

THE CHRONICLE May 2000 (No. 186)

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of the U.S. Classic Postal Issues

May 2000

Volume 52, No. 2

Whole No. 186

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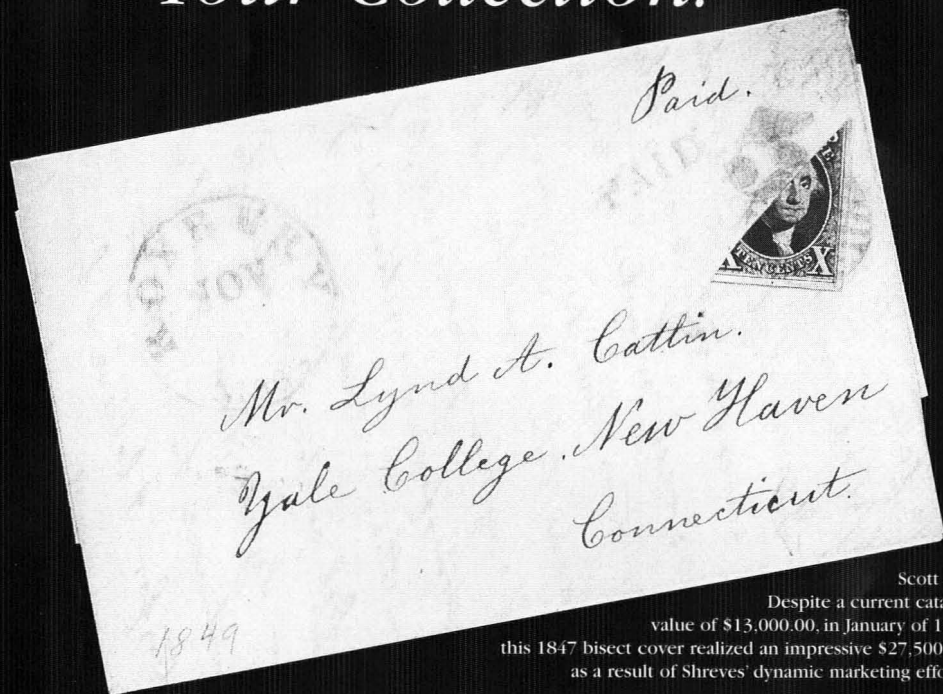
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THE CHRONICLE of the U.S. Classic Postal Issues, published quarterly in Feb., May, Aug. and Nov. by the U.S. Philatelic Classics Society, Inc. at Briarwood, Lisbon, MD 21765. Second class postage paid at Canton, Ohio 44711 and additional mailing office. Subscription price \$24.00. Printed in the U.S.A. POSTMASTER send address changes to Briarwood, Lisbon, MD 21765.



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## of the U.S. Classic Postal Issues

ISSN 0009-6008

May 2000	Published Quarterly, in February, May, August, and November	Vol. 52, No. 2 Whole No. 186
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\$4.50 Members	Official publication of the U. S. Philatelic Classics Society, Inc. (Unit 11, A. P. S.)	Annual dues \$22.50
\$6.00 Non-Members		

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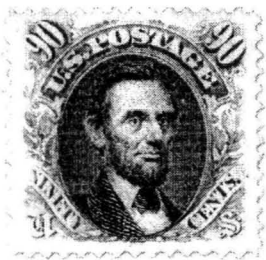
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**MAIL FROM EARLY TENNESSEE AND TERRITORY OF THE UNITED STATES SOUTH OF THE RIVER OHIO**

**JAMES W. MILGRAM, M.D.**

The Act of Congress of May 26, 1790 established the Territory of the United States South of the River Ohio. Tennessee was admitted to the Union as a state on June 1, 1796, the third new state after Vermont and Kentucky to join the thirteen original states.

To understand how the land west of the original status was settled, one has to realize that all of the land west of the original colonies was unsettled Indian country, a region originally claimed both by the French and the British before the Revolutionary War. The November 30, 1782 treaty with Great Britain at the conclusion of the Revolutionary War defined the boundaries of the United States. The northern boundary was the shores of Lake Ontario and the St. Lawrence River to the Mississippi River. The southern boundary was the Gulf of Mexico with Florida belonging to Spain. Many of the various states had land claims west of their boundaries, usually in line with their horizontal north and south boundaries.

In 1784 the Continental Congress laid the groundwork for organizing the northern portion of this vast territory by passing an ordinance establishing a civil government in the district north of the Ohio River. One by one the original states ceded their various claims to western lands. The Ordinance of 1787, which repealed the earlier Ordinance of 1784, is generally considered to be the official document establishing the Northwest Territory. Gradual settlement began into the present-day state of Ohio, with Marietta the first settlement (April 7, 1788).

The land south of the Ohio River also attracted emigrants. In fact, the northern portion was admitted as the new state of Kentucky in 1792, well before Ohio. This was land claimed by the state of Virginia which had never had territorial status, nor was it ever ceded by that state.

The land that made up the Southwest Territory was land claimed by North Carolina. When that cession was made on February 25, 1790, it formed the basis for establishing the territory on May 26, 1790. It had previously been known as the Western Territory, a name that went back a long way. The land of Tennessee was largely Cherokee Indian land before the settlers invaded and drove the Indians out, although Daniel Boone, on behalf of a private association, purchased about 20 million acres from the Indians. (Boone's purchase was later voided by the states of Virginia and North Carolina, each of which wanted the land as its own.)

The formal districts of the land which became Tennessee were defined during the Revolutionary War. The state of Franklin or Frankland was an unofficial organization of settlers who in 1784 petitioned North Carolina for government, but North Carolina instead ceded the region to the new Federal government. Franklin existed for about four years before its provisional government collapsed. A second cession by North Carolina on December 22, 1789, was accepted by the Federal government, which on May 26, 1790 established the Territory of the United States South of the River Ohio—a region which had never included Kentucky, and which had the boundaries of Tennessee. William Blount was appointed governor June 8, 1790; he served until statehood occurred. Knoxville was the seat of government.

Two fairly recent articles in the *Collectors Club Philatelist* have dealt with mail communication in the Southwest Territory. The first, "Postal History Development in the Old North and Southwest Territories," by John O. Griffiths, appeared in Vol. 69 (1990), pp.



**Figure 1. Map of postal routes through the Northwest and Southwest Territories, by John O. Griffiths.**

331-43. It describes how the mail was transported by contractors (not employees of the Post Office Department) over routes that were defined by individual contracts, similar to all the other mail routes in the United States at the time. Figure 1 is a map by Griffiths showing the major towns which connected to a hub at Philadelphia. Only Nashville and Knoxville are indicated in Tennessee. Kentucky was settled in the 1780s and 1790s; regular mail was a necessary feature of its government. Southwest Territory had only its capital, Knoxville, on a mail route. Such western routes were promoted by Postmaster General Timothy Pickering. According to Griffiths, the Philadelphia-Knoxville route became as important as the Philadelphia-Pittsburgh route as Knoxville became the starting point for emigrants heading to Alabama, Mississippi and later New Orleans (part of the Louisiana Purchase). However, Griffiths was not specific about the dates of establishment of the Knoxville route.

The second article, "Never a Safe Road: Postal Communications in the Old Southwest Territory," by Paul J. Phillips (Vol. 70, 1991, pp. 449-60), delineates that when Governor William Blount was appointed there were no post roads within the territory. All letters were carried privately by travelers or by expresses (mainly non-military riders who did it for money).

In late 1791, plans were initiated to set up a post route into Knoxville. A route was proposed running from Richmond through Staunton, Virginia to Danville, Kentucky (see Figure 1). This route would dip south to pass through Hawkins Court House, a post office at Rogersville, a town seventy miles northeast of Knoxville. Thus in 1792 Rogersville, not Knoxville, became the first post office within the present state of Tennessee. The postmaster was Joseph Rogers, who operated a tavern, was justice of the peace, and donated the land for a court house for Hawkins County within which Rogersville lay. The *Knoxville Gazette* of December 1, 1792 contained an announcement by Rogers that a post office was

established at Hawkins Court House, “where the mail arrives once a fortnight.” The route was through Wythe, Virginia, thence to Richmond. A map in Phillips’ article (Figure 2) shows a detail of the region north of Knoxville, indicating Danville, Kentucky and Abingdon, Virginia (also seen in the map at Figure 1), as well as Hawkins Court House. The track is indicated by Phillips as past of the old Wilderness Trail used by Daniel Boone and other early settlers. (Rogersville should be considered as synonymous with Hawkins Court House as a general post office location.)

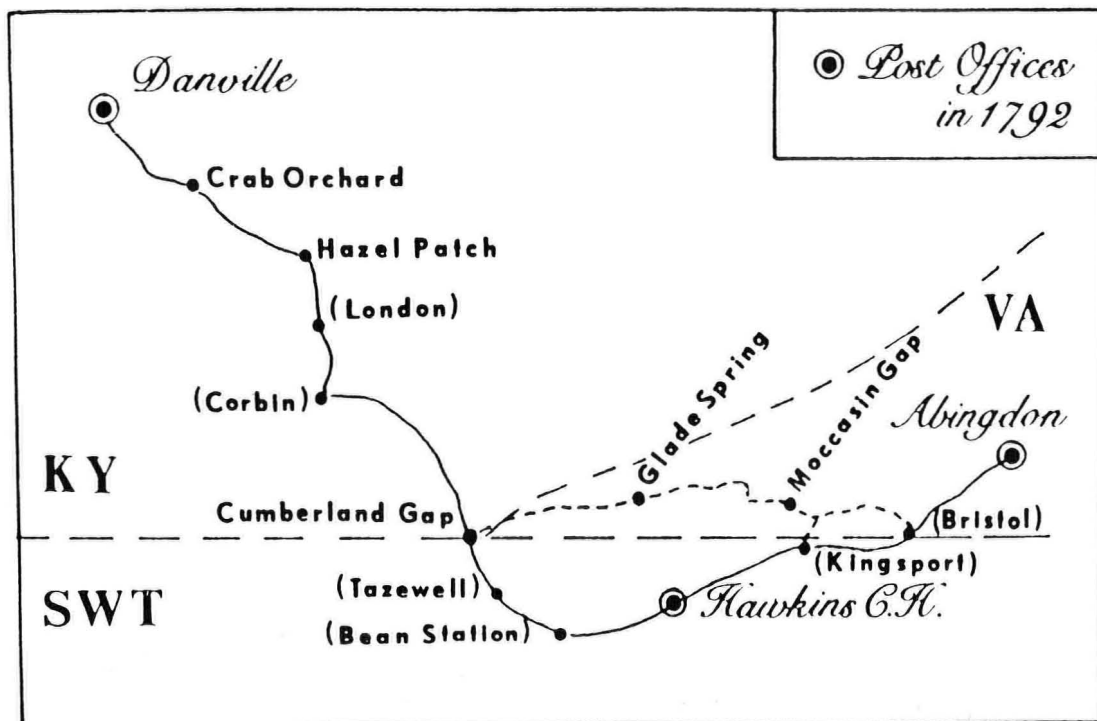


Figure 2. Map of 1792 post offices showing the Hawkins Court House route to Kentucky and Virginia, by Paul J. Phillips.

During the same period that the official post office route was being established, the owner of the Knoxville *Gazette*, George Roulstone, started a private express post for his paper. Beginning in 1791, the paper was printed at Hawkins Court House (Rogersville). Roulstone moved the press to Knoxville and began printing the paper there on October 6, 1792. In the first issue, he announced the commencement of a private post once every 21 days, later advertising that the post rider would leave every other week. Roulstone’s post carried the letters to other towns around Rogersville, ending at Abingdon, Virginia. There were thus two services between Hawkins C.H. and Abingdon, but only the private post to Knoxville. It was not until 1794 that a post office was established at Knoxville, despite it being the seat of territorial government. George Roulstone was appointed by Blount as Knoxville’s first postmaster.

This background is necessary to appreciate the usage of a most unusual cover (Figure 3), which came from David Phillips, well-known postal history dealer and publisher of the *American Stampless Cover Catalog*. Research and analysis of the cover was done by Jim Leonardo.

The handwritten address on this stampless cover reads “His Excellency Governor Shelby of the State of Kentucky,” and *in the same hand* are the routing instructions “via

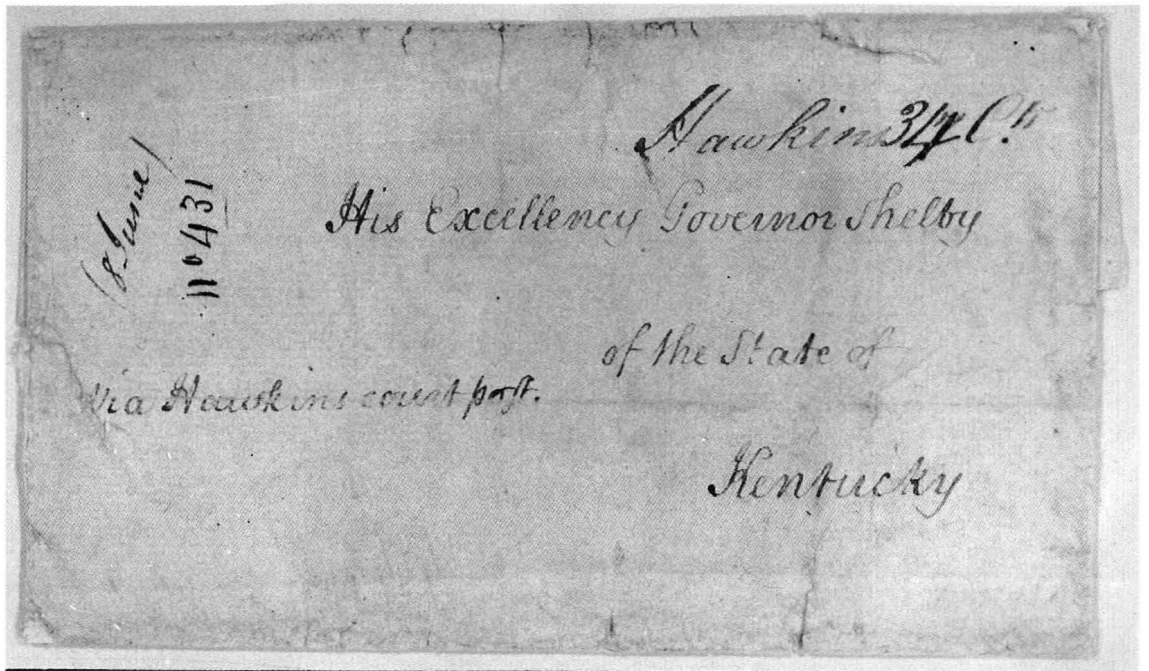


Figure 3. Cover postmarked "Hawkins 34 Cts." to the governor of Kentucky "via Hawkins court post," presumably a 1793 usage from Southwest Territory. Collection of Edward J. Siskin.

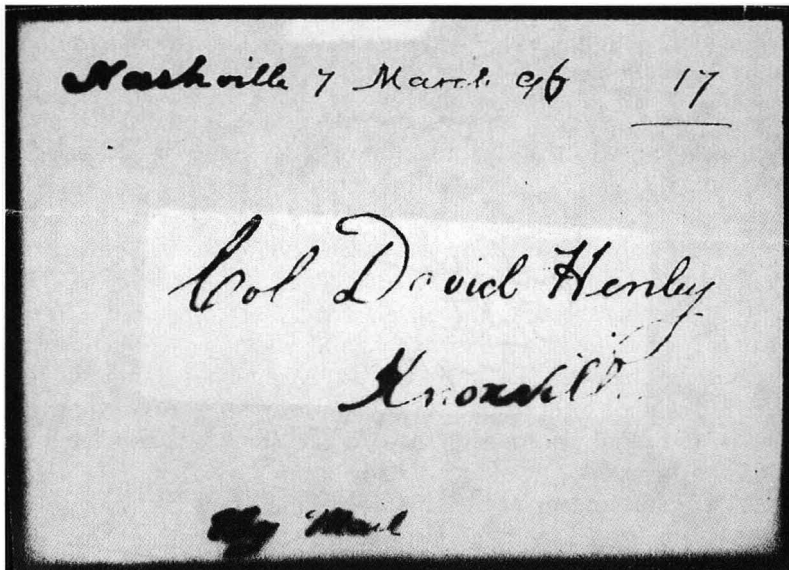


Figure 4. Cover ms. "Nashville 7 March 96" and "17" to Col. David Henley, Knoxville, "By Mail." Ex-Carroll Chase.



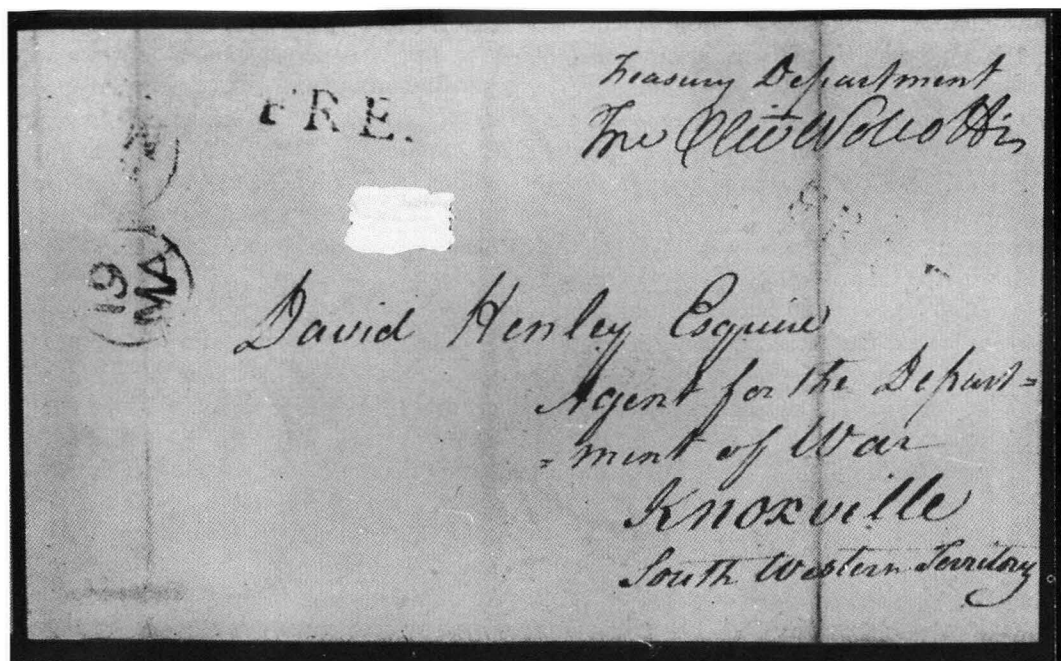


Figure 5. Cover franked Oliver Wolcott, Treasury Department, postmarked "FREE" and "19 MA" [1797] Bishop mark to David Henley, Agent for the Department of War, Knoxville, South Western Territory." Ex-James W. Milgram.

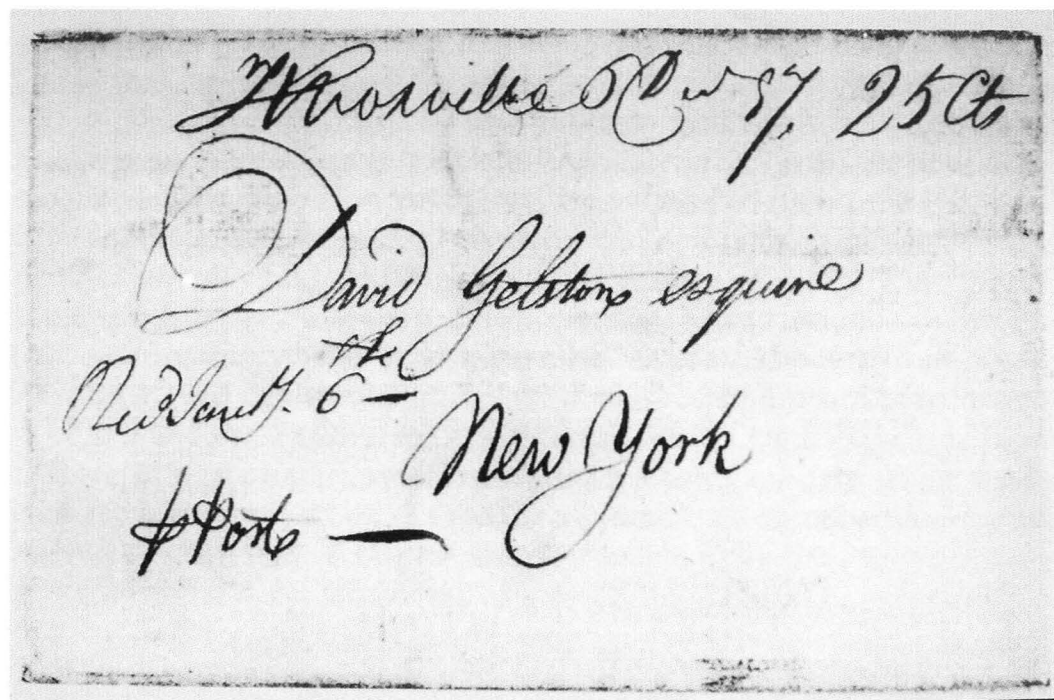


Figure 6. Cover postmarked "Knoxville 6 Dec 97 25 cts," "pr Post" to New York. Collection Edward J. Siskin.

Hawkins court post.” In a different hand is “Hawkins 34 Cts.” The “34” is overwritten over “17.” In ink are the notations “8 June” and “No 431,” the latter perhaps a number from an archive. Not seen *in pencil* on the verso is “Governor Blount, Tenn.”

Leonardo consulted *American Manuscripts 1763-1815: An Index to Documents Described in Auction Records and Dealers' Catalogues*, by Helen Cripe and Diane Campbell, and found an entry “6 June Blount, William to Shelby, Isaac.” This reference designated the 1944 Walter Benjamin sale of a June 6, 1793 letter signed by Blount, discussing his forthcoming trip to Philadelphia to discuss with President Washington talks held with the Cherokee Indians.

If we assume the letter is from Blount in Knoxville, then it had to be carried to Hawkins Court House, as per the directive, in order to be put into the post. Private messenger, express rider or George Roulstone’s private post are all possibilities. If not 1793, then the date had to be 1794, because those are the dates for the Hawkins special postal route; after then, Knoxville had its own post office and route.

A further article, by Paul Phillips and George Webb (in *Tennessee Posts*, January-March 1993) deals with this specific cover. Evidence is cited that Blount did make the trip to Philadelphia, and indeed he took George Roulstone with him. Letters from Blount along the way show he went through Wythe, Virginia. Thus it is not impossible that Blount and Roulstone carried the letter themselves to Rogersville, although they may have sent it ahead of their departure. The “June 8” notation remains unexplained if the letter was June 6. Was this part of the postmark? It doesn’t seem so. The fact that the notation is in pencil inside fits with the practice of some dealers, who indicate a letter’s contents when separating a cover from its enclosure. If the original letter could be located, it would help to tie up some loose ends, but there seems little doubt but that this was a letter sent from Hawkins C.H. during the territorial period. Phillips and Webb speculate that the rating may include the fee for Roulstone’s post. That is extremely unlikely. The post office in whatever town Governor Shelby received the letter (Danville being the most likely) could not collect fees for a private post and account for them to the Post Office Department. The letter probably was overweight or had an enclosure that caused the change in rating at the time it was mailed.

*The First Hundred Years of United States Territorial Postmarks 1787-1887*, by Carroll Chase and Richard Cabeen, lists two letters from Nashville (from the same correspondence), dated March 7, 1796 and October 9, 1797. In his first article, Paul Phillips discusses a post route from Nashville into Kentucky and on to Pittsburgh. He states that there was no route connecting Nashville to Knoxville in 1796. Since Nashville made a postal return to the P.O.D. on April 1, 1796, it seems likely that a post office was established there prior to statehood.

Figure 4 shows a copy of the 1796 cover mentioned by Chase, which was in the Chase collection. There is a question as to whether the “6” of 1796 was altered, but Nort Sampson, who inventoried the collection, wrote that he thought it was in the same ink as the rest of the postmark. The other cover, from October 1797, also falls into the period before known postal connections between the two cities. I think that the validity of these covers should be accepted, and we will probably find evidence that there was a postal connection at the time.

Figure 5 presents a 1797 cover addressed to the same David Henley as in Chase’s cover (Figure 4). This cover went from the Capital to Knoxville as a free franked mailing. It bears the address “South Western Territory,” although Knoxville was in the state of Tennessee by then.

An early Knoxville usage (December 6, 1797) carried out of the city “pr Post” is shown in Figure 6. There are no known handstamped markings from Tennessee from the eighteenth century. □

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**INTRODUCTION TO THE PERRY/HALL INDEPENDENT MAIL  
COMPANIES MANUSCRIPT  
STEVEN M. ROTH**

With this issue of the *Chronicle*, we are publishing the first article in a projected series of fourteen which have been extracted and edited from the Perry/Hall **Independent Mail Companies** manuscript (the "Manuscript").

Each article was prepared through the collaboration of Elliott Perry and Arthur Hall as a chapter in their anticipated (but never published) book in respect of the independent mails. The Manuscript describes the history, operations and stamps of the several companies which carried mail in the 1840s between the post offices of different cities and among states in competition with the U.S. Post Office Department.<sup>1</sup>

As many of you might know from prior published references by this Section Editor,<sup>2</sup> the Manuscript is the subject of a joint publishing agreement (the "Agreement") crafted by this Section Editor, as the then President of the Carriers & Locals Society, and by Van Koppersmith, as President of the Classics Society. This Agreement still is in effect. However, after much thought and discussion among officers of both Societies and after close consultation with the assigned editors of the various chapters, the Classics Society and the Carriers & Locals Society have decided to expedite the publication of the Manuscript in the form of chapters/articles to be published in this Section of the *Chronicle* as well as in *The Penny Post* when it resumes publication.

