

THE CHRONICLE May 1993 (No. 158)

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of the U.S. Classic Postal Issues

May 1993

Volume 45, No. 2

Whole No. 158

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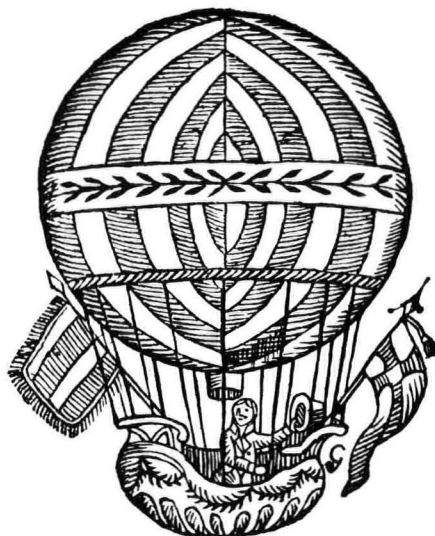
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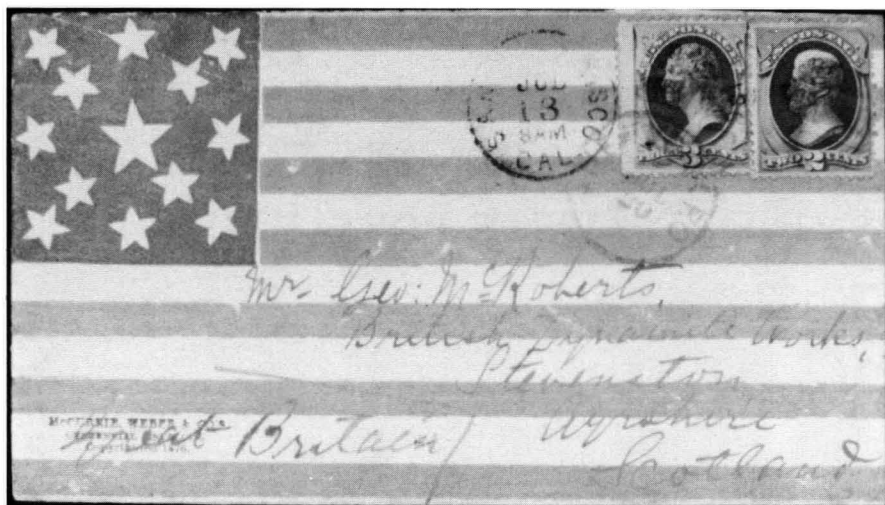
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## of the U.S. Classic Postal Issues

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## IN THIS ISSUE

### IN MEMORIAM

Creighton C. Hart (1906-1993).....	79
------------------------------------	----

### GUEST PRIVILEGE

U.S. Government-Authorized Private Mail Service 1787-1800 (Parts 3 and 4), by <i>Robert J. Stets</i> (continued from <i>Chronicle</i> 157:13).....	83
---	----

### THE PRESTAMP & STAMPLESS PERIOD

40¢ California Rates, Handstamp vs. Manuscript Markings: The Odd Case of Bristol, Rhode Island, by <i>Frank Mandel</i> .....	99
More on County Stampless Markings, by <i>James W. Milgram, M.D.</i> .....	101

### U.S. CARRIERS

A Mystery Adhesive, by <i>Robert B. Meyersburg</i> .....	102
--	-----

### THE 1861-69 PERIOD

Duplex Handstamps, Marcus P. Norton and Patent Cancels of the 1860s, by <i>Richard B. Graham</i> (continued from <i>Chronicle</i> 157:43).....	105
Now You See It—And Now You Don't, by <i>Clyde Jennings</i> .....	111
An Adams Express Company Usage from Federal Forces on the Mississippi, by <i>Scott R. Trepel</i> .....	113
From the Editor.....	118

### THE BANKNOTE PERIOD

Exotic Three Cent Banknote Destinations from the Barbara Stever Collection—Part II, by <i>Richard M. Searing</i> .....	120
---	-----

### OFFICIALS ET AL.

A Dead Stamp Gone Wrong, by <i>Bernard Alan Biales</i> .....	126
--	-----

### THE FOREIGN MAILS

Postal Routes and Rates for Mail Between German States and the United States, 1840- 1870, by <i>Wolfgang Diesner</i> (continued from <i>Chronicle</i> 157:67).....	128
---	-----

### REVIEWS

Proliferation of British Rate Books, by <i>Richard F. Winter</i> .....	134
--	-----

### THE COVER CORNER

Additional Answer to Problem Cover in Issue No. 155.....	138
Answers to Problem Covers in Issue No. 157.....	139
Problem Covers for this Issue.....	142

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**IN MEMORIAM**  
**CREIGHTON C. HART**  
**1906-1993**



Creighton C. Hart died on March 1, 1993. He was one of the last of a generation who brought the study of classic United States stamps and postal history to its present pre-eminent position.

Born in a small town in Missouri, Creighton grew up in Kansas City and was a member of the Dartmouth College Class of 1928.

He became interested in philately in the 1930s and soon began exploring the complexities of the United States 1847 issue of postage stamps under the aegis of Elliott Perry and Stanley B. Ashbrook. Although he built other major collections, the 1847 issue remained his principal philatelic interest for the rest of his life. Early on he concluded that no one had a clear idea of the number of surviving covers bearing these stamps, so, beginning in the 1940s, he doggedly set out to count them. In 1970, he and Susan M. McDonald published their *Ten Cent 1847 Covers*. This book contained the preliminary report on total numbers of 10¢ covers. Work continued on the task, almost to the time of his death. His reputation in this field was so great that shortly after the *Chronicle* was expanded to include the 1847 issue, Hart was unanimously appointed the section editor for that period, a position he held with great distinction for the next twenty years.

In addition to being the 1847 section editor, Hart served the U.S. Philatelic Classics Society as a director from 1964 to 1975 and again from 1977 to 1983; he was Vice President of the Society from 1968 to 1970. In 1965 he received the Society's Elliott Perry Cup for his work on the 1847 issue. This was followed in 1981 with the Stanley B. Ashbrook Cup and in 1988 with the Lester G. Brookman Cup.

In 1970 the American Philatelic Society honored him with the John N. Luff Award for distinguished philatelic research. He was the first scholar named to sign the U.S. Philatelic Classics Society's Roll of Distinguished Philatelists, in 1988.

Creighton was also an enthusiastic exhibitor. His first award-winning exhibit of his 1847 collection was at the 1947 international show in New York that celebrated the centenary of those stamps. He won a large gold for the collection at INTERPHIL '76 (Philadelphia), CAPEX '78 (Toronto) and LONDON '90. At ESPAÑA '84 it received a *prix d'honneur*.

Less known was his collection of free franks of presidents of the Continental Congress, presidents of the United States and presidential widows. This collection received large golds at INTERPHIL '76, ITALIA '76 and AMERIPEX '86.

Creighton and his wife, Virginia, shared a love of art and antiques and for years made annual treks to Europe in pursuit of those interests. He was a member of the Kansas City Country Club, the University Club and the Society of Fellows of the Nelson-Atkins Museum of Art.

Creighton is survived by Virginia; two sons, Creighton N. Hart and John H. Hart; six grandchildren and three great-grandchildren.

This society has lost a great friend and benefactor, who will be sorely missed.

Thomas J. Alexander

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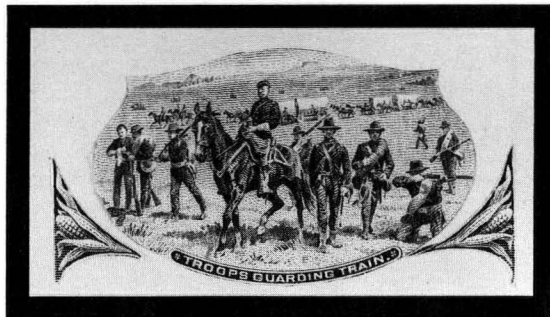
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**U.S. GOVERNMENT-AUTHORIZED PRIVATE MAIL SERVICE 1787-1800**

**PART 3**

**ROBERT J. STETS**

(Continued from *Chronicle* 157:13)

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. This authority was continued under the Acts of 1792 and 1794.

The specific wording of the Act of 1794 is as follows:

Sec. 2. It shall also be lawful for the Postmaster General to enter into contracts, for a term not exceeding eight years, for extending the line of posts, and to authorize the persons so contracting, as a compensation for their expenses, to receive, during the continuance of such contracts at rates not exceeding those for like distances established by this act, all the postage which shall arise on letters, newspapers, magazines, pamphlets and packets conveyed by any such post: And the roads designated in such contracts shall, during the continuance thereof, be deemed and considered as post roads, within the provisions of this act: And a duplicate of every such contract shall, within sixty days after the execution thereof, be lodged in the office of the Comptroller of the Treasury of the United States.

In Part 1 of this article we discussed various types of private posts, including subscription services, private riders, state postal services and government-authorized private posts.

In Part 2, we reported on a number of these government-authorized private posts that operated in New York state.

In this part we will cover Pennsylvania and describe in detail the operations of one of these roads. Quotations are from the Letter Books of the Postmasters General, which are in the possession of National Archives.

**Pennsylvania**

During the period 1787-1800 there were four post roads (or parts of roads) that operated as government-authorized private post roads in Pennsylvania. At one time or another, nine private post offices were in operation on those roads.

Since the revenue from these offices was remitted to the contractor and not to the General Post Office (GPO), the GPO did not list them in the Account Current. They were, however, offices at which the U.S. mails could be received from or dispatched to other post offices operated under the Postmaster General (PMG).

The four government-authorized private post roads were:

1. Bethlehem, Pennsylvania to Wilkesbarre, Pennsylvania established March 29, 1793 with a private office at:

Wilkesbarre Lord Butler, P.M.

2. Reading, Pennsylvania to the "Forks of the Genessee" (New York) established April 2, 1793 with an office in Pennsylvania at:

Northumberland James Tower, P.M.

Later offices were established on this route at:

Sunbury	(17 April 1795)	Robert Gray, P.M.
Milton	(29 July 1799)	Samuel Hepburn, P.M.
Muncey	(29 July 1799)	Henry Shoemaker, P.M.
Williamsport	(29 July 1799)	Samuel Grier, P.M.

3. Easton, Pennsylvania to Milford, Pennsylvania established August 3, 1799 with a private office at:

Milford

Postmaster name not given

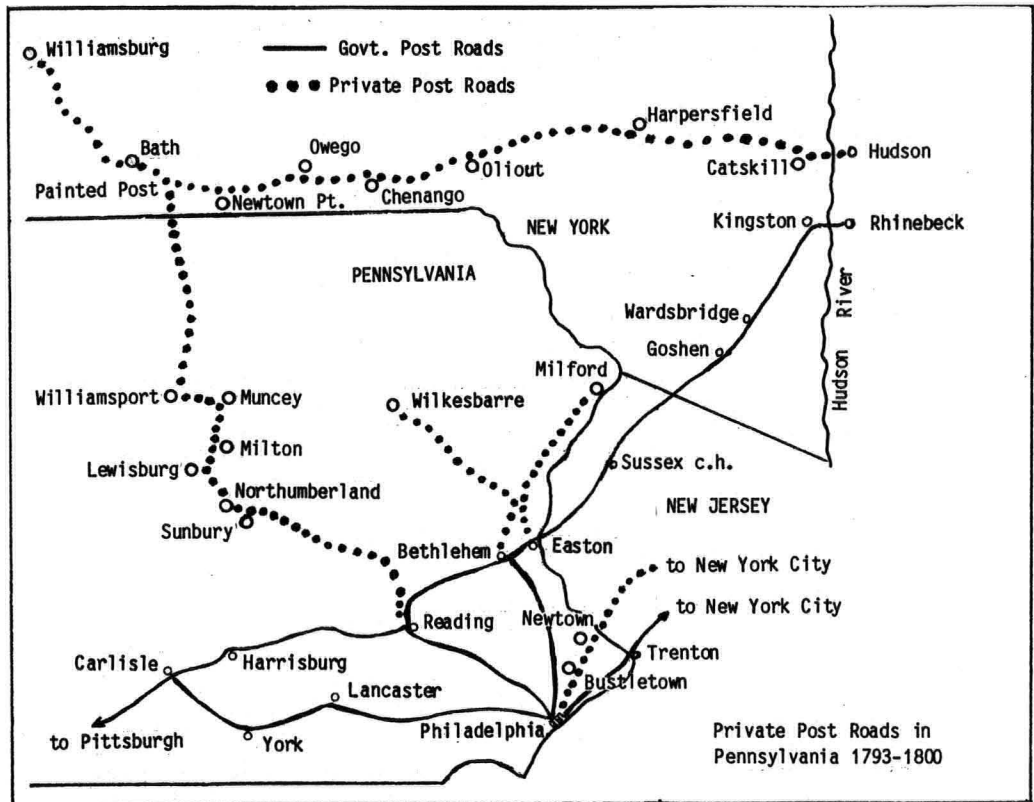
4. Philadelphia, Pennsylvania via New Jersey to New York City established January 14, 1800 with Pennsylvania offices at:

Bustletown

John Sagers, P.M.

Newtown

Jacob Kesler, P.M.



### How These Government-Authorized Private Posts Operated

The manner in which these private posts operated is revealed in a number of letters from the Letter Books of the PMG which are reproduced on succeeding pages. We will start with a letter discovered in Letter Book "B," pages 391-2, dated 1793 — two years before Kay & Smith report the establishment of U.S. post offices at Wilkesbarre and Northumberland. Italics are as shown in the Letter Book. Information in parentheses has been added by the author.

### The Road To Wilkesbarre

General Post Office  
March 29, 1793

Lord Butler, Esq. (Wilkesbarre, Pa.)

Sir,

Warham Strong having engaged to carry the newspapers weekly from Bethlehem to Wilkesbarre, and desired to enter into contract for carriage of a weekly mail between those two places, I have made a contract with him accordingly, to commence the first of next month and to continue one year. Doubtless the contract will be revived with him or some other person after that period, and of course, the post office at Wilkesbarre

will be continued. The situation of your office of clerk of the common please (sic) etc. will render it convenient to fix the post office at the same place; and as in respect to *letters* it is important to have them committed to one whose care and fidelity may be relied on, I tender the office to you, Mr. Strong the Contractor consenting. I view his consent as proper, because you are to account to him for the postages you collect; *except the postages of letters paid to you when the letters are lodged to be sent from your office*. These postages may as well rest in your hands till called for by the Postmaster General, seeing the contractor is responsible for them. In like manner I am to account with him for the postage *paid in advance* for letters sent from the other post offices to yours. In both cases, 20 percent of the *advanced postages* will be deducted to compensate you and the other postmasters for the trouble in receiving the same.

The forms of doing business in the post offices are delivered to Mr. Strong for you, to which I wish your attention. The columns for *paid letters* received and sent, if carefully filled, will at the close of each quarter, show for what the Contractor and the General Post Office are mutually to account.

The Oaths should be taken by every person who has any management of the mail. Blanks are inclosed (sic).

If, after you have examined the papers, any explanations are requisite, you will be pleased to ask them, which I shall with pleasure communicate.

I consider your holding the post office partly under the appointment of a private person — Mr. Strong — as taking it out of the Constitution: but if the appointment were absolutely under the UStates (sic) yet I should wish you to hold it until objections should be made to it.

I am Your &c

T.P. (Timothy Pickering, PMG)

Additional information on the arrangement of paying 20% commission to private contractors for carrying *prepaid* mail was located in the Accounts Current Ledger maintained during the administration of PMG Timothy Pickering. Among the records of quarterly returns from postmasters for the quarter ending December 31, 1793 is the following entry:

Postmaster:	War. Strong, contractor
Office:	Wilkesbarre
From:	April 1, 1793 to January 1, 1794
Postage of letters:	\$5.35
Postage of newspapers:	—
Commissions:	1.07
Net amount:	4.28

Based on the correspondence previously quoted, this represented money received at Wilkesbarre for prepaid letters, but as you can see, the “return” was not for just one quarter, but for three quarters.

The “Post Office Law” of February 25, 1795 extended the government post road “from Bethlehem to Wilksburgh (Wilkesbarre) in the county of Luzerne,” and effective April 1, 1795 Lord Butler became a regularly appointed U.S. Postmaster at Wilkesbarre.

### The Road To Northumberland

A few days after establishing the private road to Wilkesbarre, PMG Pickering wrote another letter (Letter Book “B,” page 399) authorizing a private post between Reading, Pennsylvania and Northumberland, Pennsylvania and continuing onward into New York state to Williamsburg at the “Forks of the Genessee.”

General Post Office  
April 2, 1793

Charles Williamson, Esq.  
Sir,

I received yours of the 6th instant. I regret that advertising the Genessee mail, as you requested, has slipped my mind, but I will do it forthwith.

As the regular mail for Reading leaves Philada. both in Winter and Summer on Wednesday morning and arrives at Reading the next day, you will of course direct your post rider to be at Reading every Thursday to receive the mails for Northumberland &c.

Your interest and safety as well as those of the public, depending on the ability and fidelity of the postmasters on your route, & confiding in your discernment to select proper characters, I do not hesitate to approve of the nominations you have made; to wit: - For Northumberland, Mr. James Tower; for Bath (N.Y.) Mr. Jas. Barton; and for Williamsburgh (N.Y.) Mr. John Johnston...

I am Your &c

T.P. (Timothy Pickering, PMG)

A letter to the U.S. Postmaster at Reading, Pennsylvania gives additional details (Letter Book "B," page 399):

General Post Office  
April 3, 1793

Mr. Gottlieb Jungman,

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, James Barton for Bath (N.Y.) — on the Cohocton branch of Tioga (River) — and John Johnston for Williamsburgh (N.Y.) at the forks of the Genessee River.

I am Your &c

T.P. (Timothy Pickering, PMG)

As more people moved into the area, an additional post office was considered at Sunbury, Pennsylvania as indicated in the following letter (Letter Book "D," page 83):

G.P.O. January 12, 1795

Charles Williamson, Esq.

Sir,

I enclose you the copy of a memorial of a number of the inhabitants of Sunbury, Penna. requesting the establishment of a post office at that place & nominating Chas. Gobin for the Postmaster. The establishment of Postoffices (sic) & nomination of Postmasters resting with you; I have only to remark that should their request appear proper to you, I shall fully approve of the establishment of this office & the appointment of such person as you shall think proper for the office.

I have informed Mr. Hall that as the appointment rests with you, I have referred the memorial & have forwarded the necessary instructions & forms to Northumberland for such person as you should appoint.

C.B. (Chas. Burrall, Asst. PMG)

From the contents of a later letter (see below) contractor Williamson apparently did not act on the above letter. A month later, the "Post Office Law" of 25 February 1795 converted a portion of this "private" road into a "public" road: "From Reading, by Sunbury, and the town of Northumberland, to Lewisburg, commonly called Derstown, on Susquehanna," leaving the road from Lewisburg northward into New York state still a "private" road, but the change had not yet taken place by April 17, when the following letter was sent:

Genl. Post Office  
Phila April 17th 1795

Mr. Robert Gray (Sunbury, Pa.)

Sir,

Several inhabitants of Sunbury have applied to me for the opening of a Post Office there & have recommended you as a suitable person & willing to conduct it. Charles Williamson, Esq. who carries the mail on that road has likewise recommended



you, I do therefore hereby authorize you to open the mail & to perform the business of a deputy Postmaster at Sunbury. You will account with Mr. Williamson for the Postages untill (sic) the mail is carried on that road at the expence (sic) of the Genl. Post Office, of which you will have due notice. A blank form of an oath is enclosed which should be taken and subscribed before you commence the business & returned to this office. A packet of blank forms will be forwarded to you by the next mail.

