

THE CHRONICLE February 1993 (No. 157)

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of the U.S. Classic Postal Issues

February 1993

Volume 45, No. 1

Whole No. 157

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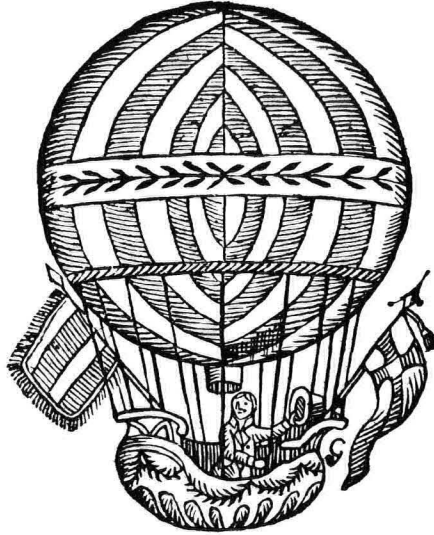
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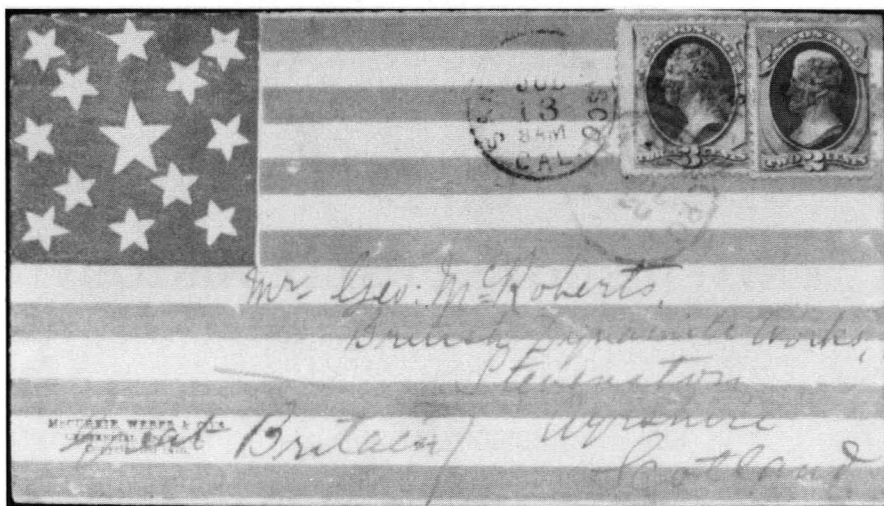
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REVIEWS

Review: Pen, Ink, & Evidence. By Joe Nickell. Published in 1990 by University of Kentucky Press, Lexington, Kentucky 40508. Cost is \$75.

This is an interesting and useful book for those who wish to analyze their own documents, covers and folded letters. Dr. Nickell is a former professional investigator with a famous detective agency, a calligrapher with a large collection of writing materials and documents, and an author of two earlier books on forgeries and other deceptions. Although the chapter on stamps and envelopes will be weak for most philatelists, there is much valuable information on paper, ink and writing or marking devices. The fifth chapter advises on examining documents for age determination and fakery. There is a good index. Charles Hamilton, the autograph expert, states "This is the most important work on the subject since Thomas Astle's *Origin and Progress of Handwriting*. Philatelists who are submitting an item to an expertizing organization such as The Philatelic Foundation in New York City could use this book to do a little homework. The Philatelic Foundation welcomes background information by the submitter. Without this, arcane or unique items, although genuine, could be returned with "No Opinion" or worse.

Scott Gallagher

Review: San Francisco Postal Markings, 1847-1900. By John M. Mahoney. Card covers, 128 8½ x 11 pages. Published by LaPosta Publications, Vol. 8 in the LaPosta Monograph Series on postal history subjects. Available from LaPosta, P.O. Box 135, Lake Oswego, OR 97034 at \$16.00 postpaid.

Much has been written over the years about San Francisco postal history, but most of it is included as segments in other works such as USPS's *Letters of Gold*, covering a wide span of western postal history but only for a limited period. San Francisco is a key subject in almost any dissertation on western postal history. Attempting to date, identify or otherwise use covers with San Francisco markings sometimes poses a real problem in that no general rundown on the markings themselves has hitherto been available. This new work is a very good pioneering attempt to fill that gap. Mahoney lists San Francisco markings in great detail, but he leaves ample room for further listings, extensions of dates and the other information provided.

Mahoney's work is limited to showing careful tracings of each and every marking he was able to locate. The town postmarks of a city with as much and varied mail volume as San Francisco has many "lookalike" markings from duplicate handstamps and Mahoney has provided, in a series of 7 appendices, a treatment of these attempting to show points by which the variations may be distinguished.

The eleven chapters, after a brief introduction regarding the early days of the San Francisco post office, commences with the first postmarks, the manuscript and straight line of 1848-9, and then shows the succession of c.d.s.'s. Listing of each includes a careful tracing, dates of use, diameter, colors and remarks. The coverage includes killers, ship and steamship markings, ovals, and all types of service markings. It also includes markings of the Presidio post office, 1888-1902. Duplex handstamps are covered as such, as are machine cancellations. San Francisco station markings are included.

It should be recognized that Mahoney does not attempt to explain the uses of the markings he shows, but simply concentrates on providing as exact detail as possible, within the limits of what he could learn, about each marking he lists. While, as a pioneering work, it is obvious that dates and other details of the ranges of data given will be extended and additions made, this is a really comprehensive work from the marcophily standpoint. I recommend it for anyone interested in western postal history.

Richard B. Graham

Review: Sanitary Fairs/A Philatelic and Historical Study of Civil War Benevolences.

By Alvin Robert Kantor and Marjorie Sered Kantor. Published by the authors and available from SF Publishing, A-Three Services Agency, Ltd., 3125 Commercial Ave., Northbrook, IL 60062. HB, 304 pages, 9 1/4" x 11 3/4" format, over 400 half-tone illustrations including a 16-page color section, \$75.00, postpaid and carefully boxed.

This is a magnificent book about not only the sanitary fairs of the Civil War but also about, as the Kantors phrase it in the book title, the "benevolent services". That includes not only the activities of the U.S. Sanitary Commission, but the U.S. Christian Commission and other similar organizations that were the predecessors of the Red Cross of later years. In addition, the work deals with the operations of the hospitals of the U.S. and Confederate armies, soldier's and prisoner's mails, the refreshment stops and field camps, Sanitary Commission medals and music, cinderella issues and many allied subjects.

The first part of the book is about the sanitary fairs and the stamps that some of them issued. All known varieties of the stamps are described and, as far as I can tell, reproduced in both color and black and white. While this is the main thrust of the color section, which has excellent color fidelity, it also includes photos of many spectacular covers. The second part of the book is entitled "Acts of Humaneness", and is about the hospitals, soldier's mail and the activities and markings of the Sanitary and Christian commissions, and about every similar subject that one could want. Lists of both northern and southern general hospitals are included as appendices.

Everyone with either sanitary fair stamps or covers should own this book. Nothing had been compiled on the subject since C. E. Severn's *The Sanitary Fairs and Their Issues*, published by the late Harry Lindquist in Chicago many years ago. That had 32 pages including a card cover, and all other factors of comparison of the two works are in proportion.

To this reviewer, who doesn't own a single sanitary fair stamp, the real benefit is in the enormous number of photos of Civil War soldier's letters and hospital and Sanitary Commission covers that are pictured. The half-tones in this book, both in color and in black and white, are very well done and it is thus a marvelous album of Civil War covers. While I don't agree with the detail of some of the captions from a standpoint of interpretation of the postal laws and regulations, that is an unimportant problem. I recommend this book highly.

Richard B. Graham

U.S. GOVERNMENT-AUTHORIZED PRIVATE MAIL SERVICE 1787-1800

PART 2

ROBERT J. STETS

(Continued from *Chronicle* 156:237)

Have you ever discovered a folded letter with a postmark that is dated earlier than the published “establishment” date for that office? This series of articles may explain why that pre-establishment date is correct.

In the first installment of this article we examined the various types of private posts that operated in the United States and we stated that our detailed study would examine those private posts authorized by contract with the Postmaster General (PMG) which carried the U.S. mails at rates set by Congress and usually received as compensation the postages collected along the route, subject to the terms of the contract.

In 1787 Congress authorized the PMG to negotiate contracts for extending the carriage of the U.S. Mails beyond the official U.S. Post Roads as designated by Congress, so long as these contracts would result in no expense to the United States.

New York State

One of the first routes set up under this legislation was the New York City-Albany route. In his report for the quarter ending January 5, 1790, PMG Osgood mentions that “from New York to Albany, the contractor receives the postage for carrying the mail”.

When we consult the Account Ledger of PMG Hazard, we find that the postmasters at the offices at Albany, Claverack, Kinderhook, Livingston’s Manor, Poughkeepsie and Rhinebeck all stop making quarterly returns about December 1786. Then in the PMG’s Letter Book A, beginning in November 1791 there is a series of letters in which the PMG negotiates to take back the operation of the New York-Albany route from Mr. DeHart, the operator of the New York-Albany stagecoach line, who obviously has the private contract for carrying the U.S. Mails on that route.

On December 20, 1791, PMG Pickering sent U.S. postmaster commissions to all but one of the postmasters on that route, who had previously been postmasters under Mr. DeHart. The private postmaster at Kinderhook declined to continue as a U.S. postmaster so PMG Pickering made a new appointment. Six offices were operating on that route in 1786; there were nine offices when U.S. operation was resumed in January 1792. Thus at some time between 1787 and 1792 U.S. mails were received and dispatched from PRIVATE post offices at Albany, Kinderhook, Claverack, Livingston’s Manor, Clermont, Rhinebeck, Poughkeepsie, Fishkill, Peekskill and Kingsbridge — ten offices in all (Livingston’s Manor Post Office was no longer operating when the United States resumed operation of the route in 1792). Figure 3 shows the major offices that operated on “private” post roads in New York state between 1787 and 1800.

Westward Expansion

Postal service between Albany and Niagara was developed by a mixture of purely private service and government-authorized private routes. The earliest record that I have been able to discover appears in a letter from PMG Pickering dated June 9, 1792, (Letter Book “A”, page 509) to George Mancius, Post Master at Albany notifying him that a contract had been made for carrying the public mail from Albany by Schenectady to Connajoharrie (sic). The contract had been made with Moses Beal, who had been “a private post rider between those places for upwards of 12 months”. Thus the route began as a purely private post about June 1791. U.S. Post Offices were established at Connajoharrie in June 1792 and at Schenectady in December 1792.

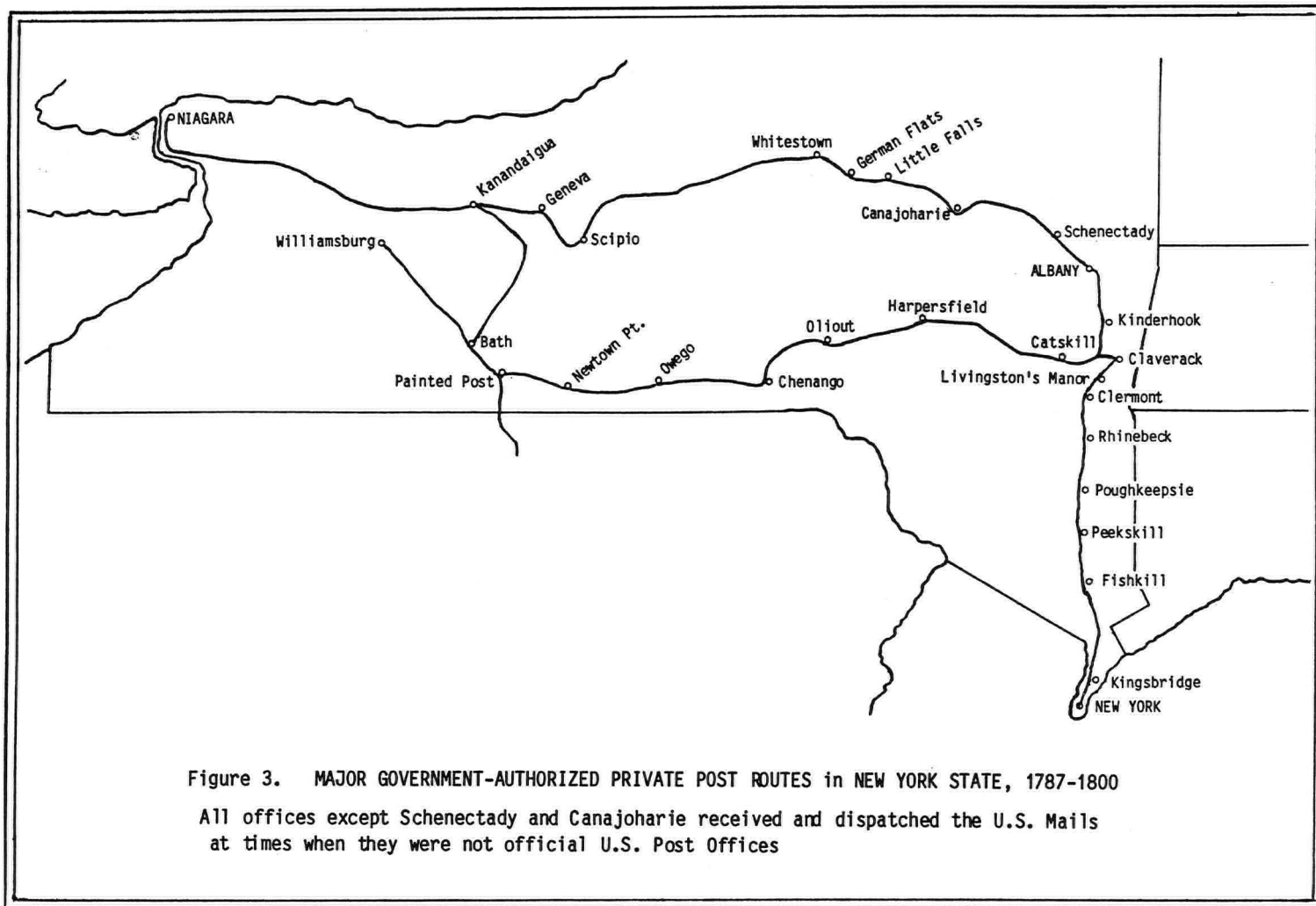


Figure 3. MAJOR GOVERNMENT-AUTHORIZED PRIVATE POST ROUTES in NEW YORK STATE, 1787-1800

All offices except Schenectady and Canajoharie received and dispatched the U.S. Mails at times when they were not official U.S. Post Offices

Further expansion was revealed in a letter dated November 24, 1792 to Thomas Mackiness, agent for the British mails at New York City (Letter Book "B", page 210). PMG Pickering states:

A public post rides from Albany to Connajoharrie and I am now forming a contract to extend the post road to Whitestown on Mohawk River - a little beyond old Fort Schuyler say 262 miles from the City of New York, from whence a *private post* now rides to Canandaigua within about a hundred miles of Niagara.

It will therefore be easy at any time to open a regular channel of communication between the City of New York and Niagara: the whole distance about 490 miles. (Emphasis added.)

Private post offices on the government-authorized route from Connajoharrie to Whitestown were opened at Whitestown in January 1793, at Little Falls in May 1793 and at German Flats in November 1793. This government-authorized private road had an unusual arrangement for payment — the contractor received eight cents for each letter carried from Whitestown to Connajoharrie and shared the total postage with the U.S. on letters addressed to Whitestown — amounting to anywhere between nothing and eight cents!

This arrangement is spelled out in a letter from PMG Pickering (Letter Book "B", page 208) to one of the contracting group, as follows:

General Post Office
Philada Nov. 23 1792

Thomas R. Gold, Esq.
Whitestown, N.Y.
Sir,

I have concluded to accept your proposals and inclose the form of a contract for carrying them into effect. If any objections occur to you, be pleased to make them and send them to me with the form of the contract, that if indispensably necessary, alterations may be made. The subject is more complex than I had apprehended till I came to make the contract. Though to avoid obscurity and defects, I have been diffuse in delineating the plan, yet possibly some illustrations may be useful in the article numbered V relative to postages.

1. Suppose a single letter be lodged in the office at Whitestown directed to A.B. at Albany. The distance is 98 miles for which the legal rate of postage is 10 cents. From Whitestown to Connajoharrie is 46 miles for which the legal postage is 8 cents. For this case, the Postmaster at Connajoharrie will account with the Contractors for these 8 cents.

2. On the other hand, A.B. at Albany places a single letter into the post office there addressed to H.W. at Whitestown. The whole postage as above stated is 10 cents; for the distance from Albany to Connajoharrie — 52 miles — the postage is 8 cents and the remaining 2 cents arise from the additional carriage of the letter from Connajoharrie to Whitestown. This two cents will belong to the contractors; for the eight cents they must account with the Postmaster at Connajoharrie in behalf of the United States.

3. Suppose H.W. puts a single letter into the office at Whitestown addressed to C.D. at New York — distance 262 miles — for which the legal postage is 20 cents. The postage from Whitestown to Connajoharrie being 8 cents, the postmaster there will account with the contractors for that sum — the remaining 12 cents will belong to the United States.

4. If on the other hand, suppose C.D. puts a single letter into the post office at New York, directed to H.W. at Whitestown; now from New York to Connajoharrie the distance being 216 miles and the postage for that distance is 17 cents; of course for the carriage of the letter to Whitestown the contractors can receive but 3 cents and for the 17 they must account with the P.M. at Connajoharrie for the United States.

5. But if H.W. at Whitestown puts into the post office there a single letter addressed to E.F. at Charlestown, South Carolina, a distance say 1129 miles, the whole legal postage is but 25 cents and of this, for carrying it only 46 miles the contractors will receive 8 cents.

6. On the other hand, if E.F. at Charlestown puts into the office there a single letter addressed to H.W. at Whitestown, the distance as above is 1129 miles. As the whole postage of 25 cents becomes due for the carriage of it the first 450 miles (for any distance beyond which there can be no increase of postage) of course the contractors can demand nothing for its carriage from Connajoharrie to Whitestown.

I am &c T. P. (Timothy Pickering)

The road between Connajoharrie and Whitestown was taken back as a public post road effective July 1, 1794.

That portion of the road between Whitestown and Kanandaigua which was reported as a private road in 1792 became a public post road in October 1794, making the private offices at Scipio, Geneva and Kanandaigua U.S. Post Offices.

Letter Book "F", page 69, tells us how the mails got to Niagara prior to its establishment as a U.S. Post Office:

January 10, 1797

Hon. George Thatcher (Post Office Committee)

Sir,

The Secretary at War is frequently obliged to send expresses with the public dispatches from Kanandaigue (sic) to the Post at Niagara, which is attended with much expense to the Government and it may be found expedient to extend the post through to that place.

The Indians have given permission to open a road through their Country and the Garrison as well as the British in the Neighborhood of it, whose European Letters will be forwarded to them from New York will no doubt contribute something considerable towards defraying the expense of that Mail, besides affording an accommodation to our Government in their communications with the Post at Niagara.

Congress did approve the extension of the post road from Kanandaigua to Niagara as a public post road and a postmaster was appointed at Niagara in October 1797.

Other Government Authorized Private Posts in New York

Two other major government-authorized private post roads operated in New York State — one from Hudson, New York, (on the New York City-Albany route) westward to the Painted Post (near today's Corning, New York). The other began at Reading, Pennsylvania, proceeding in a northwesterly direction to the Painted Post, then continuing on by Bath, New York, to Williamsburg, New York, at the forks of the Genessee River, a few miles south of today's Geneseo, New York.

The route from Hudson began in May 1793 with offices at Catskill, Harpersfield, Oliout, Chenango, Newtown Point and Owego.

A letter from the Assistant Postmaster General, Charles Burrall describes the arrangement (Letter Book "B", page 444):

General Post Office
Philada. May 7, 1793

(Circular)

Sir,

In the absence of the Postmaster General I have received a memorial from a number of the inhabitants of the County of Tioga in the State of New York, requesting that he would establish a post road from Catskill to Newtown Point and recommending Mr. David Bostwick for the contractor. I have entered into a contract with Mr. Bostwick for the carriage of a mail from the City of Hudson to the Painted Post by the route prescribed in the memorial. The contractor has the right of nominating Postmasters for all the offices to be established within the limits of his contract. He has named you for Postmaster at _____ which I have approved and herewith transmit to you the law regulating the Post Office Department and the blanks which exhibit the mode of doing the business, together with the form of the oaths you are to take and

subscribe. The oaths when certified by the Magistrate before whom you take them are to be returned to the General Post Office.

to Thomas O. Croswell	at Catskill
to Anthony Merwine	at Harpersfield
to Solomon Martin	at Oliout
to Daniel Hudson	at Chenango
to John Conkle	at Newtown Point
to Mason Mattles	at Owego

It was not until September 1800 that the U.S. Post Office took back this private route and established it as a public post road.

