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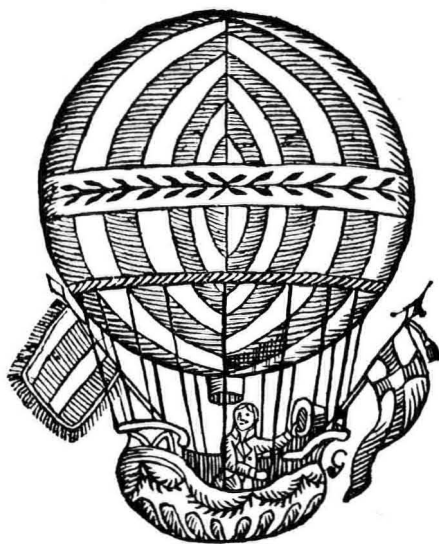
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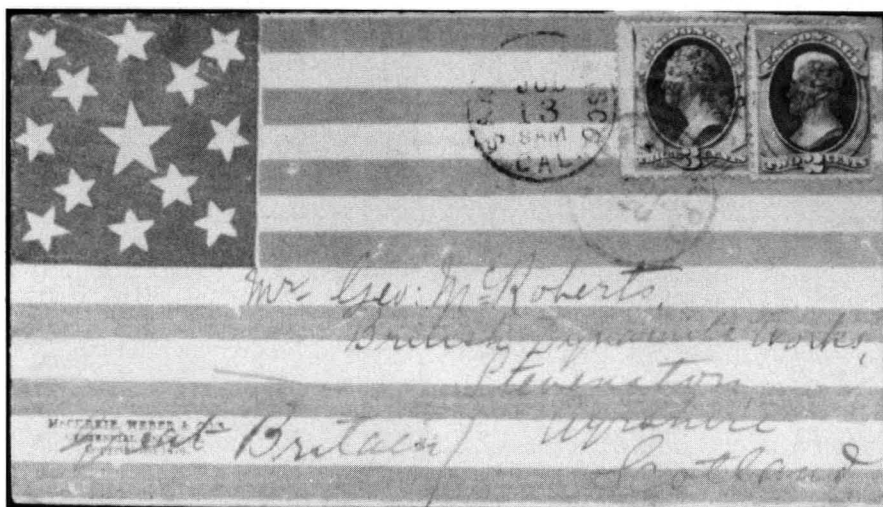
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THE EDITOR'S PAGE

Review: Appendix to Chapter II of "DWI Mails, Vol. I" by Robert G. Stone. Edited by Roger G. Schnell, M.D. Unbound, 46 8½" x 11" pages in typescript. Published by the Danish West Indies Study Unit as Special Publication No. 1. Available @ \$12.50 postpaid in the U.S.A., or \$17.50 postpaid to a foreign address from the editor at 4800 NE 20th Terrace, Fort Lauderdale, Fla. 33306.

This appendix contains much of the raw data underlying Chapter II of the Stone book. It begins with some late 18th century postal documents and continues with extracts and notes from various sources on postal operations, illustrating the importance of St. Thomas as a transit and distribution point for mails to and from the Caribbean and South America. Many pages are devoted to the royal ordinance of 10 July 1855 regulating the post office in the Danish West Indies, and the recommendations of the Colonial Council for amendments thereto. Excerpts from local newspapers emphasize the strong opposition to the new regulations from merchants handling and forwarding foreign mails. The continuing unremitting complaints (some reproduced) resulted in subsequent modifications to the ordinance.

Other sections of the *Appendix* relate to the post office budget, harbor regulations concerning delivery and dispatch of mails, and interisland mails. Notes on the G.B.-Denmark Postal Convention of 1865, French mail service, sailing schedules and rates to foreign destinations (1866), additional data on post office expenses, and deliberations of the Colonial Council follow. The next sections treat the NGL and HAPAG services and miscellaneous postal matters. Discussion of UPU entry (effected in 1878) and a list of applicable rates occupy several pages. The *Appendix* concludes with selected notes to 1917, and statistics of DWI postal operations 1878-1908.

Chapter II in Bob Stone's fine *Danish West Indies Mails 1754-1917* is entitled "Danish West Indies Postal Service 1754-1917." In several places it refers the reader to "Chapter XVII" for source material, but the book contains only five chapters. Whether "Chapter XVII" actually appeared in a subsequent volume (all out of print, I believe), I don't know. Certainly this publication represents a wonderful opportunity for those interested in DWI and Caribbean mails to obtain copies of original sources for study and interpretation at a nominal cost. Highly recommended to collectors of DWI, Caribbean area, and U.S. foreign mails.

The pages are not bound or punched and are printed on one side only. A few distracting typos mar the text; otherwise presentation is neat and clear.

Susan M. McDonald

* * *

This issue is late because I have been away communing with wallabies, wombats, and eucalyptus.

GUEST PRIVILEGE

**POSTAGE RATES BETWEEN U.K. AND NORTH AND CENTRAL AMERICA
AND THE CARIBBEAN 1711 to 1900**

COLIN TABEART

(Continued from *Chronicle* 143:155)

PACKET RATES TO THE WEST INDIES, NORTH AND CENTRAL AMERICA

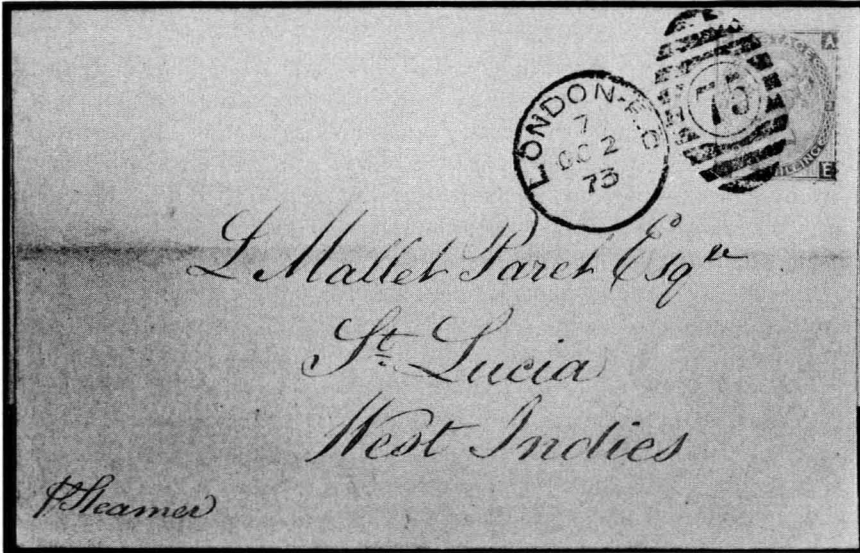


Figure 40. London, 2 Oct 73, to St. Lucia, West Indies. Rate of 1/-, in effect 1/65 to 4/80, paid by 1867 1/- green.

- 1.7.1875 GPON 25/75. General Postal Union. UK to USA reduced to 2½ d PP, unpaid double. Cuba "via USA," 3½ d.
- 1.7.1875 GPON 26/75. "Via the USA" to: Colon, Panama, Costa Rica, Nicaragua, 5d; Guatemala, 7½ d; Mexico, 6d.
- 1.10.1875 GPON. UK to Canada by any route, 2½ d pp, unpaid double.

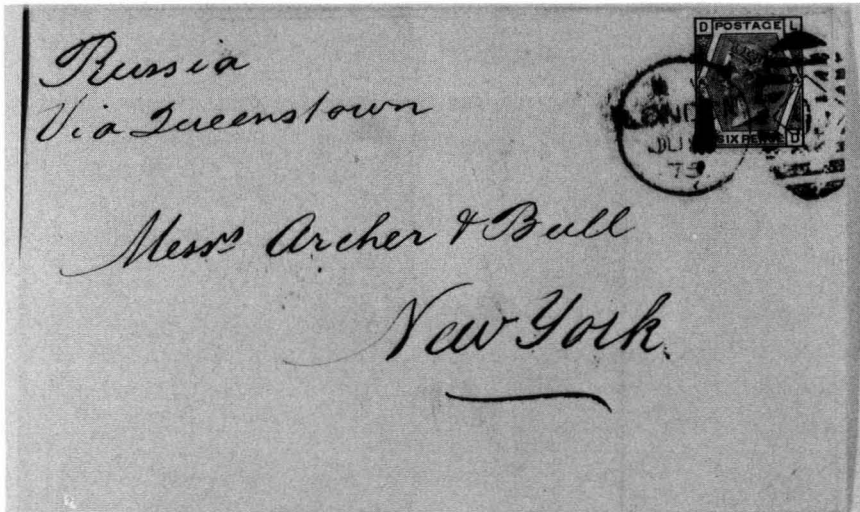


Figure 41. London to New York, 11 Jun 75, shortly before start of GPU rates. Double letter, 2 x 3d rate paid by 1873 6d gray.

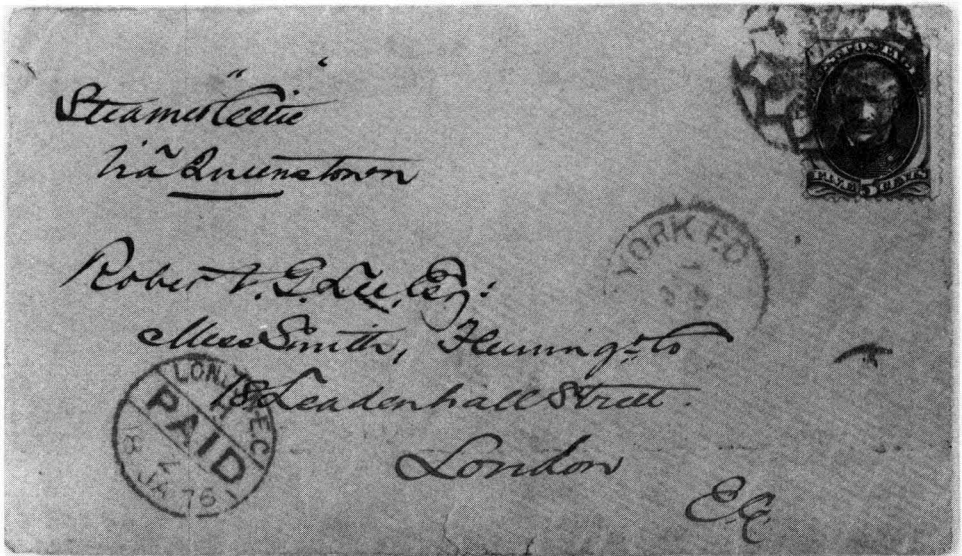


Figure 42. New York to London, 8 Jan 76. GPU rate paid by 5¢ Taylor. By Celtic (White Star Line) from New York 8 Jan to Queenstown 17 Jan.

- 1.1.1876 GPON 52/75. France enters GPU. By Fr pkt reduced to: Guadeloupe, Martinique, Cayenne, 6 1/2 d pr 1/2 oz.
- 1.7.1876 GPON 22/76. French colonies admitted to GPU. UK to Guadeloupe, Martinique, 6d PP, 9d unpaid.
- 1.4.1877 GPON. UK to Jamaica, Br Guiana, Trinidad, Bermuda, reduced to 6d PP, 9d unpaid, by pkt or private ship (NB: this was an increase from the previous 3d rate by private ship).
- 1.9.1877 GPON. UK to Danish colonies of St Croix, St Thomas, & St John reduced to 6d PP, 9d unpaid.
- 1.1.1879 GPON. UK to Br Honduras reduced to 6d PP, 9d unpaid. Newfoundland enters Postal Union: "The Union rates having already been extended to Newfoundland, ... they will remain as follows: 2 1/2 d PP, 5d unpaid."

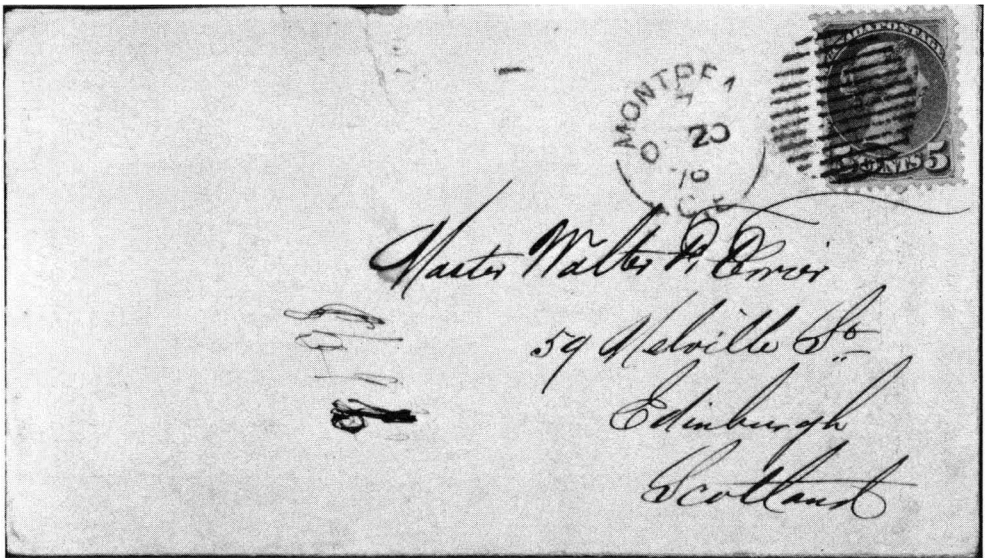


Figure 43. Montreal, 20 Oct. 76, to Edinburgh, Scotland. Rate reduced 1 Oct 75 to 5¢ between Canada and the U.K. Paid by 5¢ Small Queen. Canada did not join UPU until 1 July 78.



Figure 44. Panama to Ashford, Kent, 3 Jan 80. Twelve copies of 1d, cancelled C35, make up 1/- rate in effect to 1/83.

- 1.4.1879 GPON. UK to: Jamaica, Trinidad, Br Guiana, Br Honduras, Bermuda, 4d PP, unpaid double.
- 1.4.1879 GPON. UK to: Curacoa, Cuba, Puerto Rico, St Thomas, St Croix, St John, Guadaloupe, Martinique, by any route 4d, unpaid double.
- 1.4.1879 GPON. Salvador, Mexico, Honduras (For) admitted to Postal Union. 4d PP, unpaid double.
- 1.7.1879 GPON. Leeward Islands (Antigua, Dominica, Montserrat, Nevis, St Kitts, Tortola) enter Postal Union. 4d PP, unpaid double.
- 1.10.1880 GPON. Entry of Dominican Republic into Postal Union. 4d PP, unpaid double.
- 1.5.1882 GPON. Nicaragua admitted to the PU. 4d PP, unpaid double.

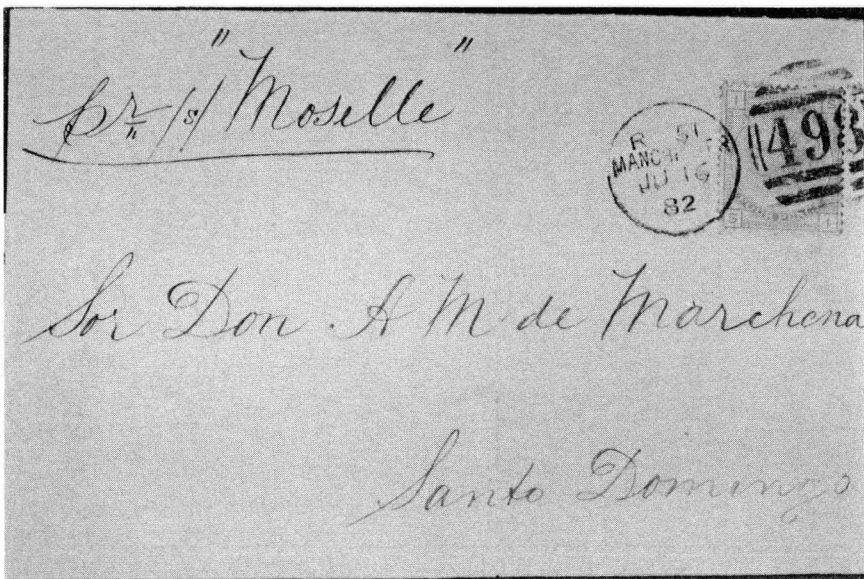


Figure 45. Manchester to Santo Domingo, 16 Jun 82, Endorsed "Moselle" and franked by 4d gray brown, 1880. This is an earlier use of 4d rate than noted in table.

Extracts from *Postal Guides* 1871-1885 are below. Abbreviations as before, with the addition of "ur" — unreadable in the *Guide* (crease across the information).

COUNTRY	JAN 71	JAN 74	JAN 77	APR 80	JAN 83	JAN85	REMARKS
Antigua	1/(1)	as 71	as 71	4	ur	4	(1) F 1/-
Bahamas	1/(1)	as 71	as 71	as 71	4	4	
Barbadoes	1/(1)	as 71	as 71	as 71	4	4	
Berbice	1/(1)	as 71	as 71	4	4	nl	
Bermuda	1/(1)	6F6(2)	as 74	4	4	4	(2) via Halifax; AR via NY 7dF6, via St Thomas 1/F1/-.
Br Columbia	1/-	as Canada throughout					
California	As USA throughout						
Canada	3F3(3)	As 71	2 ¹ / ₂ F2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	(3) by Canadian pkt. AR via US 4dF3d.
Colon	1/-††	1/-††	1/-†(4)	1/-†(4)	4	4	(4) via Soton or Fr pkt†. AR via NY 5d†.
Costa Rica	nl	1/-††	1/-††	nl	nl	4	
Cuba	1/-††	1/-††	1/-†(5)	nl	nl	4	(5) via USA 3 ¹ / ₂ d††.
Curacao	1/-	1/-	1/-	4	4	4	
Dominica	1/(1)	as 71	as 71	4	4	4	
Grenada	1/(1)	as 71	as 71	1/-	4	4	
Grey Town	1/-††	as 71	as 71	as 71	4	4	
Guadeloupe	1/-††	as 71	6F3	4	4	4	
Guatemala	1/-††	as 71	1/-†(6)	nl	nl	4	(6) via USA 7 ¹ / ₂ d††.
Hayti	1/-††	as 71	as 71	as 71	4	4	
Honduras (Br)	1/(1)	as 71	as 71	4	4	4	
Honduras (For)	1/-††	1/-†	as 71	4	4	4	AR 1874 via Panama 1/6†.
Jamaica	1/(1)	1/(1)	1/(1)4	4	4	4	
Martinique	1/-††	1/-††	6F3	4	4	4	
Mexico	1/-††	as 71	6††(7)	4	4	4	(7) via NY. AR 1877 1/-† via Soton or Liverpool, Pacific side via Panama 1/6†.
Montserrat	1/(1)	as 71	as 71	4	4	ur	
Nevis	1/(1)	as 71	as 71	4	ur	4	
N Brunswick	3F3	as 71	2 ¹ / ₂ F2 ¹ / ₂	as 77	ur	2 ¹ / ₂	AR 1871 via USA, 4F3.
Newfoundland	6F6	3F3	2 ¹ / ₂ F2 ¹ / ₂	as 77	as 77	2 ¹ / ₂	
Nicaragua	1/-††	as 71	1/-††	1/-††	nl	4	AR 1871-77 via Panama 1/6†; 1877 via USA 9†.
Nova Scotia	As New Brunswick throughout						
Panama	1/-††	as 71	1/-††	as 77	4	4	AR 1877/80 via NY 5†.
Porto Rico	1/-††	as 71	as 71	4	4	ur	
PEI	3F3	as 71	2 ¹ / ₂ F2 ¹ / ₂	as 77	as 77	as 77	AR 1871 via NY 4F3.
St Croix	1/(1)†	as 71	as 71	4	4	4	
St Domingo	1/-††	as 71	as 71	as 71	4	4	
St Eustatius	1/-††	as 71	as 71	4	4	4	
St Kitts	1/(1)	as 71	as 71	4	4	4	
St Lucia	1/(1)	as 71	as 71	as 71	4	4	
St Martins	1/-††	as 71	as 71	4	4	4	
St Thomas	1/(1)†	as 71	as 71	4	4	4	
St Vincent	1/(1)	as 71	as 71	as 71	4	4	
Tobago	1/(1)	as 71	as 71	1/-	4	4	
Tortola	1/(1)	as 71	as 71	1/-	4	4	
Trinidad	1/(1)	as 71	as 71	4	ur	4	
Turks Island	1/(1)	as 71	as 71	as 71	4	4	
USA	3F3	as 71	2 ¹ / ₂ F2 ¹ / ₂	as 77	as 77	as 77	
US of Colombia	1/-††	as 71	as 71	as 71	4	4	

- 1.1.1891 GPON. UK to the Br W Indies (Barbados, Trinidad, Tobago, Jamaica, Turks Is, Br Guiana, Antigua, Dominica, Grenada, Nevis, Montserrat, St Kitts, St Lucia, St Vincent) and to Br Honduras reduced to 2½ d PP, underpaid charged double deficiency.
- 1.5.1891 GPON. UK to Bahamas reduced to 2½ d PP.
- 1.10.1891 GPON. UK to all places abroad (except some states in Southern Africa) reduced to 2½ d.
- 1.7.1892 GPON. UK to anywhere reduced to 2½ d.
- 25.12.1898 GPON. UK to: Bahamas, Barbados, Bermuda, Br Guiana, Br Honduras, Canada, Antigua, St Kitts, Nevis, Dominica, Montserrat, the Virgin Islands, Tobago, Trinidad, Turks Is, Grenada, St Lucia, St Vincent, reduced to 1d PP. Note the omission of Jamaica from this list, still rated 2½ d.
- 24.5.1899 GPON. UK to Jamaica reduced to 1d.
- 1.10.1908 GPON dated 29 Sep 1908. Rate to USA reduced to 1d pr oz.

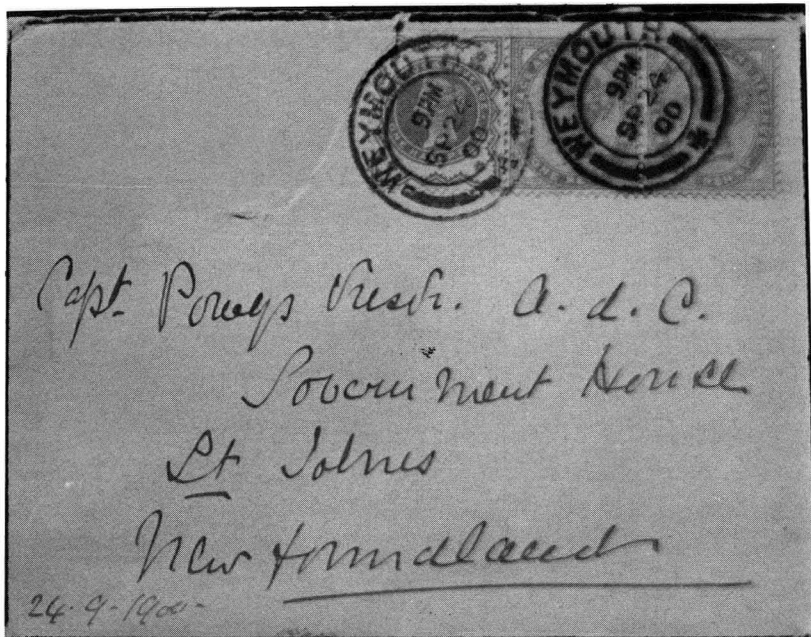



Figure 46. Weymouth to Newfoundland, 24 Sep 1900, at the 2½d rate, made up of two 1d and one ½d. The rate had been reduced to 1d on 1 Jan 99, so this cover is overpaid.



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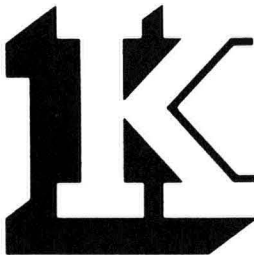
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I once received a call from a woman who told me she had a small boxful of New Jersey covers used in the 1860's and 70's and a cover to China with three 10 cent stamps and one 3 cent stamp. By now I'm pretty blasé about "boxfuls of old covers" but the China cover intrigued me, especially since she told me the stamps were imperforate, I went to see the covers the next day. When I got there I wasn't surprised to find the New Jersey covers to be the garden variety. But the China cover... it was from the famous "Blodgett" correspondence. I couldn't imagine how this woman acquired a cover from such a famous correspondence since she obviously wasn't a collector. I asked her about that. She told me that her late husband's mother's maiden name was Blodgett and that she had kept this cover for sentimental reasons but that there had been dozens of these covers which her husband had sold in the early 1960's to a New York dealer. Now anyone who collects classic Trans-Atlantic rate covers remembers the great sale of these "Blodgett" covers in the early 1960's. Many of them bore 10 cent Type I's and IV's and there were many combinations of types. It was a fabulous group. One recently sold in the Grunin Collection and fetched a five figure price. When I examined this remaining cover I found that all the 10 cent stamps were Type I's. I told her that they were better stamps than any in her "old box" and made an appropriate offer. I came away happy. While I wasn't the beneficiary of the original find of the 1860's, I did hold in my hand this lonely echo of that bonanza. What happened to her "box of old covers"? Honestly, I don't remember.