I am Sir &c

C.B. (Chas. Burrall, Asst. PMG)

Further details of the change from "private" to "public" post road are obtained from a letter to contractor Williamson found in Letter Book "D," page 241:

August 3, 1795

Charles Williamson

Sir,

The legislature of the United States at their last session have established a Post Road from Reading by Sunbury and the town of Northumberland to Lewisburg commonly called Derstown on the Susquehannah which forms part of the route under your Contract which you are willing to give up for the accommodation of the Government as I observe from your letter of the 10th of March last. The arrangements which I have made will not interfere with yours as the contract is not to be in operation till the 1st of November & your rider I find is only engaged for 10 days longer. This trifling difference in time can be easily adjusted hereafter. After the 1st of November you will receive the mail at Lewisburg and carry it as far as your contract extends & if you are desirous of going on to Kanandaigua (sic) I do not at present see that there can be any objection to it; indeed I wish you to do it. I shall be glad to hear from you.

J.H. (Joseph Habersham, PMG)

Apparently the loss of business opportunities between Reading and Northumberland made the route less profitable to contractor Williamson, and no further communications to him are found after 1797, so it is presumed that private service beyond Lewisburg stopped around 1797.

In June 1799 (Letter Book "I," page 100) a new entrepreneur enters upon the scene in the person of William Hepburn who indicates that he and others have an interest in extending the mail route from Northumberland northward along the old "private" road to a place called "Williamsport." It is interesting to note that in a letter in 1794 the PMG referred to this place simply as "the mouth of the Licoing Creek."

June 21 1799

William Hepburn, Esquire

Sir,

I have received a letter from you and several other Gentlemen in Lycoming county relative to the establishment of a Post Road from Northumberland to Williamsport...

It is not in my province to extend that road at the publick (sic) expence (sic). I am however authorized by the 2nd Section of the act of Congress passed in 1794 to extend post roads at the expence of such individuals as chose to contract for that purpose they receiving the postages collected on the route as a compensation for their Trouble in the business: This I understand to be your object in respect to the above route and I have made out a contract and Bond for you to execute for the performance of that business in the usual form. Not knowing at what time you propose to commence the carriage of the mail or what term you wish it, I have left those parts of the contract and bond blank for you to fill out with such times as you please. The contract however cannot be made for a longer term than eight years or a less term than one year. It would be most agreeable to me that it should end on the 1st of October 1801 at which time the contracts from Philadelphia to Northumberland expire and by that time it is probable that Congress may establish it as a publick post road.

When the papers inclosed (sic) are executed you will return them to this office when I will execute a counterpart of the Contract and forward to you together with the necessary papers for establishing post Offices at Williamsport, Milton & Pennsboro.

I am &c J.H. (Joseph Habersham, PMG)

From Letter Book "I," pages 175, 176 we find that on July 29, 1799, PMG Habersham forwarded to William Hepburn the contract for carrying the U.S. mails from Northumberland, Pennsylvania to Williamsport, Pennsylvania and made the following appointments:

Shoemaker's	Henry Shoemaker, P.M.
(This office later became Muncey.)	
Milton	Samuel Hepburn, P.M.
Williamsport	Samuel E. Grice, P.M.

Then, on September 19, 1799 we find a letter from the PMG, Letter Book "I," page 258:

"I consent to the following schedule:

Leave Williamsport Monday 7 a.m.  
Arrive Northumberland Monday 7 p.m.  
Leave Northumberland Tuesday 9 a.m.  
Arrive Williamsport Wednesday 9 a.m."

As the PMG had predicted, Congress, in the Act of April 23, 1800, authorized the extension of the public post road "from Lewisburg by Muncey and Milton to Williamsport." But that legislation also included a provision that "nothing contained in this act shall be construed so as to affect any existing contracts for carrying the mail."

Thus we find (Letter Book "K," page 79) that a contract is forwarded to the Postmaster at Williamsport placing the carriage of the mail between Williamsport and Northumberland on the public expense and making the post offices on that road U.S. Post Offices, effective October 1, 1801.

### Easton To Milford

Thomas B. Dick was the U.S. Postmaster at Easton, Pennsylvania in 1799 and he was probably approached by someone considering the establishment of a private post northward through the sparsely settled area of northeast Pennsylvania, as revealed by the following portion of a letter in Letter Book "I," page 132:

July 9, 1799

Thomas B. Dick, Esq.  
Sir,

... It appears to me that the route contemplated from Easton to Chenango through a Country so thinly settled... will not produce 50 dollars within a year. If the Gentlemen however who wish to have the post road extended in that quarter should still be desirous of having a Contract on the terms I have mentioned, I shall send them one...

The "Gentlemen" apparently thought it over and decided to shorten their proposed extension, and so we find in Letter Book "I," page 183 the following letter:

August 3, 1799

Thomas B. Dick, Esq.  
Sir,

Inclosed (sic) you will be pleased to receive a private contract for carrying the mail from Easton to Milford which with the bond and Oaths are to be executed by Mr. Samuel Longscope, the Contractor for that route. As soon as those papers are duly executed they are to be returned and on receiving them I will forward the counterpart of the Contract executed by me. The Contract is to be in operation on the fifth of September next.

I am &c. J.H. (Joseph Habersham, PMG)

And that's the last we hear of Mr. Longscope's venture — no postmaster name, no further correspondence. The Act of May 3, 1802 extended the public post road to Stroud's

and Milford, and in Letter Book "L," page 553, there is recorded the appointment of Hugh Ross as U.S. Postmaster at Milford, Pennsylvania on September 7, 1802.

### Private Offices In Southeast Pennsylvania

Hidden away among the letters on page 428 of Letter Book "T" is a simple note "Established the following offices and Deputy Postmasters" followed by a list of seven offices, two of which are in Pennsylvania, the other five in New Jersey. For Pennsylvania there are listed:

Bustle-Town	John Sager
Newton (sic)	Jacob Kesler

This did not make much sense until about 20 pages later, where the following letter appeared on page 447:

January 27, 1800

Col. Sebastian Bauman (P.M. New York City)

Sir,

The Offices established on the new route between this (city) & New York are marked in the margin with the distances. I wish you to keep a distinct account of the Postages arising from that route as the Contractors are to have the whole proceeds. This Mail is to arrive at New York on Monday at 7 P.M. and leave New York on Saturday at 8 A.M.

Bustletown	Pa	12
Newton (sic)	Pa	13
Pennington	NJ	10
Millstone	NJ	17
BoundBrook	NJ	8
Plainfield	NJ	7
Springfield	NJ	14
New York		18
		99

From this it was obvious that the PMG had entered into a contract with someone (perhaps the proprietor of a stage) to carry the mails between Philadelphia and New York each weekend, on a route slightly above that used by the Main Line mails, for not only the postages collected at the offices established thereon, but also the postages originating at those offices as well. He probably gave similar instructions to Robert Patton, the Postmaster at Philadelphia, but orally, as no letter to PM Patton was found.

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

## PART 4

ROBERT J. STETS

This is the fourth and final part of the account of how private citizens agreed to provide postal service into areas where Congress and the U.S. Post Office decided it was not "profitable" to supply that service. It will discuss activities in New England, New Jersey, Virginia and the Northwest Territory.

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. This authority was continued under the Acts of 1792 and 1794.

The major difference between these "government-authorized" private posts and purely "private" posts was that government-authorized private posts had to carry the mails at regular government rates while the purely private posts could charge whatever they wished. Moreover, on mail originating on a government-authorized private post road a single charge was made from originating post office to delivering post office, while for mail originating on a purely private road, one charge was made for carrying the mail to the nearest U.S. Post Office, plus a second charge for carrying it from that office to the delivering office.

In Part 1 of this article we discussed various types of private posts, including subscription services, private riders, state postal services and government-authorized private posts.

In Part 2, we reported on a number of these government-authorized private posts that operated in New York state.

In Part 3, we covered government-authorized private posts in Pennsylvania and described in detail the operations of one such road.

In this part, we will report on the government-authorized private posts that operated in New England, New Jersey, Virginia and the Northwest Territory. Quotations are from the Letter Books of the Postmasters General, which are in the possession of National Archives. Information in parentheses has been added by the author.

### New England

During the period 1787-1800 there were at least three post roads that operated as government-authorized private post roads in New England. At one time or another, four private post offices were in operation on those roads.

Since the revenue from these offices was remitted to the contractor and not to the General Post Office (GPO), the GPO did not list them in the Account Current. They were, however, offices at which the U.S. mails could be received from or dispatched to other post offices operated under the Postmaster General (PMG).

The three government-authorized private post roads were:

1. New York City to Hartford, Connecticut established about 1787 with private offices at:

Danbury, Ct.  
Litchfield, Ct.

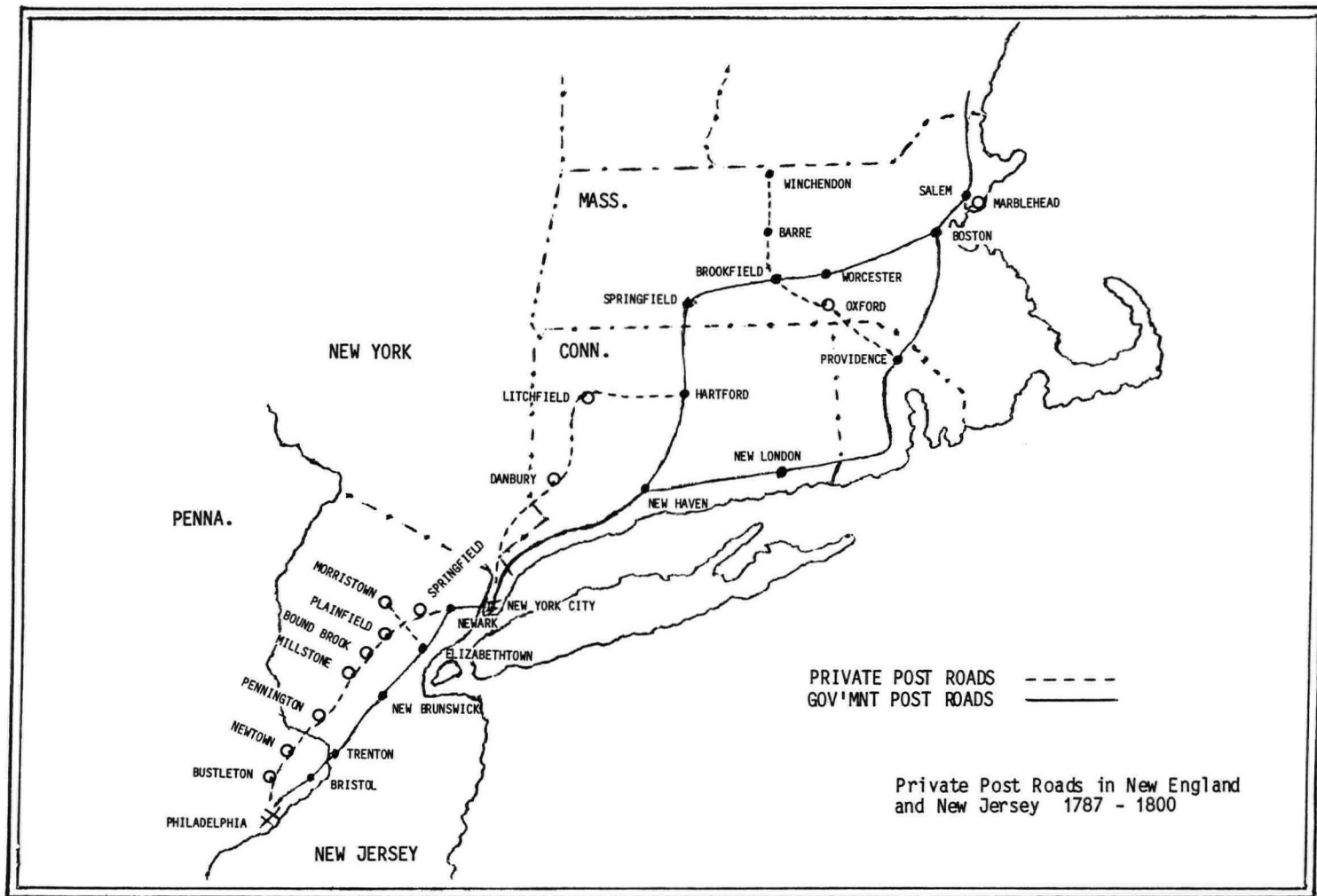
Contractors:

Postmaster name not given  
Postmaster name not given  
Peter Webber  
Isaac Trowbridge

2. Salem, Massachusetts to Marblehead, Massachusetts established prior to 1789, with a private office at:

Marblehead

Mr. Harris, P.M.



3. Winchendon, Massachusetts to Providence, Rhode Island established January 22, 1800 with a private office at:

Oxford, Mass.

Samuel Campbell, P.M.

The following letter, Letter Book "A," page 119, to Issac Trowbridge notified him of the discharge of Peter Webber and of the conditions of his contract for the post road in Connecticut:

General Post Office  
New York, April 10, 1790

Mr. Isaac Trowbridge

Sir,

Having discharged Peter Webber from carrying the Mail thro' Connecticut by the way of Danbury and Litchfield, you will take the Charge of the same upon the following conditions: — That no expence (sic) be brought upon the Genl. Post Office on that account — That in receiving Postage you charge no more than is allowed by the Acts of Congress — That you will be answerable for all Letters committed to your care: and will lodge with the Postmaster General Bonds with sufficient sureties in the penal sum of 1000 Dollars for the faithful discharge of the trust reposed in you by the first of May next.

I am, Sir &c

S.O. (Samuel Osgood, PMG)

On the same day, letters were sent to the Postmasters at New York City and at Hartford, Connecticut as follows:

You will be pleased to deliver no more Letters to Peter Webber to be sent by the way of Litchfield and Danbury in Connecticut.

Mr. Isaac Trowbridge has engaged to ride on the same Route and upon the same conditions that Mr. Webber did — you will therefore deliver to him such letters as might have been sent by Mr. Webber.

The last account of postages reported in PMG Hazard's Ledger from Danbury, Connecticut was for the quarter ending December, 1786. It is believed that the government-authorized private service under Peter Webber began shortly thereafter. On June 12, 1792 Danbury again became a U.S. Post Office with Oliver Burr as U.S. Postmaster, while at Litchfield, Benjamin Talmadge was appointed U.S. Postmaster on the same day.

The government-authorized private post road in Massachusetts is documented by Letter Book "A," page 202:

General Post Office  
Philadelphia, Dec 17, 1790

...I conclude it was the intention of Mr. Hazard that Mr. Harris should receive all the Postage, he paying the Expence (sic) of carrying the Mail from Salem to Marblehead — I do not find that Mr. Harris ever gave any Bond to the General Post Office, of course we have no Demand on his Estate on account of his having acted as Postmaster at Marblehead.

There is a record of an office at Marblehead in 1777, but no transactions are recorded in PMG Hazard's ledger between 1782 and 1789. From the above letter it is impossible to determine just when Mr. Harris became the "private" postmaster at Marblehead. On June 12, 1792, Thomas Lewis became the first U.S. Postmaster at Marblehead.

The route of the government-authorized private post road to Providence is detailed in Letter Book "I," page 436:

General Post Office  
January 22, 1800

William Clark, Esqr.

The Honorable Mr. Dwight Foster has informed me that you are desirous of having a private contract for carrying the Mail of the United States from Winchendon

(Mass.) by Barre (Mass.) to Brookfield (Mass.) and from thence by Oxford (Mass.) to Providence (R.I.)...

...Mr Samuel Campbell is appointed Deputy Post Master of Oxford, the only place recommended for an Office on the route and my letter to him and other papers for the establishment of that Office are sent to Brookfield where you will find them.

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

As the letter to William Clark in Letter Book "K," page 341, states, he was entitled only to postages on mail that could not be carried on other post roads:

April 16, 1801

Mr. William Clark  
Brookfield, Mass.

Your letter relative to the compensation you are to receive for carrying the mail between Winchendon and Providence is received. Oxford is the only place on the route not connected with other offices by some other post road. The law under which such contracts as yours are authorized only allows the Contractor the postages on such letters and newspapers as could not have been conveyed by any other post road. This is the case only as respects Oxford. The balance of postages collected there up to October 1800 is \$20.82 for which I send you a draft on the postmaster at Oxford.

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

### New Jersey

Two government-authorized private post roads are known to have operated in New Jersey on which there were at least six private offices:

1. Morristown to Elizabethtown (later extended into New York City) established May 7, 1790 with a private office at:

Morristown, N.J.

Henry King, P.M.

2. Philadelphia to New York City via New Jersey, established January 14, 1800 with New Jersey offices at:

Pennington, N.J.,

Jonathan Muirhead, P.M.

Millstone, N.J.,

Jacob C. tenEyck, P.M.

Bound Brook, N.J.,

Elias Coombs, P.M.

Plainfield, N.J.,

John F. Randolph, P.M.

Springfield, N.J.,

Grover Coe, P.M.

A letter was initially addressed to Henry King on April 29, 1790, but it was marked "Not Sent." Instead, a few days later, the following letter was sent, Letter Book "A," page 127:

General Post Office  
New York, May 7, 1790

Mr. Henry King,  
Sir,

In order to authorize you to convey the mail from Elizabethtown to Morristown, it will be necessary that you enter into Contract and give Bond for the faithful performance of the same — I herewith enclose you a blank Contract and Bond which you will please to fill up and execute on your part and transmit them to the General Post Office.

Your Bond as Deputy Postmaster is returned herewith. This form was given you by mistake — an appointment as Deputy Postmaster being unnecessary as you will observe by the Contract which authorizes you to appoint whom you please as Deputy Postmasters on this road, as you are to receive the postage.

I am, Sir &c (Samuel Osgood, PMG)

On June 12, 1792 Henry King was appointed as first U.S. Postmaster at Morristown.

The Philadelphia to New York private route was reported in Part 3, under Pennsylvania, but the New Jersey offices were not listed there. I will repeat here the letter from PMG Pickering, Letter Book "I," page 447, that identifies this route as a government-authorized private route:

General Post Office  
Philada. Jany. 27, 1800

Col. Sebastian Bauman (P.M. NYC)

Sir,

The Offices established on the new route between this (city) & New York are marked in the margin with the distances. I wish you to keep a distinct account of the postages arising from that route as the Contractors are to have the whole proceeds. This mail is to arrive at New York on Monday at 7 p.m. and leave New York on Saturday at 8 a.m.

I am, Sir &c T.P. (PMG)

### Virginia

During the period 1787-1800 there were two routes that operated in Virginia as government-authorized private roads:

1. Alexandria to Winchester, established April 18, 1791 with an office at:  
Winchester, Va. Daniel Norton, P.M. and contractor
2. Richmond to Staunton, established prior to February 10, 1792 with an office at:  
Staunton, Va. Robert Douthat, P.M.

A letter to the Postmaster at Alexandria gives us some details about the operation of the road from that place to Winchester, Letter Book "A," page 237:

General Post Office  
Philada. April 18, 1791

Robert McCrea, Esquire  
(P.M. Alexandria, Va.)

Sir,

Please to forward the enclosed to Mr. Horton or Whorton (I know not which by his signature) \* the Gentleman who has agreed to carry the Mail between Alexandria and Winchester for the postage of the letters he carries.

It will, I conclude, be necessary for you to keep an account with him, charging the postage of all letters sent to your office to be forwarded on his Route and Crediting for the postage of such as are brought down and delivered at your Office to be sent further by the established Posts — This is the mode in which the business is done at the New York Office with the Contractor for the Road to Albany which is farmed out in the same manner.

I am, Sir

Yr Humble Servant J.B. (Jonathan Burrall, Asst. PMG)

Later correspondence reveals that the man's name is Norton. Daniel Norton was appointed as the first U.S. Postmaster at Winchester on June 11, 1792. He was succeeded shortly thereafter (August 20, 1792) by his brother, George.