From the Painted Post to the Forks of the Genessee

The route from Reading, Pennsylvania, began in April 1793 with offices (in New York state) at Bath and Williamsburg. Sometime before November 1796 an office was also established at Painted Post. A letter describing this arrangement in detail will appear in the installment covering routes in Pennsylvania, but the following letter gives the names of the postmasters (Letter Book B, page 399):

General Post Office
April 3, 1793

Mr. Gottlieb Jungman
(P.M. Reading, Pa.)
Sir,

I send by Mr. Coleman the contractor for carrying the mail, three packages and a letter which you will be pleased to deliver to the postrider who shall be employed by Charles Williamson, Esq. to carry a weekly mail between Reading, Northumberland &c. Any letters destined for that quarter you will also be pleased to forward weekly by the same postrider.

The postmasters at present appointed are: James Tower for Northumberland Town (Pa.), James Barton for Bath - on the Cohocton branch of Tioga - and John Johnston for Williamsburg, at the forks of the Genesee River.

I am Your &c
T.P. (Timothy Pickering)

This road did not become a public post road until September 1800.

(To be continued in Issue 158)

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WHITE'S LANDING: AN ALABAMA RIVER ORIGIN MARKING

JAMES W. MILGRAM, M.D.

The marking shown on the covers in Figures 1 and 2 has puzzled students of postal markings for over 50 years. Its fancy configuration with the two banners on covers carried by steamboats led to the assumption that it was the marking of a particular steamboat. The correspondence of Winston & Co. contains many of the more interesting vessel-named handstamped markings on steamboat covers carried on Alabama rivers. These are illustrated in the writer's book *Vessel-named Markings on United States Inland and Ocean Waterways 1810-1890*. However, there never was a steamboat registered under the name of "White's Landing" (*Merchant Steam Vessels of the United States 1790-1868*). Two well-known experts on steamboat covers, M. Clinton McGee and Bert R. Fenn have both been unable to locate a vessel to which this marking may refer.

The earlier letter, shown in Figure 1, bears the better strike of the "WHITE'S LANDING" handstamp in red and an oval "STEAM 5" which is a well-known Mobile postmark on incoming steamboat letters. In 1852 a letter could be prepaid at 3¢ or sent due at 5¢ postage. This cover contains the original letter:

Union Town Feb. 29th 1852

Messr. Jno. A. Winston & Co.

I have four bales of cotton more at the river. I have ordered it shipped to you: which I want you to sell. But as soon as you receive the four bales cotton I want you to send me two hundred dollars to Whites Ldg. I am compelled to leave forthwith. I reckon the balance due me on the last eight bales you sold together with what these four bales will bring will amount to the two hundred dollars; but you must send me the two hundred dollars anyhow, and if there should not be quite that much coming to me, you must charge the balance to my account.

Yours &c
John Davis

The information is that the writer was a cotton planter at Uniontown, Alabama, who sent his produce via the river to Winston & Co. for sale. The date of usage was leap year day, 1852. There is no indication as to which steamboat carried the letter. It was receipted "John Davis 29th Feb 52"

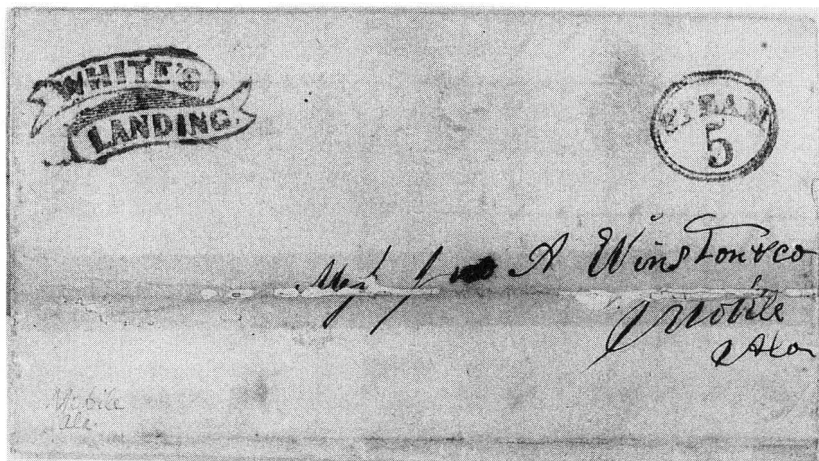


Figure 1. "WHITE'S LANDING" in red double banner with shading, black double oval "STEAM 5" to Mobile, Alabama, a due steamboat letter.

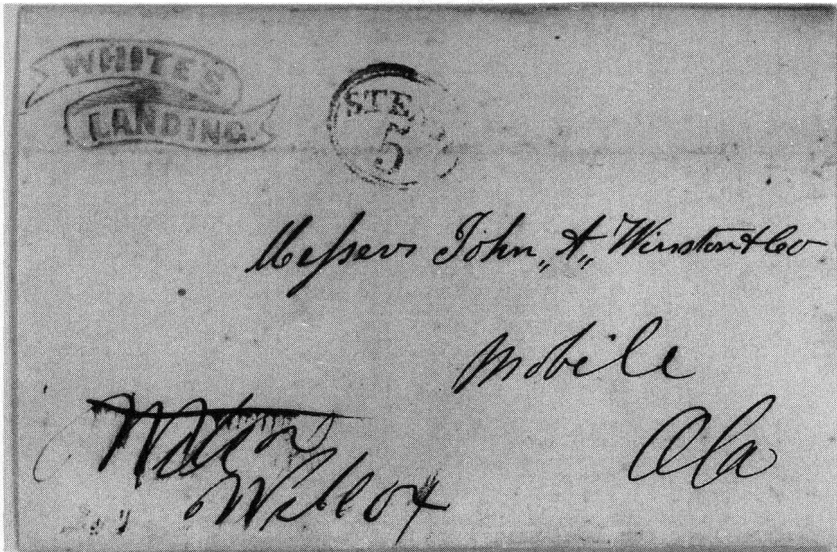


Figure 2. "WHITE'S LANDING" in red double banner, similar "STEAM 5" due marking for steamboat letter carried by the "Wilcox" to Mobile.

The second cover (Figure 2) lacks a letter but bears a similar receipt marking "J.L. Brown 3 May 1852". This cover also bears a manuscript "Wilcox" at the lower left in addition to the red "WHITE'S LANDING" and a black oval "STEAM 5". The "Wilcox" is listed in the Lytle-Holdcamper book on merchant steam vessels. It was a 260-ton side-wheel steamboat built at Cincinnati, Ohio, in 1851 whose first home port was Mobile, Alabama. It was abandoned in 1858. *Way's Packet Directory 1848-1983* adds no further information. While no genuine packet marks are known from the "Wilcox", this was one of the vessels to which Hubert Scruggs attributed one of his fake markings. It is shown as F-117 in my book. In summary, both covers appear to have been carried into Mobile by river steamboats in the first half of 1852.

If one looks at a map of the river system in Alabama (Figure 3), two major river systems combine to form a single large but short river, the Mobile River, to empty into the Gulf of Mexico at the port of Mobile. One of these is the Tombigbee River, into which the Black Warrior River flows, and the second is the Alabama River, which drains the center of the state. All of these rivers were navigable by steamboats. Readers who are unfamiliar with river mail may not realize that landings were places that steamboats could stop to pick up and discharge freight and passengers when requested. Mark Twain described these practices in *Life on the Mississippi*. At many sites along the river the steamboat was hailed from the shore at these landings to make an unscheduled stop. Thus the word "landing" refers to a specific place along the river's shore where a steamboat could land and perform the business of a steamboat.

Figure 4 illustrates a cover carried by the *Amanda* which bears the address "John R. Liddell Esq. his Landing Blk River". Thus Liddell, a cotton planter, had a landing of his own on the Black Warrior River. The steamboat *Amanda* stopped there to deliver this letter together with another letter and a "bundle of papers".

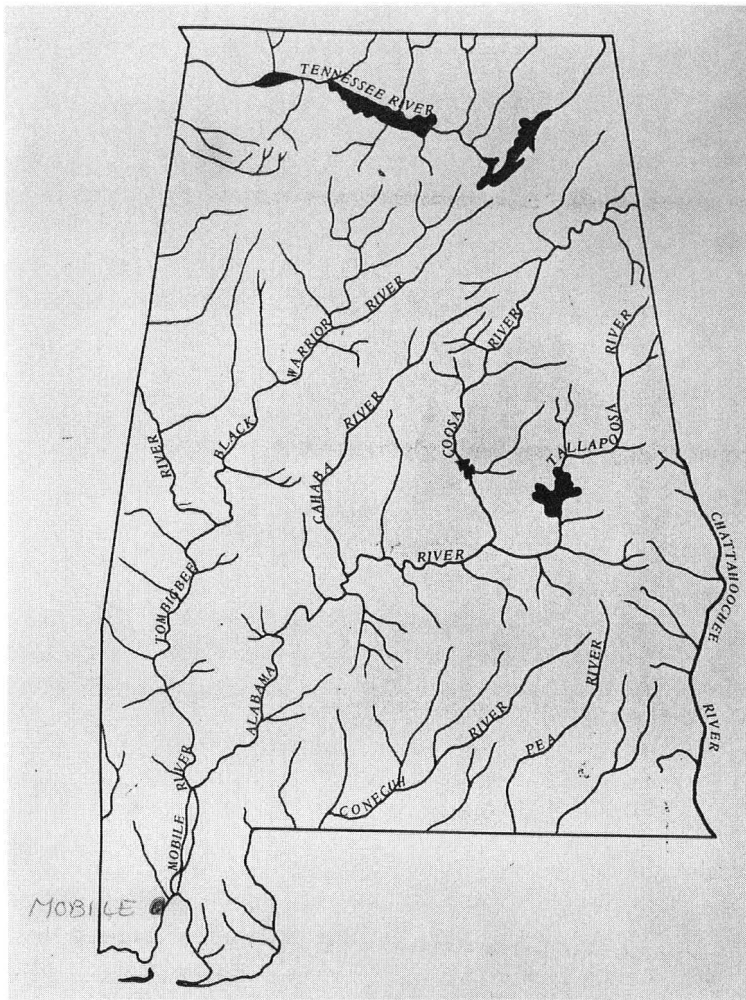


Figure 3. Map of river system of Alabama. (Alabama Geological Survey)

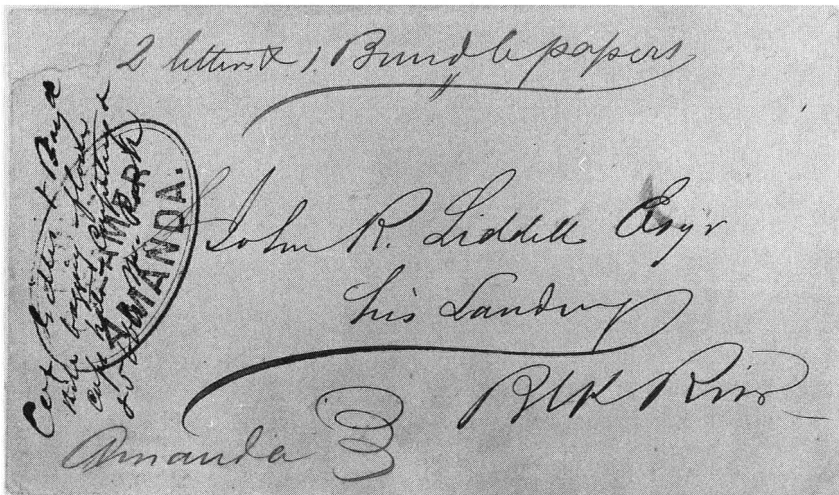


Figure 4. Steamboat cover with blue "PACKET STEAMER AMANDA" addressed to John R. Liddell at Liddell's Landing on the Black Warrior River.

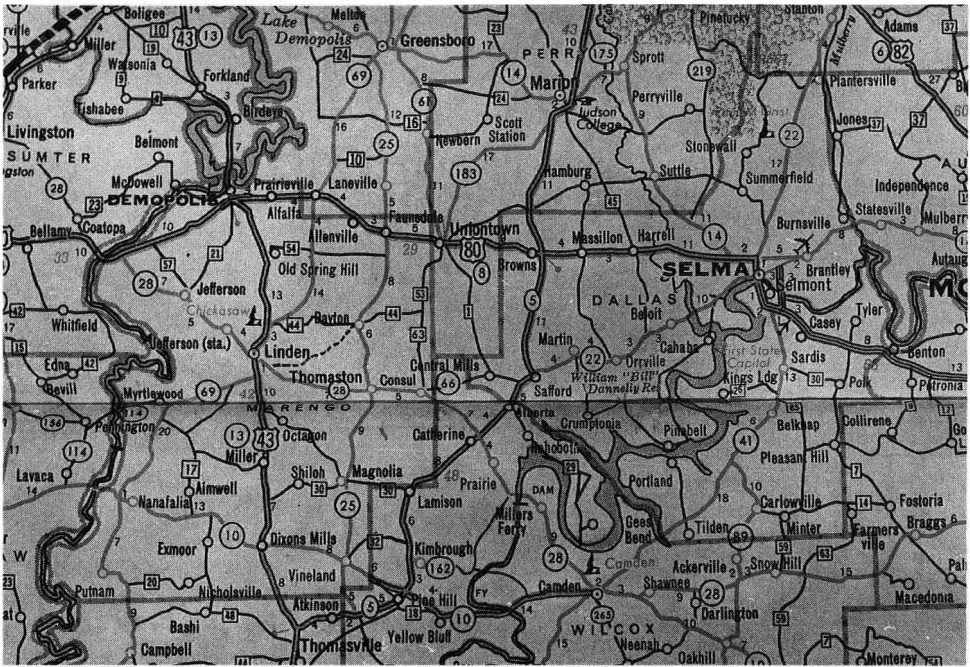


Figure 5. Map of environs of Uniontown, Alabama, showing its proximity to three navigable rivers. (Rand McNally)

If one looks at a modern map of the center of Alabama (Figure 5), Uniontown is midway between Demopolis, where the Tombigbee River forks with the Black Warrior River, and Selma on the Alabama River. So the search was on to find a site that could be White's Landing on one of the three rivers. Actually none of the gazetteers or river landing books of the 1850s listed a White's Landing. But the latter itself says "send me two hundred dollars to White's Ldg". This, as Bert Fenn pointed out to me, proved that White's Landing was definitely a place. Fenn went on in a personal communication: "White's Landing could have been a place on the river with a good harbor and a good road leading to it, but no more than a store and no other homes or churches to make a town. I've known of a number of places like this. There were also some places where there was a warehouse on the bank that served to handle inbound or outbound freight for an area - just one building on the bank ... And there are a number of Gins - such as Hill's Gin - on the lists of towns and landings on these rivers. These were evidently cotton gins to which the planters brought their cotton to be ginned and baled - and then of course shipped out by steamboat."

Finally, a Mobile city directory of 1869 (J.H. Snow's) that was obtained from the Alabama Department of Archives and History revealed that there was a landing on the Alabama River at T. O. White's, 292 miles from the beginning of the Alabama River. Cahaba, Alabama, (see map in Figure 5) was only three miles south at 289 miles. Selma is at mile 308 on the same river.

Thus this fancy red marking is actually from T. O. White's Landing on the Alabama River. It is believed to be the only known handstamped landing postmark, and, of course, is of considerable interest as a marking on steamboat mail. I think it was a product of the period of fancy steamboat handstamps, but it is a unique format and usage.

ANOTHER CURIOSITY FROM MIDDLE HADDAM, CONNECTICUT

FRANK MANDEL

In *Chronicle* No. 155 (August 1992), I reported a previously unrecorded stencil marking, a fancy circular arrangement used in February 1842 at Middle Haddam, Connecticut. I mentioned that this office was fairly active and may have been entitled to “regular” handstamp devices at government expense.

Figure 1 illustrates another cover from this office on a letter mailed on April 16, 1844. The manuscript “10” on this cover closely matches the one on the 1842 stencil cover and points to the continued presence of Postmaster Huntington Selden.

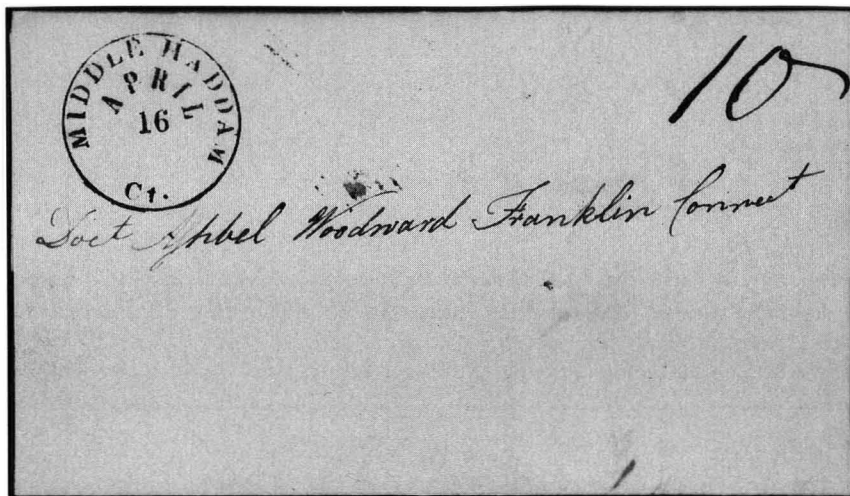


Figure 1. Handstamp “MIDDLE HADDAM Ct.” (29.5 mm), with ms. “10” rate, on April 16, 1844, folded letter to Franklin, Connecticut. Marking with unusual configuration month date “April” in an arc. (Photo courtesy of David L. Jarrett)

Mr. Selden seems to have been a confirmed nonconformist, at least where postal markings were concerned. While he was indeed using a “regular” handstamp device by 1844, it is hardly “normal”. The arrangement of the date logo, with the month “April” spelled out in an arc following the configuration of the town name is out of the ordinary. The only similar use of this peculiar arrangement that I am able to recall quickly is the rare marking used in 1858 at Dannemora, New York (See tracing 33 on page 99, *Simpson’s U.S. Postal Markings*, 2nd ed., Thomas J. Alexander, 1979). Can anyone call my attention to other oddities of this sort?

My report on the Middle Haddam stencil also mentioned that the only other stencil use from Connecticut that I have recorded was the “peculiar arc” of Collinsville, Connecticut, used in the 1850s. I have had a couple inquiries about this remark. Figure 2 illustrates the marking in question. The chief peculiarity of this is the presence of a stencil date “Jan 30”. Stencil townmarks almost always have dates added in manuscript, since otherwise they would have required cutting 365 different stencil devices for each day of the year, or at least using several separate stencil devices to complete one marking, which in either case would seem very tedious. Perhaps these prospects also explain the extreme rarity of this stencil marking. The Collinsville post office used several other unusual markings, including the well-known “ax head” townmarks and cancels.

Has it occurred to readers that, as a general principle, post offices that used unusual markings often used a whole series of them? To me this suggests that postal markings used in the classic period sometimes reflect the tastes and delightful eccentricities of the

individual postmasters who applied them, a phenomenon that ended only when those grim bureaucrats in Washington began to insist on using standardized devices in the late Bank-note period.

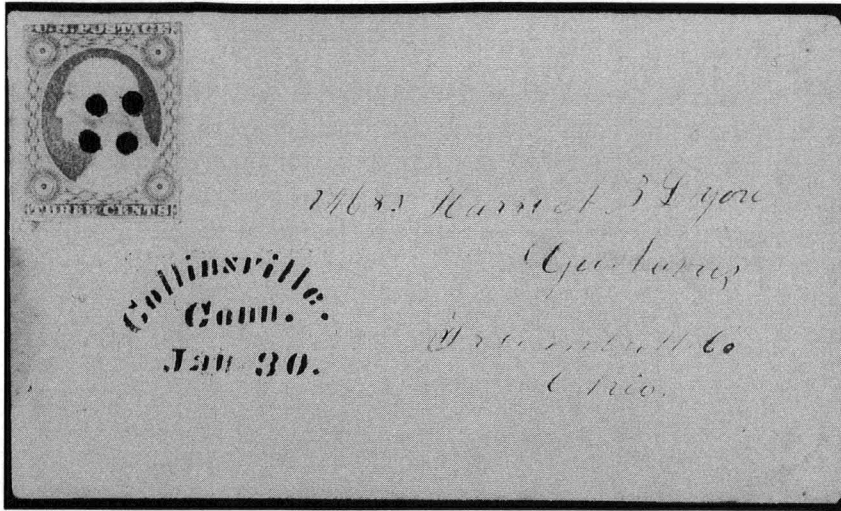
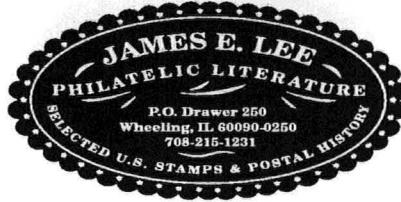


Figure 2. Stencil marking "Collinsville. Conn. Jan. 30" (26 x 16 mm) used with 3¢ 1851, Scott's No. 11, with odd cancel, possibly also stenciled, on cover to Gustavus, Ohio. The inclusion of a stencil date is very unusual. (Photo courtesy of David L. Jarrett)

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A 5¢ 1847 LETTER REVISITED: WAS IT A CARRIER DELIVERED OVERPAID DROP LETTER?

