Figure 7. Philadelphia to Chattahoochee (1837), rated "25" due. Forwarded at unofficial 6¼¢ rate, total 31¼¢ due. Compare with Figure 6.

(To be continued)

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CHICAGO LOCAL POSTS

ROBSON LOWE

INTRODUCTION

On my first day in New York when visiting the International Exhibition in 1926, I worked with Elliott Perry when erecting exhibits. The friendship founded at this meeting lasted for the rest of Elliott's life. After the show I went to Chicago and met Dr. Clarence W. Hennan, who became another life-long friend. Up to this visit to America, I had only collected Wells, Fargo, but Perry and Hennan aroused my interest in U.S. Local Posts and Independent Mail Carriers for ever more.

Back home, I found that Humphrey Golding, who had been my one and only employer and had fired me fifteen minutes later, specialised in U.S. Locals. Through him I acquired another friend, Donald S. Patton, who wrote a long series of articles in *The Philatelist*.

Around 1970 my U.S. Locals filled over fifty volumes and my pleasure was constantly stimulated by correspondence with other students.

Early this year, the idea came that "The Local Posts of Chicago" would be featured at AMERIPEX and I was surprised to read nothing about them. In a letter to our president, I regretted not having made the effort, to which she replied "Make it an epilogue."

In August, Elizabeth Pope came to visit me, and I fortunately mentioned this project. The Chicago file contained notes made by Hennan, Perry, Patton and myself plus the excellent article written by Henry Abt in *The American Philatelist*. These were seized by Elizabeth and the following article was produced. I am certainly not the author — I provided the drinks and cooked the food. Perhaps I could claim the title of "accoucheur." The photographs of the gems that were in John Boker's collection provide the bulk of the illustrations.

My joy has been in the memories of so many valued friends who, alas, are but a happy memory.

Robson Lowe
18th August 1986

As the memories of Ameripex '86 sort themselves out and settle into the brain cells where they will remain embedded, the postal history of Chicago inevitably comes to mind.

Local Posts have been an abiding love of mine from the time I first discovered these byways of postal history. Let's turn back the calendar and follow the development of these independent enterprises in the past century.

In 1855, the population of Chicago had reached 80,000. Of these, about 50,000 had come to the city within the previous five years, brought into the boom town by the recently completed railroads.

Postmaster Isaac Cook had recently opened a larger post office with two windows, instead of the one window provided in previous post offices, for dealing with the public. The building and its staff were quite inadequate to cope with the expanding volume of mail spawned by the city's population explosion.

Gager's 1856-57 *Directory* estimated that more than 400,000 locally mailed letters were handled in Chicago in 1856. This meant an average of 1,100 letters per day to be picked up at the Post Office. The lack of carrier service resulted in long lines at the Post Office windows and a large number of unclaimed letters.

The *Chicago Tribune* published lists of addressees of unclaimed mail several times each week. In the 1860s each list included 1,300 to 1,500 names, compared to 150-160 names in

the mid-1830s. The time was right for private enterprise to ease the situation by setting up private local post services.

In the next seven years, at least ten private local posts were operating in Chicago at various times. Very little is known of some of these. However, the lack of historical facts and surviving covers does not signify failure of the local posts. The Great Fire of Chicago on the night of October 8, 1871, destroyed 1,100 city blocks, including some 20,000 buildings, leaving over 90,000 people homeless. Inevitably, most of the locally posted and delivered mail accumulated during Chicago's first three decades perished in the fire. In addition, the archives and business files which are postal history research sources were destroyed in the flames.

It is well to remember too that the proprietor of the local post was likely to be a small shopkeeper or clerk attempting to earn a few dollars to supplement his income.

The earliest local post recorded for Chicago began in February of 1855. William McMillan set up McMillan's Dispatch, and issued a stamp with that wording typeset on rose paper. McMillan had come to Chicago in 1849 from Pennsylvania. By November of 1853 he was established as a druggist, at 48 Randolph Street, and lived at 48 Madison Street. The following advertisement appeared in the *Daily Democratic Press* in February 1855.

McMillan's City Despatch Post.

THE SUBSCRIBED RESPECTIVELY INFORMS the Citizens of Chicago that he has established a Penny Post for the delivery of letters to the different parts of the City or Post Office, & hopes by strict attention to business to receive a liberal share of patronage. Boxes will be placed at different stations through the City for the reception of letters (a list of which will be published in a few days).

Hours of delivery for the city at 9am and 3pm and to the Post Office at 9am and 7pm. TERMS:- One cent on each letter, if prepaid, or 2 cents if not paid until delivery. Letters for the Post Office must be prepaid or they will not be delivered. Letters containing money or valuables at the risk of the parties mailing them. To ensure prompt delivery, the address, name and number of the street should be written plainly. The limits for delivery at present will be in the South Division to Harrison Street, North Division to Chicago Avenue, and West Division from the river to Union Street, and from Madison to Kinzie Streets.

Stamps can be obtained at all Box Stations, and at the Principal Office, No. 48½ Randolph Street.

WM. McMILLAN, Proprietor

Another paragraph in the same issue of the same paper, probably editorially inspired, noted McMillan's advertisement, with approval, stating,

McMILLAN'S PENNY POST:- By an advertisement in another column it will be seen that Mr. William McMillan proposes to establish a city penny post, for the delivery of letters in different parts of the city and at the post office. Those also who wish can make arrangements with him to deliver their letters at their counting rooms from the post office. If well conducted, as we have no doubt it will be, it must prove a great convenience to our business men and citizens generally. See his advertisement.

The promising enterprise lasted only a few weeks. The few known examples of covers carried by McMillan are stampless. The stamp is not known unused or on cover. One used copy came to light in 1940 after publication of an article by the late Dr. Clarence Hennan on McMillan.

In the *Chicago Directory* for 1855-56 McMillan is listed as being a "Clerk in the City Recorder's Office." In *Gager's Chicago Directory* for the year ending June 1, 1857, he is listed as operating a "Drug Store at 232 Indiana Avenue" and after that he is not found in Chicago directories.

In March of the same year W.H. Bronson and G.F. Forbes started Bronson & Forbes City Express Post. Their location was at No. 5, The Masonic Temple, Dearborn Street, opposite the U.S. post office. The post office was "100 Dearborn Street, nr southwest corner

of Washington,” according to *Cooke’s Chicago Directory 1857-58*. *Case & Company’s Chicago Directory* contained advertisements indicating that the post had two collections per day, at 9am and at 2pm. Two deliveries were made, at 12 noon and 4pm. A uniform charge of two cents per letter was made. Two stamps were typographed, on green and on lilac paper. The lilac is not known on cover. The design showed a locomotive, front view, in the centre of an oval, with the name of the post framing it.

Bronson may have been a printer by trade, employed by Case and Company, who published one of the city directories. In June of 1857, Bronson was residing at Lakeview House, at Kinzie and Rush Streets. *Gager’s Chicago Directory* appendix, dated June 1857, listed “Forbes, G.T. (late of Bronson & Forbes), books, papers, periodicals, etc. Office: 5 Masonic Temple.” This was surely a typographical error in the directory as all other data fit with the information on the post. This entry would seem to imply that the partners had separated.

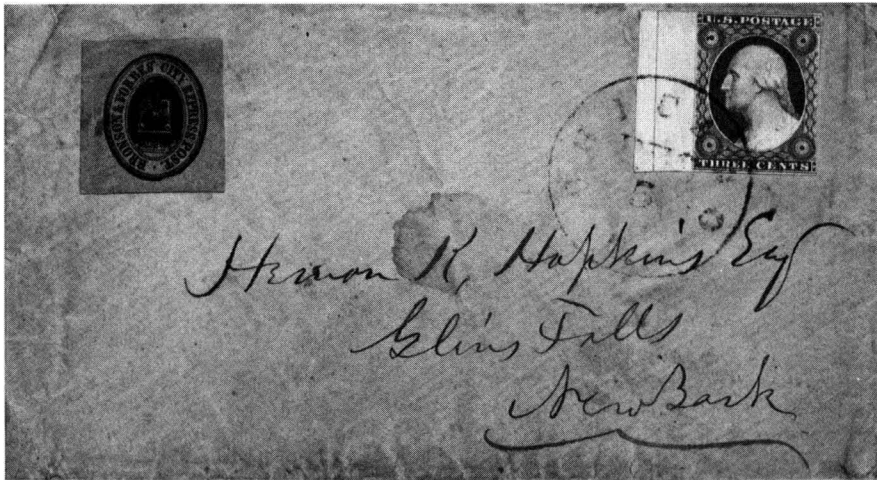


Figure 1. The green BRONSON & FORBES CITY EXPRESS POST stamp used to prepay the 2¢ pick-up fee to the mails. The local stamp is rarely found cancelled.

A cover from the Boker collection, franked with the green stamp, untied, in combination with the 3¢ 1851 stamp is illustrated in Figure 1. The Post used two types of black circle cancellation “Bronson & Forbes City Express Post.”

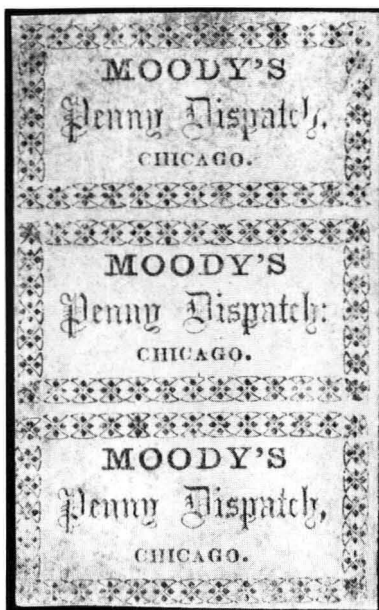
The earliest recorded cover was dated March 21, 1855, with the Bronson & Forbes stamp pen-cancelled. In the Caspary sale was a lilac stamp used on small piece and tied by a red circular express cancellation.

The latest recorded use is dated January 7, 1857, on a letter to Sandusky, Ohio. This was slightly less than two years after the post started.

In the meantime, Moody’s Penny Dispatch had been established by Robert J. Moody in January of 1856. Moody was a native of Delaware who had come to Chicago in the middle of 1855. The office was at 30 Dearborn, corner of Lake Street. *Gager’s Chicago Directory* for 1856-57, as well as the “Mercantile Record” appendix to that volume, listed Moody’s business, but the name does not appear in later directories.

There are several varieties of the penny stamp typeset on glazed-surface red paper. Although the adhesive reads Dispatch, the cancellation is a black or blue circle reading “Moody’s Despatch.” A vertical strip of three exists, unused, showing three varieties (“Dispatch” followed by a period, a colon, a comma, respectively; see Figure 2). Examples of the Moody stamps and covers are rare. The earliest recorded date is on a cover formerly in the Hennan collection, postmarked January 5, 1856. The latest date of usage is eleven months

Figure 2. The unique vertical strip of three MOODY'S PENNY DISPATCH stamps showing, from top to bottom, three different punctuation varieties: period, colon, and comma.



later, on November 4, 1856 (Figure 3). The Moody stamp was used to pay for carriage to the Chicago Post Office and three 1¢ 1851 stamps took the letter on to Miss Sarah E. Sprague in Middletown, R.I.

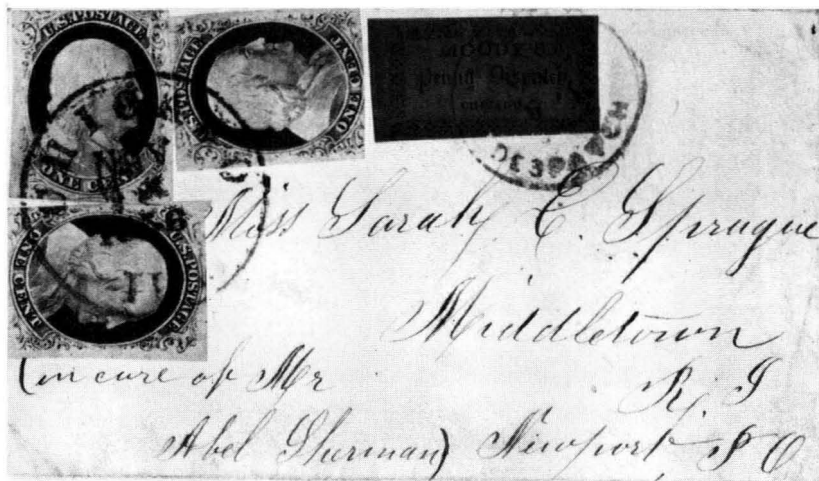


Figure 3. A MOODY'S PENNY DISPATCH stamp, tied by the circular company handstamp, paying the collection fee to the post office in November of 1856.

Under the heading "City Despatch Post" in *Hall's Chicago Directory* for 1855-56, there was a listing for True and Thayer, headquartered at 8 Dearborn Street. In the same directory the firm was also mentioned as liquor dealers. In subsequent directories only the liquor dealer listing showed. Hiram True had come to Chicago in 1851 from Maine, and Henry Thayer came from Vermont in 1854. No stamps or covers from this post have been recorded.

Tobey & Clough, City Express Post, was listed in the section "Names too late for insertion," in *Gager's Chicago Directory* for 1856-57. The principals were George H. Tobey, residence shown as "over the store," and M.B. Clough, living at 109 Madison Street. *Cooke's 1857-58 Directory* lists Mahlon D. Clough as a "speculator," living at the Granite State House. Edward's "Census," published in 1871, contains the information that M.B. Clough was born in New Hampshire, that he became a clerk in the U.S. Post Office after

1856, and that in 1871 he was living at 333 Park Avenue. Nothing else is known of George H. Tobey. However, there were two well-known Chicago families at that time named Tobey. The book and printing business, W.H. Tobey and Company, was formed by William H. and Abraham R. Tobey. The furniture business of Charles Tobey and Bros. (the brother was Francis B. Tobey) may have been run by relatives of the expressman.

The list of "City Dispatch Posts" in *Hall's Chicago Directory* for the year 1855-56 which had listed True and Thayer's City Dispatch Post, also gives Stiles Union Dispatch, with their office on the third floor, 139 Lake Street, just east of Clark. The same firm's name appears in *Gager's 1856-57 Directory*, as well as *C.D. Cooke's Directory* for the year ending June 14, 1858. In the succeeding volume for 1859-60 the listing is "Union Dispatch", without the "Stiles" prefix. According to Henry Abt, William Stiles was born in 1792, and his son, Edmund G. Stiles, was born in New York City, January 15, 1826. They came to Chicago in 1854 and established an office at 139 Lake Street, 3rd Floor, and organized a package delivery service which may also have carried letters. The Stiles also carried out a separate photographic business with one S.E. Herbert, under the title of "Stiles and Herbert, daguerrotypists and photographic stock dealers." Edmund Stiles's brother, D.T. Stiles, worked in the Dispatch office during 1857 according to *Gager's Chicago Directory* for 1856-57. In 1858, the Union Dispatch moved to new offices at 24 Dearborn Street, between Water Street and Lake, and in 1859 to South Dearborn, between Lake and Randolph Streets. In 1858 Edmund Stiles was living at Sherman House; in 1859 at the Geneva House.

The Union Dispatch was sold to new owners early in 1859 and became an inter-city express carrier.

No handstamps or adhesives directly identifiable with Stiles Union Dispatch have yet come to light. However, a small number of adhesive stamps, believed by students to be genuine originals, have been discovered, which may have been used for prepayment by the Union Dispatch package delivery (parcel post). These stamps depict a horse's head in a circle against a fine-lined background and are inscribed "UNION DISPATCH" and are recorded in 5¢ and 20¢ denominations. Similar labels, but without the lined background within the circle and with a 5¢ denomination only have been known for nearly 100 years. These have long been considered to be bogus emissions "made for the trade."



Figure 4. The rare WHITTELEY'S EXPRESS stamp, cancelled with the blue oval company handstamp.

Sometime in 1857, but prior to 1 January 1858 (the publication date of the "Business Section" of *Cooke's 1857-58 Chicago Directory*), Whittlesey and Company, a dispatch post, was listed in that publication. The office of the firm was noted as Room 7 at 194 Lake Street. This was a building called "The Exchange," at the corner of Lake and Clark Streets. The directors were named as Edmund A. and Samuel M. Whittlesey. Edmund was born on February 12, 1834, on Long Island, New York, the son of William Whittlesey, a New York sea captain and merchant. During his stay in Chicago, he lived at 238 Madison Street. His name does not appear in the 1858-59 directory. Samuel, who was Edmund's first cousin, was born February 27, 1833, in New York. He is not listed separately in any of the Chicago directories. In 1861, not long after the demise of the post, Samuel enlisted as a private in the

Union Army and was commissioned a Lieutenant in 1863. After the Civil War he lived in Brooklyn and later was Commodore of the Brooklyn Yacht Club. He died in September of 1898. Samuel's sister, Emma Whittelsey, inherited her brother's "Army box" and in 1918 bequeathed it to her daughter, a Mrs. Easton. Thirty-seven years later, in 1955, the Eastons were about to discard the box but decided first to explore it. Among its contents, there proved to be a philatelic "find" of the first magnitude — an unused block of eleven of the Whittelsey stamps, plus an additional twelfth stamp which had been severed from this larger piece. The block, in excellent condition, comprised three horizontal rows, the top and second rows each including four stamps, the bottom row three, and the severed stamp having been the fourth stamp of this row. Prior to that time, only four or five genuine original Whittelsey stamps had ever been recorded, all of them off cover (Figure 4).

(To be continued)

CLASSIFIED

WE ISSUE 6 or more large lists of Postal History covers a year. DPOs, RPOs, Advertising covers. We also issue separate lists of old stocks and bonds. To get on mailing lists just write or call. POSTAL HISTORY-SCRIPOPHILY, The Peytons, P.O. Box 24816, Tempe, AZ 85282. (602) 820-4322.

WANTED! Information on Plate No. multiples, Scott 7-205 (no proofs). Needed to update Census Book. Confidential. Chapin, 3519 Overlook Lane, Wash., D.C. 20016.

WANTED: U.S. 10's and 11's: 4 margins, well-printed, reasonably cancelled copies. Will buy, trade, or exchange XF U.S. Classics for your Scott 10's or 11's. C. van Hook, 1923 Academy, Kalamazoo, Mich. 49007. (616) 381-6753.