A letter to the postmaster at Richmond discloses that a government-authorized post route to Staunton has been in operation for some time, Letter Book "A," page 404:

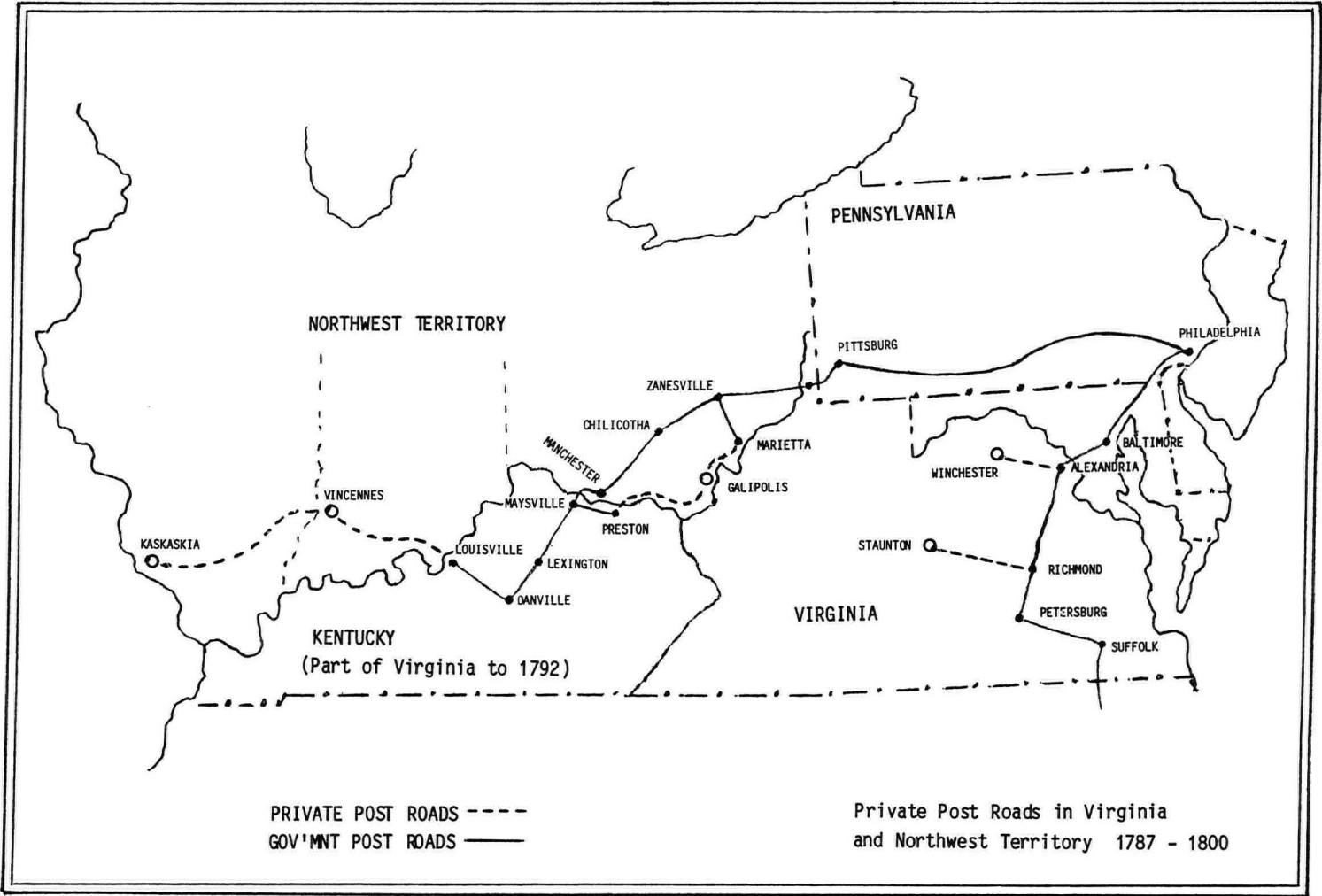
General Post Office  
Philada. Feby. 10, 1792

Augustine Davis (P.M. Richmond)

Sir,

Mr. Patton (P.M. Phila.) has showed me your post bill of the 2nd in which you appear to have admitted a charge of 16 dwts. for franked letters brought to you by the





Stanton (sic) Post Rider. In this, the intention of the Contract is misunderstood. The clause I refer to is: "That the said Hildebert Perry shall in no case charge higher postage on any letters or packets than the rates established by the United States in Congress assembled for the postage of such letters & packets carried the same distance upon the main post roads."

Now as some letters and packets are not chargeable with any postage on the main post roads, — neither can they be chargeable on the private roads.

This point has already been settled in a like case at the northward.

Be pleased to advise Mr. Perry of this & to conduct the business accordingly.

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

Another reference to the Staunton post office appears in Letter Book "A," page 474:

General Post Office  
Philada. May 9, 1792

Robert Douthat,

Sir,

I have received your letters of April 21 & 24. At present I know of nothing to prevent your continuing under the United States to keep the post office you have opened at Stanton (sic).

I am &c T.P. (PMG)

Robert Douthat was appointed as first U.S. Postmaster at Staunton, Virginia on June 12, 1792.

### Northwest Territory

Information has been located in the PMG Letter Books concerning two government-authorized private post roads that operated in the Northwest Territory:

1. Marietta (Ohio) to Preston (Kentucky) authorized November 27, 1798 with an office at:

Gallipolis

Francis Leclerq, P.M.

2. Louisville, Kentucky to Vincennes (Indiana) and Kaskaskia (Illinois) authorized November 29, 1799 with offices at:

Vincennes

General W. Johnston, P.M.

Kaskaskia

John Rice Jones, P.M.

For several years, mails for Kentucky had been carried by boat down the Ohio River, providing U.S. mail service to settlements along that river. Eventually the mails were carried overland via Zane's Trace and the settlements along the Ohio were left without mail service. Their reaction is indicated in the following letter, Letter Book "H," page 88:

General Post Office  
Philada. 27 November 1798

F. Leclerq, Esq.

Sir,

Your favor of the 17th Ulto came duly to hand. In that you mention that there are many persons settled along the Ohio between Marietta and Preston who are desirous to have the mail continued and are willing to pay the expence (sic) of carrying it themselves. If they are still disposed to carry the mail at their own expence, I am willing they should do it and will not interfere with them in that respect previous to October 1, 1801 without their consent. They may communicate with the public post Offices through Marietta and Preston and receive to their own use all postages which they may collect between those two offices; this they can do without any other communication with me than barely informing me when they shall commence and when discontinue the business...

I am &c J.H. (Joseph Habersham, PMG)

Following is a portion of a letter sent March 21, 1799 to James Morrison (in Kentucky) on the subject of mail to Kaskaskia:

Congress have made no provision for sending a mail by Vincennes & Kaskaskias (sic) but on the personal engagements of the citizens of those places to reimburse all expences (sic) I shall send it once a month — forming a part of the Union they ought not to be left so much in the dark as to what is passing at the seat of Government.

They should at Least participate in a partial communication by Post with their fellow Citizens.

For some reason, however, PMG Habersham delayed moving forward on his decision to provide postal service to Vincennes & Kaskaskia until eight months later.

The following letter from PMG Letter Book "I," pages 357, 358, summarizes the PMG's decision and includes appointments for Postmasters at both Kaskaskia and Vincennes.

Nov. 29 1799

John Edgar Esqr.

Sir

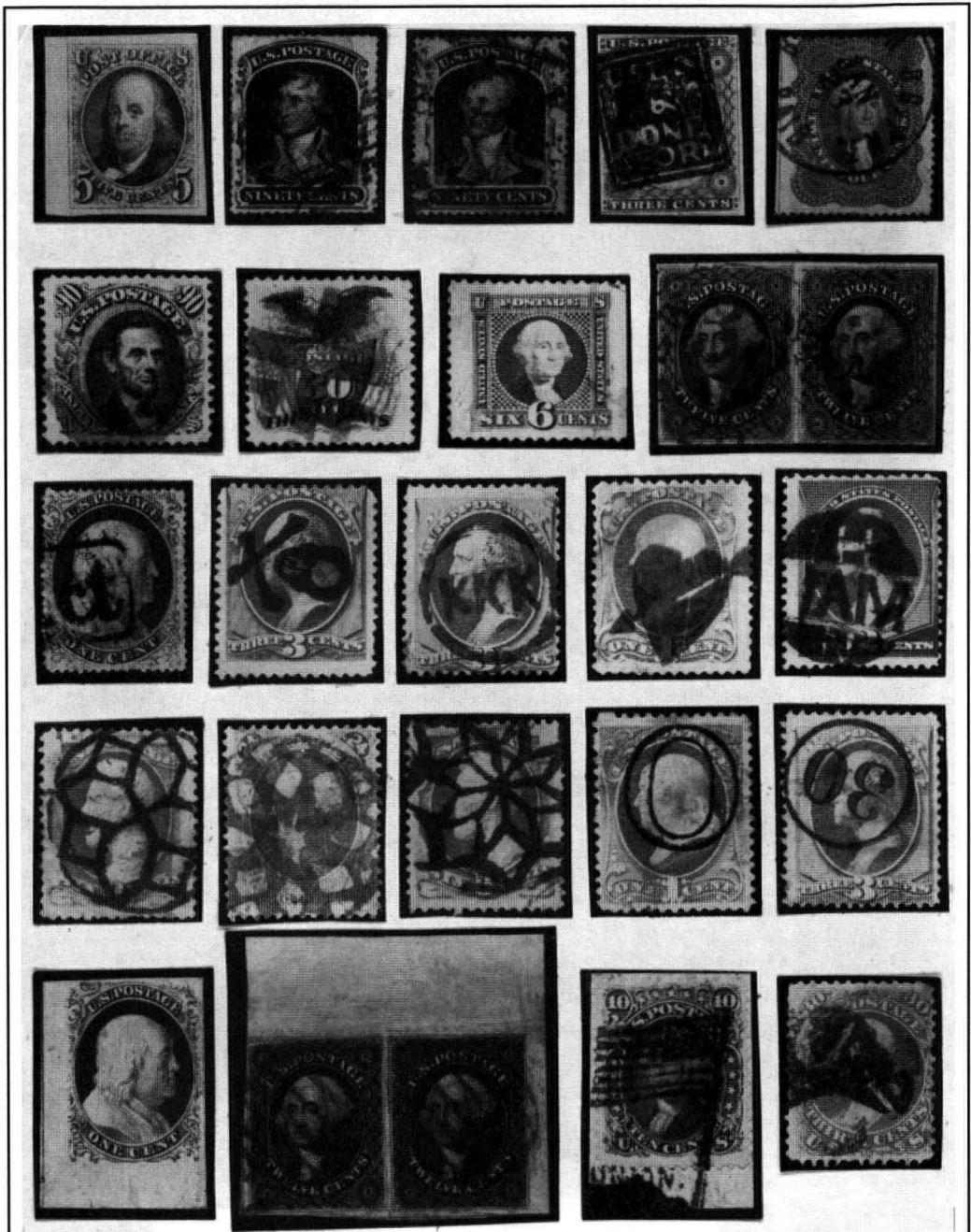
Having repeatedly applied to Congress to extend the Post Road from Louisville to Kaskaskias (sic) without accomplishing that very desirable object, I have finally determined to send the mail once a month on that route on the personal engagements of the Inhabitants of Vincennes and Kaskaskias and have accepted Mr. Jones's offer to carry a monthly Mail for Six hundred dollars. Knowing how much you are interested in having this business carried into effect and having heard you are now in Cincinnati, I have taken the Liberty of troubling you with the inclosed (sic) (papers for the postmasters at Kaskaskia and Vincennes) accompanied by a Packet of Blanks for Mr. John Rice Jones at Kaskaskias — the Blanks may be divided between Kaskaskias and Vincennes and placed in the hands of the persons selected for Postmasters at those places by whom the inclosed Bonds and Oaths are to be executed and on their being returned duly executed to me I will send them their Commissions.

I am &c J.H.

Unfortunately, PMG Habersham forgot that he had previously appointed General W. Johnston as Postmaster at Vincennes during an earlier attempt to establish service on this route — in fact, he had even sent General Johnston a commission. This resulted in two postmasters being appointed at Vincennes. The complete story of this operation was told in an article by this writer entitled "First U.S. Mail to Kaskaskia & Vincennes" in the November, 1992 issue of *La Posta: A Journal of American Postal History*.

Congress finally got around to authorizing a post road at public expense as far as Vincennes in the Act of April 23, 1800, but mail continued to be carried from Vincennes to Kaskaskia by government-authorized private service until the Act of March 3, 1801 when the public post road was extended "from Vincennes by Kaskaskias (sic) to Kaskaskia."

Government-authorized private post roads did not stop at the year 1800. I just picked that year to keep this article from consuming an entire *Chronicle*. They continued well into the first decade of the nineteenth century. When the private contracts expired, the PMG was at liberty to recommend that Congress authorize a continuation of that service at public expense, and that was usually done.



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**40¢ CALIFORNIA RATES, HANDSTAMP VS. MANUSCRIPT MARKINGS:  
THE ODD CASE OF BRISTOL, RHODE ISLAND**

FRANK MANDEL

In *Chronicle* No. 156 (November 1992), I mentioned, in passing, that a few “smaller” post offices sometimes used handstamp “40” rather than the more typical manuscript rating marks during the 1847-1851 period. Of course, it is possible that any given office used both types of markings during these years. Some basic insight into the evolution of postal markings suggests, as a general rule, that most post offices moved from first using manuscript markings to later using handstamps. Handstamps represent a convenience feature, so it seems logical to assume that specialized handstamps, such as those created for the California rates, would come into use only after manuscript markings were used, and the frequency of such uses justified the trouble and/or expense of securing handstamps.

Figures 1 and 2 illustrate a sequence that seems to confound these assumptions. Figure 1 shows a small bold handstamp “40” which matches a blue Bristol, Rhode Island, circular date stamp, used to San Francisco on April 25, 1850, the date of use confirmed by the dateline on an enclosed letter. Figure 2 is a folded letter with a similar townmark used with a clear manuscript “40” to the same destination. The dateline on this letter is October 25, 1850, or six months later.

Bristol, Rhode Island, is not exactly a household name, but in 1850 it was the fifth largest office in that small state, by revenue, reporting a total of \$1,742.87 in postage in 1849. It was in a thriving community of about 3,500 people, many involved in shipping. Their postmaster was entitled to handstamp devices at government expense, and indeed, his office’s circular datestamp appears to have been applied by a common style metal-faced device supplied though government contractors. The “40” handstamp, however, is eccentric enough to have been custom-made to order, perhaps locally.

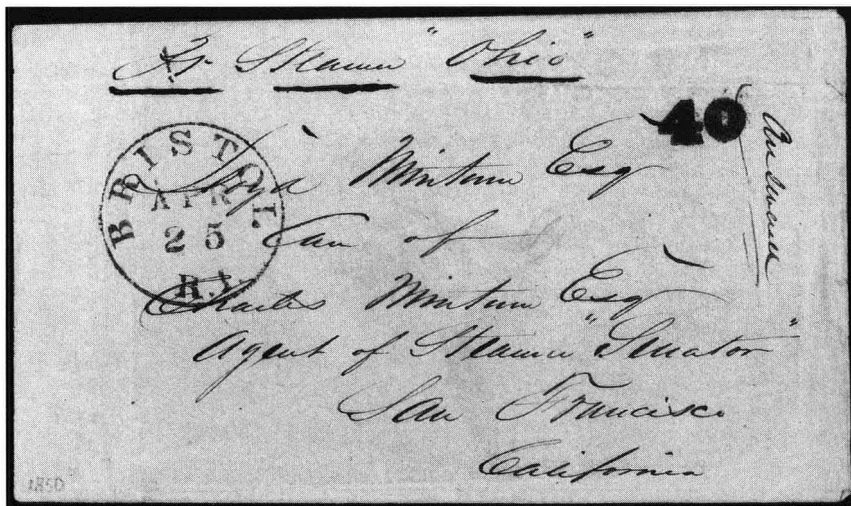


Figure 1. “Bristol, R.I.” dark blue circular datestamp (30.5 mm) with matching handstamp “40” (15 x 7 mm) on April 25, 1850, to San Francisco, California, endorsed “per Steamer Ohio.” This is a scarce rating mark from a somewhat obscure post office. (Photo courtesy of David L. Jarrett)

Why did his office revert to using a manuscript rating mark? At this point I can only speculate. Perhaps the "40" handstamp device was not handy, or the postmaster decided he could get the job done faster by using a pen. Or perhaps there was a change in personnel at the office during the six months interval. This is possible since President Zachary Taylor died in July 1850, and his successor, Millard Fillmore, appointed many new postmasters at lucrative offices. Perhaps some more research will support these suggestions or raise others. What do you think?

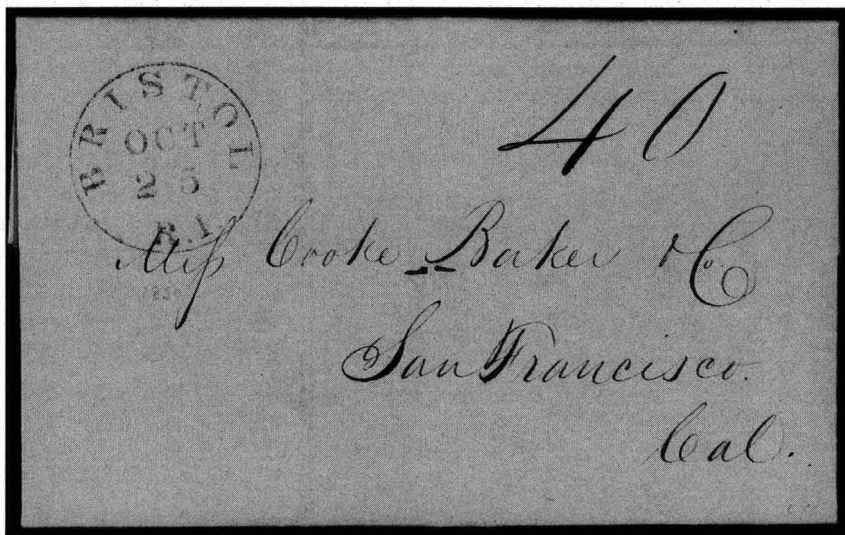


Figure 2. "Bristol, R.I." dark blue circular datestamp used with manuscript "40" on October 25, 1850, folded letter to San Francisco, which appears to be an odd reversion to manuscript rating marks. (Photo courtesy of David L. Jarrett)

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## MORE ON COUNTY STAMPLESS MARKINGS

JAMES W. MILGRAM, M.D.

Some new findings in New York state should be noted for the record, supplementing the information in *Chronicles* Nos. 151 and 152 (August and November 1991). Cooperstown used primarily the red marking "COOPERSTOWN, OTSEGO, N.Y." shown as item "A" in Figure 1. The marking originally shown as "E" in Plate VI in *Chronicle* No. 151, page 171 is this same marking; there is only one "N.Y.," not two, in the postmark.

Huntington, New York, in Suffolk County should be credited with the earliest county postmark from any state, 1806-1808. The marking shown in Figure 2 reads "HUNTINGTON S. N.Y." and is rimless with manuscript dating.

Finally, there are two different types of "NEWARK WAYNE CO. N.Y." in red. See items "B" and "C" in Figure 1. Item "B" is an attached rating marking with close spacing and the "N.Y." reads from the inside of the circle. The other marking, item "C", has wide spacing and the "N.Y." is inverted.

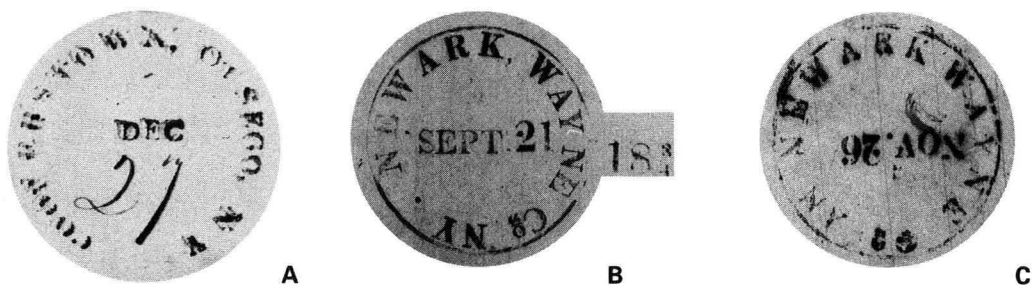


Figure 1. County postmarks from Cooperstown, Otsego County, New York, and Newark, Wayne County, New York.