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Writing in the *Chronicle*¹ two decades ago, Creighton Hart referred to ten covers from various cities, each bearing the 5¢ 1847 adhesive, which he claimed were either accidentally or deliberately *overpaid drop letters*. Four of these covers were used in Philadelphia, and each was described as having been addressed as follows: “Miss Benjaline French/North 7th St. above Poplar/Westside Philadelphia”. One of these Benjaline French letters recently was the subject of a Philatelic Foundation certificate² that seems to have set forth the right conclusion, but for the wrong reason. Indeed, the Foundation, in issuing this certificate, declined to render an opinion with respect to the only important issue presented by this Patient, *i.e.*, whether the cover had received Carrier Department service. This Benjaline French cover is shown here as Figure 1 and is the focus of the following discussion.

I. What is a “Drop Letter”

It was not until the Act of March 3, 1845, (effective July 1 of that year) that the term “drop letter” was first used in any United States postal law, although the concept had been embraced earlier. For example, in the Act of March 3, 1825, (effective July 1) the final sentence of Section 36 stated:

And for every letter lodged in any post office, not to be carried by post, but to be delivered at the place where it is so lodged, the postmaster shall receive one cent of the person to whom it shall be delivered.

Twenty years later, as part of the modification and reform of postal rates, the concept was addressed in the Act of March 3, 1845, (effective July 1) in Section 1, which used the phrase “drop letter”, and gave the rate as follows:

And all drop letters, or letters placed in any post office, not for transmission by mail, but for delivery only, shall be charged with postage at the rate of two cents each.³

The *Laws and Regulations for the Government of the Post Office Department*, Chapter 15, Regulation 118, provided, in pertinent part, that, “On letters ‘dropped’⁴ in the post office *for delivery in the same place*,⁵ two cents each”.

In determining whether a letter qualified as a drop letter, one could argue that under the terms of the Act of March 3, 1845, and the 1847 *Regulations* quoted above, the letter had to be delivered by the sender (or his/her agent) to the post office (*i.e.*, “placed in any post office”), then kept at the post office until picked up at the same post office (*i.e.*, “not for transmission by mail, but for delivery only...at the same place”). Thus, the argument would go, the letter neither entered the mails nor was it picked up by a letter carrier and/or carrier delivered. Such an argument, although it has literal appeal, would be too restrictive. Indeed, as described below, drop letters did enter the mails; they merely were not transmitted between post offices.

1. Creighton C. Hart, “The 2¢ Drop Rate on 1847 Covers”, *Chronicle* 75:116-120.

2. Certificate No. 0258977, issued 6/29/92.

3. Interestingly, the Act reduced letter postage to multiples of 5¢ and 10¢, according to weight and distance, but it increased the rate for a drop letter from 1¢ to 2¢. The Act now referred to this rate as “postage”. *Ibid*, Section 1.

4. The emphasis is in the original Regulation.

5. Emphasis added by author.

Elliott Perry and Arthur Hall, summarizing the elements of the 1845 Act and the 1847 Regulations, described a drop letter as "...a letter deposited in a post office for delivery in or from that post office to an addressee, without being transmitted to another post office for delivery."⁶ In this definition, the term "deposited" would include letters which were placed or dropped in the post office or which were collected from letter boxes and brought to the post office. The term "delivery" would include letters which were handed to the addressee (or his/her agent) at the post office (*i.e.*, over the counter) as well as letters which were carrier delivered to a home or business from the post office where they had been dropped.⁷ This definition, and its elements, should be borne in mind as we examine the French cover shown as Figure 1, and as we examine the Philatelic Foundation's certificate.

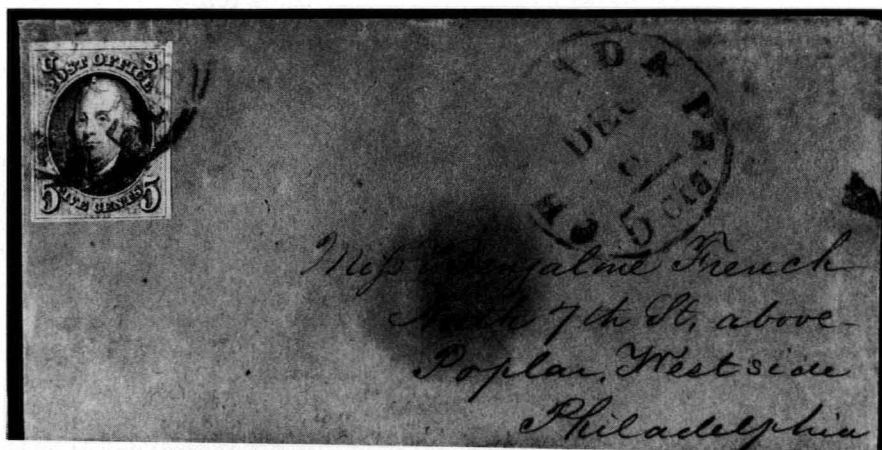


Figure 1. Philadelphia, Pennsylvania, December 6 with 5¢ 1847 tied by blue town mark, the Patient in Philatelic Foundation Certificate 0258977 issued June 29, 1992.

II. The Benjamine French "Patient" and the Other Overpaid Covers from Philadelphia

Creighton Hart reported four overpaid 5¢ 1847 drop letters from Philadelphia. Subject to the qualifying statement below, as of this date I have not recorded any others. Hart illustrated and described only two of the covers: the Benjamine French Patient (Figure 1) and a cover bearing two strikes of the rate marking "2" in a double circle, also bearing the manuscript phrase "all pd" (all paid). A third cover appeared in the "Elite" Collection sale held by Robert Kaufmann, Inc., in 1989 and was inspected by the author.⁸ This might have been one of the other two French covers that Hart reported (but did not describe) in his 1972 article, or it might have been a new and additional reporting - the fifth. There is

6. Elliott Perry and Arthur Hall, *One Hundred Years Ago* (APS 1942), 34.

7. The term, however, would not include letters which had originated at another post office even though they might have been carrier delivered after reaching the Philadelphia post office. The possible combinations and the postage rates and carriers fees associated with them were discussed in another context in, Steven M. Roth "Summary of Drop Letter and Carrier Postal Rates in New York City (1794-1885)" *Chronicle* 84:21.

8. Lot 293 (Illustrated), Kaufmann Sale October 11, 1989 (Public Auction 61). This cover, also addressed to Miss Benjamine French, was illustrated and was described as follows: "5¢ Orange Brown (1b), Large to Huge Margins tied boxed "Paid" and "Free" cancels, large "2" in circle on small cover to Philadelphia paying the 2¢ Drop Letter Rate, Extremely Fine, Philatelic Foundation Certificate (photocopy), written up in the *Chronicle*, Ex-Gibson, Grunin, Fabulous Usage". Contrary to the assertion of the auction lot describer, this cover was not written up in the *Chronicle* - at least not in either of Hart's two articles about 1847s used in Philadelphia. See, for example, Creighton C. Hart, "1847 Covers From Philadelphia", *Chronicle* 90:11.

no way of knowing. Thus, except for the “Elite” cover, which might have been one of the covers referred to by Hart, I have not seen the two other covers mentioned (but not illustrated or described) by Hart, nor do I know of their locations or even if they still exist.

The three covers which have been inspected by the author (from illustrations or in fact) were addressed to Miss French as described in the first part of this article. The markings on the front of the Kaufmann “Elite” cover have already been described in footnote 8 of this article. The other two covers, which were illustrated by Hart, one of which is the Patient recently passed upon by the Philatelic Foundation, are described by this author from the Hart illustrations and an inspection of the Patient as follows:

- Handstamp blue double circle with numeral “2” inside struck on face of folded letter; same handstamp partially struck tying 1847 5¢ stamp to cover. No CDS on face. Manuscript “all pd” on face of cover. No date.⁹
- The Patient: 5¢ 1847 tied by partial strike of blue Philadelphia CDS; second partial strike of CDS on face of cover; no rating or other markings. Wax seal stain through to front. No date.¹⁰

With respect to the handstamps that appear on the two covers described above and on the “Elite” cover, I note the following:

- The “2” rating is an 18mm blue double circle which has been recorded used in Philadelphia from 1845 through January 1849. It is known as Type C-22.
- The CDS which appears as a partial strike twice on the cover shown in Figure 1 is a 30mm blue circle, as follows: “PHILADA. Pa./5 cts.” (The “A” of “PHILADA” is high.) This CDS has been recorded used in 1847 and 1848. It is known as Type C-41.

For an example of the Type C-22 blue circle used to cancel two 5¢ 1847 stamps on a cover that was taken to the mails by the Philadelphia Carrier Department for further transmission outside of Philadelphia, and, therefore, which was not an overpaid Drop Letter, see Figure 2.

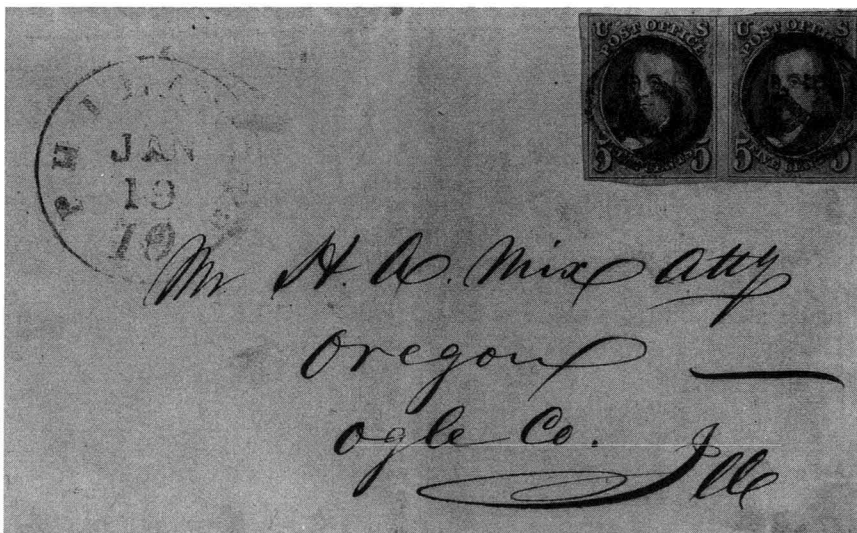


Figure 2. Philadelphia, Pennsylvania, January 19 with pair of 5¢ 1847 stamps cancelled by blue double circle “2” rate marking.

9. This cover was also described and illustrated as Lot #173, Robert Kaufmann, Inc. Sale, “The Creighton C. Hart Collection of the 1847 Issue”, April 30, 1990 (Public Auction 66).

10. The Patient, too, was described and illustrated in Kaufmann’s Public Auction 66 (Hart Sale), in 1990. More recently, it surfaced again in the Kelleher Sale held on March 17-18, 1992, as Lot #321.

III. Romance and Misunderstanding from the Hart Thesis

In describing the 5¢ 1847 covers in his 1972 Chronicle article, Creighton Hart took the position that the business letters among the ten covers that he referred to were accidentally overpaid, but that the Philadelphia French correspondence (and the one Valentine that he had recorded from Newark, New Jersey) were deliberately overpaid. "Romance (he wrote), as you will see, seems to be the difference between deliberately overpaying and unintentionally overpaying."¹¹ Hart then went on to contrive a basis for the Benjaline French overpayment, rooted, it seems, in his belief that a young suitor of Miss French would not have insulted his intended paramour by bisecting a 5¢ stamp.

Hart also attempted, however, to explain in a thoughtful way the postage rates and the carrier fees that he believed applied to these covers; he also described his view of the method employed by the post office to process these letters. His analysis deserves serious attention both for what it correctly states as well as for what it omits.

It was Hart's belief that the Patient (Figure 1), as well as the cover contained in the "Elite" sale (described in footnote 9), were each placed in a street collection box by the sender, were collected from that letter box by a letter carrier, were taken by the letter carrier to the Philadelphia Post Office, but then were not delivered by the Carrier Department to Benjaline French at her address on Poplar Street. Hart's basis for this conclusion is the manuscript notation "all pd" that was written on the face of the cover described and illustrated in his 1972 article. That is, says Hart,

...sometime during the courtship one or the other carrier services was not being performed *because there was no Philadelphia 1¢ carrier stamp*¹² in addition to the 5¢ '47.

To correct this oversight the young man went to the post office headquarters and complained. Following his complaint a clerk wrote on the letter ... "all pd" to show that the letters to Miss French were paid for in full *including carrier fees for both pick-up at the street mail box and for delivery to the addressee.*¹³

While Hart's speculation is interesting, and perhaps even plausible, it was, unfortunately, without any factual basis, especially since there were no Philadelphia carrier stamps yet available at the time when I believe this Patient was written and mailed.¹⁴ It is my belief that the legend "all pd" did not originate from problems with the delivery of the other letters, but was written on the Hart cover by the sender, perhaps from an over-abundance of caution.¹⁵

IV. The Three Benjaline French Covers Revisited

Both the "Elite" Collection cover and the "all pd" cover were handstamped with the Type C-22 2¢ double circle rate marking, but do not bear a Philadelphia CDS.¹⁶ The

11. *Ibid*, p.116.

12. Emphasis added. Underlying the first italicized statement, of course, is Hart's assumption that there were 1¢ carrier stamps when the letters were sent. This same assumption seems to have influenced the Foundation when it rendered its opinion concerning Figure 1. However, carrier stamps were not introduced into Philadelphia until 1849. Moreover, as I have already described, CDS Type C-41 has been recorded used only in 1847 and 1848, not later. This will become pertinent to the later discussion.

13. *Ibid*, at pp. 119-120. Emphasis added.

14. Type C-22 "2" double circle rating handstamp has only been reported through January 1849. See, Figure 2. The first carrier stamps appeared in Philadelphia in February 1849. However, further end-date reports may extend the known period of use of Type C-22 and render this point incorrect.

15. Indeed, the legend appears to have been written in the same handwriting as were the name and address.

16. The "Elite" cover also contains two strikes of the blue Philadelphia octagon handstamp "FREE" cancelling the stamp. This may have been an erroneous strike since there is no indication on the cover that it was entitled to be sent free.

Patient, on the other hand, evidences two strikes of the Type C-41 CDS handstamp, but does not show a fee rate marking.¹⁷ Both usages are consistent with the practice of the Philadelphia Post Office at this time of placing either the rate marking or the CDS on drop letters, but not both.

As noted earlier, all three covers contained the street address of Miss French. This is a factor which is important in the analysis of any potential carrier serviced cover since the presence of the street address would indicate that it was the likely expectation of the sender that the letter would be carrier delivered to the addressee. However, the fulfillment of the sender's expectation was not determined by the presence or the absence of the street address alone, although its absence could make it more difficult or even impossible for the Carrier Department to deliver a letter.¹⁸ Rather, under the *Postal Laws & Regulations* that were controlling at this time (and earlier), it was the addressee who was able to determine whether or not his/her mail coming into the Philadelphia Post Office would be delivered by a carrier or would be held at the post office to be picked up.¹⁹ Thus, Section 41 of the Act of 1836, stated, among other things, that,

...the Postmaster General shall be authorized ...for the accommodation of the public in any city, to employ letter carriers for the delivery of letters received at the post office in said city; *except such as the persons to whom they are addressed may have requested, in writing, addressed to the postmaster, to be retained in the post office;*...²⁰

This is consistent with prior postal laws.²¹ Similarly, Chapter 32, Section 231 of the 1847 *Postal Laws & Regulations* provided, in pertinent part, that,

...the postmaster may, at his risk and responsibility, place in [the carriers'] hands for delivery all letters received, *except such as are for persons who may have lodged with him a written request to retain their letters in the office.*²²

For these reasons I believe that, unless Benjaline French had placed written instructions with the postmaster in Philadelphia to hold all mail sent to her, then all three letters would have been delivered to her address for the carrier fee of 2¢ each, whether or not they had originated in a street collection box or had been dropped into the Post Office.²³ Furthermore, I also believe that because of the way in which the Philadelphia Post Office handled drop letter mail at this time - *i.e.*, placing either the rate marking or the CDS on the folded letter, but not both - it is impossible to know whether any of the three letters

17. During the fee paid period prior to July 1, 1863, the carriers' salaries were paid from the fees which they all collected and which were placed into a fund maintained by the Carrier Department. This was first codified in Section 41 of the Act of 1836. For this reason, thereafter, the monies collected by carriers were referred to in the *Postal Laws & Regulations* as "fees rather than as postage".

18. It was the practice of the Philadelphia Carrier Department to keep on hand the current City Directory, such as those annually published by McElroy, in order to fill in an incomplete or missing address. This conclusion is suggested by the large number of extant covers to persons in Philadelphia with the addresses completed in a different handwriting than that of the original name and address on the face of the letter.

19. This is true whether the letter came to the Philadelphia Post Office from a street collection box brought by a letter carrier, or was dropped at the Philadelphia Post Office, or arrived from the mails from another post office.

20. Emphasis added.

21. See, for example, Act of May 3, 1794, Section 28; Act of 1825, Section 36.

22. Emphasis added.

23. Section 233 of the 1847 *Postal Laws & Regulations* also contained this curious statement: "These regulations [governing letter carriers] do not apply to the City of New York and other cities, where special instructions have been given." The author knows of no special instructions having been given in Philadelphia, so I have assumed that Section 233 was not applicable.

were carrier collected from street letter collection boxes as part of the delivery and transmittal process.²⁴

V. The Carrier Fees and Drop Letter Postage Rate in Philadelphia

From July 1, 1845, to June 30, 1851, a drop letter required 2¢ postage when delivered at a window in the post office. When carrier service was used to take the drop letter to the post office, a carrier fee of 2¢ also was charged in addition to the drop letter postage, making the total charges at this time for both services 4¢.²⁵ However, if a letter was collected and/or delivered as a "City letter", so that it was handled only by the Carrier Department, and technically did not therefore ever enter the mails, it was not subject to postage, but only to the payment in advance or collection of the carrier fee - 2¢ before February 19, and 1¢ thereafter.

Inherent in the above statements is the assumption that if a letter was mailed in the 1840s and 1850s in Philadelphia by the deposit of the letter into a street collection box or by deposit directly into the carrier box at the Post Office, and if that letter was also addressed for delivery in the City (so-called "City mail"), that the Carrier Department would retain full custody over the letter and would not place it into the general letter box at the Post Office for processing as regular mail before delivering it. Since there would seem to be no reason for the Carrier Department to have passed the letter through the regular post office process before delivering it, this assumption seems to be well founded. Indeed, this certainly was the practice of the Philadelphia Post Office beginning in 1851, and probably as early as February 19, 1849, but it might not have been the case prior to 1849.²⁶ If this assumption is correct, then there would have been only one charge for collection from the street letter box (or from the carrier box or carrier window at the Post Office) and for subsequent delivery of the letter to the street address. That charge at the time that Figure 1 was mailed (*i.e.*, prior to February 19, 1849, as explained below in Section VI of this article) would have been an aggregate of 2¢. If, however, (i) this practice did not exist prior to February 19, 1849, or (ii) if the letter was not placed in a collection box for delivery, but was brought by the sender to the Post Office and deposited into

24. According to Robert B. Meyersburg in a recent conversation with the author, if the letters had been collected from a street letter box and brought to the Post Office, the 2¢ collection fee would have been debited against the 5¢ stamp, but there would not have been any additional charge for subsequent delivery to the street address. Thus, he asserted, the 2¢ carrier fee covered (i) collection to the Post Office as the sole service, or (ii) collection to the Post Office together with subsequent delivery to a street address. However, it did not also include drop letter postage even though less "service" would have been rendered by the Carrier Department. This was because the drop letter charge was postage which would eventually be delivered to the United States Treasury, while the carrier fees were not so directed.

25. The carrier fee in Philadelphia was reduced to 1¢ after February 19, 1849.

26. On February 15, 1849, Philadelphia Postmaster George F. Lehman, published a notice to the public, effective February 19, which stated, in part, that,

Letters from the mails will be delivered for one cent each. Letters for the mails will be delivered for one cent each, *and letters written in the city, to be delivered in this city, will be collected and delivered at least twice each day, for one cent each.* (Emphasis added.)

Elliott Perry, in an unpublished manuscript concerning the carrier service in Philadelphia, referred to this notice and stated that, "...This one cent fee also applied to collecting and/or delivering city letters *if they were handled only by a carrier department.* Unless city letters were deposited in the regular mail drops in the post office they were not subject to drop letter postage and were charged only with the carrier fee - one cent." (Emphasis in original manuscript) Perry reasserted this position at least two other times in published works: E. Perry, "U.S. Letter Carrier Stamps of Philadelphia Under the Fee System 1849 to 1863", *National Philatelic Museum*, Vol.6, No.4, p.489 and, in the chapter that he wrote in S. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. II, p.143.

the drop letter box or was deposited with the general mail at the regular window (rather than into the carrier box or over the carrier window at the Post Office), then, in either case, the letter would be said to have entered the mails, and there would have been a drop letter postage charge (2¢ at the time that Figure 1 was sent) in addition to the 2¢ carrier fee, for a total cost of 4¢.