NEVADA POST OFFICES book. An illustrated History showing all town date with many illustrations and rarity ratings. Sold at \$30. All Reminders \$15. Will not be reprinted. LEP Box 17463, Holliday, Ut. 84117.

SHIPWRECK COVERS WANTED. Joseph J. Gabry, Box 16024, Albuquerque, NM 87191.

WANTED: DAVENPORT, IOWA covers. Any interesting covers, especially advertising. Tom Priester, Box 400, Davenport, IA 52805.

WANTED: Old railroad annual passes. E.S. Peyton, Box 24816, Tempe, AZ 85282.

TEXAS COVERS WANTED! Civil War & before. Byron Sandfield, 6440 N. Central Exp., Suite 609, Dallas, Tx. 75206. (214) 361-4322.

NEED: VIRGINIA STAMPLESS COVERS. Toby Tobias, 501 N. Rossmore Ave. B-1, Los Angeles, CA. 90004. (213) 467-5664.

WANTED: Covers, picture postcards, registry receipts postally used small towns Nev., Ariz. LEP, Box 17463, Holiday, UT 84117.

PLATE PROOFS WANTED: 5¢ and 10¢ 1847 in black with black "Specimen" overprint, on India paper or card. Please let me know if you own these even if they are not for sale. C. C. Hart, 2700 Verona Road, Shawnee Mission, Kansas 66208.

WANTED: 10¢ 1861 on or off cover, esp. fancy cancels and unusual postal history usages. Ken Gilbert, 3005 Cross Creek Ct., Hernden, VA 22071

WANTED: Centennial albums and pages, new or used. Page size 9 $\frac{1}{8}$ wide, not including hinged portion, by 11 $\frac{5}{16}$ high. John A. Lange, Jr., Root Rd., R.D. #2, Ballston Spa, N.Y. 12020. (518-882-6373)

YOUR PETERSBURG, VA. CSA COVERS belong in my exhibit!! Toby Tobias, 501 N. Rossmore Ave. B-1, Los Angeles, CA. 90004. (213) 467-5664.

WANTED: Auction catalogs of Fred Kessler, Samuel C. Paige, Harmer Rooke from 1944-1956, Carl E. Pelander, Sy Colby literature sales, Philip H. Ward, Jr., any Siegel Rarity sales. Dan Barber, P.O. Box 23055, Lansing, MI 48909.

YOUR AD HERE FOR 50¢ A LINE. Send payment to: Robert L. Toth, 10015 Vista Dr., North Royalton, OH 44133. Next Deadline, March 15.

THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

FIVE CENT ORANGE BROWN STAMPS ON COVER-II

RICHARD M. SEARING

Nearly 10 years back, I published my first listing of the surviving 1861 covers with postal usage of the 5¢ orange brown, type II, in the CAPEX-78 issue of the *Chronicle*. Since that time, one, possibly two, new listings have appeared, but nothing to make an article.

Recently a new find has come on the market addressed to a Rev. White in Paris, France. Through the kind auspices of Larry Bustillo of the Suburban Stamp Co., I can describe these five new covers bearing the orange brown stamp and illustrate two representative examples. All, but one, were used later than the latest date known (September 27, 1861) at the time of the earlier article.



Figure 1. Red Boston PAID "6" Oct. 19, boxed PD; American packet service; black Milton, Ms., and Oct. 18, PAID on stamps; not tied; receiving Nov. 3, 1861.

The dates on the covers are Sept. 23, Oct. 5, Oct. 14, and Oct. 18 (2 covers). They are all postmarked Milton, Ms., and were placed on ships out of Boston. All the letters are addressed to Rev. White or members of his family through Messrs. John Munroe & Co. in Paris, France. They have the 15¢ prepaid treaty rate paid with a combination of the 5¢ orange brown and the 10¢ type V stamps.

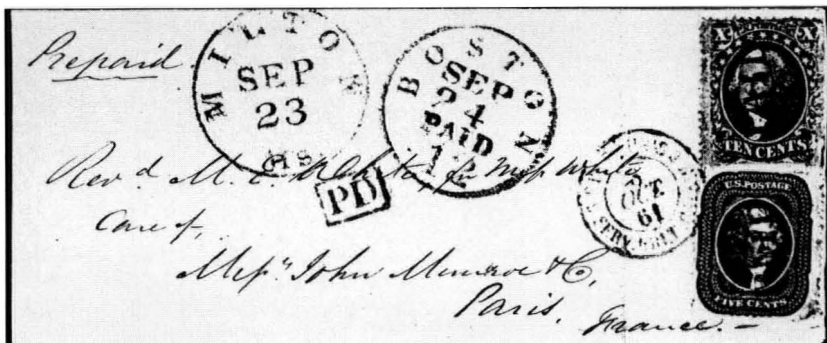


Figure 2. Red Boston PAID "12," Sep. 24, small boxed PD; black Milton, Ms., Sep. 23, and PAID cancels; British packet service; tied blue receiving, Oct. 3, 1861.

Two of the letters went by American packet service (red credit 6), as shown in Figure 1, while the remaining three traveled by British packet (red credit 12). See Figure 2 for an example. All the letters bear proper credit and receiving markings (blue) and have PFC certificates stating that they are genuine postal usages. These five covers plus two others bring my total to 38 covers with the 5¢ orange brown. Do you have any more for the list?

PACIFIC MAIL LIST

Richard B. Graham and Randy Burt have again provided us with a gem of information that was published in the *Honolulu Commercial Advertiser* on 18 December 1856.

The full text is printed here just as it appeared in the newspaper:

UNITED STATES POST OFFICE DEPARTMENT

Washington, D. C., March 5, 1856.

NEWSPAPERS throughout the United States will render a service, in our opinion, to persons having correspondence in the Pacific region, by giving conspicuous place to the subjoined circular in their respective columns.

JOHN B. WELLER,

Senate of the U.S., from California.

J. W. DENVER,

House of Rep. U.S., from California.

P. T. HERBERT,

House of Rep. of U.S. from California.

JOSEPH LANE,

Del. from Oregon, H.R., U.S.

J. PATTON ANDERSON

Del. from Washington Territory, H.R., U.S.

To persons mailing Letters for California and the Territories of Washington and Oregon:—Thousand of letters sent to the Pacific coast become dead letters. To remedy this evil the Post Office Department, under the authority of Congress, has adopted as an auxiliary to its operations the following plan for simultaneously publishing at each and every post office in the Pacific region, in a list called "Pacific Mail List," the names of persons to whom letters have been sent by mail to post offices in California and the Territories of Washington and Oregon. By this system, a letter may be sent to any post office in the Pacific region for a person whose location is unknown, save the mere fact that he is *somewhere* in California or the Territories of Oregon and Washington; if the letter be published in the *Pacific Mail List*, its ultimate reception by the person for whom it is intended will be rendered highly probable. To enable those who may desire to extend to their Pacific correspondents the advantages thus offered, the following illustration is given:

Suppose it is wished to send to the Sacramento post office a letter for George Wilson, who emigrated to California from Pike county, Missouri, but it is feared that he may have changed his location, and hence may not receive the letter. In this case, direct the letter to George Wilson, (late of Pike county, Missouri) Sacramento, California. Then, in order to publish the letter in the *Pacific Mail List*, copy the address of the letter upon a piece of paper or card, and enclose the card, together with a three-cent postage stamp, in an envelope to the *Pacific Mail List*, N. Y. Deposit the letter, *as usual*, in the mail for California, and at the same time drop the envelope, *containing the card to publish the letter*, in the mail for New York. From the address on the card thus received at the New York post office the name, George Wilson, will be entered in its appropriate place in the *Pacific Mail List*, which is printed and sent by mail to each and every postmaster in California and the Territories of Oregon and Washington, and by them posted in a conspicuous place in their respective offices. The list thus being distributed over the entire Pacific region, George Wilson may at once learn from it that a letter for him has been sent to the Sacramento post office. No person of a similar name will receive the letter, for the address on it points out that it is intended for George Wilson, late of Pike county, Missouri. Thus MANY letters will be received that would otherwise be transmitted to the deadletter office.

The envelopes containing the advertising cards sent to the *Pacific Mail List*, New York,

pay postage like ordinary mail matter, and must be pre-paid. The addresses of letters copied on the pieces of paper or cards should be written in a plain and distinct manner. The three-cent postage stamp enclosed in the envelopes defray the expenses of publication, and must NOT be pasted to the cards, but simply enclosed with them. In the absence of postage stamps, three-cent coins may be substituted.

It is believed that this circular has been drawn up so explicitly as to require no explanations; but should this prove not to be the case, postmasters will take notice that all interrogatories must be addressed to the *Pacific Mail List*, New York, and not to the department.

The first of this series of lists will accompany the mail of May 5th, and will be forwarded by each succeeding mail.

OLIVER E. WOODS.

POST OFFICE DEPARTMENT.

March 5, 1856

Mr. Woods has my authority to put his plan, as above, in operation; but no responsibility is assumed by the department; and all correspondence in regard to this arrangement must be addressed to the *Pacific Mail List*, New York. That the public may avail itself of the advantages thus offered, postmasters are requested to give the circular a conspicuous place in their respective offices.

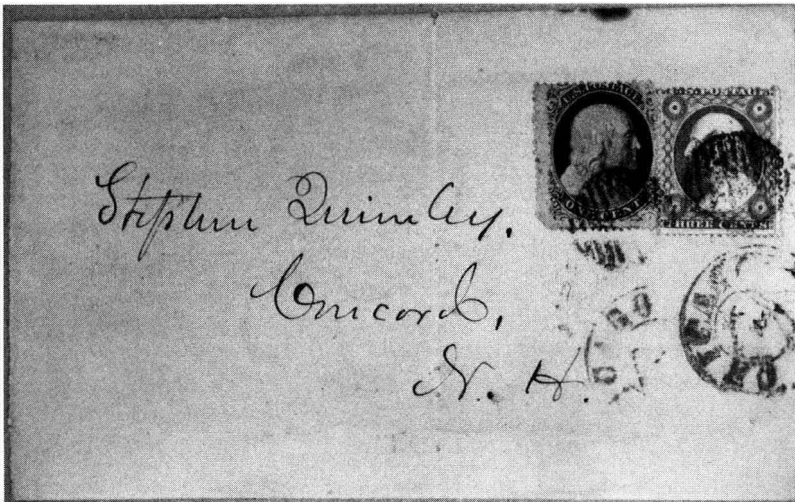
21-tf

JAMES CAMPBELL,
Postmaster General.

Who was Oliver E. Woods? He is not listed as a postal employee in the 1857 *Federal Register*. The less than enthusiastic footnote signed by PMG Campbell suggests that this was a private scheme supported by interested Congressmen and not by the POD. Does anyone have any evidence that it was in fact put into effect? One practical flaw appears to be the lack of any system to have the desired letter forwarded to its intended recipient.

PRINTED MATTER

Frank Mandel has kindly provided the photograph shown with these notes. It is a wrapper prepaid by four cents in postage stamps. The postmark is the well known Chicago duplex struck in blue, which dates the item to ca. 1860.



The wrapper bears no notation to give us an indication of what use it was put to. The two possibilities are (a) that it was used to enclose four circulars, or (b) it enclosed a newspaper or

(Please turn to page 37)



The Louis Grunin Collection of U.S. 1851-57 Stamps on Cover

At the heart of United States philately are the classic postage stamps used from 1851 to 1861, known simply as the 1851 and 1857 issues. Engraved and printed by the old firm of Toppan, Carpenter & Company, the 1851-57 stamps are prime examples of bank note printers' early work in postage stamp production. They also fall into a period of remarkable change in America—expanding and diversifying population, pioneer settlement of the West, developing technology and industry, and the political upheaval leading to civil war. The beauty and history of these stamps are reflected in the collection of covers formed by Louis Grunin.



Ten-cent 1857 used on Pony Express cover from San Francisco to Ohio in May 1860, just prior to the interruption of this service due to the Indian uprising. The 'Running Pony' handstamp at left was applied at St. Joseph, Missouri.

The character of the Grunin collection has been shaped by his personal desire to own the finest examples of the rarest covers. In every category and type of cover, there is not only representation, but remarkable depth and consistently high quality. In most cases the example displayed is the end result of a long search in which many similar covers were rejected because they did not meet Grunin's standard of quality.



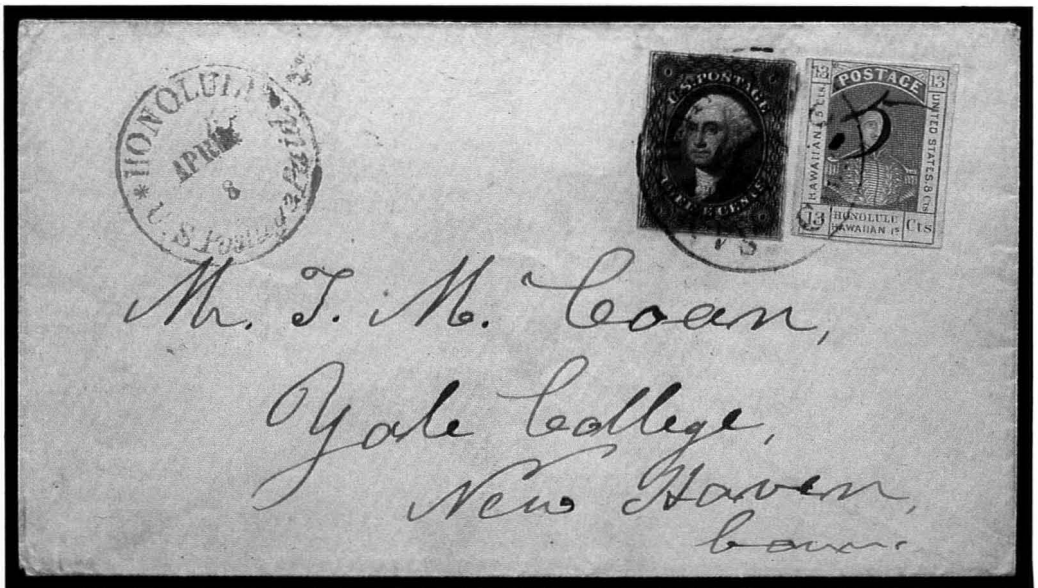
Ten-cent 1851 combination strip (types III-III-IV) used with Twelve-cent on cover to Sweden, paying the 42c Prussian closed mail rate, one of the finest known covers bearing the recut Ten-cent imperforate, ex Neinken collection.

The collection was formed with a philatelist's appreciation of stamps, as well as a postal historian's regard for usage. The result is the double-edged appeal of Grunin's covers: rare and choice stamps on unusual covers. The plater will find all of the desirable stamps—the One-cent positions 7R1E and 99R2, the strip of type Ia and the Ten-cent type I strip of three from Newbury, the Baker plate 1 imprint copy, to mention just a few from the 1851 issue. The postal history collector will enthuse over the array of rare usages—the Neinken cover to Sweden with a Ten-cent type III-IV combination strip, the 1857 Five-cent Pony Express cover and a strip on cover carried by Adam's Express through the lines. There are over 200 foreign mail usages to 49 different countries, and over 125 California and Western territorial covers, including 4 Pony Express covers and 17 illustrated stagecoach and railroad propaganda covers.

A glance at the collection's highlights in this preview will demonstrate the rarity and quality of Grunin's covers better than words can describe. However, as closely as color printing can approximate the covers' appearance, it cannot fully picture the fine details which make a cover beautiful—the richness of the stamp's engraving, brightness of paper, and the clarity of markings, all of which take on an almost three-dimensional quality. Furthermore, to actually hold a cover carried in the pouch of a Pony Express rider, or mailed by a gold prospector in California, or one which crossed the lines of war between North and South, is a feeling that reproductions, however accurate, cannot give the reader.

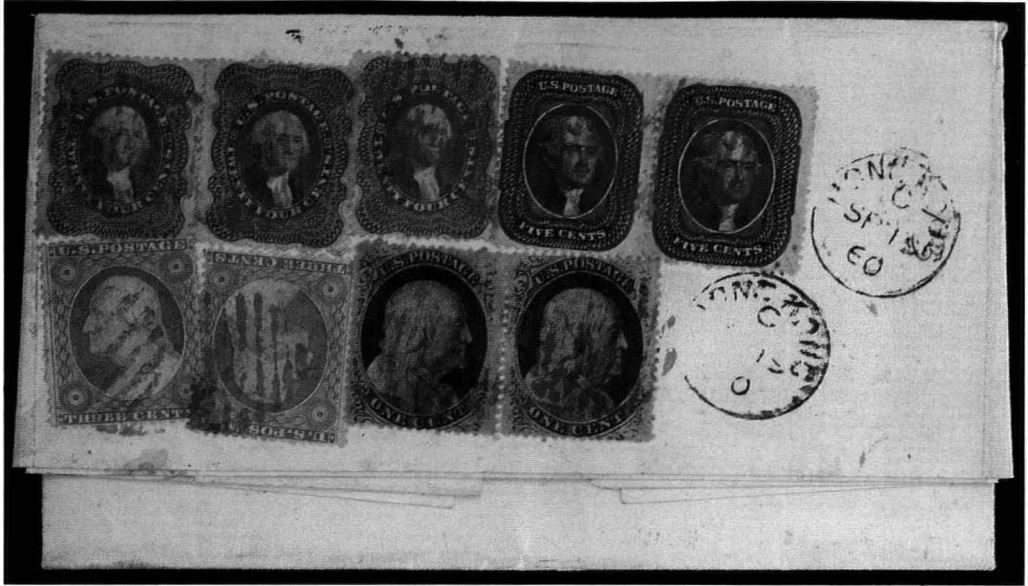


One-cent 1851 block of four and strip of six, an extremely rare franking to pay the 10c trans-continental rate from California to Boston, which went into effect after March 1855, ex Baker collection.



Hawaiian and United States mixed franking to pay postage from the islands to the east coast. Of the few known combinations with the rare Hawaiian provisional '5' overprint, this cover from the Coan correspondence is the finest.