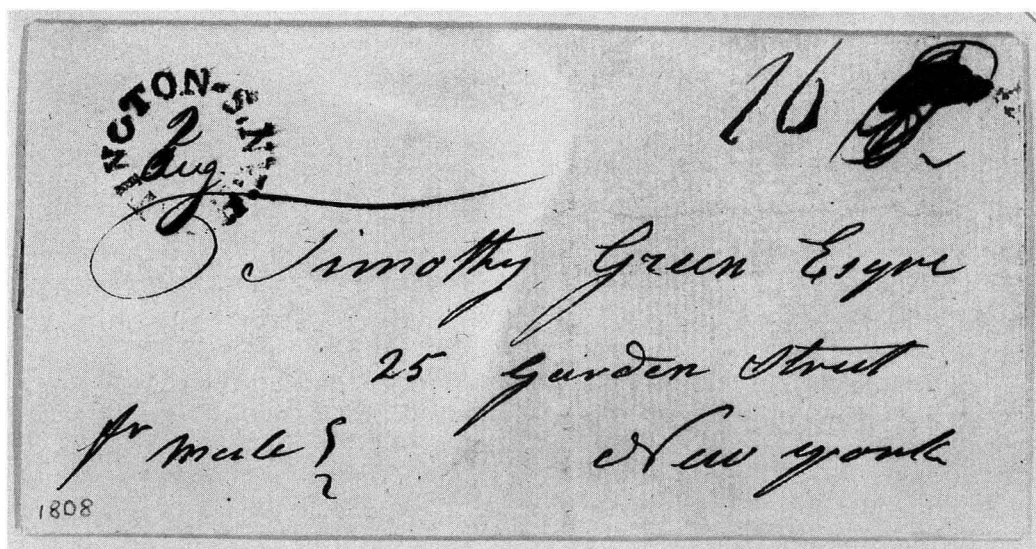


Figure 2. Earliest known county postmark "HUNTINGTON S. N.Y." (1808) black rimless. The "S" stands for Suffolk County.

## U.S. CARRIERS

ROBERT B. MEYERSBURG, Editor

### A MYSTERY ADHESIVE

ROBERT B. MEYERSBURG

For some years I have kept a list of potential semi-official carrier stamp candidates, against which study and research is ongoing. Some of the “mysteries” have been resolved to my satisfaction (Boyd, Swartz, Frazer, Jenkins)—others, including the subject of this article (Figure 1), still await resolution.

The existence of this cover first came to my attention in 1948, when I was living in England. I acquired a bundle of out-of-date philatelic journals in which the cover and its stamp were mentioned. Although I made inquiries of collectors and dealers in carrier material on my return to the United States, nothing of consequence turned up until Denwood Kelly described it in a 1971 *Collectors Club Philatelist* article on private posts in Baltimore. Some years later I asked Denwood if he had ever seen another copy of the stamp. He had not, but he assured me that the adhesive, whatever it might be, certainly originated on the cover, which was from a well-known correspondence.



Figure 1. “ONE CENT/L.M.B.” adhesive on prepaid folded letter, handstamped Baltimore, October 23, 1849.

In the hope that the readers of this article can add to the minimal data bank on the background of this cover, listed below is what reliable information on the subject has evolved to date:

1. The cover is a folded letter dated October 21, 1849, postmarked with a genuine OCT 23 BALTIMORE circular date stamp in blue, 5 cents postage prepaid.

2. The cover bears a reddish adhesive on bluish paper, 14.5x10 mm., inscribed in two lines ONE CENT above L.M.B., within a frame which generally resembles the frame of the first Baltimore carrier series.

3. The adhesive originated on the cover.

4. There is no record of either a U.S. letter carrier or a local postman with the initials LMB.



5. There is a U.S. letter carrier, L.W. Bennett (LWB), appointed July 12, 1849 (in charge of carrier district #9, per Post Office notice dated July 1, 1851).

6. The Baltimore City Directory for 1849 lists a Livingston M. Bennett (LMB) living in carrier district #9, but nothing to relate him either to the postal or the carrier service.

7. E.M. Butcher (EMB) ran a small despatch post in Baltimore in 1849, and toward the end of the year formed Butcher & Sandy's Despatch Post.

8. The earliest recorded Butcher & Sandy's Despatch Post handstamp is November 13, 1849.

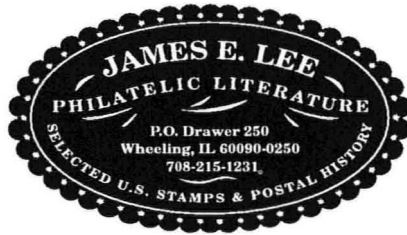
9. The first presently-listed Baltimore semi-official carrier stamp is known used as early as April 1850.

Allowing for errors by typesetters and engravers in deciphering handwritten instructions (i.e., misreading or otherwise mistaking a letter in a set of initials), one may reasonably conclude from the above that the subject adhesive is:

- A genuine previously unlisted Baltimore semi-official carrier stamp, or
- A genuine local stamp of E.M. Butcher's Despatch Post, or (very much less likely)
- An adhesive label, such as the PO PAID ONE CENT Philadelphia label.

If any reader can offer any concrete information to assist in the proper categorization of this "mystery" adhesive, please advise this editor.

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

(Continued from *Chronicle* 157:43)

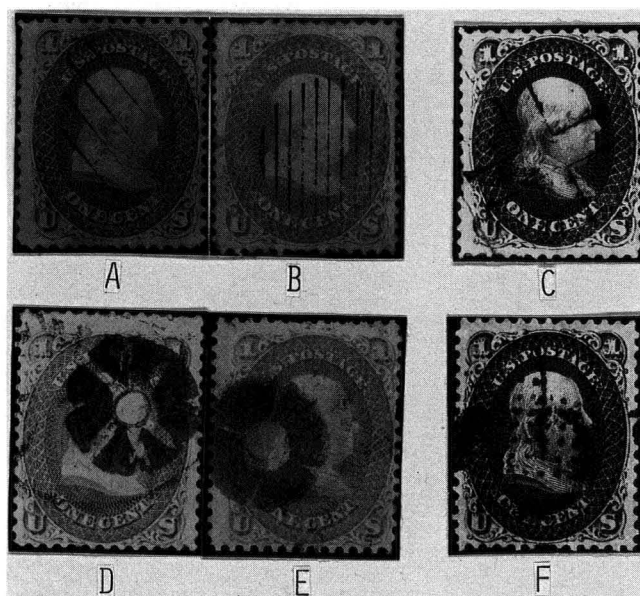
**Other Cities' Uses of Experimental Norton Patent Cutting Cancels**

New York was not the only location where the "cutter" type cancels promoted by Norton and his associates were tested at some length. Figure 13 shows two covers sent from Philadelphia with killers highly suggestive of being patent cancels with cutter blades similar to the New York versions described by Postmaster Wakeman and shown previously in Figure 9, *Chronicle* 157:41 (February 1993). The upper cover in Figure 13 does not have a duplexed killer, but the killer does exhibit the characteristics of having sharpened blades intended to cut into the stamp. However, the paper of the stamp does not seem to have been penetrated at any point by the blades. Sent in April 1863, with a rather late use of one of the small Philadelphia octagonal postmarks, the year date of the postmark is inverted but is clearly 1863. The marking is listed as No. 101e, pages 22-23 in the Revised Part 1 of Tom Clarke's *A Catalog of Philadelphia Postmarks*. The *Catalog* does not list separate killers used with this marking.



Figure 13. Philadelphia handstamps with cutter type killers. The top cover has its killer, a hexagonal 11-bar style, separate rather than duplex, but the lower cover has a duplexed killer with round cutter bars.

The lower cover in Figure 13 shows an 11-line round grid killer used with a 31½ mm circular “PHILADELPHIA/Pa” postmark as a duplexed marking on September 22, 1862. Again, the killer bars show no sign of having penetrated the paper of the stamp. In reply to an inquiry by me, Edward T. Harvey, who has a large run of Philadelphia markings, stated he had never seen an example of these Philadelphia killers where they had cut into the stamp. Nor does Clarke, who lists these duplexes as Style 104 on pages 24-25 of his *Catalog*, note any cutting effect or evidence these styles were meant to cut. Yet, the late Fred R. Schmalzriedt, in his compilation “Patent Cancellations (1847 to 1887)” in Delf Norona’s *Cyclopedia of United States Postmarks and Postal History* Vol. 1 (1933) does list them. On page 9 of Article 13, he lists these and illustrates a type similar to the marking on the lower cover of Figure 13 except it shows 12 rather than 11 blades. In a note, Schmalzriedt remarked “Unquestionably attached. Earlier copies cut into stamps, but later specimens appear as ordinary cancels due probably to dulling or wearing.”



**Figure 14. Loose one cent stamps of 1861 with various killers deemed to be patent types, from *Bakers' U.S. Classics*.**

In *Bakers' U.S. Classics*, J. David Baker shows on page 259 two 1¢ 1861 stamps with killers identified as being from Philadelphia. This is in an illustration from which I have reproduced the components in Figure 14, somewhat rearranged and combined with another illustration from a Baker column on the previous page in the compilation. These stamps were all from the E. Tudor Gross collection, which David Baker owned, apparently having bought it intact. Thus, it appears the identifications of the towns where the various cancels, all identified as “patent” cancels, were used probably came from Mr. Gross. The two stamps with markings identified as being Philadelphia markings are from the Baker column of June 27, 1964, and the stamp shown in Figure 14 as “B” has a killer quite like that on the lower cover in Figure 13, with 11 bars showing, but the other stamp, “A” in Figure 14, has a killer more like one of the New York patent killers, even though it is identified as being a Philadelphia marking.

It is probable that these identifications came through the Tudor Gross collection to the Baker columns from Fred Schmalzriedt. It would appear that these identifications need confirmation, not only as to town of use in some cases, but as to whether they are

really patent killers in the sense that they cut into the stamps. Who can show us confirming copies of the Philadelphia killers on covers where the killers have actually cut as did the New York versions of Norton's concept?

It is of interest that Schmalzriedt spelled Norton's given name as "Markus" rather than "Marcus," as he signed it on the many patents. Baker also gives it as "Markus," but it is obvious that "Marcus" is correct.

In Figure 14, items "A" and "B" were labeled, as stated, as being Philadelphia cancels. Item "C" is given as having been used at Charleston, South Carolina, "D" at New York City, "E" at Albany, New York, and "F" at Fall River, Massachusetts. Of these identifications, probably also made on off-cover stamps in the Gross collection from listings in Schmalzriedt's work, I have considerable doubt that "D" was used at New York City; I prefer Buffalo, Rochester or Albany, New York or Newark, New Jersey as points of usage where this style of patent killer was used.

With regard to the marking in Figure 14 identified in the Baker column as having been applied at Charleston, South Carolina, shown as "C" in Figure 14, then this has to have been a post-Civil War use as Charleston, where secession started, could not have been using U.S. stamps of the 1861 issue until after it was occupied by Federal forces in early 1865. Use of a patent killer at that time, place and under such conditions is possible, but again, I would like to see covers that confirm or refute this suggested usage. I have no data at all concerning the cancel shown as "F" and assigned in the Baker column to Fall River, Massachusetts.

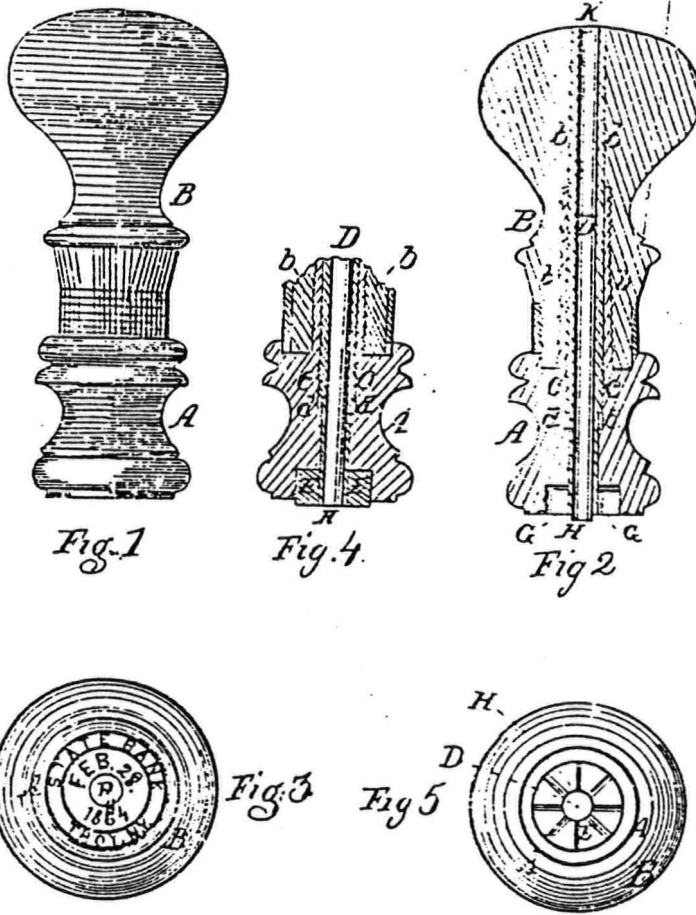
*United States Cancellations, 1845-1869*, by Hubert C. Skinner and Amos Eno, includes a chapter nicely titled "Patent and Patent-like Cancellations," which thus avoids the question of deciding, for each item listed, whether examples exist on which the killer cut or otherwise mutilated the stamps. This section, Chapter VIII, commences with a listing of the blade-like killers in which the New York patents noted here are listed and the round Philadelphia type with 12 bars. It also lists several other similar killers. However, the markings shown as "C" and "F" in Figure 14 are not listed for those towns. It is entirely possible that these markings are listed elsewhere in that work, since markings on loose stamps are often only partially struck, and there are many markings listed in Skinner-Eno shown with no record of the town where they were applied.

The two markings shown as "D" and "E" were subject to some confusion in the Schmalzriedt article, which may have carried over to the Baker columns. Schmalzriedt suggested that the cancels with the cut round circles in the center came from devices made under Norton's Patent No. 37,175. This statement, made on page 2 of the introduction to his article of 1933, seems quite misleading when considered in terms of the illustrations of the devices as included in both Patents Nos. 37,175 (dated December 16, 1862) and 38,175 (dated April 14, 1863), the latter actually being an amended reissuance of the first. (The fact of the two patent numbers being exactly 1,000 numbers apart causes confusion, but actually, the same basic design, with only some details differing, applies to the instrument involved under both numbers.) The drawing shown in Figure 12, *Chronicle* 157:43 (February 1993), has no cutter of a shape that would have produced the type of  $\frac{1}{4}$  diameter cut circle as have the Buffalo, Albany, Rochester and other markings of the same type.

Actually, Norton did obtain a patent on a canceling device that had such a feature, but this patent, No. 49,432, was not issued until August 15, 1865, long after the markings discussed here had been in use. Pertinent portions of the drawings for this patent are shown in Figure 15. The instrument discussed is not shown as duplexed, but the device shown is for canceling revenue stamps. It was described in the patent introduction as having "new and useful improvements in Marking and Canceling Internal Revenue or Postage Stamps." The patent does note, however, that "this said punch may be used and combined with the postage stamp canceling device patented by me on the 14th of April, 1863, in

combination with the post office post-marking device as combined therewith for the purposes set forth in that patent." While the delay in the date of the patent being issued would seem a bit remote from the extensive use almost three years before, evidently patent laws and practices were different in the 1860s, as no date of filing of the patent is given.

*No. 49432. Patented Aug 15 1865*



**Figure 15. Drawings of Marcus P. Norton's Patent of August 15, 1865, showing his cookie cutter style killer handstamp designed to cut a circle in or through a stamp on a document requiring tax stamps. It is believed that a similar design, but duplexed, was in use in upstate New York towns as early as late 1862.**

The punch in the canceling device was a sharpened tube, about 1/2 inch in diameter, held in place with a locking nut, which also permitted it to be adjusted vertically or removed and sharpened. Some of the markings produced by the duplexed styles of this handstamp show notches or odd configurations of inked forms around the marking of the end of the tube. These were apparently caused by notches, etc. on the surface of the locking nut used to loosen or tighten it.

Figures 16 through 18 show examples of covers with stamps canceled with this style of cutter made integral in the handstamp, although the handstamps were actually made as duplex style instruments rather than as a single canceler as shown in the patent drawings



**Figure 16. Cookie cutter cancels on covers sent from Buffalo, New York. The markings show the shape of the face of the handstamp.**

in Figure 15. The markings on the covers posted at Buffalo shown in Figure 16 indicate the shape of the face of the handstamp, apparently in the form of a killer section rigidly attached to the postmark. The top cover in Figure 16 is dated May 24, 1863, which is the earliest cover in my accumulation from Buffalo. Schmalzriedt lists an early date of February 12, 1863, for one of his three Buffalo types; I have been told of, but have not seen, 1862 dates. Schmalzriedt lists three separate killers, presumably from separate devices.

The Albany type, much like the Buffalo “cookie cutter” type, as some call them, is shown in Figure 17. The enlarged stamp shows an Albany killer from another cover and the tracing is a composite of the two markings on this cover. The cover is shown, courtesy of Thomas J. Alexander.

The cover shown illustrates what clerks did when the stamp was on the wrong end of the envelope. They simply placed other similar covers end to end, overlapped, and canceled the stamp of one and postmarked the other with one blow. The cancel in Figure 17 is similar to that shown by Schmalzriedt, who lists dates of November 30, 1862 through November 20, 1863 for its use.

Figure 18 shows two more cookie cutter or doughnut style killers on covers. The upper cover was mailed at Newark, New Jersey and the lower at Rochester, New York. Since the upper cover has an April postmark date, the usage has to be 1864 or later, as the Black Jack stamp was not issued until July 1863. Schmalzriedt lists a killer of this type, town unknown, on a 3¢ Banknote stamp of 1873.

The lower cover in Figure 18 shows a use from Rochester, New York of a cookie cutter killer on October 1, 1862, although the cutter did not make much penetration of the stamp. However, on another cover, dated August 7, year unknown, the cutter missed the stamp, an 1861 3¢, entirely but cut deeply into the envelope. Schmalzriedt lists dates of



Figure 17. An Albany, New York cover showing use of a duplexed cookie cutter cancel handstamp with the stamp on the wrong end of the envelope. The enlargement shows the detail of an Albany killer on a stamp on another cover and the tracing shows the whole marking, as a composite from the two strikes on the cover. Courtesy of Thomas J. Alexander.

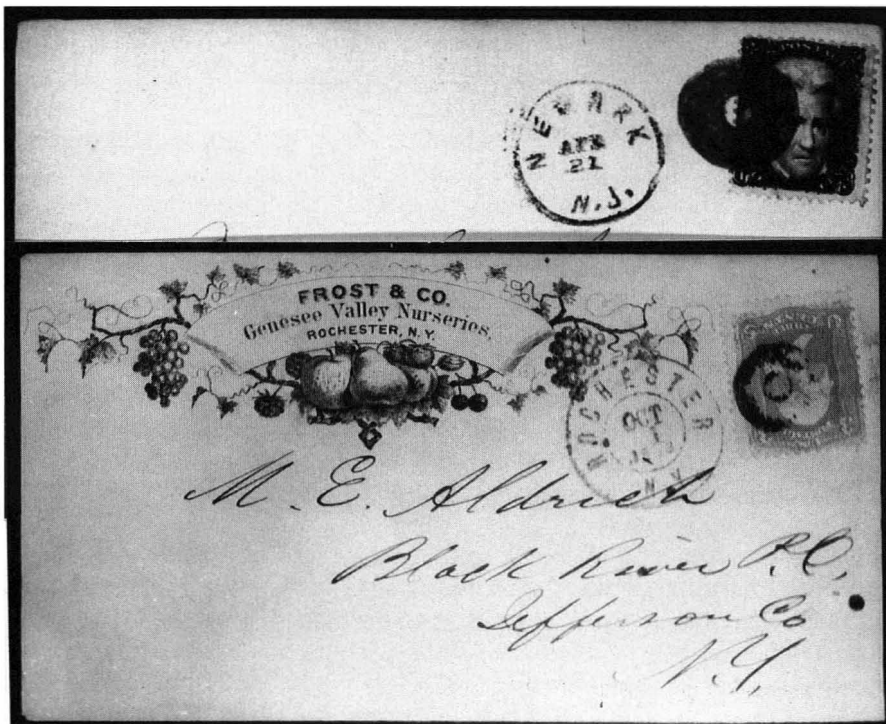


Figure 18. Cookie cutter duplexed cancels used on covers from Newark, New Jersey (Top) and Rochester, New York (Bottom). The Rochester use was in October 1862; the Newark use in 1864 or later.



the Rochester patent cookie cutter cancels as from February 18, 1863 to March 9, 1864, but the cover shown in Figure 18, bottom, is dated several months earlier.