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Introduction:

The following pages are an effort to place in print what information I have been able to locate on the private post which was the largest and longest-lived of its kind existing in Philadelphia. It lasted for about twenty years from the time Robertson & Co. started the predecessor post, The Philadelphia Despatch Post, to the operation as Blood's Penny Post by Kochersperger & Co., a period extending from 1842 to 1862. When faced with discrepancies between different sources, the more likely account is used. While some stamps and covers may be illustrated, no exhaustive treatment of stamps or the handstamped cancels is intended. The effort is to secure as complete a story of the post as possible. In this project, I have been assisted by Norman Shachat who has supplied me with two articles I did not have and who also supplied photographs of covers from his collection.

* * *

The United States Post Office had, by 1840, passed through several decades of increasing efficiency in the transport of the mails from city to city and town to town. The development of the steamboat and, later, the gradual construction of railroads were combining to facilitate transportation. Improvement of roads and bridges also made easier carriage by stage or rider when such means were required. The Post Office, by using the best possible combination of available means whether horseman, stage coach, steamboat or railroad had greatly decreased the travel time, and its own costs, for carrying letters.

The Post Office had failed to pass on to its patrons the benefits of these reduced costs and thereby opened the way for competition. A variety of express companies sprang up and, together with packages, carried letters city to city. They chose the busiest and most lucrative routes and the early 1840s witnessed a virtual war between these express companies and the Post Office. Express messengers were arrested but juries, sympathetic to the lower rates of the companies, refused to convict. The struggle finally ended when Congress passed a law, effective July 1, 1845, which made carriage of mail between the cities illegal.

Letters carried city to city had to be delivered locally after reaching the city to which addressed. Between 1840 and 1845 this necessity had some influence on the forming of local posts since some express companies found it more convenient to use a local company more familiar with the people in the town. Letters were often addressed with no street or number included.

Watson's *Annals of Philadelphia* contains the following:

In July, 1762, the following advertisement appeared in Bradford's JOURNAL:
"The lad who was lately employed at the Postoffice as penny post having ran away, the gentlemen who expect letters are requested to call for them until a suitable person can be procured to carry them.

WILLIAM DUNLAP"

It is evident that delivery of letters from the Post Office was established and accepted as an extra service for a fee at an early date, later made official after the Revolution by an Act of Congress. But such delivery solved only part of the problem. Delivery to the Post Office and carriage from one part of the city to another were needed services. Along with letters, there were pamphlets, notices, small parcels, etc. All these needs created a market for a service and, in the larger cities, local posts were set up by individuals to serve the public.

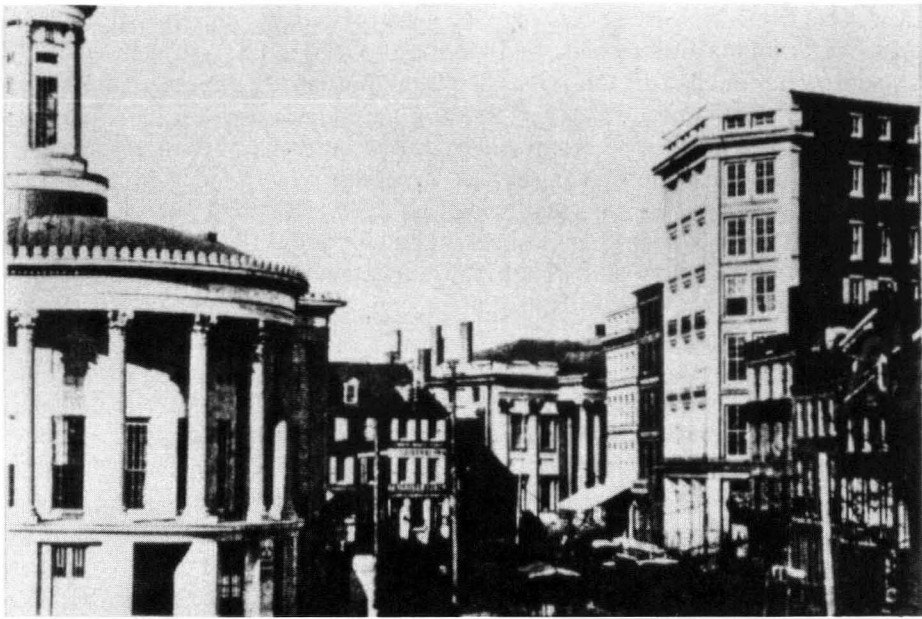


Figure 1. Dock Street where it ends at Third Street. Area of Blood's first office located in row of buildings at left of the Girard Bank, a portion of which appears in the background. From photograph in files of Library Company of Philadelphia.

Philadelphia had need for these services and many local posts were organized, of which Blood's Despatch was the largest and survived the longest. During its 20-year life it made many innovations in its effort to well serve the people of Philadelphia and thereby gained their respect and confidence. The fact that the independent posts were able to so long survive in Philadelphia and other cities is an indication that they provided a real service to their customers. Many think they provided additional service by initiating reforms which the Post Office was obliged to adopt. Collection boxes, lower rates, more frequent local delivery are features which may have come earlier because of the independent local posts.

The Philadelphia Despatch Post, started by Robertson & Co., was the first independent local post in the city of Philadelphia and, through the provenance of use of the Striding Messenger stamp, the predecessor of D. O. Blood & Co.'s post. The first mention of its inception was an advertisement 8 December 1842 announcing the service and stating that adhesive stamps would be sold for 37½ cents per dozen. The price was expressed in Spanish coin equivalent, such coins still being legal tender and, in some areas, more plentiful than United States minted coin.

The new post used a handstamp, about 28mm diameter circle, with "PHILA. DESPATCH POST./(Time)" and the stamps were made from the handstamp, replacing the time with "PAID." The stamps were initialed in ink "R & Co." and cut to shape. Both stamps and the handstamp are known in black and in red. One cover with handstamp has been recorded used in December 1842. The stamps became available in 1843, just how early is not certain.

In 1843 there appeared the famous Striding Messenger stamp which, according to the *Guinness Book of Stamps Facts and Feats*, is the first pictorial stamp issued. It is unfortunate that we do not know the designer and printer of the stamp. It was prepared by lithography, an art barely 40 years in use and only about 20 years in Philadelphia which, however, did have several firms expert in the business. First printings of the stamp were quite unsatisfactory but this may have been caused by an attempt to use a paper resistant to the reuse of the stamps but not entirely suitable to the lithographic process.

It was the firm's purpose to eliminate the need for making adhesives from the handstamp for the Striding Messenger carried a notice, "CITY DESPATCH POST / PAID." These stamps were initialed "R & Co." as had been those made from the handstamp. The *Scott Specialized Catalogue* for many years gave the initials as "B & Co." but the later editions have corrected this. The stamp is found used on prepaid letters from September 1843. For collect mail, the handstamp was used into 1844.

From Robson Lowe we learn that Robertson & Co. had the Philadelphia Despatch Post office in William Harnden's "imposing building." For the 1842-44 period, I have addresses of Harnden & Co. first at 42 South Third Street and then at 89 Chestnut St. but do not know whether either of these is the building mentioned. This gives rise to some speculation. Hale & Co., owned by James W. Hale, had to cease making intercity deliveries 1 July 1845 and Robertson & Co. sold out 7 July 1845. Hale had been a close friend and associate of Harnden, now deceased, who had sold his New York/Philadelphia Express only two years before. A great deal of mail deliveries by independent posts came into the city in Hale's name but probably carried by an express company such as Harnden's or its successor. It would have been a convenient arrangement to have a local delivery firm such as Robertson & Co. at the location where such mail arrived.

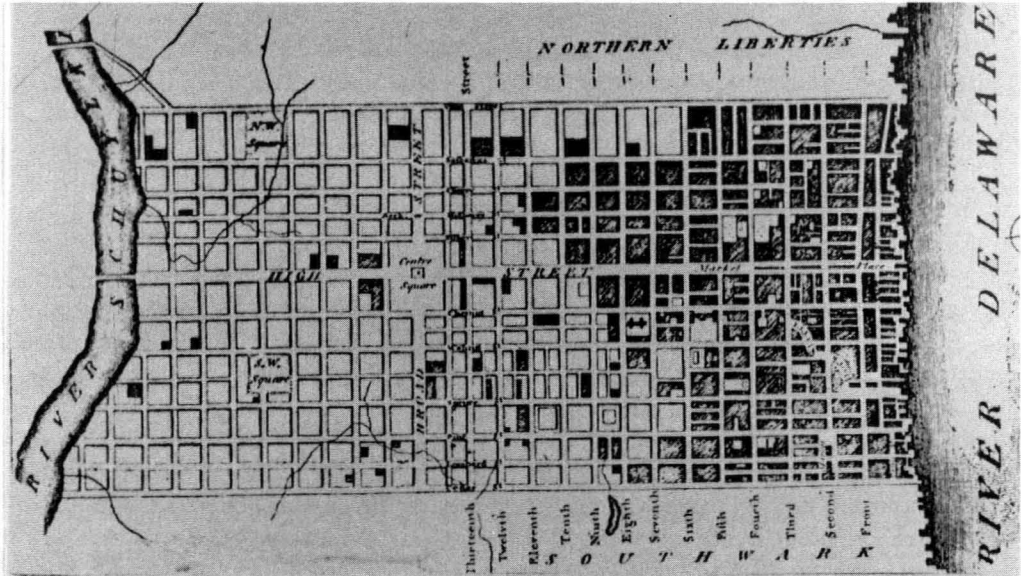


Figure 2. Plan of City of Philadelphia before 1854. In the Census of 1850, population of Philadelphia county was 340,045, including the city's 121,276. The City and County were consolidated into a single political unit in 1854, but some county post offices operated independently until 1867.

In the Philadelphia directories I have examined, I find no mention of Robertson & Co., Philadelphia Despatch Post or City Despatch. Those directories between 1842 and 1845 do list several persons having the name, Robertson, but there is nothing in any of the listings to connect such a name with a post or a delivery service. Such omissions do not prove that a person or company did not exist but merely indicate a lack of desire to be listed in many cases.

On 7 July 1845, Daniel Otis Blood purchased the business of Robertson & Co., together with remaining handstamps and the stamps of the Striding Messenger design as well as the printing stones for the stamps. D.O. Blood worked for the newspaper *Public Ledger* as chief clerk and cashier and it is stated that he was the half-brother of William M. Swain, chief of the three proprietors of the *Ledger*. The *Ledger* was a prosperous enterprise and occupied a substantial six-story building on two lots at the southwest corner of

Third and Chestnut Streets, next to the Girard Bank. According to Robson Lowe, Blood purchased the business from the man made manager by Robertson, his name given variously by Lowe as James W. Halsey and John W. Halsey.

In the 1845 Philadelphia *Directory* are these listings:

Blood, D.O., clerk 108 S 2nd

Halsey, James, trimmings 23 S 4th h 57 Gaskill

Also, there is a paragraph in *The Annals of Philadelphia*, as follows:

Blood's Dispatch, for letter delivery, was originally started as "Halsey's Dispatch." After a short time the interest was bought out by D. Otis Blood, who was chief clerk and cashier of the Public Ledger. This was in 1845. It was conducted as "Blood's Dispatch" by D. O. Blood & Co. and afterward by Charles Kochersperger & Co. as "Blood's Penny Post." The offices were at No. 48 South Third Street; in the Arcade Building; in the Shakespeare Building, Sixth Street, above Chestnut; and in Fifth Street, near Chestnut. An Act of Congress, aimed at all the city-dispatch posts, which was passed in 1861, broke up the establishment, and the Kocherspergers went into the business of manufacturing extracts.

I can find no record of a "Halsey's Dispatch" so this may have been merely a popular designation. It does indicate that James Halsey was the operator and perhaps the owner of the post when it was sold to Blood. While it may seem curious that Halsey was operating the post while also being in the trimmings business (leather, Lowe says) earning a living in two disparate enterprises was not uncommon in that period.

Daniel Otis Blood, with his brother Walter H. Blood as partner, formed D. O. Blood & Co. and opened an office at No. 48 South Third Street, above the Girard Bank (Figure 1). Blood was in a good neighborhood. The Girard Bank had been a Philadelphia landmark since 1795 when it was built to house the First Bank of the United States, chartered by Congress at the urging of Alexander Hamilton to act as a national financial balance wheel. When Congress failed to renew its charter, the Bank closed and the building was taken by Stephen Girard in payment of debts owed to him. He operated his banking house there until his death but it continued as the Girard Bank with a state charter. And, when Philadelphia had been the capital of the early government, the Auditor-General conducted his business at No. 44 South Third Street. The Merchants' Exchange, in which the Post Office had its quarters, was across the street, so to speak. This was still the business center of Philadelphia.

Blood located his post at No. 48 South Third Street. It should be noted that this number was counted from Market Street under Philadelphia's old numbering system. During the period 1856-1857 a change in the system was instituted. Instead of numbering the lots in succession, the main streets were started in a series of 100s. Market to Chestnut became 1 to 99, Chestnut to Walnut became 100 to 199, etc. The building next to the Girard Bank became No. 132 so the old No. 48 must have been somewhat higher (Figure 2).

To get started, Blood used some of the Striding Messenger stamps and marked them in ink with the company's initials while he was having the stamp reprinted with "D. O. BLOOD & CO." above the messenger. He later made another variety by removing the word "POST" from the mail bag, thus making it read "CITY DISPATCH." Blood seemed to have an aversion to the word "POST" being used in his stamps or handstamps. This may have been due to a wish to avoid confrontation with the Post Office or merely to use a name covering the carriage of parcels as well as letters.

Convenience is what Blood was selling and one of his first projects was an effort to make his service easy to use. He did this by persuading stores and businesses in various locations to place one of his letter-boxes where their customers could deposit mail. Then, too, the name, "D. O. Blood & Co." was on the boxes in three places and these were a continuing advertisement for the company. In most cases, store-owners were receptive to an idea that might bring additional patrons into their store and many owners made a small

CIRCULAR.

SIR:

Your attention is invited to the prompt, cheap and convenient method of conveying *Letters, Papers, and Small Parcels* to the Post-Office, and from one part of the City and Districts to another, (except Kensington and Spring Garden,) through the medium of

D. O. BLOOD & CO'S CITY DESPATCH.

By personal attention to the business, the proprietors mean to *deserve* the confidence of all who wish to make use of their facilities. Boxes are placed in careful hands in various parts of the city, from which *three* deliveries are made each day, at the low rate of 2 cents each letter.

City Letters may be pre-paid, or paid by the person to whom addressed.

All Letters for the Post-Office must be pre-paid.

Paid Stamps, at 2 cents each, may be had at most of the Box Stations.

Persons making constant use of the City Despatch, will find it convenient to have *Stamps always by them.* To such, a notice of the following prices of City and Post-Office Stamps (to be had at the Office, 48 South Third Street,) may be interesting:

			
CITY	STAMP	POST-OFFICE	STAMP
1 dozen.	10 Cents.	3 stamps.	5 Cents
1 "	20 "	6 "	8 "
2 "	35 "	1 dozen.	12 "
1 "	60 "	"	20 "
2 "	80 "	50 stamps.	10 "
2 "	\$1.00	100 "	75 "

WE BUSINESS NOTICES, Circulars, Notices of Meetings, Funeral Notices, &c., (in quantities,) delivered with care and promptness, at low rates.

N. B.—All of our Boxes have the name of D. O. BLOOD & Co. on them in large letters.

DANIEL O. BLOOD,
WALTER H. BLOOD }

D. O. BLOOD & CO.
Office, 48 South Third Street,

(Above the Girard Bank.)

2nd Printing Office, Ledger Building, Phila.

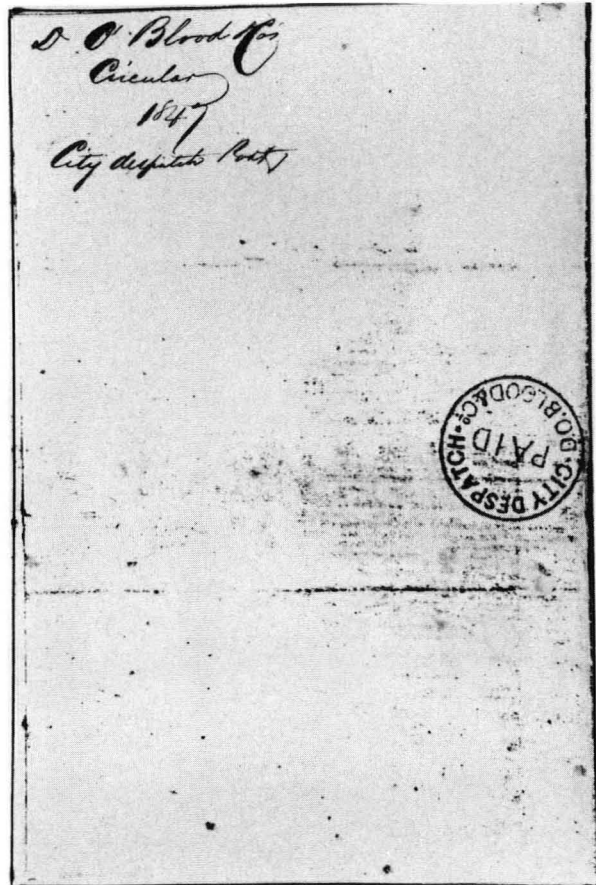
Figure 3. Folded, 2-page, Circular/Letter Sheet, 1847. Actual stamps pasted on for illustrations. Both type stamps sold singly for 2 cents each, but were discounted in quantity. Files of the Library Company of Philadelphia.

profit by buying stamps in quantity from Blood's and selling singly to their customers. I have seen statements that Blood eventually had as many as 500 of these letter-boxes installed but this figure seems somewhat high to me. Nevertheless, Blood soon had enough box stations with customers bringing letters to them and his messengers collecting them periodically that he could advertise the system.

I have seen two types of Blood's circulars very similar to each other. Both have the circular advertisement printed on the right half of a 10" wide sheet, one being 7½" high, the other, with revised format and space for box station addresses, being 7⁵/₁₆" high. The unprinted left half can be folded to the back to expose the printed portion or to the front to cover the printed portion. Thus, it can be used as a lettersheet for mailing or delivery. The first item was used, canceled with a Blood's handstamp and docketed "1847" (Figures 3 and 4). The second item had not been used (Figure 5). In both cases, actual stamps were pasted on to serve as illustrations, the stamps being older types and obsolete by 1847. One other circular seen of the second type had names written in the space allowed. This, also, had stamps pasted on as illustrations. The circulars were printed by Blood's former employer, the *Public Ledger*, who had a job printing shop in the same building where they published their newspaper.

Blood's flair for promotion is shown in the cancellation on the 1847 circular sheet (Figure 4). There would have been no charge for delivering the company's own mail to a customer, so there is no need for a "PAID" cancel, but placing one on the piece gives an illusion of value as well as recording the company's name. Another illustration of this flair

Figure 4. Back page of Figure 3. Was folded for delivery, and handstamped in red with "PAID" marking (ASCC TYPE 5). Endorsement dates it as 1847. Files of the Library Company of Philadelphia.



was his printing of small, gummed labels containing short messages concerning his business. These were placed on letters delivered by the company and, being brightly colored, caught the customer's eye. This practice ceased after two or three years, because of customer complaints, some say. It may simply have been that, after two or three years, many of the messages became obsolete and the messages redundant as Blood's became better known.

In 1848, Walter Blood left the business and Daniel Blood chose as his assistant Charles Kochersperger. In the 1849 Philadelphia *Directory*, Charles Kochersperger had been listed as a carpenter, living at 34 Lewis in Penn Township. By all accounts, he was a man of action and determination and became manager of the post in 1852. His brother, Elbert, joined the business in 1850. There is strong indication that Charles was more than a hired manager from 1852 on. The latest listing in the *Directory* for D. O. Blood & Co. which I have seen is for 1850. The 1851 *Directory* was not available, but from 1852 on Charles Kochersperger's name is used along with Blood's Despatch or, later, Blood's Penny Post.

It seems likely that the company's office was moved late in 1848. Handstamps incorporating the new address, 28 South 6th St., appeared in 1849 and were used into 1850. During 1850, the address in the handstamp was changed to No. 26 & 28 South 6th St. Expanding business had evidently required larger quarters. In Watson's *Annals*, the quarters on Sixth Street are said to be in the Shakespeare Buildings, a group of buildings on the northwest corner of Sixth and Chestnut Streets, next to the Chestnut Street Theatre.

Blood's next move was influenced by conditions beyond their control and I quote from Watson's *Annals*:

CIRCULAR.

SIR: Your attention is invited to the prompt, cheap and convenient method of conveying *Letters, Papers, and Small Parcels* to the Post-Office, and from one part of the City and Districts to another, (except Kensington and Spring Garden,) through the medium of

D. O. BLOOD & CO'S CITY DESPATCH.

By personal attention to the business, the proprietors mean to *deserve* the confidence of all who wish to make use of their facilities. Boxes are placed in careful hands in various parts of the city, from which three deliveries are made each day, at the low rate of 2 cents each letter.

City Letters may be pre-paid, or paid by the person to whom addressed.

All Letters for the Post-Office must be pre-paid.

Paid Stamps, at 2 cents each, may be had at most of the Box Stations.

Boxes in your immediate vicinity may be found at

Persons making constant use of the City Despatch, will find it convenient to have *Stamps* *always* by them. To such, a notice of the following prices of City and Post-Office Stamps (to be had at the Office, 48 South Third Street,) may be interesting:

																									
<table border="0" style="width: 100%;"> <tr> <td>1 dozen</td> <td>10 Cents.</td> <td>3 stamps</td> <td>5 Cents.</td> </tr> <tr> <td>1 "</td> <td>20 "</td> <td>" "</td> <td>8 "</td> </tr> <tr> <td>2 "</td> <td>35 "</td> <td>1 dozen</td> <td>12 "</td> </tr> <tr> <td>4 "</td> <td>60 "</td> <td>2 "</td> <td>30 "</td> </tr> <tr> <td>6 "</td> <td>80 "</td> <td>50 stamps</td> <td>40 "</td> </tr> <tr> <td>8 "</td> <td>\$1.00</td> <td>100 "</td> <td>75 "</td> </tr> </table>	1 dozen	10 Cents.	3 stamps	5 Cents.	1 "	20 "	" "	8 "	2 "	35 "	1 dozen	12 "	4 "	60 "	2 "	30 "	6 "	80 "	50 stamps	40 "	8 "	\$1.00	100 "	75 "	
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Funeral Notices, Circulars, Notices of Meetings, &c., (in quantities,) delivered with promptness, at low rates.
N. B.—All of our Boxes have the name of D. O. Blood & Co. on them in large letters.

DANIEL O. BLOOD }
 WALTER H. BLOOD }
D. O. BLOOD & CO.
Office, 48 South Third Street,
(Above the Girard Bank.)

24 Printing Office, Letter Building, Phila.

Figure 5. Folded, 2-page, Circular/Letter Sheet, c. 1847-48. Similar to Figure 3. Slightly revised wording and space left for inserting locations of Box Stations in vicinity of recipient. In unused condition. Files of the Library Company of Philadelphia.

... a new structure erected for stores and offices by Abraham Hart of the late firm of Carey & Hart, booksellers. It was five stories in height and named "Hart's Building." They were nearly destroyed by fire in the winter of 1851 — December 26th — as well as the buildings on the other side of Sixth Street and known as the Shakespeare Buildings, adjoining the Chestnut Street Theatre....

The 1852 *Directory* lists Blood's Despatch at 26 S. 6th St. and it is possible that their quarters at No. 28 were destroyed but that No. 26, being farther from the corner, escaped serious damage, permitting continued use. In an article "Post Office Buildings of Philadelphia" by Charles Barker and published in 1930 by the City History Society, there is mentioned an advertisement which lends credence to this. In a paragraph on Blood's he states, "An advertisement of the firm, printed in 1852, reads:"

BLOOD'S DESPATCH POST

Blood's Despatch Post delivers Letters, Papers, Business and Invitation Cards, and Messages of every kind, throughout the City and Districts at

One Cent each letter, prepaid

Directed or undirected Circulars, in quantities, distributed at very low rates. Special Messengers always ready at the office, 26 South Sixth Street.

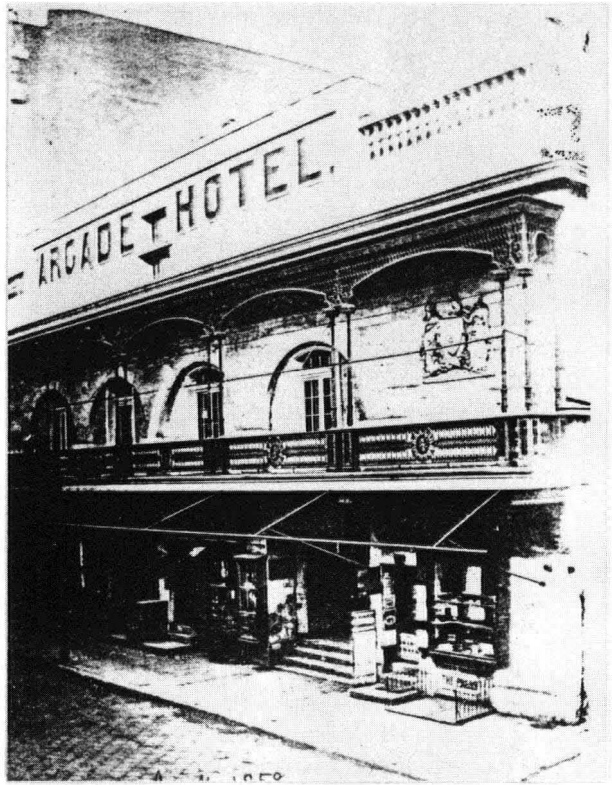
DANIEL O. BLOOD)
 CHAS. KOCHERSPERGER) Props.