The practice of the Carrier Department in retaining full control over a letter which it both collected and intended to deliver, suggested by the announcement in February 1849 set forth in footnote 27, was made explicit in 1851 when Postmaster General Nathan K. Hall issued an announcement - printed in the *North American and U.S. Gazette* of Philadelphia on September 30 - which said, among other things, that,

All letters delivered to the carriers or found in the boxes, addressed to persons in the City or Districts...are delivered by said carriers to the persons addressed at One Cent each, *without being taken to the Post Office*, or made subject to the drop letter rate.²⁷

This suggests that this may not have been the practice of the Philadelphia Post Office prior to 1851. More research needs to be done with respect to this specific issue. If, however, Hall's announcement merely restated officially a practice that had been in place in Philadelphia since 1849 - or even earlier - then the charge applicable to Figure 1 that would have been prepaid by the 5¢ postage stamp would have been (i) the 2¢ carrier fee if the letter had been collected from a street letter box and thereafter carrier delivered to Miss French (and if the practice existed prior to 1849) for a total of 2¢ (wasting 3¢) or (ii) the 2¢ drop letter fee if the letter had been dropped into the Post Office and if Miss French had placed a hold order on her mail so that the letters were not home delivered (wasting 3¢) or (iii) 4¢ if the letter had been collected from a street letter box and carried to the post office, but then was held for pickup at the post office because a hold order had been placed by Miss French, thus requiring the letter to be treated as a drop letter.²⁸ Unfortunately, we are unable, from the Philadelphia City mail covers available to us from 1847 and 1848, to determine whether the practice of the Carrier Department described in the 1851 announcement existed prior to 1849. For, although carrier delivered City mail covers from Philadelphia prior to the late 1850s are not uncommon, they represented a small percentage of the total number of City mail covers that were transmitted, and they did not bear physical evidence - either in the form of handstamps or other markings or notations - to demonstrate exactly how they were handled.²⁹ Furthermore, we have no way of knowing whether or not Miss French had placed a written hold order on her mail. For these reasons, therefore, and for the purpose of the analysis of the covers described in this article,

27. Emphasis added.

28. The last possibility - item (iii) - is a reasoned hypothesis only; I know of no regulation requiring both charges in such a circumstance.

29. In an article in the *Chronicle* concerning the carrier service in Philadelphia, Perry and Meyersburg, ed., stated that,

The official records show that during the succeeding nine years (July 1, 1851 to June 30, 1860) nearly ninety-five percent of the fees earned by the official letter carriers were derived from delivering "mail letters" from the post office to addresses at two cents each... There was no competition in delivering incoming mails from the post office...because the post office carriers had a monopoly of that service. But on city mail and letters "to the post office, for the mails", the public could choose and usually preferred to use Blood's Despatch or another local post, so, as was true before 1851, comparatively few Philadelphia letters - either local or outgoing - bear any of the official carrier stamps or markings. Elliott Perry and Robert B. Meyersburg, ed., *Chronicle* 117:22. (Emphasis added.)

It has been the author's observation from the examination of many Philadelphia covers that the same pattern held true prior to 1851, commencing in 1845 with the founding of Blood's Despatch.

we must assume, I believe, in the absence of evidence to the contrary, that a City letter mailed in Philadelphia in 1847 or 1848, which was picked up by a letter carrier and brought to the Post Office for delivery to a street address (or which had been deposited into the carrier box at the post office), would have been charged the drop letter postage (2¢) in addition to the carrier collection fee (2¢), if the letter had been picked-up by the carrier, plus, the carrier delivery fee (2¢), if there was no hold order in place. Obviously, this would total 6¢ so that the letters would have been short-paid 1¢. Since there is no indication on any of the letters that they were underpaid, we must conclude either that the letters were not collected by the carrier and brought to the post office, or if they were so collected, that a hold order from the recipient prevented delivery to the street address. In either event, the various permutations and the consequent math and amounts of wasted payment in the 5¢ stamp are obvious, so that they will not be belabored here.

VI. Philatelic Foundation Certificate No. 0258977

The Certificate 0258977, issued June 29, 1992, states that the Patient contains a 5¢ 1847 stamp, "ON COVER, BLUE PHILADELPHIA TOWN CANCEL, SECOND STRIKE AT RIGHT." So far, so good as anyone can ascertain from the photograph sealed onto the Certificate. The Certificate then goes on to state, "AND WE ARE OF THE OPINION THAT: IT IS A GENUINE USAGE BUT DUE TO THE ABSENCE OF CARRIER MARKINGS, IT IS NOT POSSIBLE TO SAY IF THE STAMP PREPAID THE CARRIER FEE."

I agree with the Foundation's conclusion for the reasons enumerated elsewhere in this article, but only to the extent that it is impossible for one to state with absolute certainty that the stamp had prepaid the carrier fee as well as the drop letter postage. That is, I accept this conclusion conditionally, but only because I cannot be certain that the letter was actually delivered to the Post Office from a street collection box or from the Post Office to Benjaline French's street address. However, I do not agree with the Foundation's stated basis for its conclusion, *i.e.*, the absence of carrier markings. For that matter, I also would not have agreed with the Foundation's conclusion had it also given as its reason for refusing to render an opinion in respect of carrier service, the absence of one of the semi-official Philadelphia Post Office carrier stamps. Here is why in both instances.

It is my position that this cover predated the use of carrier markings by the Philadelphia Post Office and that it predated the earliest semi-official and official carrier stamps in Philadelphia. Furthermore, it is my position that even if I were to be proven wrong in dating this cover from 1847 or 1848, I know of no requirement by the Philadelphia Post Office at any time that carrier fees could only have been prepaid by carrier stamps or "in cash", or that markings evidencing prepayment of the fee would have been applied if the carrier fee had been prepaid by a regular issue postage stamp rather than by a carrier stamp or "in cash".

I base my dating of this cover on the reported dates of usage of the blue Philadelphia CDS, Type C-41. As previously stated, this 30mm marking has been reported used only in 1847 and 1848.³⁰ Consequently, I believe that this cover was used either in December 1847 or in December 1848. This dating is important since the first carrier handstamp marking known in Philadelphia, a small five point red star used to evidence prepayment of the carrier fee "in cash" (and sometimes also used as a cancellation) did not first appear until after the 5¢ stamp had been demonetized. The earliest reported date of usage of this first Philadelphia handstamp carrier marking known to me and to the Section Editor is August 3, 1851. Obviously, then, since this first carrier marking could not have been used

30. I note that Volume I of the *American Stampless Cover Catalog*, Fourth Edition (Phillips 1985) indicates that this marking was used from 1847 through 1851. The catalog is incorrect since it lumps together as one marking CDS Types C-41, C-42 and C-43. The latter two Types are distinctly different from Type C-41, the marking on the patient cover, and were used from 1847 through 1849 (in the case of Type C-42) and from 1846 through 1851 (in the case of Type C-43).

on this cover, the Foundation should not have looked to the presence or absence of a carrier marking on an 1847 or 1848 Philadelphia cover to determine the prepayment of the carrier fee.

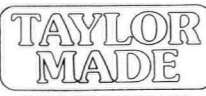
This is also the case with respect to Philadelphia's semi-official carrier stamps.³¹ The first carrier stamps issued by the Philadelphia Post Office to evidence prepayment of a carrier fee were Types C28 and C29. They were small type set rectangular stamps reading "U.S.P.O./PAID/1 CENT". Some of these stamps (cataloged as Type C28) also had additional alphabet letters in the lower corners which are believed by some people to be the initials of letter carriers, although this has never been satisfactorily proven. These stamps were first introduced in 1849, and were replaced in 1850 with a new, lithographed type. Obviously, these first carrier stamps could not have been legitimately found on a cover bearing an 1847 postage stamp, but used no later than 1848.

Furthermore, I know of no reason why - even if this were an 1849, 1850 or early 1851 cover - the 5¢ 1847 stamp could not have been used to prepay the carrier fee (among its other possible functions) rather than the semi-official Philadelphia carrier stamp. I know of no report in the literature nor of any law or regulation (Post Office Department or Philadelphia Post Office) that would have precluded such prepayment and which would have required payment "in cash". Indeed, the issuance of the semi-official carrier stamps discussed above suggests that the Philadelphia postmaster wished to make prepayment of the carrier fees convenient for its consumers at a time when the Philadelphia Post Office was losing this business to the private local posts and at a time when there were no 1¢ nor 2¢ regular issue stamps available to be used for such service.

Perhaps what the Foundation should have concluded, space on the Certificate permitting, could have been something like this: ON COVER, BLUE PHILADELPHIA TOWN CANCEL, SECOND STRIKE AT RIGHT./AND WE ARE OF THE OPINION THAT: IT IS A GENUINE USAGE; FURTHER, THE COVER WOULD HAVE BEEN CARRIER DELIVERED TO STREET ADDRESS UNLESS THE ADDRESSEE HAD LODGED WITH THE POSTMASTER A WRITTEN INSTRUCTION NOT TO DELIVER MAIL. SINCE WE DO NOT KNOW WHETHER SUCH AN INSTRUCTION WAS GIVEN, NO OPINION CAN BE RENDERED CONCERNING DELIVERY. THIS IS NOT TO BE CONSTRUED AS A NEGATIVE OPINION.³²

31. The official carrier stamp (the blue on pink paper Franklin- Scott's #LO1) was not issued until 1851.

32. It is my understanding that current Foundation practice permits the expertiser only 96 characters for free form description on the Certificate. Obviously, without a change in this restriction, the suggested Certificate language could never be rendered.



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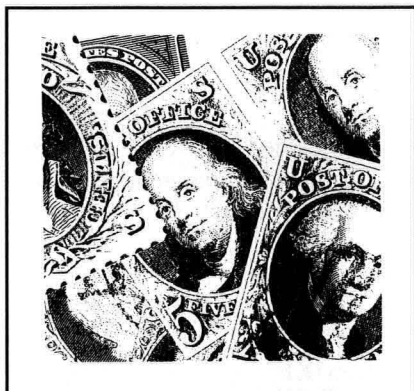
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THE U.S. THREE CENT POSTAGE STAMPS OF 1851-57
A COMPILATION OF RECUT AND PLATE VARIETIES

(Revised Edition)

WILLIAM K. McDANIEL

(Continued from *Chronicle* 156:259)

MISPLACED RELIEFS

Plate	Relief	Left Pane	Right Pane	Total
1, Early	A	89	None	1
	C	21,43	8,9,46	5
1, Int.	A	1-4,6-10,84,92	3-5,7	16
	C	63	10,44	3
1, Late	A	5,6	None	2
	C	None	8,10	2
2, Early	A	1,5,6	1,3,6,8-10	9
	C	3,4,8-10	2,4,5,7	9
2, Late	C	None	8	1
	0	C	2,6,7,10	3,8,9
3	C	None	10	1
4	-	No misplaced reliefs on this plate		
5, Early	A	1	8	2
	C	None	3,4,6,9	4
5, Late	A	68,70,88,91-93,95-100	47,67,91-93,95-100	24
	*B	58,78	57	3
*Note: These three positions are the only instances on any plate where a "B" relief was entered in place of a normal relief.				
6	C	1,2,6-8,10,60	2,3,5-7,9,10,37,68	16
	A	None	96	1
	C	21,41,67,70	26,27,42,44,47,61,62,64,66-68	15
7	-	No misplaced reliefs on this plate		
8	C	21	None	1

Total: 113

Note: Normal use of the "C" relief on all top row positions of plates 4,6,7, and 8 precludes considering them as "misplaced". They are, therefore, excluded from the total above.

MISPLACED RELIEFS SHOWING RECUTTING OF THE TRIANGLES

Upper Left:	43L1E; 46R1E; 10R3; 60L5L; 67R5L	5
Upper Right:	8R0; 98L5L	2
Lower Right:	6L1L; 5R2E	2

MISPLACED RELIEFS SHOWING OTHER RECUT VARIETIES AND COMBINATIONS

"A" Reliefs:	84L1i; 5L1L; 6R2e; 96L5L	4
"C" Reliefs:	7L0; 47R6	2

MISCELLANEOUS INFORMATION REGARDING MISPLACED RELIEFS

"C" relief used in place of "A" relief:	60L5L;	37R5L	2
"B" relief used in place of "A" relief:	58,78L5L	57R5L	3

“A” relief used in place of “B” relief as follows:

Plate	Left Pane	Right Pane	Total
1, Early	89	None	1
1, Int.	1-4,6-10,84-92	3,4,5,7	15
1, Late	5,6	None	2
2, Early	1,5,6	1,3,6,8-10	9
5, Early	1	8	2
5, Late	68,70,88,91-93,95-100	47,67,91-93,95-100	23
6	None	96	1
			53

“C” relief used in place of “B” relief as follows:

(This relief was used for all top row positions on Plates 4, 6, 7, 8.)

Plate	Left Pane	Right Pane	Total
1, Early	21,43	8,9,46	5
1, Int.	63	10,44	3
1, Late	None	8,10	2
2, Early	3,4,8-10	2,4,5,7	9
2, Late	None	8	1
0	2,6,7,10	3,8,9	7
3	None	10	1
4	1-10 (Normal)	1-10 (Normal)	20
5, Early	None	3,4,6,9	4
5, Late	1,2,6-8,10	2,3,5-7,9,10,68	14
6	1-10 (Normal),21,41,67,70	1-10 (Normal),26,27,42,44, 47,61,62,64,66-68	35
7	1-10 (Normal)	1-10 (Normal)	20
8	1-10 (Normal),21	1-10 (Normal)	21
			142

MISPLACED ‘A’ RELIEFS WITH MISSING POSITION DOTS

1, Int.	10	None	1
2, Early	None	10	1

MISPLACED ‘C’ RELIEFS WITH MISSING POSITION DOTS

1, Int.	None	10	1
1, Late	None	10	1
0	10	None	1
3	None	10	1
5, Late	None	10	1

MISPLACED ‘C’ RELIEFS WITH DOUBLE POSITION DOTS

1, Late	None	8	1
---------	------	---	---

POSITION DOTS ON “B” RELIEF STAMPS

POSITION DOTS MISSING

Total: 69

Note: Stamps from the tenth vertical rows and bottom rows of all plates are normally without position dots, and are not included here.

Exceptions to this format are listed under “Accidental Dots”.

Plate	Left Pane	Right Pane	Total
1, Early	26,27,67,68,88	25,26,45	8
1, Int.	26,27,67,68,88	25,26,45,86	9
1, Late	26,27,47,67,68,88	25,45,86	9
2, Early	2,46,81	47,87	5
2, Late	2,46	47,87	4
0	21,22,27,41,82,87	4,26,48,83	10
3	1,21,27	43,48,88	6
4	None	45,65	2
5, Early	4,24,26,66,87	1,43,63	8
5, Late	4,26,66,87	1	5
6	87	87	2
8	47	None	1

DOUBLE POSITION DOTS			Total: 54
1, Early	24	29	2
1, Int.	24	29	2
1, Late	24,46	8	3
2, Early	47,64,88	23,46,83	6
0	9,44	69	3
3	None	45,65	2
4	None	86	1
5, Early	41,63,64	82	4
5, Late	63,64	82	3
6	1-4,7,8	1-4,6,7	12
7	1-4,6-8	1,2,4-9	15
8	None	9	1

TRIPLE POSITION DOTS			Total: 8
5, Early	9	None	1
5, Late	9	None	1
6	5,6,9	5,8,9	6

ACCIDENTAL DOTS, SINGLE AND MULTIPLE			Total: 32
1, Early	None	55	1
1, Int.	None	55	1
1, Late	None	55,99 (double)	2
2, Early	10	97	2
2, Late	10	97	2
0	None	*58	1

*(Between 58 & 68, at left end, aligned between diamond blocks & labels)

3	None	None	
4	100	55,75,91,94	5
5, Early	10,34	9,53,73	5
5, Late	10,34	9,53,73	5
6	3-7,10,11	7,9 (double),10	10
(All dots at upper left corners, except 10L)			
7	7 (double)	1 (triple)	2
8	7,10	10,80,100	5

MULTIPLE TRANSFERS			
DOUBLE			
Plate	Left Pane	Right Pane	Total
1, Early	3,5,13,	2,7,12,14,22	8
1, Int.	3,5,13,45,62,72-75,82-85,92	2,7,12,14,22,34,44,64,92, 95,98	25
1, Late	3,5,10,11,21,31,33,37,51,55, 56,62,66,74,75,83,85,92	2,3,8,9,12,22,34,64,70,71, 80,90,92,95,98	33
2, Early	2,9,15,19,25	3,5,6,9,12-14,19	13
2, Late	2,4,9,14,19,24,82	3,6,7,16,26,66,87,97	15
0	1,11,15,45	2-4,9,12-14,19	12
3	1	6,16	3
4	None	9	1
5, Early	1-4,7,11,15	4,7,14,24,68,96	13
5, Late	2,3,7,21-24,29,81-83,91-93	4,14,24,77,84,86,87,91,95,96	24
6	None	4,6-8,10,14,18	7
7	9	8,9	3
8	6-8,10	2,10	6
			163

TRIPLE			
1, Int.	None	74,84	2
2, Late	92	None	1
			3

PLATE CRACKS

Cracks considered clear enough to warrant noting are listed below.

Plate	Positions
2, Late	10R: (This position is known as the "Recut button" position, and is listed as a recut variety. However, in actuality, it appears to be a small stellate crack.) It exists both imperforate and perforated.
5, Late	Major cracks: 51,52,74,84,94,96L; 9R. Minor cracks: 8,27,31,44,45,55,65,78,79,80L; 7,71,72R.
	Note 1: The crack on 80L crosses the center line and touches 71R.
	Note 2: There are three small cracks in the bottom sheet margin, below Positions 92, 93, and 95L. They may exist perforated.
7	47-48R: This variety exists only perforated, and is not found on the earlier perforated printings.

RARITY FACTOR CRITERIA

In determining the relative scarcity of the various varieties, a scale of 1 to 10 will be used, with 1 representing the most common varieties, and 10 the scarcest. To try and compensate for the disparity in the number of impressions produced from the various plates, scarcity will be based on the estimated total number of stamps produced which show each variety, or combination thereof. This will also allow for the fact that while a certain variety may occur on only one position in a particular plate, the same variety may be found on several positions in one or more other plates.

The listings are divided into three sections. The first will list the 38 major recut varieties individually. The second section will include all recorded combinations of two or more varieties on any one position. The last section will deal with the relative scarcity of varieties involving reliefs, position dots, plate flaws, etc.

A dash in the column listing the perforated Type I stamp varieties indicates that no position having that particular recut is known on any of the plates used to produce the perforated stamps.

Determination of scarcity is based on the following tables:

Rarity Factor	Number Of Stamps Showing Variety	Rarity Factor	Number Of Stamps Showing Variety
1.....	Over 10 million	6.....	100,000 to 250,000
2.....	5 to 10 million	7.....	50,000 to 100,000
3.....	1 to 5 million	8.....	25,000 to 50,000
4.....	500,000 to 1 million	9.....	5,000 to 25,000
5.....	250,000 to 500,000	10.....	Under 5,000

COMPARATIVE RARITY OF RECUT VARIETIES

(Factors are rated from 1 to 10, in ascending order of rarity)

RECUT VARIETY	RARITY		RECUT VARIETY	RARITY		RECUT VARIETY	RARITY	
	IMPERF.	PERF.		IMPERF.	PERF.		IMPERF.	PERF.
1	1	3	14	5	-	26	5	10
2	1	1	15	3	9	27	2	7
3	3	9	16	2	8	28	3	6
4	5	-	17	1	7	29	3	5
5	4	10	18	9	-	30	3	7
6	4	10	19	6	8	31	6	8
7	3	9	20	5	10	32	4	8
8	3	9	21	6	-	33	7	-
9	3	9	22	9	-	34	6	10
10	3	5	23	1	8	35	6	10
11	1	5	24	3	9	36	6	8
12	1	8	25	3	10	37	3	-
13	3	9				38	8	-

COMPARATIVE RARITY OF RECUT COMBINATIONS

Recut combinations are listed by number, followed by the rarity factors.