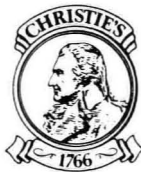
The Grunin sales, to be held in three parts over an eighteen month period (beginning in March 1987), will disperse this important collection into numerous other collections. In certain ways it is a sad event; the destruction of a lifetime's work assembling individual parts into a cohesive collection. However, to most the Grunin sales will be an exciting and happy event, presenting the opportunity to build their own collections by adding covers which have not been available for years.



Three copies of the Twenty-four cent 1860 used with other values to make up the double 45c rate to Shanghai. This folded letter is addressed to Augustine Heard & Co.

The sale catalogs will record Louis Grunin's formidable achievement in collecting, and, like other important auctions of the past—Knapp, Gibson, Krug and Newbury—this one will established a new line of pedigree for each item. The set of three catalogs with prices realized may be ordered in advance for \$15 (by mail). Please send check or money order to:

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502 Park Avenue, New York, N.Y. 10022



CHRISTIE'S
ROBSON LOWE

other printed matter weighing five ounces. The circular rate was one cent per circular weighing up to three ounces; the prepaid rate for a heavier piece of printed matter was likewise one cent for the first three ounces plus one cent for each additional ounce.

Since four normal circulars would fit into an envelope, it seems more probable that the wrapper enclosed a five ounce newspaper or pamphlet.

UNUSUAL CORNER CARD

Most corner cards frankly promote some cause or product. One exception is the series of miner's corner cards that were designed to illustrate for the folks back home, either seriously or humorously, conditions at the mines.

At *Chronicle* 106:102 (Figure 5) a pictorial envelope designed and printed by James Valentine of Dundee, Scotland, was shown. An exception to the general promotion rule, that exuberant cover celebrated the rise of civilization, tracing progress from an Indian village to a modern 19th century industrial town.



This is the only similar card seen by the editor that was produced in the United States. Here again, the progress of civilization is traced, this time claiming that “WESTWARD THE STAR OF EMPIRE/TAKES ITS WAY.”* To the right of the design (the “East”) are tents, palm trees, and boats propelled by sail. To the left (the “West”) are a modern city, a steamship, railroad, and a telegraph line. In the foreground are emblems of the arts.

At the lower left corner appears the printed legend: CIRCULAR ENVELOPE/OPEN CAREFULLY SEE WITHIN. A look within destroys the presumption that the envelope design was purely altruistic. Printed on the inside of the envelope is a “pitch” for Sunday school tracts.

One further attraction of the cover is the overall printed moiré effect in the same color as the corner card.

* The quotation is adapted from a poem by George Berkeley.

UNITED STATES MAIL STEAMSHIPS

July 1, 1851 to Jan. 1, 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 132:266)

N.Y. Herald, Oct. 2, 1851. EXPRESS AGENCIES. Berford & Co's Calif. Express. The only organized express over the Nicaragua route via Nicaragua. Tues. Oct. 7, by steamer Prometheus. The proprietors of the Nicaragua route are confident that they can land passengers in San Francisco in less than 25 days. We will

send packages and mail-bags by the Prometheus in charge of Mr. W. H. Hackett, of the firm of Hackett & Sigaud of San Juan, who have been established a long time in San Juan and are our agents and they will forward all our goods without delay. Package not to exceed 150 pounds. Must be sent before the 6th. Freight 5 cents per pound lower than any other express. Letters for all parts of Nicaragua and Central America received till 2 o'clock P.M. Oct. 7. No. 2 Vesey St., Astor House.

N.Y. Herald, Oct. 2, 1851. ELLIOTT'S CALIF. EXPRESS VIA VANDERBILT LINE. First proprietor over the new route will dispatch a special passenger per Steamer Prometheus Oct. 7th. The Proprietor will return per steamer of Oct. 22nd and attend to all business personally; families assisted in crossing the Isthmus and tickets secured and packages & freight taken at lowest rates. Office, 84 Wall St.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Oct. 1, 1851, Vanderbilt's Line, Departure date - Tues. Oct. 7, 1851, 3 P.M., S.S. Prometheus for Nicaragua, connecting by the new transit route over the Isthmus of Nicaragua with the steamers North America, Pacific or Independence, on the Pacific Ocean, without delay. Note: The Daniel Webster (new) will succeed the Prometheus and leave N.Y. Oct. 22nd.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Fri. Oct. 10, 1851, Vanderbilt's Line, Departure date - Wed. Oct. 22, 1851, 3 P.M., S.S. Daniel Webster for San Juan de Nic., conveyed to San Juan del Sur (12 miles) connecting with S.S. North America for S.F. The Prometheus will succeed "Daniel Webster" and sail on Nov. 7th.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Wed. Nov. 5, 1851, Vanderbilt's Line, Departure date - Fri. Nov. 7, 1851, 3 P.M., S.S. Prometheus for Nicaragua, connecting with S.S. Pacific via Nicaragua transit route (12 miles) for S.F. [Note: Notice in *N.Y. Herald*, Nov. 8, says that this boat left on Nov. 8th instead of 7th.]

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Thur. Nov. 20, 1851, Vanderbilt's Line, Departure date - Sat. Nov. 22, 1851, 3 P.M., S.S. Daniel Webster for Nicaragua (Land transportation to San Juan del Sud) from where passengers will embark for S.F.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Thur. Nov. 27, 1851, Vanderbilt's Line, Departure date - Dec. 3, 1851, 3 P.M., S.S. Prometheus for San Juan de Nicaragua, connecting with S.S. North America on the Pacific Ocean for S.F.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Fri. Dec. 12, 1851, Vanderbilt Line, departure date - Mon. Dec. 22, 1851, 3 P.M., S.S. Daniel Webster for Nicaragua, connecting with S.S. Pacific.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Sun. Dec. 28, 1851, Vanderbilt Line, Departure date - Mon. Jan. 5, 1852, 3 P.M., S.S. Prometheus for Nicaragua, 12 miles across to San Juan del Sur, then without delay to S.F.

N.Y. Herald, Mon. Jan. 12, 1852. FOR SAN FRANCISCO VIA NICARAGUA. Accessory Transit Co. of Nicaragua, First Notice: This Co. is now prepared to convey passengers and their luggage from ocean to ocean, over that route in Nicaragua. The Nic. route possesses the great advantage of passing through a most beautiful and healthy country. Passengers are conveyed from San Juan Del North to Virgin Bay by steamboats from thence to San Juan del Sud on the Pacific, a distance of 12 miles and 30 chains, over a road, which is now in perfectly good condition, and the planking of which will be completed by the next rainy season. The Co. has at this time on the river and the lake, five steamboats built expressly for the service, and two more have been sent out which will be in readiness by the 15th of Feb. For further information and purchase of tickets apply at the office of the Co., 74 Broadway, 3rd Story, Front, by order of Isaac C. Lea, Sec.

INDEPENDENT LINES

July 1, 1851 to Jan. 1, 1852.

N.Y. Herald, July 3, 1851. FOR CALIF. VIA CHAGRES DIRECT. The new S.S. La Fayette 1,600 tons burthen, Chas. Stoddard, Commander (late of S.S. Crescent City) will sail from Philadelphia for Chagres direct, on Thurs. 10th of July, 12 o'clock, from her wharf, near Lombard St. The above steamer has proved herself a very fast and remarkably safe sea vessel (being now on her first voyage from Europe) and her accommodations for first and second class passengers are unsurpassed. Through tickets to S.F. will be

furnished at reduced rates. Persons engaging passage in N.Y. will be provided with tickets to Phila. free. For freight or passage apply to J.G. Williams, 188 Front St.

OPPOSITION TO MONOPOLY—INDEPENDENT LINE FOR CHAGRES DIRECT & THROUGH TICKETS TO CALIF. *N.Y. Herald*, July 16, 1851, Independent Line, Departure date - July 28, 1851, 2 P.M., S.S. Brother Jonathan [No connection mentioned].

TO SAN FRANCISCO VIA NICARAGUA & CHAGRES. *N.Y. Herald*, Aug. 22, 1851, no steamship company given, J.G. Williams, Agent, Departure date - Aug. 27, 3 P.M., S.S. La Fayette via San Juan de Nicaragua to Chagres, leaving Panama on or about Sept. 15th.

N.Y. Herald, Oct. 7, 1851. The S.S. La Fayette, Capt. Chas. Stoddard, was totally destroyed by fire, as before reported in the *Herald*, off Chagres, Sept. 11, and while making the effort to reach shoal water, in tow of S.S. Georgia; filled and sunk in twelve fathoms. All hands saved with the exception of one coal passer, who it was supposed, was suffocated in the bunkers. The captain, officers and crew are passengers in the Ohio. Thomas Connor, late coal passer on board the La Fayette, died on board the Ohio on the 3rd inst. The Ohio had on board the remains of Lt. R.M. Floyd of the N.Y. Volunteers, who died in Panama, 12th Aug. 1849. We are under obligations to Mr. E. W. Hull, the Purser and Mr. G. A. Ferris, the mail agent of the Ohio, for favors in late news.

N.Y. Herald, Oct. 6, 1851. THE BURNING OF THE STEAMER LA FAYETTE. Sir: You will please contradict the statement in today's issue, of Camphene, belonging to Palmer's Express, being the cause of the burning of the steam-propeller La Fayette. We had none such on board.

Very Respectfully yours,

Palmer & Co.,

Calif. Express, 80 B'way,

N.Y., Oct. 5, 1851.

FOR CHAGRES & CALIF. *N.Y. Herald*, Aug. 15, 1851, Independent Line, Departure date - Thurs. Aug. 28, 1851, S.S. Brother Jonathan for Chagres connecting with first class independent steamers on the other side.

OPPOSITION TO THE OLD MONOPOLY & SELF STYLED "ONLY THROUGH LINE". Still further reduction in prices. Independent line for Chagres direct and through tickets for Calif. (being properly guaranteed against detention on the Isthmus) at still further reduction in prices. Thus bringing it within the means of all those who intend going to Calif., to proceed in the new and splendid S.S. Brother Jonathan (the fastest S.S. in the world) 1,400 tons register, H. Squire, Comdr., which sails for Chagres direct, on Thurs. Aug. 28, at 3 P.M. from Pier 3, N.R., connecting with first class independent steamers on the other side. The Brother Jonathan will land passengers at Kingston, Jamaica, on her return trip. A surgeon, having had much experience in disease incident to that climate will accompany the ship, whose services are free of charge. Persons about proceeding to Calif. will find it for their interest to call before purchasing elsewhere. No freight taken on the day of sailing. Apply to E. Mills, Agent, 51 Cortlandt St.

N.Y. Herald, Fri. Sept. 19, 1851. NEWS-ITEM - ARRIVAL OF S.S. BROTHER JONATHAN AT SAVANNAH. Savannah Sept. 18, 1851. The S.S. Brother Jonathan from Chagres to N.Y. via Kingston, arrived here today short of coal. She encountered a heavy gale subsequent to her leaving Kingston, but sustained no damage. Brother Jonathan brings 300 persons for N.Y., and \$300,000 gold on freight. The weather in Calif. had been extremely favorable for mining operations, and gold was being produced in great abundance. Business was brisk but large supplies of produce had caused a slight depression in prices. In most articles of trade however the rates were essentially the same as at the sailing of the previous steamer.

FOR CALIF. VIA CHAGRES. *N.Y. Herald*, Sept. 3, 1851, Independent Line, Departure date - Sat. Sept. 27, 1851, S.S. Brother Jonathan, [No other information given].

FOR CALIF. VIA SAN JUAN & CHAGRES. *N.Y. Herald*, Tues. Oct. 7, 1851, Independent Line, Departure date - Tues. Oct. 28, 1851, 3 P.M., S.S. Brother Jonathan [No other information given].

FOR CALIF. VIA CHAGRES. *N.Y. Herald*, Fri. Nov. 14, 1851, Independent Line, Departure date - Fri. Nov. 28, 1851, 3 P.M., S.S. Brother Jonathan for Chagres, connecting with S.S. Monumental City, leaving Panama on Dec. 15th.

TO CALIF. VIA CHAGRES & SAN JUAN. *N.Y. Herald*, Sat. Nov. 29, 1851, Independent Line, Departure date - Mon. Dec. 1, 1851, 3 P.M., S.S. Brother Jonathan to Chagres, connecting with S.S. Monumental City, leaving Panama on Dec. 15th.

FOR CALIF. VIA CHAGRES & SAN JUAN. *N.Y. Herald*, Sat. Dec. 13, 1851, Independent Line, Departure date - Mon. Dec. 29, 1851, 3 P.M., S.S. Independence for Chagres & San Juan, connecting with Steamer New Orleans, leaving Panama on January 15, 1852. The Brother Jonathan will succeed the Independence and sail from New York on the 12th of Jan. [Note: As per notice *N.Y. Herald*, Dec. 30, this S.S. left on Dec. 30, instead of 29th.]

FROM PANAMA TO SAN FRANCISCO. *N.Y. Herald*, Fri. Dec. 12, 1851, Independent Line, Departure date - Jan. 15, 1852, S.S. New Orleans. Passengers leaving N.Y. for Chagres by any of the steamers of 22nd, 24th, 28th Dec., will connect with the New Orleans at Panama.

N.Y. Herald, Dec. 24, 1851, FOR CHAGRES & SAN JUAN DE NICARAGUA DIRECT. *N.Y. Herald*, Dec. 24, 1851, Independent Line, Departure date - Thurs. Jan. 1, 1852, 3 P.M., S.S. Pioneer for Chagres & San Juan de Nic., connecting with S.S. New Orleans, leaving Panama on or about Jan. 15th, 1852.

FROM PANAMA TO SAN FRANCISCO. *N.Y. Herald*, Fri. Dec. 12, 1851, Independent Line, Departure date - Jan. 15, 1852, S.S. New Orleans. Passengers leaving N.Y. for Chagres by any of the steamers of 22nd, 24th, 28th, Dec., will connect with the New Orleans at Panama.

N.Y. Herald, Sun. Jan. 11, 1852. FOR SAN JUAN & CHAGRES, Jan. 20, 1852, 2 P.M. The splendid new S.S. United States 1,500 tons burthen, Chas. C. Berry, Cmdr., will sail as above. She is a new S.S. built in the strongest manner, is double iron braced and is in every respect a first class steamer. Her accommodations, for cabin, second cabin, steerage passengers are unsurpassed by any steamer afloat. For freight and passage apply to Jones & Johnson, 90 Wall St. or Mailler & Lord, 108 Wall St.

NEW YORK TO SAN FRANCISCO VIA CAPE HORN SAILINGS

July 1, 1851 to Jan. 1852

N.Y. Herald, Sept. 27, 1851. FOR SAN FRANCISCO - DISPATCH LINE. The new and elegant N.Y. built clipper Swordfish, Capt. E.S. Babcock, at Pier 5, N.R. Shippers to Calif. and the public are respectfully invited to visit this superior specimen of marine architecture. Her owners, Messrs. Barclay & Livingston, have spared neither pains nor expense in obtaining in model and construction as fine a ship as floats. Capt. Babcock (formerly of the clipper Race Horse) has had more than ordinary experience in clipper ships in the Pacific trade. Freight will be taken for a few days at a low rate for which, or passage, apply to E.R. Sutton, 84 Wall St.

N.Y. Herald, Oct. 4, 1851. FOR SAN FRANCISCO. The new and splendid N.Y. built clipper ship "Invincible" Henry W. Johnson, Commander, is now loading at Pier 16, E.R. foot of Wall St. This magnificent ship has been built expressly for the Calif. and East India trade, and it has been the aim to not have her excelled by any ship afloat, either in sailing qualities, materials or finish. Capt. Johnson's reputation in this trade where he has been long engaged warrants the expectation of a very quick passage for the "Invincible". For freight which will be taken at low rates for a few days, or cabin passage, apply to James W. Phillips, 52 So. St.

N.Y. Herald, Nov. 4, 1851. CLIPPER SHIP SWORDFISH FOR SAN FRANCISCO. Shippers are particularly requested to hand in their bill of lading for signature immediately; or the ship must be cleared without them. Apply Morgan Iron Works, Cabin passage \$50. Freight at 20¢ per foot.

N.Y. Herald, Nov. 11, 1851. DESPATCH LINE FOR SAN FRANCISCO. The new and elegant N.Y. clipper built ship "Hurricane" Samuel Very Jr., Commander. This extraordinary vessel has now a great portion of her cargo engaged and rapidly going on board and will have prompt despatch. The "Hurricane" is the sharpest clipper ever built and of corresponding speed and has been pronounced a production never before attempted in Marine architecture. The public are respectfully invited to inspect. For balance of cargo at low rates or passage, having unsurpassed accommodations, apply E.B. Sutton, 84 Wall St.

N.Y. Herald, Dec. 19, 1851. FOR SAN FRANCISCO DIRECT - DISPATCH LINE. Clipper S.S. Aramingo (only 700 tons regular) Capt. Sylvester, is now rapidly loading at Pier 4, E.R., foot of Broad St. This elegant ship has now nearly all of her cargo engaged and being of very small capacity will have the most extraordinary dispatch. Shippers will please examine her and judge for themselves. E.B. Sutton, 84 Wall St.

N.Y. Herald, Jan. 9, 1852. Despatch Line for San Francisco. Clipper Ship "Kate Hayes" Capt. Mauran, is now loading at Pier 23, E.R., foot of Beekman St. Shippers will please have all heavy freight on board at once, a few tons of light cargo can be taken on immediate application. The ship being of very small capacity, only 700 tons, and having nearly all her freight engaged, will have the usual despatch of this line. For balance of cargo or passage in cabin apply to E.B. Sutton, 84 Wall St.

(To be continued)



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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

MORE ABOUT CIVIL WAR VALENTINES AND THEIR COVERS

RICHARD B. GRAHAM

Chronicle 132 included a short article by Dr. James W. Milgram displaying a conventional large embossed valentine envelope of the 1860s with its enclosed patriotic valentine shown in two views, with flaps open and closed. The valentine shows a soldier writing a letter using a drum head for a table, printed atop the closed flaps, and the soldier with his girl revealed when the flaps are open. He suggested that this valentine was the same design listed in my tabulation of "The Soldier's Farewell" covers in *Chronicle* 129, p. 49, as being the content of cover No. 12.