This is an area that presents interesting possibilities for research. The starting point is to accumulate more data in the form of examples, not only covers from the cities noted here but from others that may have used similar markings. For example, I have the idea that I have seen a cookie cutter patent killer used on a cover mailed at Syracuse, New York but I apparently have neither a photocopy or a photographic negative of the cover.

Also needed is to firm up the definition of what is termed patent killers. It is my idea that the term should be restricted to those killers where we have examples on which the killer either cut into or scraped off portions of the surface of the design. Or, perhaps, the Skinner-Eno classification of "patent and patent-like" cancels may be a better answer.

### NOW YOU SEE IT - AND NOW YOU DON'T CLYDE JENNINGS

The cover in Figure 1 is an excellent example of just why sometimes we marcophilists have so much difficulty identifying some of the so-called "fancy" cancels we collect.

Dick Graham showed me this cover when I made a trip to Columbus to attend the Colopex Show last October. He asked me if I could identify the type of Corry, Pennsylvania eagle marking it was as it didn't seem to be the same as any of the types he'd seen. After looking at it, we agreed it ought to appear in the *Chronicle* and I'd write it up if he'd make the photographs.



Figure 1. Corry, Pennsylvania eagle cancel tying two 3¢ 1861 stamps, circa 1864-6.

Let's assume for a moment the left hand copy of this pair of Scott #65s came into your possession off cover. You probably would not have too much trouble recognizing it right away as an eagle, for that is pretty obvious. Next step would be referring to *United States Cancellations 1845-1869*, that fine work by Dr. Hubert C. Skinner and Amos Eno, published in 1980 as one of the APS Handbook Series (the Bible if you are going to be a marcophilist!). Under the chapter "Patriotic Designs," page 185, is your eagle! Figure 2 shows four, all somewhat resembling your copy. Study reveals it is Type PT-E3, the Eagle with Shield of Four Bars, and from Corry, Pennsylvania. Scott #65 was issued in 1861 as the illustrations in Figure 2 show, and it has been confirmed on cover as being from Corry, as evidenced by the small cover insignia in the right hand corner of each illustration.

## VI. Patriotic Designs

### *Patriotics — Eagles*



Figure 2. From Skinner-Eno, page 165, showing four types of Corry eagle cancels.

All well and good. But, suppose the right hand copy came your way off cover and just as a simple stamp. Could you *positively* identify it as a Corry Eagle type PT-E3? I'll tell you one thing: I sure couldn't, and I've been collecting cancels since about 1955 or so. Even seeing the two in Figure 1 shown in a close-up as in Figure 3 one could question whether or not the right hand stamp was "killed" with the same canceler as on the left! Study it closely, I did, and I repeat I could not identify it by itself. This is a prime example of a cancelling clerk in a hurry: one fairly clear strike, then, "Aw, shucks, there's two of 'em, guess I better hit it again!" He does and is off to lunch!

One other possibility is that this is a previously unrecorded version of the Corry eagle rather than a Type PT-E3, since the clearer of the two strikes doesn't exactly agree with any of the tracings in Skinner-Eno.

Who can submit confirming copies of those markings? Comment from readers will be welcome.



Figure 3. A close-up of the two handstamped Corry eagle markings on the cover shown in Figure 1.

**AN ADAMS EXPRESS COMPANY USAGE  
FROM FEDERAL FORCES ON THE MISSISSIPPI  
SCOTT R. TREPEL**

The cover and related enclosures illustrated in Figure 1 serve to demonstrate one function of the services performed by Adams Express Company and other private expresses for those in the armed services during the Civil War. They had agents accompanying the troops in many areas who handled packages and valuables sent between the servicemen and their home areas.

The purpose of this article is to explain the historical context in which this piece of mail was sent and why the revenue stamp at lower left on the envelope was necessary.

Federal troops operating in occupied territory in the South relied heavily on the express companies to carry packages and valuables to and from their homes. Although letter mail was available, even though such mail was carried by the Army or Navy to points in Federal territory, such as Cairo, Illinois, where it was turned over to the Post Office Department, the express companies offered far greater security and offered indemnity for loss which the Post Office did not.

The troops sent money and valuables home and received a variety of portable goods that served to enhance their otherwise miserable existence—playing cards, cigars, clothing, boots and shoes, and non-perishable foods. While allotments of military pay could be made to families through the War Department, cash was often sent by or to the soldiers via the express companies.

It should be observed that the express company services for the armed forces were usually considered a separate operation by most of the companies providing such services. Nor should they be confused with the through-the-lines services of some of the express companies in 1861, before that method of transmitting mail through the lines was cut off by edict of the U.S. Government in August 1861.

On February 22, 1863, a volunteer on the Federal gunboat, U.S.S. *Baron de Kalb*, enclosed a \$20.00 treasury note in the cover in Figure 1 with the accompanying red and blue illustrated patriotic lettersheet. The letter, written in faint pencil by L.B. Waid to his cousin, Mr. Francis C. Waid, reads:

*With this note I enclose twenty dollars in U.S. treasury note. Do with it as you like so that you can redeem it by the first of June for that I call to see you & write us as soon as you git this. Direct the same as before. I am well and hope this may find you the same. L.B. Waid to F.C. Waid.*

[postscript]

*The number of the bill is 82 546 date March the 10th, 1862. L.B. Waid, US Gunboat Baron Dekalb at Cairo, Ill.*

Figure 2 illustrates a \$20.00 treasury note from the Act of March 10, 1862, which is the exact type of note referred to in this letter. Not surprisingly, the original note with the serial number 82546 is no longer with the cover. If it still exists, the author would welcome a reunion.

The cover is addressed "*From L.B. Waid, inclosed [sic] \$20.00*" to his cousin, Francis, at Meadville, Pennsylvania. The "*Exp 2/-*" (two bits, or 25¢) and "*1.35*" represent the express charges. The cover and its contents were received by the Adams Express Company office at Memphis.

In accordance with the Congressional Act of October 1, 1862, which applied a wide range of taxes to goods and services to raise revenue for the war, a tax of 2¢ was paid on this money package. According to Michael Mahler's definitive reference on the subject, *United States Civil War Revenue Stamp Taxes*, the 1862 rates were 1¢ for any express

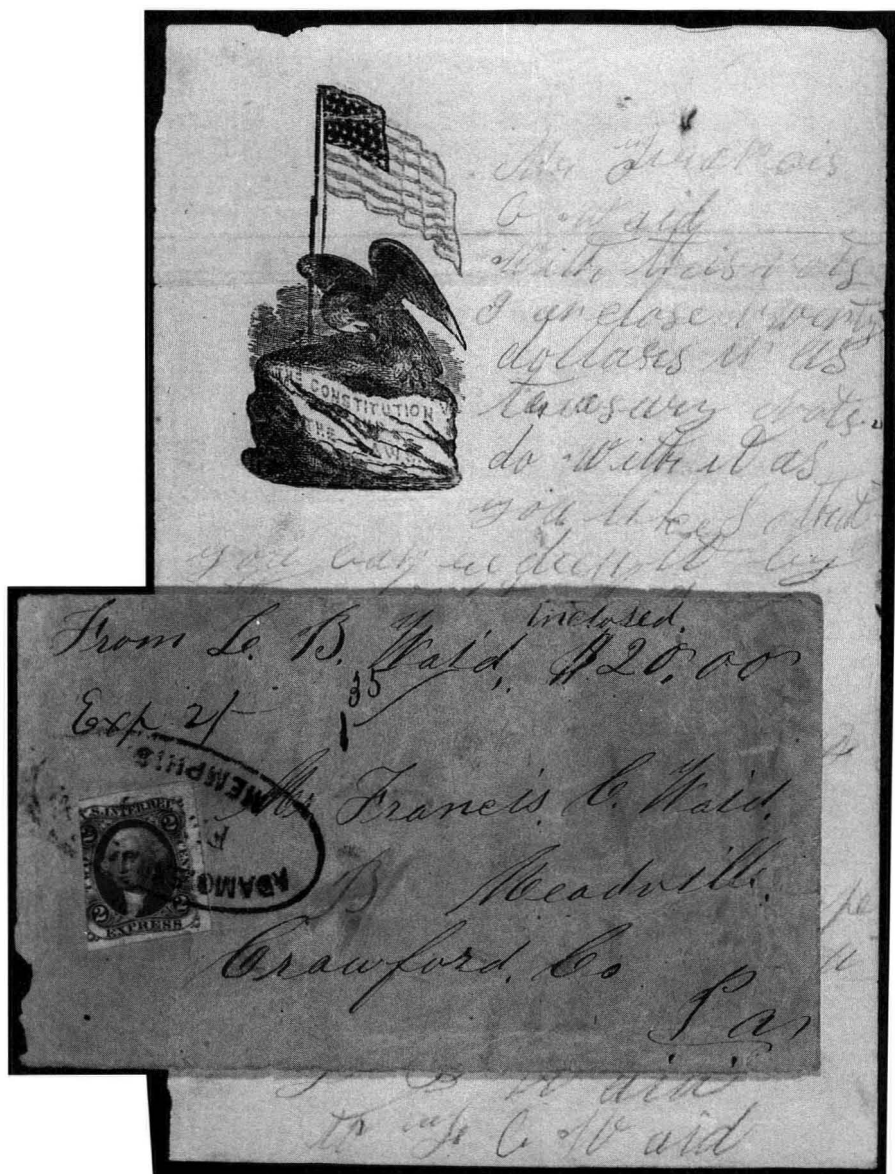


Figure 1. Imperforate 2c Express revenue stamp tied by oval ADAMS EXPRESS CO. MEMPHIS datestamp on cover containing \$20.00 treasury note. Manuscript "Exp 2/-" (2 bits, 25¢) and "1.35" express charges. Sent by soldier on U.S. gunboat *Baron de Kalb* on the Mississippi River in February 1863. Patriotic lettersheet enclosed.

charge of 25¢ or less, 2¢ over 25¢ up to \$1.00, and 5¢ for any charge exceeding \$1.00. The tax payment on this cover is represented by a 2¢ Express imperforate revenue stamp, which is tied by the oval datestamp of Adams' Memphis office (probably "Feb 20"). It is unclear to this author why the 2¢ rate applied in this case; the manuscript express charges are "2/-" or 25¢ (requiring 1¢ tax) and "1.35" (requiring 5¢ tax). The tax might have been misinterpreted by the Adams clerk, or the express charges misinterpreted by this author.



**Figure 2. \$20.00 U.S. treasury note from the Act of March 10, 1862, the same type contained in the cover in Figure 1.**

The tax on express parcels was short-lived, thanks to the lobbying efforts of the powerful express companies. The Act of March 2, 1863, rescinded the express tax and replaced it with a 2¢ *ad valorem* tax on all receipts used by express companies. This 2¢ receipt tax was rescinded *for express receipts only* on April 1, 1865, after further lobbying by the major companies. Express receipts dated between October 1, 1862, and April 1, 1863, should have 1¢, 2¢ or 5¢ revenue stamps affixed; prior to December 25, 1862, the appropriate type of tax stamp was required (in this case, Express stamps). Between 1863 and 1865 (April 1), each receipt should have a 2¢ revenue stamp. Such usages are scarce and especially desirable if the receipt is attractive, the route is across-the-lines, or the freight is unusual (the author's collection contains a package receipt for "One Corpse marked Lt. George McMillen").

Michael Mahler, who has spent decades researching and collecting revenue stamps used on documents, commented that this cover was proof of the availability of revenue stamps in Union-occupied territory in the South as early as February 1862.

The sender was careful to post a separate letter by regular mail, informing his cousin that the \$20.00 note was sent by express and asking him to acknowledge receipt upon delivery. This letter is shown in Figure 3.

According to the *Dictionary of American Naval Fighting Ships*, the *Baron de Kalb*, on which L.B. Waid served, was an ironclad gunboat built by James B. Eads and originally launched as *St. Louis* on October 12, 1861, as part of the Western Gunboat Fleet. A photograph of the *Baron de Kalb* is shown in Figure 4. She was renamed on September 8, 1862, for Major General John Baron De Kalb (1721-1780), a Bavarian by nationality who came to America with Lafayette in 1777 and was appointed to the Continental Army. He was fatally wounded in the Battle of Camden.

The *Baron de Kalb* was one of seven identical ironclad gunboats built for the Army to fight on western waters early in the war. The original *St. Louis* was distinguishable from

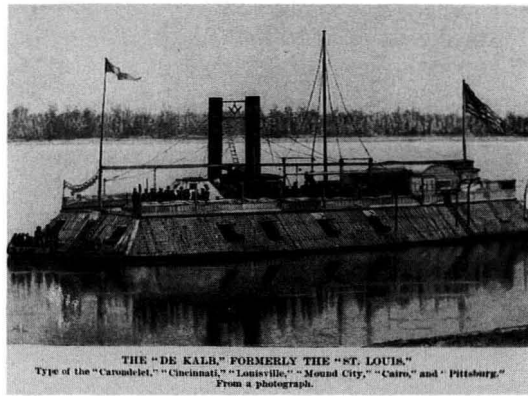
U.S. Gunboat, Barro de Kabb,  
Feb. 22, 1863.

Dear Cousin,  
I sit down, to inform you  
that we had the pleasure of  
drawing a little money  
yesterday and, I have sent  
you the amount, of twenty  
dollars, by express, to New York  
write as soon as you get  
it so as I shall know you  
have received it no more,  
at present

Yours etc,  
L. B. Wild

Figure 3. Letter separately mailed by sender of express cover with \$20.00 note, informing his cousin of remittance by express.

her sister ships only by having a Masonic emblem suspended between her stacks, which shows in Figure 4. *St. Louis* was renamed *Baron de Kalb* because the U.S. Navy, whose control of gunboats on the Mississippi River had been approved by Congress on July 16, 1862, already had a seagoing warship of that name.



**Figure 4. The U.S.S. *Baron de Kalb*, one of seven identical ironclad gunboats, all built by James B. Eads. This ironclad was originally named the *St. Louis*, and may be distinguished by her one unique feature, a large Masonic emblem between her stacks.**

As the *St. Louis*, she had participated in the capture of Fort Henry on the Tennessee River in February 1862. Eight days later, she was the flagship of a squadron bombarding Fort Donelson on the Cumberland River, which, however, was not very successful although the Army later took the fort. As the *Baron de Kalb*, she took part in several other expeditions on the Mississippi and its tributaries until she was finally sunk in the Yazoo River on July 13, 1863 by hitting a mine (then called a "torpedo"). Apparently Lester B. Waid, who sent the express letter discussed here, participated in all the activities of the ironclad as letters are known from him under both of its names. In fact, a letter sent by him from near Memphis on October 2, 1862 (the day after the official transfer of the Mississippi Squadron from Army to Navy was made) remarked, "Our gunboat's name is now Baron de Kalb late St. Louis."

On February 22, 1863, when L.B. Waid sent his money by express, the *Baron de Kalb* was lying in or near the entrance to Yazoo Pass or Moon Lake, which was a system of bayous leading from the Mississippi River, a short distance below Helena, Arkansas, into northern Mississippi. For some years before the Civil War, Yazoo Pass had been a waterways short cut into central Mississippi via the Coldwater and Tallahatchie Rivers to Yazoo City on the Yazoo River. Prior to the Civil War, the Yazoo Pass route had been blocked off by a levee at the Mississippi River.

In an attempt to get into central Mississippi behind Vicksburg, Federal forces set up an expedition in February 1863 that started by cutting the levee. A squadron of gunboats and troop transports then waited in Moon Lake, a small lake on Yazoo Pass about a mile or so east of the Mississippi, while troops cleared the waterway. The *de Kalb* was part of this squadron, having joined it about February 17, so it appears that Lester Waid's letter by express mail was carried to Memphis either by an express agent with the squadron and troops, or by the Navy, where it was handstamped by Adams Express on February 26, 1863.

Although the *Baron de Kalb* and the squadron of other gunboats penetrated deeply into Confederate Mississippi, from the official records it is apparent that they never lost communications with their higher echelon in the Mississippi River, so that letters from them really never cross the lines in the sense that they were exchanged by one side with another. It is also probable that after the gunboats left Moon Lake, within a few miles of the Mississippi, only official mail was sent from the gunboat.

The information about the movements of the gunboat *Baron de Kalb* during this period came from Volumes 23 and 24, *The Naval Forces on Western Waters*, of the 31-volume series, *Official Records of the Union and Confederate Navies in the War of the Rebellion*, published by the Government Printing Office, Washington, D.C., 1894-1927.

The use of a revenue stamp on a cover with markings more commonly associated with ordinary letter mail might appear anomalous to anyone unfamiliar with the short-lived express tax of 1862-63. Those who wish to learn more about the subject are urged to obtain a copy of Mahler's book from the publishers (Castenholz and Sons, 1055 Hartzell Street, Pacific Palisades, CA 90272). The author would appreciate being informed of other express covers or receipts with revenue stamps paying the appropriate tax. Please write to Scott R. Trepel, Siegel Auction Galleries, 65 E. 55th Street, New York, NY 10022.

### Acknowledgments

The author is grateful to James P. Myerson, Richard B. Graham and Michael Mahler for sharing their knowledge and referring the author to useful reference books.

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### FROM THE EDITOR

I would like to thank two of our readers for responding to questions asked in previous articles of this section. Richard Thalheim, referring to a query in my article "Do Triple Grills Really Exist?" (*Chronicle* 146:108), pointed out that Bill Herzog and Leonard Sheriff pictured and discussed triple grills in *Chronicle* 110:113. Thalheim also reported on a triple F grill on a 3¢ stamp in an exhibit (frames 5047-56) at the World Columbian Stamp Expo '92 in Chicago.

In my article "The 'Soldier's Letter' Marking with a Demonetized Stamp" (*Chronicle* 154:114), I asked for information about examples of the marking that were not listed in the census at the end of the article. John Birkinbine II, of American Philatelic Brokers, sent photocopies of the front and back of another cover to add to the list. The cover is a 3¢ Star Die (demonetized) with the "SOLDIER'S LETTER" oval, small "HELD FOR POSTAGE" oval and straightline "Due 3" handstamps on the front. Also on the front are manuscript "Due 3 cts" and "Nov 24 1862"; the addressee is Mrs. I.L. Post of Ashley, Illinois. On the back of the cover are a Nashville, Tennessee circular date stamp, dated November 26, 1862, and a second strike of the small "HELD FOR POSTAGE" oval.

It is very gratifying to know that people are not only reading our articles, but are willing to help by sharing additional information. Again, I wish to thank these gentlemen for their contributions.

I also want to take this opportunity to express the sense of honor I feel as the successor to Richard B. Graham. Future writers will refer to Dick Graham as one of the "titans of philately," a description he uses only for such notables as Ashbrook and Perry. I hope to maintain the same high standards with which Dick has conducted his duties as editor of this section.