Each published article will be based on an original chapter from the Manuscript which has been updated to reflect current state of knowledge. It should be clear when you read the chapter/article published in this journal which information in the original Manuscript has been updated by the chapter/article editor.

It presently is anticipated that when all of the chapters/articles have been published they will be collected and re-published in book form under the terms of the Agreement.

**The History of the Manuscript<sup>3</sup>**

Sometime in the 1940s, Elliott Perry and Arthur Hall jointly began the preparation of a projected definitive history of the independent mails and the companies which operated in competition with the Post Office Department before these businesses were legislated out of business by Congress as of July 1, 1845.<sup>4</sup>

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<sup>1</sup>The Independent Mail Companies which are the chapter subjects are: Harnden & Co., Adams & Co's Express, American Letter Mail Company, Brainard & Company, Brainard's Express, Hale & Co., Hartford Mail Route, Wells & Co. (Letter Express), Overton & Company, Pomeroy's Letter Express, Wyman's Express, and various companies operating in the States of Connecticut, Maine, Massachusetts and New Hampshire. Although the Manuscript also contains a chapter on the New Haven Express, this probably will not be included since this company carried packages, not mail. This list, obviously, does not cover all of the known Independent Mail Companies. It does, however, comprise the Perry/Hall selection of subjects.

<sup>2</sup>See *The Penny Post*, Vol.7, No.3 (July 1997), p.35; 50 *Chronicle* 179 (August 1998), p.178.

<sup>3</sup>I am indebted to Richard Schwartz for much of the information in this History.

<sup>4</sup>In 1987, then Section Editor Robert Meyersburg published a fine and very useful introduction to the Independent Mails based on the Manuscript. See 39 *Chronicle* 136 (November 1987), p.244. At that time, Mr. Meyersburg stated that his article was to be the first in a series based on the Manuscript. Alas, his prediction never came to pass.



The impetus for the Perry/Hall undertaking was the success of the monograph *The Chatham Square Post Office*, by Elliott Perry, which had been published in 1941 by the Handbook Committee of the American Philatelic Society. Encouraged by the favorable reception of the monograph by the philatelic community, the Handbook Committee agreed to publish another Perry work—this one to be based on the independent mail companies.

Perry and Hall agreed to collaborate. They were good friends and were both knowledgeable about the subject matter. Originally, they allocated responsibility for creating the book as follows: Hall would perform the writing of the Manuscript based on the amassed notes and illustrations accumulated by Elliott Perry during many years of visiting libraries, reading through contemporary newspapers, and visiting historical societies; Perry would provide the research materials and his critical analysis of the work product.<sup>5</sup>

Unfortunately, by the time Perry and Hall had completed the Manuscript in very rough form, the Handbook Committee had ceased to exist. Subsequently, the Manuscript and the publishing rights were purchased by Robson Lowe. When Hall died (sometime after Lowe had acquired the manuscript) and with the passing of Perry in 1972, work on the Manuscript ceased.

Robert Meyersburg's article in the *Chronicle*<sup>6</sup> in 1987, in which he proclaimed that Robson Lowe had made the Manuscript available for publication in the *Chronicle*, proved to be overly optimistic. Nothing appeared after the Meyersburg "Introduction."

In 1989, Robert G. Kaufmann purchased the Manuscript from Lowe. He took the Manuscript and the accumulated notes and illustrations (they comprised more than two linear feet of shelf space) and he turned to Richard Schwartz for help in editing and organizing the material with a view toward anticipated publication of the book. Schwartz worked through several chapters of the Manuscript, putting them into sufficient condition for publication.<sup>7</sup> Nothing further happened, however, to advance the actual publication of the book although Richard Schwartz from time to time published portions of the Manuscript relating to forgeries of the stamps in various issues of *The Penny Post*.

In 1992, Bob Kaufmann sold the Manuscript and his publishing rights in it to Richard C. Frajola and to John Reznikoff, as joint owners. Thereafter, in 1995 or 1996, Reznikoff acquired Frajola's part-interest in the Manuscript in return for canceling an indebtedness owed him by Frajola. Reznikoff thereupon became the sole owner of the Manuscript.

In 1997, John Reznikoff, in return for the payment of an amount equal to the canceled indebtedness, conveyed full title to the Manuscript to the Carriers & Locals Society so that it could endeavor, in concert with the Classics Society, to publish the Manuscript in book form. The cash payment to Reznikoff was financed by a generous grant to the Carriers & Locals Society (for delivery to Reznikoff) from The Philatelic Foundation. The Carriers & Locals Society took full, unencumbered title to the Manuscript and to all publishing rights in respect to the Manuscript in 1998. The Carriers & Locals Society still holds title to it.

### **The Magnitude of the Undertaking**

Whether the Manuscript first will be published in article form in this journal and in *The Penny Post* (as now anticipated), or will first be published as a book (as conceived in the Joint Publishing Agreement), the task of reviewing each chapter, gathering together usable photographs, updating the Perry/Hall text, and then rewriting the chapters is daunting.

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<sup>5</sup>In fact, Hall wrote all but two of the chapters. See Note 8.

<sup>6</sup>*op. cit.*

<sup>7</sup>Indeed, the article/chapter which appears below is one of the chapters Dick Schwartz worked up.

At first blush one might expect that the Manuscript would require very little in the way of organizing and rewriting. Unfortunately, this is not the case. True, Perry was a seasoned writer who had successfully generated many important and comprehensible philatelic works. But his writing style was idiosyncratic, at best. Hall, on the other hand, was not a disciplined and easily comprehended writer. His writing in the Manuscript is unfocused and often rambling. Furthermore, Hall frequently lapsed into mind-numbing dissertations about undeserving subject matter. Yet Hall wrote most of the manuscript.<sup>8</sup>

One significant problem that at least in part can be overcome by state-of-the-art technology and by the offerings of current collectors and dealers concerns the poor tonal quality and the overall deterioration of the photographs accumulated by Perry for use with the Manuscript. Fortunately, it now is possible to enhance Perry's photographs and even to improve his original prints beyond their condition in the 1940s and later. Beyond that, many collectors and dealers have come forward and have offered to make available for use in the publication of the Manuscript current photographs comparable to those that were designated by Perry, as well as photographs of covers that were not included by Perry which are currently relevant to the updated text.

### Conclusion

With the publication in this issue of the *Chronicle* of the first article from the Manuscript, we hope that the publication of the Manuscript will finally move beyond the planning stage where it has languished for decades and will now become a reality. Your support and written comments to this Section Editor, to the Board of Directors and officers the Classics Society and to the Board of Directors and officers of the Carriers & Locals Society might well be determinative.

**Editor-in-Chief's Comments:** It's important that anxious students of the independent mails realize that there was not some backroom decision made that opted for serial presentation over book publication. The unfortunate truth is that more than two years of effort to get the book together resulted in only four chapters in shape for publication—and they were actually ready to start with. The other ten or so chapters (the final total to be dependent on whether some smaller operations are combined) are in varying stages of completion. It became painfully apparent that if we waited until the whole project was complete, at least one more generation of collectors would come and go before the Manuscript became available to the public—and few of the students who worked on the Manuscript would ever see the fruit of their labors in print.

Steve Roth is correct in describing the Manuscript as “daunting.” It's difficult to follow Hall's writings for anyone not highly familiar with the specific subject. The photos in many cases are too poor to allow identification, and such annotations as “make line drawing” aren't helpful without a clear original to draw from. And then there's fifty years worth of time that has passed since Perry's original comments—as important and cogent as his scholarship and analysis may have been, he certainly wasn't omniscient, and neither Perry nor present-day collectors would be well-served without appropriate corrections and up-datings to the Manuscript.

For these and related reasons, we are pleased to publish what we have and what becomes available on a serial basis. We hope that by doing so we eventually will make our way through the Manuscript, and then it may in fact be possible to bring all of the sections together again in a newly revised and updated version. In the meantime, we encourage comments and suggestions, as well as offers to assist with specific chapters. □

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<sup>8</sup>Two chapters were written by the late Pitt Petri. While these were created in his usual fine and scholarly research and writing manner, their style does differ greatly from that of the Hall chapters.

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**BRAINARD & CO.**  
**ELLIOTT PERRY and ARTHUR HALL<sup>1</sup>**  
**Edited and updated by RICHARD SCHWARTZ**

Brainard & Co. is sometimes confused with the firm of Brainard's Express, which provided independent mail service between Boston and New York in the same time period.

Brainard & Co. operated to and from New York, Albany and Troy on the Hudson River steamboats during the season of navigation. It is not known whether they operated during the time when navigation was closed. No letters have been found which had been carried by Brainard & Co. between the dates of December 6, 1844 and February 4, 1845, though communication could have been via the Long Island steamboats and the Housatonic R.R., or the New Haven and Hartford Railroad to a point east of Albany and thence by the Western Railroad to Albany. The Hudson River Railroad did not extend beyond New York City until April 1, 1851. [Lot 1181 in Robson Lowe's sale of March 15, 1972, was described as dated February 4, 1845, "... the earliest known date of a letter carried by this service [Brainard & Co.] in 1845, the Hudson having been frozen in December and January."]

**Who Were the Proprietors of Brainard & Co.?**

Roscoe L. Wicks, who lived in Albany only four doors from the Brainard family, has stated that Brainard & Co. was founded by Eligh Brainard. Perhaps this was the Eligh Brainard who had a pump factory at 23 Quay in Albany from 1841 to 1848, if not earlier and later. The Albany directories list a B.C. Brainard, commission merchant at 29 Quay, in 1846-48, and Brainard & Company Express Office, 14 Exchange Building, in 1845. A search of the newspapers of Albany of the period failed to produce an advertisement of Brainard & Company or any reference to that firm or its business.

In New York City, the directory of 1845-46 mentions only a Brainard & Company, and then merely the name and address, 57 Courtland Street. That same address, but no occupation, is also given for one George Brainard, who does not appear in 1844 or in 1846. It may be probable but not certain that the above listing of 1845-46 of Brainard in the New York directory referred to the independent mail service of Brainard & Co. As in Albany, no advertisements have been located in the newspapers of New York City to aid in establishing the identity of Brainard & Company and the extent of its business.

The New York address that appears on the company's stamps reads "58 Wall St." Whether Brainard & Co. ever moved from 58 Wall Street to 57 Courtland Street is not known. This latter address might have been used as a supplementary office to 58 Wall Street. This assumes that George Brainard was a member of the independent mail company.

[However, Calvet Hahn, in his article in the *Collectors Club Philatelist*, May-June 1984, on the Brainard companies,<sup>2</sup> states that the late listings column in the New York City Directory for 1844-45 shows Brainard & Co. at 70 Wall Street. The 1845-6 Directory shows the address as 57 Courtland Street.]

57 Courtland Street is at the corner of Washington Street, only one block from the North River piers along West Street. It was more convenient for mail which was to go on the Albany-Troy boats from that section of the city than from the New York Post Office, which was located a quarter of a mile farther from these piers.

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<sup>1</sup>This article was originally Chapter 5 of the Perry/Hall Independent Mail Companies manuscript. Richard Schwartz has retained Hall's basic outline and development, while removing some extraneous material that did not contribute to the story at hand. He has also updated the information; such contributions have been set off by brackets ([ ]).

<sup>2</sup>Calvet Hahn, "The Brainard Independent Mail Companies," *Collectors Club Philatelist*, May-June 1984, p. 187.

### **When Did Brainard & Co. Start Operations?**

Hale & Co. and the American Letter Mail Company began operation of their independent posts in the winter of 1843-44. The available evidence shows that the other independent posts began operations in the summer of 1844. This is not believed to have been mere coincidence, but rather the direct result of the decision of the United States Circuit Court in Boston as reported on June 15, 1844 and copied in the New York *Herald* two days later:

Private Mail. - In the Circuit Court this morning before Judge(s) Story and Sprague, in the case of the Government vs Hale & Co's Letter Express, the decision of the District Court was confirmed. (Boston Paper, June 15th)

The Government had lost its suit against Hale & Co. in the U.S. District Court in Boston, had appealed to the Circuit Court and, as reported above, lost again. This decision encouraged new independent posts to enter the field of mail carrying. Pomeroy's Letter Express started in the last part of June 1844, though Pomeroy's purely express company, perhaps not so pure, carried a considerable quantity of mail prior to this date. Both Overton & Co. and William Wyman began Boston to New York service in July 1844.

An advertisement of the American Letter Mail Company in the New York *Herald* dated June 22, 1844 announced "The recent decisions of Judge Story and Sprague [which] established the right of individuals to transport letters &c." The advertisement also states that they "have likewise lately established offices in Albany and Troy" and that the same postage rate to other eastern cities applied to Albany and Troy.

It is uncertain when Brainard started operations. In an advertisement by Hale & Co. of June 20, 1844, in the Boston *Advertiser*, Brainard is listed as the Albany agent at 14 Exchange. This could mean that Brainard had already started operations by June 20, 1844 or it might mean that he was proposing to start and that when he did he would be Hale's agent at Albany. Shortly after, on July 25, in an advertisement in the same paper, Hale's agent at Albany is listed as Pomeroy & Co., at 5 Exchange.

The appointment of Pomeroy as Hale's agent did not sever Brainard's association with Hale. A working arrangement did exist, as some covers (two illustrated here, Figures 14 and 15) bear the markings of both independent mail services. In Troy, Hale's address at first was 200 River Street, then 230 River Street, with L. Farwell as agent. This latter address was also Brainard's address. In New York, Brainard was located at 58 Wall Street; this too was the location of Hale. Both addresses appear on Brainard stamps.

[The actual relationship and the degree of cooperation between Brainard & Co. and Hale is not clear, though cooperation certainly existed, perhaps sporadically. The change of Hale's agent at Albany from Brainard & Co. to Pomeroy and then Brainard again a month later reflects an on-and-off association that may explain why Brainard first shared a common address with Hale, 58 Wall Street, but then moved to 70 Wall Street. (See Calvet Hahn's article cited earlier.)]

[The number of covers to New York bearing both a Brainard & Co. Troy handstamp and a Hale "Collect" box, with dates from March 1845 to the closing down of all independent mails by July 1 1845, seems to indicate that Brainard acted as Hale's collecting agent in Troy during this period, if not earlier.]

### **The Stamps of Brainard & Co.**

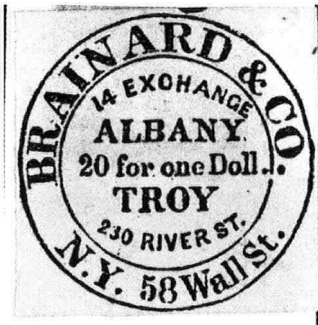
The Brainard stamps, a single design, were typographed in black [Scott 24L1] and in blue [Scott 24L2], both on white paper. At least one printing of each color was produced early in July, as a cover bearing a Scott 24L2 is dated July 5, 1844 and a Scott 24L1 appears on a cover dated July 18, 1844 (Fig. 1).





Fig. 1. Albany, July 18, 1844. A black stamp, Scott 24LI, cut octagonally and pen-cancelled on a cover to New York, with the red Albany handstamp of Brainard & Co.

Certain features help identify the genuine stamp (Fig. 2):



- 1) The right inner frame line is broken just below the two periods of "CO." and "DOLL."
- 2) None of the bottom serifs in "BRAINARD" and "ALBANY" touch each other.
- 3) The upper left serif of "N" in "BRAINARD" is broken, appearing as either a dot or a short line unconnected to the "N."

Fig. 2. The genuine stamp

### The Counterfeit Stamps

Counterfeits of Brainard & Co. stamps can be grouped according to their reputed manufacturers:

- 1) S.A. Taylor, T1 and T2 (Figure 3). In black and in blue on various colored papers.
- 2) Hussey, H1 (Figure 4). Known in blue and in black on white and on cream paper. A multiple of eight is recorded only in blue on white paper.
- 3) Scott, S1 and S2 (Figure 5). In black and in blue on white paper. S1 and S2 represented the original stamp in the Scott catalogs: S1 from 1877 to 1895, S2 from 1896 to 1941.
- 4) From an unidentified source, U1 (Figure 6). Seen as a strip of five on white and on pinkish white papers.

### Brainard & Co. Markings

Only two postmarks of Brainard & Co are known: a long flat oval used at Albany (Fig. 7) and a much rounder oval used at Troy (Fig. 8). Both were generally struck in red, often indistinctly, and covers bearing them are found with or without the adhesive stamp.

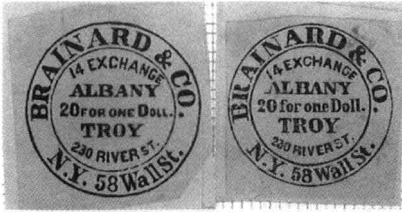


Figure 3. S.A. Taylor counterfeits of Brainard & Co. stamp (T1 and T2)

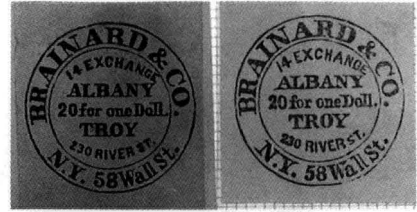


Figure 5. Scott counterfeits of the Brainard & Co. stamp (S1 and S2)

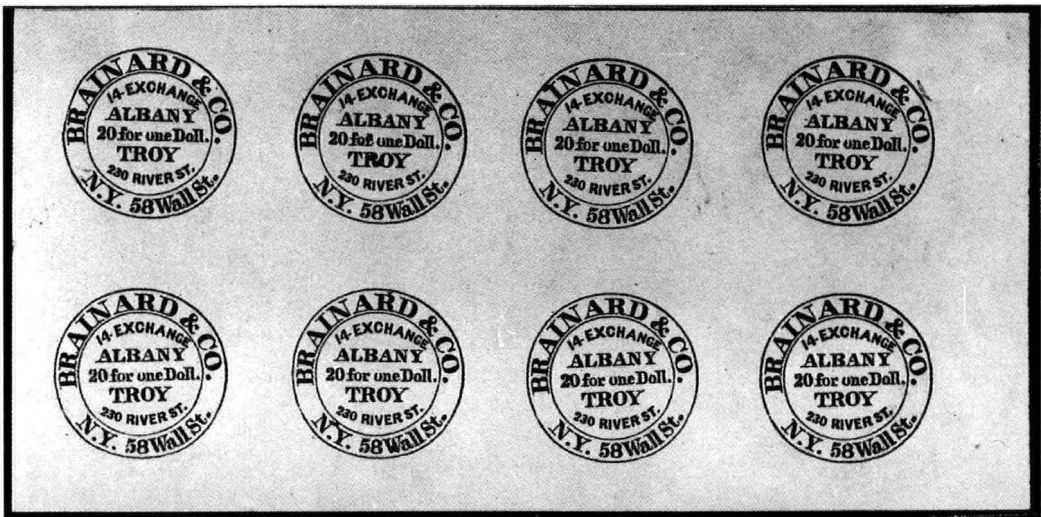


Figure 4. Hussey counterfeit of Brainard & Co., stamp (H1), in multiple of eight.

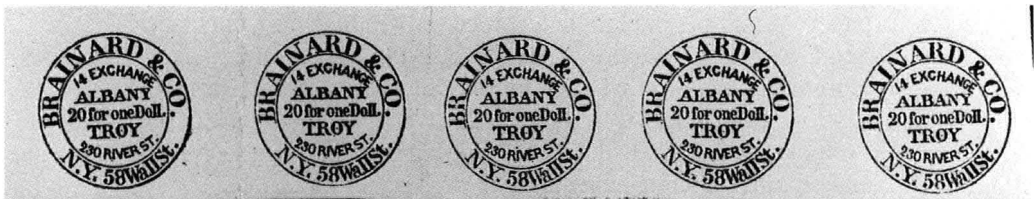
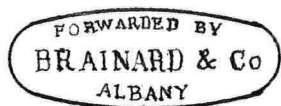
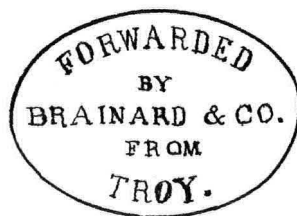


Figure 6. Counterfeit of Brainard and Co. stamp by unknown fabricator (U1), in strip of five.



**Fig. 7. Handstamp of the Albany office, 35x13mm.**



**Fig. 8. Handstamp of the Troy office, 32x24 mm.**

It is puzzling that no New York postmark was used. At any rate, none has been seen. It may be that a reciprocal arrangement with Hale was in effect, whereby Brainard was not to compete too actively in the carrying of mail between New York and Albany. In return Brainard may have carried some or all of the mail for Hale under Hale's postmark to and from Albany and Troy.

Apparently there was only one type of collect panel used at the Albany office of the following three companies: Brainard & Co., Hale & Co., and the Pomeroy Express Co., its associates or successors. The panel reads "COLLECT / 6¼ cts / ALBANY / OFFICE".

This collect panel is a 16 x 12 mm box which resembles the ones used by the American Letter Mail Co. at their Boston office and at the New York office. The earliest known use was on a letter from Albany to New Haven dated March 28, 1844, which also bore the Albany postmark of Hale & Co. In the advertisement of the American Letter Mail Co. in the *New York Herald* of June 24, 1844, referred to earlier, the American Letter Mail Co. stated that they had lately established offices in Albany and Troy. If "lately" can be construed as meaning a date prior to March 24, 1844, then this collect panel was probably furnished by the American Letter Mail Co. If they had not opened an office in Albany prior to March 28, then one can speculate that the company which furnished the collect marking to Brainard at Albany probably also furnished the collect markings for the American Letter Mail Co. at Boston and New York.

From the following table of collect letters receiving this marking, it appears that at least three companies cleared their mail through 14 Exchange, Albany. If the American Letter Mail Co. also used this office, then there were four firms using the one office for mailing purposes.

#### **COLLECT/6¼ cts. / ALBANY / OFFICE Marking**

<b>From</b>	<b>To</b>	<b>Date</b>	<b>Postmark</b>
Albany	New Haven	March 28, 1844	Hale & Co., Albany oval
Albany	New York	July 15, 1844	No independent mail marking
Albany	New York	July 18, 1844	No independent mail marking
?	Hartford	July 29, 1844	Pomeroy's Mail (arc)
Albany	Geneva	August 3, 1844	Pomeroy's Express (ms)
Albany	New York	December 5, 1844	Brainard & Co, Albany oval
Albany	New York	March 1, 1845	Brainard & Co., Albany oval
Albany	New York	March 9, 1845	Brainard & Co., Albany oval
?	New York	March 21, 1845	Brainard & Co., Albany oval
Albany	New Bedford	April 3, 1845	Hale & Co., Albany oval
Albany	Newbury, Vt.	April 17, 1845	Hale & Co., Albany oval
?	New York	April 24, 1845	Hale & Co., Albany oval

Only two covers which originated in New York City have been found by the writers. Figure 9 shows one of these, bearing two black stamps, Scott 24L1. Probably this cover was a single letter and the second stamp was intended to pay for the delivery of the letter in Albany.

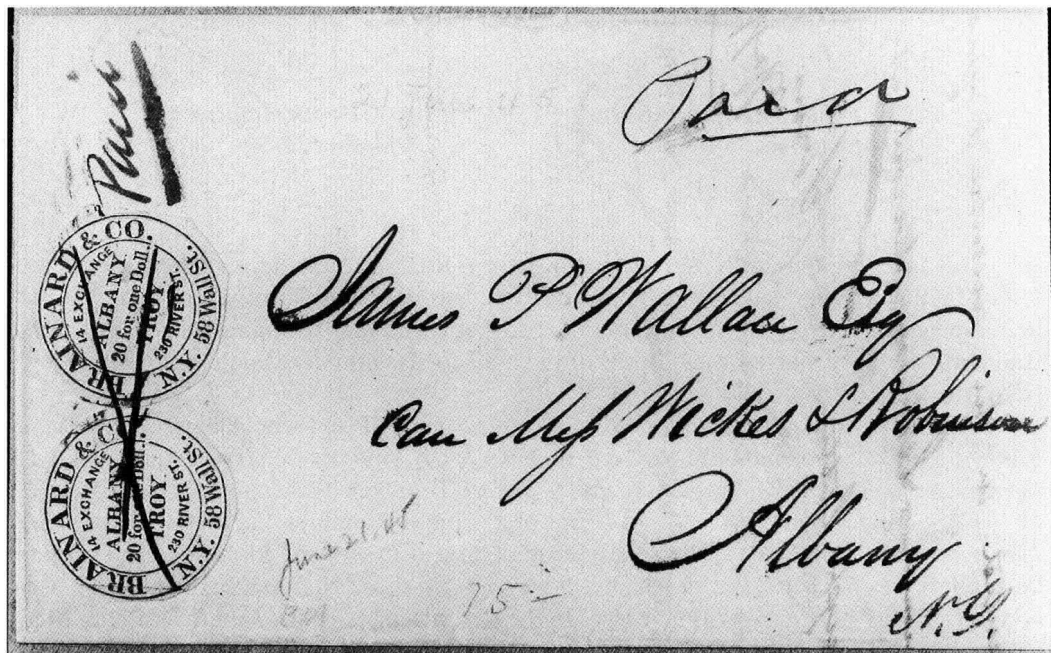


Fig. 9. June 21, 1845, New York to Albany. The latest date of a cover noted in this study. This is one of the two covers which the authors have seen originating in New York directed to Albany. With two black adhesive stamps, Scott 24L1, cut round, one of which possibly paid for the delivery of the letter in Albany. [Nothing is known about arrangements for local delivery. However, it seems illogical that when one Brainard stamp, costing  $6\frac{1}{4}$ ¢ or 6¢ depending upon the quantity purchased, would pay for conveyance from New York to Albany, another stamp of equal value would be required simply to deliver the letter locally. More likely the letter was double weight.]