Chronicles 128 and 129 contained an article and an update on two well-known related Civil War valentine cover designs called the "Romeo and Juliet" and "The Soldier's Farewell," both of which were pictured. The two designs have been frequently confused as to their "titles," probably because a printer's error reversed the lot description and illustration numbers in the Fox Meroni sale of Nov. 10-14, 1952. The three sales catalogs of the Meroni postal history collections, bound together as *Evolution of World Posts*, have become a standard reference. However, "Romeo and Juliet" is obviously appropriate for the figures in Renaissance costume.

Since the articles cited have appeared in the last year or so in the *Chronicle* a few more items have been reported and some errors noted in the tables, but I will not repeat the tables at this time as most of those reading this should have the recent issues available. However, the basic "Soldier's Farewell" design was shown as Figure 1, p. 264, in *Chronicle* 128 and in Figure 2, *Chronicle* 129, p. 47. The "Romeo & Juliet" design is shown as Figure 4, p. 267, in *Chronicle* 128 and as Figure 1, p. 46, in *Chronicle* 129.



Figure 1. A variation of the "Soldier's Farewell" design, probably enlarged to provide an envelope to sell the basic envelopes and valentines by mail. Printed in red and blue rather than orange, and with advertising in the address space and on the back, the design was enlarged by adding a border of blue stars all the way around.

First, there is at least one and possibly two more "Soldier's Farewell" covers to report.

Adding to table "B" on page 49 of *Chronicle* 129, item 18 is a cover addressed to Toledo (Tama C.H.), Iowa, mailed with a 3¢ 1861 stamp from Memphis, Tenn., with marking of unknown date, probably 1862 or 3. The report, per photocopy, doesn't mention date or content, and the date isn't distinguishable on the copy.

Figure 1 shows what may or may not be an additional example of "Soldier's Farewell" cover No. 11 in the list cited, but I goofed in not breaking it out as a variety of the design. The illustration is from an auction catalog for a sale held May 19, 1951. It may or may not be the same cover sold in the Siegel Marc Haas auction (Sale 615; lot 563) in 1983. From the illustrations, one can't tell whether or not these are the same cover, since the key data are on the back and not illustrated.

When I wrote up the previous lists, I didn't recognize the fact, obvious from the illustrations, that the style of cover shown in Figure 1 had been enlarged by adding a border of stars around the basic "Soldier's Farewell" design, nor did I know it was printed in red and blue rather than the orange or gold of the "standard" design. The enlarging was done, of course, so that it could be used as a shipping envelope for the standard size envelopes, and the address area was also filled with advertising matter so that the address, stamps, and postmarks always were on the back. The back also has advertising or pricing printed on it.

Since the addresses appeared upon the back, we have only the descriptions to provide information to identify the covers, other than edge damage on the covers to distinguish one from another. However, both descriptions simply state the cover has a pair of 3¢ 1861 stamps tied by a Georgetown, D.C., postmark, (date not given). One description notes the cover is addressed to Wisconsin, and the other notes its cover also contains two valentines and unused envelopes, presumably of the same "Soldier's Farewell" basic design.

Since all the covers of this enlarged design were probably sent from the same place and contained weight in excess of a half ounce, all probably have a Georgetown, D.C., postmark tying a pair of 3¢ 1861 stamps so we have to fall back upon other factors to learn whether we have one or two covers.

In this case, while the edges of the covers in the illustrations (or, at least those edges not covered up by other illustrations) show damage, the later sale could have been of the earlier cover with some "cleaning up," trimming and refolding as practiced by collectors with aesthetic tastes. Until view(s) of the back can be seen, I am assuming there are two covers, nearly identical, because of the content being noted in the 1951 description and not mentioned in 1983.

In his article in *Chronicle* 132, as was noted previously, Dr. Milgram illustrated a valentine in two views and suggested that the design was the same as I listed as Cover No. 12 in my list of "Soldier's Farewell" covers. However, when I checked my lists, I found that the valentine was the same as I had for Cover No. 12 in the "Romeo and Juliet" list (page 48, *Chronicle* 129) and also that I had listed the wrong design for cover No. 12 in my "Soldier's Farewell" list. My mistake is obvious: "Soldier's Farewell" cover No. 12, bearing a 2¢ Black Jack grill, is pictured with its enclosed valentine in the same article, as Figures 2 and 3 on page 47 of *Chronicle* 129. This valentine, of conventional peacetime, non-patriotic design, used some three years after the war, bears a Berlin & Jones, N. Y., imprint; the only evidence we have as to who printed these designs.

The evidence isn't really very positive, although the envelope size is such that the valentine, which fits as if it were designed for it, seems to imply they belong together. This also applies to the rest of the valentines seen with these two envelope designs; it seems that they were sized so that any of several valentine designs could be used with either envelope and such is obviously the case.

Response to these articles has shown a good deal of interest in the designs, and thus, enlarging upon the record Dr. Milgram started seems useful by recording here the designs I've seen, mostly by photocopy with flaps either open, closed, or missing, but seldom in



Figure 2. Valentine "C" shown with flaps closed and open.

more than one version. The design shown in *Chronicle* 128, the flag design bunting tent which, with flaps open, displayed a soldier writing a letter, is by far the most common and has been seen as the content of both envelope designs. For convenience, we'll designate this "A" in our record, given as Table III of this series.

The valentine shown by Dr. Milgram as Figures 2 and 3 in *Chronicle* 132, can be designated "B" and Figure 2 shows a pair of designs known to belong together that we'll call "C." This valentine was enclosed in "Soldier's Farewell" cover No. 10 in my list on page 49 of *Chronicle* 129.

Figures 3 and 4 show a flaps-closed design with a soldier standing guard duty, and what is either a design without flaps or with them carefully removed, but which seems to belong to the same group, showing a soldier proposing to a girl it would seem. These came from two separate sources; that of Figure 3 was in "Soldier's Farewell" No. 3, but I have no record of what is beneath the flaps.

Figure 4 shows the distinguishing part of the design of a valentine that is included in "Romeo and Juliet" No. 4 in the list of page 48 of *Chronicle* 129. This report was submitted by photocopy and there either never was a flap on this design, or, possibly, it was damaged and carefully trimmed away. In any case, the design is of the same type and style as the other valentines noted as being found with the two styles of envelopes.

The envelope shown in Dr. Milgram's article has also been reported with other examples of these valentines, and recourse to the lists of "Romeo and Juliet" and "Soldier's Farewell" covers in *Chronicle* 129 will show some of the designs shown here were also used in others of the covers reported, although I didn't see the valentine. I'm also of the opinion that at least one more design of "soldier" valentine, not pictured here or by Dr. Milgram, exists.

In recording the enclosed valentines, only those showing soldiers or with other patriotic motifs, if such exist, are being recorded, but some of the two large envelopes have been found with non-patriotic valentines enclosed. This is particularly true of the "Romeo and Juliet"

**TABLE III — PATRIOTIC VALENTINE DESIGNS:
ROMEO AND SOLDIER'S FAREWELL ENVELOPES**

<i>Design</i>	<i>With Flaps Closed</i>	<i>With Flaps Open</i>
A	Flag design bunting tent.	Soldier sitting writing letter.
B	Soldier; writing letter on drum.	Soldier with girl.
C	Soldier strolling with girl.	Soldier marrying girl.
D	Soldier on guard duty.	?
E	?	Soldier proposing.



Figure 3. Valentine "D" with flaps closed.



Figure 4. Valentine "E" showing no evidence of flaps.

which was probably printed before patriotic covers became the rage or before the war. But there is little doubt that the intent of the publishers was to offer a line of interchangeable valentines and envelopes so that any of the former could be sent in any of the latter.

**HANDSTAMPED AND PRINTED FACSIMILE FREE FRANKS OF THE 1860s
RICHARD B. GRAHAM**

(Continued from Chronicle 132:274)

The War Department and its numerous Departments of the Army were the main users of facsimile handstamps. Figure 6 shows three handstamped franking signatures of officials from whom I have not recorded any written signatures on franked covers. The franking legend at the top shows a handstamped frank of Maj. Gen. Oliver Otis Howard, who headed the Freedmen's Bureau beginning in 1865. Howard, (Figure 7) had lost his right arm in battle in June 1862, and there is a story that when he woke up after having his arm amputated, he found himself looking at General Phil Kearney who had lost his left arm some time before. Howard's first words after comprehending his situation were a suggestion that Kearney and he buy their gloves together.

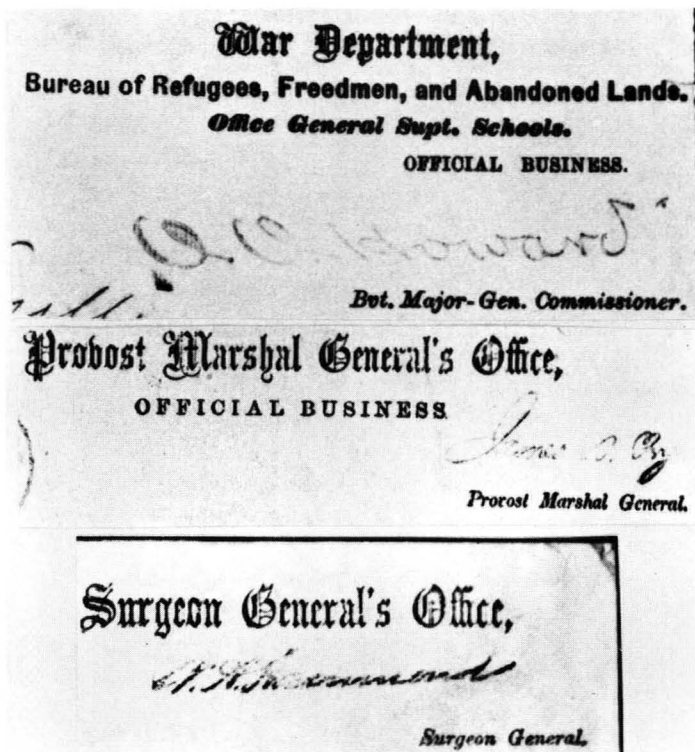


Figure 6. Franking legends from three War Department official covers, showing, top to bottom, handstamped facsimile franking signatures of Gen. O.O. Howard of the Freedmen's Bureau, Col. and Provost Marshal General James B. Fry, and Surgeon General William H. Hammond.



Figure 7. General Howard.

In any case, Howard's heavy backhand signature normally appears as a poorly inked handstamp on his franked covers, obviously applied by one of the fifty some clerks of his Bureau and one wonders if he would have accepted a post where he had to frank mail by hand.

The other two handstamped franks shown in Figure 6 are those of Provost Marshal James B. Fry and controversial Surgeon General William H. Hammond.

The paperwork of the Civil War wasn't settled until some years after the War had ended, as per the covers of Figure 1 and others of the same correspondence.

In the meantime, most of the posts of the government and also many of the congressmen also used handstamped or printed facsimiles rather than written franks. The eventual result, not unexpectedly, was that handstamped or printed franked envelopes were readily available to those without authority to use them and the resulting abuse caused Congress to enact legislation in 1869 requiring that the signatures on franked covers had to be written by hand.

Figures 8 and 9 show two covers bearing the franking legend of the Quartermaster General of the Army's imprint. These two covers demonstrate the volume of mail being sent as late as 1866 by the Quartermaster General's Office in settling Civil War accounts. Both covers reflect a practice of the Quartermaster's Dept. in sending huge bundles of mail to the State Adjutant General's offices, with only the addressee's name and title. In the case of the cover shown as Figure 8, the cover bears the handstamped franking signature of Quartermaster General Montgomery C. Meigs, but it was mailed from Harrisburg, Pa., after the State Adjutant General's office supplied the Doylestown, Pa., part of the address. The Harrisburg postmark, in the photo, shows only the "12/28" of an apparent postmark, which is probably Harrisburg as suggested by portions detectable on the actual cover. The cover was

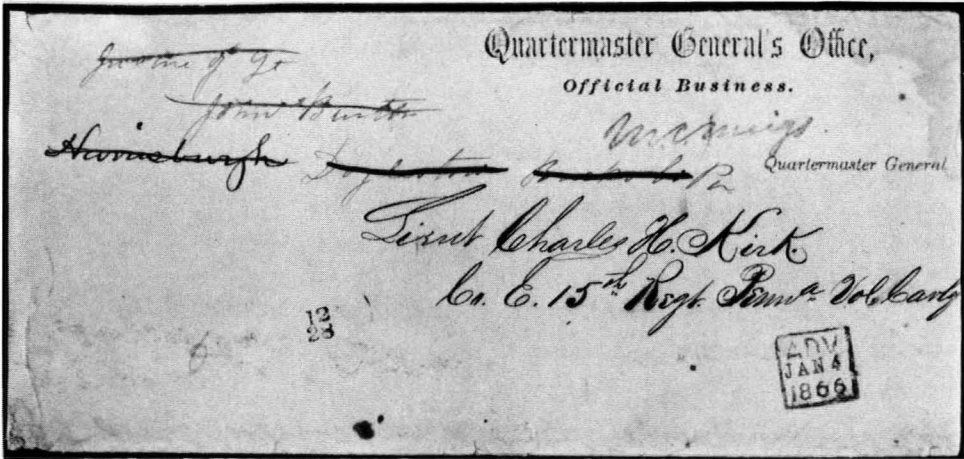


Figure 8. An official cover sent in 1866 under a handstamped facsimile frank of Quartermaster General M.C. Meigs which actually entered the mails at Harrisburg, Pa. The addressee's name and unit designation were supplied in Washington and bundles of partially addressed covers were sent to the offices (at the State Capitals) of the State Adjutant Generals who supplied the rest of the addresses from their records. This particular cover, being both forwarded and advertised, had trouble finding its destination.

forwarded and advertised and presumably eventually reached Lt. Kirk, to whom it is addressed.

The cover shown in Figure 9 may or may not have been sent after the use of facsimile signatures on franked mail was eliminated in March 1869, but it was apparently part of a bundle of covers sent to Omaha, Nebraska, for completion of address and mailing at the Adjutant General's office there. (Not showing in the photo is the fact that the top two lines of the address are in a faded brownish ink and the "Ft. Cottonwood/ ???" is in jet black.) The cover has no date but, if sent after the elimination of facsimile signatures, perforce with a stamp, would have been sent in 1870. In any case, the facsimile frank wasn't used and this is one of the very few covers seen with the Quartermaster General's Office franking legend that doesn't bear General M.C. Meigs's facsimile signature. The only other exception is the single example I've recorded of a cover bearing his handwritten signature.

Many of the offices in Washington appointed clerks to frank all mail and such action apparently was approved by the Post Office Department. For this reason, much of the Bureau

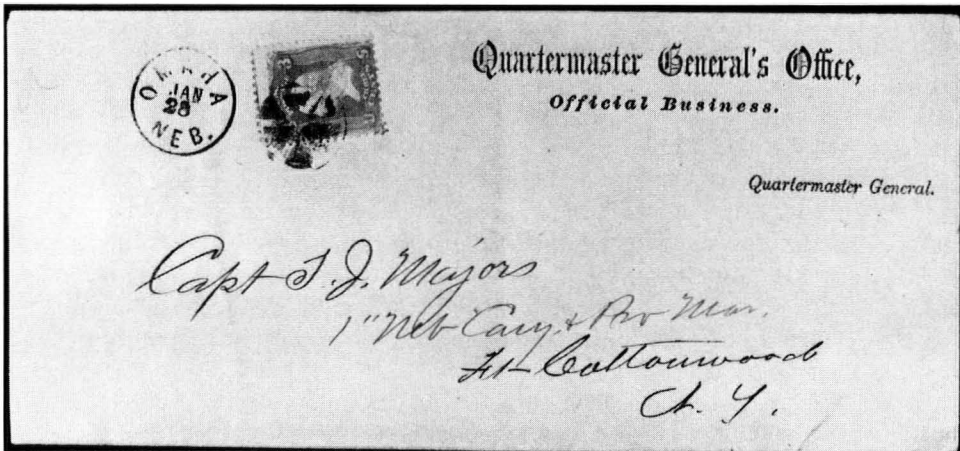


Figure 9. This cover, bearing the Quartermaster General's Office's official legend for franking, but no signature, was prepaid by a 3¢ 1861 stamp. It may have been sent after the use of facsimile signatures for franking was barred by Congressional edict in 1869.

mail franked by clerks probably dates from 1869 or later, until the franking privilege was abolished for good in the Executive Departments effective July 1, 1873, and the official stamps began to be used.

Probably the subsidiary officers of the Army Departments who franked as "acting" this or that were relieved to no longer have to frank mail.

While covers franked by facsimile signature offer little to the frank collector who is really more interested in the "autographic" aspect of such collecting, they offer a postal history usage not found otherwise. To the postal historian with an interest in Civil War history, they are of considerable interest relative to the careers and fame of some of the officers whose names appear on the covers. If facsimile signatures are all that is available, they are still legitimate relics of a difficult part of our country's history — both historically and from a postal history slant.

SOLDIERS' AND NAVAL LETTERS PRINTED AND HANDSTAMPED LEGENDS

RICHARD B. GRAHAM

In *Chronicles* 116 and 117 (November 1982 and February 1983), this section updated and discussed the circumstances and legislative record relative to Civil War "Soldier's" and "Naval" letters. Such letters were permitted to be sent collect at regular postage rates without penalties when provided with the requisite legends which had to include the words "Soldier's Letter" or (for the Navy or others aboard ships) "Naval Letter." Also required were the identification of the military unit or ship and a certifying signature of an officer of such.

These legends of unit or ship identification and certifying signature were to distinguish the military mail from the general run of domestic mail, upon which prepayment had been required since 1855.

The requirements for certifying signatures and the rest of the legend produced a considerable volume of printed envelopes providing the unit identification, the required "Soldier's Letter" and a line upon which the certifying officer could sign. It also produced a few handstamped legends that have the unit designation and "Soldier's Letter."

A great many printed corner cards and unit handstamps without the words indicating they were intended to be used in processing soldiers' mail also exist, but those are, for the most part, outside this categorization.

For some years I've been compiling a record of both the printed envelopes and the handstamps with "soldier's letter" or "naval letter" with the idea of eventually publishing the record. A reasonable starting point seems to be the handstamps and in compiling these, I was surprised just how few I could find.