This advertisement is of interest in locating the post in 1852 and also in the joint designation of Blood and Kochersperger as proprietors.

Whether being cramped in their reduced space or for other reasons, the company found it advantageous to leave 26 South Sixth Street and to take offices in the Arcade Building, on the north side of Chestnut Street, between Sixth and Seventh. They are listed as being there in shops 30 and 32 in the *Directories* for 1853 to 1855. The Philadelphia

Arcade had opened in 1827 with a total of 80 small shops lining two skylighted aisles and was probably much the same when Blood's moved in. After Blood's had moved out, the building was converted into a hotel which did not survive very long due to competition from larger and newer hotels a short distance away (Figure 6).

Figure 6. Arcade Building in 1858. North side of Chestnut Street, between Sixth and Seventh. Blood's Despatch located here for several years (shops 30 and 32) in period 1852 to 1855. After Blood's had moved, the building was converted to a hotel. Files of the Library Company of Philadelphia.



Even though Blood's may have continued for a time on Sixth Street, use of the handstamps with street address was discontinued whether because the address was not entirely correct or, possibly, the handstamps were destroyed in the fire. New handstamps, with no

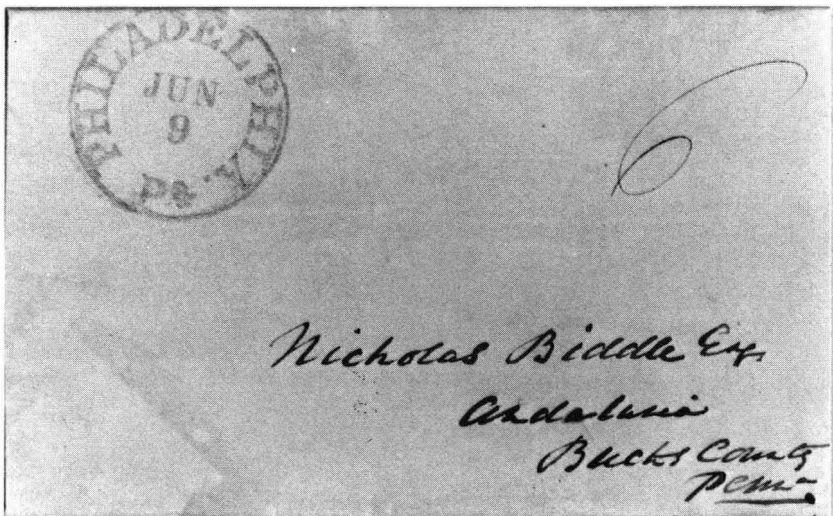


Figure 7. Folded collect letter, Philadelphia to Andalusia, Pa. Taken to Post Office by Robertson & Co. and handstamped on reverse with 33mm red "PHILA. DESPATCH POST/10 A. M." From collection of Norman Shachat.

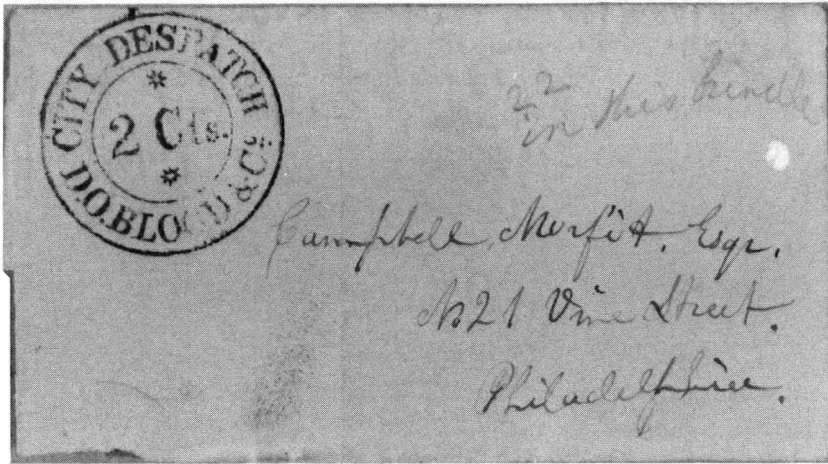


Figure 8. Local letter. 31 mm black handstamp with company name, d.c. "CITY DESPATCH/*2 Cts.*/D.O.BLOOD & Co." The company name appears in the first group of adhesives and handstamps. From collection of Norman Shachat.

address, were prepared and used early in 1852. Previously, stamped envelopes had appeared first with the 28 number and, then, with 26 & 28. Now, a third design was initiated, with no address. The catalogue lists the first design, obsolete in 1851, imprinted on government stamped envelope U9, issued in 1854. No doubt, it was intended to use the die for the third design Blood's envelope, but an obsolete die was used by mistake.

From directory listings, it appears that the company again moved, probably in 1855 to No. 28 South Fifth Street and during 1857 to No. 42 South Fifth St. where they remained to the end.

Since the period when Walter H. Blood had left and Charles Kochersperger had entered the business, the post had been known as "Blood's Despatch" through directory listings, its handstamps and its adhesive stamps. There was a break in this pattern when the small, rectangular, "BLOOD'S/PENNY POST/PHILADA." adhesive stamp was issued in 1854. From the first, Blood's had sold 96 stamps for \$1.00 when for city delivery and 100 for 75 cents when for delivery to the Post Office. Issuance of the "PENNY POST" stamp, therefore, was not so much a reduction in rates as a relaxation against the necessity of buying in quantity. This issuance may also indicate that Kochersperger, more than ever in charge, is thinking of a name change for the post.

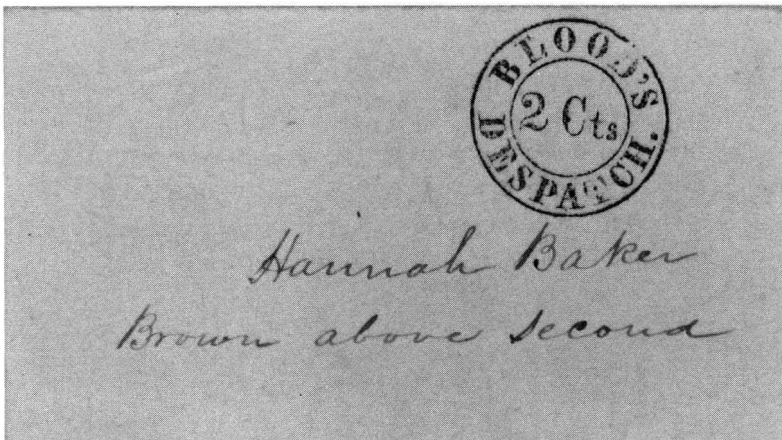


Figure 9. Local letter circa Sept. 1848, 24 1/2 mm black handstamp, d.c. "BLOOD'S/2 Cts/DESPATCH." "Blood's Despatch" is used for a long time, in adhesives, handstamps and listings. From collection of Norman Shachat.

Daniel Otis Blood died in 1855 and Charles Kochersperger purchased the business from the heirs October 31, 1855. He formed Charles Kochersperger & Co. with his brother, Elbert, as partner. He initiated the design of a new stamp with a portrait generally accepted to be of Henry Clay, although one account says it was Kochersperger. The stamp bore the legends, "BLOOD'S PENNY POST" and "KOCHERSPERGER & CO. PHILADELPHIA." The stamp, a rectangular design, was to be lithographed but when George Hussey began selling counterfeits to collectors before the genuine stamp was issued, it was canceled. A new, oval design was prepared with the town name reduced to "PHILADA." This revised design, also with portrait of Henry Clay, was to be engraved and was produced by Draper, Welsh & Co. It is listed in the catalogue as issued in 1855, but, given the circumstances surrounding its production, this seems too early (Figure 10).

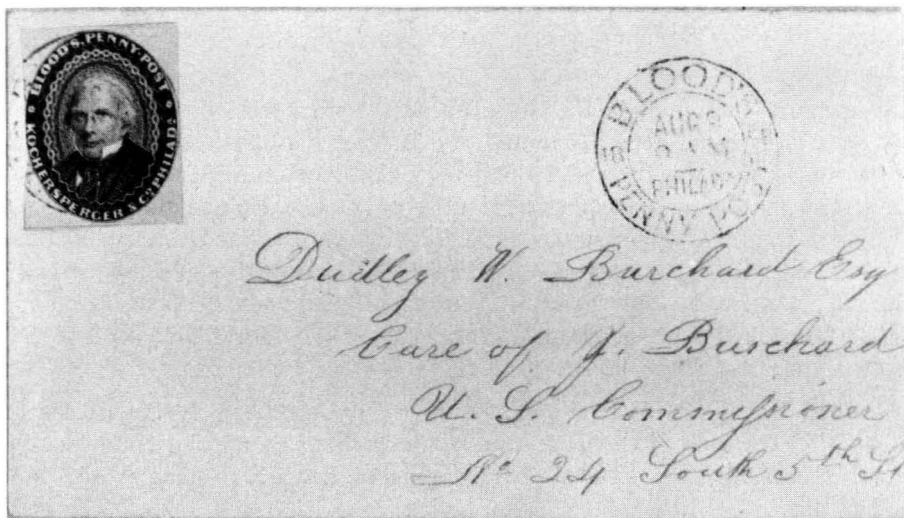


Figure 10. Local letter, dated Aug. 9, 1858, with Kochersperger's Henry Clay stamp and "BLOOD'S PENNY POST" marking. Handstamps and adhesives were now "BLOOD'S PENNY POST." This change had started in 1853 and accelerated when Charles Kochersperger purchased the business. From collection of Norman Shachat.

Kochersperger seemed to prefer the name, "Blood's Penny Post," and eventually the handstamps and adhesives all bore that legend, but the "Blood's Despatch" designation had been used for so long that it was found expedient to list the post under both names. Even today, history books giving a line or a paragraph to the company will most often call it "Blood's Despatch."

Charles Kochersperger was soon to face a serious business crisis. The United States Post Office Department had decided that it was time to eliminate the competing city posts. The Postmaster General on July 17, 1860, advertised in the New York City newspapers a notice, dated July 14, 1860, stating that he was declaring all avenues, streets, lanes, roads and highways south of 55th Street in New York to be post roads. This would have the effect of making it illegal for private parties to transport mail over these routes. By a modified order, Boston and Philadelphia were included in the restriction.

The New York City posts acceded to Postmaster General Holt's order and shut down but Kochersperger ignored it and continued to deliver letters. The Government could not avoid this challenge and brought action in Federal Circuit Court. This was not a criminal action, the Government merely asking for an injunction to prevent Kochersperger continuing in the business of delivering mail, averring that such delivery was not legal due to the Postmaster General's order. The case was heard on the merits of a demurrer, filed by Kochersperger's lawyers, against the bill asking for the injunction.

The following discusses the case in more detail:

The case of *United States v. Kochersperger* was held in the United States Circuit Court, Eastern District Pennsylvania in 1860. Quoting from a record made of the decision: "The cause was heard upon a demurrer to the bill, which prayed an injunction to prohibit the defendants from continuing the business of letter carriers, in which they were engaged in the city of Philadelphia."

This was a landmark case resulting in a decision with a lengthy and learned opinion, some parts of which are still quoted today. It contains a detailed history of the various Acts of Congress which placed restrictions on mail transport by private parties and cites precedents in English law as far back as the reign of Queen Anne. It should be remembered, however, that the opinion by District Judge Cadwalader and concurred in by Judge Grier was rendered at a time when the normal number of post offices for a city was only one. Some larger cities were beginning to establish branches, but these were not yet accepted as post offices.

In asking for an injunction, the Government had presented a bill, stating that the defendants were engaged in certain activities and alleging that these activities were illegal. They were illegal, the Government claimed, since the Postmaster General's July 1860 order had declared the streets of Philadelphia to be post roads. He had done this by the authority granted him by Congress in the Act of 1851 which permitted him to establish Post-routes in the cities. Since Post-routes were the same as Post-roads and Congress had made all Post-roads closed to private carriers in Acts of 1827 and 1845, he therefore could close the streets of the cities to private carriers. Besides, the Government contended, it needed a monopoly if it was to operate the post properly.

The defendants had presented a demurrer. A demurrer is the legal equivalent of "so what," admitting the truth of allegations made but denying that the acts complained of are unlawful. If sustained, it should result in a dismissal of the case. In some cases a demurrer may not be filed if a lawyer thinks that a motion to dismiss will suffice. The demurrer which the lawyer for Kochersperger submitted did not deny the truth of the letter-carrying activities, but it did deny that they broke the law.

The judge granted that a government needs a monopoly in order to operate an efficient postal system but he stated that the mere establishment of a post does not in itself create a monopoly. Such monopoly must be created legislatively. The question eventually devolved around whether the post roads in the Acts of 1827 and 1845 were the same as the post routes in the Act of 1851 and whether, in the latter Act, Congress had meant to give the Postmaster General the authority he had taken. The judge decided that post roads in the Acts of 1827 and 1845 were between main post offices, while post routes in the Act of 1852 were between a city post office and its subordinate stations. The Postmaster General's July 1860 order was without lawful authority.

Still, Kochersperger had not completely won. In 1854, the Pennsylvania legislature had consolidated the city and county of Philadelphia but many post offices, outside the original city, were still operating independently of the main Post Office, serving various sections of the county as they had before the consolidation. Blood's Despatch had been making deliveries to some sections of the county served by these still independent post offices and had admitted this in the demurrer. The judge decided that such deliveries did violate the Act of 1827 since the streets and highways to these post offices would be considered post roads, closed to private carriers. The case ended with the defendant given an option to amend the demurrer or to present a new one.

I do not know whether a new demurrer was ever presented. However, both parties now knew where they stood. The Postmaster General, the following year, 1861, had Congress pass a bill declaring the streets of a city or town to be post roads. Blood's, in the

meantime, until the bill became effective, was entitled to deliver mail in the original city but not in those districts still served by independent post offices.

The year 1861 saw the winding down of Blood's Despatch. Charles Kochersperger had, as far back as 1853, been listed in a laundry business in addition to his connection with Blood's. His brother, Elbert, had worked at the laundry for a time before he came to Blood's. Now, it appeared that the laundry had been sold to William A. (N) Steelman. Elbert had been operating a pharmacy selling botanical medicines, etc., and by 1861 had formed his own company, E. Kochersperger & Co., and with a partner, E. J. Anderson, was also engaged in manufacturing extracts. Sometime in 1861, Charles moved from 9th and Arch Streets to 1216 Parrish Street and entered the army, probably with a commission. There is no reference to Blood's in the 1862 *Directory*.

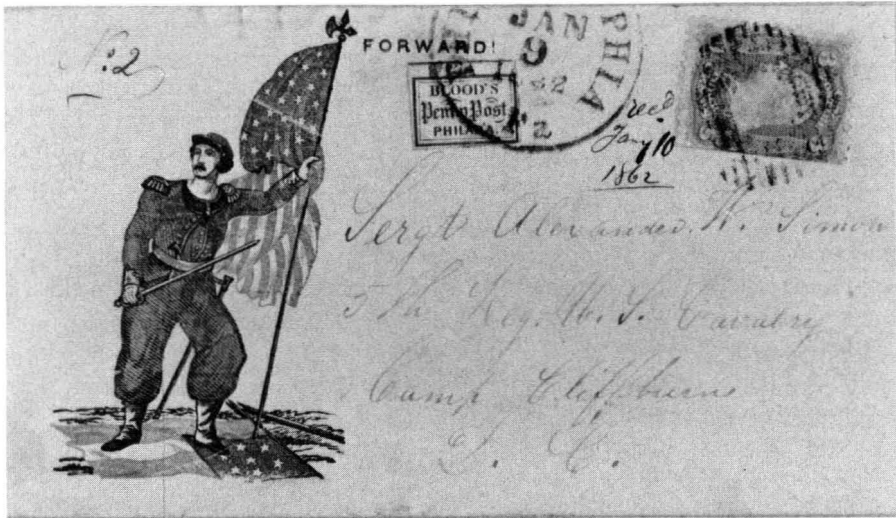


Figure 11. Patriotic cover, canceled on January 9, 1862, two days before the closing of Blood's. With "BLOOD'S PENNY POST" adhesive tied by acid and Post Office cancel. It is believed that, by this time, the Kocherspergers had relinquished control of the business to two employees and it was they who agreed with the Postmaster to close the business. From collection of Norman Shachat.

The January 11, 1862, newspaper account of Blood's closing gives the impression that the company, as strong as ever, is finally agreeing to the demands of the Postmaster. Much of it sounds like a public relations press release by the Post Office. Judging from the scarcity of surviving mail for the last half of 1861, activities of the post must have been greatly curtailed. There is a reference that Charles Kochersperger turned the post over to his brother, Elbert, which he may well have done when he decided to enter the army. Elbert, immersed in his drug store and extract business and unable to give attention to Blood's, turned it over to two employees, Hiram Miller and John M. Riley. In the *Phila. Stamp Club Bulletin*, November 1, 1910, A. F. Henkels quotes in full a closing notice by these two employees, signed by them as proprietors, and dated Philadelphia, Jan. 10, 1862. I have not found these names in the *Philadelphia Directory* but this is probably due to their relatively short tenure.

Elbert did not long survive in the extract business for a few years later he is listed as "clerk" and, later still, as "teller." Charles Kochersperger had the longest connection in directing the affairs of Blood's Despatch and further mention is perhaps appropriate. I quote from *Philadelphia In the Civil War*, "Seventy-First Regiment (Philadelphia Brigade) Pennsylvania Infantry.... At Gettysburg, the regiment lost ninety-six officers and men. Following the retreating army back to the soil of Virginia, the Second Corps fought through the



Figure 12a. The Striding Messenger type (15L6, 1846).

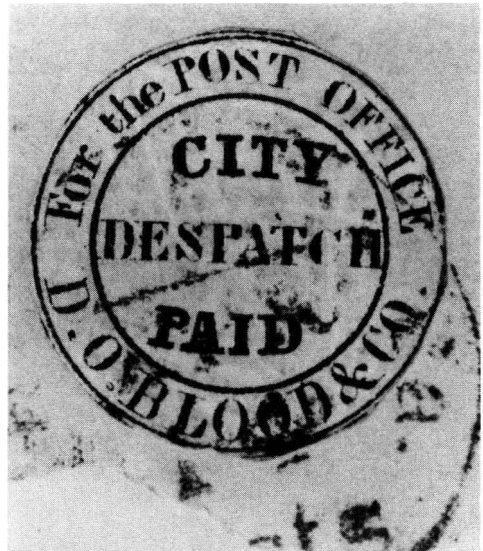


Figure 12b. "CITY DESPATCH PAID" (15L8, 1846).

autumn, over long familiar ground. The '71st' wintered at Stevensburg. When the army resumed operations in May, 1864, Lieut.-Col. C. Kochersperger was in command. He was wounded at the battle of the Wilderness. Capt. Mitchell Smith, who succeeded him, was killed at Spotsylvania...."

Following is the text of the closing notice quoted by A. F. Henkels in the *Phila. Stamp Club Bulletin*, November 1, 1910.

The undersigned Proprietors of Blood's Despatch, having been notified by the Post Office Department, through the Postmaster of this city, that the business carried on by them was in contravention of the law and having thoroughly investigated the subject they feel convinced that the laws of the United States regulating the postal affairs of the country do not recognize their right to carry letters or other mailable matter through the streets, lanes and alleys of the City of Philadelphia, and being desirous of conforming to the laws of the country in every particular hereby give notice that on and after Saturday next, the 11th instant, they will cease to operate as a Despatch post, or to carry any letter or other matter through the City of Philadelphia as heretofore. The entire control of this business has been relinquished to the United States Post Office Department, rep-

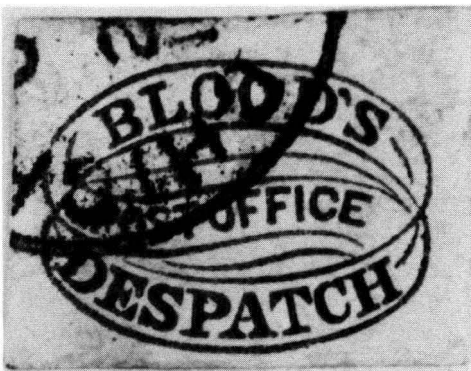


Figure 13a. "BLOOD'S POST OFFICE DESPATCH" (15L10, 1848).

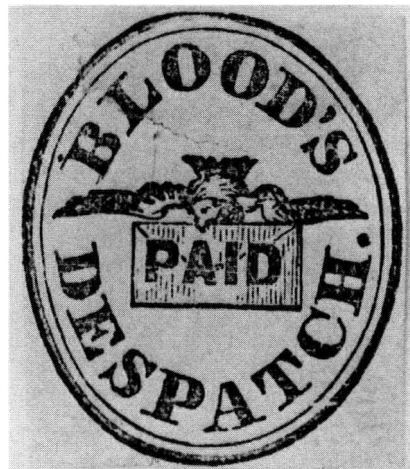


Figure 13b. "BLOOD'S DESPATCH" (15L11, 1848).



Figure 14a. "BLOOD'S Penny Post, PHILAD'A." (Design 15L14). Size and shape typical of types 15L12 to 15L17 issued 1848-54.



Figure 14b. (1855 ?) Unissued Henry Clay stamp of rectangular, lithographed design.



Figure 14c. (1855 ?) Issued (15L18) Henry Clay stamp of oval shape, engraved design. "1" in oval cancel.

resented by the Postmaster of this city.

In making this public announcement, we feel it but just to assure our former patrons and the public generally that from the arrangements made by the Postmaster on behalf of the Department, the business will be carried on as much to the satisfaction of the community as though still under our control. Some of the gentlemen who have so long and successfully managed the business while in our hands have been employed in the same capacity by the Postmaster, which of itself is a sufficient guarantee that the service will be properly conducted. The entire arrangements have been made with especial regard to the public convenience and are as perfect as could be devised. The carriers selected by the Postmaster are both faithful and intelligent.

In thus retiring from the Despatch we cannot but thank the public for their appreciation of our efforts to serve them and express the hope that they will favor the new regime with their patronage in future.

(signed) Hiram Miller and
John M. Riley,
Proprietors.

Philadelphia, Jan. 10, 1862

A column headed "LOCAL POSTAL REFORMS" appeared in the Philadelphia newspaper, *Philadelphia North American and United States Gazette*, Saturday morning, January 11, 1862, giving the news of Blood's closing. The newspaper is on record in the microfilm files of the Free Library of Philadelphia. The story was evidently written from information supplied by the Philadelphia Post Office. Text follows:

Blood's Dispatch, which has so long monopolized the business of carrying city letters in Philadelphia, has at length come to an end. The proprietors advertise their determination to stop their enterprise and to acquiesce in the arrangements made by the U. S. Post-office for transacting the business. Several previous attempts were made to accomplish this, but they have always proved failures in consequence of the opposition of Blood's Dispatch, which had succeeded in obtaining a hold upon the popular confidence. The present result has been brought about by the efforts of Postmaster Walborn, and we congratulate the community that, at length, through his persevering energy, all difficulties in the way of the undertaking have been removed.

Blood's Dispatch had twenty-four carriers. The government dispatch will have thirty-two. The whole city has been carefully divided into routes, and each sub-post office has been made the centre and distributing point for a set of routes, so as to avoid as much as possible the necessity of taking the letters to the general postoffice for assorting. Between these sub-post offices and the general office, post wagons will go regularly, and some of the most experienced men connected with Blood's Dispatch have been retained to organize the new system. The latter, in fact, has been modeled after the one



Figure 15a. Envelope. "BLOOD'S DISPATCH STAMP" for 28 SO. 6th. St. Believed issued early 1850.



Figure 15b. Envelope. "BLOOD'S DISPATCH STAMP" for 26 & 28 So. 6th St. Thought to have been issued late 1850.



Figure 15c. Envelope. "BLOOD'S DISPATCH ENVELOPE". No address. Believed issued in 1852.

in use in London, and as we cannot doubt its complete success, Philadelphia will soon have the benefit of the first government local delivery system in the Union.

Boston and New York are awaiting the results of this undertaking, having thus far failed in their own attempts. For the intelligence and business-like energy he has applied to this enterprise, Postmaster Walborn merits more praise than he has thus far received. We observe that he has lately perfected another change which has escaped notice. Much of the difficulty always experienced in getting rid of inefficient, dishonest, or improper carriers, has arisen from the fact that the post-office had no official system of distinct and recognized routes. The carriers alone seemed to know them and, even when removed for cause, had to be paid to teach their successors. To remedy this, Mr. Walborn has made a diagram of all the routes, laid them out anew, and thus the carrier can be dispensed with at any moment. The routes thus become the property of the government instead of the carriers.

This article provides an insight into some of the plans which Postmaster Walborn had in mind for modifying his carrier system, with some help from former Blood's employees. From surviving covers, it appears that normal carrier service was practically suspended during February, March, and April of 1862 while his plans were being implemented. The Philadelphia carrier service was reorganized and used a handstamp very similar to the last type used by Blood's Penny Post.

Information in annual directories and in newspapers, being contemporaneous, is a valuable source of data with a high degree of accuracy. The following are listings extracted from McElroy's *Philadelphia Directory*, years 1843 to 1862.