Michael C. McClung





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**EXOTIC THREE CENT BANKNOTE DESTINATIONS  
FROM THE BARBARA STEVER COLLECTION—PART II**  
RICHARD M. SEARING

The first article in this series elicited some response from readers. One letter pointed out that Greece was still using the old Gregorian calendar in 1870, so that the backstamp on the cover to Athens was actually 14 days later than February 14, 1872, for a total trip of 30 days. On reflection, a trip of only 14 days to Greece in that period would have set a world record by steamship. My thanks for the information and correction.

Another reader wrote that he had previously owned the cover to the Gabon River, and still another reader sent a photo of a whaling cover to Argentina, similar to the New Zealand and Chile covers in the first article. Unfortunately, photocopies do not print well in the *Chronicle*, so I can't show those covers. Please include GOOD quality black and white photos if you wish your covers to appear in this series.

This second article featuring the Barbara Stever three cent covers will concentrate on foreign mail sent to islands, primarily those in the Caribbean area.



**Figure 1. Letter from Brant Rock, Mass., to St. Lucia, B.W.I., mailed July 25, 1883.**

The cover shown in Figure 1 was mailed to St. Lucia, British West Indies, from Brant Rock, Massachusetts, on July 25, 1883, paying the 5¢ UPU rate effective February 1, 1881. It was addressed to a naval officer on a U.S. ship in care of the U.S. Consul. The letter was received August 9 as noted in the receiving mark on the cover face; there are no backstamps.

Figure 2 illustrates a cover to Bermuda from Batavia, New York, that was mailed on November 10, 1875. It represents a 1¢ overpay of the 5¢ single letter rate. This rate was pre-UPU and went into effect on July 1, 1875. The blue crayon "2" represents 2 pence due for inland postage. The eight days transit to NYC indicates possible transit on the Erie Canal. Transit from NYC to Bermuda was by direct American Packet service.

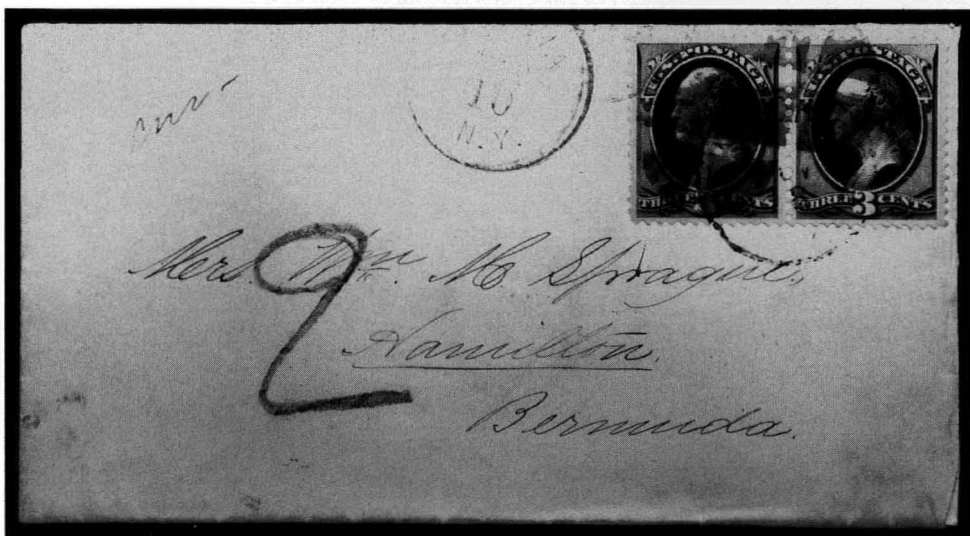


Figure 2. Letter from Batavia, N.Y., to Bermuda, mailed November 10, 1875.



Figure 3. Letter from New Bedford, Mass., to Barbados, B.W.I., mailed April 3, 1876.

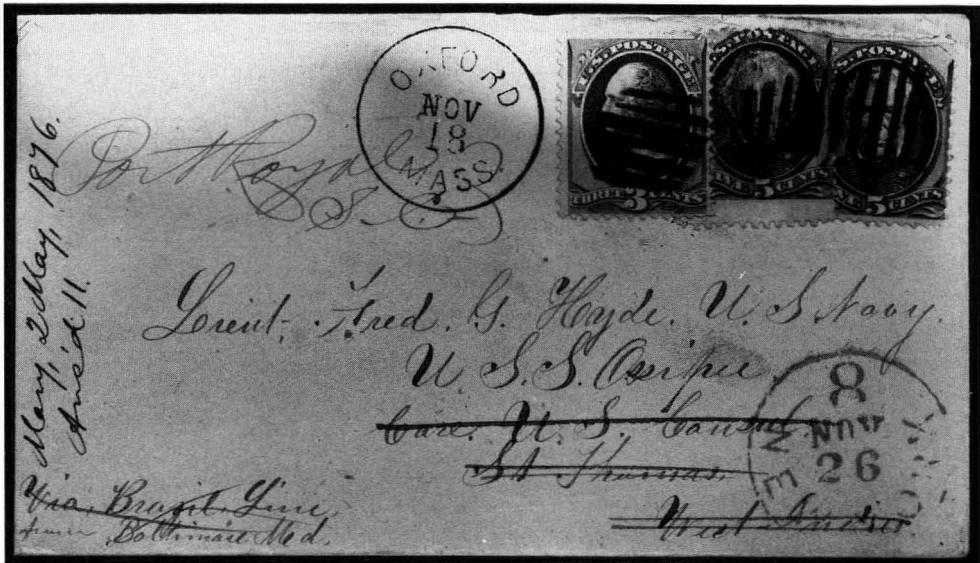


Figure 4. Letter from Oxford, Mass., to St. Thomas, D.W.I., mailed November 18, 1875.



Figure 5. Letter from Wilmington, Del., to Bahamas, B.W.I., mailed December 26, ??

Figure 3 shows a cover from New Bedford, Massachusetts, to Barbados, British West Indies, which was mailed on April 3, 1876, under the pre-UPU 13¢ rate that commenced on July 1, 1875. The UPU treaty went into effect after September 1, 1881. The letter bears a NYC “8” exchange credit marking of April 15, and was sent by British steamship via St. Thomas, where it arrived on April 26 to be received in Barbados on April 30, 1876. The manuscript “1” may indicate one pence inland postage due.

The cover in Figure 4 was mailed to St. Thomas, Danish West Indies, from Oxford, Massachusetts, on November 18, 1875, under the pre-UPU 13¢ rate, which ceased in September, 1877. The letter went by British mail from NYC via Havana, Cuba, to arrive in St. Thomas on December 14, 1875. The officer to whom it was addressed had moved on, so the letter was then forwarded to Port Royale, South Carolina, without additional charge, to finally reach the addressee on May 2, 1876. In the lower left corner, a manuscript annotation states “via British Line from Baltimore, Md.”

Figure 5 shows a cover to New Providence, Bahamas, which was mailed from Wilmington, Delaware, on December 26, but the year date is unknown. The 3¢ single letter rate was in effect from 1868 until July, 1880. Passage was by British Packet from NYC to Nassau, then inland to the final destination. The blue crayon “4” indicates four pence due on receipt.



**Figure 6. Letter from East Orleans, Mass., to Prince Edward Island, mailed November 5, 1872.**

We now move into colder seas with the cover illustrated in Figure 6. It went from East Orleans, Massachusetts, to Princetown, Prince Edward Island, on November 5, 1872, before the Canadian Confederation was formed. The postage paid the treaty rate of 6¢ in effect from 1868 until February 1875. Backstamps show receipt at St. Johns, New Brunswick, on November 6 and at Charlotte Town, P.E.I., on November 11. There is no visible receiving mark to document when the letter was delivered in Princetown.

Moving from North American waters across the Atlantic, we travel to the Mediterranean island of Corsica (birthplace of Napoleon).

The cover in Figure 7 is addressed to Centuri on the island of Corsica, a colony of France. It was mailed from San Francisco on March 29, 1873, as a 2¢ overpayment of the 10¢ treaty rate to France which was in effect from July 1870 until August 1874. The red NYC “PAID 6” was a credit mark for British transit via London and Calais, where it



Figure 7. Letter from San Francisco, Calif., to Centuri, Corsica, mailed March 29, 1873.

arrived on April 23. From there it went to Paris and onward to Marseille by rail. The letter left Marseille on April 24 and arrived at Rogliano, Corsica, on April 27, 1873. The Centuri address was a small village near Rogliano .

Continuing our island-hopping passage, we travel into the Pacific to the fabled Sandwich Islands, now known as Hawaii.

The cover shown as Figure 8 is a double-weight letter mailed from Boston & Troy RPO to Oahu on July 25, 1880, at the 2x6¢ treaty rate in effect from July 1870 until January 1882. The letter apparently missed the boat in San Francisco and was marked with a red "TOO LATE" oval, then placed on the next available ship. The letter was backstamped August (9?) in San Francisco, but there is no Honolulu receiving mark.

As a final stop, we travel to the Southern Hemisphere, to the bottom of the world and an island which few people will ever visit.

The cover shown in Figure 9 is a rare usage to Tasmania before the formation of the Australian Confederation. It was mailed from Philadelphia on January 30, 1888, under the 12¢ rate in effect from July 1886 until October 1891. Australian and South Africa were among the last nations to join the UPU. The letter traveled by rail to San Francisco, where on February 5 it left by steamship to arrive in Hobart, Tasmania, on March 8 and in Launceton on March 9, 1888, for a total of 38 days in transit.

I shall continue this series in later *Chronicles*. If any reader has a cover of this type, please send me a clear photo and I will include it in the series.

## REFERENCES

- Charles Starnes, *United States Letter Rates to Foreign Destinations* (Leonard Hartmann, Louisville, Ky., 1982).
- George E. Hargest, *History of Letter Post Communications Between the United States and Europe* (Smithsonian Institution Press, Washington, D.C., 1971).
- Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings* (U.S. Philatelic Classics Society, 1988).

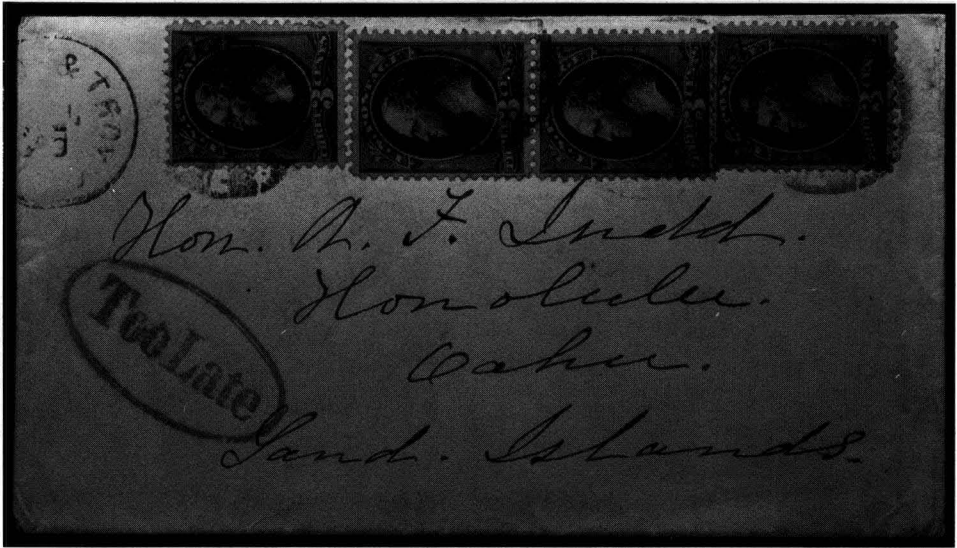


Figure 8. Letter from Boston, Mass., to Sandwich Islands, mailed July 25, 1880.

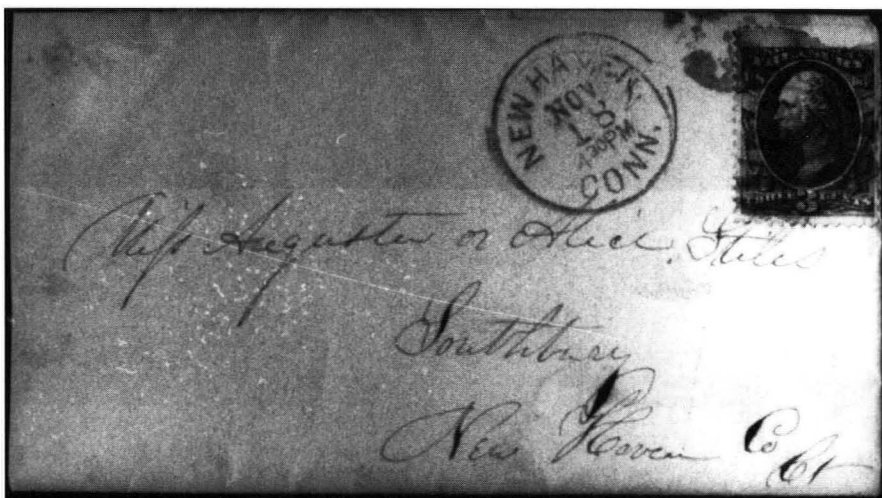


Figure 9. Letter from Philadelphia, Pa., to Launceston, Tasmania, mailed January 30, 1888.

**A DEAD STAMP GONE WRONG**  
BERNARD ALAN BIALES

The illegal use of stamps provokes an interesting sub-specialty of philately. Examples are reuse of used stamps, including uncanceled postal stationary cut-outs, bisected stamps, demonetized stamps, foreign stamps, and specialized stamps — postage or revenue — improperly applied.

Doubly illegal uses are exceedingly rare. Several years ago, the journal of the Massachusetts Postal History Society featured a 3¢ 1861 stamp which had been used previously as a check (?) revenue and then was reused as a postage stamp—successfully—at Newburyport, Massachusetts.<sup>1</sup>



**Figure 1. The November 18, 1881, cover showing illegal reuse of a 3¢ Treasury Department stamp on an illegal non-departmental, private correspondence.**

The departmental stamp, shown on cover in Figure 1, shows a somewhat similar double faux pas — an illegal reuse on an illegal non-departmental, private correspondence. The brown 3¢ Treasury Department stamp is well covered by a black registry marking confirming previous use. The stamp also is wrinkled and torn — today that might provide a second disqualifier. In spite of its condition, and the obvious lack of a departmental corner card or other qualifications as an official mailing, the stamp was allowed to pass through the postal system without apparent challenge. It is canceled by a negative H duplexed to a “NEW HAVEN/NOV/18/4<sup>30</sup> PM/CONN.” circle. It looks as though there was a deliberate attempt to avoid overlapping the negative H killer with the original cancellation.

1. Bernard Biales, “Double Deviousness,” *The Massachusetts Postal Research Society Bulletin*, No. 65, p. 5 (1986).



The contents of the cover provide additional confirmation of and more insight into the non-departmental nature of this aberration. Enclosed is a telegram, which I assume did not originally travel in the cover. The telegram, from Ann Stiles at East Haven, Connecticut to Miss Alice Stiles at Southbury (received by Western Union at Woodbury [Conn.] 9:26 AM Nov. 18, 1881), announces Augusta's impending return (to Southbury?) and the death of Mr. Stiles on Thursday (the 17th).

The enclosed letter which apparently did accompany the cover was dated at "New Haven/Lighthouse Point/Nov. 17, 1881." The ink and handwriting match the address but I believe it was actually written on the 18th:

Dear Augusta,

I sent you a very hurried note this morning ... have prayers here ... opportunity of seeing him ... funeral on Monday ... Pa commenced to grow worse ... Alice will do anything you want done. /In haste, Ann/Don't worry about me, take care of yourself and Ma. I feel quite well, have had some rest & don't come if don't think best ... & I don't think you are able to. I thought best to direct to Alice & she will do any thing [?].

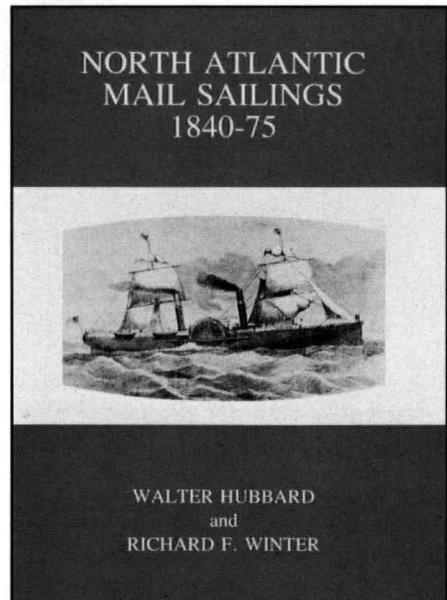
It would appear that Ann Stiles or whoever stamped the cover was sufficiently desperate for a stamp to reuse an available stamp from a Treasury Department mailing. Whether the post office passed it in pity or in ignorance is less easy to deduce.

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

WOLFGANG DIESNER (Köln, Germany)

(Continued from *Chronicle* 157: 67)

### B. Direct Postal Sea Routes by Postal Steamers from Bremen and Hamburg, 1847-1870

#### 1. Port of origin - Bremerhaven (Bremen):

The opening of the first American mail steamer line to Europe, on 1 June 1847, gave Germany and other European states the first direct mail connection across the sea from a German port. That was the Bremen Direct Line from New York via Cowes/Southampton to Bremerhaven. The German driving power for this highly important route, from both postal and commercial historical points of view, was Arnold Duckwitz, then senator of the port and Hansa town Bremen, later Reich Minister of Commerce and Navy (1848/49).<sup>2</sup> Prussia in particular supported Bremen's lobbying in the U.S. to best Antwerp and other ports in gaining the mail steamer line, subsidized by the U.S. Congress (versus the British postal monopoly/Cunard), for Germany.

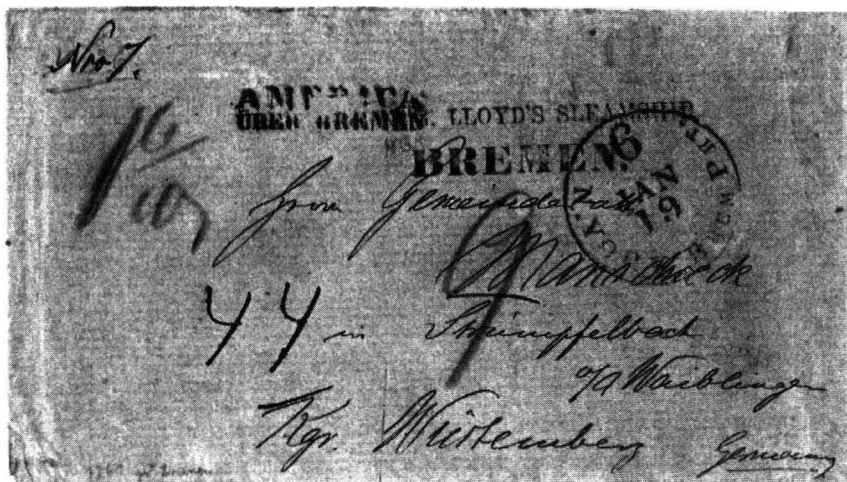


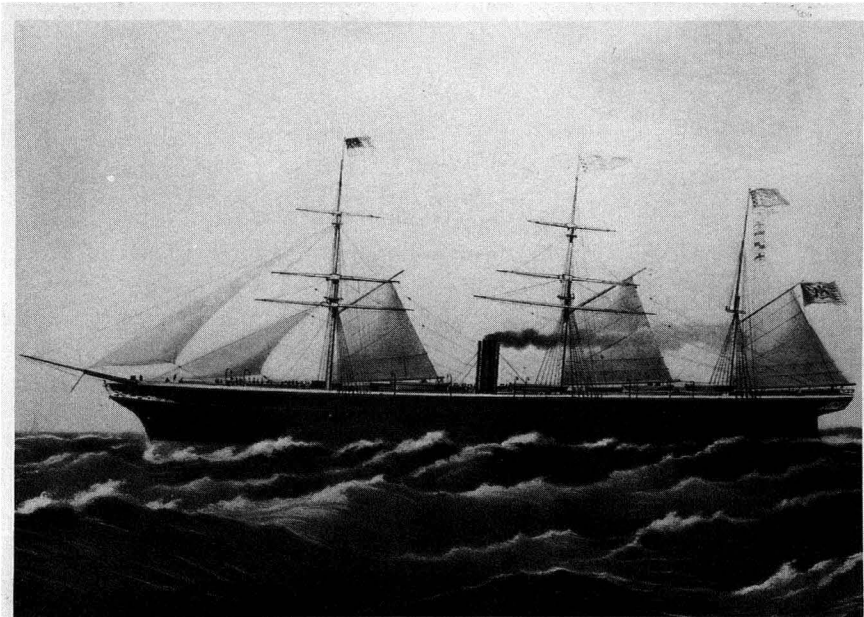
Figure 4. 1861 double-weight unpaid letter (tariff  $2 \times 22 = 44$  Kr.Rh.) from New York (Jan 19), carried by steamer *Bremen* of the North German Lloyd, marked at New York with sender's cachet "NG. LLOYD'S STEAMSHIP/BREMEN"; Bremen city post office "AMERICA/ÜBER BREMEN"; charged 44 Kr.Rh. at Strumpfelbach/Würt.; 6¢ to be paid to U.S.