While a great many handstamps appear on Civil War covers, not many also include the required words "Soldier's Letter" as well as a unit designation to show their intended use. Many covers exist with the unit handstamps but with the words "Soldier's letter" and the signature in manuscript. Among these are some well known covers such as those from Ship Island with the handstamped "E.F. Jones/Colonel Mass 26th," those from the 16th N.Y. ("St. Lawrence*Clinton*Franklin" in a double circle) and those of the Seward Infantry or 103rd N.Y. State Volunteers. All these may be found on collect soldier's letters with the rest of the legend added in manuscript, but they probably were made for general use such as processing regimental paperwork, etc.

Plate I, accompanying these notes, shows two distinct categories of soldier's letter handstamps. The top row has those applied by the Post Office Department and the rest were applied by the military on the mail they sent out. The purpose of the Post Office Department handstamps was evidently for use on mail obviously from the military but without the requisite legends and signatures to satisfy the regulations.



RETAINED FOR
POSTAGE

SOLDIER'S LETTER
M. S. Hallonell
1st Lieut. and Ad.t.
55th Regt. Mass. Infantry.



PLATE I

Tracings of "SOLDIER'S LETTER" handstamps.

The large oval with "Soldier's Letter" shown as "A" in Plate I and on the cover shown as Figure 1, with a Washington, D.C., postmark, was almost certainly applied at the Dead Letter Office in Washington. This aspect was discussed in detail in the article in *Chronicles* 116 and 117 and need not further be discussed here, other than to note that the marking was used by the D.L.O. on covers obviously of military origin which were being mailed to their original addressee collect in spite of not having the required certification.

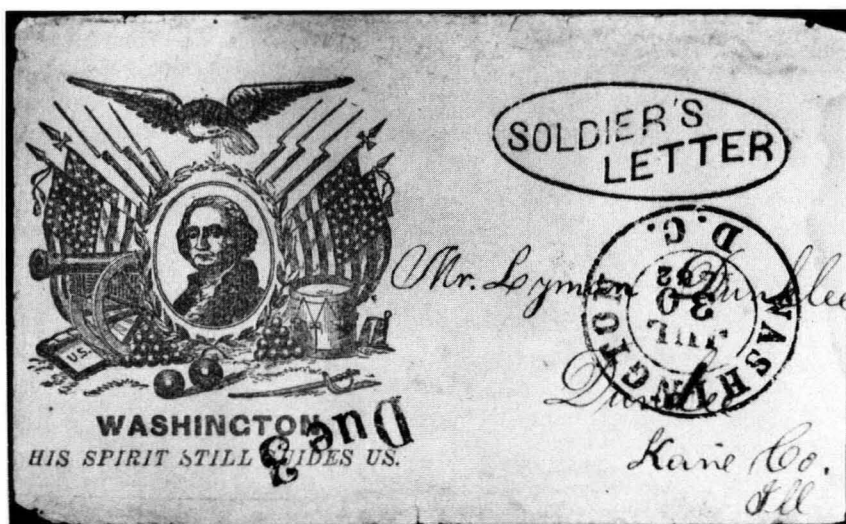


Figure 1. The oval "SOLDIER'S/ LETTER" handstamp (probably applied by the Dead Letter Office) to such letters not correctly certified but obvious as to their nature, before mailing.

The handstamps shown as "B" and "C" in Plate I appear on the cover shown as Figure 2, "C" being a backstamp. All, including the Louisville c.d.s. of Dec. 18 (probably 1861), are

in the rather muddy blue-black in use at Louisville at that time. The cover bears a manuscript endorsement "Through the politeness of Lt. Col. Johnston/ 28th Ky. Vol. Infantry/ U.S. Army," and was evidently expected to be hand carried to its addressee in Louisville. Instead, Lt. Col. Johnston sent the cover to the Louisville post office — probably from elsewhere than Louisville — considering the letter was charged 3¢ due rather than as a drop letter.

In any case, the Louisville post office, after "detaining for postage," apparently decided the legend on the cover was enough to identify the origin as a soldier's letter and applied a marking to verify it as such and sent it along as a collect letter.

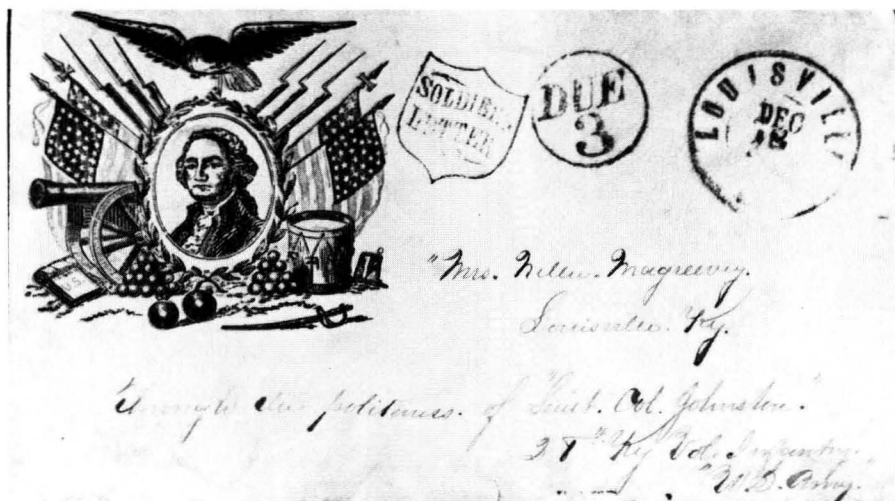


Figure 2. A "SOLDIER'S/ LETTER" in a shield handstamp applied at Louisville in December 1861(?) to a cover obviously from a soldier but not correctly certified. The cover bears a matching backstamp "DETAINED FOR/POSTAGE."

The remaining handstamps shown in Plate I were all applied by their designated units, but I need to see better examples on two of them. I am not quite sure the unit designation of the handstamp shown as "D" is really that of the 55th Massachusetts Infantry regiment. The marking isn't as sharp as I have made it in the tracing (the signature, incidently, is part of the handstamp as a facsimile) and could be possibly another combination involving 3's or 5's.

The 1st regiment of the Douglas Brigade was the 42nd Illinois Volunteer Infantry and I have seen several covers bearing handstamp "E" in Plate I. This handstamp is usually quite clearly struck and several different officers' signatures are known in the circle of the marking above "Major." While I haven't seen any similar handstamps of any other regiment of the Douglas Brigade, such probably should exist.

The tracings shown as "F" and "G" in Plate I both bear the large initials "N.E.G." which stands for "New England Guard," but I have seen handstamps only from the two regiments of "F" and "G," the 24th and 44th Massachusetts. The cover from the 44th Mass. from which tracing "G" was taken, is shown in Figure 3, but I would like to complete the tracing from a photocopy of a cover bearing a better example of the handstamp.

The cover shown in Figure 3 is quite interesting, being sent as a soldier's letter collect but forwarded with a 3¢ 1861 stamp from Walpole, Mass., to Boston. The "Due 3" was applied at Newbern (then often spelled "New Berne" or "New Bern" as in the postmark dated Apr. 23, 1863, on the cover).

The soldier's identification as a soldier's letter is repeated in a little poem seen on many such covers in various forms, "Postmaster, please shove this through/ I've nary red (ed. note "red cent!") with six months due." — referring to the slow pay situation many Civil War soldiers had to endure.

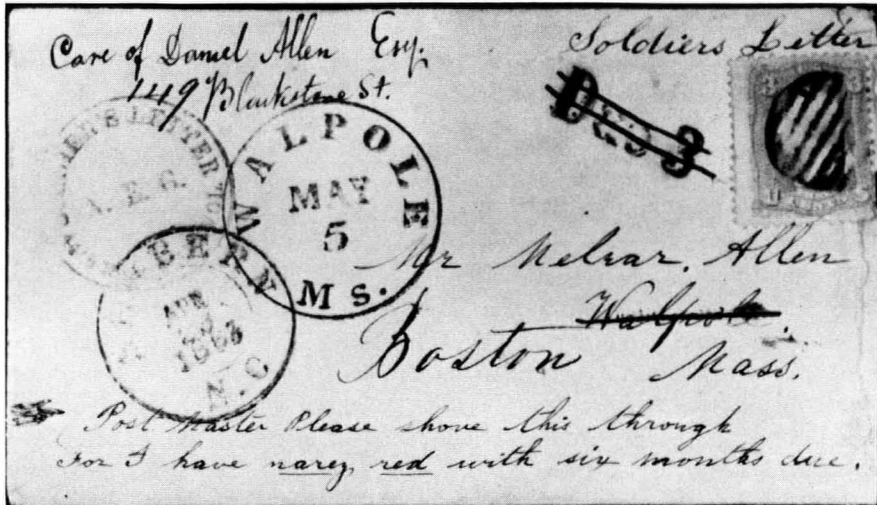


Figure 3. A soldier's letter from a member of the 44th Massachusetts Volunteers then on the Carolina coast at Newbern in April 1863. Bearing the faint cachet of the 44th Mass. and ample soldier's letter endorsement (except a signature) including a poem, the cover was forwarded with a 3¢ stamp from Walpole to Boston, Mass.

Of the handstamps shown in Plate I, I have seen but one example each of those shown as "B" and "C," and "D" was traced from a photograph taken by the late Henry A. Meyer some years ago. The markings of the two Massachusetts regiments are fairly common, particularly those of the 24th, but all are usually struck with a dry marker so they are often faint.

While I feel sure that many other examples of this type of marking exist, I have made photos of those that occasionally were shown me and what is given here is all that I can find in my records. Further examples, shown to me by good photocopies, would be much appreciated.

I expect to attempt a listing of the printed covers with such legends another time, so that while reports of such will be appreciated, they possibly will duplicate records of similar covers on file.

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THREE-CENT UNGRILLED STAMPS FROM BROOKLYN, CONNECTICUT

SCOTT R. TREPEL

The 3¢ 1869 stamps without grill are generally accepted only if unused with the original brownish “molasses” gum which is characteristic of the Scott-listed 1869 ungrilled stamps. Most experts accept the existence of certain used 3¢ copies which are, in fact, ungrilled (as issued), but regard these examples as something different than the Scott-listed ungrilled items. Furthermore, the authorities at Scott and The Philatelic Foundation refuse to provide any room for used ungrilled stamps, because doing so would invite an onslaught of faint/pressed-out grilled stamps being submitted for certification.¹ In such a situation, it would be difficult to identify the true variety, and time-wasting to even attempt it.



Figure 1. Strip of three used ungrilled 3¢ on piece.

However, students must not ignore the ungrilled stamps, because they might someday be the evidence linked to a distinctive National Bank Note Co. printing. Although philately might never know the story, if any, behind the production of ungrilled stamps, it is nonetheless a philatelist’s task to collect examples of all types of printing varieties — plate, paper, perforation, color and otherwise. In the case of the 1869 issue, the stamps issued to the public in ungrilled state are no less worthy of attention than those without perforation or parts of the design inverted.

Faced with the hundreds of thousands of 3¢ stamps extant, how does one sort out the true ungrilled variety? The obvious first step is to physically examine the stamp for evidence of a grill. Although some experts contend that an ironed-out grill can appear as the ungrilled stamp, the author is convinced that a good soaking in water will show the grill’s “ghost.” Very lightly impressed grills also show in fluid or in cross-lighting, and the “missed grill” stamps — those from a part of the sheet which failed to receive a grill impression — are actually quite scarce and should be collected, provided that there is truly no evidence of a grill.

Does a characteristic exist apart from the paper itself, which could be used to distinguish ungrilled stamps from grilled issues? The author believes the answer is yes, and the purpose of this article is to establish a link between *usage* of the 3¢ 1869 ungrilled stamps and surviving copies.

The Fuller Correspondence

The town of Brooklyn, Connecticut, gained some philatelic prominence when the Lucius Fuller correspondence surfaced. The Fuller family and their correspondence were discussed in an article by Richard J. Niezabitowski entitled “The Three Cent Gray Paper” (*The 1978 Register*). Fuller’s insurance company prospered during the 19th century, and

1. The only exception to Philatelic Foundation policy was the granting of a certificate to a used strip of three on piece, which was partially lifted to reveal the brown gum. This strip is illustrated in Figure 1. A discussion of this item follows.

Fuller became one of Connecticut's influential citizens. The covers from the company's correspondence mostly bear 3¢ 1869 stamps, a few of which have been identified as the gray paper variety. In Niezabitowski's article, he analyzed the evidence and put forth his hypothesis that the gray paper stamps were distributed in an unknown pattern throughout New England. A key element of his analysis was that the 3¢ gray paper stamp on one cover (and presumably the others used at the same time) came from plate 11, one of the plates used in the first printing. At the time, Niezabitowski felt that the use of stamps from this early 1869 plate on covers dated in early 1870 indicated a peculiar distribution of stamps by the official Stamp Agent. He suggested a link between these gray paper stamps and some sort of experiment at the N.B.N. Co. — much like the blue paper issue of 1909; however, all of this was acknowledged to be speculation.



Figure 2. Brooklyn, Conn., geometric cancel.

Brooklyn, Connecticut, came into play again when the strip of three 3¢ 1869's without grill was certified by The Philatelic Foundation. This strip was written up in the *1869 Times* (number 16) by its owner, Leonard Sheriff, who explained that it was deemed to be ungrilled because the strip could be partially lifted, revealing the brown "molasses" gum. This item is the only used ungrilled 1869 to receive a P.F. certificate as such. It is cancelled by a distinctive geometric design which the Skinner-Eno book lists as GE-M 16 (see Figure 2). This cancel is known on covers from Brooklyn, Connecticut, therefore establishing a link between the gray paper and ungrilled stamps, and between these varieties and Brooklyn.



Figure 3. Pair and single ungrilled 3¢ with Brooklyn cancel.

If additional 3¢ 1869 stamps were found with the Brooklyn geometric cancel, might they be ungrilled or on gray paper? The author believes so, and has located two more items which are ungrilled and cancelled in Brooklyn. These are shown in Figure 3 (a pair and single). The color of these stamps can be described as intense, and the paper shows no grill whatsoever. The slightly worn, but still identifiable, geometric cancel is the link between these stamps and the Sheriff piece, as well as other Fuller correspondence.

The Ishikawa book pictures a block with the Brooklyn geometric; and a few other covers from this town and period have been seen in auction catalogs. One of these is shown in Figure 4. Any of these should be examined carefully, to determine whether or not the stamp is grilled.

Status of the 1869 Ungrilled Stamps

The author will make a few observations about the ungrilled 1869 stamps to conclude this article. First, only the 1¢, 2¢, 3¢, 15¢ type I, 24¢, 30¢, and 90¢ values are known without grill, and virtually all are unused with brownish gum. As far as this author knows, only the 3¢ has been found used and without grill. In addition to the gummed and perforated stamps, there are the imperforate ungrilled items on stamp paper, which are almost certainly unfinished productions that were never issued to post offices (similar to Great Britain's

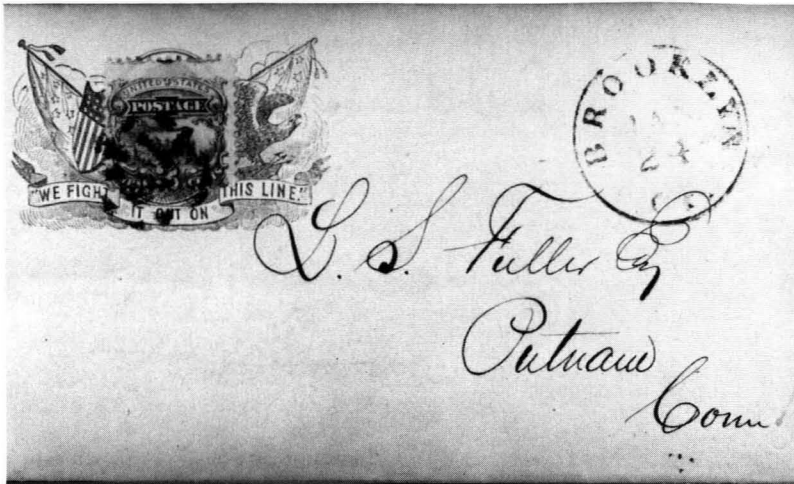


Figure 4. Cover from Brooklyn to Putnam, Conn., 3¢ tied with characteristic cancel. Stamp may be ungrilled.

“Imprimaturs,” which are imperforate, gummed examples made for the purpose of official inspection and approval). The 24¢ is also known as an invert on stamp paper, imperforate and gummed (See Figure 5). This last item is a complete mystery, but was probably released by the National Bank Note Co., not the post office. The 30¢ ungrilled stamp is known as a block of 15 (Ishikawa collection) with imprint and plate no. 21. It seems remarkable that a block of this size should exist at all, because no other value above the 6¢ exists as such (except possibly the 15¢ if the big blocks have not been broken up). That the 30¢ imprint block is ungrilled is inconceivable, unless its source was a place other than the post office. This last point is what the author is driving at, but cannot prove at this time. The unused 1869 stamps without grill, in the author’s opinion, should not be reckoned among *issued* postage stamps. It is far more likely that they emanated from an unofficial source. The exception, of course, is a quantity of 3¢ stamps which are known to have been issued in ungrilled state, whether by design or accident it is not known.