The earliest cover carried by Brainard & Co. recorded in this study is dated July 5, 1844, and bears Brainard's blue stamp, Scott 24L2. It went from Albany to Philadelphia and was postmarked with the Albany marking in red. The next earliest cover was dated July 17, 1844, postmarked Albany in red, with a red collect marking of  $6\frac{1}{4}$  [cents], 8 x 11 mm. Another cover with this marking is dated September 9, from Troy to New York. Regrettably, none of these covers were available for illustration.

A similar collect cover is known, Albany to New York, July 1844, but with the rate "6," 9 x 10 mm.

In this study, a survey was made of ten or so of the larger collections having Independent Mail material. Recorded were 37 covers carried by Brainard & Co., one hundred covers carried by the American Letter Mail Co., and two hundred carried by Hale & Co. Six of the Brainard covers were not dated. It would appear that Brainard & Co. made no effort to carry mail during the period in which the Hudson River steamboats were not operating; none of their covers were found which were dated between December 6, 1844 and February 4, 1845. Twenty covers had 1844 dates, four in July, the earliest being July 5.

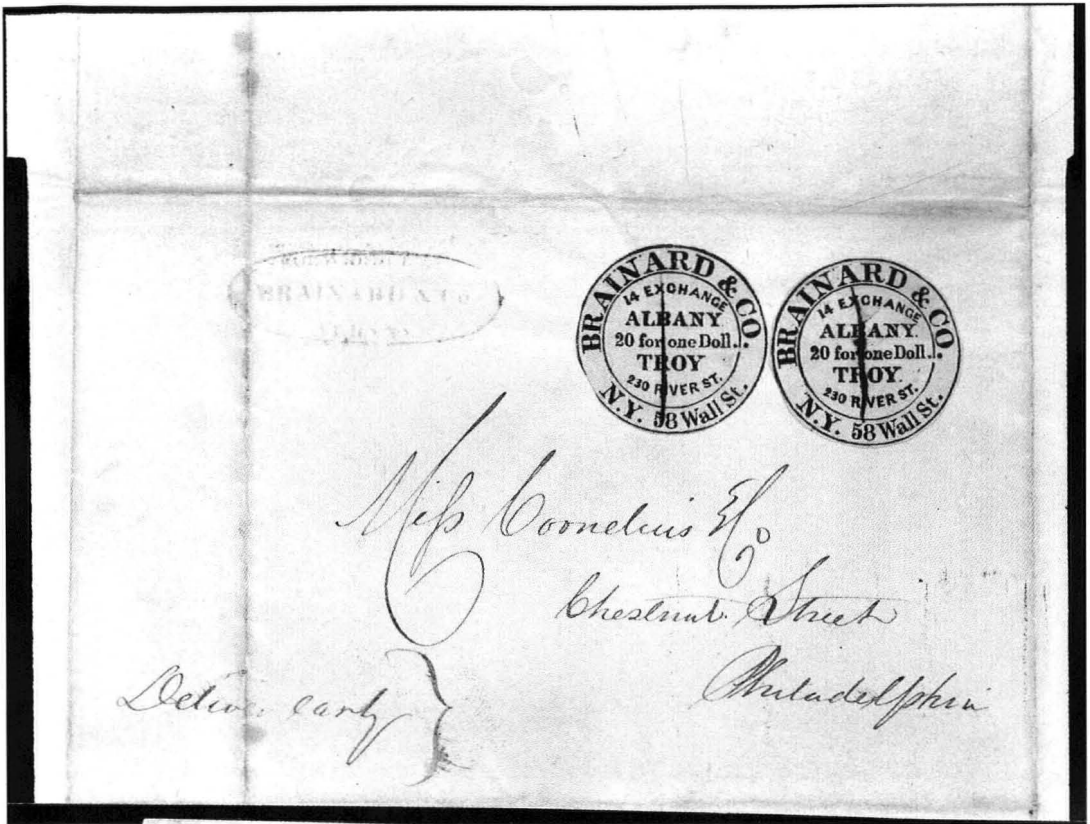


Fig. 10. Albany, November 26 1844. Two black adhesives, Scott 24L1, cut round and pencanceled and the red Albany oval of Brainard & Co. on a cover to Philadelphia. Presumably this was a single rate letter with the second stamp paying the fee for carrying the letter from New York to Philadelphia. [Brainard's route did not extend to Philadelphia. Either Hale or the American Letter Express could have carried it from New York to its destination. The transfer point would have been New York.]

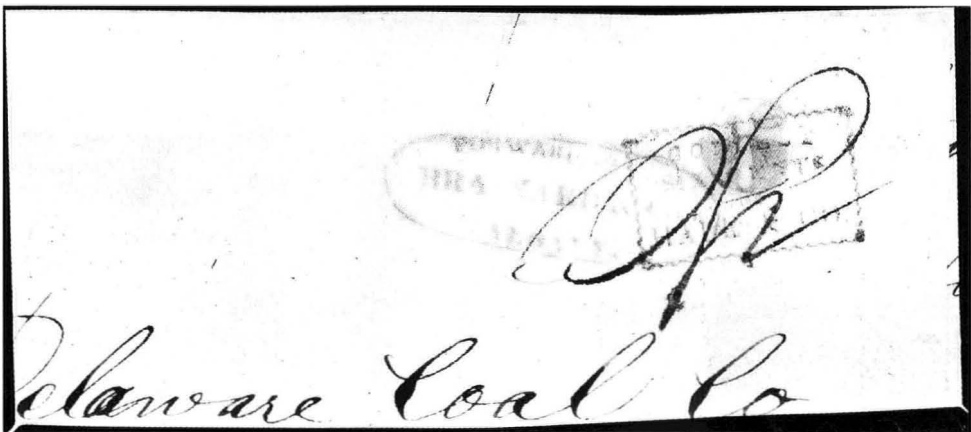


Fig. 11. A portion of a letter sheet (no date), Albany to Philadelphia. The Albany oval handstamp of Brainard & Co. and the collect rate marking "6" were probably applied at Albany. The Hale & Co."COLLECT" panel (Type B) was probably applied at New York as was the manuscript marking, which appears to be 12½ [cents], the total charge for carrying the letter to Philadelphia.



None were dated August. The remaining 16 were distributed between September and early December 1844. Eleven were dated 1845, with one in February and the last in June 21, 1845.

Two covers to Philadelphia are illustrated. The first (Fig. 10) carries two stamps of Brainard & Co. prepaying service to the addressee. Brainard carried the letter from Albany to New York; one of the stamps represents their fee. The second stamp represents the



Fig. 12. No date. A letter from Troy to Philadelphia. The Troy handstamp and the "COLLECT" panel of Hale & Co. are in red. There is no evidence of a second charge for carrying the letter from New York to Philadelphia.

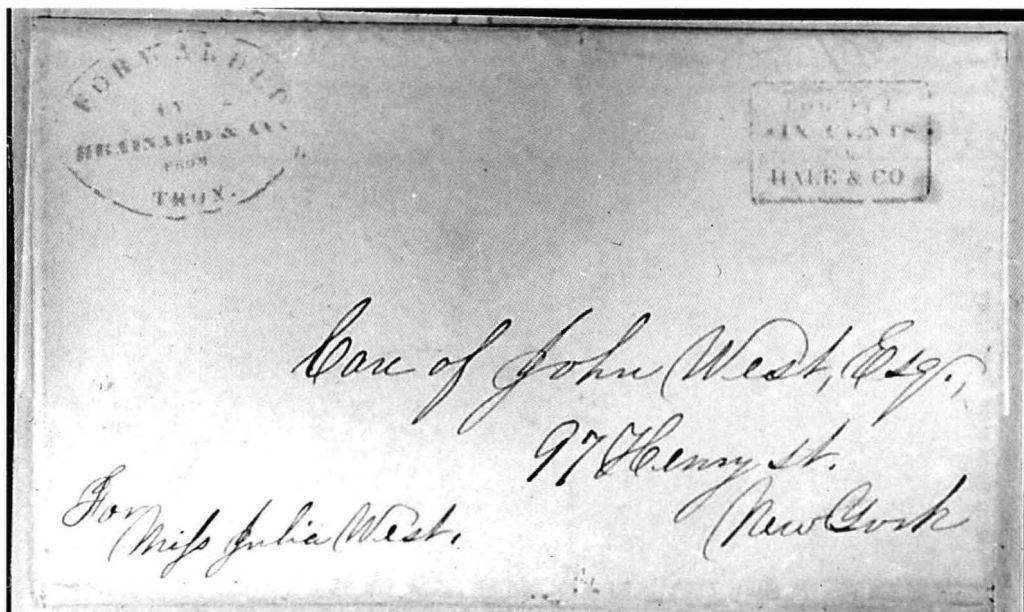


Fig. 13. Troy to New York, not dated, with Brainard's Troy handstamp and Hale's "COLLECT" panel, both in red. Brainard and Hale were located in the same building in Troy, 230 River Street. [The cover may be from the period when Brainard acted as Hale's agent in Troy.]



charge needed to pay the second company, probably Hale & Co., for carrying the letter from New York to Philadelphia. The second letter (Fig. 11)—actually a portion of a letter sheet—went from Albany to Philadelphia as a collect letter. It was addressed to the Delaware coal company and was not dated. At Albany it received the postmark of Brainard & Co. and a rate marking of “6” to show the amount due to that company. At New York it received the collect panel Type B of Hale & Co. The Hale marking represents the amount due for carrying the letter from New York to Philadelphia. This was applied over the markings placed on the letter at Albany. What appears to be scribbled overwriting is actually a manuscript marking showing a total charge of 12½ cents to be collected from the addressee.

Inexplicably, a third Brainard/Hale cover from Troy to Philadelphia carries no evidence of being charged a second rate from New York to Philadelphia (Fig. 12).

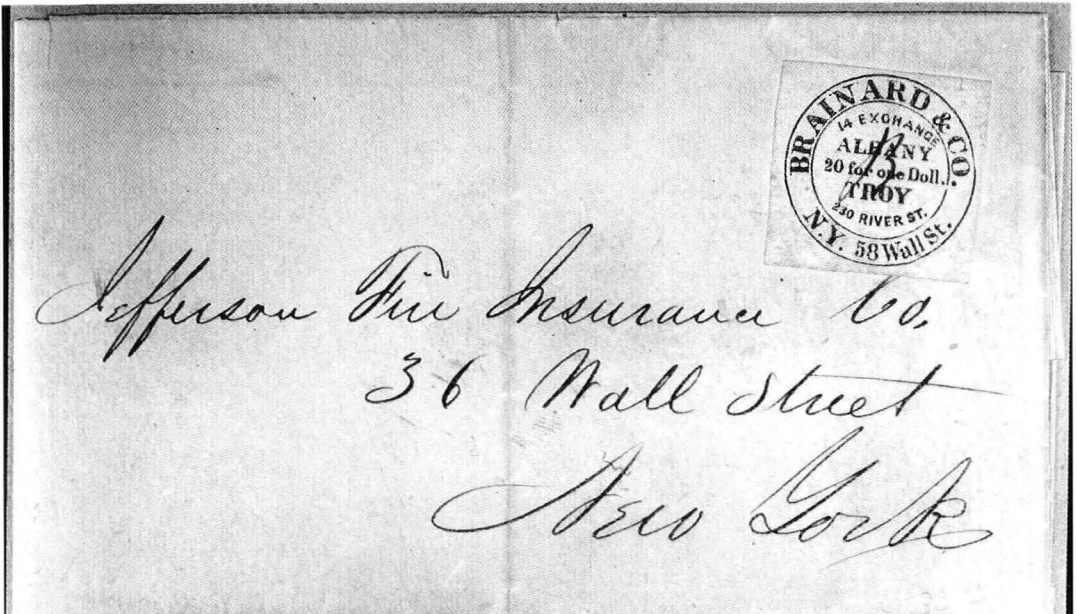


Fig. 14. Albany, September 9, 1844, to New York, with a blue stamp, Scott 24L2, cut square and affixed with wax. The stamp has been pen-cancelled “B.” [The editor has recorded eight other covers and one stamp on piece with the “B” cancellation. In all instances the stamp is the blue Brainard; none has been seen on the black stamp. The pen cancellation is in black, red or purple.]

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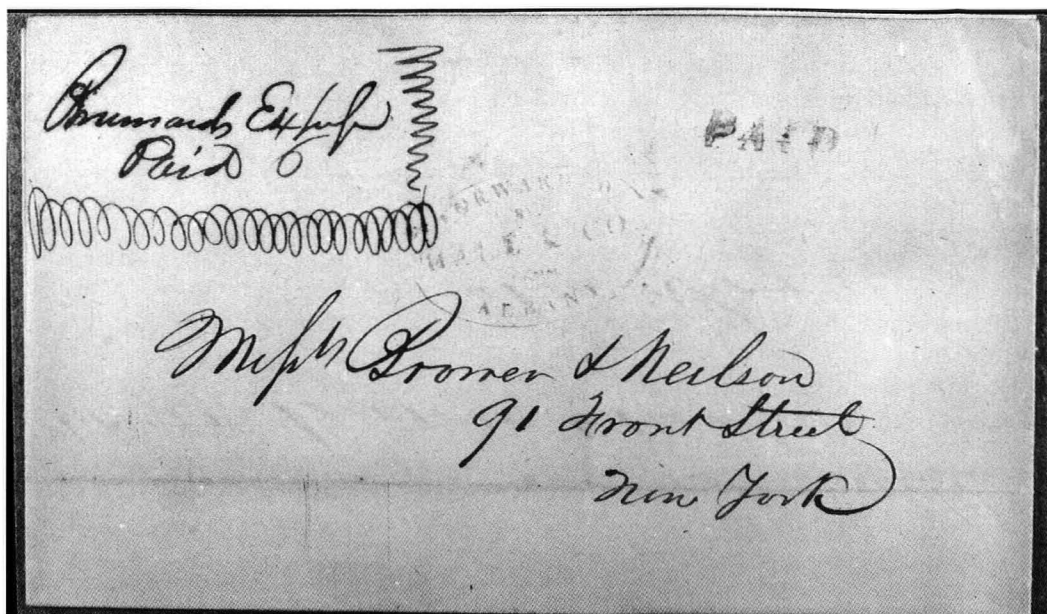


Fig. 15. Albany (?), June 26, 1845, Brainard's Express "Paid 6" in manuscript, with the Albany oval and "PAID" of Hale & Co., both in red, on a cover to New York. It could be that Brainard ceased operation by the last week in June 1845 in acceptance of the prohibition of the private carriage of mail for a fee, declared by Act of Congress, effective July 1, 1845. The letter was turned over to Hale, without the usual Brainard Albany marking.

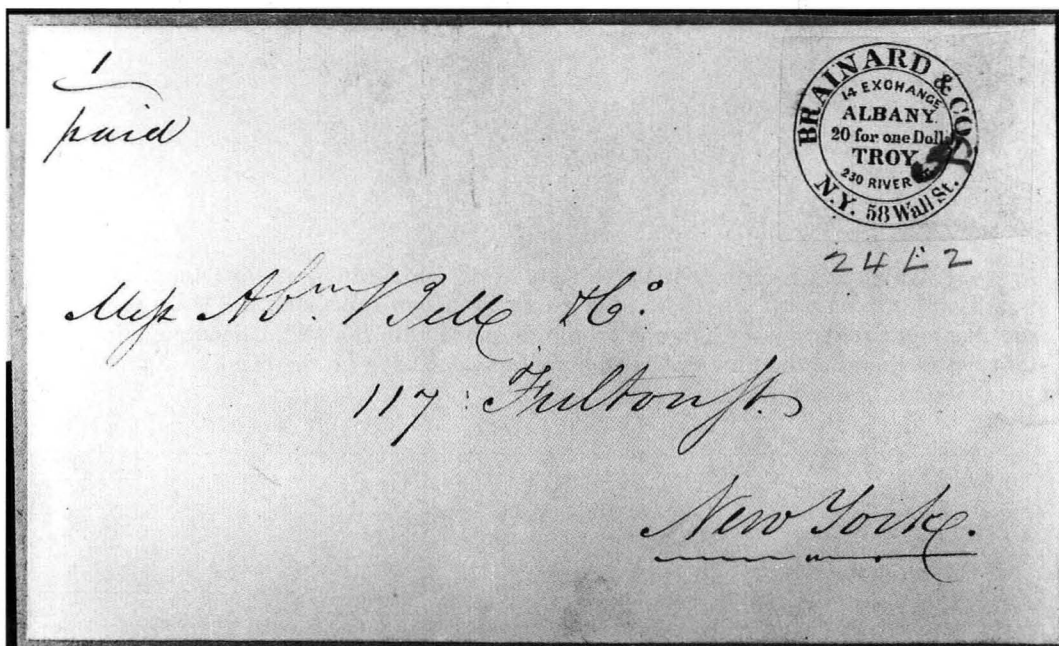


Fig. 16. No date. A letter to New York, origin not indicated, with the blue Scott 24L2 pen-canceled. As in the case of the other cover with a blue stamp, Fig. 16, a Brainard hand-stamp is missing. [The stamp is pen-canceled "F." One can hypothesize that the letter was given to Brainard in Troy who turned it over to Hale's agent in Troy, L. Farwell. Farwell canceled the stamp with his initial. The Hale "COLLECT" panel seen on many Brainard covers carried by Hale does not appear here, as obviously the fee had been pre-paid by the Brainard stamp.]

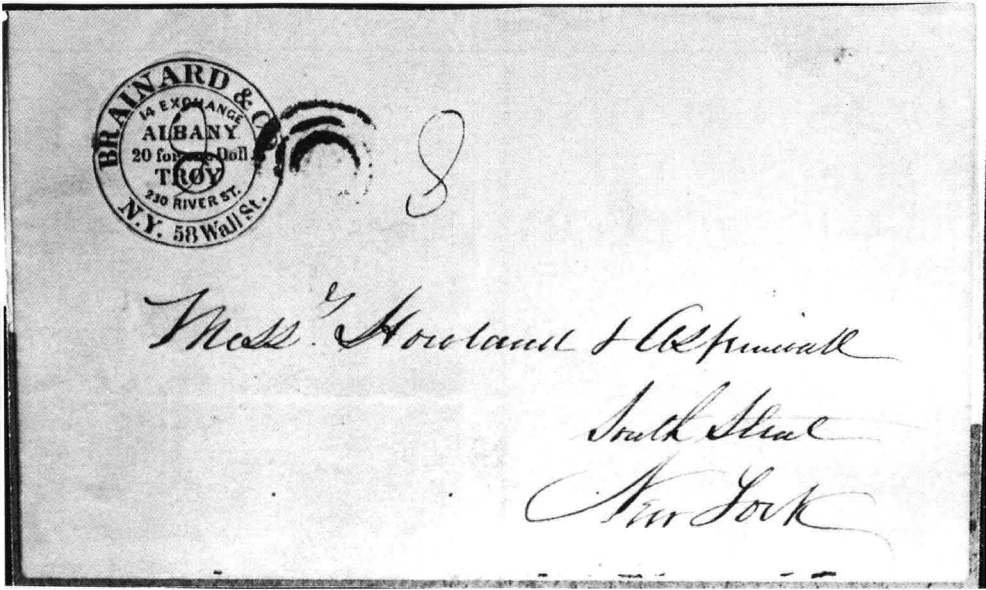


Fig. 19. Neither date nor originating postmark on a letter to New York, with a black Scott 24L1 cut to shape. The stamp was tied to the cover some years later by a cancellation not in use until long after Brainard had ceased operations.

[Some Howland and Aspinwall covers, the addressee in Fig. 19, have been manufactured, notably those with an Adams Express corner card and bearing one of Hussey's versions of his letter box stamp. "Howland" is sometimes seen spelled "Howell" on such covers. It may be that the cover above is genuine except for the outrageously wrong cancel that has been added to "improve" it. Yet two other aspects raise concern: the pen cancellation, which seems to be an "S," has not been seen on a Brainard stamp before, and the "8," which is sometimes present on unpaid letters carried by an independent mail, signifies 6¢ to be collected for carriage to the destination plus 2¢ for local delivery to the addressee. No reason for this appears; the Brainard stamp, if it originated on this letter, already paid the inter-city charge. If the "8" belongs, the stamp doesn't.]

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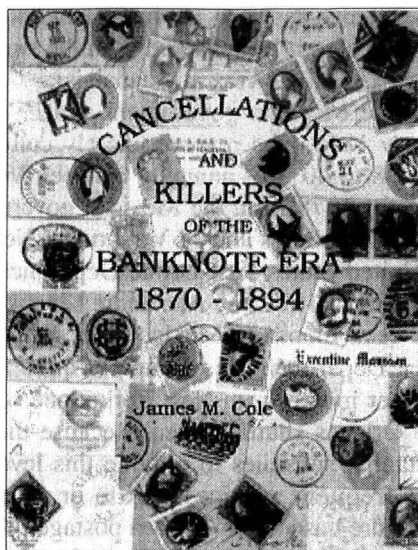
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## BRAINARD'S EXPRESS (BOSTON - NEW YORK)

ELLIOTT PERRY and ARTHUR HALL<sup>1</sup>

Edited and Updated by RICHARD SCHWARTZ

This independent mail service between Boston and New York should not be confused with the independent mail route of Brainard & Co. (which operated between New York, Albany and Troy for about one year from July 1844), although on occasion Brainard & Co. was referred to as Brainard's Express. A cover from Albany to New York endorsed by the writer of the letter "Brainard's Express" is illustrated in a separate article on Brainard & Co.

The proprietor of Brainard's Express appears to have been Charles H. Brainard. However, one other Brainard, Edward H. Brainard, may have been connected with Brainard's Express. The Boston directory records the following addresses and occupations:

### Charles H. Brainard

1842	9 Court St.	Clerk
1843	13 Court St.	Proprietor book store
1844	82 Washington St.	Proprietor book store
1845	82 Washington St.	Brainard's Express

After 1845 the Express listing no longer appeared.

### Edward H. Brainard

1842	9 Court St.	Clerk
1843	9 Court St.	Clerk
1844	9 Court St.	(no employment indicated)
1845	9 Court St.	(no employment indicated)
1846	9 Court St.	Wheelwright
1847	9 Court St.	Carriage maker

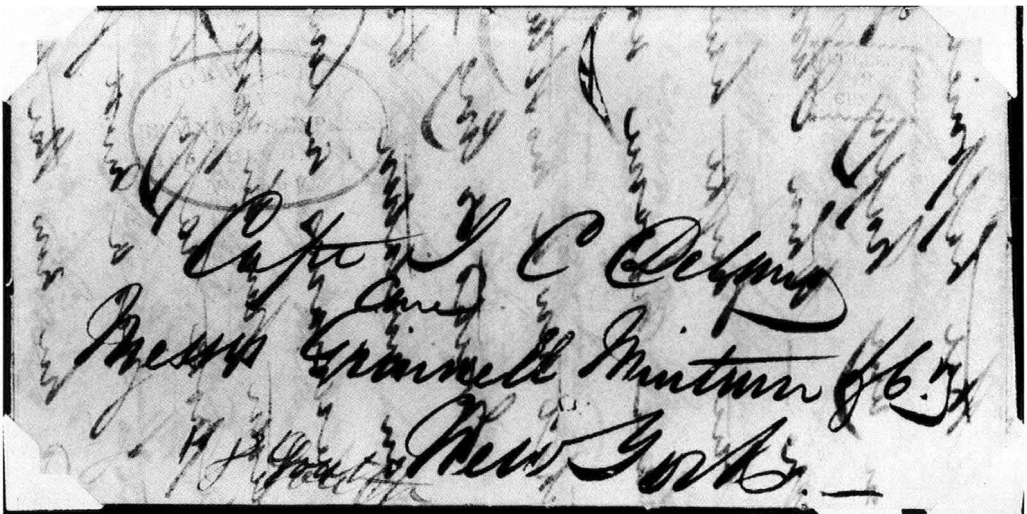


Figure 1. Boston to New York, April 3, 1845. The New York postmark used as a receiving mark and a "COLLECT 3 CENTS" panel; both markings in red.