Combination No.	Rarity		Combination No.	Rarity		Combination No.	Rarity	
	IMP.	PERF.		IMP.	PERF.		IMP.	PERF.
1+11+8	6	10	1+12+16	5	-	1+16+23	4	-
1+11+15	7	-	1+12+17	3	10	1+16+25	9	-
1+11+16	3	9	1+12+17 +24+25	9	-	1+17+23	9	-
1+11+16+17	4	10	1+12+17+29	9	-	1+23+24	3	9
1+11+16+17 +23	6	10	1+12+23	5	-	1+23+25	4	-
1+11+16+23	4	-	1+12+23+24	9	-	1+23+27	9	-
1+11+16+24	5	-	1+12+24	7	-	1+23+28+29	5	-
1+11+16+25	9	-	1+12+24+25	9	-	1+23+29	5	10
1+11+17	3	9	1+12+25+28	9	-	1+24+25	5	-
1+11+17+23	5	0	1+12+27	4	10	1+28+30	5	10
1+11+21	9	-	1+12+28	5	10	1+30+33	9	-
1+11+23	3	10	1+12+30	5	10	2+11	9	-
1+11+23+25	5	-	1+13+16	4	10	2+11+15	9	-
1+11+24	5	-	1+13+17	9	-	2+11+21	9	-
1+11+25	3	10	1+13+23+24	9	-	2+15	9	-
1+11+26	5	10	1+13+25	5	-	2+16	9	-
1+11+27	3	10	1+13+27	5	10	2+21	7	-
1+11+30	5	10	1+14+15+17 +23+27	9	-	2+30+31	6	8
1+11+32	5	10	1+15+23	9	-	3+11	7	-
1+11+33	9	-	1+16+17	4	10	3+12	9	-
1+11+37	8	-	1+16+17+27	9	-	3+15	9	-
1+12+15	9	-				4+11	8	-

Total number of combinations: 68

COMPARATIVE RARITY OF MISCELLANEOUS VARIETIES RELIEF VARIETIES

Note: Where variety also exists perforated, Imperf. factor is shown first. If more than one plate produced a variety, category scarcity is shown in parentheses, individual plate scarcity adjacent to plate listing.

R/F

(6-9) "C" relief used in place of "A" relief: 60L51; 37R51

(5-9) "B" relief used in place of "A" relief: 58,78L51; 57R51

R/F	Plate	Left Pane	Right Pane
(3-7)	"A" relief used in place of "B" relief as follows:		
9	1, Early	89	None
3	1, Int.	1-4,6-10,84-92	3,4,5,7
4	2, Early	1,5,6	1,3,6,8-10
7	5, Early	1	8
3-7	5, Late	68,70,88,91-93,95-100	47,67,91-93,95-100
6-8	6	None	96
(1-3)	"C" relief used in place of "B" relief as follows: (This relief was normally used for all top row positions on Plates 4,6,7,8.)		
7	1, Early	21,43	8,9,46
7	1, Int.	63	10,44
4	1, Late	None	8,10
6	2, Early	3,4,8-10	2,4,5,7
5-10	2, Late	None	8
6	0	2,6,7,10	3,8,9
5-10	3	None	10
3	4	1-10 (Normal)	1-10 (Normal)
6	5, Early	None	3,4,6,9
3-8	5, Late	1,2,6-8,10	2,3,5-7,9,10,68
3-3	6	1-10 (Normal),21,41,67,70	1-10 (Normal),26,27,42,44, 47,61,62,64,66-68
3-3	7	1-10 (Normal)	1-10 (Normal)
3-4	8	1-10 (Normal),21	1-10 (Normal)

(8) MISPLACED 'A' RELIEFS WITH MISSING POSITION DOTS

9	1, Int.	10	None
9	2, Early	None	10

(4-9) MISPLACED 'C' RELIEFS WITH MISSING POSITION DOTS

9	1, Int.	None	10
5	1, Late	None	10
9	0	10	None
5-10	3	None	10
6-10	5, Late	None	10

MISPLACED "C" RELIEF WITH DOUBLE POSITION DOTS

5	1, Late	None	8
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POSITION DOT VARIETIES

MISSING POSITION DOTS

Note: Stamps from the tenth vertical rows of all plates are normally without position dots, and are not included under this heading, With 5 exceptions, no bottom row stamps show a position dot. This variety is common, and warrants no added premium.

(2-3)		DOUBLE POSITION DOTS		Total: 55
R/F	Plate	Left Pane	Right Pane	Total
9	1, Early	24	29	2
8	1, Int.	24	29	2
4	1, Late	24,46	8	3
6	2, Early	47,64,88	23,46,83	6
7	0	9,44	69	3
4-9	3	None	45,65	2
6-8	4	None	86	1
6	5, Early	41,63,64	82	4
5-9	5, Late	63,64	82	3
3-4	6	1-4,7,8	1-4,6,7	12
3-3	7	1-4,6-9	1,2,4-9	16
5-8	8	None	9	1

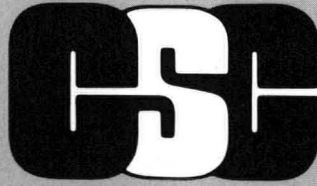
(4-6)		TRIPLE POSITION DOTS		Total: 8
8	5, Early	9	None	1
6-10	5, Late	9	None	1
4-6	6	5,6,9	5,8,9	6
(3-4)		ACCIDENTAL DOTS: SINGLE		Total: 37
9	1, Early	None	55	1
9	1, Int.	None	55	1
5	1, Late	None	55	1
8	2, Early	10	97	2
4-10	2, Late	10	97	2
8	0	None	*58	1
	*(Between 58 & 68, at left end, aligned between diamond blocks & labels)			
4-5	4	100	55,75,91,94	5
6	5, Early	10,34	9,53,73	5
4-9	5, Late	10,34	9,53,73	5
4-5	6	3-7,10,11	7,10	9
	(All dots at upper left corners, except 10L)			
5-6	8	7,10	10,80,100	5
(4-6)		ACCIDENTAL DOTS: DOUBLE		Total: 3
5	1, Late	None	99	1
6-8	6	None	9	1
6-8	7	7	None	1
		ACCIDENTAL DOTS: TRIPLE		Total: 1
6-7	7	None	1	1
(1-1)		MULTIPLE TRANSFERS		Total: 163
R/F	Plate	Left Pane	Right Pane	Total
7	1, Early	3,5,13	2,7,12,14,22	8
4	1, Int.	3,5,13,45,62,72-75,82-85,92	2,7,12,14,22,34,44, 64,92,95,98	25
2	1, Late	3,5,10,11,21,31,33,37,51,55, 56,62,66,74,75,83,85,92	2,3,8,9,12,22,34,64, 70,71,80,90,92,95,98	33
6	2, Early	2,9,15,19,25	3,5,6,9,12-14,19	13
2-8	2, Late	2,4,9,14,19,24,82	3,6,7,16,26,66,87,97	15
5	0	1,11,15,45	2-4,9,12-14,19	12
3-9	3	1	6,16	3
6-8	4	None	9	1
5	5, Early	1-4,7,11,15	4,7,14,24,68,96	13
3-7	5, Late	2,3,7,21-24,29,81-83,91-93	4,14,24,77,84,86,87, 91,95,96	24
4-5	6	None	4,6-8,10,14,18	7
5-4	7	9	8,9	3
4-6	8	6-8,10	2,10	6
(5-10)		TRIPLE TRANSFERS		Total: 3
8	1, Int.	None	74, 84	2
5-10	2, Late	92	None	1
R/F	Plate	Left Pane	Right Pane	Total
(2-10)	2, Late	10R:		1
	5, Late	(Rarity calculated as a group)		
(4-9)	Major:	51,52,74,84,94,96	9	7
(3-8)	Minor:	8,27,31,44,45,55,65, 78,79,80	7,71,72R	13

Note: There are three small cracks in the bottom sheet margin, below 92,93, and 95L. All may exist both imperforate and perforated.

7 47,48 2

Exists only perforated, on later printings.

Estimated rarity: As singles: 7 — As a pair: 10



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DUPLEX HANDSTAMPS, MARCUS P. NORTON AND PATENT CANCELS
OF THE 1860s

RICHARD B. GRAHAM

(Continued from *Chronicle* 156:266)

Marcus P. Norton

In the meantime, what was Norton doing while Edmund Hoole was manufacturing and supplying duplex postmarking devices to post offices throughout the country? There are two major sources of information about the development of the duplex markings and the relationships of Hoole, Norton and various officials of the U.S. Post Office Department. These are the papers of Congress, particularly Executive Document 100 of the 36th Congress, 1st Session, House of Representatives of July 23, 1860; and the similar Document No. 27 of the 38th Congress, 2nd Session, in two parts, dated January 20 and 27, 1865. Report No. 98 of the 39th Congress, 1st Session, dated July 24, 1865, also sheds some light on the subject. The other government source is the report on the case before the United States Supreme Court, *James v. Campbell* in October 1881, which included much of what had been published by Congress but also brought out many other facts in the case.

Returning to Norton's activities, as extracted from various letters and affidavits in the Executive Documents of Congress, it was found that as of December 6, 1864, Norton was 35 years of age and was a practicing lawyer. In the years 1857-8, Norton had failed and was bankrupt, at which time Jacob Shavor and Albert C. Corse of Troy, New York, acquired Norton's rights to his patent of 1859. Presumably, as part of an agreement with Shavor & Corse, Norton continued to work on the concepts of his handstamp, which

POST OFFICE, NEW YORK,
January 3, 1863.

SIR: Some time since you requested that I should test the utility of Norton's double post-marking and cancelling stamping iron, and report my opinion thereon. It was in use in this office when I first entered upon my duties. Since then the cancelling part has been changed in various forms. We have tried the *cutter* thoroughly. This is the most complete method of cancellation; but it is liable, even if used with the greatest care, to injure the contents of the envelope, especially if the enclosures are cards, photographs, and the like. We have also used cork, by inserting it in the cylinder of the canceller. This has proved successful, and our cancellation is now performed in this way.

I am confident no office in the country performs cancellation more thoroughly.

The design of Mr. Norton is indispensable to us. Indeed, unless I should nearly double the stamping force, we could not dispense with its use. I am satisfied the interests of the department would be subserved by securing its general use.

We are now testing a stamp and canceller on Norton's plan, made of box-wood. It promises well, and can be made at a very trifling expense. I am fearful, however, its liability to yield to the wear to which it will be subject may prevent its general adoption. Time will determine this.

Very respectfully, your obedient servant,

ABRAM WAKEMAN, *Postmaster.*
Per Secretary.

A. N. ZEVELY, Esq.,
Third Ass't P. M. Gen'l, Washington, D. C.

Figure 6. Letter of Abram Wakeman, Postmaster of New York City, sent January 3, 1863, to 3rd Ass't PMG A. N. Zevely at Washington. Wakeman discussed the Norton duplex handstamps, and the experiments made a few months before with "cutters" that produced what is called "patent cancels" today.

resulted in another patent being granted, U.S. Patent No. 34184, for a revised style of non-duplexed handstamp with rotary date cylinders, presumably to bypass the claims by improvement of Robertson's patent of 1857. This was granted on January 14, 1862. In the meantime, he was also working with a revised duplex handstamp that included various styles of killers, including cutter blades to cut into the stamp being canceled, similar to what was claimed in 1859.

From Executive Document 27 of the 38th Congress, Part 2, a letter of New York Postmaster Abram Wakeman dated January 3, 1863, explains part of Norton's activities in 1862. This is shown in Figure 6. Wakeman discusses trials with what collectors call "patent" cancels, —i.e., blades or cutters in the killer cut into the stamp to provide better penetration of the ink. Wakeman notes that while the cutter (his manuscript underlining) was the most complete method of cancellation, it was also likely to injure the content of letters. As may be seen from Figures 7 through 10, Wakeman was exactly right in his comment that even with care (however unlikely) letter contents could be damaged by the cutters.

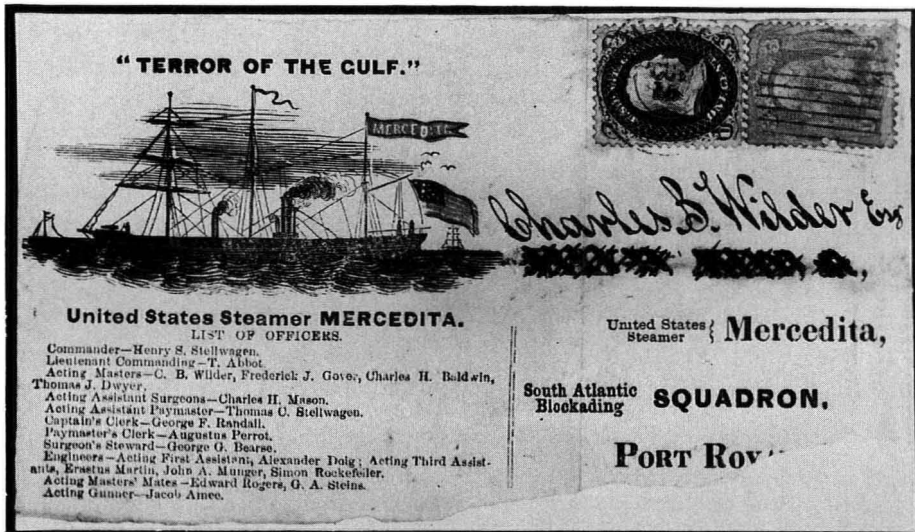


Figure 7. Front of a cover sent to the U.S.S. *Mercedita* at Port Royal from New York in October 1862. The 3¢ plus 1¢ carrier cover was postmarked with one of Norton style duplexed "cutter" handstamps, which penetrated entirely through both the stamps and the envelope front.

Figures 7 and 8 show a cover front and an enlargement of the stamp area with its cancellations that previously appeared in *Chronicle* No. 149 of February 1991, pages 41 and 42. The cover was mailed at New York on October 16, 1862, with the stamps canceled with a duplexed patent killer having 12 blades. According to Fred Schmalzreidt's article, "Patent Cancellations (1847 to 1887)" that appeared as Article No. 13 in Delf Norona's *Cyclopedia of United States Postmarks and Postal History* (APS Handbook Committee, Moundsville, W.Va., 1933) New York City used examples having 9, 10 or 12 blades, all for periods of about 10 days during October 1862. Figure 9 shows two covers, both addressed to Boston to different addresses, with the stamp on the upper cover canceled with the 12-blade cutter and that at the bottom with a cutter having nine blades. The 12-blade cutter has contents dated October 18, 1862, at New York but the date in the postmark is illegible. The bottom cover was sent from New York on October 24, 1862, but has no contents. In each case, the cutter blades cut through both stamp and envelope. Figure 10 shows an enlargement of the canceled stamp and postmark together with a portion of the contents, unfolded, showing how the cutter had macerated the corner of the enclosure. The corner of the folded enclosure is also shown with the enlargement of stamp and duplexed postmark.



Figure 8. An enlarged view of the stamps and postmarks of the cover front shown in Figure 7.



Figure 9. Two covers sent from New York to Boston in October, 1862, with stamps canceled by duplexed handstamps with cutter blade type killer portions. Both covers have stamps and envelope fronts cut through and for the upper cover, which still includes the letter contents, the cutters cut through the corner of the letter.

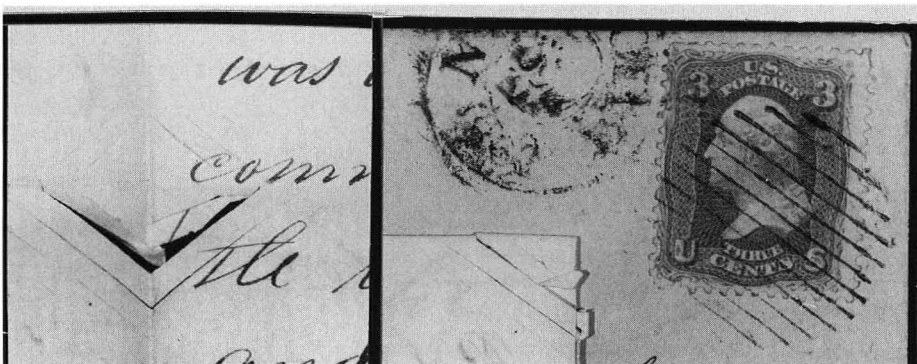


Figure 10. An enlargement of the stamp and killer section of the upper cover shown in Figure 9, with the corner of the enclosed letter shown unfolded at left and folded at right.

Wakeman's letter makes two other statements of interest in addition to his comment regarding Norton's "double post-marking and stamping iron" and his "cutter." He notes that tests had been made using cork in the "cylinder of the canceler." He also states, in his last paragraph that a (postmarking) stamp and canceler made of boxwood was being tested, which worked well and could be made at trifling expense. However, he questioned that it would have satisfactory wear life.

Figure 11 shows a small group of tracings of New York postmarks used in 1862-3, with small double circles and heavy, serified letters that are duplexed with what are obviously "cork" cancels. The example in the center is probably as valid an example of a "cork" killer, in fact, as can be found. This marking was traced from a cover originating aboard the U.S. Gunboat *Katahdin* with an enclosed letter headed "Off the Crescent City, Nov. 23, 1862." The more mundane cork killer at the right comes from the next letter of the same correspondence, with an illegible postmark date but headed "Off New Orleans, Jan. 8, 1863." The marking at left is from a cover written at New York City on November 3, 1862. Thus, these markings fall directly into the period noted by Postmaster Wakeman as being when corks were being used for the first time in the duplex handstamps. Whether these duplexes were the boxwood handstamps he notes is not certain, but there seems to be a great many different corks used and the handstamps have minor differences.



Figure 11. New York City handstamps with "cork" killers, as noted by Postmaster Wakeman, sent in November and December 1862 and early 1863.

The handstamp style that produced the duplex markings with cork killers had a socket, or as Wakeman called it, a "cylinder" into which the cork could be inserted. Norton or whoever he had furnished the handstamps used at New York City had apparently greatly redesigned the original device and this had led to a succession of new patents being granted to Norton. Patent No. 37175, issued December 16, 1862, was for a duplex handstamp with the killer duplexed with a steel four ring target. The same patent was reissued in revised form on April 14, 1863, as No. 38175 to include a version with a socket on the killer side to take corks, wood, rubber or whatever was desired to be used to cancel the stamps. Both patents (the exact difference of 1000 in the numbers of these two patents is confusing) show the handstamp in the form as shown in Figure 12, which was page 12 of Part 2 of Executive Document 27 of the 38th Congress, previously noted. The drawing was included with a brief of the reissued patent (No. 38175) stating it had been assigned by Norton to Shavor & Corse as of April 14, 1863.

It should be noted that in spite of Norton having obtained a patent on his version of the datewheel type postmarking device, the new patents make no mention of it. However, in an affidavit dated December 6, 1864, one F.G. Ransford of Troy, New York, stated that he and an associate had been assigned the rights to the datewheel feature by Norton, which, although the details are not clear, probably explains why the design was no longer being mentioned in connection with the duplex handstamps. Of passing interest is that Ransford, in his affidavit, stated that the cutting device attached to the model of 1859 was "entirely worthless."

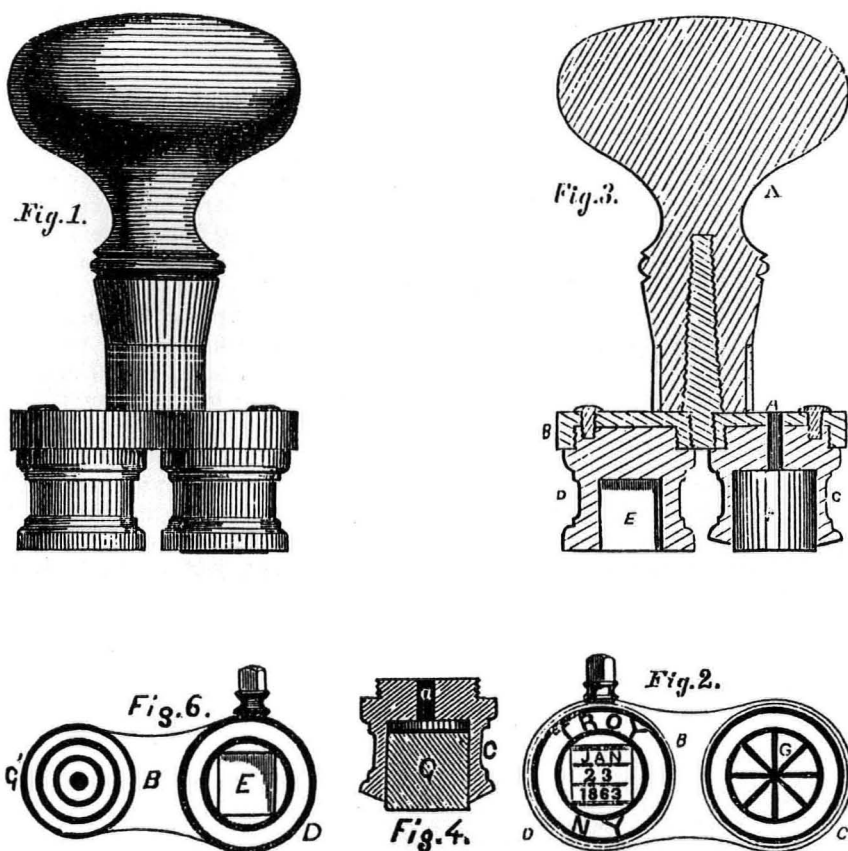


Figure 12. The drawings used for Norton's Patent No. 38175, issued April 14, 1863, but which was reissued several times subsequently in revised form. The drawings of the handstamp in Norton's Patent No. 37175, issued December 16, 1862, were similar except they only include a four ring target and have no provision for cork killers.