- (1843) Halsey James, shoe dealer 83 S 2d
Harnden & Co., com. & forwarding house, 42 S 3d
- (1844) Halsey James, 4th & Harmony ct; h 57 Gaskill
Harnden & Co., com. & forwarding house, 89 Chestnut
- (1845) Blood D.O., clerk 108 S 2nd
Halsey James, trimmings 23 S 4th; h 57 Gaskill
- (1846) Blood D.O., clerk 48 S 3d; h Queen ab 3d
Blood D.O. & Co., city despatch post 48 S 3d
Halsey James, trimmings, 23 S 4th; h 57 Gaskill
Harnden & Co., emigrant office 48 S 3d
- (1847) BLOOD D.O. & Co., city desp post, 48 S 3d
- (1848) BLOOD D.O. & Co., city despatch 48 S 3d
- (1849) BLOOD D.O. & CO., Blood's Despatch 28 S 6th; h 9 Ashland
Kochersperger, Charles, carp., 34 Lewis (P T)

- (1850) BLOOD D.O. & Co., Blood's Despatch 28 & 26 S 6th;
h 108 S 2nd
Charles Kochersperger not listed for 1850
- (1851) Not available
- (1852) BLOOD'S DESPATCH 26 S 6th
Kochersperger Chas., Blood's Des. Carroll ab 12th
- (1853) BLOOD'S DESPATCH 30 and 32 Arcade
Kochersperger Chas., Blood's Des. 52 Wistar
KOCHERSPERGER CHAS. & CO., Philadelphia laundry
27 S 5th
- (1854) Not available
- (1855) BLOOD'S DESPATCH 30 and 32 Arcade
Kochersperger Chas., Blood's Des., S W 9th & Arch
KOCHERSPERGER CHAS. & CO., Philadelphia laundry,
Broad and Wallace, office 27 S 5th
Kochersperger Elbert, laundry, Broad & Wallace
- (1856) BLOOD'S DESPATCH POST OFFICE 28 S 5th, ab Chestnut
KOCHERSPERGER CHAS. & CO., Blood's penny post
28 S 5th ab Chestnut
Kochersperger Chas., penny post, 28 S 5th;
h SW 9th and Arch
Kochersperger Elbert, Blood's Despatch Office
28 S 5th; h SW 9th and Arch
- (1857) Not available
- (1858) Blood's Despatch Post Office 42 S 5th
Kochersperger Chas., penny post, 42 S 5th, Troy & Philada. laundry,
Broad and Wallace, 1213 Parrish; h 58 N 9th
KOCHERSPERGER CHAS. & CO., Blood's penny post, 42 S 5th
Kochersperger Elbert, Blood's Despatch office;
h 312 S 4th
- (1859) BLOOD'S DESPATCH Post Office, 42 S 5th
Kochersperger Chas., penny post, 42 S 5th, Troy & Philada. laundry,
Broad and Wallace; h 58 N 9th
KOCHERSPERGER CHAS. & CO., (Charles and Elbert
Kochersperger) Blood's penny post, 42 S 5th
Kochersperger Elbert, Blood's Despatch office, 42 S 5th;
h 1510 Poplar
- (1860) BLOOD'S DESPATCH — Not listed
KOCHERSPERGER C. & CO., (Charles & Elbert Kochersperger)
Blood's penny post 42 S 5th
KOCHERSPERGER & CO., (Charles Kochersperger and
William A. Steelman) laundry 107 S 5th & N. Broad c. Wallace.
Kochersperger Charles, Blood's Dispatch 42 S 5th and
laundry 107 S 5th & N. Broad C. Wallace; h 58 N 9th
Kochersperger Elbert, Blood's Dispatch 42 S 5th and
botanic medicines 7 S 6th; h 1329 Girard av
Steelman Wm. A., laundry, Broad c. Wallace;
h 1220 N 12th
- (1861) Kochersperger & Co. (Charles Kochersperger) Blood's
Penny Post 42 S 5th; h SW 9th and Arch
Kochersperger Charles, Blood's Despatch 5th ab Chestnut;
h 58 N 9th
Kochersperger Elbert, botanist, druggist 7 S 6th;
h 246 S 8th
Steelman William N (A), steam laundry, S E Broad &
Wallace; h 1220 N 12th

- (1862) Kochersperger Charles, army, 1216 Parrish
Kochersperger Elbert, botanist, druggist 7 S 6th;
h 246 S 8th
Kochersperger E. & Co. (Elbert Kochersperger and
E. J. Anderson) extract manufs 7 S 6th

Notes:

William A. (or N.) Steelman is not listed in 1862. A later edition (1863) of the *Directory* corrects the name of Elbert's partner in the extract business from E. J. Anderson to E. J. Ruderson.

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RESPONSE TO "GOING THE WRONG WAY" IN *CHRONICLE* 143
EARLIEST KNOWN USE OF PLATE 2 (LATE STATE)
WILBUR F. AMONETTE, M.D.

This article is a response to the one in the August 1989 issue of the *Chronicle* on page 176. The conclusion of the article in question was that Dr. Carroll Chase had erroneously plated 59R2(E) as 59R2(L). The letter and cover in question were dated January 12 with the letter also dated 1852. The stamp is not tied, but appears to have been used on this cover. Having known Dr. Chase personally and of his expertise in plating, I had doubts as to the validity of the conclusion by the author; thus leading to this response. The cover was previously reported and described in *Chronicle* 26 of November 1956.

The cover was returned to Daniel F. Kelleher Co., Inc., after purchase in a Kelleher sale of the Beals material. Stanley J. Richmond of Kelleher Co. was kind enough to send this cover to me for study and I have examined it closely, comparing the stamp to my 59R2(E) and several 59R2(L) positions plated by Dr. Chase. My conclusion is that the stamp is correctly plated as 59R2(L) and is the orange brown color as noted by Dr. Chase on the front of the cover. Frank Mandel and Thomas Alexander both identified this stamp as an orange brown, but Mandel does not plate this stamp and Alexander does not have the benefit of orange brown plates for direct comparison. I consider them both experts and I respect their opinions. The recutting of the stamp in question is not that seen from plate 2(E) and there is slight difference that confirms the stamp in question as 59R2(L). It is the earliest use of plate 2 late reported to date.

The color of the stamp appears to be the orange brown color used in 1851 and the early date of January 12, 1852, leads one to speculate that the stamp was printed in 1851, but no one can be certain as to the date of the printing. This is the best example of a plate 2 late orange brown that I have seen.

There are colors from plates 1 late, 2 late, and 3 that approach the orange brown color and were so classified by Dr. Chase. Plate 1 late was used beginning in October 1851, but the ink used was not the real orange brown color. This was called "Experimental orange brown from plate 1 late" and if one assembles a color chart of this color, it forms an orderly range of shades from pale to deep, bright, a very rare dull shade and colors that approach the 1852 brownish carmines. I have a cover used in November 1851 that is typical of the deep color used in early 1852, so not all stamps used in 1851 are orange brown or experimental orange brown shades. There is also a color printed in mid 1852 that is a distinctive shade the appears orange brown, but is different from all the other orange browns. These are from plate 1 late and called "Possible Experimental Orange Browns" by Dr. Chase and the color is one of the most attractive and rare colors I have seen, having seen only about six copies.

Plate 2 late and plate 3 orange browns do not match the true orange brown with very rare exceptions. They do not fit into the 1852 colors and there does not seem to be an orderly range of shades as is seen in the plate 1 late experimental orange brown. There is enough orange brown hue that I think they should be classified 2 late and 3 orange browns. These are rare and can be confused with the real orange brown. I believe that the experienced plater is influenced by the recutting of the plate and impression in evaluating color. In other words, he recognizes the plate and knows it only comes in certain colors, and if the impression does not correspond with the color or year, he is influenced in his color identification.

This article is not intended to suggest that any of the persons mentioned are not ex-

perts in their philatelic field. In fact, you don't know if I am correct in what I have had to say in the above article and there are philatelists who will disagree. I feel comfortable with my opinions as my philatelic education and reference material is from Chase, Hicks, Simpson, and Cabeen. This group is responsible for much of the original work done with the U.S. 1851-57 issue. There have been a few changes and additions to their original work, but one should hesitate and be certain before stating that they were mistaken. No one is 100 percent correct, but I do not think that Dr. Chase was mistaken concerning the cover and stamp that he plated as 59R2 late in the orange brown color that was concluded to be incorrect in the August 1989 *Chronicle*.

FOUR PASSES THROUGH THE PERFORATOR ON AN S5

ROBERT H. FRENCH, RA 2418



In his book on the 3-cent 1851-1857 issues, Dr. Chase comments that double perforations are found, but that no triple perforations have been seen on the 3-cent stamps. The

accompanying illustration shows a copy of S5 which made four passes through the perforator in the vertical direction. Unfortunately it was separated from its right neighbor in such a way that the evidence of how many rows of perforations it had at right went with the neighboring stamp. However, the left side clearly shows evidence of four distinct vertical rows of perforations. The Philatelic Foundation, in their certificate no. 195125 describe the results as "shifted rows of doubled perforations." But however you describe it, the stamp went through the perforator four times to produce these results. (Photograph by Carl O. Mamay of The Philatelic Foundation.

FREE RETURNED LETTERS

In response to the article by this title that appeared at *Chronicle* 143:177, Henry Chlanda has submitted the cover shown in Figure 1. This clearly shows that the cover was returned to the sender in accordance with the instructions contained in the upper left corner, with the notation at right "Returned/E S Stoddard/PM/Sharon."

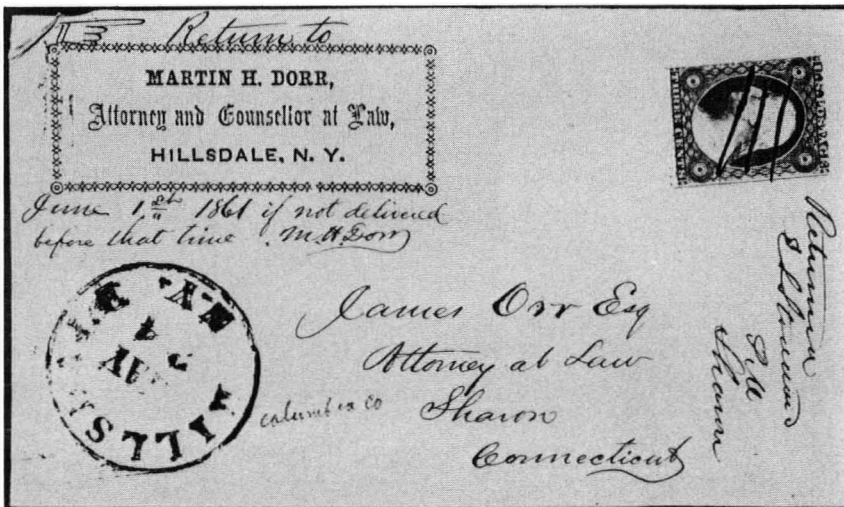


Figure 1. Hillsdale, N.Y., May 24, 1861.

The cover raises another question which was addressed only in passing in the original article. There it was noted that Graham had stated that free return handling of endorsed covers was possible only from July 1860 to February 1861. He had cited a statement in the Act of 27 February 1861 that "The law now requires postmasters to charge the usual rates on return letters." This cover is dated in May of 1861 and therefore it appears that the postmaster at Sharon, Connecticut, violated the new regulation in returning the cover to the sender without additional postage.

PAY YOUR POSTAGE

W.H. Semsrott has recently sent us a note from the *Missouri Historical Review* for July 1989 which reprints a notice appearing in the Hannibal, Missouri, Tri-Weekly Messenger of 24 July 1852:

"The man who under the present rates, writes without paying postage, is not entitled to the courtesy of a reply. To save three cents he makes you pay five, and frequently in relation to matters entirely personal to himself. There is no excuse for this, as every man can carry a few stamps in his pocket. Hereafter all unpaid letters sent to this office will be returned, even if they come from the Queen of England."

The postage due from the Queen, of course, would have been a trifle higher than five cents.

SAILINGS OF THE UNITED STATES MAIL

STANLEY B. ASHBROOK

(Continued from *Chronicle* 143:180)

1852 Arrivals of Mail Steamship at The Port of New York from *Panama & Nicaragua*

July 16, 1852, *N.Y. Herald*. ARRIVAL OF THE ILLINOIS. This S.S. arrived at this port yesterday from Aspinwall by way of Havana. She left the former place on the 7th and the latter on the 11th. The Illinois brings passengers and mails etc., from Calif. which, with the Unicorn were the only steamers at Panama. The S.S. Daniel Webster sailed from Aspinwall for New York four hours ahead of the Illinois. Her outward passengers were waiting at San Juan del Sud the arrival of the Propeller Pioneer from New York to take them to San Francisco, there being no ship of that line to take them up. The Winfield Scott was to sail on the 26th on the Golden Gate from the 26th to the 28th ult., both for Panama.

July 20, 1852, *N.Y. Herald*. ARRIVAL OF THE DANIEL WEBSTER. This S.S. arrived at this port yesterday noon. She left San Juan del Norte on the 4th inst., Navy Bay on the 8th and Kingston, Ja., on the 11th inst.

July 23, 1852, *N.Y. Herald*. TEN DAYS LATER FROM CALIF. The S.S. United States arrived yesterday morning from Aspinwall with advices from San Francisco to the 28th ult. inclusive, ten days later than our previous advice. The United States brings passengers etc. The Mail Steamer El Dorado with mails and treasure and passengers left Aspinwall July 14, 10 A.M. She was to touch at Key West. The S.S. Golden Gate left San Francisco June 28, 8 A.M. and arrived at Panama on Sunday morning 11th inst., making the passage in 12 days and 2 hours, the longest she ever made. The Winfield Scott left San Francisco June 26. She was delayed by her coals at Acapulco.

July 30, 1852, *N.Y. Herald*. ARRIVAL OF THE PROMETHEUS. This S.S. arrived yesterday afternoon from San Juan del Norte whence she left on the 21st inst., with passengers etc., which were brought down on the Pacific side by the S.S. Pacific. The running time from City to City was 21 days and 4 hours but the actual time was 26 days.

Aug. 3, 1852, *N.Y. Herald*. ARRIVAL OF THE OHIO. The mail S.S. Ohio arrived yesterday morning from Aspinwall whence she sailed on the 28th ult. She brings a quarter million in gold dust.

Aug. 15, 1852, *N.Y. Herald*. ARRIVAL OF THE ILLINOIS. The S.S. Illinois arrived at this port 2 P.M. yesterday with advices from Calif. to the 16th ult. She brings a large number of passengers, Calif. mail and gold dust.

Aug. 16, 1852, *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT. The S.S. Northern Light arrived at 5 A.M. yesterday from San Juan, Nicaragua, whence she sailed on the 8th of Aug., bringing dates from San Francisco to the 16th ult. She brings passengers and gold dust. The Northern Light arrived at San Juan del Norte on the 9th July where passengers started at once for the Pacific. The San Juan River being free of obstructions.

Aug. 19, 1852, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY. The U.S. Mail S.S. Crescent City arrived here at her port late last night from New Orleans via Havana.

Aug. 28, 1852, *N.Y. Herald*. NEW ORLEANS, AUGUST 26, 1852 TWO WEEKS LATER FROM CALIF. ARRIVAL OF THE FALCON AT NEW ORLEANS. The S.S. Falcon has arrived at this port with San Francisco dates to the 12th of Aug. The Oregon has arrived at Panama from San Francisco, bringing down \$2,000,000 of gold dust. The S.S. Ohio left Aspinwall for New York on the 19th inst.

Aug. 31, 1852, *N.Y. Herald*. ARRIVAL OF THE PROMETHEUS. The S.S. Prometheus arrived yesterday morning from San Juan whence she sailed on the 21st inst., making the passage in a little over 8 days. She brings dates from San Francisco to the 31st ult. The Prometheus brings passengers etc., brought down on the Pacific side by the S.S. Independence which left San Francisco 12 hours after the S.S. Oregon.

Aug. 31, 1852, *N.Y. Herald*. ARRIVAL OF THE OHIO. The U.S. S.S. Ohio, Capt. Davenport, arrived this day at noon from Aspinwall via Kingston, Ja. She brings passengers, mail etc. from Calif. The Ohio left Aspinwall on the evening of the 19th and Kingston on the morning of the 24th. The weather at Aspinwall was much better than has been for some time previous. Very little fever and no cholera on the Isthmus.

Sept. 1, 1852, *N.Y. Herald*. ARRIVAL OF THE OHIO. The S.S. Ohio arrived yesterday noon from Aspinwall via Kingston, Ja., with Calif. mails etc. She left Aspinwall on the evening of the 19th and Kingston on the 24th Aug. She passed on the 25th, 8 A.M. off St. Domingo the Steamer Sierra Nevada.

Sept. 3, 1852, *N.Y. Herald*. ARRIVAL OF THE EMPIRE CITY FROM CUBA. She left Havana on the 29th ult and arrived here yesterday noon.

Sept. 4, 1852, *N.Y. Herald*, ARRIVAL OF THE DANIEL WEBSTER AT NEW ORLEANS. This S.S. arrived at New Orleans Sept. 4th from San Juan, Nic. with mails etc., from Calif. and Panama to the 29th (indistinct) of Aug. The S.S. Northern Light left San Juan for New York on the 29th August with 250 passengers.

Sept. 8, 1852, *N.Y. Herald*. The S.S. Northern Light arrived yesterday forenoon with dates from San Francisco to the 14th inst., passengers etc. The passengers were by the S.S. Pacific from San Francisco, arriving at San Juan del Sur in 12½ days and San Juan del Norte the 28th of Aug. and sailing in the Northern Light on the morning of the 30th ult. to New York. The mail S.S. Panama was to leave San Francisco on Sunday morning Aug. 15th. The S.S. Columbia with the mails from N.Y. of July 5, arrived at San Francisco Aug. 14th.

Sept. 13, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. ILLINOIS & SIERRA NEVADA. The S.S. Illinois arrived at 9 A.M. yesterday from Aspinwall with Calif. mail, passengers, etc., which left San Francisco on the 15th ult. in the S.S. Panama. The Illinois sailed from Aspinwall at 6 P.M. on the 3rd inst., and left in port S.S. Great Western from San Juan del Norte. The Sierra Nevada also arrived with the same dates and 160 passengers.

Oct. 4, 1852, *N.Y. Herald*. TWO WEEKS LATER NEWS FROM CALIF. ARRIVAL OF S.S. UNITED STATES. The S.S. United States, Capt. Berry, arrived yesterday, bringing details of two weeks news from Calif. The United States left Aspinwall on Sept. 23rd, and arrived at Kingston on the 25th, sailing from there next day. The weather of Aspinwall as well as of the Isthmus was very good and no cases of cholera at Aspinwall or Panama. The mail S.S. Ohio left Kingston 29 hours before the "U.S." and Aspinwall 28 hours previous. The S. S. Cortes arrived at Panama in 63 days from New York (steaming 49 days). The Steamer Winfield Scott arrived at Panama, Sept. 19th. The passengers by the "U.S." for San Francisco went up on the Cortes which left Panama on the 21st. The mail S.S. Unicorn arrived at San Francisco on the 31st of August.

Oct. 4, 1852, *N.Y. Herald*. ARRIVAL OF THE PROMETHEUS NEWS FROM NICARAGUA: COSTA RICA AND GUATEMALA. The S.S. Prometheus, Capt. Sellew, arrived yesterday afternoon from San Juan del Norte with correspondence from that port to the 20th and Gacota from Costa Rica to the 4th ult.

Oct. 5, 1852, *N.Y. Herald*. The S.S. Ohio with Calif. mails reached Norfolk yesterday morning short of coal. She did not meet with any accident and was to have left that port last night for New York, and being due here this evening.

Oct. 6, 1852, *N.Y. Herald*. ARRIVAL OF CALIFORNIA MAIL. The detention of the Ohio at Norfolk. It was announced yesterday that the S.S. Ohio had put into Norfolk. She sailed from Aspinwall on the 27th, Sept., 9 P.M., and from Kingston on the 25th, 3 P.M. She experienced strong gales and high seas. A robbery was committed on the Ohio, \$600 in money and \$1000 in jewelry were taken from the trunks. One of the waiters being suspected, was put in irons, but he protested his innocence.

Oct. 7, 1852, *N.Y. Herald*. VERY IMPORTANT FROM HAVANA THE STEAMER CRESCENT CITY NOT PERMITTED TO LAND. New Orleans, Oct. 26, 1852. The S.S. Crescent City, Capt.

Porter is coming up. She arrived at Havana from N.Y. on Sunday afternoon but through communications with the shore, received an order not permitting her to land and ordered out of the harbor forthwith. The protest for this outrage is that Mr. Smith is retained as Purser on board that vessel. The captain had to procede to seas in a heavy gale.

Oct. 14, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. ILLINOIS & SIERRA NEVADA. The S.S. Illinois arrived at quarantine 4 A.M., yesterday. She brings Calif. mails etc. of the 16th of Sept. She sailed from Aspinwall Oct. 2nd, ten minutes before 11 P.M., arrived at Kingston, 8 P.M. on the 4th but could not run in until the following morning. At 5 P.M., on the 9th passed the Sierra Nevada bound for New York. The Sierra Nevada has also arrived. She left Aspinwall Oct. 2, 9 P.M. Kingston, 9 A.M. Thursday, Oct. 7th. The Steamer Pacific arrived at San Francisco on the 15th ult., with dates from New York to the 20th of Aug.

Oct. 20, 1852, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY. The U.S. Mail S.S. Crescent City arrived at this port yesterday morning from New Orleans via Havana in four days and eighteen hours from the latest port. Note: Long account of difficulty in Cuba with authorities pertaining to landing of "C.C."

Oct. 29, 1852, *N.Y. Herald*. ARRIVAL OF THE FALCON AT NEW ORLEANS. New Orleans, Oct. 27, 1852. The S.S. Falcon has arrived at this port with San Francisco dates to the 1st inst., brought down by Panama by the mail Steamer Tennessee. The Georgia sailed from Aspinwall for New York on the 19th ult. with passengers etc. The Falcon touched at San Juan, Nic., on the 21st inst., and left there the S.S. Prometheus awaiting passengers.

Oct. 30, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. GEORGIA. The S.S. Georgia (U.S. Mail) arrived last night with the Calif. mails to Oct. 1, as well as passengers etc. The Georgia left Aspinwall 4 A.M. of the 20th and arrived at Kingston, Ja., 2 A.M. on the 23rd, left 10 A.M., same day, arriving here 10 P.M. on the 29th. The S.S. Tennessee arrived at Panama Oct. 10, with mails and specie and was the only steamer at Panama. The Winfield Scott was at Tobago awaiting engineers before she could procede on her voyage.

Nov. 2, 1852, *N.Y. Herald*. ARRIVAL OF THE PROMETHEUS. This S.S. arrived yesterday morning. She left San Juan del Norte Oct. 23, and arrived at Havana on the morning of the 27th. Left same day and arrived at Sandy Hook 6 P.M. on the 1st of Oct., and arrived at San Juan del Sud on the morning of the 16th with passengers.

Nov. 9, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. STAR OF THE WEST. This S.S. arrived early last evening from San Juan whence she sailed on the morning of the 31st ult. with San Francisco dates to the 15th of Oct. She brings passengers of the S.S. Pacific which left San Francisco on the 15th of Oct. She made the passage from San Juan to this port in 8 days and 8 hours.

Nov. 13, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. ILLINOIS. The U.S. Mail S.S. Illinois arrived yesterday afternoon from Aspinwall whence she sailed on the 4th inst., with Calif. mails to the 20th Oct., with passengers, etc. The S.S. Oregon and Cortes had both arrived at Panama from San Francisco. The S.S. Northerner was to leave San Francisco on the 30th ult., and the California on the 1st inst. The S.S. Oregon left San Francisco on the 16th of Oct., for Panama.

Nov. 18, 1852, *N.Y. Herald*. EIGHTEEN DAYS LATER FROM CALIF. The S.S. United States arrived yesterday afternoon from Aspinwall whence she sailed at 6 P.M. on the 8th inst., via Kingston, leaving the latter port 4 P.M. on the 11th. She brings Kingston papers to the 11th inst.

Nov. 18, 1852, *N.Y. Herald*. RE NICARAGUA TRANSIT COMPANY. Note: Long article on its origin, ownership of steamers etc. "Conditions of Charter from Nicaragua forming part of article VI." This is a very lengthy article which would consume several hours in reading and copying extract notes.

Nov. 23, 1852, *N.Y. Herald*. ARRIVAL OF CRESCENT CITY FROM HAVANA WITH REPORTS OF HER LANDING THERE. Passengers and mail were allowed to land but Purser Smith had to remain on board. The Captain was pleased not to encounter any further difficulty, however was informed that it was only FOR THIS trip, and should Mr. Smith be on board again, the ship would not be allowed to land, etc., etc.

Nov. 28, 1852. ELEVEN DAYS LATER FROM CALIF. The S.S. Prometheus arrived last evening from San Juan del Norte whence she sailed on the 18th inst., bringing dates from San Francisco to November 1st. She brings passengers etc, brought down by the S.S. Brother Jonathan from San Francisco.

Nov. 28, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. NORTHERN LIGHT. S.S. Northern Light arrived yesterday morning from Aspinwall whence she sailed on the evening of the 18th inst. The U.S. mail S.S. Georgia also arrived yesterday noon via Kingston. The Georgia left the former port in company with the Northern Light.