<sup>1</sup>This article was originally Chapter 6 of the Perry/Hall Independent Mail Companies manuscript. Richard Schwartz kept Hall's basic outline and development, while removing some extraneous material that did not contribute to the story at hand. He has also updated the information; such contributions have been set off by brackets ([ ])



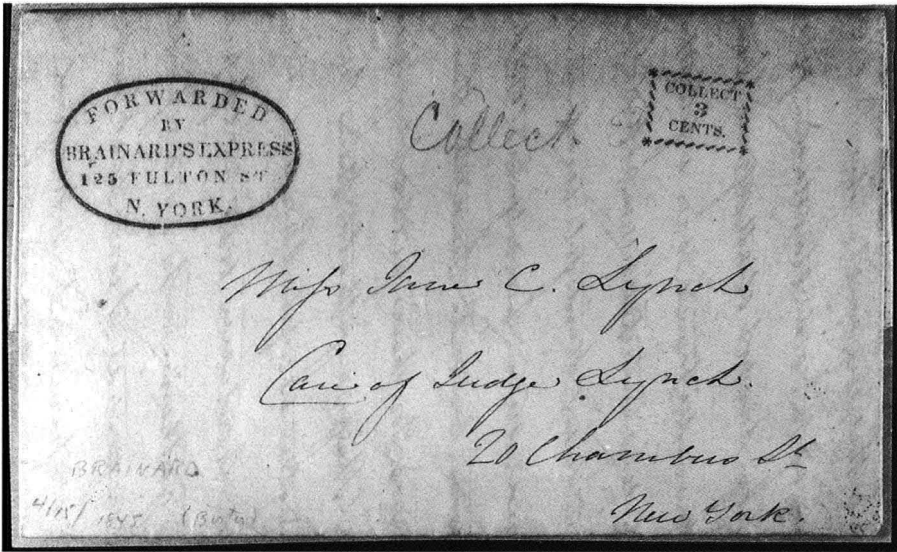


Figure 2. Boston to New York, April 15, 1845. Markings are in red. The receiving handstamp shows what appears to be the start of the break under "N. York." The collect panel indicates the letter was carried to New York from Boston for 3¢. Had it gone by government mail, the fee would have been 37¢.

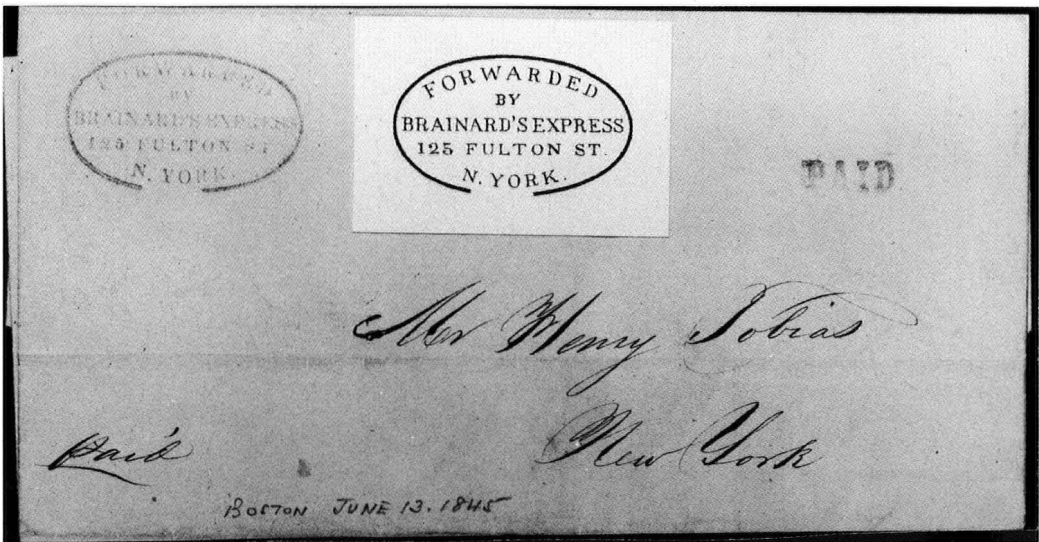


Figure 3. Boston to New York, June 13, 1845, two months later in the use of the New York postmark than Figure 4; the break beneath "N. York" is now extensive. The "PAID" measures 15 x 5 mm., including a period after "D" not readily apparent in the reproduction.



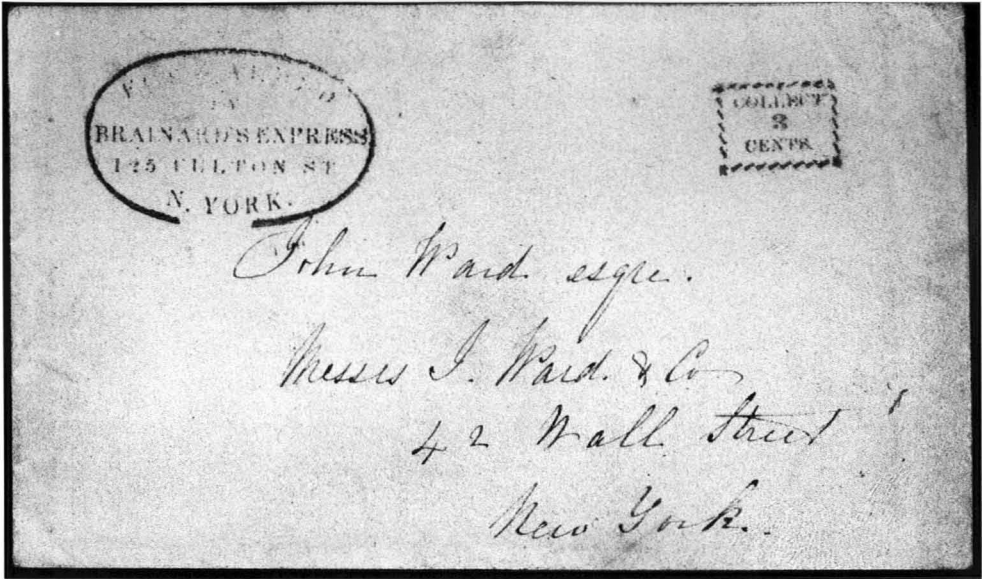


Figure 4. Boston to New York, no date (the letter had been removed from this example of early use of an envelope).



Figure 5. New York, April 29, 1845; the earliest recorded from New York. The Boston postmark is used as a receiving mark. It has developed a break in the frameline near the "82" of the street address. Both markings in red.

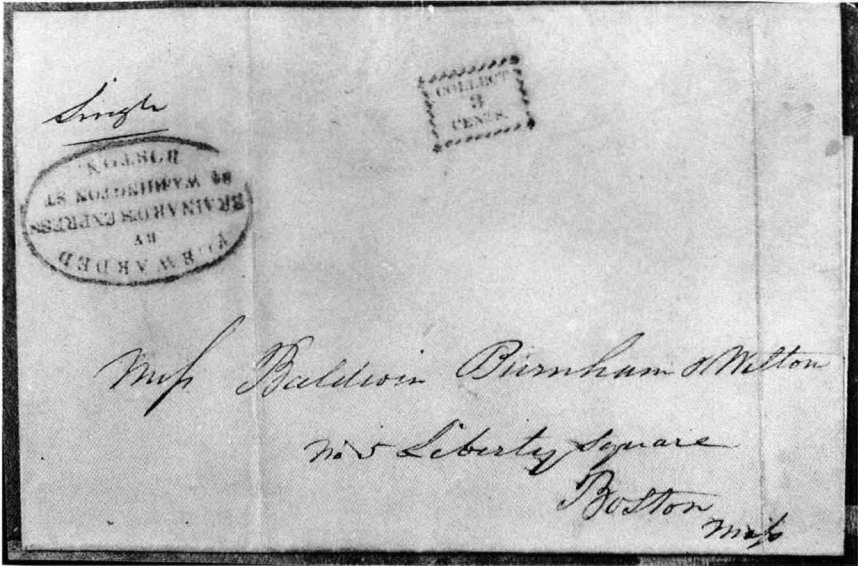


Figure 6. New York to Boston, May 7, 1845. The frameline break near "82" of the street address is now considerable. Both markings are in red.

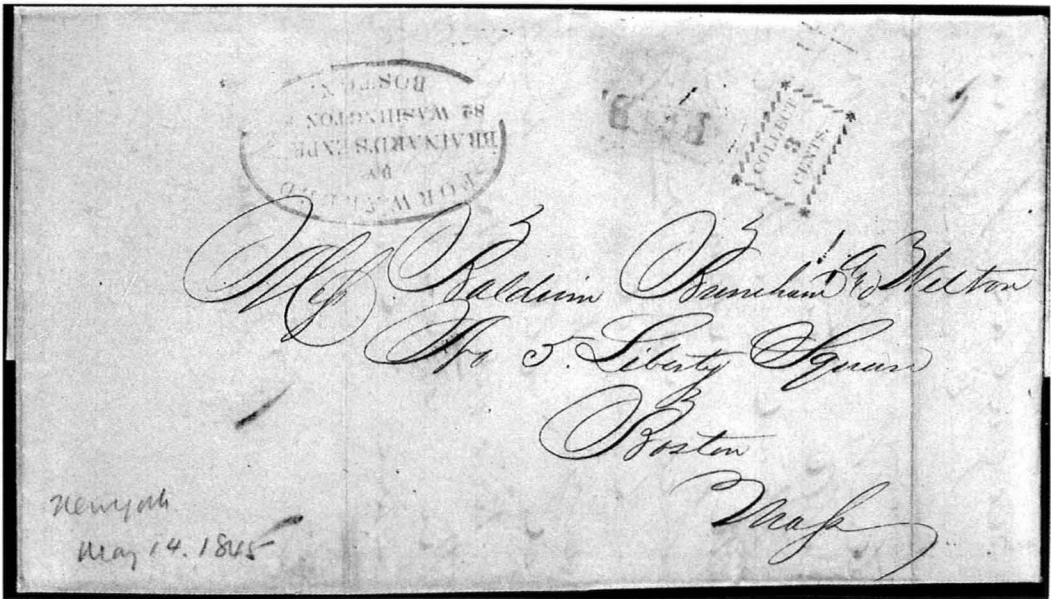


Figure 7. New York to Boston, May 14, 1845. This letter almost turned out to be a "PAID" letter; the marking has been partially rubbed away and a collect panel stamped near it.

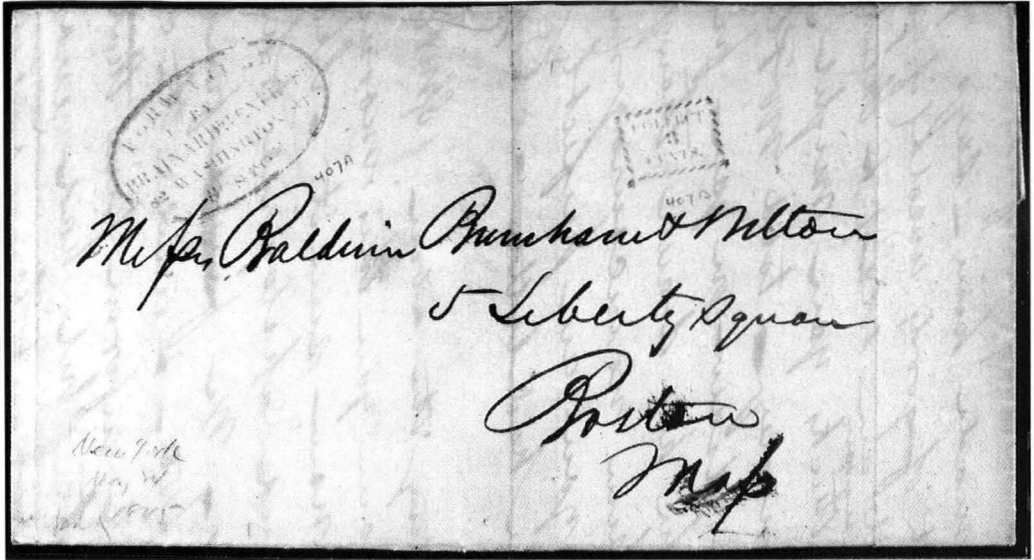


Figure 8. New York to Boston, May 24, 1845. Markings in red. This and the preceding three letters came to the attention of the author [Perry] at different times, though all four are addressed to the same Boston firm.

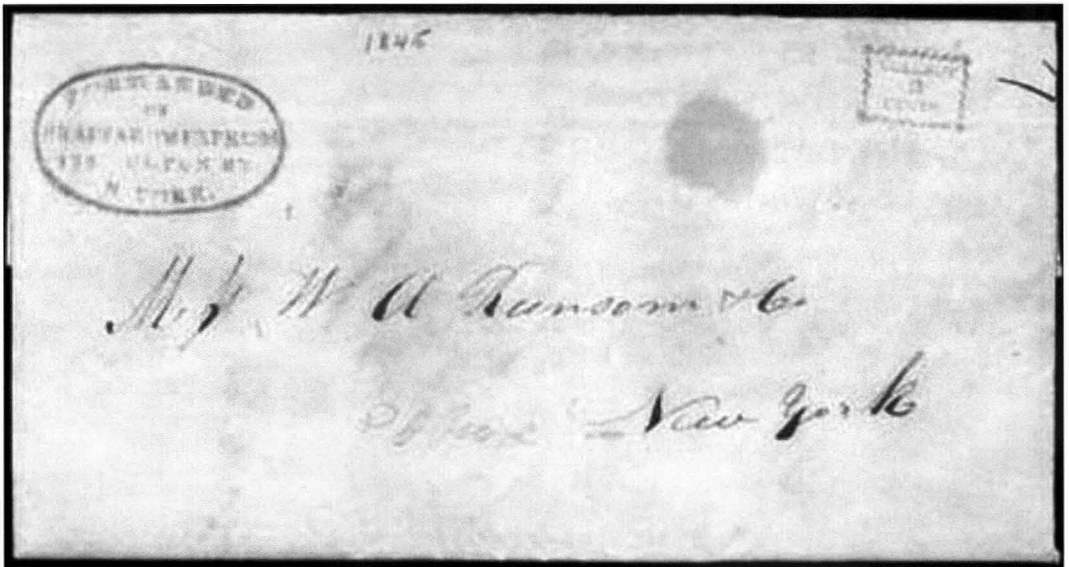


Figure 9. Boston to New York, undated (annotated "1845" in pencil). Not recorded by Perry or Hahn. In lot 784 of the Siegel sale of the David Golden Collection, Sale 817, Nov. 15-17, 1999. (Photo courtesy of Robert A. Siegel Auction Galleries, Inc.)

During December 1843 and for the first three months of 1844, both Charles H. Brainard and Hale & Co. occupied the book store at 13 Court Street. On or about April 1, 1844, both had changed addresses. Brainard moved to 82 Washington Street and Hale to 23 State Street. As the directory went to press each year shortly after April 1 and recorded the current addresses of those listed, the 1844 directory now showed Brainard and Hale at new locations.

[Ten] covers are known.<sup>2</sup> [Six] went from Boston to New York and four from New York to Boston. On all the covers the postmark was used as a receiving mark and was invariably in red, as were also the collect panel and the "PAID." The New York and Boston postmarks measure the same, 36 x 22 mm. The New York marking originated with no interruption in the bottom part of the oval frame line; later markings show a progressive break. The collect handstamp measures 11 x 16 mm.

The earliest date on these covers is April 3, 1845, from Boston to New York (Figure 1). The latest reported date of use is June 21, 1845.

Many of the people who agitated for lower government postage rates in the early 1840s favored even lower rates than they obtained in the 5¢ and 10¢ zones of 1845, and continued to press for further reduction. The result was the 3¢ prepaid letter rate in the Act of 1851 which extended a much further distance than the 5¢ zone of the Act of 1845. The first 3¢ rate for long distance mail in the United States—either collect or prepaid—appears to have been established in the spring of 1845 by Brainard's Express on the route of approximately 230 miles between Boston and New York. □

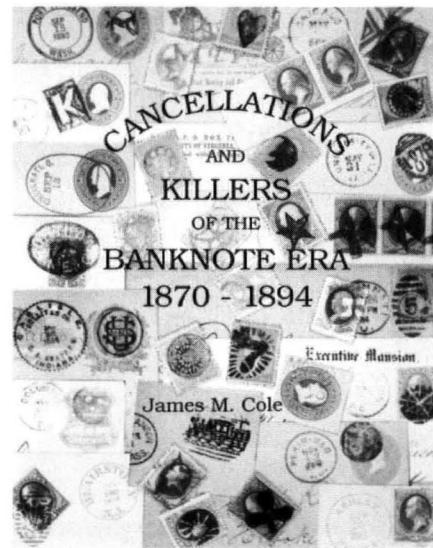
<sup>2</sup>Only eight covers were known to Perry. Calvet Hahn, in "The Brainard Independent Mail Companies," *Collectors Club Philatelist*, May-June 1984, illustrates a ninth, a Boston to New York letter bearing a handstamped "PAID" and manuscript markings which indicate a pre-paid charge of 2¢; he cites the letter as dated 6/21/45. The Robert A. Siegel sale of the David Golden collection of Carriers and Locals (Siegel Sale No. 817, Nov. 15-17, 1999) offered yet another, undated, as part of lot 784.

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**IN THE ABSENCE OF KNOWLEDGE**  
WADE E. SAADI

The stamps do not belong on the two covers pictured. Actually, they are the reproductions of 1876 (Scott #3 and #4), fraudulently placed on genuine stampless covers, then tied by forged cancellations. These examples are only a couple out of what appears to be a flood of counterfeits entering the philatelic mainstream.

These items could scarcely deceive a knowledgeable collector. However, with the advent of the Internet, through which they will no doubt find a home, creations such as these are becoming more common.

The Internet opens new pathways to a myriad of products, all available to you at your desk. Its power to enable and its potential uses cannot be overstated and its eventual impact on our society will likely dwarf those of television, the telephone and the personal computer itself (previous to the arrival of the Internet.) The Internet's incursion is already being felt in many retail bourses and those auction houses offering more pedestrian and commercial grade lots.

While creating a true global marketplace, it as well opens new opportunity to unscrupulous individuals eager to foist their figments upon the unaware and uneducated. Previous to the Internet, fakes as those pictured would have little chance of being sold as authentic. Auction houses, dealers and agents, the normal sources of material and the gating agents for the collector, would have filtered out the spurious covers. None would dare offer such things to a client for fear of repercussions and loss of reputation.

But the faceless seller on the Internet is typically little concerned about that, and a foolish buyer on the Internet will fall prey, due to a lack of knowledge about what is being offered. When purchasing through the channels of organized philately, buyers are usually **aware** of the publications, clubs, knowledgeable students and expertising committees relevant to their collecting interest. With the Internet, it seems that **awareness** is slower to come to new collectors than does the bad material. □

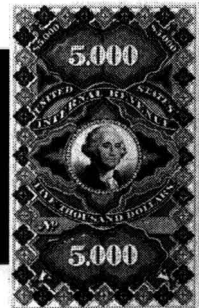
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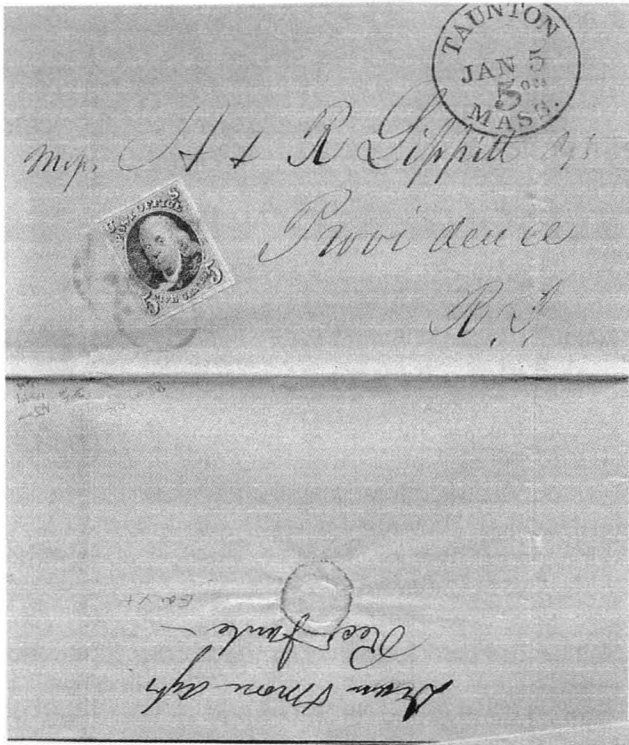
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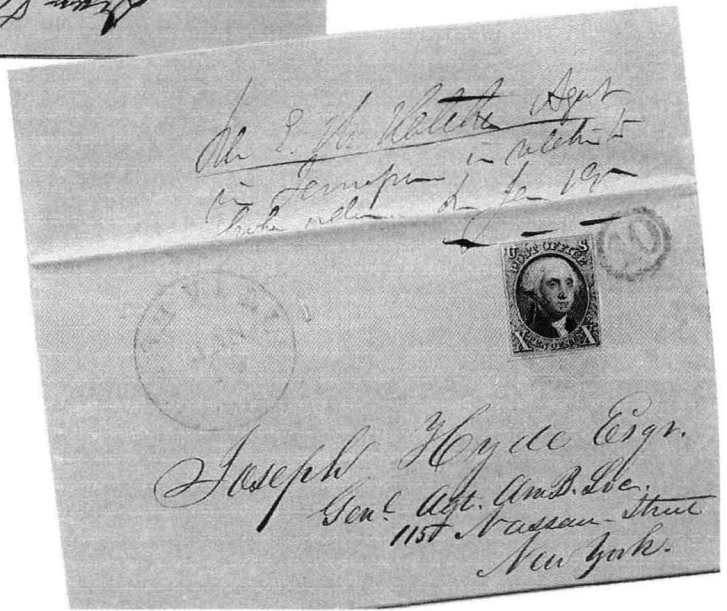
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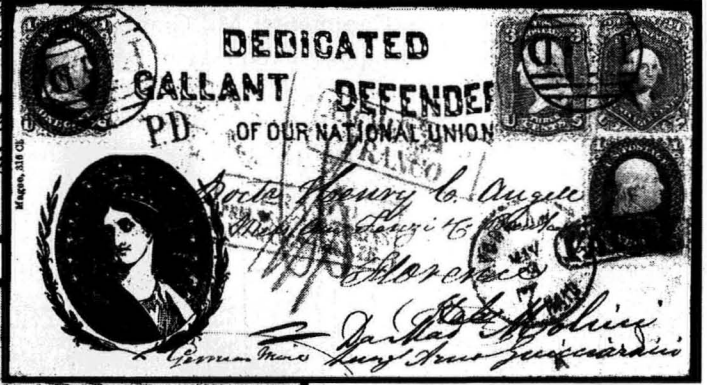
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**POSITION 4L1<sup>L</sup>: PLATE VARIETY OR PRINTING VARIETY?**

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**Corrigendum**

**Editor-in-Chief's Comments:** Mr. Granzow's seminal article concerning this variety of the 1851-57 3¢ stamp appeared here in Issue 185, pp. 24-30. Through quite no fault of the author's, his Figure 2 on p. 25 (showing an early impression of Position 4RL1<sup>L</sup>) was replaced by a copy of Figure 1 (showing a worn impression). The plate below provides the correct images for the page in question. I apologize for any confusion or inconvenience this may have caused. □



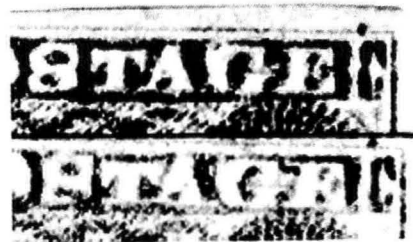
**Figure 1. Position 4L1<sup>L</sup>**  
Worn Impression



**Figure 2. Position 4R1<sup>L</sup>**  
Early Impression



**Figure 3. Position 4L1<sup>L</sup>**  
Early Impression



**Figure 4. Position 4R1<sup>L</sup>**  
Early and Worn Impression



## THE LITHOGRAPHED GENERAL ISSUES OF THE CONFEDERATE STATES OF AMERICA: STONE Y, CHARACTERISTICS

©2000 LEONARD H. HARTMANN

Stone Y is truly one of the under-appreciated mysteries of the CSA General Issues. We know nothing of its origin except what can be determined from the surviving stamps. There may be data in the archives but it has not yet been discovered.

Stone Y is one of the CSA 10¢ Blue Lithographed General Issues, Scott's No. 2; the basic stamp is in essence three different stamps and should be so listed. The original design was printed by Hoyer and Ludwig of Richmond, Virginia starting in the Fall of 1861 and was well known to collectors in the 1860s. Next, J.T. Paterson & Co. of Augusta, Georgia printed a stamp that evidently came from a transfer from the Hoyer & Ludwig design, using a new transfer stone and printing stone or stones. The Paterson stamps were in production in July 1862. The Paterson printings may not have been known to exist until 1912, when *The Philatelic Gazette* reported the discovery of a full pane with imprint.<sup>1</sup> However, Paterson's activities as a printer for the CSA government were well known. Details of the Paterson characteristics appear in the 1913 *Phillips' Specialized Priced Catalog of Confederate States General Issues*.<sup>2</sup> Bertram W.H. Poole also covered the Paterson stamp, with rough plating information, in the *Philatelic Gazette* starting in April 1916.<sup>3</sup>

There is little problem in distinguishing the Hoyer from the Paterson stamps. Characteristics A - E, as described below and shown in Figure No. 1, were detailed in the 1913 Charles J. Phillips catalog and are definitive. See Figure No. 2 for a typical Hoyer stamp and No. 3 for a typical Paterson stamp.

### Paterson - Hoyer Characteristics

A. Small dash exists completing the point of the lower portion of the upper left triangle for the Paterson printings. This characteristic has no origin on the Hoyer stone.

B. Strong horizontal line of color joining the N of CONFEDERATE to the outer curved line is common on the Paterson printings. There is no exact origin of this line on the Hoyer stone, however an extremely fine line of dots does appear in this area on some Hoyer positions, e.g., No. 14, 22, 29, 36, 38 and others.

C. Break or near break in the curve over the T of STATES is common on the Hoyer stamps but this area is not broken on the Paterson stamps. (This is a poor distinguishing characteristic, for in a number of positions on the Hoyer stamps this break is quite light or not present at all.)

D. Cross bar appears for the A of STATES on the Paterson printings, but this is not a constant characteristic and should not be seriously considered as an identifying feature. There is no trace of origin on Hoyer.