(To be continued in Issue 158)

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THE POSTAL HISTORY LEGACY OF MISS HARRIET BUTLER SHAW
JON W. ROSE

Sidney W. Emery, who provided much of the information in this article, is a collector of the 1869 Issue with a very specialized interest in the correspondence of Miss Harriet B. Shaw (Figure 1). Known as "Hat" Shaw because of her fondness for hats, Miss Shaw was a resident of Alfred, Maine, for most of her 91 years before her death in 1933. She was a pioneering mail order dealer whose records consisted primarily of the envelopes she received from customers during the years 1865-1881. Many envelopes bear stamps of the 1869 Issue, often used with stamps from the preceding 1861-67 issues or the succeeding Bank Note issues. It may not be an overstatement to say the Shaw correspondence provides as many as five to ten percent of the 1869 Issue covers known today.

For many years Emery has sought these Shaw covers, and has formed a postal history exhibit of them. Letters flowed into the Shaw residence at 15 South Street, Alfred, Maine, from all over the United States, as well as foreign lands such as Canada, Peru, Brazil and Germany. As many contained money orders or cash, they were sent registered, especially at the 15¢ rate.

What follows is the story of Miss H.B. Shaw, the discovery of her cover cache, and the contributions to U.S. postal history and collectors' holdings brought about by the bookkeeping habits of the super saleswoman.



Figure 1. The home ("Brick Ends") of Harriet B. Shaw, 15 South Street, Alfred, Maine. The shed with dormer windows at far left contained the Shaw correspondence, a postal history legacy (circa 1865-1881) of tens of thousands of covers for today's collectors. Early photo shows local folk with head gear favored by "Hat" Shaw and white fence, now gone. Insert: Miss Harriet B. Shaw as a young woman in her twenties at the start of her pioneering mail order business. Born in 1842, she died in 1933 at the age of 91.

All collectors dream of the "big find," a horde of untouched, old letters or albums full of 19th century stamps, lying forgotten in someone's attic or stored away in filing cabinets of some business.

Sterling T. Dow, a Portland, Maine, stamp dealer, collector and Maine postal historian, was an inveterate seeker of stamp and cover hordes. Sometime in the 1920s Dow got to talking with an antique furniture repairer who worked in a town near Alfred, Maine. Dow asked him if, in his travels, he had ever come upon batches of old letters. Twice the repairman said no, but on a third visit he recalled a horde in a woodshed in Alfred. Through a friend, who happened to be a friend of the woodshed owner as well, Dow was able to secure permission to check the shed.

NO. 25
WILL BUY MADE AT HOME!—33 Entirely new articles for Agents. Samples sent free. Address H. B. SHAW, Alfred, Me.
WILL BUY—Stock and Returns

\$25 A DAY MADE AT HOME!—33 Entirely new articles for Agents. Samples sent free. Address H. B. SHAW, Alfred, Me.

CURE FOR DRUNKENNESS.

Sulphate of Iron three grains; Magnesia ten grains; Peppermint water eleven drams; Spirit of Nutmeg one dram; to be taken once or twice a day, if necessary, for five or six months. This preparation acts as a tonic and stimulant, and supplies the place of the accustomed liquor, preventing the moral and physical prostration which follows the sudden breaking off from the use of strong drink. The above would generally have to be used with the consent of the patient. If it is desired to use a remedy without the knowledge of the patient, take eight grains of Tartar Emetic, and mix in four ounces of Rose Water. Put a table-spoonful into the whole quantity the person is in the habit of drinking in one day; or say a small tea-spoonful to each glass. Be sure and not exceed this quantity.

Figure 2. Some of the advertisements run by H.B. Shaw. Upper left: British Oleon (Persian plum oil) for hair care. Upper right: classified ads seeking agents to sell her products, some of which were fraudulently promoted. Lower left: A sample cure for drunkenness, including sulfate of iron, peppermint water and a shot of nutmeg. Lower right, "Liquid Lightning", a stain remover which claimed to remove almost anything from almost everything.

Upon investigating, Dow discovered bundles and bundles of old letters placed upon the beams inside the shed. The owner had already agreed to sell them to Dow. There were so many, however, that transporting them was a major problem. Dow purchased three large sugar barrels from the town store, filled them with the “covers,” and shipped them to his home by rail. But the barrels were delayed in shipment. Dow was frantic. Finally, he returned to the shed, filled three more barrels and had these shipped by American Express. Both shipments, rail and express, arrived about the same time.

Dow worked on the cover horde all winter, scolded constantly by his wife for “spending money for those dirty old letters which the rats have been running over for years.” Unfortunately, Dow removed many stamps from the envelopes and threw them away, postal markings and all! Cover collecting was in its infancy then, and there was no market for many of them.

These letters all came from the business correspondence of Harriet Butler Shaw, who was active during the years 1865-81. Shaw sold notions, cosmetics and various quaint cure-alls. Among her best sellers were British oleon (Persian plum oil), a hair tonic, and “Liquid Lightning,” a cleaner and stain remover (“instantly removes paint, grease, tar, pitch, and varnish from all articles of wool, silk, cotton, velvet and satin”). Shaw was assisted by her brother, Greene. Potential customers read her advertisements in hundreds of newspapers and magazines (Figure 2).

Among Shaw’s other goods was a foolproof flyswatter (two small blocks of wood), Shaw’s Brazilian Magic Lustre (a polish allegedly containing minerals from Brazilian diamond mines, but actually a cake of brick dust), a \$1 sewing machine (actually a needle, thimble and spool of thread), and various patent medicines.

Offering free samples as inducements, she tried to recruit sales agents for her products across the United States (Figure 2, upper right). Her bookkeeping was the essence of simplicity. When orders arrived, she usually wrote on the envelope the amount of the remittance and noted the date it was received. The envelopes were bundled by date in lots of 100 each (as Dow discovered them).

What did Dow find among what eventually turned out to be some 150,000 covers? Many of the letters were sent registered, and many of these were franked with a 15¢ stamp for the registration rate from 1869-74 (Figures 3 and 4). In all Dow had more than 1,000 15¢ stamps of seven different varieties. This would seem to indicate that the covers spanned a chronological period stretching beyond 1880, but it was not so. The 15¢ stamps

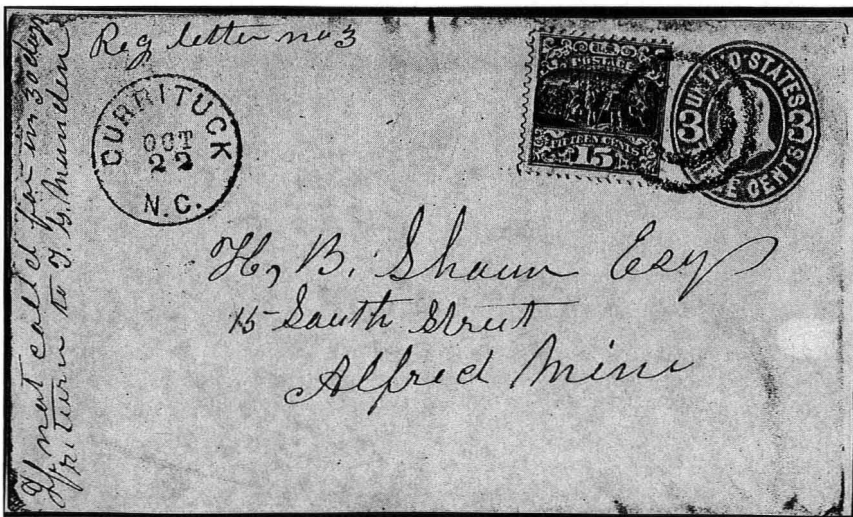


Figure 3. A typical registered letter to H.B. Shaw, Esq. from Currituck, North Carolina, franked with a Type II 15¢ 1869 on a 3¢ pink Nesbitt (Scott’s #U21).



Figure 4. A 15¢ F grill Lincoln and a 3¢ 1869 locomotive pay registered letter rate January 4, 1870, from Kalida, Ohio, to Mr. (!) H.B. Shaw, 15 South St., Alfred, Maine.

included the 15¢ black Lincoln of 1866 (Scott's #77); the 15¢ F grill Lincoln (Scott's #98); the 15¢ 1869s, types I and II (cataloging on cover today \$1,000 and \$750, respectively); and three types of the 15¢ Daniel Webster Bank Note stamps, the National with and without grill (\$1,350 and \$225, respectively) and the 15¢ Continental (Scott's #163, \$250).

Dow recalled that the stamps on covers included more than 50 grilled Bank Notes, more than 100 1¢ 1869s plus 40 strips of three of the 1¢ (Figure 5), a diagonal bisect of the 6¢ 1869, and many bisects of the 6¢ ungrilled Bank Note. But, as Dow reported: "Lamentably, there was not one (bisect) that I could not have made myself. Either they were pen-cancelled or the cancellation did not tie the split to the cover. Too bad."

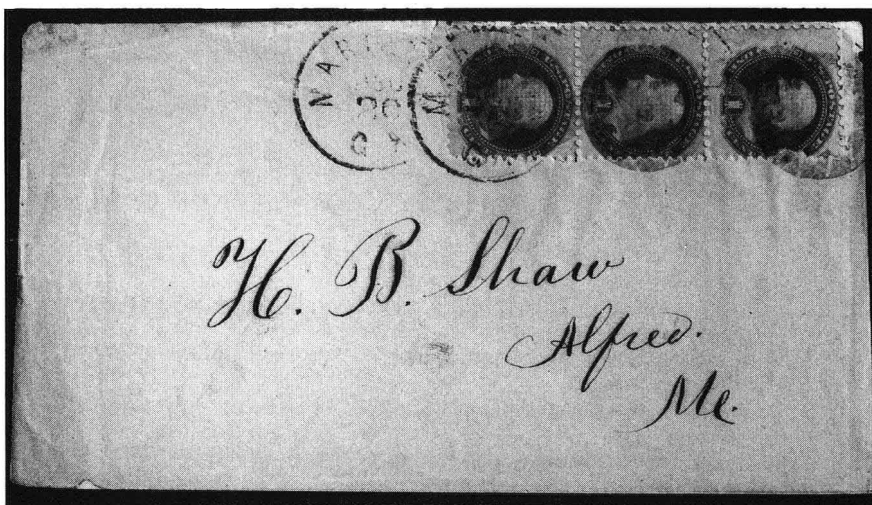


Figure 5. A vertical strip of three of the 1¢ 1869 pays letter rate from Marietta, Georgia, December 20, 1869, to H.B. Shaw. Letter enclosed is from 26-year-old man seeking to become a dealer-agent for Shaw's products. He writes: "If you (Miss Shaw) would like to establish an agency at this place, I would like to be the one appointed, if you have confidence in me so far from you ..."

One of the loveliest 6¢ items was a horizontal strip of three of the 6¢ National with grill. Interestingly, the right hand stamp had a well defined grill, the middle a faint one and the left no grill points at all discernible.

Dow also examined the contents of the envelopes addressed to Shaw and made some choice finds. These included more than 300 unused 3¢ stamps, several 2¢ stamps, and a mint block of six of the 3¢ 1869 (2 x 3). There was also U.S. and Canadian currency, including a number of 3¢ pieces and silver 5¢ coins.

Strangely, Dow did not obtain all the Shaw covers. In 1926 a noncollector uncovered another 30,000 letters. Dow did act as dealer agent in disposing of these. Among the outstanding items were: a cover with a diagonal Black Jack bisect (Scott's #73) attached to a whole copy, both extra fine; two 2¢ 1870 Bank Note bisects (then known as "splits"); two strips of three of the 6¢ 1869; a bisect of the 2¢ 1869 with pen cancel; 23 1869 15¢ Type II covers and two 15¢ Type I covers, all presumably registered usages.

Today H.B. Shaw covers grace dozens if not hundreds of stamp collections, including that of the writer of this article. The Emery collection, which is based on the Shaw correspondence, is notable for its variety. Among its 1869 Issue Shaw covers are: Eight with the 1¢ Franklin, 11 20¢ (including one diagonal bisect), dozens of 3¢ (Figures 6 and 7), one 6¢, four 12¢ and three 15¢. Emery's Shaw covers were mailed from 37 different states and three U.S. territories. Dated covers span a 13-year time frame, July 1868 to February



Figure 6. A. Danner's wholesale grocery and liquor store is illustrated on this 3¢ 1869 cover from Allegheny (City), Pennsylvania, addressed to H.B. Shaw, Esq., presuming Shaw to be a man.

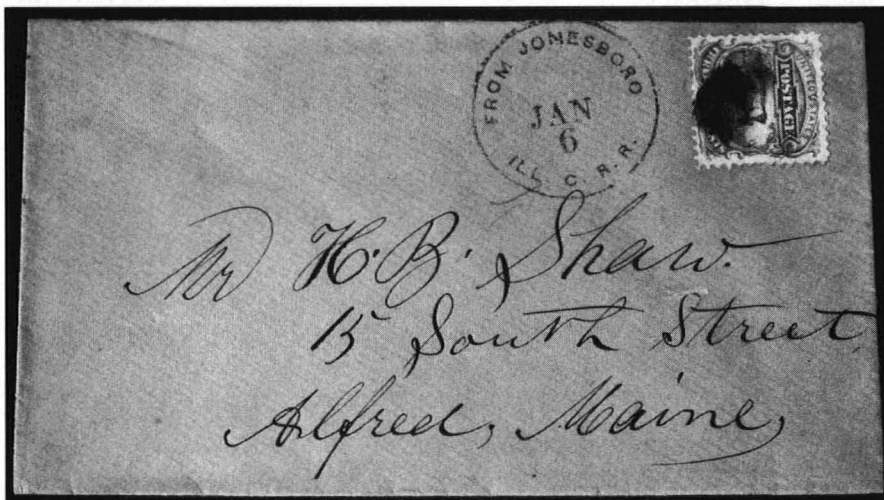


Figure 7. A nicely struck "FROM JONESBORO ILL. C.R.R." postmark enhances this otherwise ordinary 3¢ 1869 cover to Mr. (!) H.B. Shaw, probably January 6, 1870, usage.

1881. New York, Ohio and Pennsylvania are the most common states of origin. The covers include registered pieces showing all four registry rates for the 1868-81 time period: 20¢, 15¢, 8¢ and 10¢, in that order.

This is one of the most interesting postal rate facts about this period. In the space of 13 years the registry rate changed from 20¢ to 15¢ on January 1, 1869; from 15¢ to 8¢ on January 1, 1874; from 8¢ to 10¢ on July 1, 1875, where it remained until January 1, 1893. Covers with the 1869 Issue showing the 8¢ registry rate are uncommon, as they represent very late uses of the stamps. One Emery cover from Iowa shows the 8¢ registry rate plus the 3¢ letter rate, paid by a 2¢ 1869, two 3¢ 1869s and a 3¢ Bank Note stamp.

The Shaw correspondence story has many fascinating footnotes. Harriet Shaw never advertised the fact that she was a young woman, so virtually all the envelopes are addressed to Mr. H.B. Shaw or H.B. Shaw (often with Esquire appended). Miss Shaw had to suspend her operations when she got into trouble with postal inspectors for alleged fraudulent use of the mails.

Harriet Shaw is remembered as “very much a lady, petite, strongwilled and distinctive, and loyal to her Congregational church” by a close neighbor, Miss Evelyn Thompson. Harriet Shaw died on December 22, 1933, at the age of 91, the oldest resident of Alfred, Maine. She died at her home, 15 South Street, left to her by her father. The legacy of her voluminous correspondence ensures her immortality among cover collectors.



Figure 8. Registered (15¢) letter from Charleston, SC, 28 Sept. 1869, to H.B. Shaw, Esq., franked with 15¢ F grill Lincoln and 3¢ 1869 locomotive.

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CANCELLATIONS ON UNITED STATES OFFICIAL STAMPS, 1873-1884

ALAN C. CAMPBELL

(Continued from *Chronicle* 156:284)

Cut Cork Cancellations

Given the high percentage of official mail that originated in Washington, D.C. it is fortunate that in the early years the Washington, D.C. whittlers of cut cork obliterators took a certain pride in their work, so that we have something worth collecting instead of uninspired blobs and smears. Figure 3, bottom row. Given that there is a finite number of simple patterns that can be incised on a round cork, inevitably a certain amount of parallel evolution can be expected to result in similar designs from different locations, for example, Washington, D.C. and New Orleans. Because of the similarities in cancels from different towns, it is often difficult to say with certainty where a given crossroads, circle of wedges, or circle of V's must have originated. Figure 4, top and bottom rows. An element of control is introduced, though, when we remember that State Department stamps were used only in Washington, D.C. and New York City and can only be found with killers from these cities. The cancellations on State Department stamps can be compared to cancellations on the more widely dispersed stamps of other departments in order to make positive attributions.

Because of their fresh bold strikes and nearly infinite variety, the geometric cut cork obliterators of New Orleans are highly desirable and will be represented in collections far beyond what the volume of official mail from that port would warrant in an impartial cancellation study blind to aesthetic values. Figure 5, top and bottom rows, identified by personal communication with Hubert C. Skinner, a recognized expert on New Orleans fancy cancels. Even more desirable, and much scarcer, are strikes of New York Foreign Mail (NYFM) cancellations on Departmental stamps. Figure 6. In their 1968 book⁷, Van Vlissingen and Waud recorded only 12 different types of NYFM cancellations on official stamps off-cover. In his 1990 book⁸, William R. Weiss, Jr. established a new numbering system but did not provide a separate listing of known NYFM cancellations on official stamps off-cover.

Sometimes it is difficult to distinguish NYFM cancellations from NY domestic cancellations or cancellations from other cities. In his book on page 409, Weiss illustrates a Type TR-W8 (Van-Vlissingen-Waud Type A28) look-alike on a 90¢ Treasury Department stamp. Weiss comments that the look-alike cancellation on the 90¢ Treasury Department stamp is too small and that the stamp was issued (July, 1873) after the latest reported usage of Type TR-W8 on cover.

Weiss does illustrate a 15¢ Post Office Department stamp with Weiss Type GE-EP3 (Van-Vlissingen-Waud Type G17) on page 109 and a 2¢ Treasury Department stamp with Weiss Type ST-8P1 (Van-Vlissingen-Waud Type A25) on page 156. Weiss also illustrates a 1¢ Treasury Department stamp with his Type GE-C6 NYFM cancellation (Van-Vlissingen-Waud Type W3) on page 57 of his book with the following comment:

Any NYFM on a Departmental stamp is very rare and should be highly prized by the owner. Probably fewer than 15 such examples exist, and none are reported on cover. Such a cover, if ever discovered, would be worth a king's ransom!

Mr. Weiss's "king's ransom" of a NYFM cancellation on a Departmental cover may at last have been found. Robert L. Markovits reports having a Treasury Department cover with a

7. Arthur Van Vlissingen and Morrison Waud, *New York Foreign Mail Cancellations, 1870-1876* (1968), pp. 77-78.

8. William R. Weiss, Jr., *The Foreign Mail Cancellations of New York City 1870-1878* (1990).

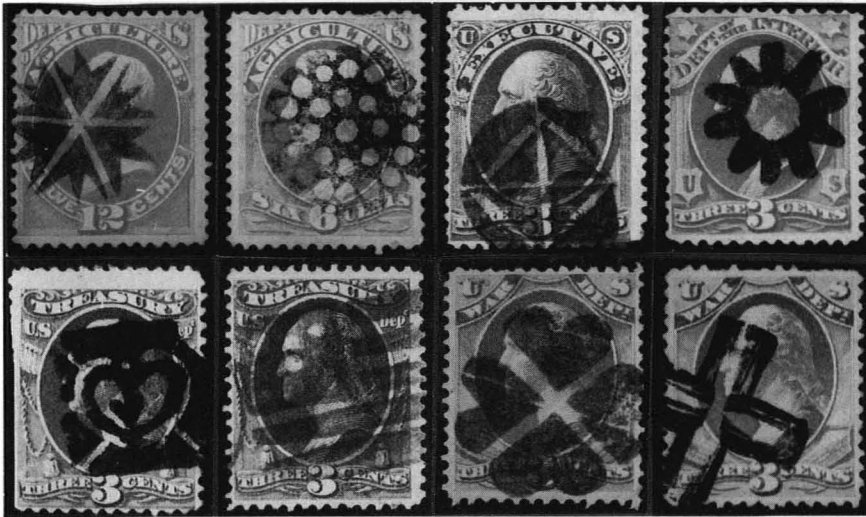


Figure 4. Top row: a. Chicken footprints; b. Honeycomb; c. Saratoga Springs, N.Y. — President Grant at the racetrack?; d. Sprocket. Bottom row: a. Heart, Cole #HE-49; b. Blue flag; c. Hearts from Waterbury, Conn., Cole #HE-45; d. Crucifix.



Figure 5. New Orleans, La., cut cork killers and obliterators.



Figure 6. New York geometrics. a. domestic mail in red; b. foreign mail (G2) in black; c. foreign mail (A1) in red; d. foreign mail (A2) in black. Types per Van Vlissingen and Waud.

NYFM cancellation. Hopefully documentation and/or exhibition of this most unusual cover will occur soon.