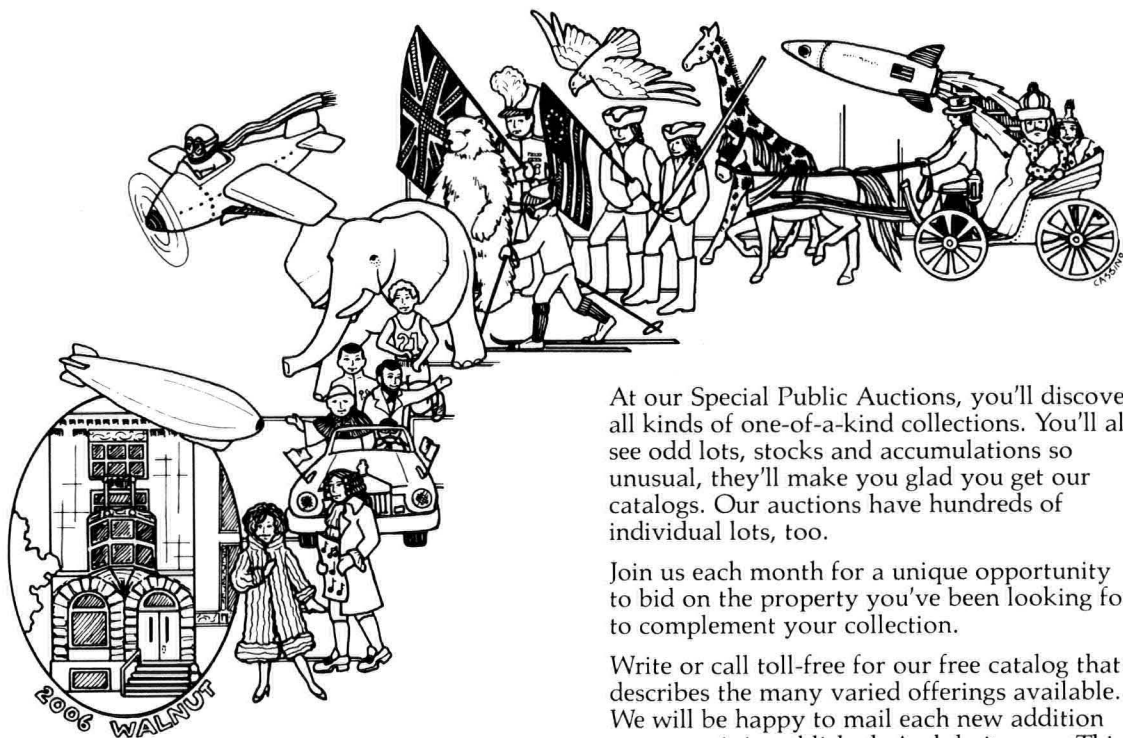
Figure 5. Imperforate 24¢ invert, no grill, with gum.

The absence of certain values in the list of ungrilled stamps, and the presence of the 15¢ type I and 3¢ plate 11, indicate the use of early plates to make the ungrilled stamps. The 30¢ block of 15 shows distinct plate cracks, but it is not known when these occurred (some of the 1875 re-issues should show these cracks, if indeed the ungrilled printing *preceded* the re-issue printing). No explanation of the 24¢ imperforate, ungrilled invert has been offered, but this item might not even relate to the other ungrilled stamps.

Conclusion

If all of this seems rather tentative and speculative, the author has succeeded in getting across some information and possibilities, without pretending to be definite. Tracing the events of 117 years ago is very difficult without source documents. However, locating and verifying the existence of unusual 1869 varieties is possible, and the purpose of this article has been to further that cause.

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DROP LETTERS AND BANK NOTE DUES

GEORGE B. ARFKEN

By long tradition a drop letter was a letter that was deposited (dropped) at one post office and was picked up or delivered from that same post office. The 1879 *Postal Laws and Regulations* apparently did not find it necessary to define drop letter but in the 1887 *P.L. & R.* we find the following definition:

Sec. 326. Drop Letters. . . . A "drop letter" is one addressed for delivery to a person within the delivery of the office at which it is posted. . . .

From Sec. 178 of the 1879 *P.L. & R.* the rates for drop letters were 1¢ per half oz. if there was no free delivery by carrier at that post office and 2¢ per half oz. if there was free delivery by carrier at that post office.

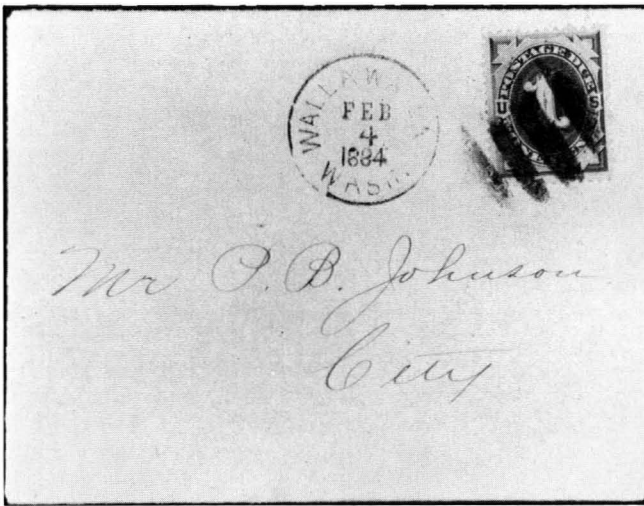


Figure 1. An unpaid 1¢ drop letter, Walla Walla, Washington, FEB 4 1884. Rated due 1¢. No penalty.

Figure 1 shows an unprepaid 1¢ drop letter, WALLA WALLA, WASH., dated FEB 4 1884. The 1¢ postage due stamp, applied by the local postmaster, is an intermediate shade between a brown and a red brown.

The free delivery system had been started in the most populous cities 20 years before this letter was dropped in the Walla Walla post office. With a population of only 3,588 by the 1880 census and 4,709 by the 1890 census, Walla Walla had no free delivery. The drop letter rate in Walla Walla was 1¢ per half ounce. Clearly the required 1¢ postage was not prepaid. So the question arises — how was the postage due calculated?

The 1879 *P.L. & R.* mandated that the required postage on totally unpaid letters be doubled:

Sec. 267. Double Postage on Unpaid Matter. If any mail-matter, on which by law the postage is required to be prepaid at the mailing [post] office, shall by inadvertence reach its destination without such prepayment, double the prepaid rates shall be charged and collected on delivery.

Under this rule the Walla Walla unpaid drop letter should have been rated due 2 cents. But this doubling rule no longer applied. An exception had been made.

The January 1880 *Postal Guide*, p. 594, stated that drop letters were exempt from this doubling penalty:

Recapitulated and New Rulings for the Six Months Ending
December 20, 1879

9. Drop letters not having one full rate prepaid thereon are not subject to double rates; they may be delivered upon payment of the full amount chargeable thereon at the single rate.

So the Walla Walla drop letter was properly rated as due 1 cent and a slightly reddish brown 1¢ due affixed.

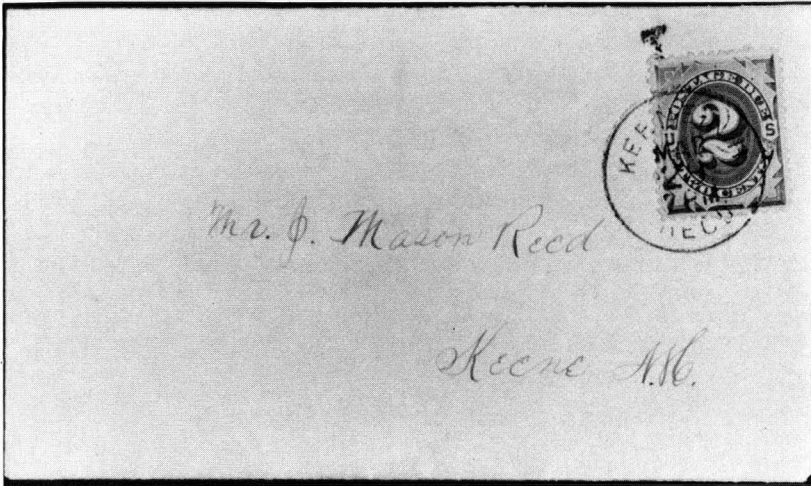


Figure 2. An unpaid and undated drop letter, Keene, N.H.

Figure 2 showing a 2¢ drop letter at Keene, N.H., presents a puzzle. This is because the cover is not dated and the postal regulations and the applicable rates changed with time. The lack of a date opens up at least four possible scenarios and entails a review of the postal regulations for unpaid drop letters. The possibilities include:

(a) 1¢ drop letter mailed in 1879 before the exemption from the doubling penalty. Deficiency doubled for penalty: 2¢. This possibility is ruled out by the color of the stamp. It is not a plain brown but shows a tinge of red. Warren R. Bower examined the stamp and concluded that the stamp was issued in 1883.

(b) Mailed before Keene received free delivery (late 1887 or early 1888). Deficiency doubled in error. Low probability.

(c) Double rate drop letter mailed before Keene received free delivery. Properly rated due 2¢. This is a real possibility.

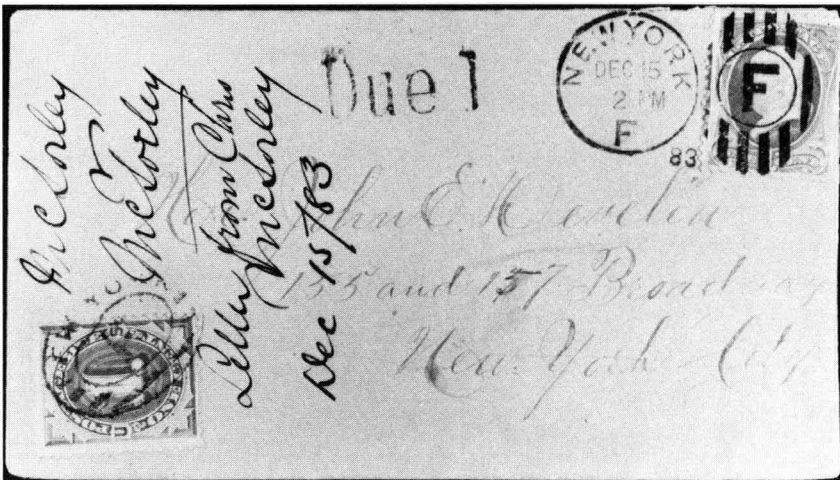


Figure 3. An underpaid 2¢ drop letter, New York, N.Y., DEC 15 83. Rated Due 1. No penalty.

(d) Mailed after Keene received free delivery. Properly rated due 2¢. While this would date the cover at least four years after the postage due stamp was issued, this scenario is also a real possibility. Late usage of postage due stamps was far from rare.

An unambiguous 2¢ drop letter was illustrated by Warren R. Bower in the *U.S. Specialist*, vol. 46, p.166, April 1975. Bower's cover was a totally unpaid drop letter received (dropped) at Boston, Mass., October 8, 1887. Because Boston had free delivery the drop letter was liable to the rate of 2¢ per ounce (basic weight raised to one ounce July 1, 1885). This Boston drop letter was properly rated Due 2.

Figure 3 shows a New York drop letter dated December 15, 1883, prepaid only 1¢. As New York had free delivery (and had it since the system started in 1863) the drop letter charge was 2¢ (per half oz.). The letter was rated Due 1 and a 1¢ brown J1 affixed. In accordance with the ruling given in the 1880 *Postal Guide* no penalty was assessed.

There was one other possible complication for a drop letter. The letter, intended for local delivery, might be forwarded to another post office thereby becoming liable to the regular domestic rate. Figure 4 shows another New York drop letter, this one dated May 27, 1882, forwarded to Brooklyn.

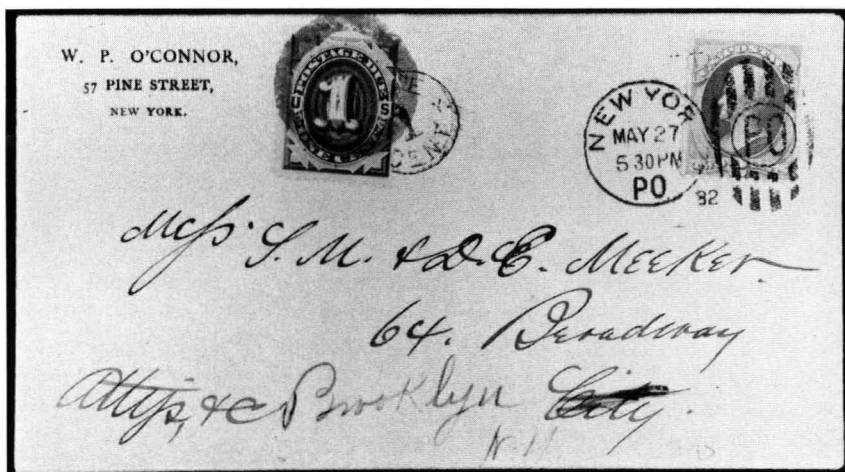


Figure 4. A 2¢ drop letter, New York, N.Y., MAY 27 82. Forwarded to Brooklyn, N.Y. Subject to 3¢ domestic rate and rated DUE 1 CENT. No penalty.

Postal regulations required that one rate be prepaid for free forwarding of first class mail.¹ The prepaid 2¢ drop rate satisfied this condition for forwarding. The letter was forwarded but rated up to 3¢ domestic rate (less credit for 2¢ already paid): Due 1 Cent. A 1¢ orange brown J1 was affixed and canceled with the characteristic magenta Brooklyn doughnut.

This particular forwarded drop letter was also protected against the doubling penalty by another postal regulation. Sec. 431 of the 1879 *P.L.&R.* provided that a totally unpaid drop letter could be forwarded up to three miles. Assuming that the Brooklyn post office was within three miles of the New York post office, this New York drop letter could have been forwarded to Brooklyn even if the 2¢ drop rate had not been prepaid.

Unpaid drop letters are scarce but among these the true rarity is the ship drop letter (or drop ship letter).² Figure 5 shows a ship letter brought into the port of New York from Venezuela and addressed to New York — a ship drop letter. This letter, dated 27 October

1. 1879 *P.L.& R.*, Sec. 371. The background of free forwarding has been discussed by Richard B. Graham, *Linn's Stamp News*, Nov. 25, 1985, pp. 18-19.

2. "Ship Letters and Bank Note Dues," George B. Arfken, *Chronicle*, 131:200-204 (August 1986, vol. 38, no. 3).



Figure 5. A ship drop letter. NEW YORK, NOV 14 79, DUE 4 CTS. From the collection of Lewis Kaufman.

1879, was from a Senor Luis Yribarren, Comisionista General at Puerto Cabello. The New York Exchange Office rated it at double the 2¢ drop letter rate and stamped it NEW YORK, NOV 14 79, DUE 4 CTS.

During the portion of the Bank Note postage due era when the domestic postal rate was 3¢, July 1879 through September 1883, ship drop letters were charged 4¢ instead of the usual 6¢ and receipted with 4¢ in Bank Note postage due stamps. Of course on October 1, 1883, with the domestic rate dropping to 2¢, the distinction between ship letters and ship drop letters vanished. For cities with free delivery by carrier the distinction between domestic letters and drop letters likewise vanished (except that drop letters were exempt from the doubling penalty).

On this ship drop letter the 4¢ due was receipted with a 1¢ brown J1 and a 3¢ brown J3. So why didn't the postal clerk just use a pair of 2¢ dues? In 1879 with a 3¢ domestic rate the 1¢ and 3¢ dues were in common use and probably were readily available. Catalog prices as well as scarcity on 1879 covers verify that the 2¢ brown J2 dues were seldom needed and seldom used. The 2¢ dues may well have been stored away, out of the way.

This writer is grateful to Warren R. Bower for discussions concerning the cover of Figure 2 and to Lewis Kaufman for lending the rare ship drop letter of Figure 5 to be photographed.

THE TWENTY-FOUR CENT BANKNOTE STAMPS ON COVER: THE BISSELL FIND, PART II

RICHARD M. SEARING

In *Chronicle* 132, I described the Lemuel Bissell find of covers as related to the 24¢ banknote stamps. The three major routings listed were for British mail via Southampton or Marseilles, and British mail via Brindisi on the Adriatic Coast.

The harbor of Brindisi is one of the safest in the Adriatic and this was one reason it was selected in 1874 as a refueling stop for steamships serving the Asia and southeast Asia trade routes. During the 1870-80 period, steamships from two dozen countries could be found in this harbor.

The harbor at Brindisi had been used since before Roman times when it was called Brundisium. The famous Appian Way of the Roman Empire terminated in this port. In the harbor center stands an Aragonese castle dating from the 14th century. Many medieval relics