Dec. 13, 1852, *N.Y. Herald*. ARRIVAL OF THE S.S. ILLINOIS. This S.S. arrived yesterday morning from Aspinwall via Kingston, having left the former port on the 2nd inst. and the latter on the 6th. She brings Calif. mail and passengers to Nov. 16th, brought down from San Francisco on the Golden Gate. The Golden Gate left San Francisco on the 16th arrived at Panama on the evening of the 28th in 11 days and 4 hours.

Dec. 29, 1852, *N.Y. Herald*. TWELVE DAYS LATER FROM CALIF. ARRIVAL OF THE S.S. UNCLE SAM. This S.S., Capt. Wm. A. Mills, arrived last night from Aspinwall having left on the 18th inst., touching at Kingston, Ja., whence she sailed on the 22nd. The Uncle Sam brings dates from San Francisco to the 1st inst. The U.S. Mail Steamer Georgia from New York and Falcon from New Orleans were at Aspinwall awaiting the arrival of the passengers, mail etc., by the Steamer Panama. The Uncle Sam has made the run from Kingston to New York in less than six days. The S.S. Independence sailed from San Francisco for Jan Juan del Sud.

Dec. 30, 1852, *N.Y. Herald*. ARRIVAL OF S.S. PROMETHEUS. ONE DAY LATER FROM CALIF. The S.S. Prometheus, Capt. Churchill from San Juan del Norte on the night of 20th inst., reached this port last evening, having made the passage in 8 days 20 hours. The Prometheus brings the passengers of the Steamer Independence which arrived at San Juan del Sud on the 17th inst., having left San Francisco one day after the United States mails. Transit route is in excellent condition.

1853: Arrivals of Mail Steamships at the Port of New York from Panama and Nicaragua

Jan. 9, 1853, *N.Y. Herald*. TWO WEEKS LATER FROM CALIF. ARRIVAL OF THE DANIEL WEBSTER. This S.S. has arrived at this port from San Juan, Nic. bringing San Francisco dates to the 15th Dec. The S.S. Northern Light left San Juan for New York on the 1st of Jan. with about 200 passengers.

Jan. 10, 1853, *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT. The S.S. Northern Light arrived yesterday morning from San Juan del Norte whence she sailed on the morning of Jan. 1st. She brings papers from San Francisco to the 30th Dec. which were brought down by the S.S. Pacific to San Juan del Sur. The U.S. Mail S.S. Pacific was to leave San Francisco on the 16th of Dec. for Panama with the mails and treasure for N.Y.

Jan. 14, 1853, *N.Y. Herald*. ARRIVAL OF THE S.S. ILLINOIS. The S.S. Illinois Capt. H.J. Hartstein, from Aspinwall whence she sailed the 3rd inst., arrived the 11th, lower bay, reached her wharf yesterday. The ship touched at Kingston Jamaica on the 5th, leaving same day. She brings Calif. mails, species and passengers, which left San Francisco on Dec. 16th, in the Pacific Mail S.S. Tennessee. The Illinois arrived at Sandy Hook 5:30 Jan. 11th, and because of fog anchored for the night. Due to bursting of cylinder however was detained another day. The ship will go to Dry Dock for repair.

Jan. 22, 1853, *N.Y. Herald*. ARRIVAL OF THE CHEROKEE. The U.S. Mail S.S. Cherokee arrived yesterday morning from New Orleans via Havana.

Jan. 29, 1853, *N.Y. Herald*. The S.S. Star of the West arrived early yesterday morning from San Juan de Nic., whence she sailed on the evening of the 17th inst., bringing papers and dates from San Francisco to the 1st inst., which were brought down on the Pacific side by the S.S. Brother Jonathan. The S.S. Northerner sailed from San Francisco for Panama on the 1st inst. The Steamer Winfield Scott from Panama arrived at San Francisco on the 31st ult., and the Golden Gate on the 17th.

Feb. 11, 1853, *N.Y. Herald*. The S.S. Daniel Webster from San Juan, Nic. has arrived at this port bringing passengers, coal and freight. Her dates from Calif. are to the 5th of Jan. It was the S.S. Winfield Scott and not the Golden Gate that had not been heard of as having arrived at Panama, when the Philadelphia left Aspinwall for New Orleans. The Daniel Webster announced the arrival of the Golden Gate at Panama on the 28th ult., with passengers etc. The S.S. Northern Light was to leave San Juan on the 4th inst. for New York.

Feb. 14, 1853, *N.Y. Herald*. ARRIVAL OF S.S. NORTHERN LIGHT. This S.S. from San Juan del Norte Feb. 4th and Uncle Sam from Aspinwall on the 7th arrived yesterday; Uncle Sam brings passengers of the Golden Gate and Winfield Scott. Travel of the Isthmus markedly good, crossing from ocean to ocean in 20 days. Rainy season terminated. The Northern Light brings passengers from the S.S. Independence.

Feb. 18, 1853. *N.Y. Herald*. ARRIVAL OF THE S.S. OHIO. She arrived at this port about 3 A.M. today. She left Aspinwall on the evening of the 3rd and reached Kingston, Ja. on the 6th. She brings Calif. mails of Jan. 15th, passengers, etc.

Feb. 22, 1853, *N.Y. Herald*. NEW ORLEANS The Delta has received Calif. dates of 2nd of Feb., only 18 days from San Francisco to this port. They are brought from Acapulco to Vera Cruz in 5½ days and thence by the S.S. Albatross to New Orleans being the shortest thus on record. The mail S.S. Tennessee sailed from San Francisco for Panama on the 1st inst., with gold and freight.

Feb. 28, 1853, *N.Y. Herald*. ARRIVAL OF THE UNITED STATES. This S.S. with dates of the Calif. intelligence to the 1st inst., arrived shortly before 3 A.M. today. She left Aspinwall on the 18th inst., 5 P.M., and Kingston, Ja. on the 21st inst. 3 P.M. The U.S. connected with the Steamer Cortes of the N.Y. and S.F. steamship line which left S.F. on the 1st inst. and reached Panama only on the morning of the 15th. The S.S. Tennessee arrived at Panama on the evening of the 15th. The S.S. Sierra Nevada had arrived at Panama.

Mar. 1, 1853, *N.Y. Herald*. ARRIVAL OF THE S.S. UNITED STATES. The S.S. United States arrived before 3 P.M. Monday from Aspinwall whence she left on the 18th Feb. She connected with the S.S. Cortes of the N.Y. & S.F. S.S. Line which left San Francisco on Feb. 1st, reaching Panama on the 15th. The S.S. Tennessee arrived at Panama on the evening of the 15th, S.S. Sierra Nevada had arrived at Panama in 58 days from this port, the quickest trip on record.

Mar. 15, 1853. *N.Y. Herald*. ARRIVAL OF UNCLE SAM. The new S.S. Uncle Sam arrived at port at 10 o'clock this morning from Aspinwall with advices from San Francisco to the 16th of Feb. She brings \$310,000 in gold. The Uncle Sam left N.Y. Feb. 21st, in company of the Ohio and Cherokee. arriving at Aspinwall Mar. 2nd. The Ohio arrived the 3rd and the Cherokee the 4th. The "U.S." (obviously Uncle Sam) left Aspinwall on the 5th, arrived at Kingston the 8th, whence she sailed for this port next morning. She belongs to the Independent Opposition Line. The S.S. Sierra Nevada arrived at Panama on the 14th of Feb. and sailed for San Francisco on the 5th inst. She carried the passengers of the Uncle Sam. The S.S. John L. Stephens from New York to San Francisco arrived at Panama on Mar. 3rd. We are indebted to the purser of the John L. Stephens (running on the Pacific side) for late Valparaiso papers.

Mar. 16, 1853, *N.Y. Herald*. ARRIVAL OF THE S.S. PROMETHEUS. This S.S., Capt. Churchill, arrived yesterday from San Juan del Norte whence she sailed on the 6th inst. Among the passengers was Hon. W. Voorhees, Soc'y of State of California. The Prometheus brought no later news than contained in yesterday's papers.

Mar. 29, 1853, *N.Y. Herald*. NEWS FROM CALIFORNIA ARRIVAL OF THE MAIL S.S. GEORGIA. This S.S. arrived early last evening from Aspinwall, whence she sailed on the 19th inst., bringing a week later intelligence from Calif., as well as mail, passengers, etc. from San Francisco to Panama by S.S. Oregon. The S.S. Golden Gate arrived at San Francisco on the 19th Feb., the Winfield Scott arrived on the 23rd of Feb. The S.S. Columbus, arrived at San Francisco on the 17th ult.

Apr. 8, 1853, *N.Y. Herald*. ARRIVAL OF DANIEL WEBSTER AT NEW ORLEANS TWO WEEKS LATER FROM CALIFORNIA ANXIETY FOR SAFETY OF S.S. INDEPENDENCE.

TOTAL WRECK OF S.S. TENNESSEE, THE PROMETHEUS AT CHARLESTON SHORT OF COAL - New Orleans, April 6, 1853. By the arrival of the S.S. Daniel Webster at this port, we have dates from San Francisco to Mar. 15th. The news by the arrival is important as it embraces the total loss of the Pac. S.S. Co.'s Steamer Tennessee, which occurred near San Francisco on the 12th ult., by running ashore in the fog. All passengers were safely landed and the mails were also saved. The Daniel Webster carried the passengers and specie brought down by the Steamer Pacific which left San Francisco Mar. 15th. Anxiety for the safety of the Vanderbilt S.S. Independence was felt from which nothing had been heard although she was thirty days beyond her time. She was to have connected with the S.S. Northern Light from New York Jan. 20th, and was last seen on Feb. 15th off Cape St. Lucas. Hopes were entertained that she had put into some intermediate port. The Steamer Sea Bird has gone in search of her. Another arrival from San Francisco - The S.S. Philadelphia has arrived at New Orleans from Aspinwall with gold and California mails and passengers. The Philadelphia reports that the "Illinois" sailed from Aspinwall for New York on the 1st inst. THE LATEST FROM SAN JUAN. Charleston, Apr. 7, 1853. The S.S. Prometheus arrived off the Bar last night short of coal in 6 days and 5 hours from San Juan and carried the passengers and specie brought down by the Steamer Pacific which left San Francisco on the 15th.

April 10, 1853, *N.Y. Herald*, ARRIVAL OF THE S.S. ILLINOIS. This S.S. arrived last evening from Aspinwall whence she sailed on the 1st inst. She brings California mails, etc., which left San Francisco on the 16th ult. The S.S. Union having repaired the injury she sustained, sailed again from Aspinwall for New York on the 31st day of March.

Apr. 14, 1853. *N.Y. Herald*. ARRIVAL OF STEAMER UNION. The S.S. Union arrived from Aspinwall last night bringing mail and correspondence etc., up to the 5th inst. She sailed from Aspinwall on the 18th of Mar. The crank pin of her engine broke and cranks could not be connected and as heavy gale was blowing it was found advisable to put back to Porto Bello where she arrived on the 24th; after taken on coal & water proceeded to Navy Bay after being repaired left as above.

Apr. 23, 1853, *N.Y. Herald*. The U.S.M.S.S. Crescent City arrived yesterday from Aspinwall, having left there on the evening of the 12th inst., the next day, when 150 miles from Aspinwall, she passed the Steamer Falcon from New Orleans for Aspinwall.

Apr. 25, 1853, *N.Y. Herald*. ARRIVAL OF THE UNITED STATES AT NEW ORLEANS, IMPORTANT FROM CALIFORNIA 2 WEEKS LATER LOSS OF THE INDEPENDENCE CONFIRMED. GREAT DESTRUCTION OF HUMAN LIFE. OVER 140 PERSONS BURNED OR DROWNED ETC. ETC. The S.S. United States arrived here today in 5½ days from Aspinwall, with but a few passengers. The S.S. Uncle Sam left Aspinwall for New York on the 18th with passengers by the S.S. Cortes which arrived at Panama in 14 days from San Francisco. The S.S. Georgia from New York arrived at Aspinwall on the 17th. The S.S. Independence was lost on the 16th of Feb. having run ashore on the shoals of Margareta Island, where she took fire and was burned to the water's edge. 500 passengers were on board who leaped into the water trying to swim ashore, of whom at least 140 were lost. The Island is on the coast of California and is uninhabited. Note - further details of this disaster has already been reported under this same date to which one could refer.

Apr. 26, 1853. *N.Y. Herald*. ARRIVAL OF THE S.S. STAR OF THE WEST. This S.S. arrived last evening from San Juan whence she sailed on the night of the 17th inst., bringing California papers to the 1st inst. The Star of the West brings papers etc., which left San Francisco in the S.S. Sierra Nevada. The S.S. Cortes left San Francisco for Panama on the 1st inst.

Apr. 28, 1853. *N.Y. Herald*. The S.S. Uncle Sam arrived yesterday morning from Aspinwall on the 18th and Kingston, Ja., on the 21st, with passengers brought down to Panama by the S.S. Cortes which left San Francisco on the 1st inst., and arrived on the 14th. The S.S. California which left San Francisco on the first April, arrived at Panama on the 15th. The mail S.S. Georgia has also arrived. She left Aspinwall via Kingston on the 17th inst., making the trip from N.Y. to Navy Bay in 8 days 18 hours. The passengers left by rail for Panama on the morning of the 15th inst., and reached their destination on the evening of the same day.

(To be continued)

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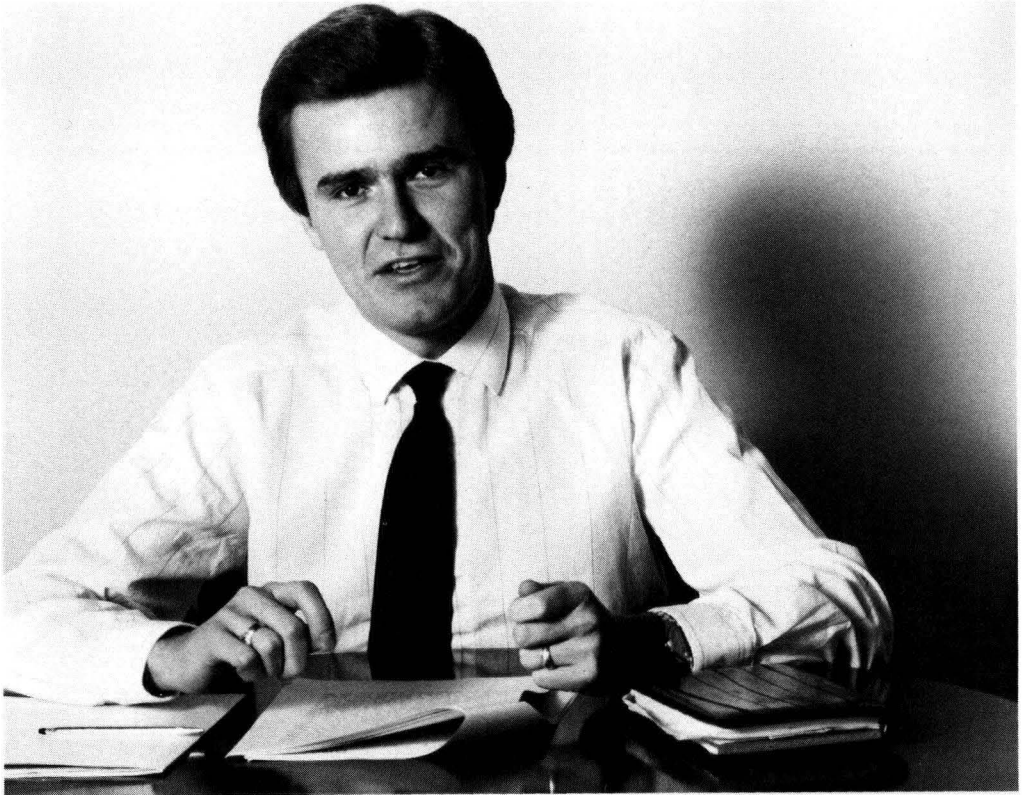
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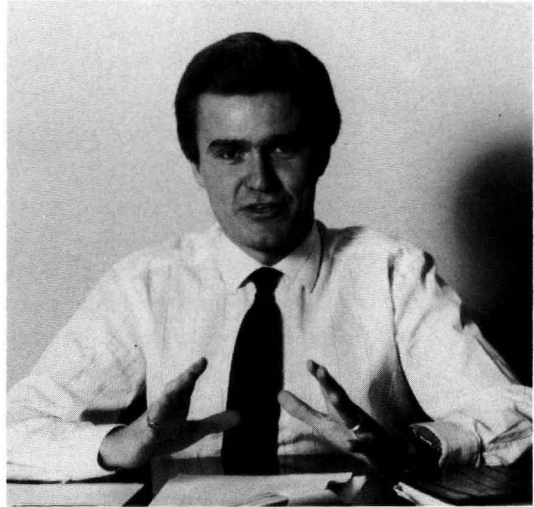
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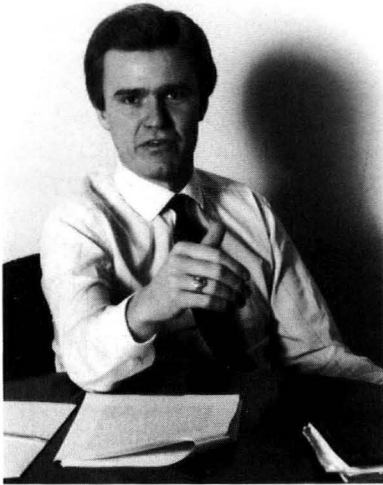
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EDITORIAL

Chronicle No. 53, for October 1953 (and it doesn't seem more than twenty-five years ago) had a full page illustration of a drawing of the 3¢ 1861 stamp made by Roger Cotting of Anchorage, Alaska, which is repeated here. Mr. Cotting had prints of these available at cost, on high quality stiff 8½ x 11 sheets, printed in black and, per his term, rose brown. The idea was that the black examples could be used to illustrate plate varieties, etc., and the rose-brown sheets could be used to frame or as a frontispiece for a collection of 3¢ 1861 stamps.

At the time, it was suggested that a much smaller print would be far more useful to use on the pages of a collection, but as Mr. Cotting dropped out of the Society soon after, presumably because he lost his collection in a flood, nothing was ever done about it.

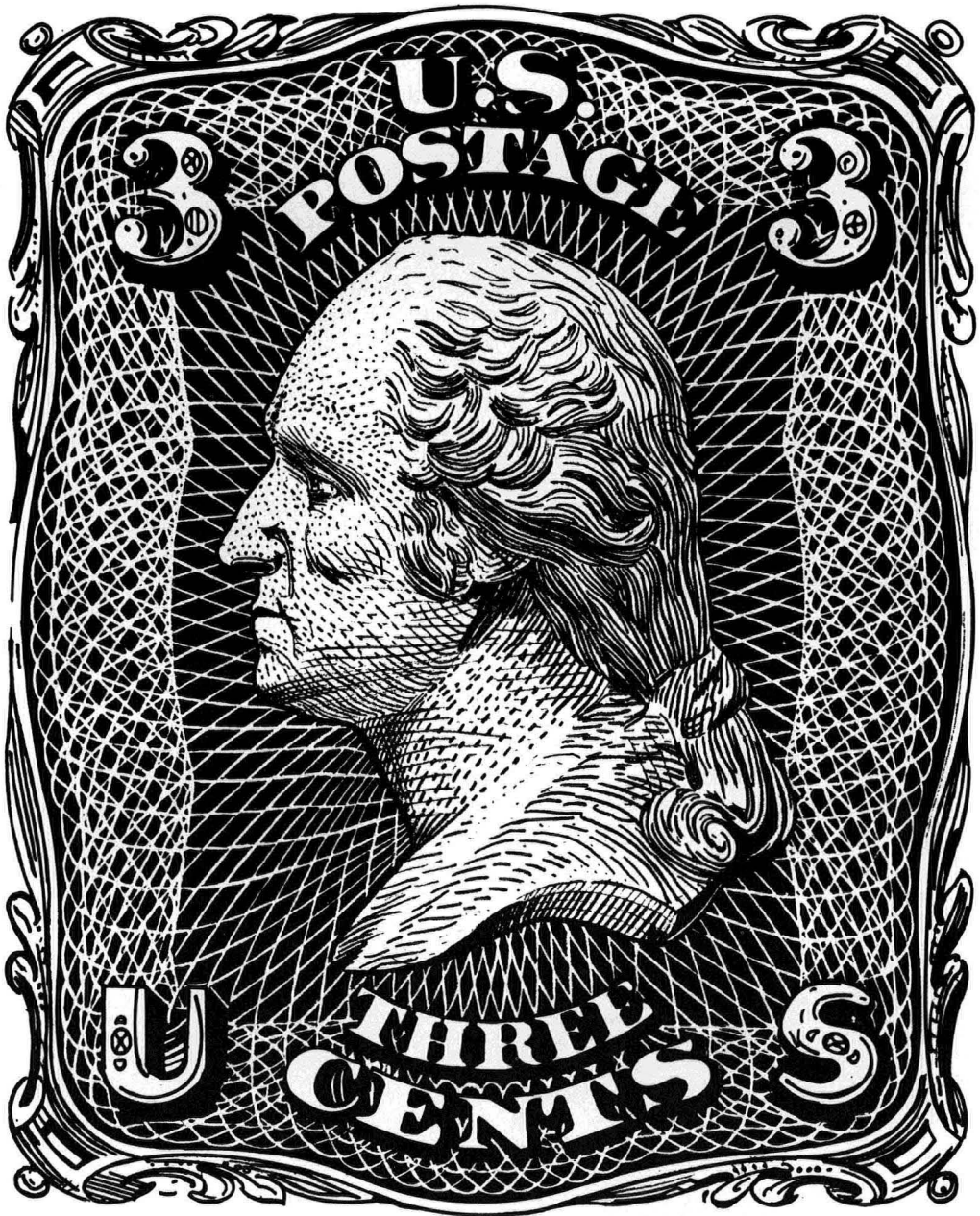
Recently, I sent a few examples of the Cotting drawing to Mr. Michael C. McClung, and as may be noted in this issue of the *Chronicle*, he has made very good use of them, and, in fact, has had a run of duplicates printed up in black to show varieties and for other purposes of illustration.

One of the most difficult aspects of discussing the printing varieties and colors of the 3¢ 1861 stamps is that the differences in printing quality, paper and colors simply don't lend themselves well to illustration. Mr. McClung has done some artwork on prints of the Cotting drawings which are included in his article, and, while at this time, I don't know how well these will reproduce, it is a step in the right direction.

I should also note that Mike McClung has a long-time and highly specialized collection of the 3¢ 1861 stamps, aimed at establishing data on when the various shades and papers appeared and were printed — not necessarily in the same order, but dated cover usage records are a very good place to start. McClung is attempting to learn as much as he can about the stamp in which he specializes from covers, news items in the contemporary press, and whatever else comes to hand.

It is this writer's opinion that the colors of the 3¢ 1861 stamps — and also, perhaps, some of the other denominations of this issue, such as the 5¢ and 24¢ — have somewhat different ranges of color included under the catalog color names than they did back when they were worked out by such titans as Stanley B. Ashbrook and Elliott Perry. While Perry and Ashbrook presumably, if one reads the philatelic press of 40 or 50 years ago, didn't agree on much of anything, actually, I think their viewpoints of the colors of these stamps were nearly identical. Ashbrook had examples he used as a standard for his color name identifications, and these, six in number, as I recollect, included the pigeon blood and pale pigeon blood shades long before they were accepted in the catalog. My impression of them, when I saw them at Ashbrook's home at Fort Thomas, Kentucky, was that the pigeon blood shade was much darker than many stamps I've seen with their colors so identified today.

In his article Mike McClung presents some basic ideas to help identify these stamp colors, and I hope that this will lead to a meeting of minds and a better understanding of how these shades really do appear. If today's ideas of what constitutes pigeon blood, pale pigeon blood (and, yes, the blood of a freshly killed pigeon is a very deep pink — almost a magenta) have "slipped" to include stamps not so classified in the past, it is time we knew this is happening. If we wish to stay with the concepts of these colors as established by Stanley B. Ashbrook and Elliott Perry and other collectors of thirty or more years ago,



Drawing of 3¢ 1861 stamp by Roger Cotting, as shown in *Chronicle 53*.

then we need to know better how their versions of these shades appeared. So, where are their samples with which they made comparison? Those samples do no one any good stashed away in a safe. We'd like to see them again, and why can't duplicate charts, using damaged stamps, be made by using their examples as a master for comparison?

Richard B. Graham

PINK

MICHAEL C. McCLUNG

Pink was the color chosen for the three cent denomination of the 1861 issue of U.S. postage stamps which was scheduled for release in June of that year. Early on in the production process, it was discovered that the pink stamps were fading. A couple of attempts were made to adjust the recipe of the ink before pink was abandoned in favor of a more stable rose shade. Because of the problems with the three cent, the first day of issue for all denominations was pushed back to August 17 or possibly later for some. A high demand necessitated the distribution rather than the destruction of these "defective" pink stamps.

We assume that the true pink (Scott #64) was the original shade because it matches (approximately) the die proofs. The adjustments to the mix of the pink ink resulted in what we now call pigeon blood pink (Scott #64a) and rose pink (Scott #64b). These shades are difficult to identify, in that they tend to blend into each other so that there are no sharp lines of demarcation between the shades listed in the catalog. This is why the pinks are sometimes a source of disagreement among collectors, dealers, specialists and others. One of the basic questions is, "What's the difference between pink and rose?" An answer might be ... pink is light carmine and rose is light red (Ok, so what's red?). Common grocery store examples are: Pepto-Bismol is pink, and Strawberry Flavored Philadelphia Cream Cheese is rose.