E. Ragged line around the OF AMERICA panel, especially at the top of the lettering, is characteristic of Paterson and has no real origin on the Hoyer printings; at most a few dots on Hoyer, but nothing like the Paterson.

<sup>1</sup>"New Issues and Discoveries-Confederate States," *Philatelic Gazette*, Vol. II, No. 20 (June 15, 1912), page 345.

<sup>2</sup>Charles J. Phillips, *Phillips' Specialized Priced Catalog of Confederate States General Issues* (New York: Charles J. Phillips, 1913), pp. 14 and 15.

<sup>3</sup>Bertram W. H. Poole, "The Confederate States of America. A History of the General Issues. Part VII. The J.T. Paterson Stamps," *Philatelic Gazette*, Vol. VI, No. 4, 5 and 6 (April, May and June 1916), pp. 108-09, 154-56, 185-86.



Figure 1. 10¢ CSA Lithograph, Scott No. 2, Characteristics Shown on Enlarged Black Stone Y Proof



Figure 2. 10¢ CSA, Hoyer & Ludwig, Typical Stamp



Figure 3. 10¢ CSA, J.T. Paterson & Co., Typical Stamp



Figure 4. 10¢ CSA, Stone Y, Typical Stamp

## Stone Y

The first mention of Stone Y that I have found is a note in the 5th edition (1928) of *Scott's Specialized Catalogue of United States Postage Stamps*. 1928 is the first time CSA stamps were listed in the Scott's Specialized Catalog. The 6th edition (1929) of the same catalog has a more detailed listing for Stone Y.

The identification of Stone Y was evidently made before 1928. Hopefully more information on this discovery will turn up, as a published article or perhaps original notes. It is noted that the excellent article on "Lithographs of the Confederate States of America," by Curtis, Knapp and Pratt in the November 1929 issue of *Scott's Monthly Journal*, does not mention Stone Y. However, the prelude to this article may explain the omission: "This article was among my notes on Confederates, and was prepared some five years ago, in fact parts of it were written by Mr. Curtis 15 years ago and turned over to me E.S.K."<sup>4</sup>

What is Stone Y? We know it is a different transfer stone, and thus one or more new printing stones, from the evident characteristics of the stamp. It has historically been assumed to have been taken from a transfer used by Paterson or perhaps a master stone from Paterson. The classic characteristic for Stone Y is the white head flaw, characteristic G, and the general Paterson A-E characteristics. The white head flaw has always been a problem for collectors to identify as it is not equally clear or even present on all positions.

With a bit of experience, collectors have learned to spot a Stone Y with perhaps 90% confidence by the exact shade and quality of the impression. Stone Y stamps can not be plated as Hoyer or Paterson. They are almost always in a light gray blue with a poor quality of printing. With Hoyer, and also perhaps to a slightly lesser extent for Paterson, we have some beautifully printed stamps in most attractive colors and fine impressions. For Stone Y this is not the case; they are all about the same dull shade and of poor print and paper quality.

Rarity is a major curiosity and puzzle! A used single of Stone Y on or off cover is perhaps 30% scarcer than a Hoyer or Paterson. Used multiples are much scarcer than Hoyers or Patersons, and are usually in poorer condition. Quite a nice vertical strip of three used from Thomasville, Georgia sold in the November 12, 1999 Matthew Bennett sale of the McCarren collection. A strip of four is also reported but not confirmed. A poor condition horizontal strip of seven used from Knoxville, Tennessee was in the March 22-23, 1967 John A. Fox sale, lot 1053, and was previously sold in another Fox sale on January 11th, 1963, lot 140.

There is one well known used Stone Y block of six that was originally a block of seven. Lot 818 in the J.C. Morgenthau sale of April 12-14th, 1943 was an irregular block of seven, the top row being four stamps and the bottom being three. This same block was in the John A. Fox sale of March 20th, 1961 as a block of six; the top right stamp has been removed, but overall it is still in poor condition. This block has since appeared recently in the R.A. Siegel sale of October 28-29, 1997, lot 667.

One could easily surmise from a quick examination of the covers and used stamps that these stamps may have been deliberately sent to small offices and where the troops were, so their poor appearance was not so objectionable. I can only say that such an hypothesis is reasonable based on both the period of issue and the surviving examples, but I have not tried to statistically verify this idea.

Now for the shocker—and I give this with considerable reservations as it should not be so, based on the large number of used singles. The only unused example of Stone Y that I know of are two singles and a poor condition block of 15! This general observation has been confirmed by several friends who have seen a large number of the Confederate Lithographs and have commented they have never seen an unused Stone Y.

---

<sup>4</sup>Gerald S. Curtis, Edward S. Knapp and Thomas H. Pratt, "Lithographs of the Confederate States of America," *Scott's Monthly Journal*, Vol. 10, No. 9 (November 1929), pp. 263-66.

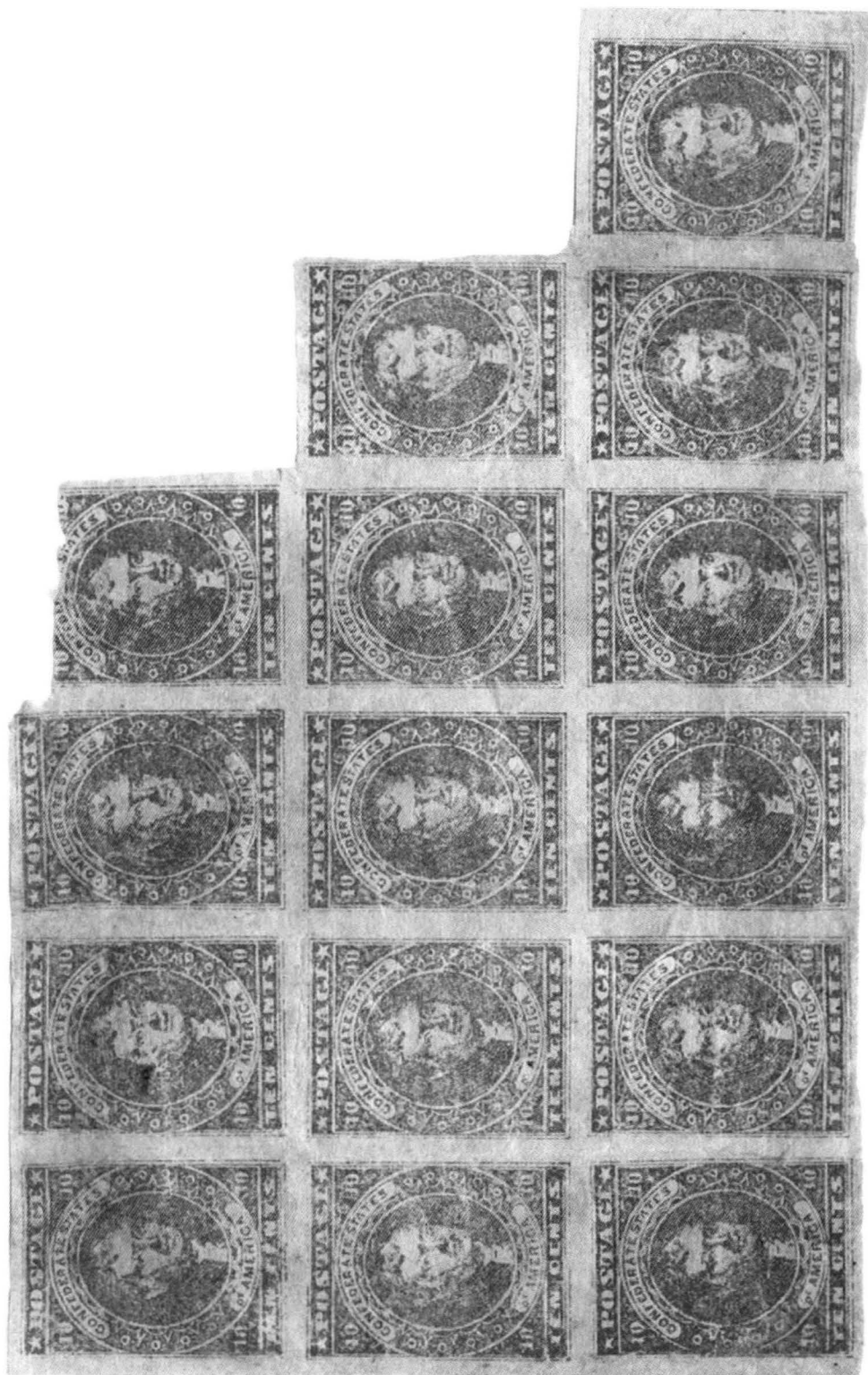


Figure 5. 10¢ CSA, Restored Block of 15 of Stone Y

A single with original gum was sold as Stone Y in the Alfred H. Caspary collection in 1957, lot 453, and a block of four in the Col. Cornelius W. Wickersham collection was sold by Robert Laurence on May 14, 1940, lot 180; neither of these items is illustrated. An unused block of ten is listed in *The New Dietz Confederate States Catalog and Handbook*, 1986, however I have no other record of this block. It is possible that the listed block of ten is in reality the block of 15; as it was previously configured it appeared to have only 10 complete stamps. (Removing defective stamps from a multiple often increases the eye appeal and marketability.)

The identification of proofs of the CSA lithographs has long been a problem for collectors and will be the subject of a future article. The Stone Y proofs are the exception. They are printed in black versus the issued stamp in blue. I know of two singles in quite nice condition: one from the M. Kimmel collection was last sold by R.A. Siegel on May 18-19, 1976, lot 664, and the other from the W. F. Murphy collection was last sold by R.A. Siegel on Oct 28-29, 1997, lot 504. There is also one pair, with a small portion of the right stamp missing, from the Clarence Brazier collection, sold by R.A. Siegel June 27-29, 1990, lot 2167. I have never personally examined this pair and would like to obtain a large print or high definition scan.

### **Stone Y, Block of 15**

This block of 15 was recognized as Stone Y about 15 years ago and was not previously shown. We have not been able to find any image of it in the "as discovered" condition which is most unfortunate. It is possible the Stone Y status of this block was previously known and that information lost. The block had been improperly restored circa 1985. Early this year the original gum was removed and the paper deacidified with some reinforcing paper fibers added. Previously, no doubt to give the block a more normal appearance, a stamp had been cut from the lower right end and glued under the upper left corners with the original gum, as about 1/3 of the original upper left stamp is missing. The stamp that was cut off has now been returned to its original position; the paper fibers matched perfectly. On the remaining top horizontal row about 20% of the top of each stamp was missing; however, scrap that supposedly (and most certainly) originated with this multiple was again used to repair the stamps. It was not possible to relate these scraps with their original relative location, and it was thought desirable to create an appealing image. There was no intent to deceive, and the owner of the block initiated this article. The block has not been regummed or silked, thus all work is evident by examining the back of the block. Perhaps for preservation it would have been better to have silked the back, but this would make it more difficult in the future to determine what had been done. Regumming is often done to hide repair work though it does nothing to enhance the appearance from the front and is destructive to the stamp.

This block now defines the relative locations of 15 positions. The previously mentioned used strip of three also fits into this block, thus the total of known relative positions is now 16. Any additional multiples, even sheet margin singles, would yield potentially valuable information.

### **Stone Y Characteristics**

The block of 15 and the one added position provide the basis for a detailed study of the characteristics, which have been confirmed by examining a number of used singles that were previously considered Stone Y and are not plated. See Figure No. 4 for a typical Stone Y stamp and No. 5 for the restored block of 15.

#### **Stone Y, previous accepted characteristics:**

A-E. General Paterson characteristics

G. Blank flaw to the left of the head



### **Stone Y, proposed characteristics**

- A. Small dash added to the point of the lower portion of the upper left triangle, the classic Paterson distinguishing characteristic and present on Stone Y
- B. The N of CONFEDERATE is not joined by a strong line to the outer curved line like Paterson; however, some Stone Y positions show it but extremely faint
- C. The Hoyer break above the A of STATES which is closed on Paterson may be either open or closed on Stone Y
- D. The A of STATES usually does not show the crossbar on either Stone Y or Hoyer but it normally shows on Paterson
- E. The lines on the top of the panel OF AMERICA, a major Paterson characteristic, are not present on Stone Y
- F. A small mark over the OF in OF AMERICA is present on Stone Y
- G. The classic Stone Y blank flaw to the left of the head is usually present, but is not evident on many Stone Y stamps
- H. Small > shaped mark slightly above and to the right of mouth, not on Paterson or Hoyer but present on some Stone Y stamps
- I. Heavy line above right eye, somewhat to the right, not on Hoyer or Paterson, present on most Stone Y stamps

I consider characteristic E when combined with characteristic A (to eliminate the possibility of a Hoyer & Ludwig stamp) to be as definitive in identifying Stone Y as is the classic blank head flaw, characteristic G. From our 16 located Stone Y positions, 12 show the head flaw well, 2 show it poorly and 2 do not show it at all.

Characteristic E suggests that Stone Y originated from an original Hoyer image that was touched up by or for Paterson, not from a image taken from a subject on the Paterson transfer or printing stone. In essence the design appears to me to be more Hoyer than Paterson. However, considering the overall printing quality and color of Stone Y, and its late appearance for a lithograph, it is unlikely to have been printed by Hoyer and was probably printed by Paterson or perhaps another presently unknown firm. The identity of the actual printer is an historical question that we are not able to answer from the information presently provided by the available stamps. Much more needs to be done: statistics on the used examples, completion and confirmation of the plating, archival search for some official records, etc.

I would like to give special thanks to P.W.W. Powell, J.E. Molesworth, L. Winick and S.Y. Trimble V for their assistance on this article.

Future articles: if you have anything unusual or perplexing relating to the CSA lithographs please advise. The old literature mentions fabulous things that have never been properly described or illustrated. Even the basic Stone Y has never been properly illustrated in print up to now. My address: Leonard H. Hartmann, PO Box 36006, Louisville, Ky 40233; [pbbooks@attglobal.net](mailto:pbbooks@attglobal.net). □



The American Civil War is often considered to be the defining event of the nineteenth century for the United States. The politics leading up to and then continuing after our Civil War had a large impact on the way we have and do live, work, educate, and recreate. As a result, things associated with that war are popular with collectors and historians of many types. Whenever you find this kind of popularity and combine it with relative scarcity, it becomes the lure of the faker, forger and purveyor of fraud. The postal history associated with the American Civil War is rich with fascinating covers from both the north and south. However, it has also been the motivation of a number of well-done fakes that can and sometimes do fool the unwary collector and postal historian. In this issue we shall examine one such cover that purports to be an attractive, multiple rate usage of the Confederate States of America. The following is based upon a monograph written for the USPCS S.C.R.A.P. program by **Jerry Palazolo** and reviewed by **Peter W.W. Powell**.

**1862 CONFEDERATE 5 CENT BLUE & 10 CENT ROSE**  
**(S.C.R.A.P. Number 86-049-04)**

**DESCRIPTION:** Figure 1 shows a brown craft paper cover franked with a 5 cent blue pair and a 10 cent rose single values of the 1862 Confederate general issues and postmarked with a red *SPARTA/JUN 7/ Ga.* circular date stamp tying the stamps to the cover. It is addressed to Atlanta, Georgia.

**APPARENT USAGE:** Prepaid quadruple 5 cents per half ounce for carriage up to 500 miles if an 1862 usage; or, prepaid double 10 cents per half ounce for carriage up to 500 miles if an 1863 usage.

**ANALYSIS:** Although not a year dated postmark, this combination of lithographed postage stamps issued in the spring of 1862 would seemingly indicated that year of usage. The stamps affixed to the envelope are a genuine pair of Scott #4 in combination with a genuine single Scott #5. It appears that all three stamps have been previously used as evidenced by traces of black postmarks.

If this cover is supposed to exhibit an 1862 usage, then the June 7 date would indicate the stamps paid for a weight of two ounces based upon the rate then in effect of 5 cents per half ounce for a distance up to 500 miles. Assuming the less likely year of use to be 1863, the postage would pay for a double weight letter. In either event the number or thickness of enclosures required to attain such weights would have caused at least some edge wear and/or edge creasing. Yet there is not the slightest indication of such.

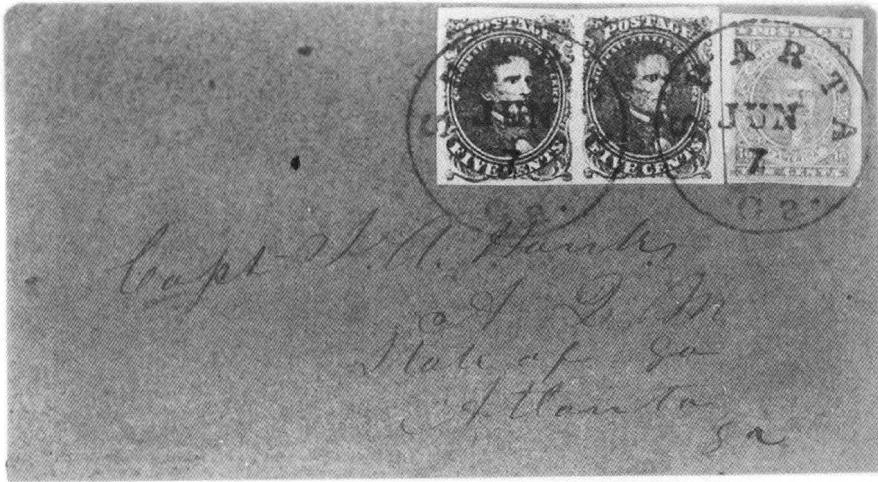
Even if the envelope did have sufficient weight to warrant either a double or quadruple weight, this combination of lithographed postage stamps would be improbable. Such fresh, wide margined stamps would indicate that the sender had ready access to a postage supply. If that were the case, the more likely usage would have been a strip of four of the 5 cent or a pair of the 10 cent stamps.

Aside from the improbable combination of stamps and questions concerning the number of enclosures, there is the considerable obstacle of the postmark itself. There is a genuine Sparta, Georgia cancel very similar to this one, but the red usages are much duller—almost brown-red in color. That particular shade of red postmark ink is known colloquially as “Mercurochrome,” having been so named after the trademarked antiseptic solution. Color pigments in use in the South at the time of the Civil War rarely achieved the degree of brightness found on this cover. Regardless, the ink compound used to create this item has the appearance of a paste rather than a liquid. It literally sits atop the stamps and envelope. With such porous paper, quite a bit of filler must have been used to prevent the ink from bleeding on this cover.

The canceling device seems to have been photographically created from a very strong strike of the genuine cancel. Observe the small "dent" in the outer rim to the left of "Ga." in figure 2. This flaw is present in all genuine and forged examples. However, those allegedly created by or for John A. Fox have a small vertical "spur" on the outside rim between the "S" and "P" of Sparta which is inconsistent with genuine examples. This spur can be seen in figure 2.

The envelope itself is a genuine contemporary piece from the well-known "Hanks" correspondence. Probably, it was either carried outside the mails or franked with a less desirable stamp (now removed) that had been pen or target canceled.

**CONCLUSION:** The genuine 1862 Confederate 5 cent and 10 cent stamps did not originate on this genuine Civil War contemporary envelope, and the circular date stamp used for the cancellation is forged. □



**Figure 1. Confederate cover with red Sparta, Georgia circular date stamp addressed to Atlanta and franked with 1862 Confederate 5 cent and 10 cent general issues. (S.C.R.A.P. Number 86-049-04)**



**Figure 2. Closeup of the stamps and circular date stamp showing the "dent" to the left of "Ga." as well as the "spur" on the outer rim between the "S" and "P" of Sparta. (S.C.R.A.P. Number 86-049-04)**

**NEW ERROR DISCOVERED**  
**WILLIAM E. MOOZ**

For a long time, it has been known that the soft paper printing of the 1¢ Navy Department special printing contained one sheet which had a double overprint of the word "SPECIMEN".<sup>1</sup> Now a second double overprint has been found on the first printing of the 1¢ State Department.

The error first came to light when Harvey Bennett, of Matthew Bennett Auctions, telephoned me to advise that he had this stamp and had been successful in obtaining a Philatelic Foundation certificate for it. My initial reaction was doubt. I have just seen too many instances of "double overprints" which were really just smudges or overinked plates, just as I have seen too many instances of "broken i's" which were actually printing flaws caused by uneven inking of the plate or uneven pressure of the plate. A true double overprint is one in which the typeset plate containing the word "SPECIMEN" has been inked, applied to the sheet of stamps, then reinked and reapplied to the same sheet of stamps. Examples exist which have what appears to be a "ghost" second imprint which may be due to the press being closed a second time, but without reinking, or by the sheet inadvertently contacting the plate a second time while being withdrawn. These are sometimes called "kisses."

Since the stamp held by Harvey had received a certificate, I telephoned Bill Crowe at the Philatelic Foundation to speak to him about it. He recalled the stamp instantly, and said that in his judgment there was little doubt that the imprint was doubled. So I prevailed upon him to make an enlarged photocopy of the picture on the certificate and send it to me. After I had looked at this photocopy, I prevailed upon Harvey to send me the stamp itself, so that I could make some photographs and actual measurements. The stamp is shown in Figure 1, and the overprint is shown in Figure 2.

When the photocopy arrived, I had to confess that the overprint did appear to look doubled. The first thing that I did was to measure the height and length of the SPECIMEN overprint, and to calculate the ratio of the length to the height. This ratio was 5.67. I then calculated the same ratio for a number of other similar stamps which clearly appeared to have single overprints. The result was that the ratios averaged between 6.51 and 7.29, this range reflecting the different heights of the letters in the overprint. Consequently, it seemed that the height of the overprint on the stamp in question was larger than would be expected from a single overprint. This could indicate that a second overprint was printed slightly higher on the stamp than the first overprint, producing this lower ratio of overprint length to height.

With this in mind, I then examined the individual overprint letters under a stereo zoom microscope. Looking at each letter convinced me that, indeed, this was a true double overprint. The two overprints were in slightly different positions, with one of them slightly to the right of the other. In particular, the doubling was very clear on the bottom of the "S" and on the top of the "N." Similarly, the horizontal legs of both "E"s appeared overly thick, but actually showed a bit of uninked area between the two imprints, producing an "E" with more than three horizontal legs. These indications are shown in Figures 3 through 6.

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<sup>1</sup>William E. Mooz, "The One Cent Navy Double Overprint Error," *The American Philatelist*, Vol. 99, No. 8 (August 1985).