The steamers *Washington* (left New York 1 June 1847 - arrived in Bremerhaven 19 June 1847) and *Hermann* (from 21 March 1848) of the Ocean Steam Navigation Co. (O.S.N.C.) travelled on the direct transoceanic mail route New York-Cowes/Southampton-Bremerhaven (Bremen) regularly, except for interruptions in winter and for operational damage, until the middle of 1857, i.e., the end of the contract with the U.S. government.

Other enterprises and steamers of the Bremen Direct Line were the Bremen ship line of W.A. Fritze & Co. in 1853/54 and 1857 (one trip) with the steamers *Germania* and *Hansa* (no stop in England), then in 1857/58 the American Vanderbilt line. From 1858 on,

2. Heinrich von Stephan, *History of the Prussian Mails* (Berlin 1859), pp. 653-658.

the North German Lloyd, which travelled that route from 19 June 1858 on with the *Bremen*, *New York*, *Weser*, and *Hudson* (all 1858) and other steamers, dominated the mail route until long after 1870, except for American competition in 1866/67 and auxiliary trips of a few steamers of other firms (1855/1861). As concerns both transportation and rate conditions, all German States, Thurn & Taxis, and finally, in March 1849, Austria joined the postal agreement of March/June 1847 between the post offices of the U.S. and Bremen.



**Figure 5. First North German Lloyd Line steamship *Bremen* - 1858.**

- a. General Survey of Rate Structure and Changing Elements, 1847 - 1867
  - i. German and inland transit postage (other than Bremen, Oldenburg, Hamburg and other special tariff zones):
    - Jun 1847 - Jun 1851: 12¢ (about 11 Grote = 5 Silbergroschen = 4 Gutegroschen = about 18 Kreuzer Rhenish)
    - Jul 1851 - Dec 1851: 12¢/7¢ (5 Sgr. or 3 Sgr. GAPU respectively = 18/9 Kr.Rh.)
    - [For German States, 5 Sgr. before and 3 Sgr. after joining the GAPU system]
    - Jan 1852 - 1859: 7¢/5¢ (3 Sgr. GAPU or 2 Sgr. respectively = 9/7 Kr.Rh. for low-tariff members)
    - 1859 - 31 Dec 1867: 5¢ (2 Sgr. = 6 Kr.Rh.)
  - ii. Bremen inland postage from Bremen to Bremerhaven:
    - Jun 1847 - May 1848: 2¢ (about 1 Sgr. =  $\frac{3}{4}$  Ggr. = about 2 Grote)
  - iii. Ocean postage Bremerhaven-New York (after 30 Jun 51 includes U.S. inland postage):
    - Jun 1847 - Jun 1851: 24¢ (about 10 or 11 Sgr. = about 9 Ggr.)
    - Jul 1851 - Aug 1853: 20¢, which included U.S. inland postage (about  $9\frac{1}{2}$  to 9 Sgr. =  $7\frac{1}{2}$ - $7\frac{1}{4}$  Ggr.)
    - Sep 1853 - 1859: 10¢, which included U.S. inland postage (low-tariff member) or 15¢ (T&T, Baden, Würt. etc.) ( $4\frac{1}{2}$  to  $6\frac{3}{4}$  Sgr.)

1859 - Dec 1867:	10¢ (uniformly) which included U.S. inland postage (4½ Sgr.)
iv. U.S. inland postage:	
Jun 1847 - Jun 1851:	5¢ or 10¢ respectively for destinations up to or over 300 miles from New York
b. Summary of Rate Development (Sgr. Currency - full rate), 1847 - 1875	
1 Jun 1847-30 Jun 1851	From about 10 or 11 Sgr. to 16 Sgr. per letter of ½ ounce or 1 loth
1 Jul 1851-31 Dec 1851	From 9 Sgr. to 14½ Sgr. per letter of ½ ounce or 1 loth
1 Jan 1852 - Aug 1853	From 9 Sgr. to 12½ Sgr. per letter of ½ ounce or 1 loth
Sep 1853 - 1859	From 4½ Sgr. to 6½ Sgr. per letter of ½ ounce or 1 loth (low tariff) From 6¾ Sgr. to 9¾ Sgr. per letter of ½ ounce or 1 loth (non-low tariff)
1859 - 31 Dec 1867	From 4½ Sgr. to 6½ Sgr. per letter of ½ ounce or 1 loth (all members)
1 Jan 1868-30 Jun 1870	4 Sgr. (total fee) per letter (single weight) prepaid (6 Sgr. unpaid)
1 Jul 1870-30 Sep 1871	3 Sgr. (total fee) per letter (single weight) prepaid (6 Sgr. unpaid)
1 Oct 1871-30 Jun 1875	2½ Sgr. (total fee) per letter (single weight) prepaid (5 Sgr. unpaid)

[These last rates were also available from Stettin from 20 Jul 71.]

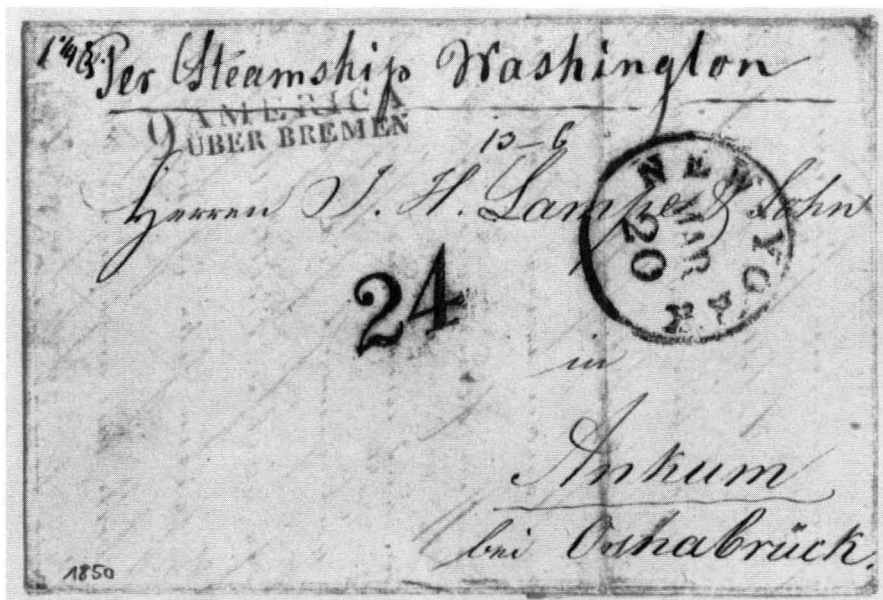


Figure 6. 1850 unfranked letter (tariff NY-Bremen 24¢) from New York (Mar 20) per mail steamer *Washington* (O.S.N.C.) to Anklam/Hannover; sea postage 24¢/Grote (cachet "24" of NY); converted at Bremen city post office to 9 Ggr (Hannover currency); inland postage of 2 Ggr. booked at Bremen on the account of the Hannover post office and not shown.

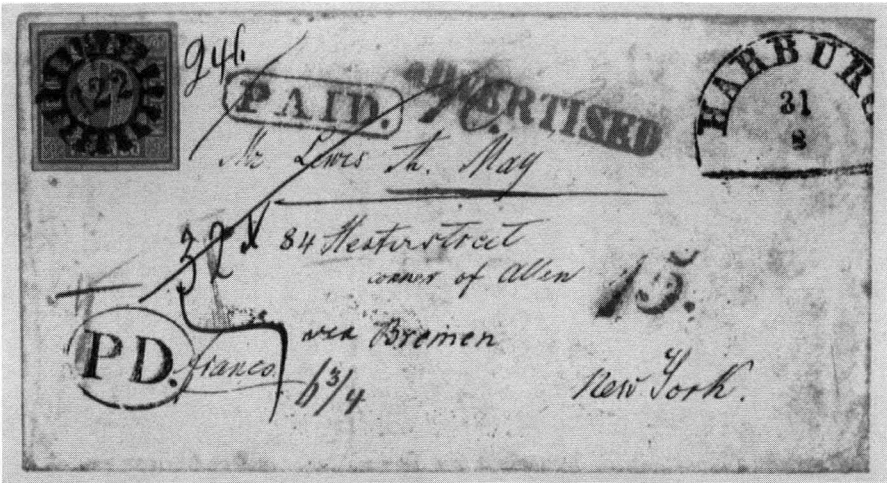


Figure 7. 1853 prepaid letter (rate: 33 Kr.Rh. = 24 + 9) from Harburg, Bavaria, (Aug 31) on first trip of mail steamer *Washington* (O.S.N.C.) in rate period from August 1853 with divided postage payment: 9 Kr.Rh. inland fee to Bremerhaven paid with postage stamp and 24 Kr.Rh. foreign fee paid in cash (noted by mistake as 32 Kr. according to old rate.) Bremen (Thurn & Taxis post office oval PD), Bremen city post office boxed PAID, 10, 15 and (Sep 4) on reverse and New York (ADVERTISED.) Letter not called for and returned one year later (no special fee collected). Harburg arrival mark on reverse.



Figure 8. 1857 overfranked letter (tariff  $9\frac{3}{4}$  Sgr.) from Gera, principality of Reuss (Jul 16) to New Bridgewater, Mass. (U.S.). Because the writer did not indicate routing, it was routed "via Bremen" and the corrected weight was noted, 6/10 (loth) upper left; stamped oval "PD" by Bremen Thurn & Taxis post office, "6 $\frac{3}{4}$ ," international fee noted; stamped "PAID" and "15" by the Bremen city post office and 24 Kr. corrected to 15¢ in manuscript. Sent by Vanderbilt mail steamer *North Star*.



Figure 9. 1860 partly paid letter (10¢ international rate to Bremen only) from New York (Jul 7) to Hameln, Hannover, by North German Lloyd steamer *New York*. Onward postage of 5¢ = 2 Sgr for GAPU member Hannover due. Marked by Bremen city post office "AMERICA/ÜBER BREMEN" and "Paid to Bremen" (both in blue). Manuscript "2" (blue) and "2" (red) for inland postage due, 2 Sgr (Bremen and Hameln) noted to be paid by recipient.



Figure 10. 1861 unfranked letter (tariff 6½ Sgr.) from New York (Sep 7) to Bremen via Hamburg (HAPAG steamer *Teutonia*), stamped by Hamburg city post office "6½" (Silbergroschen currency) and Bremen city post office "15" (red) manuscript as total postage in Grote currency. The postal route from U.S. to Bremen via Hamburg was normally used only when regular steamers of the Bremen Direct line were not running.

When the *Washington*, *Hermann* and later the North German Lloyd missed a trip or when the mails were heavy (1851/52), the city post office of Bremen transmitted mail at the rates of the "Direct Line" from 1849 to 1853 as a "Bremen Closed Mail" via Cuxhaven/London/Liverpool or Le Havre, Southampton and around 1859/61 per HAPAG steamers via Hamburg. The volume of mail of the Bremen Direct Line to New York was about one-third that of mail sent from 1852 to about 1867 via Prussia and England.

## **2. Port of Origin - Hamburg 1856 - 1870**

The most important sail packet line from Hamburg to New York from 1848 on was that of the HAPAG. From 1 June 1856, it instituted a regular, direct mail steamer connection to New York, without having any postal arrangement with the U.S. until 30 June 1857. The opening trip was made by the *Borussia*. The HAPAG steamers stopped at Cowes/Southampton and in 1869/70 also at Plymouth and Cherbourg. A formal mail contract with the U.S. Post Office Department was not signed until the end of November 1860; and from October 1863 on HAPAG was treated the same as the North German Lloyd as concerns payment for mail transport. Furthermore, the postage rates were the same for the Hamburg-New York Line as for the Bremen-New York Line.

### **C. Direct Ocean Mail Route with Postal Ships from Antwerp**

Upon express demand of letter writers from (and via) the German States, letters could also be transported via the temporarily existing direct steamer connections between Antwerp and New York, if prepaid to Antwerp or New York. The rates corresponded to those of the states involved. The direct sea route Antwerp-New York was travelled by:

1842	The Belgian-chartered <i>British Queen</i> (3 trips).
1856/57	Three Belgian steamers of Compagnie Transatlantique Belge; at least one trip to Antwerp by steamer <i>Constitution</i> in Jan 57 as replacement for the O.S.N.C. to Bremerhaven.
1861	The Belgian steamer <i>Congress</i> of Union Maritime (2 trips).
1866	Steamers of the Continental Mail Steamship Co. (American, 2 trips).
1867	Steamers of Hiller & Co and A. Strauss Co. (American/Belgian company).
1867/69	A few voyages by Inman Line steamers.
1870	<i>Guiding Star</i> , steamer of the North American Steamship Co. (American, 1 trip).

I hope that I have given the reader some help with this area by having compiled a concise, coherent presentation of important events, route and rate facts and data of German-American, as well as European, transatlantic traffic and postal history from 1840 to 1870. Additionally, I have attempted to provide some insight into the era of mail sailing ships and early packet connections with America (the U.S.).

## PROLIFERATION OF BRITISH RATE BOOKS

In the past three and one half years, six new British rate books have hit the philatelic literature market and a seventh has just been published by the Royal Philatelic Society of London. Where for so many years there was a noticeable lack of information about British rates to destinations outside the British Isles, there now is a glut of data, some of which will undoubtedly confuse collectors and postal history students. Many of these new books are not readily available in the United States nor even known to the majority of our society's members. I shall not attempt to write a review of each book but, instead, shall discuss the usefulness of each as they help me better understand covers that I study, either for my collection or in response to requests for assistance from others.

The titles of each of these books must be read carefully, for each specializes in very discrete information. And that is only part of the problem. All of the desired rate information is not available in one publication. If you want a compilation of all the currently known rate information, then you will have to add a number of these books to your reference library. But, you will also have to be prepared for some unavoidable duplication of data and for the added potential of uneasiness when information published seems to be in conflict among the different books. You may not desire or be able to obtain all these books, so I will describe the books as I use them in hopes that this information will aid your decision to include or not to include these books in your library. I must first point out that my collecting and studying interests are of the transatlantic steamship period from 1838-1875. A chronological bias, then, influences the reference books that I use the most from my library. Please keep this in mind when I refer to whether I may use one of these books or not.

Certainly the first of the British rate books, from the view of publication date, and perhaps the catalyst for some that soon followed, was *United Kingdom Letter Rates 1657-1900, Inland & Overseas*, written and published by Colin Tabcart in 1989. This 114 page A4 size softbound book, which was reviewed by Susan McDonald in *Chronicle* 142: 79, is no longer available from the author, but copies may still be purchased from bibliopoles such as Leonard Hartmann (\$32.50 in his 9/92 listing.) Along with a 40 page 1992 supplement (\$16.00 in Hartmann's 12/92 catalog supplement), also A4 size and softbound, this reference, as Susan described it, is "in eminently usable form." It is the principal source that I use when trying to sort out a British foreign rate. The book turns out to be quite helpful to collectors of U.S. material because the U.S.-British treaties allowed the U.S. use of the extensive British world-wide postal system. Therefore, knowing the U.S. and sea postage to Great Britain and the British rates to another foreign country often permits understanding the total rates paid or collected on U.S. mails to those countries. Tabcart's packet letter rates (letters carried by vessels under contract to the British government) are arranged chronologically by regions such as North and Central America and the West Indies, South America, Africa, Europe, the Ottoman Empire, Australasia, and the Far East. United Kingdom inland rates and ship letter rates are dealt with separately. As useful as it is to me, Tabcart's book has shortcomings that force me to use other reference books. His information is restricted to letter rates only, except for a section on privilege rates for members of the armed forces, and the rates are generally for single letters weighing either



¼ oz. or ½ oz. Missing is information on multiple letter rates; printed matter, book and periodical rates; and various special rates for items such as missent, redirected, returned and detained mail, late fees, etc. While it is not possible to find all the letter rate information you seek in Tabcart's book, including the expanded information in his new supplement, I find it the best place to start. This book is the first source which I consult.

Another good source of rate information for the period of interest to me is G.F. Oxley's *British Postal Rates to Europe 1836-1876*, published by the Postal History Society of Great Britain in 1992. This 130 page softbound publication, also of A4 page size, is available directly from the Postal History Society (\$56.00 when published, George Henderson, c/o CBD Research Ltd, 15 Wickham Road, Beckenham, Kent BR3 2JS, England). Like Tabcart's book, this one also addresses primarily single letter rates, but specifically to Europe during the period stated in the title. You enter with a country name and look through a chronological listing of rate changes. The rate information uses only 40% of the book, however. Another 30% of the book is devoted to three important British conventions of the early period covered by the book, namely the Anglo-French Postal Convention of 1836, the Anglo-French Convention of 1843, and the Anglo-Prussian Convention of 1846. It is not important to me that this information is published in the book since I already have this information in other forms. Nevertheless, it is useful to have it located conveniently in one place. Oxley does address registration and provides a little general information on printed matter rates and some special rate information, all omissions in Tabcart. But the treatment, in most cases, is not definitive and the user may become disappointed in not finding the information sought. He does have a useful listing of cities and principal places in Europe in 1846 to which mails were despatched from London. My own experience with this book, which is very well produced, is that the book's rate information seldom helps me. It is not my first choice, but remember, I said that none of the books would answer all the questions. I consult this book occasionally.

I did not greet with enthusiasm Malcolm Montgomery's *The Postage Rates of the North Atlantic Mails (1635-1950)*. The book, published by the author in October 1991, is a 215 page A4 size softbound book available from the author at 26 Cambridge Road, Southampton SO2 0RD, England, or from Leonard Hartmann at \$45.00. The author's stated purpose is to provide a comprehensive guide to postage rates applied to North Atlantic mails, namely mails to and from the United Kingdom and British North America or the United States. It is primarily a printed record of the author's notes on rates, which he accumulated over many years as a collector, and the sources from which he derived the information. The data is probably most useful to a specialist in British North America mails, not a key area of my collecting or studying interests. I have not found his tabular annexes or tables useful to me since I have most of this information in other sources. British North America collectors may disagree with me, however.

Now to the rate books that concentrate on the period before 1840. I have less need for these books. While Tabcart covers the period from 1657 on, I suspect that some of the other efforts, which concentrate on the pre-1840 period, may be more complete. The most useful of the early period books has a name which does not draw you to it immediately without reading the subtitle. It is David Robinson's *For the Port & Carriage of Letters - A Practical Guide to the Inland and Foreign Postage Rates of the British Isles 1570-1840*, published by the author in 1990. It may still be available at the original price of about \$31.00 from the author, 25 Myreton Avenue, Kilmacolm, Renfrewshire PA13 4LL, United Kingdom. I find this 250 page A4 size softbound book the most comprehensive work on the "early" rates, but remember, it only goes up to 1840. Robinson devotes 31% of his

book to postal rates within the British Isles, 37% to rates to and from places overseas, and 17% to reduced and special rates, a big plus for this book. He uses 115 different rate tables throughout the book, each related to a specific topic. There is so much detail that it can be intimidating. This is an excellent reference book particularly for the postal historian who specializes in early British postal history. The usefulness to a U.S. collector is much more limited, but it can be most helpful in sorting out the difficult rating of ship letters in the eighteenth and early nineteenth centuries.