Color in philately is not absolute; rose for the three cent 1861 is different from rose for the three cent 1857 or for any other stamp that the catalog lists as rose. Also, the pigments used in the nineteenth century produced more subdued shades than we see from modern inks and printing processes. Below are a few things to look for when trying to decide if a stamp is some kind of a pink:

- 1) If present on a used stamp or cover, the datestamp will usually be between August 17, 1861, and the Spring of 1862.
- 2) The paper is normally thin, semi-transparent and white; when a pink stamp is wet, it appears quite transparent, especially when compared to a later rose shade. This is caused by the thinness of the paper and the paleness of the ink. The white paper can become toned and appear yellowish; often the agent that brings about this toning causes the true pink stamps to take on a lavender-tinted glow. These toned stamps are eye-catching but are not

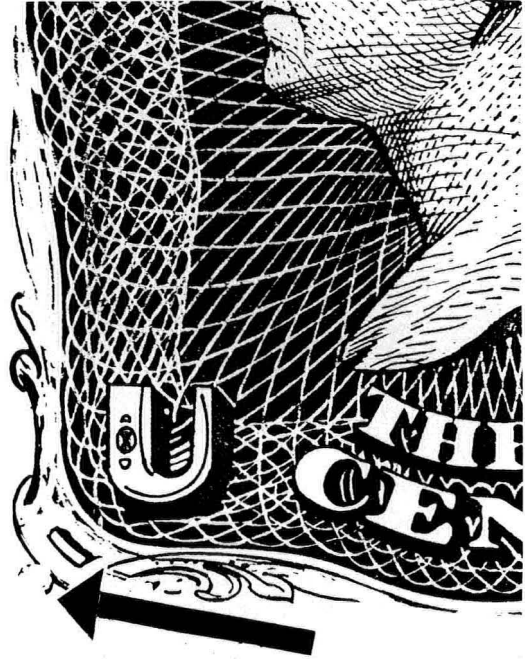


Figure 1. Blurring of latticework, especially at the upper left (arrow) is a common characteristic found on the pink shades of the 3¢ stamp of 1861.

the original shade. The toning and glow can be removed with hydrogen peroxide, but the result is usually a faded, less attractive stamp.

3) The ink usually appears to be fairly heavy; this results in the latticework looking somewhat blurred, especially in the upper left (Figure 1). On the more heavily inked stamps, the scrollwork around the outside is faint, with the ball in the lower left corner being almost invisible (Figure 2). Some stamps are more lightly inked, and the scrollwork seems sharper. The rare deep, bright shade of true pink is heavily inked, but the impression is sharp.

Figure 2. The ball in the left corner (arrow) of most pink shades is nearly invisible, and the scrollwork around the outside of the design is faint.



4) There is contrast and sometimes an absence of color between the latticework and the shading under the upper left "3" (Figure 3). This characteristic is seen on many other shades, but some of the "pinkish" shades from 1863 printings show no contrast or color

Figure 3. The area between the latticework and the shading under the upper left "3" usually shows little or no color, evidently to produce contrast.





Figure 4. The pinkish shades of 1863 show no contrast below the left “3” as is shown in Figure 3.

break (Figure 4).

5) The true pink shade defies description because no two are exactly alike. It has been compared to silk ribbon, cake icing, Pepto-Bismol, lipstick, etc. It is in the same family as the stamped envelope of the same period (Scott #U34-U37), but not as deep a pink. It is pastel and has a bluish tint when viewed at an angle, and it has an almost metallic glow or brightness that usually sets it apart from other shades.

The bluish tint is considered a requirement for a stamp to be a true pink; if the blue is not there, it is not a pink. Also, it does not contain any rose or red. The pink varies from pale to deep, and it ranges from dull to bright. Most copies are faded to some extent; a deep, bright pink is a remarkable stamp and is quite rare.

6) Pigeon blood pink may seem like a rather fanciful description, but ours would be a dull hobby if we did not have such colorfully named treasures to seek as the Atherton shift and the pigeon blood pink. “Pigeon blood” to a gemologist, is a deep crimson red and the highest standard of color for a true ruby; it is also used to describe a ruby color that was popular in decorative glassware from Victorian times through the art-deco era. So pigeon blood pink translates to *ruby pink*. It appears that a ruby-colored pigment was added to the pink recipe in an attempt to correct the fading problem. The shade is deeper and richer and “rubier” than the true pink; it has a glow, similar to the true pinks. Pigeon blood pink varies from pale to deep, and it has another range based on the amount of ruby pigment in the ink. When a pigeon blood pink is wet, it appears very pink.

In the *U.S. Mail & Post Office Assistant*, September 1861, under “DISTRIBUTION OF THE STAMPS,” we read, “We learn from the Department, that the three cent stamp is not quite satisfactory, or what was required of the contractors. It is understood that they will experiment until they get a good, decided carmine, or dark pink — similar to the color of the stamp on the new white envelopes. On the buff envelopes, the color shows imperfectly.” This probably describes events that took place in early August. At that time, the true pink stamps had already been printed, and the experimentation produced pigeon blood pink (which must have been unsatisfactory also) and then rose pink.

7) The rose pink shade is the result of another mixture of the pigments in an effort to correct the fading problem. The stamp has the characteristics of a pink, and it is a pink shade, but it has a rose or rose pink pigment added to the recipe. It has a glow, but it is not

as bright as the true pink, and it does not have the bluish cast. This shade varies quite a bit depending on the heaviness of the ink, fading and the proportion of pink to rose. Faded copies of the true pink are often placed in this category, and that is probably the most practical way to handle them within the framework of the current catalog listings.

One of the reasons that the pinks are difficult to identify is that there are other shades of the three cent which can easily be mistaken for them. Below are the primary ones:

1) The first rose shades (or "near pinks"), including Ashbrook's "deep pinkish rose," were rich and bright (some quite intense) and were printed from the same plate as the pinks, so they resemble the pinks and rose pinks. They do not exhibit the bluish tint of the true pinks, but that is about all that separates them. Some of these early shades may be varieties of pink, but we currently do not have a classification for them; therefore their place in the catalog is under Scott #65.

2) In late December 1861, a carmine rose appeared; this shade is very different from the many red and rose hues of this stamp. It is deep and bright and can be confused with the pigeon blood pink, but it could be more accurately named "pigeon blood rose" because it does not actually contain any pink. It is about as scarce as the rose pink with the most dated copies being from January and February of 1862. When this stamp is wet, it does not turn pink as the pigeon blood pink does.

3) Starting in late 1862 and throughout 1863, several "pinkish" shades were released. These stamps are pale and bright (some are very bright) and have been referred to as "Brooklyn pinks" and "commercial pinks." The impressions are normally very clear, and there is usually no contrast between the latticework and the shading of the upper left "3." The color of these stamps is rose, but it is not far removed from pink; an 1863 year date is a dead giveaway.

The best way to identify a pink or one of its shades is to compare it to a certified reference copy in natural light. The pinks were classified by Ashbrook and Perry, and their work forms the basis for the catalog listings. It is hoped that our perception of the shades has not deviated from their original interpretations.

The pink stamps were widely distributed. They are known from large cities as well as small towns and DPO's. We have seen covers from all the northern states except Kansas and Oregon, but it is possible that some post offices in these states received them as well. There may also be territorial usages. We have seen rose pinks from occupied Port Royal, S.C., and Old Point Comfort, Va. There seems to be no discernable pattern to the distribution.

The earliest known usage of a 3¢ 1861 stamp is August 17, 1861; only one cover has been reported, that being the Baltimore usage from the Troth correspondence (Figure 5). The stamp is a rose pink; the pigeon blood and true pinks do not show up until later in the month. This is to be expected since the first sheets printed (true pinks) would have been at the bottom of the stack and the latest ones (rose pinks) would be on top when the first delivery was made to the Stamp Agent. Assuming the Stamp Agent dealt from the top of the deck, the first stamps distributed would have been the rose pinks. It has been established that Order #1 for the new stamp designs was delivered to the Stamp Agent in New York on Friday, August 16, 1861, and that Order #2 was delivered on August 17 (see *Chronicle* 82, May 1974). Therefore, it is possible that an August 16 usage could exist, and it is possible that an August 16 or 17 usage could exist from a town other than Baltimore. It is surprising that only one cover, dated August 17, 1861, has been discovered and that only one other stamp from this issue, a loose one cent with the same date (also from Baltimore) is known to exist.

Lester Brookman reported that 100,000 pink stamps were printed. This means that one pink stamp would be found in an unpicked lot of 15,000 ungrilled three cent 1861s. This seems believable for the true pinks and pigeon blood pinks; Brookman may not have

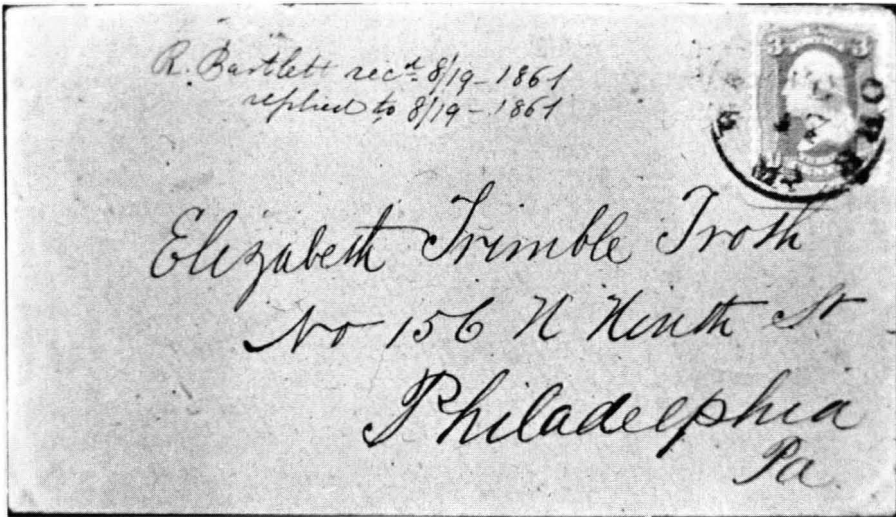


Figure 5. The earliest known use of the 3¢ 1861 stamp, from Baltimore on Aug. 17, 1861, the first stamps having been delivered to the Stamp Agent at the National Banknote Co. the previous day. The stamp is reportedly in the rose pink shade.

included the rose pinks in this accounting. Rose pinks seem to outnumber true pinks at least five to one. True pinks outnumber pigeon blood pinks about ten to one.

There are no known plate varieties. A vertical double perforation exists, as well as a horizontal stitch watermark.

The pink is one of the prettiest of U.S. stamps, and it has an important place in any collection of classic issues. It and its shades are well worth pursuit and study. We welcome information about identification, distribution, usages, or anything else concerning this stamp.

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- Herzog, William K., "The 3c 'Near Pink' and Ashbrook's 'Pinkish Rose'" *Chronicle* 111: 194-196 (Vol. 33, No. 3, August 1981).
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ADDITIONS: A LISTING OF 24¢ "F" GRILL COVERS

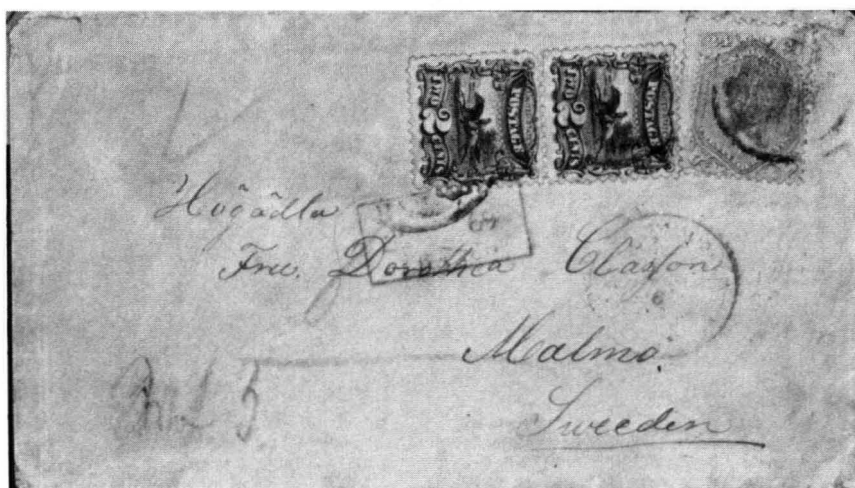
WILLIAM K. HERZOG

The original article on known 24¢ "F" grill covers, which appeared in *Chronicle* 119 (August 1983), revealed 30 examples. This was increased to 32 in *Chronicle* 126 (May 1985). Since that last report, the total has increased to 37. Included in the five new listings is one new destination (Sweden) and one new city of origin (Holmes Hole, Mass.). These five new listings are shown under Table I. An updated summary of the data for all 37 covers is shown under Table II.

There is additional information on the "NYC (2/20)" cover to England (*Chronicle* 119). The original Table I listing of "Liverpool ?? 69" can be improved to "Liverpool 4 MR 69," as shown in *Chronicle* 143:191, Figure 5.

TABLE I
New Listings of 24¢ "F" Grill Covers

Stamps/Sc #	Origin/Date	Destination	Service/Rate	Year Verified	Source/Owner	Comments
France						
99 + 115	San Francisco (4/27)	Paris	Fr., 2x15	CALAIS 20 MAI 69	Chr. 134:130, Fig. 1	
India						
99 + 93, 93	Boston (?/?)	Ahmednuggur	Br. v S, 1x28	LONDON 4 SP 69	Siegel 689:791 (Cole)	Bissell cor.
Peru						
99 + 116	San Francisco (1/18)	Lima	Br v Pan, 1x34	1870 per M. Laurence	<i>The 1869 Issue on Cover</i>	PF cert.
Singapore						
99 + 117	Holmes Hole, Ms. (8/16)	Singapore	Br v M, 1x36	?, 1870 by rate	Harmers NY, 11/16/88: 178	PF cert.
Sweden						
99 + 113,113	NYC?(?/?)	Malmö	NGU d, 2x14	Boxed "69"	R. Kaufmann 40:105	



To Sweden from New York (?) in 1869. Pair 2¢ 1869 and 24¢ "F" grill make up double rate in NGU mails.

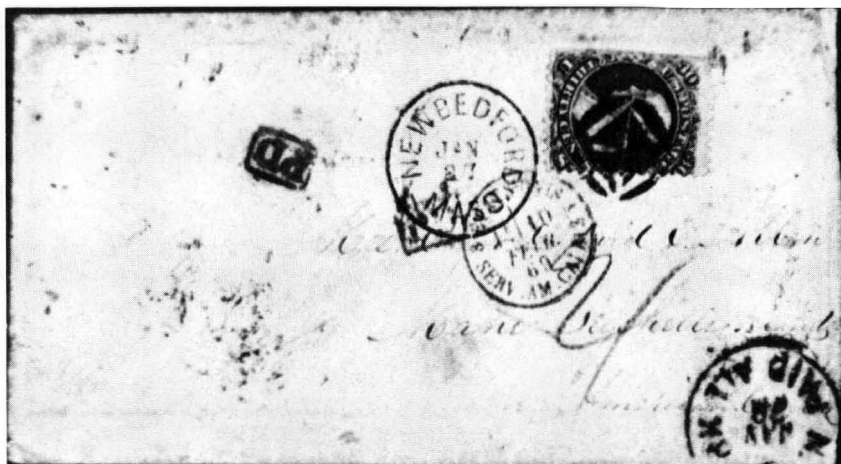
TABLE II
Updated Summary of Data for 24¢ "F" Grill Covers

Destinations	Origin	Year of Use	
India	Boston, Mass.	1868	1
Peru	N.Y.C.	1869	24
England	San Francisco	1870	4
France	New Bedford, Mass.	1871	1
Singapore	Cincinnati, O.	1875	1
Chile	Holmes Hole, Mass.	Unknown	6
China	New Haven, Conn.		37
Domestic	Oakland, Cal.		
Italy	Petaluma, Cal.	Stamp Use	
Spain	Taunton, Mass.	Alone	7
Argentina	Trenton, N.J.	With 1861s	1
Gabon, W.A.	Unknown	With 1868s	13
Seychelles		With 1869s	13
Siam (Bangkok)		With 1868, 1869	1
Sweden		With B.N.s	2
Uruguay			37
			37

ADDITIONS: A LISTING OF 30¢ "F" GRILL COVERS

WILLIAM K. HERZOG

The original article on known 30¢ "F" grill covers appeared in *Chronicle* 126 (May 1985). In the interim, the 55 known covers have been increased to 66. Included in the 11 new listings are four new destinations (Chile, Netherlands East Indies, Singapore, and Sweden) and four new cities of origin (Batavia, N.Y.; Holmes Hole, Mass.; Petaluma, Cal.; and Portland, Me.). The 11 new listings are shown under Table I. An updated summary of the data for all 66 covers is shown under Table II. A special thanks to Millard Mack (five new listings!) and Robert Paliafito for their reports.



To Mahe, Seychelles, from New Bedford, Mass., in 1869, single letter in French mail, franked by 30¢ "F" grill.

**TABLE I
New Listings of 30¢ "F" Grill Covers**

Stamps/Sc #	Origin/Date	Destination	Service/Rate	Year Verified	Source/Owner	Comments
Chile						
100+117,146	Portland, Me. (3/27)	Valparaiso	Am+Br v Pan, 2x22	1870, so stated	M. Mack (phcopy)	If 1870, early for B.N.
China						
100+77, 113,115	Batavia, N.Y. (7/27)	Hong Kong	Am Pkt v SF, 1x10	H-K, OC 6 69	M. Mack (phcopy)	Overpd at 53¢
Italy						
100	N.Y.C. (9/1)	Palermo	It cm, 2x15	1869	Siegel 681:480	PF cert, SBA
100 + 117	N.Y.C. (9/7)	Venice	Fr., 21/42	1869	Feldman 40:34986	
Netherlands East Indies						
100	Holmes Hole, Ms. (2/2)	I. of Celebes ?		1870, so stated	R. Paliafito (ph)	Service/rate - problems; may be gen.
Philippines						
100 + 117	Boston (11/5)	Manila	Br v M, 1x42	1869	Siegel 679:211 (Rar 87)	
Seychelles						
100	New Bedford, Ms.(1/27)	Mahe	Fr, 1x30	CALAIS 10 FE 69	Christies/Lowe	6/12/89:2818
100,100	New Bedford, Ms.(1/27)	Mahe	Fr, 30/60	1869, so stated	Christies/Lowe	6/12/89:2819
Singapore						
100+113, 113	New Bedford, Ms. (7/6)	Singapore	Br v S, 1x34	LONDON 16 JY 69	M. Mack (phcopy)	
Sweden						
110+113, 114,114	San Francisco (5/10)	Stockholm	NGU cm, 2x19	?,1869/70 per rate	M. Mack (phcopy)	
Switzerland						
100+113, 115	Petaluma, Cal. (4/12)	Cevio	Sw cm, 2x15 +8reg	1870 bstamp	M. Mack (phcopy)	



New Bedford, Mass., to the Seychelles, 1869, a double letter in French mail. Two copies of 30¢ "F" grill pay rate.

**TABLE II
Updated Summary of Data for 30¢ "F" Grill Covers**

Destination	Origin	Year of Use	
France	N.Y.C.	1868	3
India	Boston, Mass.	1869	45
Italy	New Orleans, La.	1870	4
China	New Bedford, Mass.	1872	1
Japan	San Francisco	Unknown	13
Philippines	Baltimore, Md.		66
Seychelles	Plymouth, Mass.		
Domestic	St. Louis, Mo.		
England	Washington, D.C.	Stamp Use	
Germany	Batavia, N.Y.	Alone	35
Switzerland	Chester, Pa.	With 1868s	9
Chile	Cincinnati, O.	With 1869s	16
Mauritius	Holmes Hole, Mass.	With 1861, 1868	2
Natal	Lawrence, ?	With 1861, 1869	1
Neth. E. Indies	Petaluma, Cal.	With 1868, 1869	2
Singapore	Portland, Me.	With 1869, B.N.	1
Sweden	Unknown		2
Unknown			66
			66

MACHINE FOR STAMPING LETTERS

The item shown with these notes appeared in the *U.S. Mail & Post Office Assistant* for February 1863. At the time, I supposed it referred to an example of a British Pearson Hill machine canceller, which has been discussed in *Machine Cancel Forum* by Reg Morris, one of the machine cancel gurus. However, in corresponding with Mr. Robert J. Payne, to whom the "guru" description also applies, Bob has sent me a description of the Pearson Hill machine said to have been sent to the United States about that time, but presumably intended to be tested at Washington.

In fact, as both Reg and Bob have noted, cancelling dies for the machine made in the English style for use at Washington were included with the machine, as shown with these notes.

Mr. Payne comments that while the description of the machine canceller given in the *U.S. Mail* indicates the machine tested at New York was foot-pedal operated, the Hill ma-

MACHINE FOR STAMPING LETTERS.—An ingenious contrivance for post-marking letters and cancelling postage stamps, has been in operation in the New York office recently. It is kept in motion with the foot, and requires two persons to operate it—one to arrange the letters, and the other to adjust them for receiving the stamp. It is as much work to feed it as it would be to feed a small family of children.—This prevents it from stamping with sufficient rapidity to answer the purpose, in large offices at least, where despatch is so essential. In fact one of the experienced stamping clerks, on a race with the machine, stamped three to its one with the common hand-stamp.

If all letters were uniform in size, and the postage stamps always in the same place, there would be less difficulty in inventing a machine to do this important part of post office labor.



LONDON
IMPRESSION BOOK PROOF
for
WASHINGTON / AB
March 15, 1861

chine was a table top style, operated by hitting a hand plunger. He sends a photocopy of a picture of the machine (not reproducible here) and it is difficult to imagine how the machine could have been rigged for foot pedal operation.

The Pearson Hill machine, if it was tested, was expected to have been tested at Washington, at least if the stamping dies made in England were used. The machine was supposed to have been shipped to the United States in 1861, so if any U.S. covers or stamps exist bearing the British style cancel of this machine, they would have to be on either the 1857 or 1861 stamps. To date, none have been seen by the writer, but can anyone report such a use or a possible machine cancel use at New York in late 1862, perhaps?

Richard B. Graham

CLASSIFIED

Siegel Auction Catalogs for sale, No. 250 to date. Will purchase Siegel catalogs before No. 500. Also need early Kelleher, Sam Paige, Fifield and Harmer-Rooke. Jim Lee, P.O. Box 1332, Arlington Heights, IL 60006-1332. Eve: 312-215-1231.

WANTED: USA covers to the DWI, or DWI covers to USA, pre-1900. Send photocopy with price. No offer unanswered. Dr. Roger G. Schnell, 4800 NE 20th Terrace, Ft. Lauderdale, Florida 33308.

WANTED: Puerto Rico postal history pre-1918. Send copies or on approval to Fred Rodriguez, P.O. Box 112005 Miami, FL 33111.

WANTED: Chronicle #65; PLR 1st Series, Nos. 2, 22; 2nd Series, Nos. 2, 35; Newbury III Sale; Frajola Sales 9 & 38; Paige Sales 10, 11, 17, 19, 31. Joe H. Crosby, 3707 E. 66th Street, Tulsa, Ok. 74136.

WANTED: Yellow cancels on 19th century U.S. Will buy or trade high-quality U.S. Steven Hines, P.O. Box 422, Monee, Ill. 60449.

WANTED: Se-Tenant used blocks. Paying up to 60% of face. Send for list. DIB Enterprises Box 18032, Cleveland, Ohio 44118.

We purchase large libraries & small lots. Send your name, receive our price list. Empire Group, Box 2529, West Lawn, PA 19609. Philip Bansner (215) 678-5000.

FOR SALE: Multilith Chronicles 32-42, index 1-44, \$30 pp. Chatter 30-42, \$15 pp.; 45-55, \$13 pp.; 57-64, \$8 pp. S. McDonald, 2030 Glenmont NW, Canton, O. 44708.

LITERATURE FOR SALE: 1. *The Black Jacks of 1863-67* by Maurice F. Cole, Pristine Condition with letter from Cole dated 2-5-65, \$150. 2. *The Harry F. Allen Collection of Black Jacks* by Maryette B. Lane, Elliott Perry Consultant, *Autographed Copy*, 148 pages, New, Hardbound, DJ, \$85. 3. *United States 1857-1860 Issue* by Elliott Perry, 61 pages, pamphlet, VF-S, stamped Cyril dos Passos, \$90. 4. *Opinions 3* published by the Philatelic Foundation, 198 pages, hardbound, New, \$35. 5. *History of American Steam Navigation* by John H. Morrison, hardbound, 630 pages, VF-S, \$25. Please add \$1.50 postage for each item. Len Mason, 1833 Donald Circle, Boise, ID 83706-3122.

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USED 30-CENT 1869 INVERTS

SCOTT R. TREPPEL

(Continued from *Chronicle* 143:192)

Correction

In *Chronicle* 143 the description of the "North-West" centering characteristics was incorrect. It should read:

- 1) The eagle's outstretched wings are close to the perforation holes at top, 2) the central star at bottom is well clear of the perforations at bottom, and 3) the point of the left flagpole must be close to or touching the perforation holes.