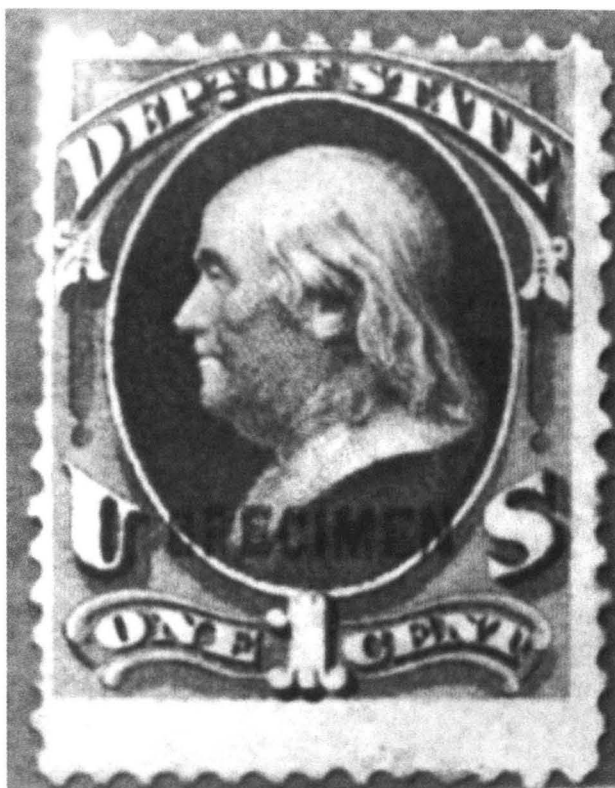


Figure 1. The 1¢ State Department special printing with double overprint

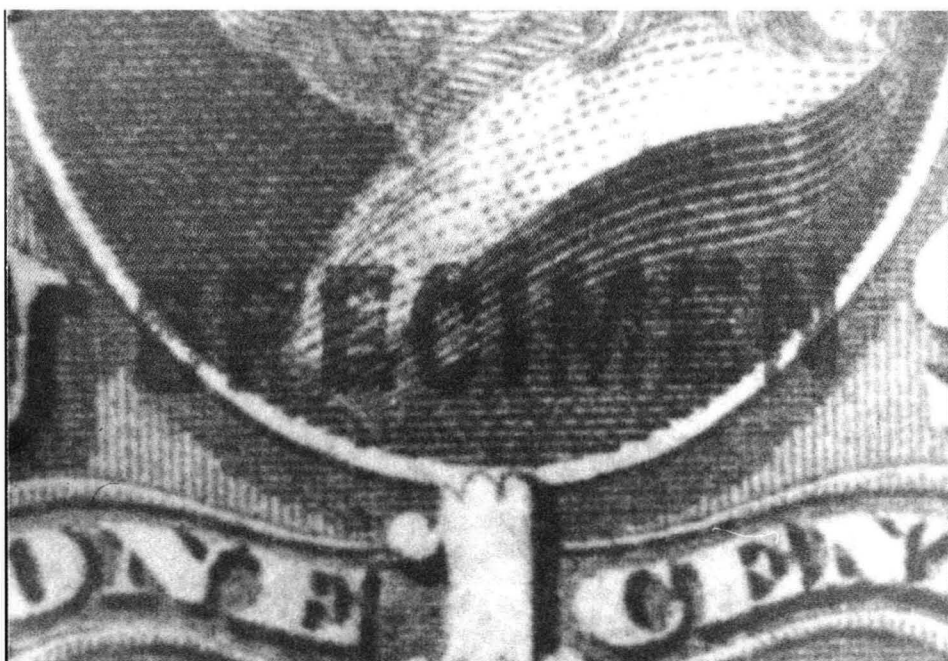
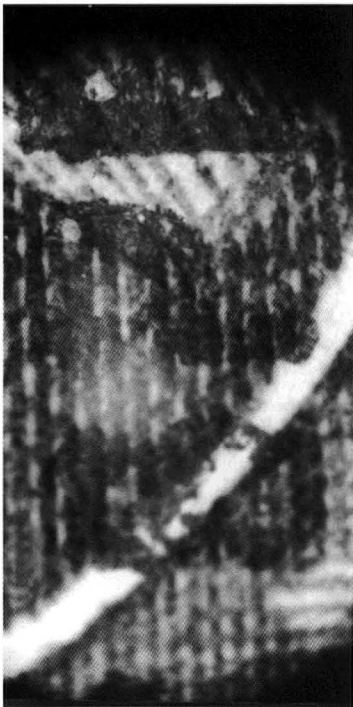
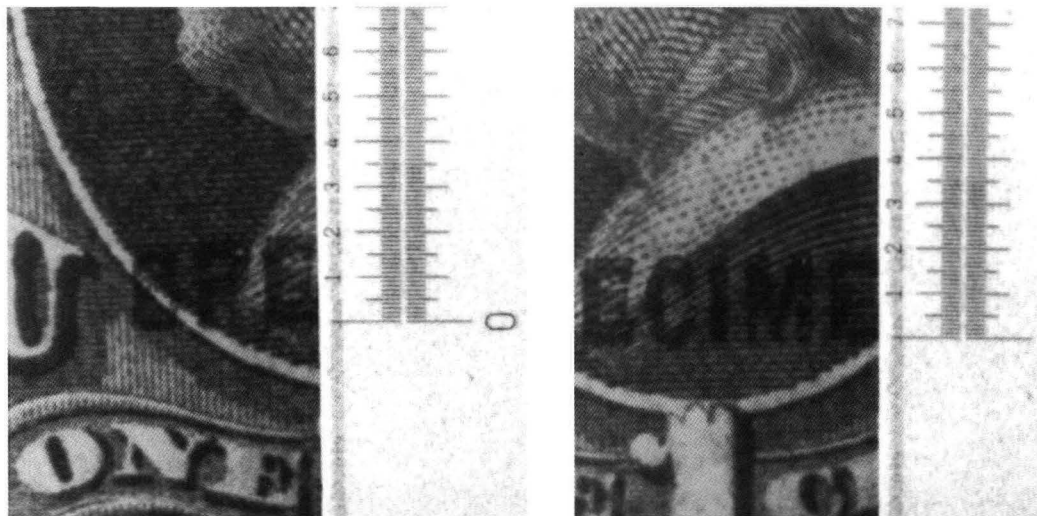


Figure 2. The doubled SPECIMEN overprint

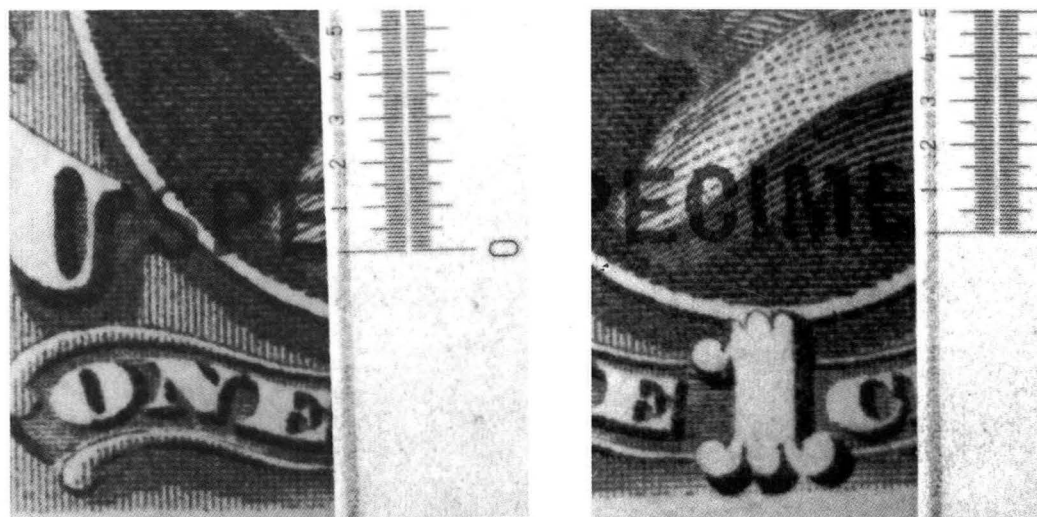


Figures 3-6. Details of the doubled overprint





Figures 7-8. Measurement of letter "E"s on the error stamp



Figures 9-10. Measurement of letter "E"s on a non-error stamp

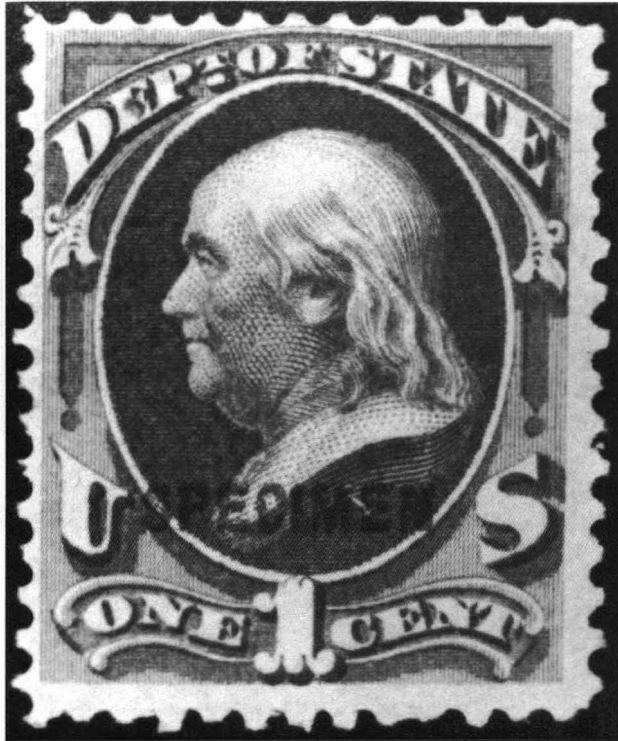


Figure 11. A second copy of the 1¢ State Department doubled overprint

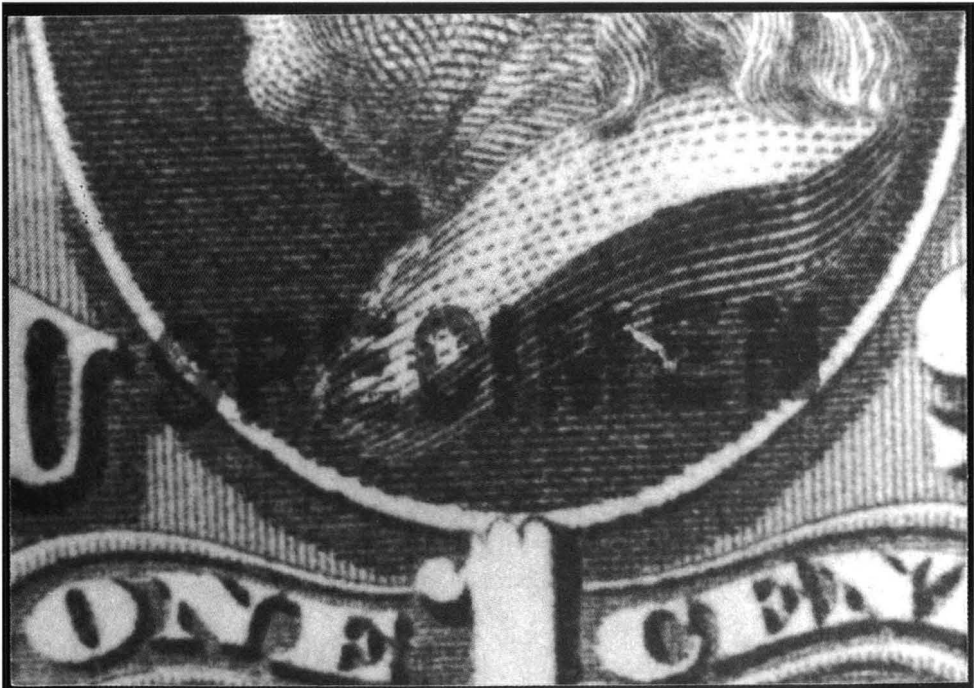
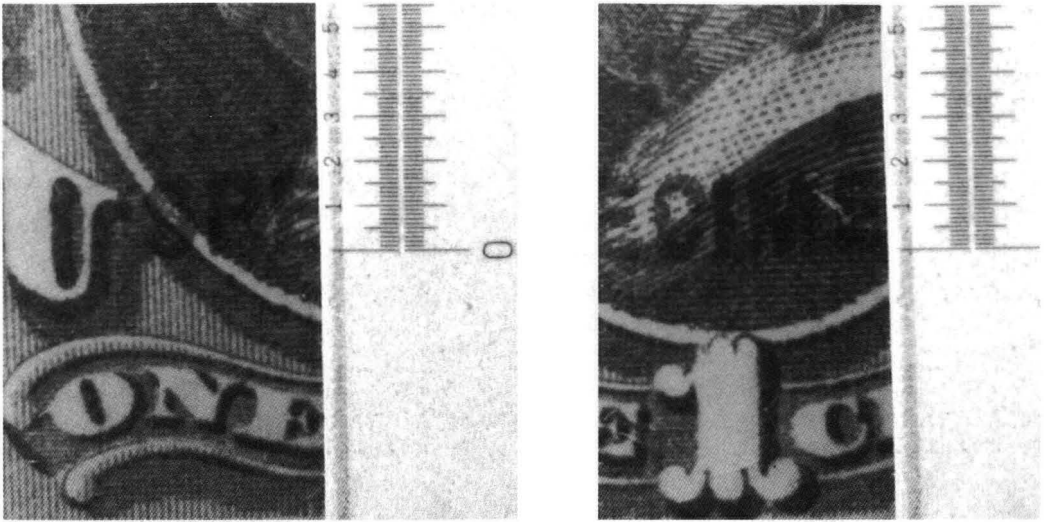


Figure 12. Doubled SPECIMEN overprint in the second stamp



**Figures 13-15. Details of the doubled overprint in the second error stamp**



**Figures 16-17. Measurement of the “E”s in the second error stamp**

A measurement was then made of the height of the overprint of the letter “E,” and this was compared to the height of the similar overprint on a 1¢ State Department stamp which had a single overprint. Photographs were made in each case. The measurements of the two letter “E”s on the error stamp are shown in Figures 7 and 8, and the measurements on the non-error stamp are shown in Figs. 9 and 10. It is easy to see that the letters on the double overprinted stamp have a height of about 2.0 mm because of the double impression, while the letters on the single overprinted stamp have a height of about 1.6 or 1.7 mm.

The immediate question which this discovery prompted was, “Where are the other 99 copies of this double overprint?” This led me to review some copies of the 1¢ State Department first printing, and, to my surprise, I located a second copy of the double overprint. The doubling is not as pronounced as it is on the Bennett copy, but examination under the microscope showed the same evidence. A photo of this second error stamp appears in Figure 11, with the enlarged photos which parallel those of the Bennett stamp shown in Figs. 12 through 17.

If you have one or more of the first printing 1¢ State Department special printing, you might want to look for evidence of this error. It is not all that difficult. Just look for an imprint which seems to be thicker than usually seen. Then examine the stamp under strong magnification, looking for the evidence that is shown in these illustrations. Depending upon the position of the stamp on the sheet, the doubling may vary from almost undetectable to fairly obvious, and may take very careful observation in order to be certain. One never knows where one will find a treasure, but there may be 98 more of these out there, and it is possible to find “The Yellow Thumbprint!”<sup>2</sup> □

<sup>2</sup>William E. Mooz, “Finding the Yellow Thumbprint,” *The American Philatelist*, Vol. 98, No. 11 (November 1984), and “Revisiting the Yellow Thumbprint,” *The American Philatelist*, Vol. 111, No. 2 (February 1997).

## **SOME REFINEMENTS TO THE STARNES RATE DATA**

**RICHARD F. WINTER**

*United States Letter Rates to Foreign Destinations, 1847 to GPU—UPU*, by Charles J. Starnes, is the premier source of information on outgoing letter rates to destinations anywhere in the world during the period declared in its title.<sup>1</sup> This detailed study was inspired by the absence of reliable rate information. In 1971, George E. Hargest published his extraordinary study, *History of Letter Post Communications Between the United States and Europe, 1845-1875*, in which he explained the complex operations of a number of postal conventions with foreign governments.<sup>2</sup> He attempted to address overseas letter rates in a 30-page listing presented in two tables of the appendix titled, "Postal Rates to Foreign Countries, 1848-1875." This turned out to be much more complicated than he realized. This part of his book was not well prepared. To this day, many collectors still use these rate tables without realizing that there are numerous typographical errors, omissions and many factual mistakes. Starnes understood the inadequacy of the Hargest data. In 1982, he published a critical study of rates from all the known sources. A chemist by profession, he was meticulous in assembling his data, which was presented in an easy-to-use format. His work on rates far overshadowed the meager attempt by Hargest eleven years earlier. Starnes' book was accepted as the best available source of letter-rate data from the United States to foreign countries. It retains that recognition to this date. Starnes continued to refine or add to his published data, as he became aware of more or better information. In 1989, four years before he passed away, he published a revised edition of his rate book. It contained minor corrections to earlier-published data and a substantial amount of new information from the GPU-UPU period.<sup>3</sup> Where his earlier work had presented data primarily to the late 1870s, his revised edition advanced his data to the 1890s for those countries that joined the UPU in later years.

One of the symbols that Starnes used in the tables of his book was the letter "e." He defined this to mean "earlier than, prefixed with date to indicate actual rate change probably more than a month earlier than noted." Some of the rate changes that he recorded had been published long after they had actually gone into effect. Starnes was aware of this and had to use this prefix to alert readers. Knowing his great attention to detail and to an accurate record, there is little question that Starnes would have sought to remove the inexact information wherever possible.

During this past year I had the opportunity to examine an 1850s run of the daily Charleston, South Carolina newspaper, the *Charleston Courier*. I noticed a number of short articles that concerned foreign postal rate changes. It became apparent that Charleston postmaster Alfred Huger was reprinting announcements that he extracted from the Washington, D.C. newspapers. Many of these announcements were the same ones pub-

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<sup>1</sup>Charles J. Starnes, *United States Letter Rates to Foreign Destinations, 1847 to GPU—UPU*, rev. ed. (Louisville, Kentucky: Leonard H. Hartmann, 1989).

<sup>2</sup>George E. Hargest, *History of Letter Post Communications Between the United States and Europe, 1845-1875* (Washington, D.C.: Smithsonian Institution Press, 1971).

<sup>3</sup>The Treaty of Berne, which created the General Postal Union, went into effect on 1 July 1875. The Universal Postal Union, created by the Convention of Paris, went into effect on 1 April 1879. Entry into either of these unions resulted in uniform postal rates and eliminated the need for bi-lateral postal conventions, which had preceded them.



lished by Theron Wierenga when he reprinted the 1852 Postal Laws and Regulations.<sup>4</sup> Postmaster Huger faithfully reprinted the Post Office Department notices for the consumption of the Charleston residents. Until the *United States Mail and Post Office Assistant* was published in October 1860, an important source of foreign rate information used extensively by Starnes,<sup>5</sup> use of local newspapers was the principal way to announce rate changes to the public. The period of the middle to late 1850s produced a number of foreign rate changes. The newspaper notices recently found provide some change information that Starnes was unable to document.

I will reprint the notices that I found according to the mail system to which they applied. The date of the *Charleston Courier* will appear at the end of each notice in brackets. My intention is to provide supplemental information to the Starnes rate book, which will eliminate some of his “e” notations and provide dates for rate changes that are more accurate. My interpretation of these notices is not necessary and will be left to the reader. I hope that, by reproducing these notices, information may be available to answer some unexplained rate questions.

### 1. British Mails

We learn that the Post Office at Turk’s Island being under the control of Colonial authorities, there is no officer there to collect on behalf of the British Post Office Department, the postage chargeable on letters from the United States conveyed to that island by British packets.

Unless, therefore, the British postage of 24 cents per half ounce, in addition to the United States postage of 10 or 20 cents, according to distance, is pre-paid in the United States the same as upon letters for foreign places (not British) in the West Indies, they cannot be forwarded to their destination. [4 June 1855]

*Postage to Turks Islands.*—We are requested to state that it is no longer necessary to collect in the United States any British postage upon letters addressed to Turks Islands and forward in the mails to St. Thomas, arrangements having been made by the British postoffice for levying and collecting such postage on the delivery of the letters at destination.

In future, therefore, the United States postage only is required to be pre-paid upon letters for Turks Islands, which is ten cents the single rate, if the distance does not exceed 2500 miles, and twenty cents if the distance is over 2500 miles. [11 April 1859] Nothing about the 34¢/44¢ rates in Starnes.

*Mails for the Bermuda Islands.*—We are requested to state that arrangements have been made for the transmission of letters in sealed bags between the United States and Bermuda by means of the British mail packets plying between Boston and Halifax, Nova Scotia, and between Halifax and Bermuda, the United States inland postage of five cents the single rate, to be prepaid in this country on letters sent, and collected on

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<sup>4</sup>*Postal Laws and Regulations of the United States of America, 1852*, Wierenga Reprint (Holland, Michigan: Theron Wierenga, 1980). The copy of this document that Wierenga used to produce this reprint was that of Horatio King, who in 1852 was superintendent of the Foreign Mails Service, Post Office Department. King pasted into the back of his copy newspaper clippings of new postal laws and foreign rate changes that occurred after the book was published. The majority of the clippings were middle 1850s post office notices to the public, which were published in the Washington, D.C. newspapers. King often noted alongside the clippings the dates they were published and sometimes the name of the newspaper. While the quality of the reproduction of some of the clippings was poor, the information was invaluable. Starnes used this data to make corrections in his revised edition.

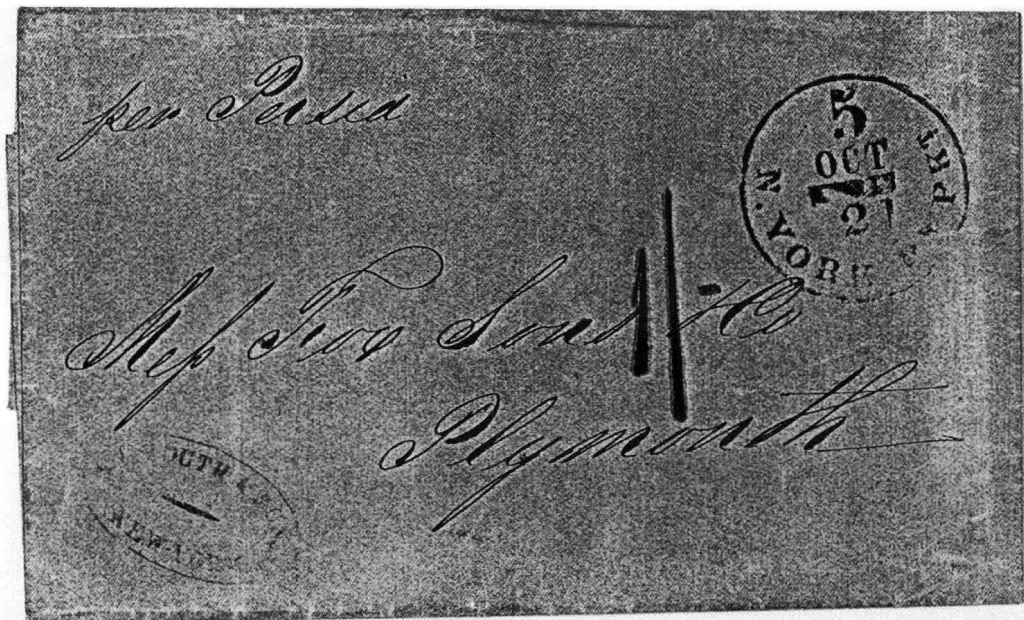
<sup>5</sup>*United States Mail and Post Office Assistant, 1860-1872*, Collectors Club of Chicago Reprint (Chicago: Collectors Club of Chicago, 1975). This was a monthly four-page newspaper designed to provide subscribing postmasters with information of general interest to them. The last page of the newspaper was devoted entirely to a “Table of Postages to Foreign Countries.” Rate changes resulting from new conventions or mutually agreed upon change criteria were usually described in announcements which appeared on earlier pages. (Subsequently cited as *USM&POA.*)

letters received. The British sea rate of eight cents per half-ounce letter, together with the colonial postage, where chargeable, will be collected in Bermuda, both on letters sent and received.

Mails will be made up at New York and Boston offices for transmission by every alternate British packet from Boston, commencing with the packet of 22d September instant. [12 September 1858]

Nothing about this service in Starnes.

Delivery of the American Mails.—The British Postmaster General has issued instructions to the effect that in a few weeks, each mail steamer of the CUNARD Company, arriving in and sailing from Liverpool for the United States, will have on board two letter-sorters, whose duty it will be to sort and arrange the letters, newspapers, &c., so that they may be ready for delivery the moment they reach the postoffice. This arrangement will be hailed most joyfully by the mercantile community on both sides. [20 June 1859]



**Figure 1. 20 October 1863, unpaid letter from New York to Plymouth, England by Cunard steamship *Persia*. New York debited G.B. 5¢. One-shilling postage due marked by mail sorting agent on board the steamer on eastward transit to Queenstown.**

No rates are involved here, but the information defines when sorting clerks were put on board the Cunard steamships and that they sorted mails in both directions.

## 2. French Mails

*Rates of Postage by French Mails.*—Letters addressed to Corsica, Japan, Java, Jerusalem, Majorca, Minorca, the Venetian States and Victoria, may be forwarded from the United States to destination, *in the French Mail*; the rates of postage *per quarter ounce* being as follows, viz:

To Corsica .....	15 cents, payment optional
To Japan .....	30 cents, payment required
To Java .....	30 cents, payment required
To Jerusalem .....	30 cents, payment optional
To Majorca .....	21 cents, payment required
To Minorca .....	21 cents, payment required
To Venetian States .....	27 cents, payment optional
To Victoria .....	30 cents, payment required

The postage on a letter over  $\frac{1}{4}$  but not exceeding  $\frac{1}{2}$  ounce is double the above rates in each case; and so on, an additional rate being charged for each additional  $\frac{1}{4}$  ounce or under. [11 November 1859]

Starnes shows these rates for Japan, Majorca, and Minorca with the date "e10/60." The remaining rates were already in effect. He found them in the *List of Post Offices and Postal Laws and Regulations of the United States of America, 1857*.



**Figure 2.** 14 April 1863, unpaid letter from Montevideo, Uruguay to New York by French mail. French steamships *Saintonge* carried letter to Rio de Janeiro and *Estramadure* from Rio to Bordeaux. Paris marked 27¢ debit to U.S. because British mail steamer was to carry letter to New York. Postage due of 30¢ in coin (not shown) or 42¢ in depreciated greenback notes marked by New York.

*Postage to Uruguay and the Argentine Confederation by the French Mail.*—Official notice has been given by the French Postoffice that a French mail packet will hereafter run regularly between Rio de Janeiro, Montevideo and Buenos Ayres, connecting at Rio de Janeiro with the monthly line of French mail packets plying on the route between Bordeaux and Rio de Janeiro, by means of which letters from the United States for Uruguay and the Argentine Confederation may be forwarded via France, in the French mail, at a postage charge of 30 cents, the single rate of one-fourth ounce or under, pre-payment of which is compulsory in the United States.

Letters originating in Uruguay and the Argentine Confederation, and addressed to the United States, may, however, be pre-paid or left unpaid at the option of the senders; The French Postoffice having appointed its own agents at Montevideo and Buenos Ayres who are authorized to receive the postage in advance. [26 September 1860]

Starnes shows the date of these rates as "e10/60."