*The Domestic Packets between Great Britain and Ireland 1635 to 1840*, by Denis Salt, published by the Postal History Society of Great Britain in 1991, is a highly specialized 50 page softbound A4 size book which I have not had occasion to use. It is a monograph (published at \$27.00 plus postage by the Postal History Society) that deals entirely with the four main packet service routes between Great Britain and Ireland. Depending on the route, letters carried between Ireland and England or Scotland had different charges, knowledge of these special rates being necessary to fully explain the rating on many transatlantic covers to Ireland before 1840. To make the monograph more complete, the author obtained permission to reproduce maps and tables of English, Irish, and Scottish post towns from Alan Robertson's *Great Britain: Post Roads, Post Towns and Postal Rates 1635 to 1839*, a book still available from literature dealers at about \$30.00. This data is the most important information contained in the Robertson post road book. I find this tabular information to be essential when working with British inland rates. But, since I have Robertson's book, I find I don't use the Salt book for this purpose either. I suspect that the data has been added to Salt's monograph to have it conveniently in one place and to offer an added reason to purchase the monograph should the reader not have access to the important Robertson material.

That leaves *British Postal Rates 1635 to 1839* by O.R.Sanford and Denis Salt, a 163 page (printed on one side only) softbound A4 size book published in 1990 by the Postal History Society of Great Britain. The book is still available from the Postal History Society at about \$31.00. This was the first attempt, after Tabart's book was published, to concentrate on the early British postal rates, internal and overseas, as established by Acts of Parliament and Post Office Notices. The authors have attempted "to provide the user with the means of finding quickly the rates of postage, at any time between October 1635 and 9 January 1840, between any two places in the British Isles, or between the British Isles and any other place in the world." Because of the complexity of this task, as witnessed by all the other books on the subject recently published, I feel they fall quite short of that objective. I just have found no use for the book, though it does state some of the multiple letter rates when written in an Act or Postal Notice.

Now to go beyond simply trying to find the rates. There is absolutely no substitute for reading the source material yourself, especially if you want the next level of detail. Much of the data in the rate books discussed above comes from Post Office notices, which is how the public at the time was advised of rate changes. Until recently, these notices were unavailable to most students unless they were able to visit the postal archives of Great Britain. Today, transcriptions of these important notices are available through the exhaustive work of Michael Raguin. He is about two thirds the way through an ambitious project to publish all the post office notices in a nine volume set of soft cover GBC bound books. Volumes 1 to 5 of *British Post Office Notices 1666-1899*, published and sold by the author starting in 1990 ( M.M.Raguin, 280 Boston Avenue, Medford, MA 02155), are currently available. Volume 6 was due in 1992 and may be available now. The volumes are expensive, each in the price range from \$40 to \$70. They contain, however, from 225 to

460 pages of priceless information which the author has carefully transcribed from available post office notices. In addition, each volume contains an extensive index which allows the researcher to find all the notices in that volume pertaining to a specific subject. I use these very detailed reference books, and their excellent indices, extensively. Inevitably, I find that I want to more thoroughly understand the available rates, details that are not contained in the other rate books. Raguin allows me to do this. While I am not advocating that this approach is suitable for all of our members, I do think it important that you know that this information is available. The post office notice transcriptions allow you to interpret the source information rather than rely on one of the other author's interpretations.

I have just seen the latest of the rate books from England, *British Letter Mail to Overseas Destinations 1840-1875* by Jane and Michael Moubray. This is a beautifully prepared, 512 page hardbound book, A4 size, published by the Royal Philatelic Society London in late 1992. Unfortunately, it is a very expensive book at \$152.50 from Leonard Hartmann or \$160.00 from the Royal's U.S. representative, Dr. Michael D. Dixon, P.O. Box 7474, McLean, VA 22106. Like some of the other recent publications of the Royal, this one will probably sell out quickly (due to a very small quantity produced?) and then the price will be even higher on the auction market. While only about 30% of this book is made up of actual rate tables, they are quite easy to use and well laid out. In a similar manner to Tabcart, the rate tables are arranged in geographical regions. Unlike Tabcart, the rates are listed chronologically by the different routes from England to the desired country, an innovative and useful approach (assuming you know how a letter was routed.) Multiple rates are also listed. Again, only letter rates are addressed, a shortcoming of many of the rate books. For my part, only the rate tables will be of interest as the other two thirds of the book, devoted mainly to discussions of the development of postal services and their operations during the years of the book, will not be as helpful to me. No matter how well laid out, the price of the book for about 154 pages of rate tables is just too much for me to recommend it to those who don't have ample resources for purchasing reference literature. Since the authors worked from many of the same sources as Tabcart, although over many more years of effort, I suspect that much of the same information is available in Tabcart's work if you can find his book.

Richard F. Winter

ADDITIONAL ANSWER TO PROBLEM COVER IN ISSUE 155



Figure 1. 1861 cover to Maine from Papal States.

Figure 1 shows a problem cover from *Chronicle* No. 155. Additional information has been supplied by our President, Dick Winter. In addition to being a talented writer, Dick is good as a mover. He, Walter Parshall, Shirley Gallagher and myself are just back from trying to empty Robert Stone's house. Dick took books to the APRL at State College. More about Stone's health and location will be in the next *Chatter*. About the cover from the Papal States, Dick writes:

The markings shown on the 1861 mystery cover, prepaid with 64 bajocchi in adhesives from the Papal States to Fort Wayne (Indiana), are sufficient to define the routing and the rating of the letter. The French entry marking, E.PONT. 2 MARSEILLE 2, is marking No. 738 in *La Poste Maritime Francaise*, Volume II, by Raymond Salles. It was used at Paris on mails brought by government mail steamers to Marseilles. From Volume II we can also identify the French steamship that carried the letter, *Pausilippe*, operating on the direct line of mail steamers from Naples to Marseilles via Civitavecchia, the port city for Rome. On this particular voyage, *Pausilippe* departed Naples on 16 November, called at Civitavecchia the next day and arrived at Marseilles on 19 November 1861. The French entry marking was applied in Paris on 20 November 1861. Here the letter was placed in a closed mail bag for the U.S. and sent to Great Britain. Turning to *North Atlantic Mail Sailings 1840-75*, by Walter Hubbard and Richard Winter, the transatlantic voyage is found on page 138 under the Canadian Allan Line. The steamship *North American* called at Londonderry on 22 November 1861 to take on board the mails from London, which included the closed bag from France containing this letter. The steamer arrived in Portland, Maine on 6 December 1861. On the next day, the letter received the exchange office circular datestamp showing prepayment. Paris credited the U.S. with 2 x 3¢ or 6¢ in manuscript in the upper right corner of the letter face.

There is a confusing inconsistency shown by the markings on this cover, i.e., a French credit indicating intended service by British packet across the Atlantic and boxed "Br.Service" (applied at Portland) and knowledge that the Allan Line was under

contract to carry American mails. This has been explained by Hargest (*History of Letter Post Communications Between the United States and Europe 1845-1875*, pages 136-137) but must again be explained because it always seems to baffle collectors. Additional Articles to the Postal Convention of 2 March 1857 between the U.S. and France, effective 1 April 1861, stipulated that mails carried on board the Canadian packets between Liverpool and Portland would be treated as if they were carried on British packets. Therefore, Paris credited the U.S. as if a British packet carried this letter and Portland marked the letter as having arrived by British service even though the Allan Line was under contract with the U.S. Postmaster General to carry American mails and is therefore considered American service under other postal treaty accounting.

There is one peculiarity shown on this cover, however, that I can not explain. This cover is one of five covers that I have recorded from the Roman States to the U.S. between February 1858 and January 1863, each sent prepaid under the U.S.-French convention. All of these covers have been marked by the U.S. exchange office to show a prepaid rate of either 15¢ or 30¢, the rate from France only. In other words, the covers show payments from France and not beyond. On unpaid letters from the Roman States during this period, however, the postage due was always correctly marked as 27¢ or 54¢, which included the additional postal fees beyond France.

Joe Geraci, who specializes in the postal history of the Italian States, has provided me his analysis of the 32 bajocchi rate to the U.S. via the French mails, as listed in *Stato Pontificio, Tariffe Generali Postali, 1858*, published by Vaccari. His construction of the single letter rate of 7½ grams is:

Roman inland	3 baj. (Note 1)
French sea postage to Marseille	7 baj. (Note 2)
French transit	10 baj. (Note 2)
British transit and sea postage	9 baj.
U.S. inland	3 baj.
Total	32 baj.

Note 1. Rate from Rome to Civitavecchia per domestic chart in *Stato Pontificio, Tariffe Generali Postali, 1858*.

Note 2. Rate to any destination in France per foreign rate chart in *Stato Pontificio, Tariffe Generale Postali, 1858*, was 13 baj. internal and 7 baj. maritime, or a total of 20 baj.

The breakdown of 13 baj. *porto interno* and 19 baj. *marittimo*, listed as the two parts of the rate to the U.S. in *Stato Pontificio, Tariffe Generali Postali, 1858*, includes both the Roman internal and French transit portions as *porto interno* and the remaining portions as *marittimo*.

## ANSWERS TO PROBLEM COVERS IN ISSUE 157

Figures 2 and 3 show two covers from Richmond, Virginia, during the Civil War, with bisected 10 cent CSA stamps. Only one person has opined that the items might be genuine, as Thomas Pratt had in 1934. Wonderful answers, appreciated, were received from Joe Hollerman, Jennie and Stefan Jaronski, Charles Kilbourne, Mike McClung, Jack Molesworth, Peter W.W. Powell and Benjamin Wishnietsky. Here is a synopsis of their comments:

A. The Richmond cds on the Fig. 2 cover is Type 2, used between July 1861 and Feb. 1862.

B. The Richmond cds on the Fig. 3 cover is Type 1, used between April and August 1861.

C. Both of the Richmond cds marks are genuine, but 1861 was altered to 1863 by a faker.

D. The "PAID 5 Cts" markings are genuine.

E. The bisected stamps were fraudulently added, and killed with a grid that is not identical with the one officially used at Winnsboro, South Carolina.

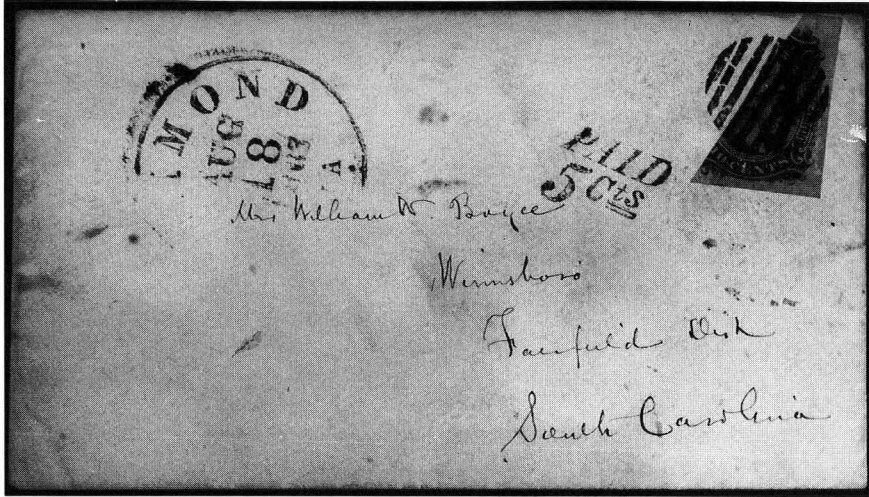


Figure 2. Richmond, Virginia, August 1863, with bisected C.S.A. 10¢.



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

Figure 4 shows a folded letter sent from New Orleans in 1841. There is a typo in the last issue, as this letter is to Cadiz, not from that port in Spain. Three good written answers were received, from Mike McClung, Dale Pulver and Yamil Kouri, plus some verbal ones. All agree that the item is genuine, that it went from New Orleans to Havana on a private vessel, and that it went on from there to Spain. Dr. Kouri has similar letters in his collection, and writes:

This cover was carried privately to Cuba, and from Havana it was sent by merchant vessel directly into Cadiz. The *Vinato* was not one of the ships that the Havana post office chartered to carry mail so it must have been a merchant vessel. In those days a private company (Empresa de Correos Maritimos) operated vessels between Spain and Havana under a government contract. The post office department, however, could still charter ships to carry mail whenever they felt it was needed to supplement the sailings of the Empresa, and they also had the right to send mail on merchant vessels whenever they were available. Outgoing letters were also carried by other means. For that reason, some people preferred to bypass the Empresa, which eventually contributed to its downfall.



**Figure 4. Letter to Cadiz, Spain, docketed 1841.**

“ISLAS DE BARLOVENTO” (Windward Islands) was exclusively used by the post office in Cadiz and was applied to letters coming from or via the Spanish islands in the Caribbean. It was applied in red from the late 18th century to 1853, and in blue from about 1838 until 1855. Cadiz also used a handstamp on letters coming directly from the U.S. (ESTADOS UNIDOS), which was applied in red from 1838 to 1851, and in blue during 1839.

The single rate due at the port of entry in Spain for letters coming from the West Indies was five reales.

## PROBLEM COVERS FOR THIS ISSUE

Figures 5 and 6 show the front and back of a cover from Brazil to the U.S. We are using it not so much as a problem, but more as a tribute to Stephen Albert who died in a car accident in January. I learned this after attending a Cincinnati Symphony performance of his work "Flower of the Mountain," and trying to contact him. Stephen and I shared an interest in covers to and from the U.S., and swapped items and information. He specialized in the Banknote issues, but had many other interests. This cover came from him, and bears a rouletted Brazilian 200 reis stamp issued in 1877, Scott number 66. It was in use only a year. Stephen's questions were: why no Brazilian markings, and was the rate right? The stamp is killed and tied by a barred marking with a circled "2" in black. There is no enclosure.

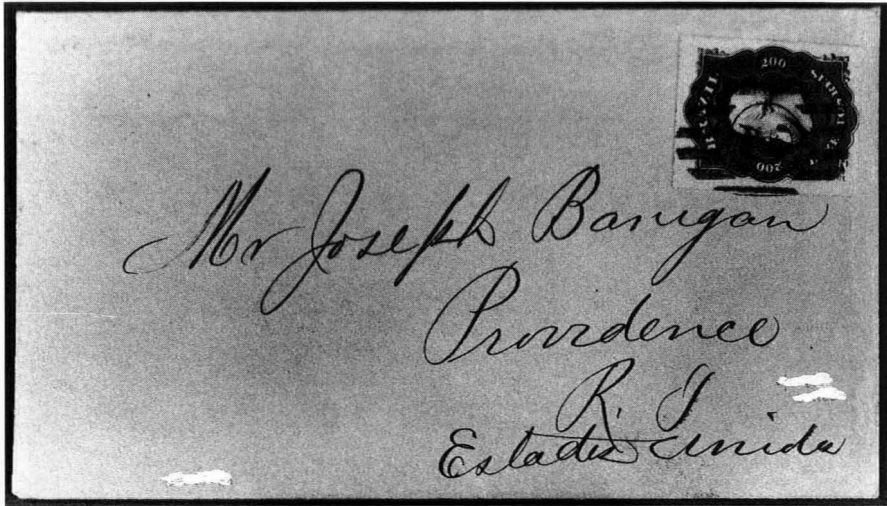


Figure 5. 200 reis cover, Brazil to Providence, Rhode Island.

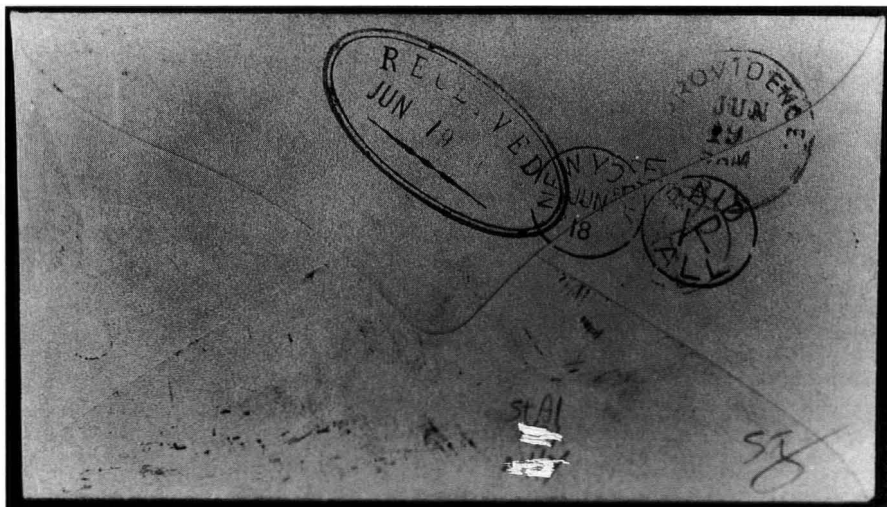


Figure 6. Reverse of Brazil to Providence cover



Figure 7 shows a cover with which Alan T. Atkins had problems. The Nesbitt 3 cent envelope is canceled by a July cds of Bowling Green, Kentucky, and bears "DROP 1" in the same bluish ink. There are no markings on the back, and no enclosure. What is the probable year of usage? If a drop letter, why waste the envelope?

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

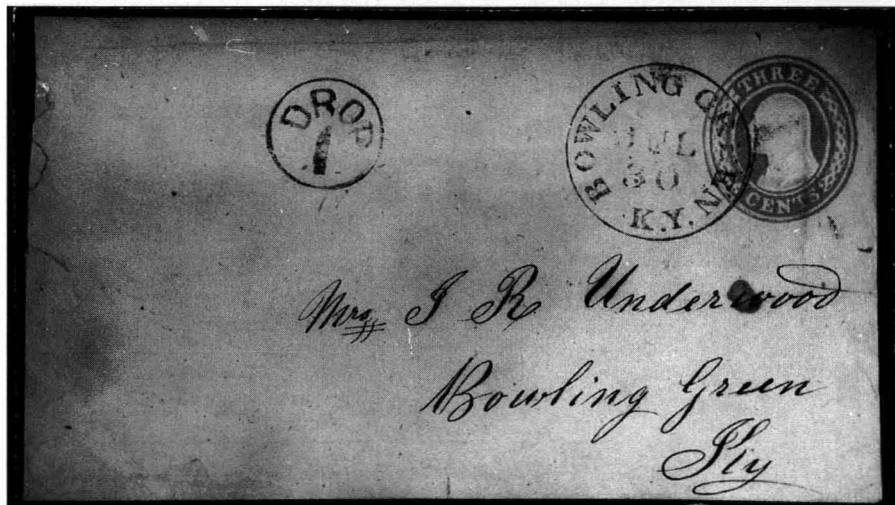


Figure 7. Bowling Green, Kentucky, "DROP 1" on 3 cent Nesbitt envelope, July 30 (year?).

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## ADVERTISER INDEX

Cherrystone Stamp Center Inc.....	119
William A. Fox Auctions, Inc. ....	74
Richard C. Frajola, Inc. ....	73
Leonard H. Hartmann.....	100
Edward Hines .....	81
Steven Hines.....	98
Ivy, Shreve & Mader Philatelic Auctions, Inc.....	76
Victor B. Krievins.....	Inside Back Cover
James E. Lee.....	103
Andrew Levitt, Philatelic Consultant.....	82
Jack E. Molesworth, Inc.....	Inside Front Cover
Nancy Poli.....	89
Robert A. Siegel Auction Galleries, Inc.....	78
Taylor Made Company.....	104
Raymond H. Weill Co.....	Outside Back Cover
 USPCS Publications	
Bakers' United States Classics.....	104
Letters of Gold.....	143
North Atlantic Mail Sailings 1840-75.....	127

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