The South-Center Inverts

Two 30¢ Inverts from the "South-Center" category are described in Table F, both of which are illustrated in Figures 1 and 2. These copies meet the following requirements: 1) the eagle's outstretched wings at top are well clear of the perforation holes, 2) the central star at bottom is close to the perforation holes, and 3) the flagpole points are about equidistant to the right and left perforations.



Figure 1.



Figure 2.

The South-West Inverts

To date, no copy has been recorded that fits into this category of centering, which requires: 1) the eagle's outstretched wings at top are well clear of the perforation holes, 2) the central star at bottom is close to the perforation holes, and 3) the flagpole point at left is close to or touching the perforation holes, while the point at right is well clear.

The South-East Inverts



Figure 3.



Figure 4.

TABLE F

Figure 1. Quartered cork cancel. Short perf at right. No PFC. Ex John A. Fox sale, Feb. 20, 1961, lot 87.

Figure 2. Quartered cork cancel (appears to match Figure 1). No PFC. Top left corner rounded (early photos show loose corner perf). Ex 1976 Siegel Rarities sale.

TABLE G

Figure 3. Segmented cork cancel. Sealed tear at left. PFC 20403.

Figure 4. Indistinct cork cancel. Ex Col. E.H.R. Green (Part XXV, Costales sale, Feb. 18-21, 1946).

Two 30¢ Inverts from the "South-East" category are described in Table G, both of which are illustrated in Figures 3 and 4. These copies meet the following requirements: 1) the eagle's outstretched wings at top are well clear of the perforation holes, 2) the central star at bottom is close to the perforation holes, and 3) the flagpole point at right is close to or touching the perforation holes, while the point at left is well clear.

Summary of Used 30-Cent Inverts

In total, 36 used copies of the 30¢ Invert are recorded. The original estimate was 39, but three were deleted from the record after photographs became available and confirmed duplication.

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THE THIRTY CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The scene engraved for the 30¢ Columbian is based on an 1873 picture, "Columbus Before the Franciscans at La Rabida," by Felipe Maso.¹ The year was 1490. Columbus was on his way to France after the initial refusal of the Spanish court to support his wild ideas. He stopped to rest at this monastery of the Franciscan friars and was encouraged to reapply for aid. The U.S. Post Office called the color of the stamp sienna brown. In the catalogs the color is given as orange brown.

Four specific types of essays for the 30¢ value are listed in Clarence Brazer's classic study, *Essays for U.S. Adhesive Postage Stamps*.

These essays range from a unique water and ink drawing in bluish grey on stiff drawing paper to nearly complete die proofs in black-brown sunk on card. In between are a unique ferrotype plate of the basic painting by F. Maso which was used to make prints in red, and an early state of the final design in black on india sunk on card.

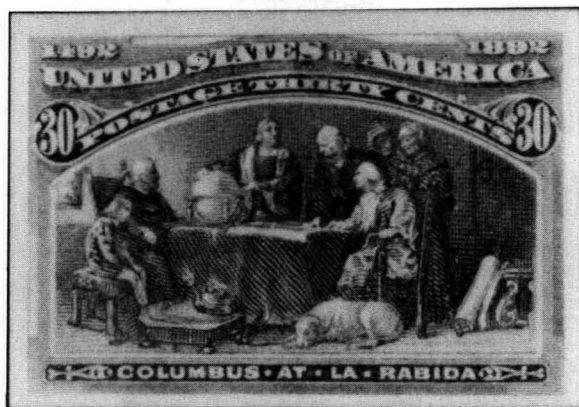


Figure 1. Plate proof of the final design.

The 30¢ Columbian has one very special claim to fame. It is the first U.S. stamp to picture a dog. (Newfoundland had featured a dog on its 1/2¢ stamp in 1888.) Figure 1 presents a plate proof of the final design. Don't overlook the dog.

The vignette of the 30¢ Columbian was engraved by Alfred Jones, the frame by Douglas S. Ronaldson and the lettering by George F. Seymour.²

Only 617,250 30¢ Columbians were issued.³ That came to about one 30¢ Columbian for every 2,400 2¢ Columbians. The stamp was printed with one 100-subject plate: N59.⁴ The only varieties are color shades. Figure 2 shows a plate imprint block of this stamp.

The U.S. Post Office had issued 30¢ stamps since the 30¢ Franklin of 1860. In 1893 there were no 30¢ single rates. The stamp was useful only in making up higher total rates (multiples of lower rates, as seen in the illustrations below and in the next article on the 50¢ Columbian). The 30¢ denomination had been part of the 1890 Small Bank Notes but was dropped from the 1894 Bureau series.

1. John F. O'Brien, "Basis of the Design of the U.S. Columbian Exposition Issue of 1893," *The American Philatelist*, vol. 98, pp. 895-900 (September 1984).

2. Craig J. Turner, "The Early United States Bank Note Companies," *The American Philatelist*, vol. 38, pp. 11-47, 1972.

3. *Report of the Postmaster General*, 1894, p. 472.

4. F.L. Ellis, "Columbian Plate Numbers," *The Bureau Specialist*, vol. 35, pp. 232-234 (June 1964).

Figure 2. Plate imprint block.



Figure 3 displays a large 10¢ stamped envelope with a 30¢ Columbian adhesive. The cover went from Manchester, N.H., September 7, 1893, to Concord, N.H. Subtracting the 8¢ registry fee from the 40¢ paid left 32¢ for postage. This paid for 32 oz. or up to 2 pounds of material! Large as the cover is, it boggles the mind to imagine the cover stuffed

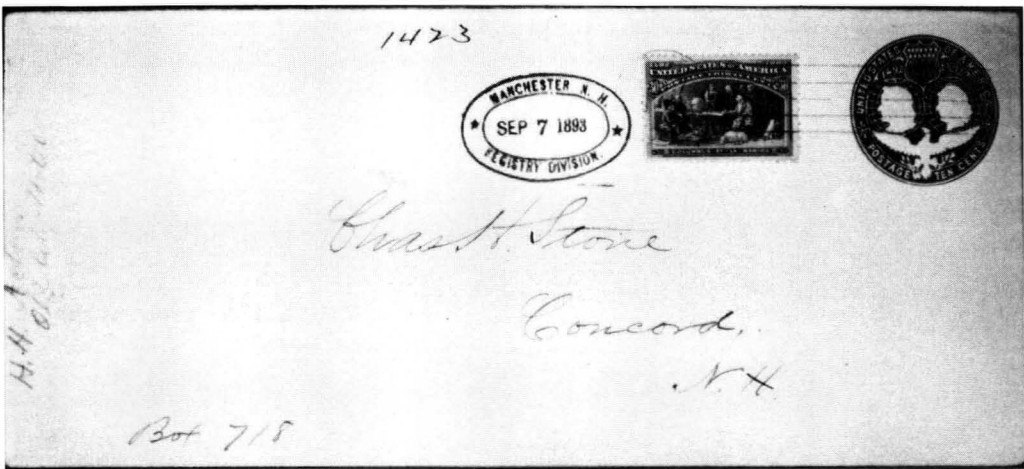


Figure 3. A 30¢ Columbian on a 10¢ Columbian entire paid registration and massively overpaid postage. From Manchester, N.H., to Concord, N.H., September 7, 1893.

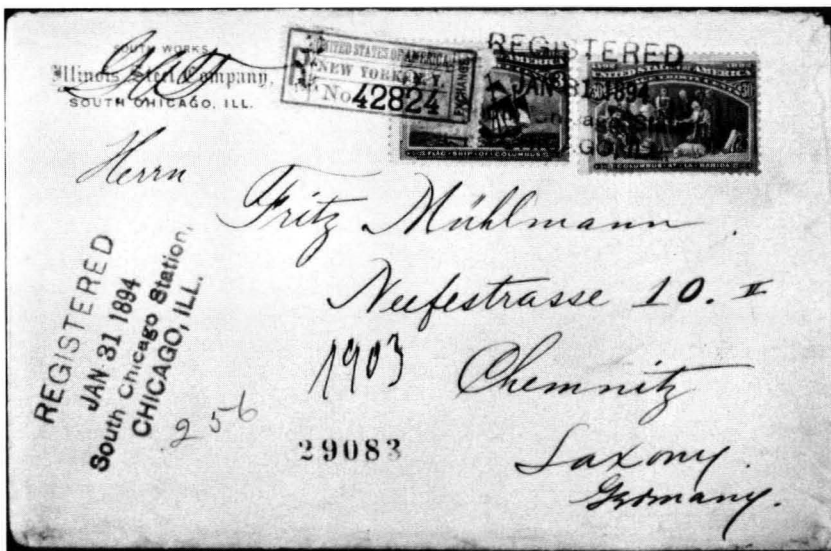


Figure 4. Registered to Germany, January 31, 1894. The 30¢ and 3¢ Columbians paid a five-fold U.P.U. rate and 8¢ registration.

with 2 pounds of paper. A slab of lead, maybe, but not 2 pounds of paper. The 30¢ Columbian is a massive overpayment. The cover is a philatelic souvenir.

The 30¢ Columbian did see normal commercial use in heavy overseas correspondence. Figure 4 offers an example. This cover to Germany was registered at Chicago, January 31, 1894. The 30¢ Columbian and the 3¢ Columbian paid a five-fold 5¢ UPU rate and the 8¢ registry fee. This was a large, sturdy envelope and could well have held the two and one-half ounces that the 25¢ postage paid for.

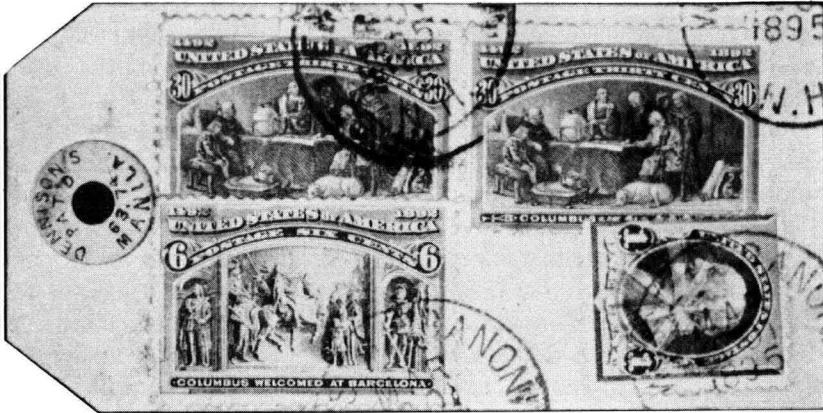


Figure 5. From West Lebanon, N.H., March 20, 1895, this mailing tag franked with 67¢ of stamps apparently paid for a parcel post mailing.

Another example of the 30¢ Columbian helping to make up a high postal fee is provided by the mailing tag of Figure 5. The date stamp reads WEST LEBANON, N.H., MAR 20, 1895. These were the days when packages were tied up with twine and mailing tags were coming into use. However the interpretation of this tag as a mailing tag for parcel post raises a problem. The parcel post rate was 1¢ per oz. or 16¢ per lb. with a weight limit of 4 lbs. (The 4 lb. limit was waived if the parcel was a single book.) This 4 lb. limit implies a maximum postal charge of 64¢. The tag, with two 30¢ Columbians, shows 67¢, 3¢ over the limit. Several other similar mailing tags from West Lebanon are known, also franked with 30¢ Columbians. The other tags this writer has seen were all close to the 64¢ limit but not over it. Perhaps a friendly postal clerk let this 3 oz. overweight parcel go through (or perhaps it was a single book). The 8¢ fee for registration is a possible solution though the tag provides no evidence of registration.

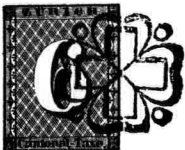
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HAMBURG TREATY ACCOUNTING CHANGE

RICHARD F. WINTER

Writing in *Chronicle* 41 (March 1962), Charles Starnes asked the question: When was the 5 cent U.S. inland portion of the U.S. to Hamburg rate changed from 5 cents to 3 cents? To date no primary source material has been reported to answer this question. We can, however, make a good judgement on the answer to this question from covers.

In June 1857, a postal convention was negotiated between the United States and the Hanseatic Republic of Hamburg.¹ The convention went in effect on 1 July 1857. Similar to the U.S.-Bremen Treaty of 1853, this convention established a 10 cent international rate between the two signatories of the convention. Of that, the U.S. was entitled to keep 5 cents as the U.S. inland portion of the international rate. Covers to or from the U.S. will show debit or credit markings that allow the U.S. this 5 cent fee. At a later date, although the Treaty rates didn't change, the U.S. portion of the international fee was reduced to 3 cents. George Hargest offered the theory² that sometime near the end of 1863 a new contract was made by Hamburg with the HAPAG³ Line. At this time the U.S. agreed to reduce its inland portion from 5 to 3 cents per half ounce. Hamburg encouraged this reduction to permit HAPAG to receive more compensation for each letter carried as a larger portion was now related to sea transit (authors conclusion, not Hargest's).

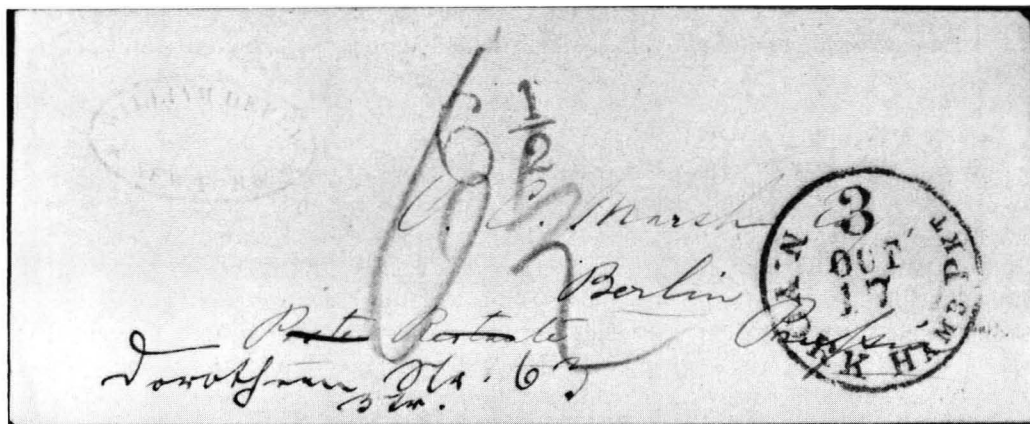


Figure 1. Envelope sent unpaid from New York to Berlin, 17 October 1863. Black N.YORK HAMB PKT 3 datestamp, small blue 6 1/2 handstamp of Hamburg, and blue crayon 6 1/2 for postage due in silbergroschen (15 cent equivalent).

Examining the rating of numerous Hamburg Treaty covers over the years since his original question, Editor Starnes was able to narrow the transition from 5 cents to 3 cents to the fall of 1863. Now a cover has been located which narrows the transition period to a two week period between the adjacent sailing of two Hamburg-American Line steamships from New York on 3 and 17 October 1863.

1. See *Report of the Postmaster General 1857*, Wierenga Reprint, pp. 1047-1050 for a copy of this Convention.

2. *Chronicle* 72:215-216.

3. Hamburg-Amerikanische Packetfahrt Aktien Gesellschaft (HAPAG), Hamburg American Line.

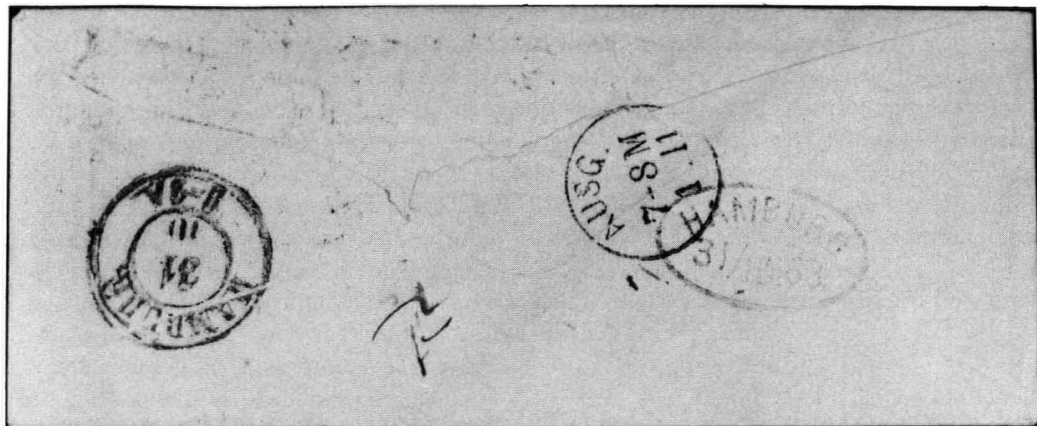


Figure 2. Reverse of cover showing Hamburg arrival with year 1863 and Berlin arrival marking, 1 November 1863.

Figures 1 and 2 illustrate the front and reverse of a small unpaid envelope from the company of William Depew in New York to Berlin, Prussia. The black New York Exchange Office circular datestamp shows a 3 cent debit to Hamburg and the date OCT 17. A Hamburg backstamp establishes the year as 1863. On this date, the HAPAG steamship *Saxonia* departed New York for Hamburg, arriving on 31 October 1863, the same date as the Hamburg Exchange Office backstamp. The letter was marked in Hamburg for 6½ silbergroschen postage due with a small blue handstamp. This was the correct postage due for a single rate letter by Hamburg mail to Prussia. The blue crayon rating of “6½” is probably a restatement of the postage due marked at Berlin where the letter was held at the Poste Restante.⁴ This is the earliest recorded use of the 3 cent Hamburg debit marking at New York. Editor Starnes has recorded a 3 October 1863 New York debit marking showing a 5 cents debit to Hamburg.⁵ These two dates define the smallest transition period which can be confirmed from cover examples and may be as close as we can get without documentary proof from the Post Office Department since there were no other Hamburg mails sent out during this period.

4. French term for General Delivery or to be left until called for.

5. *Chronicle* 131:216.

HARDEN'S EXPRESS ASSISTANCE TO TUSCANY

RICHARD F. WINTER

A cover (Figure 1) from the collection of J.C. Arnell provides an opportunity to discuss the contribution that forwarding agents made to assist letters to overseas destinations in the early days before international postal arrangements facilitated similar correspondence. This cover was originally intended to be included in the article, “Vignettes of Early United States Transatlantic Mail, Part 9. Payment of Foreign Postage through Forwarding Agents” by J.C. Arnell.¹ A simple explanation of the cover couldn't be presented in the picture caption and it was decided to write a separate article in a future issue of the journal.

The cover is a folded letter which originated in Boston on 15 March 1841, addressed to Mr. T.B. Mackay, care of an agent in Paris whose name has been crossed through and cannot be read in the photograph. The letter was not taken to the Boston Post Office, but to Harnden's Express Company at No. 8 Court Street in Boston. William F. Harnden es-

1. *Chronicle* 143:158-163.

established the first express in the United States in 1839.² His express company was initially set up as a package express without the intention of carrying letters.³ He transported packages of goods between New York and Boston, making suitable arrangements with the proprietors of the railroads and steamboats on the route so each benefited from his enterprise. Encouraged by the Postmaster of Boston and a number of prominent businessmen of that city, the Post Office Department entered into a two-year contract with Harnden in June 1839 to carry mail between New York and Boston under U.S. mail lock.⁴ Harnden's reliable express service between the two cities prompted many businessmen to seek his assistance in carrying overseas letters privately and placing them in the ship letter bags directly. This would bypass the postal system which was often too slow in handling the overseas letters, causing many to miss their intended sailing. Rather than deny the Post Office Department its legal fees to transport these mails, Harnden came up with a different scheme. He would package large bundles of letters in New York or Boston, address the packages to himself at the other city, take them to the Post Office where he would pay the proper postage on the packages, convey the packages to the other city as an agent of the Post Office, deliver the locked mail bags to the Post Office where they would be unlocked and his packages immediately turned over to him, after which he would deliver the individual letters directly to the ships for the transatlantic voyage. The Post Office had no complaint for they received the letter postage, saving that which Harnden profited from by combining letters into bulk weight packages rather than posting as individual letters, and the businessmen were happy because he would promptly deliver directly to ships.⁵ When the Cunard steamship operations to Boston began, he was contacted by the owners of that British steamship line, because of his reputation for honesty and successful enterprise, and offered the exclusive right to manage their freight business.⁶

In November 1840, Harnden sent his partner, Dexter Brigham, to Liverpool to establish an express line and foreign exchange business there.⁷ With an agent in Liverpool and his freight contract with the Cunard Line in place, Harnden offered an additional service. He now became an agent to see that foreign letters were properly entered into overseas mail systems, something which the Post Office Department could not do, in most cases, because the U.S. had no international postal arrangements. Harnden apparently packaged letters originating in Boston and took them directly to the steamships, sending them as freight parcels to his Liverpool agent. There, the letter packages were opened and the individual letters removed to be entered into the British postal system. Harnden had collected sufficient fees from the letter originators to pay for his service and the European postal charges to be paid by his agent in Liverpool. The Figure 1 letter was undoubtedly handled in this way.

On overseas covers seen by the author which originated in New York and were handled by Harndens through Boston showing the red oval FORWARDED FROM/HARN-DENS/PACKAGE EXPRESS & FOREIGN/LETTER OFFICE/No 8 COURT ST

2. See *Chronicles* 90:163-165 and 93:292-293 for a reprint of the article, "An American Enterprise" by William H. Rideing, which appeared in *Harper's Magazine*, August 1875, Vol. 51, pp. 314-326, for a biographical sketch of William F. Harnden and his "express" company.

3. *Report of the Postmaster General*, 1841, pp. 446-458, copy of a report by First Assistant Postmaster General S.R. Hobbie to Postmaster General C.A. Wickliffe on his investigation "into the nature and extent of the express arrangements, by individuals and companies, for the transportation of letters and papers out of the mail, their points of operation, the rates charged by them, and the probable loss of revenue to the Department which they occasion...."

4. *Ibid.*, p. 450.

5. *Ibid.*, pp. 453-454.

6. *Ibid.*, p. 452.

7. A.W. Robertson, *The Maritime Postal History of the British Isles* (Reprint ed., Bately, Yorkshire: Harry Hayes, 1973), p. A.67.



Figure 1. Folded letter from Boston to Paris, 15 March 1841, readdressed to Florence, Tuscany, sent privately to Liverpool by Harndens Express on Cunard *Britannia*.

BOSTON marking (see Figure 2), the British collected packet postage. These covers usually show rectangular *Packet Letter* handstamps. Unlike the Figure 1 cover, these letters were taken by Harnden to the Post Office in Boston where they were included in the U.S. mails going to G.B. They were not carried privately in freight parcels and posted later in G.B. by the Harnden agent. Apparently, Harnden had an understanding with the Boston Postmaster that permitted his taking mails originating in Boston directly to the steamships, but the mail he conveyed from New York and other cities had to be given to the ship's Captain as U.S. mail. The fact that he may have been taking quantities of letters in freight parcels may not have been known by the Boston Postmaster. On each of the letters previously mentioned, carried in the U.S. mails from New York to France by the British packets, the British debited the French 12 pence per one half ounce, the incoming packet letter rate. As will soon be seen, this was slightly more than they would receive from letters carried privately in parcels and separately posted in England. Either the Liverpool Post Office didn't know Harnden was carrying letters in parcels from Boston or they merely turned their backs on this, a practice not legal in England as the ship captains were required to turn over all letters they carried to the post office at their arrival port as soon as they arrived.

From the dates on the Figure 1 cover, it can be established that the letter was carried on the Cunard steamship *Britannia* which departed Boston on 16 March 1841 on its fourth



Figure 2. 39 x 25mm oval Harndens Express marking of Boston (Blake & Davis No. 432).

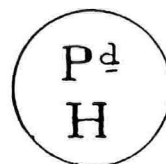


Figure 3. 20mm circular PAID marking of Harndens (Blake & Davis No. 433, similar example used at Boston).