The scarcity of Departmental covers addressed to any foreign countries, in general, is at least partly accounted for by the limited number of governmental departments having a need for foreign mail correspondence and by the UPU prohibition of official stamps on foreign mail after April 1, 1879⁹. The scarcity of Departmental stamps and covers with NYFM cancellations, in particular, is accounted for by the short period of use, 1873-1878, in which NYFM cancellations could occur during the issuance of Departmental stamps and by the low volume of Departmental foreign correspondence which originated in New York City compared to that which originated in Washington, D.C.

Among abstract geometric shapes, the most popular carved were stars (Figure 7, top row) and Maltese Crosses (Figure 7, bottom row). Among representational shapes, one finds leaves (Figure 8, top row), masks and Jack-o-lanterns (Figure 8, bottom row), and shields and anchors (Figure 9, top row), along with certain other vaguely figural depictions that judges often ascribe to the hyperactive imaginings of a subject undergoing the



Figure 7. Top row: cut cork stars. Bottom row: cut cork Maltese crosses.



Figure 8. Top row: cut cork leaves. Bottom row: jack-o-lanterns and man in coffin.

9. Alfred E. Staubus, "Stamps for use on Official Correspondence to Foreign Destinations Under GPU and UPU Treaties", *Chronicle* 147:188-195 (August 1990).

Rorschach inkblot personality test. Sadly, the truly wonderful carvings of artists like John W. Hill, the Waterbury, Connecticut, Postmaster, almost are never found on Departmental stamps because the smaller towns posted a negligible amount of official mail.

Letters and numerals are readily found, the most familiar and easily identifiable being those of Boston. Figure 9, bottom row. Quite ornate letters are sometimes encountered (Figure 10, top row) as are obsolete rating marks from the 1840s and 1850s, still in use as obliterators in small towns. Figure 10, bottom row. The premiums listed in the Scott *Specialized Catalogue of United States Stamps* for “numeral” cancellations refer



Figure 9. Top row: cut cork shields. a. New Orleans, blue; b. Chicago, blue; c. black; d. black anchor. Bottom row: Boston, Mass., negative numbers and letters.



Figure 10. Top row: ornate letters: a. “P”; b. “R” from Raynham, Mass.; c. “E” from New Orleans, La., Cole #LE-72; d. “E” in wreath, Ellenville, N.Y., Cole #LE-46. Bottom row: obsolete rate markings. a. “10”; b. “3” from Leominster, Mass.; c. “5”; d. “5”.

specifically to these obsolete rating marks. Medicine bottle stoppers with molded numbers were often pressed into service at smaller post offices located in general stores (Figure 11, top row, the unreversed image of “2” in the first example is exceptional), and abbreviated year dates from the 1870s can be found as well. Figure 11, bottom row. Also of interest are cancellations showing the postmaster’s initials (Figure 12, top row), “U.S.” (Figure 12, bottom row), “PAID” (Figure 13, top row), and various other initials and words. Figure 13, bottom row. The initials, JDV (Cole Type EL-166), on the 3¢ Interior stamp in the top row of Figure 12 corresponds to the initials of John D. Vail, Postmaster of Blairstown, New Jersey.



Figure 11. Top row: bottle stoppers: a. “2”; b. “3”; c. Fort Leavenworth, Kans.; d. “2” in star. Bottom row: year dates. a. “75” from Canton, Pa., Cole #YD-39; b. “77” from Mattpoisett, Mass., Cole #YD-103; c. “75” from St. Johnsbury, Vt., Cole #YD-40; d. “79”.



Figure 12. Top row: postmaster initials: a. “JDV.” from Blairstown, N.J., Cole #EL-166; b. “HL” in blue; c. “RH”; d. “ED”. Bottom row: “US”.



Figure 13. Top row: "PAID". Bottom row: a. "CORRECT" inside circle; b. "O.K." in keystone from Beloit, Wis., Cole #OK-11; c. "O.K."; d. "M.B." from Mystic Bridge, Conn.

Commercial Cancellations

Around 1880, the use of commercially-prepared duplex metal canceling devices became widespread. They were purchased chiefly by postmasters in smaller towns which did not qualify for Government-supplied cancelers due to the low volume of mail. The more generic types, showing stars (Figure 14, top row), Maltese Crosses (Figure 14, bottom row), the ubiquitous wheel-of-fortune and pinwheels (Figure 15, top row), and targets and ellipses all sold well. Because these devices were virtually identical, attribution to a specific town is impossible without a portion of the accompanying circular datestamp. The beautiful triple star cancellation (Cole Type STU-3, shown on the 30¢ Navy Department stamp, Figure 14, top row), can be found on the stamps of several departments, often on high values, but no cover is known and the origin of this device is unclear. The familiar "S in U" cancel (Figure 12, bottom row, item d) struck on most values of the War Department stamps is known on a cover from Michigan but probably also was used



Figure 14. Top row: metal stars — the 6¢ Executive Department stamp has the purple Long Branch, New Jersey, star. Bottom row: metal Maltese crosses.

elsewhere. Among the most intricate of the metal cancelers is a representation of a fossilized ammoniate (Cole Type PI-50) used at Cash Town, Kansas, and found struck on Agriculture and Interior Department stamps in black and purple. Figure 15, bottom row. Other delicate designs include an Indian head used at Fort Keough, skull and crossbones, anchors, and shields.



Figure 15. Top row: wheels-of-fortune and pinwheels. Bottom row: a. fossil ammoniate from Cash Town, Kans.; b. fleur-de-lis; c. shield from Richard Falls, N.Y., Cole #SH-128; d. anchor inside circle from either Newark, N.J., or Hebron, Conn., Cole #RN-33.

Certainly the most famous of all commercial canceling devices are the “kicking mule” cancels (Cole Type AN-11, Figure 16, top row) which were used on official mail from Port Townsend, Washington Territory. The “kicking mule” cancellations, always struck in black when found on Departmental stamps, have been thoroughly researched¹⁰ and are most commonly found on War Department stamps, although they are seen on the Interior Department stamps and rarely on Agriculture Department stamps. Examples on Departmental covers are extremely rare. The “kicking mule” is one of the few cancellations found on Departmental stamps valuable enough to have warranted being forged.

The heavy-handed ellipse cancellations popularized by John Goldsborough of Philadelphia, in which the different numbers or letters correspond to different stations or substations in a given city, have some academic interest but little aesthetic merit and are common enough to deserve a discount, like pen-canceled stamps, from normal catalogue values. The numeral in target and numeral in circular barred grid (the latter often struck in blue) are much more attractive cancellations. Figure 16, bottom row. Machine cancellations are rarely seen on official stamps since their introduction coincided with the waning of official stamp usage.

Usage by Department

Due to space limitations, no attempt will be made to analyze each of the nine departments in depth¹¹; instead, we will proceed through them alphabetically, surveying what one can hope to find with patience and luck.

10. *The Tale of the Kicking Mule*, Cornell, 1949, and *Official Chatter*, Nov. 1988-March 1989, Rollin C. Huggins, Jr. The kicking mule cancels, prepared by C.A. Klinker & Co. of Oakland, California, were used in five towns, but Port Townsend is the likely source for use on Departmental stamps.

11. The July, 1987, issue of the *Official Chatter*, by Rollin C. Huggins, Jr., began a series of articles which discusses the stamps, cancels and covers from each individual department.



Figure 16. Top row: a. kicking mule from Port Townsend, Wash., Cole #AN-11; b. skull and crossbones; c. Indian head. Bottom row: a. "4" in blue from Cincinnati, Ohio; b. "L" for local from Washington, D.C., Cole #LI-15; c. "3" from Washington, D.C.; d. "7" from Cincinnati, Ohio.

AGRICULTURE DEPARTMENT — good variety due to wide dispersal and the absolute optimum background color for showing off strikes of the more delicate cancels. Decent used copies of the top three values are difficult to find and rarely show a worthwhile cancellation. Town cancels are hard to find and red cancels are undervalued. The omnipresent ellipse cancels used in the larger cities are found less often on stamps of this Department.

EXECUTIVE DEPARTMENT — extremely limited range of cancellations due to small quantity and short period of localized usage. The key item is the Long Branch, New Jersey, purple star.

INTERIOR DEPARTMENT — again, good variety due to wide dispersal, long period of usage, and a good background color. All ten values on hard paper were used in relatively large quantities and can be found with many diverse cancellations, but only the 2¢ and 3¢ values on soft paper are common in used condition.

JUSTICE DEPARTMENT — reasonably broad dispersal, but none of the values were used in large quantities, so patience is required. The top three values are difficult to find used.

NAVY DEPARTMENT — variety limited by usage from naval yards chiefly up and down the Eastern seaboard. The key item is the New York Steamship cancel.

POST OFFICE DEPARTMENT — widely dispersed and used in vast quantities, but the yield of interesting cancellations is surprisingly low. Town postmarks are scarce, and strikes of the later metal commercial cancelers are more difficult to find.

STATE DEPARTMENT — usages limited to Washington, D.C. and New York City. Some decent cut cork killers from the 1870s, then numerals in targets or ellipses in the 1880s can be found. Surprisingly, the State Department stamps provide collectors with their best chance for assembling a 1¢ - 90¢ set with red cancels. A very few \$2 used copies are known with colored cancels; \$5 copies are mostly black smears; \$10 and \$20 postally used copies are virtually unheard of. Favor-canceled presentation sets are more common with this Department than with other departments.

TREASURY DEPARTMENT — good variety due to wide dispersal, long period of use, large quantities used of all eleven values. However, the stamps of this Department have a poor background color for reading cancels.

WAR DEPARTMENT — excellent variety due to very wide dispersal, long period of use, and large quantities used of all values on hard or soft paper. The stamps of the War Department have a decent background color for reading cancels. The best variety of town, territorial, and Fort cancels are available on stamps of this Department. The key item is the “kicking mule” but almost anything to be found in departmental cancellations can be found on War Department stamps.

Conclusion

Trying to build a collection showing only meritorious departmental cancellation on cover would be a hopeless dead-end task. My own exhibit collection includes eighty-four covers from all nine departments, and only nineteen of these charitably can be considered to have interesting or fancy cancellations. Fully eleven of these are legal-size covers. Even with unlimited funds and access to every departmental cover in the country, it would be touch and go to assemble a meager display that could stand on its own. Collectors in this field will have to resign themselves to acquiring most examples off-cover and intermingling the occasional usage on piece or cover. But having accepted this condition, the search and attendant study should prove worthwhile. For although the supporting literature is barely out of its infancy, the collecting of official stamps is certainly in its ascendancy, and a spirit of camaraderie and cooperation exists among the active collectors.

FROM THE EDITOR

It is always a pleasure to receive positive feedback regarding articles published in one's *Chronicle* section. The recent “1992 Rarities of the World” auction sale (October 3, 1992) by the Robert A. Siegel Auction Galleries, Inc., included an example of the 1882 five cent Garfield special printing (Scott No. 205C). One full page (page 140, lot #635) of the auction catalog was devoted to this single stamp. As part of the stamp's description, three paragraphs summarized and praised William E. Mooz's research findings which were published in this section in *Chronicle* 153:40 (February 1992). Congratulations to Mr. Mooz for his in-depth research and article which have been so well received and acknowledged by experts in the field of U.S. philatelic classics.

Other major contributions to philatelic knowledge await discovery and understanding — for instance, many of the solutions to long-standing philatelic puzzles and questions can be found in the records in the National Archives. Collectors are urged to take advantage of the opportunity to visit and explore the National Archives' records which may hold the secrets to the mystery areas of their collecting specialties.

Alfred E. Staubus

Editor's Note: The following article is an expanded version of a paper, read at the Third International Postal History Symposium in Sindelfingen, near Stuttgart, Germany. It first appeared in *Internationale Postgeschichtliche Tage Sindelfingen 1991*, a handbook of postal history articles published for this well-known postal history show. The article was updated and published in *Philatelie und Postgeschichte*, Vol. 26, No. 124, Bonn 1 May 1992, a regular supplement to *Philatelie*, the organ of the Bund Deutscher Philatelisten (the German equivalent to the APS). The author, Wolfgang Diesner, FRPS,L., headed both the Symposium and the International Jury at Sindelfingen since its inception from 1989 to 1992. A U.S. Philatelic Classics Society member, he has long been an accomplished student in German postal history and has been especially interested in the postal service of Bremen, his place of origin. In earlier years, Wolfgang Diesner generously shared postal research data with me in the following writings: The "Bremen Closed Mail" Appendix of *North Atlantic Mail Sailings 1840-75*; "Bremen Mail by Constitution" (*Chronicle* 132:285-288); "Bremen Closed Mail by Ariel" (*Chronicle* 139:206-209); and "The Beginning Period of Bremen Line Mail Service - New Insights Into the Bremen Arrangement - 1847" (*Chronicle* 149:52-64). Because this paper contains important information on German rates to the United States, the author was asked permission to have his work translated and published in English in the *Chronicle*. The translation was graciously completed by member Ernst M. Cohn. At my request, Mr. Diesner has expanded his explanation of the German transatlantic rates to show the details from which they were derived.

Richard F. Winter

POSTAL ROUTES AND RATES FOR MAIL BETWEEN GERMAN STATES AND THE UNITED STATES, 1840-1870

WOLFGANG DIESNER (Köln, Germany)

I. Introduction

A complete and detailed presentation of the theme would go beyond the given framework; hence it is limited to the more important postal historical facts and dates, without satisfying all demands for information.

In the description of postal routes, France is not considered because another study describes French transit routes.¹ To better understand conditions of correspondence in those days, here are some statistical data.

German States, in the sense of this study, are the 38 states of the German League (1815-1866) and the 22 states of the North German League (1867-1871), as well as (from 1867 onward) the South German States of Bavaria, Württemberg, Baden, and Hesse-Darmstadt. Between 1850 and 1867 those German States were members of the German-Austrian Postal Union (GAPU); and after 1867, except for the so-called Southern German States and Austria, members of the North German Postal District. The German League had an area of 11,489 German square miles in 1850 with about 45 million inhabitants; the U.S. had more than ten times that area with about 25 million inhabitants.

After the U.S. independence from Great Britain, emigration from the German territories was a main cause for the steadily increasing need for means of correspondence. The number of emigrants into the U.S. exceeded 4 million between 1819 and 1859, more than 1.2 million of them from the states of the German League. Another situation that escalated the need for postal communication with the German States was the developing com-

1. James Van der Linden, "Mailship Connections with the United States, between French and English Ports, from 1783 until 1870," *Philatelie und Postgeschichte*, May 1992, pp. 38-45.

mercial connections and consular organizations through the commercial ports of Bremen and Hamburg. Such communication was temporarily interrupted by wars and economic crises, including the continental blockade of Napoleon from 1806 to 1813 and by the war between the U.S. and Great Britain to 1814.

II. Precursors and Competitors of Regular Transatlantic Mail Steamers before and after 1840: Mail Transport by Sailing Packets and “Occasional Ships” (Ship Letters) to the U.S.

Before 1840, German correspondents could send their mail, in principle, only from the large German and European ports for North Atlantic traffic, such as Hamburg, Bremen, Rotterdam, Antwerp, London, Liverpool, Falmouth, and particularly, Le Havre, via intermediaries or directly through ships’ captains, knowing the sailings for the U.S. In particular, letters could be forwarded via special “American Postal Expeditions” (e.g., in Hamburg or Bremen) to ports of the U.S., normally for a small “ship letter fee.” Andreas von Beseler was the first to offer regular transport of mail to America from a German port when he opened his “American Post Expedition” in 1788 at Hamburg. The postmaster of the city of Bremen, Gerhard Heymann, started transporting mail to America in 1797, via Hamburg and Amsterdam, by opening his own “American Post Expedition”, modeled after Beseler’s institution.

From 1818 to 1840 at least, and to a lesser extent into the steamship period until after 1860, correspondents could make connections by sending their mail to England (Liverpool from 1818, London after 1824) or France (Le Havre from 1822); thence by fast sailing ships, belonging to several American and English firms, to Boston, Philadelphia, New York, and Baltimore. Ship letter fees and postage were usually to be prepaid to the American port. Some steamers (e.g., the *Sirius* and *Great Western*) also took ship letters to the U.S. from 1838 on.

Regular sailing ships from Bremen to New York (or Baltimore, etc.) were operated from 1822 on, in increasing numbers from 1828, by H.H. Meier & Co.; from Hamburg starting in 1828/1829 by a short-lived merchant company; from 1836 until after 1848 by R.M. Sloman and from 1848 by the HAPAG (Hamburg American Line) to New York. About 1840, some 48 shipping companies were active in the North Atlantic and, for the most part, also offered mailing opportunities for letters.

From 1840 until after 1870 and “upon request of the mailers”, the city post offices of Bremen and Hamburg transmitted letters for the ship letter fee of 2 to 3 Grote or 2 schillinge by “private ship” to the U.S., even after regular steamer connections were established. Between 1840 and 1852, the South German post offices in particular used sailing ships via Le Havre to a major extent in addition to (more expensive!) steamer connections.

III. Postal Transit Routes for Regular Connections by Mail Steamers to the U.S. (1840-1870)

A. German Feeder Routes to England for U.S. Mail

Regular, state-subsidized postal lines started to operate between England and the U.S. from Liverpool to Boston (via Halifax) and (1848) New York, respectively, when the first steamship of the British Cunard line, the *Britannia*, left on 4 July 1840. That started the slow decline of letter transport on sailing ships in the North Atlantic because steamships were generally superior to them in speed, punctuality and safety. The main disadvantage consisted of the relatively high ocean postage (packet letter rate) compared with ship-letter fees. Reliable Cunard steamers took over the mail routes from Liverpool to the U.S. to Boston from 1840 until after 1870, to New York also from 1848, and always via Queenstown (Ireland) from 1859, apart from small changes. The first American line (Collins Line) operated from Liverpool to New York, starting in 1850; seven other lines had mail contracts for the Liverpool route from 1853 until 1870. The British port Cowes nearby Southampton was first touched by an American (German-subsidized) postal steamer line in June 1847, the first American-Continental European line connecting between

New York and Bremerhaven/Bremen. Cowes/Southampton was reached by other steamship lines from 1850 onward, some traveling via Le Havre but sometimes also carrying direct mail from England or “feeder mail” from German postal administrations and France to the U.S.

Mail could be sent to the U.S. via Cowes/Southampton - with interruptions - until after 1870, and via Plymouth provisionally in 1869/70 (HAPAG). All mail, except that sent via Le Havre, first had to pass through the General Post Office at London, which took care of its forwarding to the harbor post offices.



Figure 1. 1845 prepaid letter to U.S. harbor; rate: 40 Grote = 20 pence; from Bremen (Jul 1) via Cuxhaven to London (postmark “PAID SHIP-LETTER/LONDON/4 JY 4/1845”) by non-contract steamer *Great Western* from Liverpool to New York. Credit to GPO London, 1/6 from Cuxhaven to New York and 6¢ “ship letter fee” collected in N.Y.

1. Route via Bremen-Cuxhaven (London-Liverpool), pre-1840 - about 1853

Even before 1840 a postal route existed between England and Bremen via Cuxhaven, usable for mail sent there and suitably marked for routing via London-Falmouth and, from 1818 on, via Liverpool, or from 1824 via London to U.S. ports, franked to the arrival ports.

Postage was reduced from October 1841 on the Cuxhaven route between England and Bremen. The transit sea postage to the U.S. was reduced also, starting on 1 July 1849. From the end of 1849 to the start of 1853, this postal route was also used for the so-called “Bremen Closed Mails” between Bremen and the U.S. via England. After 1852 the route was used occasionally “upon the express request of the mailer”, then was closed later.

a. Summary of Rate Development (Silbergroschen Currency):

i. 1840/41 (September)

- (a) German inland postage to Bremen: (+) (= must be added)
- (b) Letter postage from Bremen to U.S. port: 30 Sgr.
(4 Sgr. Bremen-Cuxhaven rate + 16 Sgr. Cuxhaven-G.B. rate + 10 Sgr. G.B. sea rate to U.S. port)

ii. 1841 (October)/30 June 1849

- (a) German inland postage to Bremen: (+)
- (b) Letter postage from Bremen to the U.S. port: 16¾ Sgr.
(1¾ Sgr. Bremen-Cuxhaven rate + 5 Sgr. Cuxhaven-G.B. rate + 10 Sgr. G.B. sea rate to U.S. port)

- iii. 1 July 1849/51 (except for Bremen Closed Mail)
 - (a) German inland postage to Bremen: (+)
 - (b) Letter postage from Bremen to the U.S. port: 13½ Sgr.
(1¾ Sgr. Bremen-Cuxhaven rate + 5 Sgr. Cuxhaven-G.B. rate + 6¾ Sgr. G.B. sea rate to U.S. port)
- iv. 1851 to 1853 (April) (except for Bremen Closed Mails)
 - (a) German inland or G.A.P.U. postage to Bremen/Cuxhaven: (+)
 - (b) Letter postage from Cuxhaven to the U.S. port: 11¾ Sgr.
(5 Sgr. Cuxhaven-G.B. rate + 6¾ Sgr. G.B. sea rate to U.S. port)

2. Route via Prussia - Netherlands/Rotterdam - (London/Liverpool), pre-1840 - about 1857

After the conclusion of the postal treaty between Prussia and the Netherlands on 21 June 1817, letters could be sent under Article 38 to England and overseas, including the U.S., via the postal route Cologne - Emmerich - Arnheim - Rotterdam, under the following conditions:

- a. Letters must be franked to the English Channel border; and
- b. Prussia must pay to the post office of the Netherlands a transit postage of 15 Dutch Cents (3 Sgr.) for each single weight letter (15 grams); from 1824-1851, 20 Dutch Cents (4 Sgr.); and from 1851 on, 10 Dutch Cents (2 Sgr.).