24¢ BANKNOTE STAMPS USED ON BISSELL CORRESPONDENCE COVERS

DATE	RATE	STAMPS	SOURCE	REMARKS
12/20/70	4x22¢ v So	143-2,146-2,153	Siegel 631/42	Lon pd 1/2/71; ms 72/4, 4 cr
1/20/71	3x28¢ v Bri	153,154-2	Siegel 612/246	Lon pd 2/2; ms 3, 72/3 cr
1/31/71	4x22¢ v So	135-2,143-2,153	Siegel 645/167	Lon pd 2/13; ms 72/4 cr
2/10/71	3x28¢ v Bri	143-2,153	Siegel 516/415	Lon pd 2/23; ms 3 over 72/3 cr
8/15/71	2x22¢ v So	150-2,153	Siegel 631/171	Lon pd 8/28; ms 36/2 cr; tied tmk
9/12/71	4x22¢ v So	148,151,153-2	APC #19, p. 68	Lon pd 9/27; ms 72/4 cr
10/ 9/71	2x22¢ v So	150-2,153	Lowe 6/85:43	Lon pd 10/23; ms 36/2 cr
1/ 2/72	2x22¢ v So	150-2,153	Siegel 210/801	Lon pd 1/15; ms 36/2 cr
1/18/72	3x28¢ v Bri	153,154-2	Siegel 631/173	Lon pd 1/31; ms 3, 72/3 cr
5/14/72	2x22¢ v So	150-2,153	Gibson 520	Lon pd 5/27; ms 36/2, 2 cr
7/16/72	2x22¢ v So	150-2,153	H Rooke 7/76:105	Lon pd 7/29; ms 36/2 cr
8/27/72	2x22¢ v So	150-2,153	Siegel 631/181	Lon pd 9/10; ms 36/2, 2d cr
12/ 4/72	2x22¢ v So	150-2,153	Herst 5/63:78	Lon pd 12/17; ms 36/2 cr
12/17/72	2x22¢ v So	150-2,153	Robbins 9/81:1070	Lon pd 12/26; ms 2, 36/2 cr
12/13/72	2x22¢ v So	139-2,153	Siegel 612/244	Lon pd 12/30; ms 36/2, 2 cr
1 3/73	2x22¢ v So	139-2,153	Siegel 449/50	Lon pd 1/16; ms fancy 2
1/ 8/73	2x22¢ v So	161-2,153	Harmer 2/65:130	Lon pd 1/20; ms 36/2, 2 cr
1/29/73	2x22¢ v So	150-2,153	Apfel 5/81:168	oval pd; Lon 2/14; ms 11½, 36/2
2/ 7/73	28¢ v Bri	146-2,153	Robbins 9/81:1073	red NY 24; Lon pd 2/17; ms X, 1
3/ 7/73	2x22¢ v So	161-2,153	Gibson 519	Lon pd 3/19; ms 36/2
3/12/73	2x22¢ v So	150-2,153	Siegel 631/169	Lon pd 3/24; ms 36/2 cr
8/10/73	2x28¢ v Bri	146,153,154	Fox 12/84:259	Lon pd 8/23; ms 48/2, 2 cr
10/ 1/73	2x22¢ v So	150-2,153	Siegel 516/429	Lon pd 10/13; ms 36/2, 2 cr
1/11/74	3x28¢ v Bri	153,154-2	Siegel 631/184	Lon pd 1/25; ms 72/3 cr
2/11/74	2x22¢ v So	153,161-2	Seigel 569/843	Lon pd 2/23; ms 36/2, 2d cr
5/20/74	2x22¢ v So	153,161-2	Siegel 631/174	Lon pd 6/1; ms 36/2, 2 cr
6/ 9/74	2/22¢ v So	150-2,153	Simmy 7/76:174	Lon pd 6/22; ms 36/2, 2 cr
7/ 8/74	2x22¢ v So	153,161-2	Siegel 612/243	Lon pd 7/20; ms 36/2, 2 cr
8/ 5/74	2x28¢ v Bri	146,150-3,153	Caspary 6/549	Lon pd 8/17; ms 48/2, 2 cr
8/18/74	28¢ v Bri	145,147,153	Siegel 449/180	Lon pd 8/31; red 1d cr
9/ 9/74	2x28¢ v Bri	153,157,165	Harmer 11/50:348	Lon pd 9/21; ms 48/2, 2 cr
12/ 9/74	2x28¢ v Bri	153,154,157	Robbins 9/81:1072	Lon pd 12/22; bs; 2d cr
12/23/74	3x28¢ v Bri	153,165-2	Robbins 9/81:1069	Lon pd 1/4/75; ms 72/3, 3d cr
1/ 9/75	3x28¢ v Bri	143-2,153	Caspary 6/489	Lon pd 1/21; ms 72/3 cr
2/13/75	2x28¢ v Bri	153,157,165	Siegel 631/175	Lon pd 2/26; ms 48/2, 2d cr
2/24/75	3x28¢ v Bri	143-2,153	Siegel 612/142	Lon pd 3/7; ms 72/3 cr
3/10/75	28¢ v Bri	146-2,153	Siegel 631/168	Lon pd 3/22; ms 1, 24 cr
3/30/75	3x28¢ v Bri	153,154-2	Siegel 631/180	Lon pd 4/12; ms 72/3, 3d cr
4/17/75	2x28¢ v Bri	153,157,165	Harmer 5/61:299	Lon pd 4/30; ms 2, 48/2 cr
5/ 4/75	2x28¢ v Bri	146,153,154	Siegel 210/798	Lon pd 5/16; ms 2, 48/2 cr
5/18/75	2x28¢ v Bri	146,153,165	Harmer 5/61:300	Lon pd 5/29; ms 48/2, 2 cr
5/31/75	2x28¢ v Bri	153,157,165	Siegel 631/176	Lon pd 6/12; ms 48/2, 2 cr
6/20/75	2x28¢ v Bri	153,157,165	Fox 12/61:793	Lon pd 7/2; ms 48/2, 2d cr
7/ ?/75	27¢ v Bri	158,153	APC #19	Lon pd 8/4; ms 110 centimes cr
8/10/75	2x27¢ v Bri	153,165	Siegel 10/63:682	Lon pd 8/21; ms 220/2, 2 cr
8/23/75	2x27¢ v Bri	153,165	Fox 12/84:260	Lon pd 9/3; ms 220/2, 2 cr

Abbreviations — Southampton: So; Brindisi: Bri; London: Lon. All covers have red Boston postmark of origin, except 2/7/73, which is postmarked New Haven.

and settings are still seen in the area.

In Part I of this article, I stated that I had records of 56 covers with the 24¢ stamp. However, extensive cross checking between my lists and those of Frank Levi, Jr., reduced the number to 46 on the final list. The only way to identify whether a cover with different recorded dates is the same piece is by comparison of auction photos. As anyone who has pursued dates and markings from such photos will state, this procedure is no easy task considering cropped photos, poor printing of photos, and lack of clarity of the markings when originally struck.

The final result of this effort is the preceding table which I hope is self explanatory as to the abbreviations used. The covers are listed chronologically by the date of mailing. For each cover, I have stated the rate, route used, stamps present, the source of the information, and a few descriptive remarks on the various markings present.

Since this list is a first as far as I am aware, please feel free to send in corrections and additions. A photo or a clear reproduction would be most helpful.

MISCELLANEOUS ITEMS

With only five years remaining till the 500th anniversary of the modern discovery of the New World by Christopher Columbus and the Centennial of the issuance of the world's first officially authorized commemorative stamps, the famous Columbian issue, I feel that these stamps need to be featured in a detailed series. Therefore, in the next *Chronicle*, an introductory article to this effect will appear by George Arfken to be followed by a regular series of articles in future *Chronicles* detailing each of the 16 stamps of the issue.

I invite all readers to submit photos of any really interesting covers using the Columbian stamps, including a brief explanation as to why you consider it worthy of featuring in the *Chronicle*. I have also undertaken to finish my survey of surviving covers bearing the dollar values of this issue for publication as part of the series. For this effort, I solicit all readers to send in good photos of any such covers that they may have; in particular those that have not been sold in public in the last 20 years. With your help, this could be a definitive set of articles on these scarce and popular stamps. I appeal for your input.

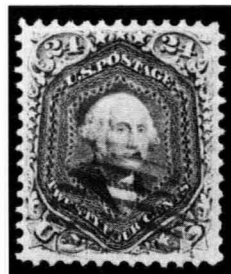
One last item: I have recently received a letter from a Netherlands collector of the banknote stamps who specialises in fancy cancels, particularly the NYFM cancels. Since few if any Dutch collectors share his interest, he would like to correspond with any U.S. collectors of like interest. The address is: Frits van Gulick APS 87716, Lt. Col Royal Dutch AF ret., 3871 BW Hoevelaken, 3 Smalle Streek, The Netherlands.



GEM used
U.S. #68



GEM mint, PFC
U.S. #E4



GEM used, red grid
U.S. #70

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THE FOREIGN MAILS

CHARLES J. STARNES, Editor
RICHARD F. WINTER, Assoc. Editor

POSTAL CONVENTION ACCOUNTING WITH ENGLAND

CHARLES J. STARNES

For fiscal 1859 some 3,220,582 letters¹ were exchanged under the terms of the U.S.-U.K. postal convention and regulations of 1849 plus the registry system of 1856. Many readers are familiar with the main provisions of the convention, but only a hardy few have bothered with the details of the quarterly account settling between the two General Post Offices in London and Washington. Nevertheless, one should appreciate the vast amount of work on which the final balance was based, most of it done at the foreign exchange offices

The United Kingdom of Great Britain and Ireland in account with the United States during the fiscal year ended June 30, 1859.

	1858.		1859.		Total.
	3d quarter.	4th quarter.	1st quarter.	2d quarter.	
Dr.					
MAILS SENT.					
Postage on unpaid letters from United States for United Kingdom.....	\$14,002 93	\$13,741 32	\$16,601 79	\$14,706 69	\$59,052 73
Postage on unpaid letters in transit.....	76 48	779 20	977 64	1,163 62	3,688 94
Postage on newspapers in transit.....	31 00	2 51	6 14	3 40	43 05
Postage on missent, &c., letters.....	6 05	11 88	11 95	13 07	42 95
MAILS RECEIVED.					
Postage on paid letters from United Kingdom for United States.....	13,755 19	13,793 82	16,112 84	13,895 59	57,557 44
Postage on paid registered letters.....	539 77	557 41	610 24	596 03	2,303 45
Postage on paid letters from foreign countries for United States.....	1,425 38	1,646 72	1,451 52	2,046 24	6,569 86
Postage on registered letters for foreign countries in transit.....	2 92	3 80	4 60	6 88	18 20
Postage on closed mails in transit through United States.....	14,212 04	14,678 44	15,925 05	12,659 38	57,474 91
Postage on loose letters collected on ships.....	41 95	27 84	27 05	43 60	140 44
Postage on dead letters returned to London.....	2,581 17	2,616 80	1,918 81	1,786 10	8,902 88
Overcharges on various letters and packages.....	100 28	96	26 88	34 00	162 12
Differences in adjustment of quarterly accounts.....					
	47,467 16	47,860 70	53,674 51	46,954 60	195,956 67
Cr.					
MAILS RECEIVED.					
Postage on unpaid letters from United Kingdom for United States.....	30,978 24	30,358 99	35,718 95	31,751 88	128,808 06
Postage on unpaid letters from foreign countries.....	4,017 30	4,180 88	5,135 59	3,386 77	16,720 54
Postage on newspapers in transit.....	365 59	530 09	501 19	532 07	1,931 94
Postage on missent, &c., letters.....	19 55	29 64	34 96	34 06	118 21
Postage on closed mails in transit through United Kingdom.....	27,809 72	28,867 60	40,039 64	30,262 82	126,979 78
MAILS SENT.					
Postage on paid letters from United States for United Kingdom.....	23,794 97	25,391 10	25,823 85	25,067 47	100,077 39
Postage on paid registered letters from United States for United Kingdom.....	430 19	368 25	448 32	312 66	1,559 41
Postage on paid letters for foreign countries, &c.....	2,314 92	2,681 94	2,882 32	2,599 25	10,478 43
Postage on newspapers in transit.....	328 70	339 66	464 90	468 97	1,622 23
Postage on letters and papers to West India ports.....	1,579 76	1,760 20	1,690 07	1,482 36	6,512 39
Postage on loose letters collected on ships.....	17 04	11 70	26 21	455 85	54 05
Postage on dead letters returned to Washington.....	390 80	371 14	362 59		1,580 38
Overcharges on various letters and packages.....	51	26 87	23 76	16 61	67 75
Differences in adjustment of quarterly accounts.....	2 00	3 04	38 77		43 81
	92,052 29	94,941 10	113,191 12	96,370 77	396,555 28
Balances in favor of the United Kingdom.....	44,585 13	47,080 40	59,516 61	49,416 17	200,598 31

Figure 1. Auditor's Summary of U.S.-U.K. Postal Account for fiscal 1859.

1. PMG Report for 1959, Wierenga reprint, p. 1479.

(New York, Boston, Philadelphia, London, Southampton, Liverpool). Sorting into mail classes (international — paid and unpaid, in transit — paid and unpaid, returned, registered, etc.); marking each letter (debits, credits, packet, explanatory); then preparing a Letter Bill for each class of correspondence before pouching and dispatch to the proper British office Then checking the Letter Bill with subsequent Acknowledgement of Receipt sent back to the originating office These two forms, which indicated the amounts of postage due the two offices, were the basis for the Quarterly Accounts made at the London G.P.O. and then verified at Washington.

The end result is illustrated as Figure 1, showing the quarterly and total accounting for

Registered No. 15072
In any further correspondence
on this subject, the above
Number should be quoted.

General Post Office London,
15th April, 1859.

America

Sir,

The Receiver and Accountant
General having reported to me that
the accounts between the Post Office
of the United States and this Department
for the 3rd Quarter of last year have
been finally examined and the
differences adjusted, I request that
you will be so good as to cause
the balance in favour of the
United Kingdom, amounting to
Postmaster General, the
Washington.

Figure 2. G.P.O. of London to PMG at Washington — request for payment owed for third quarter 1858 U.S.-U.K. mails, signed by Rowland Hill, Secretary.

the sum of Forty four thousand
five hundred and eighty five dollar
and thirteen cents, to be remitted
to this Office.

44,585.13

I have the honour to be,
Sir,
Your obedient servant,
Rowland Hill

Figure 2a. Second page of Hill letter.

fiscal 1859.² The listings follow Chapters II and III of the Regulations.³ As usual, the cost of the British mail system was high: \$200,598.31 cost to the U.S.

Figure 2 may give a bit of flavor to this dry accounting subject; it is a request for balance due the United Kingdom for the third quarter of 1858, \$44,585.13 (checking with the Figure 1 amount) from the G.P.O. of London, signed by the famed Rowland Hill, postal reformer and Secretary of the Post Department from 1854-64. We are indebted to Tom Alexander for this reminder of a more leisurely era.

2. *ibid.*, pp. 1486-1487.

3. Chap. II—debit & credit markings, rate progression, letter bills, transit mail rates; Chap. III—letter bills, acknowledgement of receipt, settling of quarterly account, dead letters, etc.

FURTHER DEVELOPMENTS

CHARLES J. STARNES

EXCHANGE OFFICE ERRORS

Demonstrable accounting mistakes (debits, credits, etc.) of the English offices are not often found. Our fellow editor Richard Graham illustrated an unpaid cover¹ from Fernando Po to the U.S. in 1861 and explained the U.S. had been debited 26¢ instead of the correct 28¢. The letter went by Br. Pkt. to New York and that office added the normal 5¢ U.S. inland, charging only 31¢ instead of 33¢ (Br. v S rate, Apr. 1858-Jan. 1868).

Now, thanks to our English member John Sacher, active in the West Africa Study Circle, another error cover can be shown, Figure 1. It was mailed, unpaid, from the British post office at St. Vincent, Cape Verde Islands, in 1856; the U.S. was debited 40¢ instead of the correct 44¢. After its arrival by Am. Pkt. at New York, that office followed normal practice to add 21¢ for U.S. inland and sea to arrive at 61¢ collect instead of 65¢ (Br. v England rate, Jul. 1849-Jul. 1859). Postages noted on other covers of this period and origin conform to the official rates; the incorrect debiting was probably done at London or Liverpool, since the St. Vincent office would not know whether Am. or Br. Pkt. would be used from England.

1. *Chronicle* 69, 52-3.

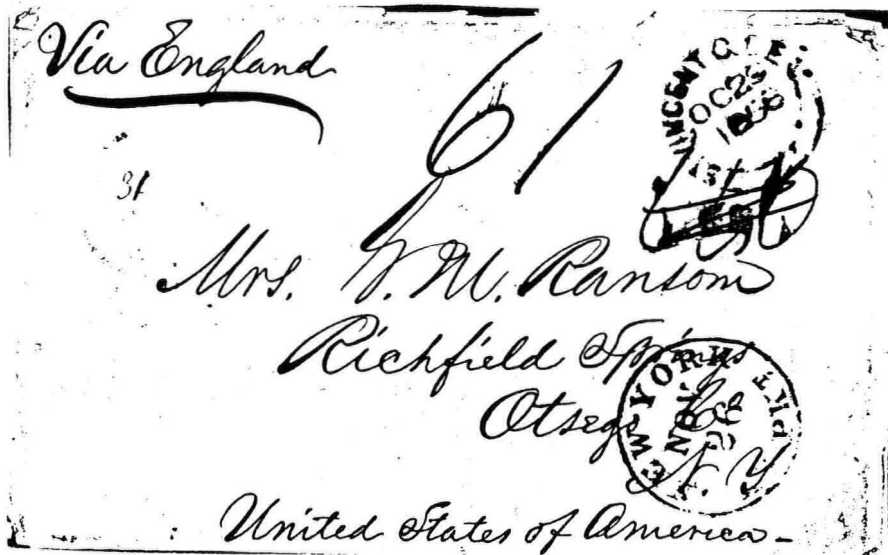


Figure 1. St. Vincent, Cape Verde Islands, to Otsego, New York, 1856. Collect 61¢ caused by debit of 40¢, instead of 44¢ on the proper 65¢ rate. (Sacher coll.)

ARGENTINA v U.S. & FR. PKTS

A survey article² on these 18/25/43¢ rated covers contained a listing of 22 items, Jan. 1868-Dec. 1869. Jeffrey Bohn, who has studied this mail system for years, notes two more covers to add to the published list.

new no. 7A—as no. 7, except “16¢ dr U.S.”; “25¢ U.S.” collect, “unpd. dbl.”; “Winter coll.”

new no. 9A—as no. 9, except “NY, 21 Aug. to Providence, R.I.”; “Bohn coll.”

BRITISH WEST INDIES v ENGLAND to U.S.

A recent article³ described a cover from Bridgetown, Barbados, via England to Philadelphia in 1860, franked at the uncommon 1sh.2d. general rate, Jul. 1854-Mar. 1863. One of our special investigators has located a similar cover in the Gallagher collection, Figure 2. It also was from Bridgetown, 9 Apr. 1862, and most probably was originally franked at

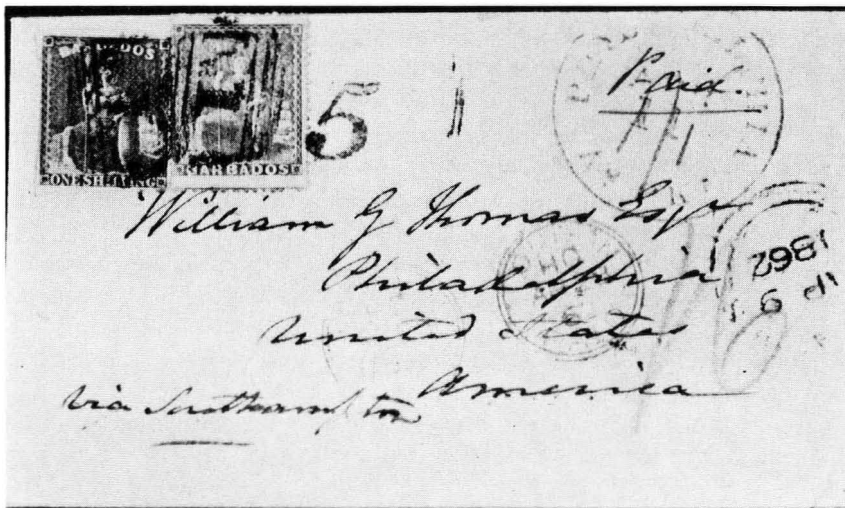


Figure 2. Bridgetown, Barbados, to Philadelphia via England, 1862. (Gallagher coll.)

2. *Chronicle* 128, 282-3.

3. *Chronicle* 132, 284-5.