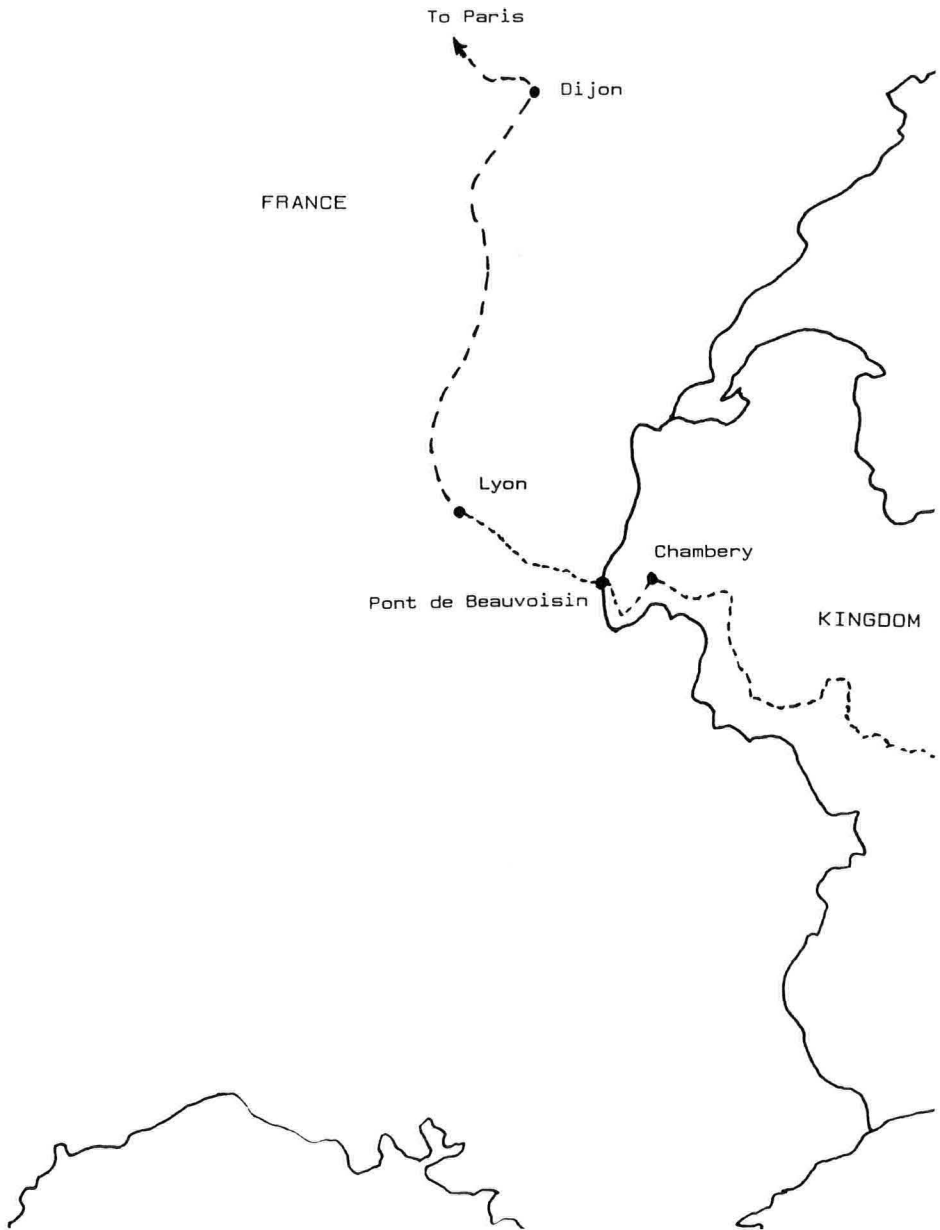


Figure 4. Overland mail route through Pont de Beauvoisin to Kingdom of Sardinia and Tuscany.

return voyage and arrived in Liverpool on 31 March 1841. On the same day, the Harnden Liverpool agent posted the letter in the Liverpool Post Office where the red boxed *PAID AT/LIVERPOOL* handstamp was applied. Postage of 10 pence was paid by the agent, marked in red manuscript in the upper left corner by the Liverpool postal clerk over the circular Pd H marking struck there by the Harnden agent (see Figure 3). The letter was forwarded to London where arrival on 1 April was marked with the tombstone handstamp. An important postal convention had been signed at Paris on 30 March 1836 between France and Great Britain.⁸ This Convention permitted mails from England to be paid in

8. Clive Parry, LL.D, ed., *The Consolidated Treaty Series*, 231 vols. (Dobbs Ferry, New York: Oceana Publications, 1969), vol. 86, pp. 58-77.



full to destination, or to be paid to the French entry port of Calais, or not to be paid at all with the whole postage to be collected from the recipient. The Harnden agent elected to pay only the transit fee to Calais which was 10 pence. The remaining transit postage to Paris was 10 decimes (or 10 pence) which was marked in Paris in manuscript in the center of the cover as postage due.

The British provided printed instructions⁹ to their foreign letter office clerks at this time. The process of rating prepaid letters to France, and a few countries beyond France that had arrangements with France, had become very complex since the new Convention allowed prepayment to destination. Each destination had a different rate because the

9. *INSTRUCTIONS To Postmasters and Letter Receivers* (London, 1841), British Postal Archives, Post 53/17.

French used a rating scheme which varied with distance as well as letter weight. The postal clerks could not possibly memorize all the rates so they were provided with a book of tables that gave the information necessary to determine the whole rate by destination place name. The introductory instructions in these books divided the total postage into two parts, *British* and *Foreign*. Each was to be marked separately, one over the other, in the upper left corner in red ink, then totaled. Figure 1 shows only the British rate to Calais, 10 pence. The Harnden agent knew the letters would be marked this way and struck his handstamp in the same upper left corner so it would show Harndens paid the 10 pence. In addition to the rating marks, London struck the red oval P-F marking to show the letter was paid only to the French frontier. The letter was sent to France arriving in Paris via Calais on 3 April 1841.

The French postage due of 10 decimes was paid by the Paris agent in the letter address. He must have had instructions to forward the letter to Tuscany. He crossed out his name, the 10 decime postage due marking, and readdressed the letter to another agent in Tuscany, Kenrick & McCarthy. Reposting the letter the same day as it was received in Paris, he paid the postage to Sarzana at the frontier of the Kingdom of Sardinia with Modena, eight miles S.E. of Spezia. The French had concluded a Postal Convention with the Kingdom of Sardinia on 27 August 1838.¹⁰ Under this Convention, letters in transit through the Kingdom of Sardinia to Tuscany required a transit fee of 2F30c per 30 grams. A simple letter of less than 7.5 grams would be assessed one fourth of this or 5.75 decimes, rounded to 6 decimes. The letter was sent from Paris by the overland route to the Kingdom of Sardinia shown in Figure 4. The payment in Paris should have been marked on the reverse of the letter in manuscript, but this has not been confirmed as the author has not seen the cover.

Through the assistance of Route Agent Joseph Geraci we can provide the detailed overland route the French and Italians used to transport the mails from Paris to Genoa in 1841. The route was in four sections. The first section used post roads from Paris - Lyon - Bron - Saint Laurent des Mures - la Verpillier - Bourgoin - la Tour du Pin - Gaz - Pont de Beauvoisin.¹¹ The second section used mountain post roads from Pont de Beauvoisin - Echelles de Savoie - Saint Thibault de Coux - Chambéry.¹² The third section comprised additional mountain post roads Chambéry - Montmeillant - Maltaverne - Aiguebelle - Grande Maison - Saint Jean - Saint Michel - Modane - Verney - Lanslebourg - Mont Cenis - Molareto - Susa - S. Antonino - S. Ambrogio - Rivoli - Torino - Truffarello - Poirino - Dusino - Gambetta - Asti - Annone - Felizzano - Alessandria.¹³ The last section used the post roads Allessandria - Novi - Arquata - Ronco - Armirotti - Genova.¹⁴

The Figure 1 cover has a black two-lined handstamp *VIA DI Pt. BEAUVOISIN* which was struck at Torino¹⁵ to show entry into the Kingdom of Sardinia from Pont de Beauvoisin.¹⁶ Arrival at Genoa is not known but should also be marked on the reverse of the

10. Parry, *op. cit.*, vol. 88, pp. 98-104.

11. *Livre de Poste*, (Paris, 1841), Route 111, from the library of the National Philatelic Collection, Smithsonian Institution, Washington, D.C.

12. *Ibid.*, Route 156 and Sardinian legal document No. 230, *Lettres-Patentes pour la Reglement pour la Poste aux Chevaux*, (Torino, 1841).

13. *Ibid.*, Route 185.

14. *Ibid.*, Route 164.

15. Paolo Vollmeier, Chiarino Boragni, and Arnaldo Omodeo, *Storia Postale Del Regno Di Sardegna Dalle Origini All' Introduzione Del Franco Bollo* (Castagnola, Switzerland: 1985), Vol. III, p. 1012.

16. Pont de Beauvoisin in 1841 was a small town of France, Department of Isere, 35 miles S.E. of Lyon on the border of the Kingdom of Sardinia. It straddles the river Guiers which divides the town into a French and an Italian portion.



Figure 5. 28mm double circle fleur-de-lis marking of Livorno.

cover. The Arnell notes on this cover state the letter arrived at Florence on 10 April 1841. One interesting marking is only partially struck on the cover face in black ink. A tracing from a similar cover shows this marking (Figure 5) is a double circle with the words *CORRISP. EST. DA GENOVA* (Corrispondenza Estera da Genova) and a fleur-de-lis in the center. This marking was struck at Livorno, Tuscany,¹⁷ to show the letter was received as foreign correspondence from Genoa. In Tuscany, the letter was marked 6 denari in weight (approximately 7 grams) at center left. The actual postage due is the manuscript marking center right, but the value is not decipherable by the author. One other marking is partially struck at the edge of the Paris circular datestamp. It appears to be a P.F. marking which would support the theory that the letter was paid in Paris to the limits of the Sardinian postal system. It is not known whether this is a French or Sardinian marking.

Thus, we have a letter handled by at least three forwarding agents. The first, Harneden & Co., was used to enter the letter into the foreign mail system after carrying it privately to England. The second and third agents were used to forward the letter through existing postal systems to its proper destination, each paying some of the transit postage fees.

17. Paolo Vollmeier, *I Bolli Postali Toscani Del Periodo Prefilatelico Fino Al 1851* (Florence, Italy: 1974), p. 222.

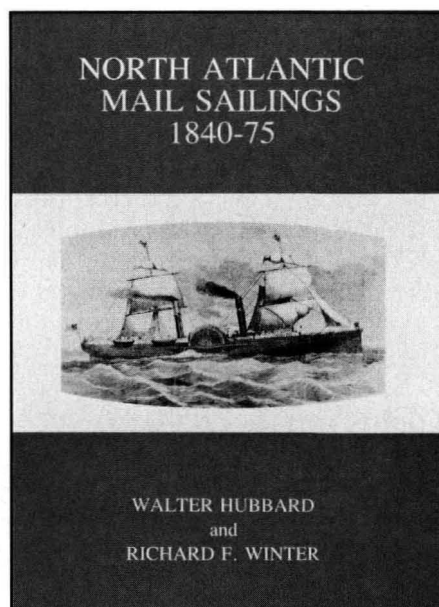
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ANSWER TO PROBLEM COVERS IN ISSUE NO. 143

Figure 1 shows a cover with a 3¢ 1851 issue stamp and carrier marking with “C” added. Two answers were received.

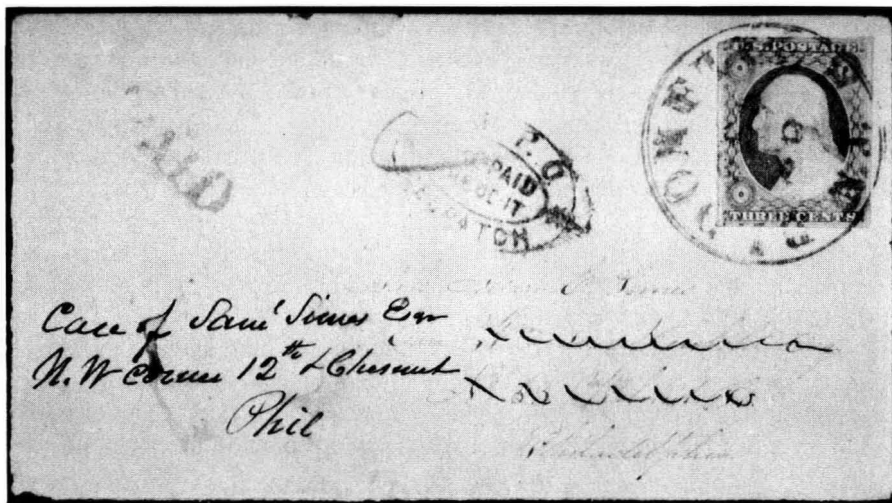


Figure 1. Cover from Bloomfield, N.J., with Philadelphia carrier markings.

Robert B. Meyersburg writes:

The solution, as I see it, is as follows: the letter was mailed from Bloomfield, N.J., probably in the middle 1850s (from the color and impression of the three cent stamp), addressed to a young lady care of a Philadelphia gentleman, who picked up the letter at the Philadelphia post office. The young lady’s mailing address had changed to c/o one of her relatives in the city, and so the original c/o paid one cent cash for forwarding to the new address (red PAID) and another cent cash for carrier delivery (black C32 oval handstamp). This he could do easily since he was in the post office. The most interesting feature is the red crayon C cancellation on C32, which, by Perry’s definition, converts it from a postmark to a carrier stamp. I do not know what the C means.

A subsequent analysis was received from Donald B. Johnston, as follows:

After reaching the Philadelphia P.O., the cover was marked C in crayon, and turned over to the carrier department for delivery to the addressee. The carrier department knew the addressee as a recipient with a good credit tally for mail delivery, and handstamped the cover with the C-32 marking to inform the carrier not to charge. The person at the first address realizing the addressee was located elsewhere in Philadelphia, wrote the forwarding address, and crossed out the original. The carrier returned to the P.O. from where the cover was sent out a second time within the carrier system marked PAID in red. Forwarding mail within a carrier system is known to have occurred, though usually the forwarding charge was collect rather than prepaid as in this instance.

Figure 2 shows an interesting and difficult-to-analyze cover sent from the U.S. in 1868 bearing two 12¢ and two 30¢ stamps all tied with Easton, Pa., cds markings. Our apologies to the readers of the last issue for the weak photo, and for calling an important credit marking “40” because that is what it appeared to be, and what the British owner stated. Few answers were received. Incorrect ones (we don’t identify the responders; because *all* answers or comments are appreciated — even wrong ones, or conjecture) ex-



Figure 2. From Easton, Pa., to Siam in 1868. The ms. "48" is at center right partially over "Piscataqua."

plained the "40" as a French charge of 40 decimes, and the "2" as a local charge of 2¢ at Singapore. Another responder, who is usually correct, said that the "INSUFFICIENT STAMPED VIA MARSEILLES" was applied at New York. The first correct partial answer came from Ray Carlin who explained that the cover had not gone through Marseilles, but via Southampton. There was still no explanation of the rate, so we asked stalwart Richard Winter to tackle the problem. This he did masterfully, and writes:

The mystery cover to Siam in the August 1989 *Chronicle* poses a few unresolved questions, but I think enough of the cover story is available to provide a reasonable answer to the questions raised, "Was the correct postage paid, and what was the routing?" Because the photograph did not clearly show all the markings, I discussed the cover with its owner on the telephone and learned a few facts not apparent from the photograph. The following is my explanation of this cover.

First, I believe that the letter writer thought he prepaid the proper postage. The letter was addressed to Singapore, Siam, East Indies, three different places in the Foreign Rate Tables of the day. The East Indies was India and required a lower rate. Both Siam and Singapore had the same rate in March 1868, 34 cents per 1/2 oz. by British Mail via Southampton, and 42 cents per 1/2 oz. by British Mail via Marseilles, (see *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU* by Charles J. Starnes). The letter was endorsed in the lower left "Via Marseilles & Suez"; therefore, the 84 cent payment was correct for a double rate letter by that route. The letter was posted in Easton, Pennsylvania, on 3 March 1868 and sent to New York. There, the Exchange Office marked the letter with a red crayon "2" to show a double rate letter, struck the red New York CDS, and then, incredibly, credited Great Britain with 48 cents in red crayon, the credit for the Southampton route. (On closer inspection, the cover owner stated this was a 48 and not a 40 marking as first reported.) Under the U.S.-G.B. Treaty of 1867, effective 1 January 1868, the U.S. retained 2 x 10 cents and credited G.B. 2 x 24 cents for a double rate letter by British Mail via Southampton. The proper credit by the Marseilles route would have been 2 x 32 cents. The Exchange Office then placed the letter in the mail bags to be carried to England on the North German Lloyd steamship *Hansa* which departed New York on 5 March 1868 and arrived at Southampton on 16 March. The letter was sent to London the same day and marked with a PAID circular datestamp.

Since the U.S. credited Great Britain with only 48 cents, there wasn't sufficient compensation for the British to pay the French for overland transit to Marseilles, which would have cost an additional 16 cents. A decision was made to send the letter by the all-British steamship route from Southampton to avoid the French expense. London

struck the two-lined black handstamp *INSUFFY STAMPED/VIA MARSEILLES* as an explanation why they weren't sending the letter, as endorsed, via Marseilles. Now the U.S. credit would properly compensate the British for sea transit to the Far East. The letter was bagged and sent to Southampton for the 21 March 1868 sailing of the P&O steamer *Ripon* and arrived at Alexandria on 3 April after a 13 day transit through the Mediterranean. The mails were sent overland to Suez and embarked on the P&O steamer *Mongolia* on 6 April for the transit to Ceylon. *Mongolia* arrived at Galle, Ceylon, on 22 April. Here the mails were transferred to the P&O steamship *Ellora* for the run to the Far East. *Ellora* departed Galle on 23 April and arrived at Singapore on 30 April 1868, the same day as the backstamp of Singapore on the letter. (The P&O steamer dates may be found in *The P&O Lines to the Far East* by R. Kirk while the transatlantic voyage is documented in *North Atlantic Mail Sailings 1840-75* by W. Hubbard and R. Winter.) The letter bears a docketing on the face "Recvd April 29th" which is off by one day, an error by the letter recipient.

One additional note concerns the letter address, "2nd Asst Engineer U.S. Steamer *Piscataqua*, Care of American Consul, Singapore." According to the *Dictionary of American Naval Fighting Ships*, Navy Department, Naval History Division, the screw steamer *Piscataqua* was launched on 11 June 1866 at Portsmouth Navy Yard and was commissioned on 21 October 1867. The ship sailed for the East Indies on 16 December 1867 via Cape of Good Hope and arrived at Singapore on 18 April 1868, just twelve days before the letter arrived. *Piscataqua* served as the flagship for the Asiatic Squadron until 23 August 1870 when she departed for America. The ship's name was changed on 15 May 1869 to *Delaware*.

PROBLEM COVERS FOR THIS ISSUE

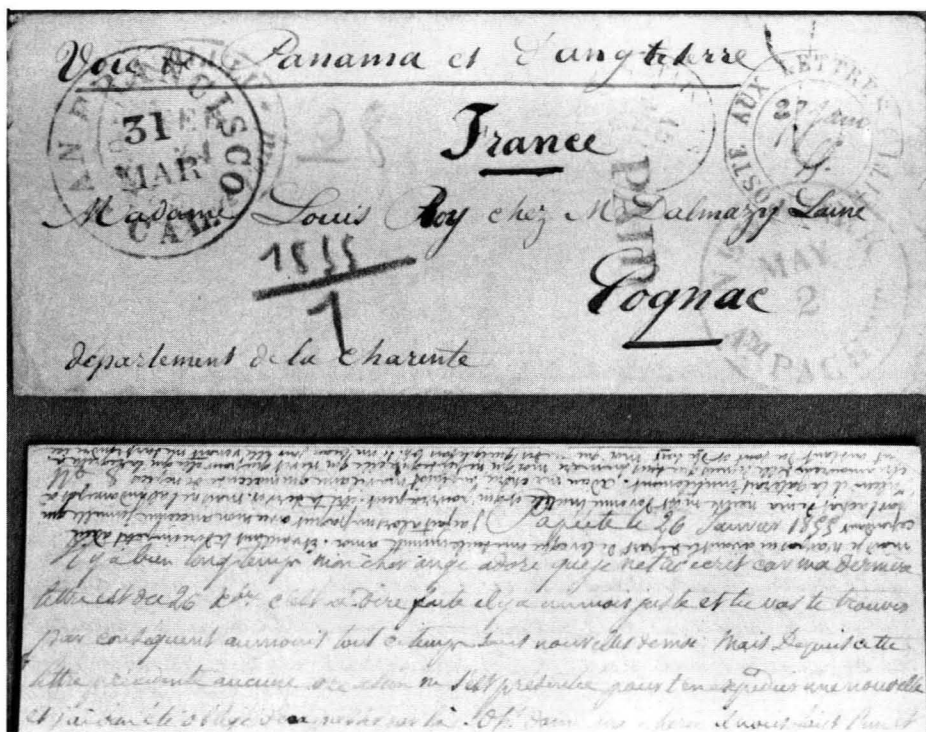


Figure 3. Cover from Tahiti, 27 Jan 1855, to France via San Francisco and New York.

Some of the happenings at PHILEXFRANCE will be described in the Chatter which Louise van Ingen is mailing to you as this is being written. The dealers at this splendid in-

ternational exhibition had some material rarely seen in the U.S., such as mail from French colonies. Figure 3 shows a stampless letter from Tahiti 27 Jan. 1855. This date in manuscript is inside the rare marking "POSTE AUX LETTRES (TAHITI)" at the upper right, in red. Other markings on the cover from left to right are: "Honolulu, 24 Feb., U.S. Postage Paid" in red, "San Francisco, Cal., 31 Mar." in black, crayoned "28" in red, crayoned "1855/1" in black, "PAID" in black, "ETATS-UNIS.PAQ.AM.A.-PARIS 15 MAI 55" in blue, "8" in black, and finally "NEW YORK AM. PACKET, 2 May" in red. On the back is a Bordeaux transit marking, 15 May, and a Paris receiving mark, 16 May. What do the crayoned figures and the "8" signify? Did the cover go via Panama as the sender requested? Can a reader explain the routes and rate?



Figure 4a. From Venezuela to Wilmington, Del., via St. Thomas in 1879.

Figure 4a shows a cover submitted by member Roger G. Schnell, who is an avid collector and student. Dr. Schnell won the APS Champions of Champions at Anaheim in August with his D.W.I. stamp exhibit. He is interested in mails that passed through St. Thomas. This cover from La Guaira, Venezuela, passed through St. Thomas on 8 Dec 1879 per backstamp, shown in Figure 4b, which also shows N.Y.F.D. receipt on 26 Dec and a triple-loop ms. marking. On the cover front are five 3¢ (J-3) and one 1¢ (J-1) postage dues for a total of 16¢. Two of the stamps are over a circled "T" in black. There is a crayoned "30" in blue at the lower left. Can any of our readers explain the markings and the 16¢ rate? Where was the "T" applied?

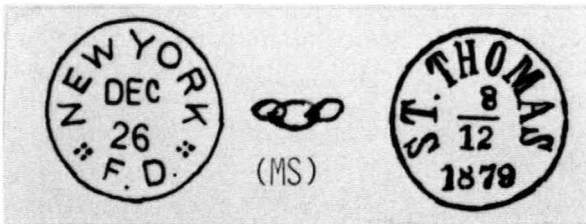


Figure 4b. Backstamps on cover in Figure 4a.

Figure 5 shows a simple item, if anyone can figure it out. The two cent domestic rate envelope was used to St. Kitts in the West Indies in 1886, cancelled with a cds of Philadelphia. On the back the only marking is "New York Mar 4, 86" and the circled "T" on the front was also applied at New York. At lower left is "2" over "40," and at right the receiv-

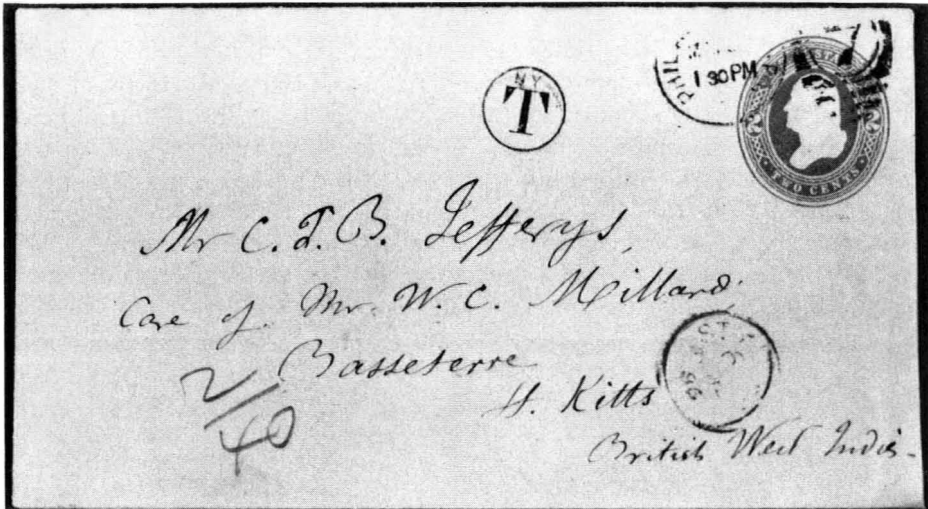


Figure 5. To St. Kitts, West Indies, in 1886 from Philadelphia.

ing mark of St. Kitts, 6 Apr. What do the pencilled "2" and "40" mean and how much did the recipient pay? Please send to the Cincinnati P.O. Box your ideas or answers, and any suggestions, within two weeks of receiving this issue.

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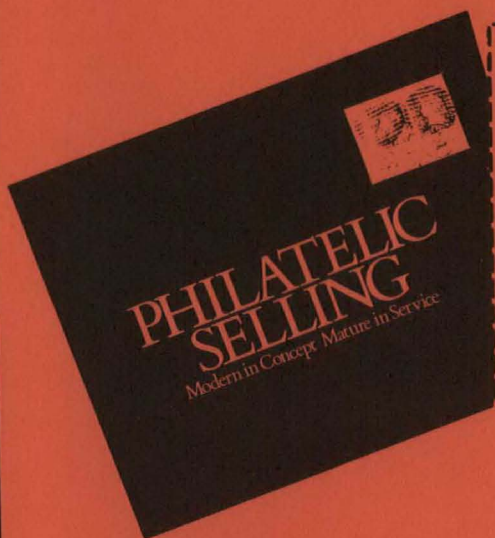
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