In 1844, a partly franked letter (paid to the English Channel) from, say, Coblenz via Cologne, Rotterdam and England to the U.S. cost 7 Sgr.; a letter sent in 1851/52 from Württemberg via Rotterdam to the U.S. cost 9 Kr. G.A.P.U. postage to Emmerich and 25 Kr. onward postage to Great Britain. The Dutch post office transported it to England, and the British to the U.S. After 1852 this route was little used and only "upon request of the mailer".



Figure 2. 1848 double-weight prepaid letter from Sonneberg, Saxe-Meiningen, (Aug 19) by "British Open Mail System" via Aachen-Ostende-London-Liverpool and Cunard steamer *Hibernia* to Boston. Thurn & Taxis postage: 27 Kr.Rh.; transit postage: 148 Kr.Rh. = 42¼ Sgr. (24 Kr.Rh. Prussian transit + 18 Kr.Rh. Bel. transit + 106 Kr.Rh. G.B. and sea postage to U.S. harbor); 58¢ postage due collected (double retaliatory rate of 29¢ from Boston to New York.) Carried by the Thurn & Taxis and Prussian post via Aachen ("P."), London (24 AU 24/1848) and Liverpool (L/AU 24/B), and Boston (SHIP/SEP/8). Postage due ("58") marked in Boston.

3. Route via Prussia - Belgium/Ostende - (London/Liverpool), pre-1846 - post-1870

Around 1840 mail was already sent four times per week across the Channel between Dover and Ostende, Belgium, respectively, and sometimes Calais, France. Furthermore, rail lines were being built from Ostende via Gent in the direction of France and Prussia. By 1838 the line Ostende-Gent-Liege was finished and by 1841 the partial route Cologne-Aachen was in operation, with the missing link, Liege-Verviers-Aachen being completed by 1843. In 1844 England and Belgium signed a postal treaty that reduced the rates for exchange correspondence. Because Belgian demands for transit postage were too high at first, Prussia did not sign a postal treaty with Belgium until 1846, which also included transit of U.S. mail via England. Until 1846, letters via Belgium/Ostende had to be paid to the English Channel and delivered by forwarding agents to the British post office, which then sent the mail to the U.S. by sailing packets or non-contract steamers from London and Liverpool.

Prussia and Belgium signed a postal convention on 23 November 1846, which permitted a considerable lowering of transit postage for letters in closed packages and individually. A particularly complicated regulation concerned the calculation of 33 German transit postage rates. On 17 January 1852, a new postal treaty was signed between Prussia and Belgium, acting for the German Austrian Postal Union (GAPU), remaining in force until 1860. The German postal territory (GAPU) was divided into three rayons (postage zones) and Belgium, into two zones. The lower postage, obtained by this treaty, affected the composition of letter postage from/via Prussia, Belgium, England to the U.S. The transit fee via Belgium (Ostende) and Dover became uniformly 3 Sgr. per $7\frac{1}{2}$ grams for all German states, also valid for transit mail via (Gent) Calais (France) to England (and the U.S.).

The Prussian treaties with Belgium (1846, 1852) formed not only the base but the precondition for a postal treaty with Great Britain (England) in 1846, and also for improvements in this arrangement in 1852, affecting transit to the U.S. as well.

4. Postal Relations Between Prussia and Great Britain (Transit to the U.S.) 1840-1852

From 1817 to 1844, the English portion of letter postage between Prussia and England was $\frac{1}{8}$ (1 shilling 8 pence = $16\frac{3}{4}$ Sgr.) After July 1840, in practice from the German States from 1841, ocean postage from Liverpool by Cunard steamer to Boston (also to New York from 1848) was 1 shilling (10 Sgr.) Additionally, there was further transit and Prussian or German inland postage, the Prussian inland postage amounting to from 1-15 Sgr. during the period 1840-1844, depending upon the distance to the postal boundary. A letter to the U.S. cost at least 29 Sgr.

From 1844 to 1846 the following rates were valid:

- a. Prussian/German inland postage (in Prussia 1-6 Sgr.).
- b. English postage including Channel postage:
 - via Belgium (Ostende) $6\frac{3}{4}$ Sgr.
 - via Netherlands (Rotterdam) $6\frac{3}{4}$ Sgr.
 - via France (Calais) $16\frac{2}{3}$ Sgr.
 - via Hamburg $18\frac{1}{3}$ Sgr.
- c. Ocean postage Liverpool-Boston/New York (without U.S. inland postage) = 10 Sgr.

The total postage for a single-weight letter from 1844 and from the cheapest place (1 Sgr.) of Prussia to the U.S. via English steamer from Liverpool was $17\frac{3}{4}$ Sgr. before 1847 and could increase, depending upon distance of the place of origin and routing up to $34\frac{1}{3}$ Sgr.



Figure 3. 1863 paid letter (tariff 6½ Sgr.) from Aachen, Prussia, (May 6) via Bremen Direct line to Pottsville, Pennsylvania, by mail steamer *Hansa* of North German Lloyd line. Because of “low tariff” payment not routed by the closer and faster “Prussian Closed Mail System” via Aachen-Ostende, which required 12 Sgr. for a paid letter.

The first mail treaty signed between Prussia and Great Britain on 1 October 1846 effected not only an improvement of the previously tense postal relationships but also a simplification and lowering of postage, including transit to the U.S. Also, exchange offices were set up for mail traffic. The regulations became effective on 1 January 1847 for mail between Hamburg (Prussian post office) - London (Emmerich) - Rotterdam - London and (Cologne, Aachen) - Ostende - Dover. Mail exchange offices were Hamburg, Emmerich, Cologne, Aachen and London, Hull, and Dover. Still lower ocean rates took effect on 1 July 1849 for traffic between Prussia/GAPU and the U.S. via England. That followed the first postal treaty between the U.S. and Great Britain - after a de facto “postal war” 1847/48 - on 15 December 1848, becoming effective 15 February 1849, with the transit mail article becoming effective on 1 July 1849. In addition, there was a further lowering of British/Prussian postage on 1 August 1852, which reflected favorably on the total charged between Prussia/GAPU and the U.S.

5. Postal Relations Between Prussia and the U.S. (via Great Britain), 1852 - after 1867/70

The first postal treaty between the U.S. and Prussia was signed on 16 October 1852. It followed years of negotiation (after Prussian treaties with Belgium and Great Britain had been signed) and was of special importance for Prussia and those European and non-European states that belonged to the GAPU or were connected with it. This new treaty regulated the exchange of Prussian-American mails and packages via England, the so-called Prussian Closed Mails. The closed mail rate between Prussia and the U.S. was 13 Sgr., which equaled 30¢ for a single weight. Later, after the rate for prepaid letters between Prussia and England was lowered from 7 to 5 Sgr. (effective 1 July 1859), the rate between Prussia and the U.S. was lowered by 1 Sgr. (from 13 to 12 Sgr.) during the period October 1861 to 1863, but unpaid letters remained at 13 Sgr. From 1 January 1868, the North German Union postal administration halved the fees (6 Sgr.) and from 1 July 1870, lowered them further to 4 Sgr. for paid and 8 Sgr. for unpaid mail.

This postal route carried most German-U.S. correspondence and related transit mail within the framework of the Prussian Closed Mail system from the end of 1852 until after 1870. The main reason was the speed of business correspondence. Letters that were not as urgent and for which postage could be saved, e.g., letters of emigrants, were sent mostly to the Bremen-Direct Line (see later paragraph) or to the sailing packets from Le Havre.

**Summary of Rate Development/Postage via England to the U.S.,
1847 - 1875, single weight**

- | | | | |
|-------|-------------------------|----------|---|
| i. | 1 Jan 1847-30 Jun 1849 | 20 Sgr. | Prussia-U.S.
(paid to U.S. harbor) |
| | | | [10 Sgr. Prussia to G.B. (3 Sgr. 4 Pfg. Prussian inland + 1 Sgr. 8 Pfg. per 7½ grams Belgian transit + 5 Sgr. British) + 10 Sgr. G.B. to U.S. (12 pence)] |
| ii. | 1 Jul 1849-31 Jul 1852 | 16¾ Sgr. | Prussia-U.S.(+GAPU)
(paid to U.S. harbor) |
| | | | [10 Sgr. Prussia to G.B. (3 Sgr. 4 Pfg. Prussian inland + 1 Sgr. 8 Pfg. Belgian transit + 5 Sgr. British) + 6¾ Sgr. G.B. to U.S. (8 pence)] |
| iii. | 1 Aug 1852-1867 | 13¾ Sgr. | Prussia-U.S.(+GAPU)
(British Open Mail) |
| | | | [7 Sgr. Prussia to G.B. (3 Sgr. Prussian inland + 1 Sgr. Belgian transit + 3 Sgr. British) + 6¾ Sgr. G.B. to U.S. (8 pence)] |
| iv. | 15 Oct 1852-1861/63 | 13 Sgr. | Prussia-U.S.(+GAPU)
(via Prussian Closed Mail paid to destination) |
| v. | Oct 1861/63-31 Dec 1867 | 12 Sgr. | Paid (13 Sgr. unpaid) |
| vi. | 1 Jan 1868-30 Jun 1870 | 6 Sgr. | North German Postal Union-U.S.
prepaid (Closed Mail) |
| vii. | 1 Jul 1870-30 Sep 1871 | 4 Sgr. | North German Postal Union-U.S.
prepaid (Closed Mail) |
| viii. | 1 Oct 1871-30 Jun 1875 | 3 Sgr. | Imperial German Post area-U.S.
prepaid (Closed Mail) |

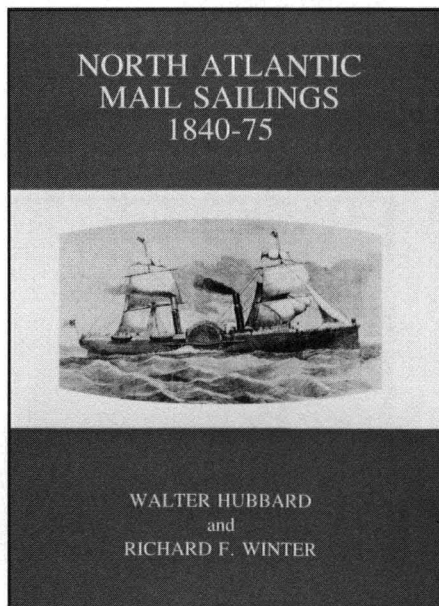
(To be continued in Issue 158)

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ANSWERS TO PROBLEM COVERS IN ISSUE 156

This article is being written just after the start of the new year. As usual, this issue has the least answers and new submissions, due to the holidays, so we are appreciative of those responses received, especially the response from Allan Radin.

Figures 1a and 1b show the front and back of an 1892 cover from Bolivia to the United States. Very few responses were received, and the rate is apparently arcane and not set forth in available references. By the rate we mean the extra surcharge for transmission across the isthmus by rail. From Robson Lowe's *Encyclopedia*, Vol. V, page 700, we learn that the Panama railroad was completed in 1855, and the Panama Railroad Company started carrying the mail across the isthmus in 1857, and continued to do so until 1916. Johnson's *Family Atlas* of 1860 has Panama as part of New Grenada and has a map showing the Panama Railroad running north from Panama (City) on the Pacific across the isthmus to Aspinwall City on the Atlantic.

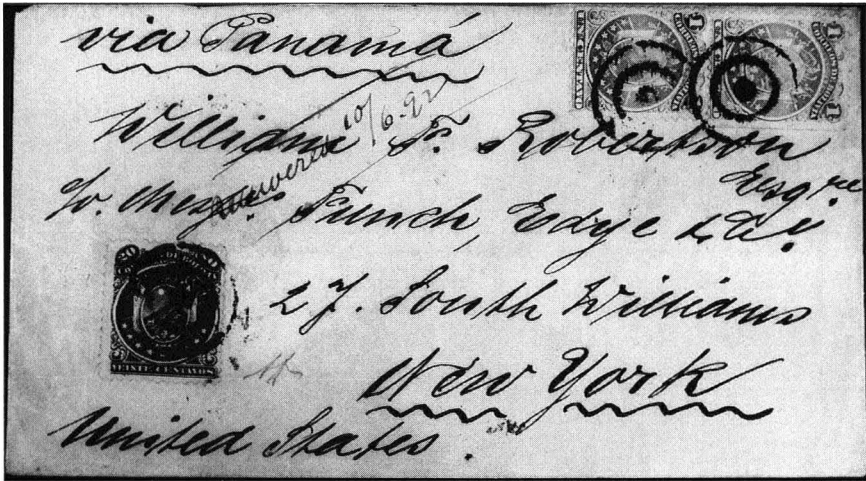


Figure 1a. 1892 cover from Bolivia.

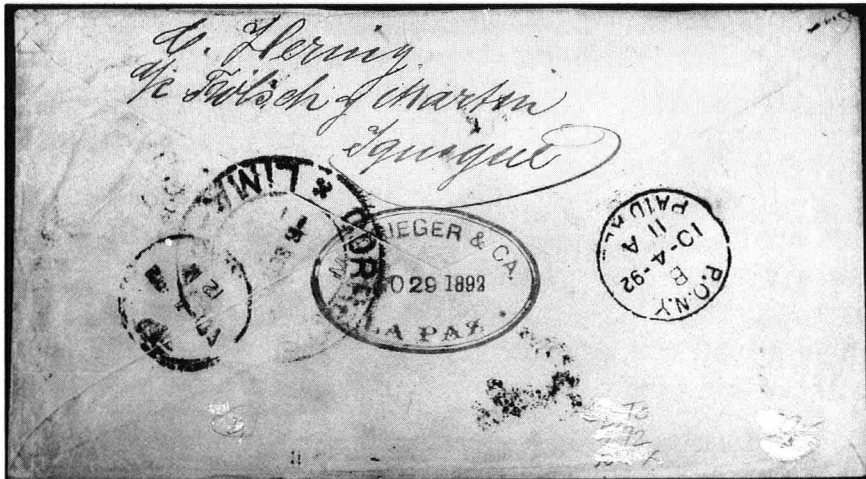


Figure 1b. Back of Figure 1a.

The British Agency may have paid one pence per single weight letter to the Panama Railroad Company, but we have no documentation of this surcharge. Norman Hubbard and your Editor agree that the best currently available source for studying this railroad rate is the covers themselves. Dr. Hubbard has seen an extra one centavo on most across-the-isthmus mail from the 1870s to the 1890s, especially on Seebeck mail.

Regarding this cover, Dr. Hubbard comments that most outbound mail from Bolivia went to the Pacific to which Bolivia had access until losing a war with Chile. This cover went to Lima, Peru, per backstamp, and then to Panama. The sender prepaid the Panama Railroad charge for a double weight letter with two one centavo stamps, and the twenty centavo stamp paid the double weight U.P.U. rate.

If any reader has knowledge of when this railroad rate started and ended, and what the charge was from 1857 to 1916, I will include his comments in the next issue.



Figure 2. 1866 cover from the Netherlands.

Figure 2 shows a folded letter from Netherlands (Holland) to the U.S. in 1866. A thorough analysis was received from Allan Radin, who writes:

This letter from Amsterdam to Philadelphia is a transit letter in the British open mail and as such had to be delivered to the British post office free of all accounting charges. Obviously, therefore, if trans-Atlantic conveyance was by American packet, prepayment could be made only to the British port and, if by British packet only to the U. S. port, such prepayment was of course mandatory.

The Dutch "FRANCO" handstamp used as a killer and the British "PAID" marking does not mean prepayment to ultimate destination but only to the farthest point to which prepayment was possible, in this case to the U.S. port. I believe the division of the Netherlands franking (55¢ Dutch) was 10¢ for the Netherlands and 45¢ for British transit and sea postage. The black color of the Philadelphia marking immediately indicates postage due, here the U.S. internal postage shown by the black "5".

There was then no trans-Atlantic packet service to Philadelphia. The letter must have been sent from London (postmark 6 April 1866) to Liverpool for 7 April departure on the Cunard liner *Persia*, which arrived at New York on 19 April. The letter reached Philadelphia the next day.

PROBLEM COVERS FOR THIS ISSUE

Figures 3 and 4 show the fronts of two covers sent from Virginia to South Carolina, both in the C.S.A. during the Civil War. There are no markings on the backs. Each one bears a bisected C.S.A. 10¢ adhesive, Type I or Die A, with 2 April 1863 listed as earliest date of usage. The Richmond circle datestamp markings are dated July and August 1863. The British owner and submitter hopes these are genuine and valuable. What do you readers think? Thomas H. Pratt writing to Eugene Klein in 1934 expressed the opinion that they were good and that the killer grid was that of Winnsboro, South Carolina, and the "PAID 5 CTS" marking in black was applied at Richmond, Virginia.

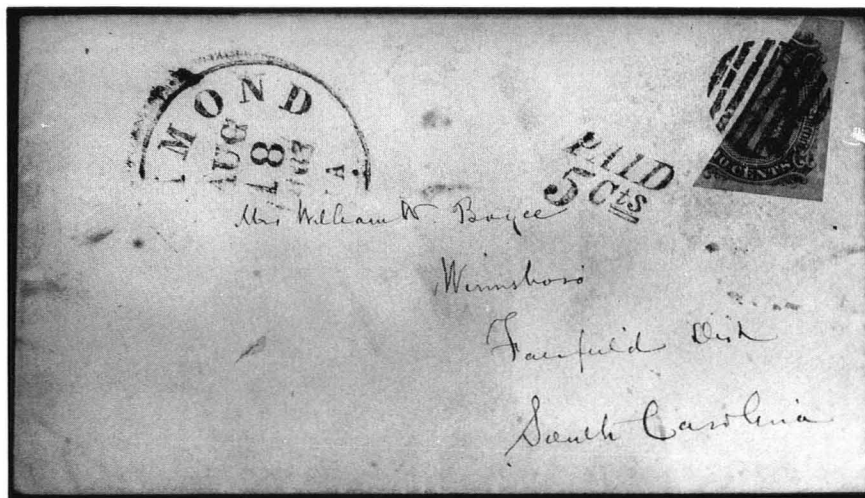


Figure 3. Richmond, Virginia, August, 1863, with bisected C.S.A. 10¢.



Figure 4. Richmond, Virginia, July, 1863, with bisected C.S.A. 10¢.

Your Editor was in Spain attending GRANADA '92 and met many collectors and dealers, with some trading and purchasing. Figure 5 shows a folded letter to Cadiz, Spain, with "ISLAS DE BARLOVENTO" and "5R" both in red. It is docketed "New Orleans 2 April 1841, rec'd 24 May" and amazingly there is a complete letter written in English stating that it is difficult to charter vessels and mentions shipping staves and tobacco. Will a reader please explain the rate and routing of this letter from the U.S. to Spain in 1841? The small writing at lower left seems to read "Vinato" and there are no markings on the back.

Please send your answers within two weeks of receiving this issue by mail to the P.O. Box, or fax to 513-563-6287.

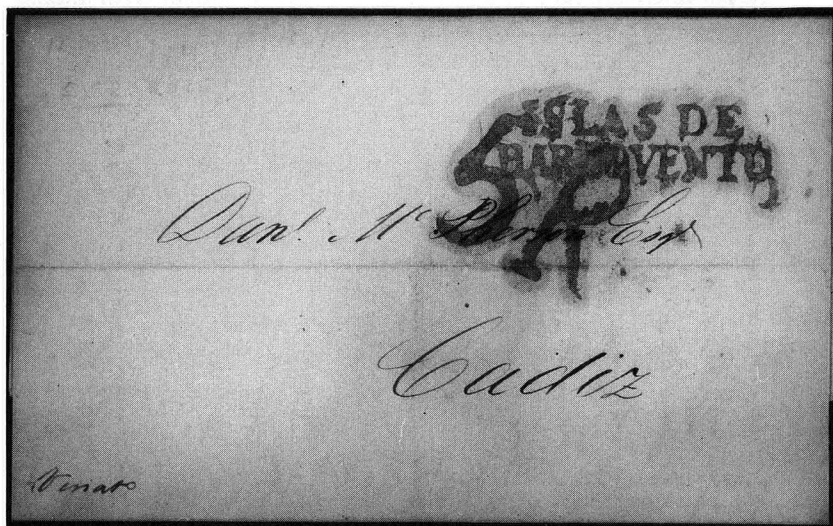


Figure 5. Letter from Cadiz, Spain, docketed 1841.

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