1sh.2d., although one stamp (1d.?) is missing (indicated by portion of cancel to right of "5" debit). Transit was as directed (ms. "Via England" and "via Southampton") — via St. Thomas, RMSP line to England, thence by Am. Pkt. to New York-Philadelphia. There is a faint ms. "16" credit to U.S. and black hdstp. 5¢ collect at destination.

GOLD FEVER

The tremendous world impact of the California discovery had its postal consequences, one of which was a new British mail arrangement (supplementing the U.K.-New York-Panama-San Francisco convention route); it used the Royal Mail Steam Packet line ("West India Packets") for transit: Southampton-St. Thomas-Panama-Am. Pkt. to San Francisco.⁴ Open mails systems from England and France have been discussed and Holland rates listed. Now there can be three more countries included that used (or at least established) postages for letters via the "direct" RMSP line:

country	date	rate
Denmark	1856	139 skilling (79¢)
Belgium ⁵	1850	39 decimes (78¢)
Belgium	Aug. 1851	34 decimes (68¢)
Germany ⁶	Dec. 1850	34¼ silbergroschen (82¢)
Germany	Aug. 1851	33½ silbergroschen (80¢)
Germany	Aug. 1852	30½ silbergroschen (73¢)

Somewhere, perhaps, there are covers that travelled from these origins by the RMSP route in the early fifties.

4. *Chronicle* 121, 64-67; 124, 278-79.

5. J. Van der Linden, *Transatlantische Postverbindungen U.S.A.-Belgie*, p. 18. There is illustrated an 1853 cover from Binche, Belgium, to Nevada City, California, which was paid 34 dec. foreign postage but was sent via New York, transit by Cunard *Arabia*, lv. Liverpool 13 Aug. 1853.

6. W. Steven, *Zusammenstellung der Portosätze für die Correspondenz mit dem Ausland*, p. 61.

JUST THE FACTS, MA'AM

SUSAN M. MCDONALD

It has been about four years since Richard B. Graham last published a commentary on auction lot descriptions (see *Chronicle* 117:40). These discussions have been well received and instructive. The main thrust of Dick's remarks has been that the prospective bidder should not be taken in by the peripheral detail — frequently fanciful and unsubstantiated — supplied in some descriptions. These often seem to be the products of wild imaginations but uninquisitive minds. Dick advises that the collector should make his own interpretation of collateral data and not accept the catalog write-up without checking.

There are, however, errors of omission as well. The collector can learn to protect himself here too. Whether his interest in covers relates to postal history or chiefly to the stamps they bear, at least a rudimentary knowledge of rates and markings should be cultivated. Close study of auction catalogs, especially the photographs, is excellent training. Contrary to some recent suggestions, the analysis of foreign mail rates is not an esoteric indulgence for the effete, but a valuable tool for all with a willingness to learn. Often auction descriptions mislead by failing to call attention to facts which should be evident to anyone claiming to be a professional philatelist. Some examples from recent catalogs are illustrative (the names have been omitted to protect the guilty).

The cover in Figure 1 was described, "#65, 70, 3¢ Rose (4x) and 24¢ Red Lilac used in combination (black grid pmks) from New York (red *Paid 48* cds) via 'Etats-Unis/Serv.' h/s to Paris (2 diff b/s's), attractive cover, fine-vf." The truth, but not the whole truth. The stamps add up to 36¢; how then can the New York exchange office have stamped "PAID 48" credit to France — a marking characteristic of a quadruple British packet rate to France (*China*, of



Figure 1. Cover to France with 24¢ and 3¢ of 1861 issue.

course, was a British packet), requiring 60¢ payment? A few covers have been recorded where the exchange office stamped an erroneous credit, but this is not one of them. There is evidence of a stamp missing at UR (this may not be clear on the second generation reproduction), presumably a second 24¢. Did the describer know? If so, was he obligated to mention this? I think that's information you should have, but with a little common sense and observation you can provide it yourself. A cover missing a stamp needn't be rejected, as long as the buyer is informed.



Figure 2. Cover to France with 30¢ of 1857 issue.

The second example is also a French mail cover described as “#38, 30¢ Orange tied to 1859 New Orleans (cds) cover via New York (cbs) to France (b/s, many transit cds's), fresh and fine.” The catalog value is given as \$2,250. Take a good look at the photo — doesn't it remind you of the drawings in children's magazines headed “How many mistakes can you find in this picture?” This cover was mailed in 1859 during operation of the French treaty and per its provisions. The single rate (¼ oz.) to France was 15¢ or 8 decimes. The handstruck 8 shows postage due in France at the single rate. The stamp cannot have been on the cover at mailing because if 30¢ — double the rate — was insufficient, the French due would have been 24 decimes or more. The New York exchange marking does not contain “PAID” — the 9 is a typical debit on an unpaid cover by American service. The cancel tying the 30¢ stamp shows more affinity for the oval postmarks of New Brunswick than for anything used at New Orleans. One last point — *Scott's U.S. Specialized* gives August 8, 1860, as the issue date of #38.



Figure 3. Cover to Russia with 37¢ in stamps of 1861 issue.

The last cover (Figure 3) is more complex and less clear-cut than the previous ones. It was described, "24¢ Steel Blue (70b). Used with 12¢ Black (69) & 1¢ Blue (63) all Fine, with Str. Line 'PAID' cancels, not tied, on cover to St. Petersburg, Russia via P.C.M., clear 'Portland Me Am Pkt 46' Exchange mark on front & blue ms. '24/4'; Cover repaired along R. side, Ex-Gibson, Scarce Usage." No date is given. The smudged postmark is GORHAM ME. The Prussian Closed Mail rate to Russia was 37¢ Oct. 1852 to May 1863, then 35¢ through 1867. Portland was a P.C.M. exchange office from May 1861; checking Allan Line sailing dates from Portland yields *Bohemian* leaving March 2, 1862, as the closest match. The problem is that the Portland exchange office marking and the ms. notations are characteristic of a double weight unpaid letter. The 46 in the Portland cds is the U.S. debit to Prussia (2 x 23¢ U.S. share); the "24/4" is the Prussian debit to Russia, divided into U.S. and G.A.P.U. elements and expressed as silbergroschen. The stamps are not tied, and at first I felt sure they had been added. After looking at the Gibson catalog, I'm on the fence. This cover was lot 231; lot 230 was another cover from Gorham to Russia with the same three stamps, each cancelled with the same PAID, and not tied. It differs in that the Portland cds shows 14 PAID — the correct credit on a single prepaid letter. Lot 233 was a prepaid double letter from the same correspondence with three 24¢ and two 1¢, pen cancelled, not tied, with Portland 28 PAID cds. Another cover from this correspondence (Siegel 656:188), obviously earlier, bears an 1857 1¢ and three 1857 12¢, all with pen cancels not tying, ms. 14 credit, and boxed AACHEN/Franco. Many exchange offices, in rating underpaid covers with stamps, added an explanatory "short paid" or "insufficiently paid" in ms. or by handstamp. I don't know what Portlands's practice was and cannot say whether the absence of such a notation on the cover in Figure 3 is significant. The stamps may belong, but they did not pay the postage.

In the descriptions of all three covers important information is missing; certainly the color of the markings on the second and third covers is significant and should have been supplied. However, if you have followed the discussion this far, you'll see how you can fill in the blanks for yourself.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 132

Figure 1 shows a folded letter bearing a vertical pair of C.S.A. #7. It is dated (on the inside) 23 Sept. 1863, after the rate change, and thus the 10¢ postage paid for the short distance from Dickenson Bayou, off Galveston Bay, to Houston. Both were along the Galveston, Houston and Henderson Railroad. The question was about the odd straight line killer, of which a closeup is shown in Figure 2. Dick Corwin, who knows his Confederates, thinks the marking is "PAID," although all letter parts do not correspond. Other responders also suggested "PAID" as a last resort, but with doubts. Richard Frajola did not agree and suggested that it was some strange word, similar to "GOLIAD." Leonard Hartmann spent some time making tracings and believes it is "--PAID," with the first two characters possibly related to rate. Leonard has collected Confederates for over 25 years and has not seen the killer until now. A response was also received from Buck Boshwit. Perhaps there is a reader who can identify it with certainty?

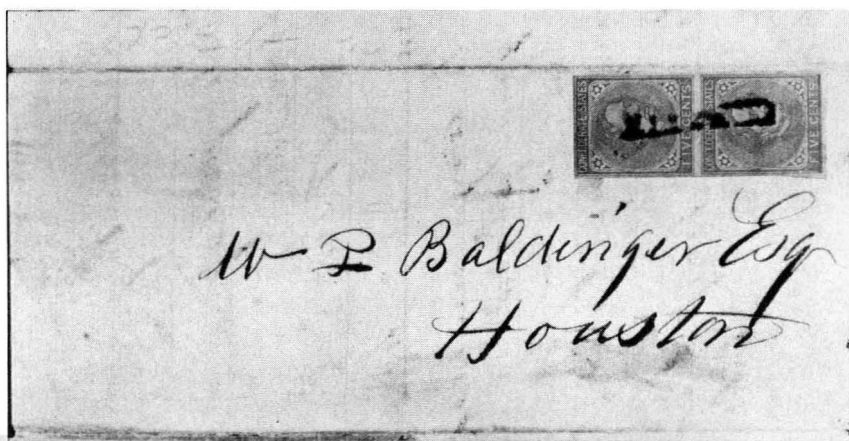


Figure 1. Confederate cover with pair of 5¢, local printing.

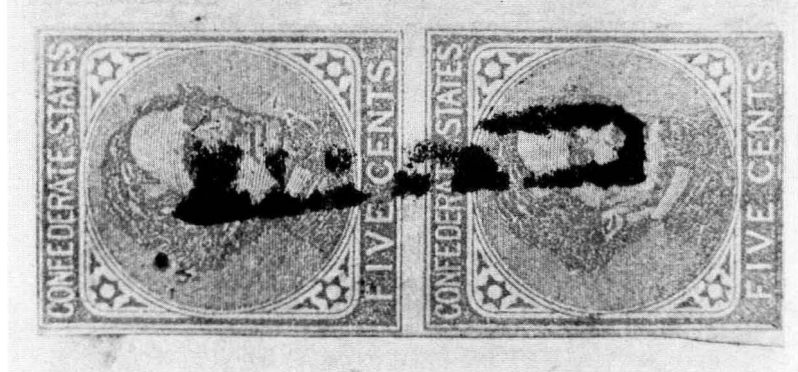


Figure 2. Enlargement of stamp area of Figure 1.

Figure 3 shows the strange cover with a Cuban stamp canceled by a New York cds. Our only responder, Theron Wierenga, writes:

This cover would be "normal" if it just had 10 cents in United States postage. Why I cannot explain, but it appears that the ½ reale stamp got by the postal clerk. The Cuban stamp was certainly not good for U.S. postage.

The inscription reads "Steamer Cahawba." The *Report of the Postmaster General* for 1854 refers to this ship. On page 634 we read:

Similar arrangements have been made during the year, with the proprietors of the

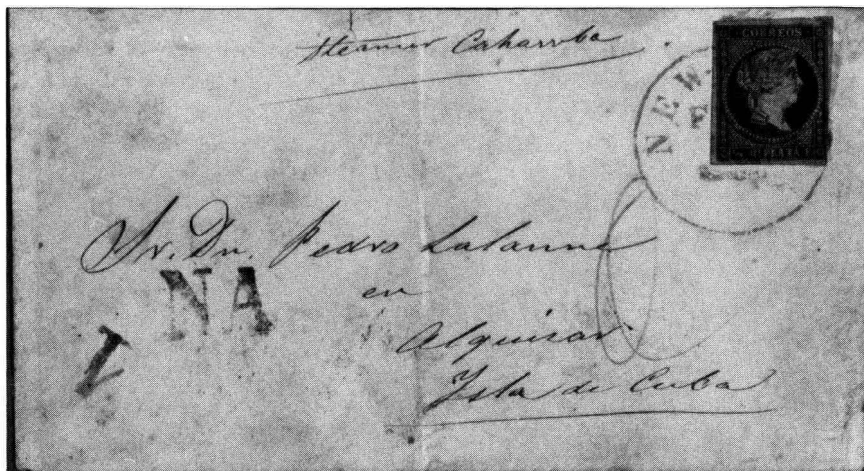


Figure 3. Cuban stamp tied to cover to Cuba by New York postmark.

steamers Black Warrior and Cahawba, to convey mails semi-monthly between New York and Havana, and New Orleans and Havana, at two cents a letter; and also with the proprietor of the steamship Jewess, to convey mails once in every twenty days between New York and Nassau, New Providence, returning by way of Havana, at the same rate of compensation.

So, beginning in 1854 the Cahawba was a contract steamship, running between New York and New Orleans, via Havana. She was built in 1854, and was operated by Livingston, Crocheron and Company. My records show her running with the Black Warrior very regularly during 1856. I have not checked beyond 1856 but suspect they operated until the Civil War interrupted their service. She was sold at public auction, 1865.

As regards the Cuban NA markings, *La Empresa de Correos Maritimos*, published in 1972, illustrates several NA markings. Some include a 1 or 2, while others read "N.A./1 R1." and "NE/2 Rs.." From this it appears that the numbers represent postage due in reales, one reale being 12½ cents.

We cannot tell from the cover if the recipient paid 1 reale, or only ½, with credit for the stamp killed in N.Y. Also, there is no explanation yet for the pencil marking ("A"?) just touching the cds. Further answers to this interesting item are invited.

PROBLEM COVERS FOR THIS ISSUE

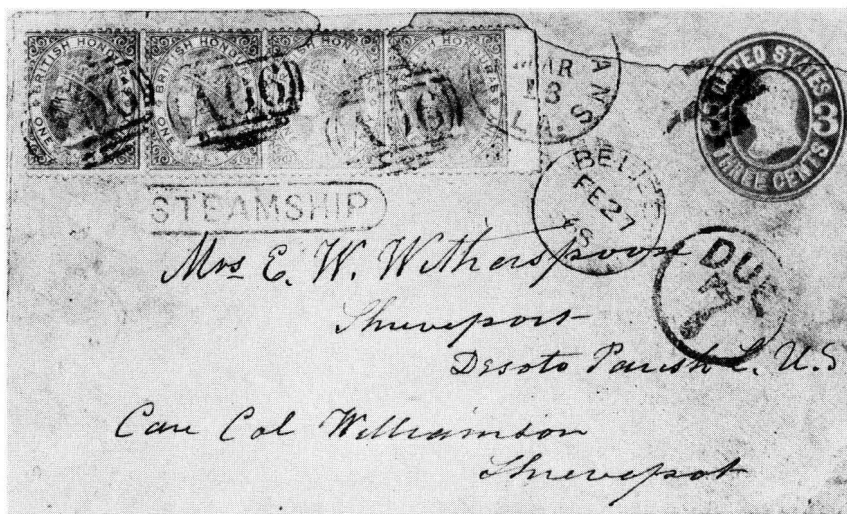


Figure 4. Cover from British Honduras to the U.S. in 1868.

Figure 4 shows a cover which attracted interest in the Hart Sale held by Maresch in Toronto in 1978. It bears four copies of the British Honduras one penny blue, #1, issued in 1865, canceled by "A06." The duplexed New Orleans cds hit the wing copy. The Belize marking is dated 27 Feb. 68. Why the four stamps, the 3¢ U.S. envelope, and the "DUE 7"? Was the steamship British or American?



Figure 5. Cover from New Brunswick to England via the U.S. with N.B. and U.S. stamps.

Figure 5 shows another problem cover which some of our readers may have noted on the cover of Harmers of New York auction catalog for sale 29 Oct. 1986. Shown in color, it is splendid, and was in the collections of Seybold and Dale-Lichtenstein. By the time you read this, it will have a new owner who may have paid into five figures, although there was no estimate. The cover bears two copies of New Brunswick #4, the 6d olive yellow. Affixed over them is a U.S. 1857 1¢ type V and a 3¢ type I. All four stamps are killed by "PAID" in red. The other markings are in red also. This is an interesting express and British packet item; but what do the U.S. stamps represent? Where were they applied, and why? Send answers and new candidates to the Cincinnati P.O. Box, soon, please.

Review: Confederate States of America, Philatelic Subject Index and Bibliography, 1862-1984. By Richard H. Byne of Texas. Hardbound, about 11" high by 8" wide by 1" thick, 336 pages, attractive grey cloth binding. Price is \$45, postpaid (book rate) to any UPU country in the world. It is available from Leonard H. Hartmann, P.O. Box 36006, Louisville, Ky. 40233. This book was published in the fall of 1986, and has sold rather well, showing the continuing interest in Civil War material.

Byne, born in 1921, is retired recently from a government job; but this book took about two decades to write. He scoured magazines, stamp show programs, journals, bulletins, auction catalogs, and books. He double checked entries, using a computer, and was most methodical. The result is useful, and even easy to use after a few trials. Having stopped collecting Tennessee Confederate material, and now concentrating on Kentucky, and, in spite of the paucity of covers from Ky., I have found some helpful entries in Byne's book.

One missing item concerned Zollicoffer, and Hartmann explains that Byne's book covers facts made public only through 1984, and that the information about Zollicoffer published independently by Jaronski and Gallagher was in 1985 and 1986. Hartmann is considering a sequel which might come out in 1990.

Both stamp collectors and postal historians interested in the Confederacy should get a copy of this first edition while available.

Scott Gallagher

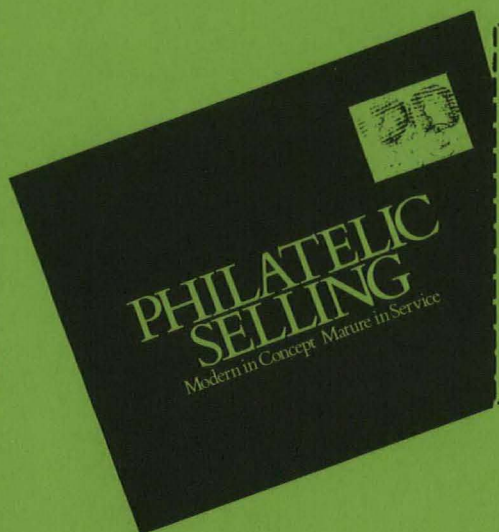
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