### 3. German Mails

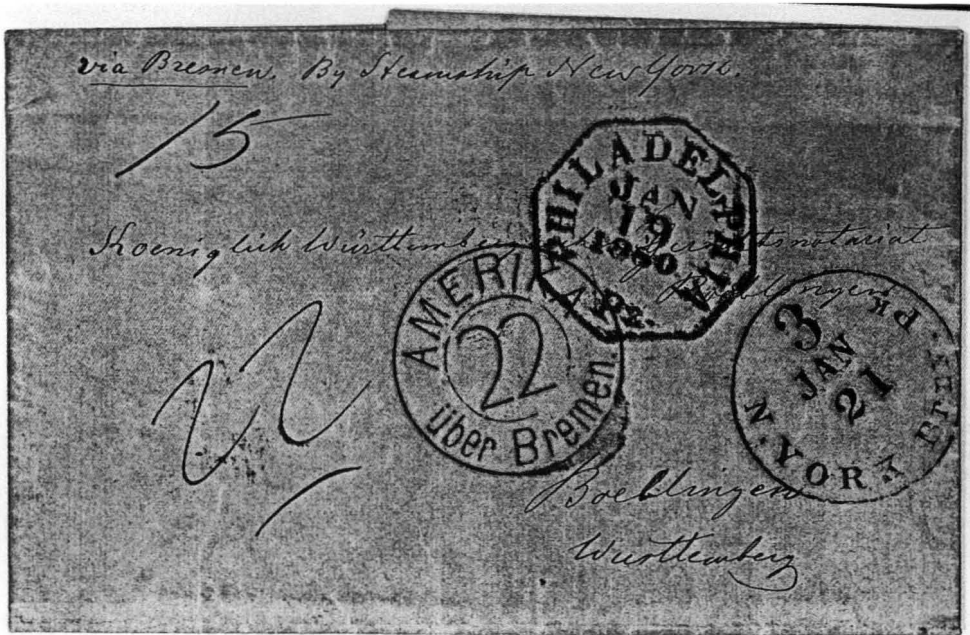
#### A. Bremen Mails

*Reduction of Postage to Germany—(Corrected Notice.)*—The Washington Constitution says:—We are requested to state that an official communication from the Bremen Government, (received since the publication of the notice in the Constitution of the 23d instant,) states that the recent reduction of postage at 15 cents between the United States and Frankfort-on-Main, Saxe-Coburg-Gotha, and other German States,

under the direction of the Thurn and Taxis Postoffice, applies only to the correspondence forwarded *via* Bremen; and not to the correspondence sent *via* Hamburg, as originally reported.

Postmasters will, therefore, be careful to collect the reduced rate of 15 cents to the German States referred to only when the letter is to be forwarded *via* Bremen, in the Bremen mail. [26 July 1859]

Starnes shows this reduction as “e10/59.”



**Figure 3.** 19 January 1860, unpaid letter from Philadelphia to Boeblingen, Würtemberg by North German Lloyd steamship *New York* reflecting reduced rate from 22¢ to 15¢ for Bremen mail to Würtemberg. New York debited Bremen 3¢ and Bremen marked 22 kreuzer (15¢) postage due.

*Reduction of Postage to Baden, Germany, by the Bremen Mail.*—We are authorized to state that the single rate of letter postage between the United States and the grand Duchy of Baden, via Bremen, will hereafter be fifteen cents, instead of twenty-two cents—*pre-payment optional*.

This reduction is the result of a reduced rate of German postage to five cents the single letter on American correspondence transmitted via Bremen, which went into operation on the 5th of October instant. [22 October 1859]

Starnes shows this reduction as “e10/59.”

*Reduction of Postage to Switzerland, by the Bremen Mail.*—The single rate of letter postage between the United States and Switzerland, by the Bremen Mail, has been reduced from twenty-seven to nineteen cents, pre-payment being optional as heretofore.

This reduction goes into effect immediately and is the result of a recent reduced rate of German and Swiss postage on American correspondence transmitted *via* Bremen.

Postmasters will make a note of this reduction on their tables of postage to foreign countries, and levy postage accordingly. [10 March 1860]

Starnes shows this reduction as “e10/60.”

*Reduction of Postage to Luxemburg by Bremen Mail.*—The single rate of letter postage between the United States and the Grand Duchy of Luxemburg, by the Bremen mail, has been reduced from twenty-two to fifteen cents, pre-payment optional; so that



the uniform rate of fifteen cents is now chargeable on all letters conveyed in the Bremen mail between the United States and the States belonging to the German-Austrian Postal Union. [17 April 1860]

The Charleston newspaper reported that this notice first appeared in the Washington newspapers on 15 April 1860. Starnes shows this reduction as “e10/60.”

### **B. Bremen or Hamburg Mails**

*Reduction of Postage to Wurtemberg by Bremen or Hamburg Mail.*—The single rate of letter postage between the United States and Wurtemberg, *via* Bremen or Hamburg mail, will, in future, be fifteen cents the single rate, pre-payment optional.

The rate by Bremen and Hamburg lines has heretofore been twenty-two cents. The reduction results from the act of the Kingdom of Wurtemberg in joining the German Austrian Postal Union. [17 March 1859]

Starnes shows this reduction as “e10/59.”

*Reduction of Postage to Denmark.*—We are requested by the Postoffice Department to announce that the single rate of letter postage between the United States and the Kingdom of Denmark (*by the Bremen or Hamburg mail*) has been reduced from twenty-five to fifteen cents—pre-payment being optional, as heretofore.

This reduction goes into effect immediately, and is the result of a recent reduced rate of German and Danish postage to five cents the single letter on American correspondence transmitted *via* Hamburg or Bremen.

Postmasters will note this reduction upon their tables of postages to foreign countries, and levy postage accordingly. [26 March 1859]

Neither the 25¢ nor the 15¢ rates appear in Starnes. The rate to Denmark listed in the *Postal Laws and Regulations of the United States of America, 1857* was 27¢.<sup>6</sup> The laws and regulations published in April 1859 listed the rate to Denmark as 20¢. It is possible that the 25¢ rate referred to in the newspaper article was for the Schleswig peninsula and not for Denmark. The rates to Schleswig, however, were not reduced to 15¢ until 1867.<sup>7</sup> Since no clarification was published in the *Charleston Courier*, this information may not be reliable.

### **C. Hamburg Mail**

*Reduction of Postage to Baden, Germany, by Hamburg Mail.*—The single rate of letter postage between the United States and the Grand Dukedom of Baden, by the Hamburg mail, has been reduced from twenty-two to fifteen cents, pre-payment optional, so that in future the same rate of fifteen cents will be chargeable upon letters to or from Baden, whether conveyed *via* Bremen or *via* Hamburg.

Postmasters will please note this reduction, and collect postage accordingly. [30 March 1860]

Starnes shows this reduction as “e10/59.” Note that, although the rate to Baden was 15¢ by Bremen mail from October 1859, the rate by Hamburg mail remained at 22¢ until the end of March 1860.

*Reduction of Postage to Germany and Switzerland by the Hamburg Mail.*—The German rate of postage for letters between the United States and the Thurn and Taxis postal district, conveyed *via* Hamburg, in the United States and Hamburg mail, has been recently reduced to the uniform rate of five cents, the same as when conveyed *via* Bremen, so that, in future, the single rate for letters, of half an ounce or under, between this country and the German States under the direction of the Thurn and Taxis postoffice, whether conveyed *via* Bremen or *via* Hamburg, will be fifteen cents, pre-payment optional.

We have also to announce that a single rate of letter postage between the United States and Switzerland, by the Hamburg mail, has been reduced from twenty-seven

---

<sup>6</sup>*List of Post Offices and Postal Laws and Regulations of the United States of America, 1857*, Wierenga Reprint (Holland, Michigan: Theron Wierenga, 1980), p. 56.

<sup>7</sup>*USM&POA, op. cit.*, February 1867, p. 306, reported the Schleswig rate reduction to 15¢ by Bremen or Hamburg mail, however the rate tables show an 18¢ rate until October 1867.





Figure 4. 30 May 1858, paid envelope from Baltimore to Vaihingen a. Enz, Württemberg by Hamburg mail at 22¢ rate before reduction to 15¢. New York credited 17¢ to Hamburg and placed in mails carried by HAPAG *Austria* on return maiden voyage to Hamburg.



Figure 5. 17 March 1863, unpaid envelope from Hottingen, Switzerland to Milwaukee, Wisconsin by Hamburg mail showing reduced rate of 19¢. Letter arrived in Bremen soon after NGL steamer left and was sent to Hamburg for next steamer rather than be delayed another week. Bremen showed 9¢ transit and 10¢ international fees unpaid with blue crayon markings. Letter carried by HAPAG steamship *Bavaria* from Hamburg to New York.

cents to twenty cents, pre-payment optional, as heretofore, which reduction goes into effect immediately, and is the result of a reduced rate of German postage on American correspondence transmitted via Hamburg.

Postmasters will note this reduction on the Foreign Postage Tables, and collect postage accordingly. [16 May 1860]

*Reduction of Postage to Switzerland by the Hamburg Mail.*—Hereafter the single rate of letter postage between the United States and Switzerland by the *Hamburg mail* will be 19 instead of 20 cents, *pre-payment optional*; the reduced rate of 19 cents being identical with that charged by the *Bremen mail*. [26 June 1860]

Starnes shows the date of the reduction from 22¢ to 15¢ for Thurn and Taxis Post locations as “e10/59.” Again, the rate to destinations served by the Thurn and Taxis Post by Bremen mail was reduced to 15¢ by the end of July 1859, but not until mid-May 1860 for the Hamburg mail. Starnes also shows the reduction of the rate to Switzerland from 27¢ to 19¢ with the date “e10/60.” It is not known if the initial reduction to 20¢ was intentional or not, but six weeks later, it was changed to 19¢.

#### D. Prussian Mail

*Letters by Prussian Closed Mail—Important Change of Details.*—Official notice has been given by the Prussian Postoffice Department that, in consequence of the war in Europe, every communication between Trieste and foreign ports has been interrupted. Therefore, neither letters for the Ionian Islands, Malta, Greece, Turkey, Levant, Egypt, the Indies, China and Australia, nor for Sardinia, can in future be forwarded to their destinations via Prussia and Austria in the United States and Prussian closed mails, but should be sent either in the British or French mail.

But letters for Bosnia, Servia, Moldavia, Wallachia, Rutschuck, Seres, Salonica, Sophia, Adrianople and Constantinople may be forwarded, as formerly, in the Prussian closed mail.

Postmasters should be careful to observe the above change of regulations, and collect postage accordingly. [2 June 1859]

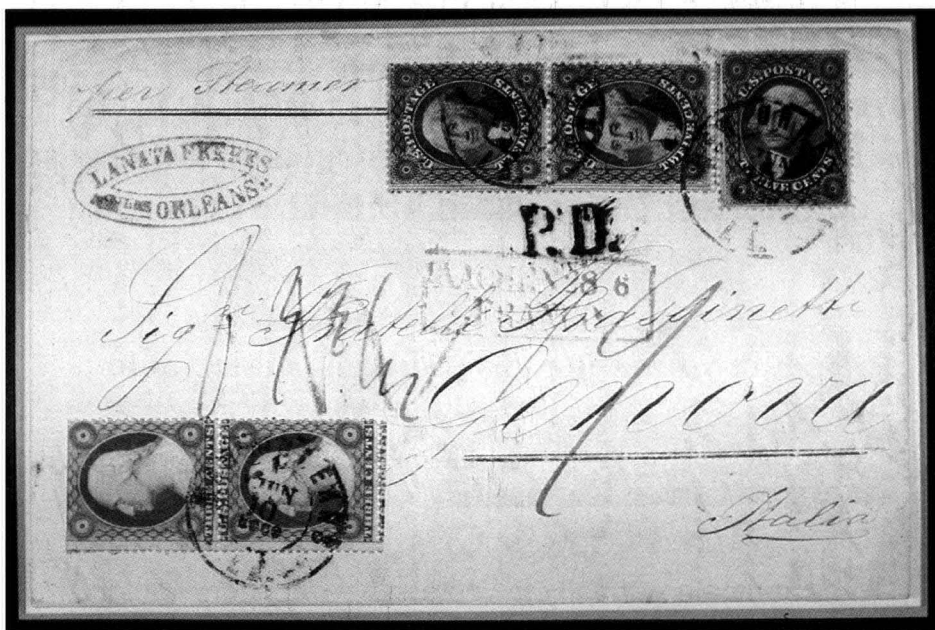


Figure 6. 10 June 1860, paid envelope from New Orleans to Genoa, Italy by Prussian Closed Mail showing newly introduced rate of 42¢. New York credited 19¢ to Prussia and placed in mails carried to Southampton by the Vanderbilt steamer *Vanderbilt*. (ex-Kapiloff collection)

*Postage by the Prussian Closed Mail to Parts of Italy, &c.*—In consequence of the recent Territorial changes in certain of the Italian States, the rates of postage between this country and those States by the “Prussian closed mail,” have been changed as follows, viz:

To Sardinia, Lombardy, (that part ceded by Austria,) Parma, Modena, Tuscany and Romagna, 42 cents, pre-payment optional. To Papal States, (excepting Romagna,) 46 cents, pre-payment compulsory, being in full to the Tuscan Roman boundary. To the Two Sicilies, 49 cents. Pre-payment compulsory, being in full to Roman, Neapolitan boundary. [12 January 1860]

Starnes shows the Prussian Closed Mail rate increases to 42¢ for Sardinia, Lombardy, Parma, Modena, and Tuscany, to 46¢ for the Papal States, and to 49¢ for the Two Sicilies with the date “e5/60.”

#### **4. General Foreign Mails**

*Postoffice Order.*—The Postoffice Department has issued orders to the Postmasters throughout the country, directing that the postage upon all transient printed matter, foreign and domestic, must be prepaid by postage stamps, except in cases where prepayment is optional, and in which the senders do not wish to prepay. [25 May 1860]

Because this notice concerns printed matter, it does not apply to Starnes’ work, which addressed only letter rates. This notice, however, is important and has been included in this article with the other notices on letter rates. □

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**CORRECTION – ISSUE 185 PHOTO CAPTIONS**

We apologize for the scrambling of Figure numbers and photo captions which occurred in Issue 185 Cover Corner. Our astute readers easily resolved the mislabeling, but the corrections to the February 2000 issue are listed here to provide an official record:

Page 70 – Figure 1A is Figure 1B, and Figure 1B is Figure 1A (the “original” STEAMBOAT problem cover). The text is then correct.

Page 73 – Figure 4 is Figure 2, and Figure 5 is Figure 3. The text is then correct.

**ADDITIONAL ANSWERS TO PROBLEM COVERS IN ISSUE 183**

Congratulations to Bob Stets for sending information about three problem covers! The first is the Arnold Express cover to “Single Side,” Yazoo River, Sunflower County, Miss. It appeared as Figure 7 in *Chronicle* 183 and received some responses in Issue 184, but no one could identify the town name. Bob suggests that the town name is Ingleside, which may be a clue to locating it.



**Figure 1. 1851 cover from Philadelphia to Jerusalem**

Next is the 1851 cover from Philadelphia to Jerusalem, via Marseilles, which was Figure 9 in *Chronicle* 183, and is reproduced here as Figure 1. Bob Stets has confirmed the “61” (cents) as the quarter-ounce rate prepaid from the U.S. by British closed mail via Marseilles to Syria. His source is the *United States Post Office Guide* for 1851, by Eli Bowen, Part VI: “Rates and Details of Foreign Postage To and From the United States,” pages 53-54. Bowen states that these rates result from the Great Britain – United States treaty as finally adjusted in May 1849. The 61¢ rate is divided as follows:

British and sea .....	46 (cents)
Foreign .....	10
American inland .....	5
Total .....	61 cents

It remains for someone to explain the red “50” accountancy marking on the cover front.

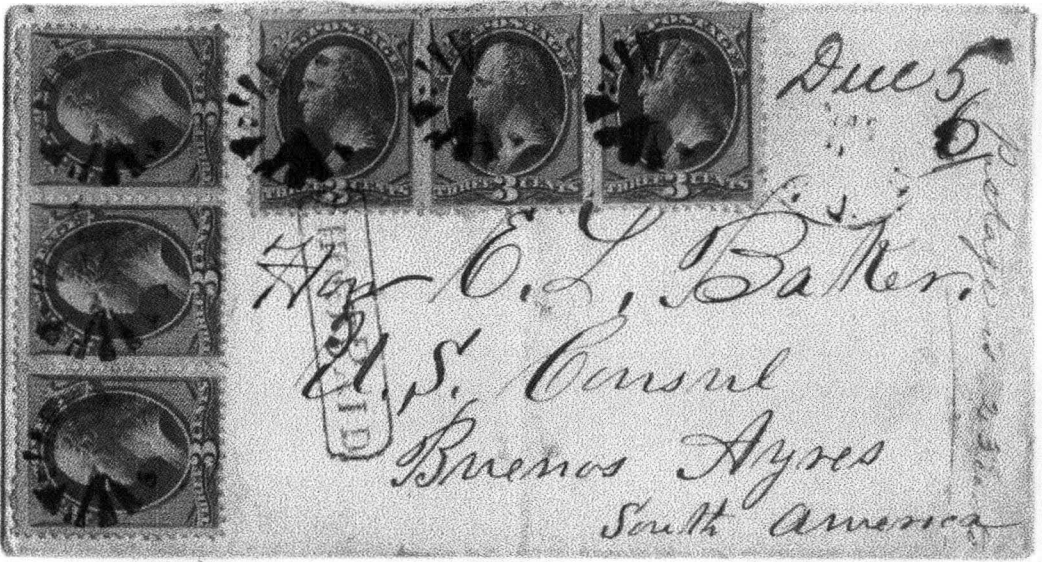


Figure 2A. Front of "SHORT PAID" cover from U.S. to Buenos Ayres

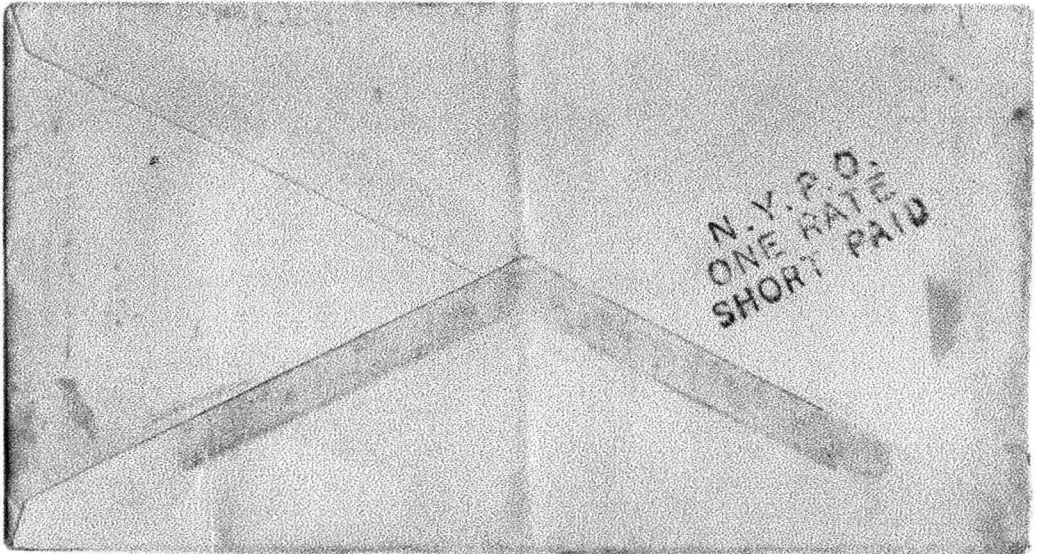


Figure 2B. Back of cover showing "ONE RATE SHORT PAID"



## ANSWERS TO PROBLEM COVERS IN ISSUE 184

Two problem covers were carried over from Issue 184 without solutions. The first, Figure 2A, shows a vintage 1873 cover to Buenos Ayres with two strips of Scott #158. A boxed "SHORT PAID" in black is on the left and a manuscript magenta "Due 5" with a black "6" below at upper right. The reverse, Figure 2B, has only an unusual black three-line handstamp "N.Y.P.O. / ONE RATE / SHORT PAID." What is the correct rate for this cover, explain the "Due 5" and "6" markings, and what is the "ONE RATE SHORT PAID"? No one has ventured forth with answers, so your editors will provide the data we have and await further input from our Route Agents.

The best routing of mail from the United States to Argentina during the period 1873 (established by the 3¢ stamps with secret mark) to April 1878 (when Argentina joined the GPU) was by American Packet from New York to Rio de Janeiro, Brazil; then by British Packet to Buenos Ayres. Interestingly, the rate per half ounce was 18¢ in 1873 and increased to 23¢ effective July 1, 1875, when Great Britain and the United States entered the General Postal Union.<sup>1</sup> This cover could have been inadvertently franked at 18¢ when the rate was increased. It was marked "SHORT PAID" and "Due 5" by the New York Post Office clerk who applied the backstamp, but we have no clue as to the purpose of the "N.Y.P.O. / ONE RATE / SHORT PAID" marking. Also a manuscript "5" in red ink is buried under the "RT P" of "SHORT PAID" on the front. We surmise that Great Britain was left to collect the postage due, including a penalty for underpaid mail, as indicated by the black manuscript "6" (pence) in upper right corner. Any other opinions?

The second carry-over cover, shown front and back in Figures 3 A and 3B, is a short paid money letter from Philadelphia addressed in fancy lettering to the Post Master, Auckland, New Zealand in 1887. It is franked with 7¢ in U.S. postage and stamped in purple "SHORT PAID / DUE 5d. [in black ink]" with a purple boxed "MONEY LETTER, / DEAD LETTER OFFICE, / Letter P / Number 249 [in black] / Volume 37 [in black]". There is a "48" in black ink at upper center and a "44" in red pencil at lower left. \$1.00 in pencil appears on both front and back. The reverse has two black handstamps: "PHILADELPHIA, PA. / NOV / 19 / 1887 / F. D." duplex with "2" in a negative 4-bar ellipse, and "USA / DEAD / LETTER / OFFICE / NOV / 22 - 87" triangle. The reverse has lettered across the top in black ink "Remailed Nov 26, 1887" and "Postage - 12 cts". Thanks to Howard Ness and Bob Stets who both contributed to solving this one. A combined answer follows:

In 1887, the U.S.-New Zealand treaty rate via San Francisco was 12¢, or 6 pence, with prepayment compulsory. (Note that New Zealand did not enter the UPU until 1891.) Mail not prepaid at least one rate was not forwarded.<sup>2</sup> Therefore, the cover was marked "SHORT PAID / DUE 5¢." Without a return address, it was sent to the Dead Letter Office for opening which revealed it to contain \$1.00 as marked on the front and also on the back with the clerk's initials. Now it was recorded by the Dead Letter Office as a "MONEY LETTER / Letter P / Number 249 Volume 37." The sender's name and address must also have been found inside and the letter was returned in an official envelope. In the absence of markings to the contrary, the letter never reached New Zealand. Instead, the contents were remailed in another envelope (with 12¢ postage paid) on "Nov. 26, 1887" as docketed on the back flap. The numbers "48" and "44" could possibly identify the clerks who handled this letter.

---

<sup>1</sup>Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to 1876, GPU-UPU*, rev. ed. (Louisville, Ky.: Leonard H. Hartmann, 1989), p. 4.

<sup>2</sup>Starnes, *op. cit.*



Figure 3A. Front of 1887 Philadelphia Money Letter "SHORT PAID" to New Zealand

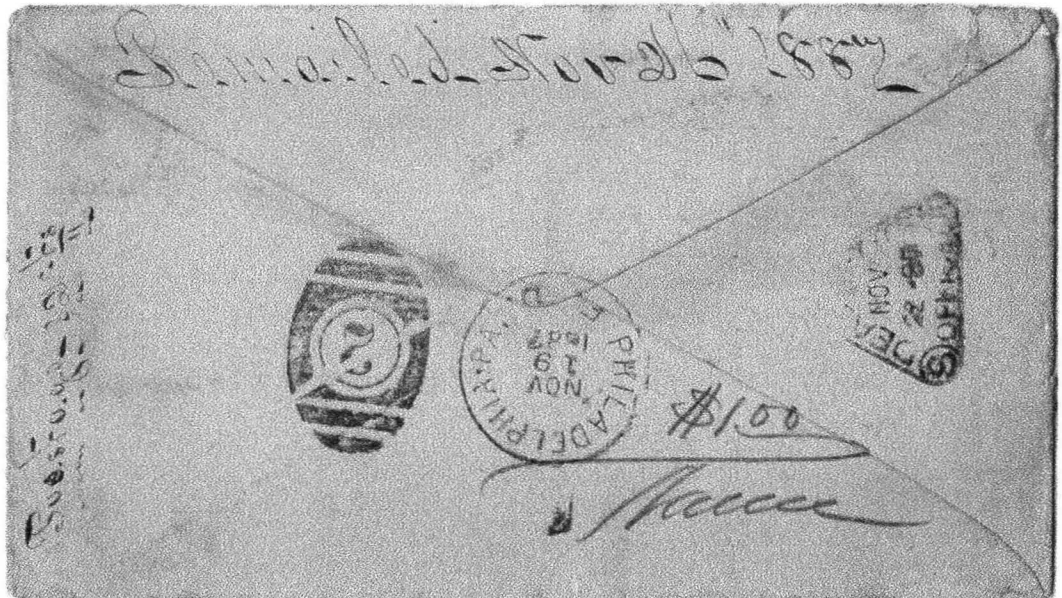


Figure 3B. Back of "SHORT PAID" cover to New Zealand



Figure 4. Prussian Closed Mail cover from Detroit to Berlin

### ANSWERS TO PROBLEM COVERS IN ISSUE 185

Figure 4 is a very attractive cover with many redeeming features, viz., all markings are clear and well struck, everything to be seen is on the front, it is addressed in a beautiful Spencerian script, is a fine example of Prussian Closed Mail, and has a simple story to tell. It began its journey in “DETROIT Mich. / SEP 24” and was “paid / by prussian closed mail via Liverpool.” The rate was “60” (cents) in manuscript at upper right, and confirmed by the red “60” in octagon, a marking that should have been applied in Detroit, but is not listed in the *American Stampless Cover Catalog*.<sup>3</sup> The single rate being 30¢ per half ounce, this was a double weight letter. The routing and division of the double rate was as follows:

- From Detroit on Sep 24 to New York, an exchange office for Prussian Closed Mail, where it received a red “N.YORK 14 AM PKT / OCT / 3 / PAID” CDS. The “14” indicates  $2 \times 7\text{¢} = 14\text{¢}$  credited to Prussia for Belgian transit ( $2 \times 2\text{¢} = 4\text{¢}$ ) plus Prussian inland ( $2 \times 5\text{¢} = 10\text{¢}$ ). The remaining 46¢ was retained by the U.S. for U.S. inland ( $2 \times 5\text{¢} = 10\text{¢}$ ) plus Sea and British transit ( $2 \times 18\text{¢} = 36\text{¢}$ ).<sup>4</sup>

- The mailbags remained closed from New York to Prussia, so no British nor Belgian markings would be applied.

- The Prussian Closed Mail exchange office in Europe was Aachen (Aix-la-Chapelle), where the boxed “AACHEN 16:10 / FRANCO” was struck. The letter was then sent to its destination in Berlin, Prussia.

<sup>3</sup>David G. Phillips, *American Stampless Cover Catalog*, Fifth Edition (North Miami, FL: David G. Phillips Publishing Co., Inc., 1997), Volume 1 & Addenda.

<sup>4</sup>George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, 2nd ed. (Lawrence, Ma.: Quarterman Publications, Inc., 1975).

The folded letter in Figure 5 contains an enclosure headed "London, 22nd June 1824." It is addressed to Sandwich, Upper Canada and forwarded twice, first by "Messrs. Boyd & Snyder / Merchants / New York" and second by "F & J Palmer / Merchants / Detroit." There are three manuscript rate markings in red – "6," "50" and "13" and none other. What are the meanings of these rate markings and where were they applied? It appears this cover was privately carried, or taken by a ship's captain, from London to New York where it entered the U.S. Mail. The "6" (cents) is the incoming ship letter fee for letters delivered at the port of arrival. The New York forwarder, "Messrs. Boyd & Snyder / Merchants," paid the 6¢ due and readdressed the cover to the second forwarder, "F & J Palmer / Merchants / Detroit." The red "50"(cents) is the postage New York to Detroit for a double letter over 400 miles (2 sheets x 25¢ = 50¢). Apparently the first forwarder also paid this amount. The second forwarder in Detroit sent the letter to Sandwich and paid the "13," which we take to be "1/3" or one shilling three pence Canadian currency for a double letter less than 60 miles. The double letter rate would be 9 pence (2 sheets x 4½d = 9 pence currency). Even allowing for ferriage the rate does not add up to one shilling three pence. Can some of our Route Agents help with an explanation of the "13" rate?

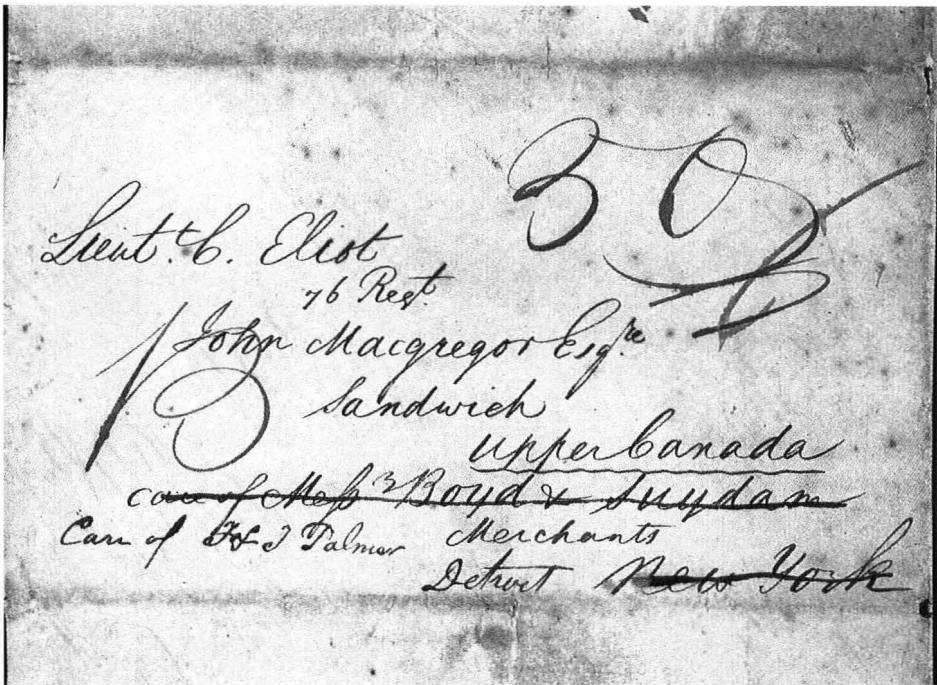


Figure 5. 1824 folded letter from London to Upper Canada (photo cropped at top and bottom)

## MORE ANSWERS TO THE BALTIMORE "STEAMBOAT" COVER - ISSUE 181

We started a parade of U.S. "STEAMBOAT" problem covers from the 1860s with the first appearing in Issue 181 – February 1999. This cover was prepaid 3¢ in stamps, entered the mail at Baltimore and was addressed to the same port. It received a "STEAMBOAT" handstamp and a postage due marking "DUE 2 cts." This was the 5¢ fixed rate for steamboat letters (as well as for ship letters) delivered at the port of arrival during the period May 1, 1861 to June 29, 1863.

The next "STEAMBOAT" cover appeared in Issue 184 – November 1999 – paid by a 3¢ stamped envelope. It too was posted at Baltimore and delivered at the same port, received a "STEAMBOAT" handstamp, but with only a "DUE / 1." This was the 4¢ single (per half ounce) rate for the period June 30, 1863 to beyond 1900 for steamboat letters delivered at the port of arrival.

In Issue 185 – February 2000 – another "STEAMBOAT" cover was pictured, also paid by a 3¢ stamped envelope. It was posted at Norfolk, Va., handstamped "STEAMBOAT," but addressed beyond the port of arrival to Summit Point, Jefferson County, Va. It was marked "DUE 2," making a 5¢ single (half ounce) rate for the period April 1, 1855 to June 29, 1863 for a steamboat letter delivered beyond the port of arrival.

The above data prompted your editor to chart - Figure 6 - the Ship / Steamboat Letter Rates for:

(AP) - Letters delivered at the port of arrival, and for

(BP) - Letters delivered beyond the port of arrival.

Approval / Date	Effective Date	Rate - At Port	Single Rate - Beyond Port	Remarks
--	--	(AP) - each	(BP)-each plus reg. post.	- -
Mar. 2, 1799	? ? ,1799	6¢ each	10¢ to 27¢	(BP) 2¢ each plus regular postage rates
	1815	6¢ each	" " "	" " " " " " "
Dec. 23, 1814	Feb. 1, 1815	9¢ each	15¢ to 40 1/2¢	(AP & BP) War of 1812-50% increase
-	1815	9¢ each	" " "	" " " " " " "
Feb. 1, 1816	Mar. 31, 1816	6¢ each	10¢ to 27¢	(AP & BP) 50% increase repealed
April 9, 1816	May 1, 1816	6¢ each	8¢ to 27¢	(BP) 2¢ each plus new regular postage rates
-	1845	"	" " "	" " " " " " "
Mar. 3, 1845	July 1, 1845	"	7¢ or 12¢	(BP) 7¢ not over 300 miles; 12¢ over 300 mi.
-	1855	"	" " "	" " " " " " " " "
Mar. 3, 1855	April 1, 1855	6¢ each	5¢ or 12¢	(BP) 5¢ not over 3000 mi.; 12¢ over 3000 miles
-	1861	6¢ each	" " "	" " " " " " " " "
Feb. 27, 1861	May 1, 1861	5¢ each	5¢ or 12¢	(AP) Reduced to 5¢; (BP) added 12¢ over Rocky Mt.
-	1862	5¢ each	" " "	" " " " " " " " "
Mar. 3, 1863	June 30, 1863	4¢	6¢	(AP & BP) Two times regular rates
-	1883	4¢	"	" " " " " " "
Mar. 3, 1883	Oct. 1, 1883	4¢	4¢	" " (BP) Two times new regular rates

**Figure 6. Chart of Rates for "Ship and Steamboat Letters" 1799 to 1883**

We also asked our Route Agents for an example of a "STEAMBOAT" cover to complete our foursome by showing the 6¢ single (half ounce) rate. This would be for the period June 30, 1863 to September 30, 1883 for a steamboat letter addressed beyond the port of arrival. Thanks to three who obliged:





Figure 7. "STEAMBOAT" cover to Connecticut with "DUE / 3" and forwarded

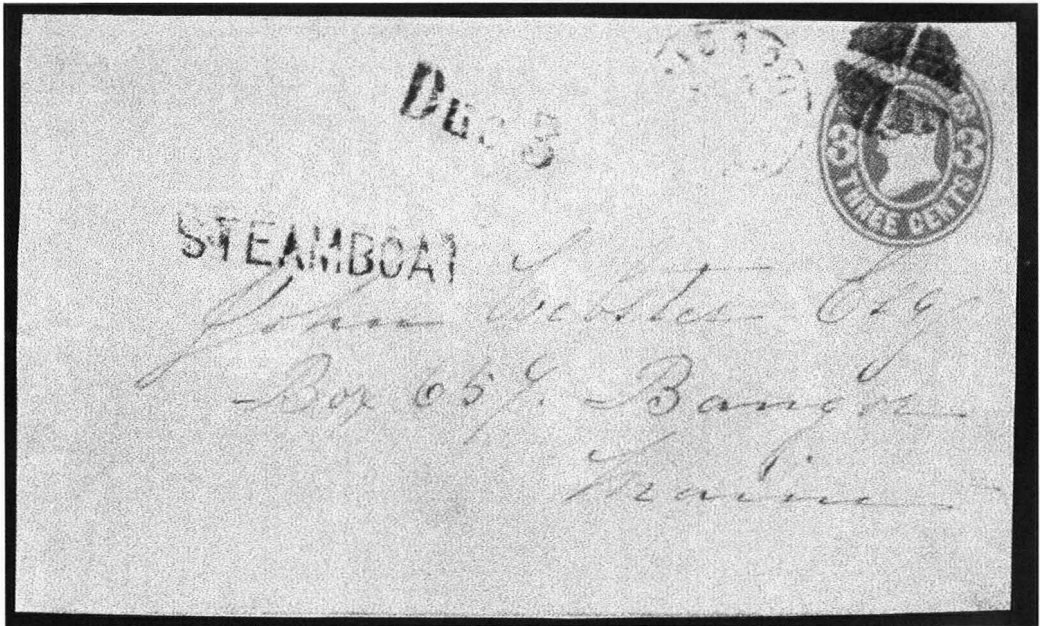


Figure 8. "STEAMBOAT" cover from Chicago to Bangor, Maine with "Due 3"

John Olenkiewicz submitted a 3¢ stamped envelope with circle “DUE / 3” and “STEAMBOAT” markings having a bonus – an additional 3¢ due for forwarding. See Figure 7. The letter entered the mail at Baltimore (CDS obscured under a 3¢ stamp) where the steamboat and due markings were applied. Addressed to New London, Connecticut, it was forwarded to Great Barrington, Mass. The 6¢ due was paid by the two 3¢ stamps very attractively canceled. John advises that the 1867 use is documented by a note with the cover.

Leonard Piszkiwicz also sent a 3¢ stamped envelope with “Due 3” and “STEAMBOAT” markings which originated in Chicago, addressed to Bangor, Maine. See Figure 8. Based on his knowledge of Chicago markings, Leonard places the year of use as post-1863, and the stamped envelope was only issued in 1864.

A packet of “STEAMBOAT” covers showing steamboat rates arrived from Pat Walker, all associated with Baltimore. Two covers provide further documentation of the 3¢ plus 3¢ steamboat rate described above for letters addressed beyond the port of arrival. One of these, Figure 9, from Baltimore to East Wareham, Mass., shows a circle “STEAMBOAT” marking not previously seen.

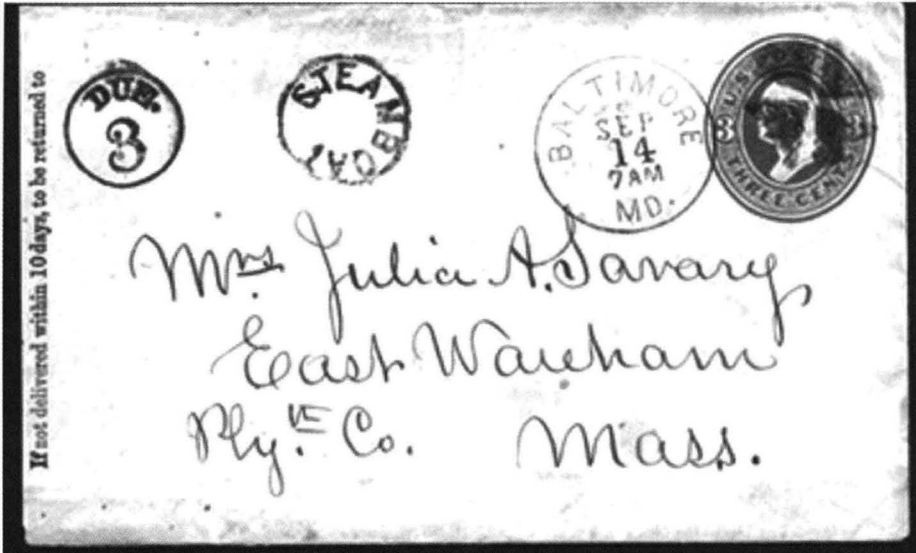


Figure 9. Cover with “STEAMBOAT” in circle to East Wareham, Mass.

Another two covers show a rate we have not yet reviewed, viz., the 2¢ plus 2¢ steamboat rate effective October 1, 1883 for letters addressed beyond the port of arrival (but it does appear on our Rate Chart). Figure 10 shows one of these “STEAMBOAT” covers mailed with a 2¢ stamp from Washington, D.C. to Baltimore. As an added feature, the “DUE / 2” is paid by a 2¢ postage due stamp precanceled in Baltimore.

The last two covers received from Pat introduce a recently noted “STEAMBOAT” rate of 3¢ plus 2¢ for letters delivered at port of arrival as well as beyond. These will be reviewed with the Problem Covers for this issue.

### PROBLEM COVERS FOR ISSUE 186

Two more covers in our “STEAMBOAT” parade have been received from Pat Walker with a steamboat rate of 5¢ for both delivery at, and for delivery beyond, the port

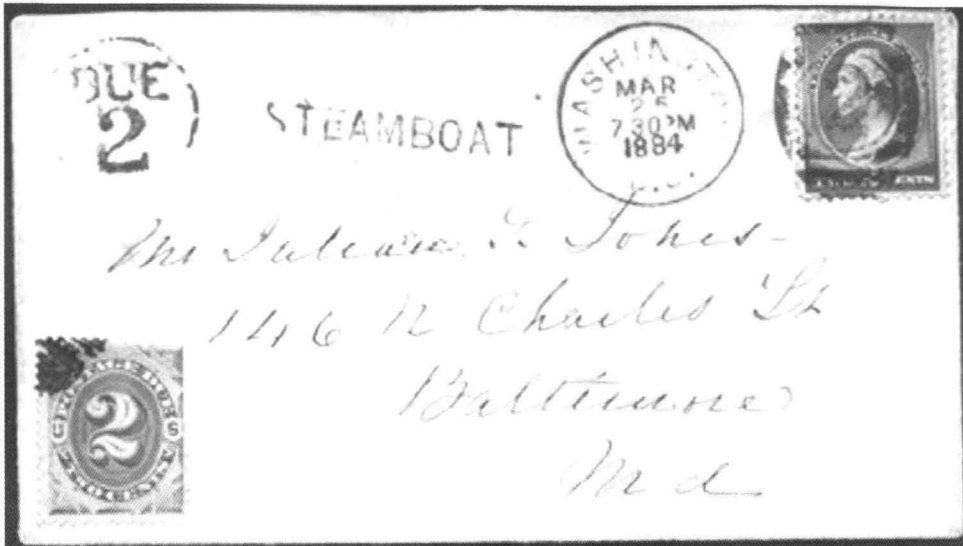


Figure 10. "STEAMBOAT" cover to Baltimore with a 2c postage due stamp

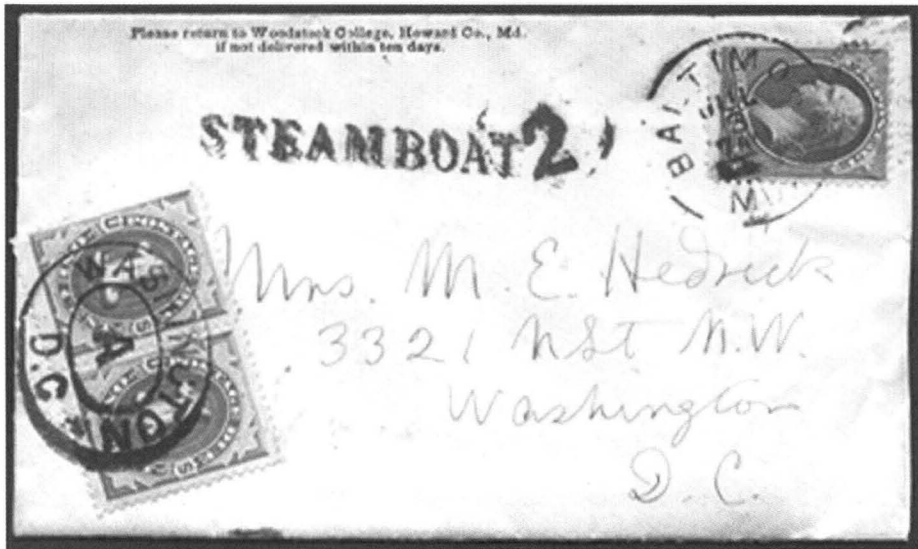


Figure 11. "STEAMBOAT" cover with two 1c postage due stamps to Washington, D.C.

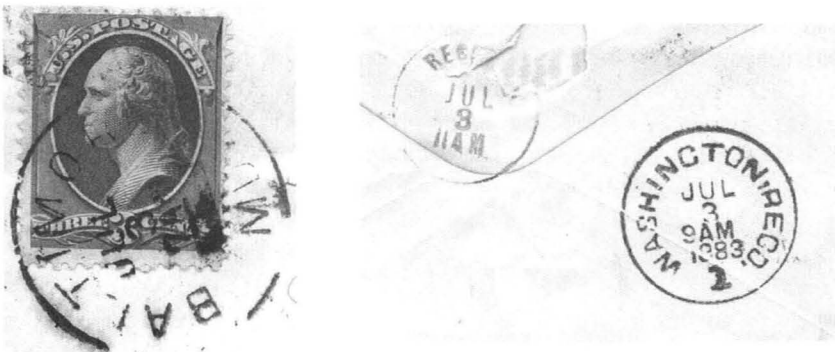




Figure 12. "STEAMBOAT" cover to Baltimore prepaid 5¢ in stamps

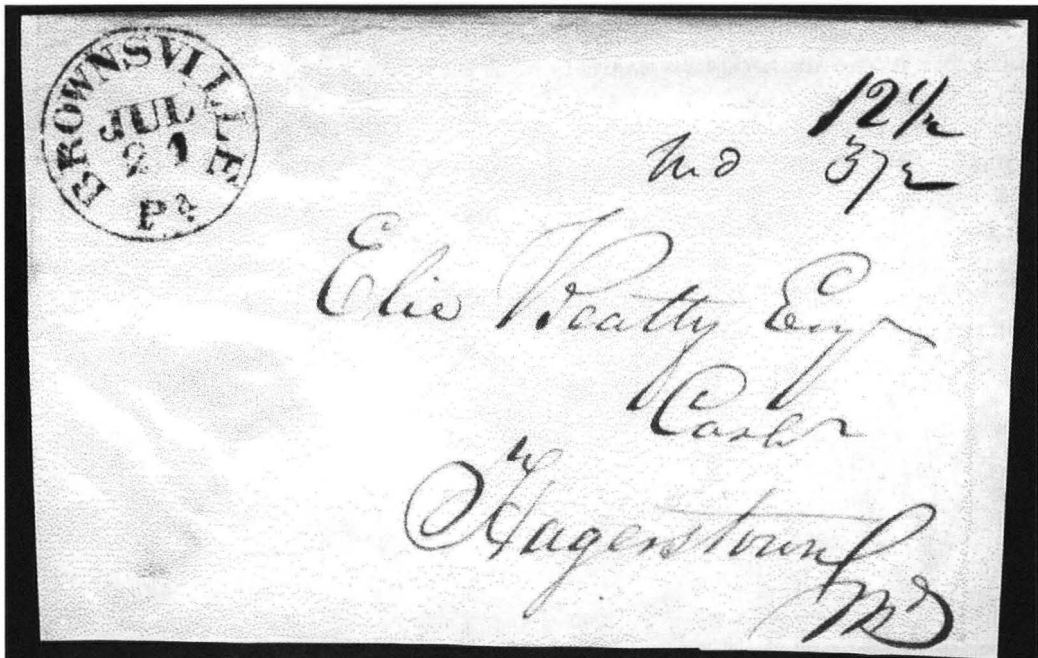


Figure 13. Brownsville, Pa. to Hagerstown, MD with strange "372" marking

of arrival. These present a new problem since the period of use is the Bank Note era. Our standard references do not list a 5¢ steamboat rate after June 1863.<sup>5,6</sup>

The first is an 1883 (clear backstamp date) cover prepaid at Baltimore by a 3¢ Bank Note, with a “STEAMBOAT” and circle “Due / 2” markings addressed to Washington, D.C. See Figure 11. Two 1¢ postage due stamps were affixed and tied to the cover by a “WASHINGTON / D.C.” oval cancel.

The second is highly unusual and apparently prepays the entire 5¢ “STEAMBOAT” rate with one 3¢ and two 1¢ Bank Notes. See Figure 12. This cover entered the mail at Baltimore, and was addressed for delivery at the arrival port.

Who will come forth with explanations of these steamboat cover rates?

A simple cover to a well known cashier in Hagerstown, MD is at Figure 13. It was sent from “BROWNSVILLE, Pa.” and rated for a collection of “12½” (cents) as shown in black at upper right. But beneath this is a manuscript “37 2” preceded by a scribble. What does these numbers mean, and where were they added? Multiple choice follows:

- A) Two other covers due 12½ were in the same mail. Total 37½ cents.
- B) Charge postage to account / box #372 at Brownsville, Pa.
- C) Charge postage to account / box # 372 at Hagerstown, MD
- D) Cover judged to be greatly overweight and undercharged 37½ (cents). Total postage to be collected is 50 cents.
- E) Cover judged to be overweight and correctly to be charged 37½ (cents).
- F) Your chance to add your meaning. What do you think?

Please send to The Cover Corner Editor your answers to the problem covers for this issue, and any further discussion of previous answers to other problem covers, as soon as possible, preferably within two weeks of receiving your *Chronicle*. The “go to press” deadline for the August 2000 Cover Corner is July 10, 2000. I can receive mail at 9068 Fontainebleau Terrace, Cincinnati, Ohio, 45231-4808, and via an e-mail address: [RWCARLIN@aol.com](mailto:RWCARLIN@aol.com).

New examples of problem covers are needed for The Cover Corner. We have successfully experimented with copies of covers produced by high resolution copiers, either in black and white or in color, instead of requiring black and white photographs. This should make it easier to submit covers. Please send two copies of each cover, including the reverse if it has significant markings. It is also important to identify the color of markings on covers submitted in black and white. Thanks.

---

<sup>5</sup>United States, Post Office Department, *United States Domestic Postage Rates 1789-1956*, POD Publication 15 (Washington, D.C.: Government Printing Office, 1956).

<sup>6</sup>Henry W. Beecher and Anthony S. Wawrukiewicz, *U.S. Domestic Postal Rates, 1872-1999*, rev. 2nd ed. (Shawnee-Mission, Ks.: The Traditions Press, 1999).



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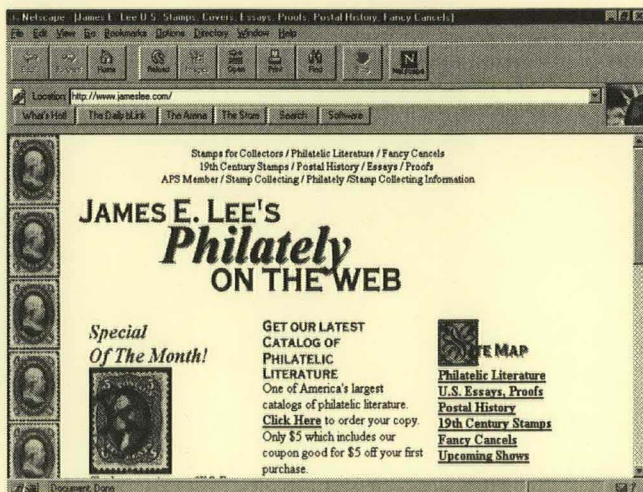


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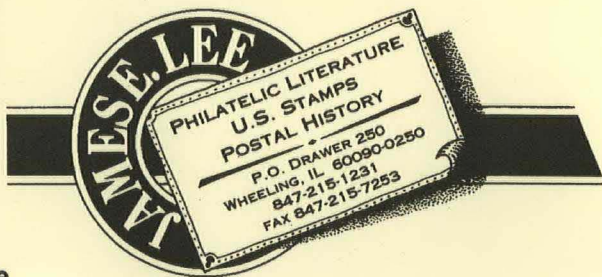


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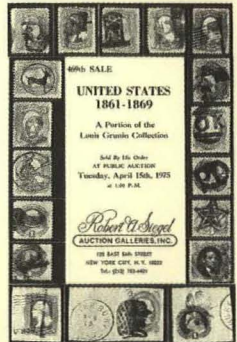
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