

THE CHRONICLE Date August 2002 (No. 195)

The
Chronicle
of the U.S. Classic Postal Issues

August 2002

Volume 54, No. 3

Whole No. 195

**COMPREHENSIVE STOCK
OF
U.S. CLASSIC ISSUES AVAILABLE**

**Very strong in COVERS and STAMPS, including
ESSAYS and PROOFS**

WHAT WOULD YOU LIKE TO SEE?

**SELECTION GLADLY SENT ON APPROVAL
AGAINST SPECIFIC REQUESTS**

MAY WE HEAR FROM YOU?

Satisfaction or Immediate Refund
Installment Payment Terms If Desired — (No Interest or Carrying Charges)

Jack E. Molesworth, Inc.

APS
BIA
UPSS

88 Beacon Street
Boston, Mass. 02108-3319
Phone: 617-523-2522
Fax: 617-523-2265

CSA
USPCS
CCNY

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.

Results as Spectacular as Your Stamps.



Scott #PR101, o.g., PFC
Catalog value: \$ 19,000.00
Realized Price: \$ 52,250.00
A record price for any
Newspaper stamp - sold in
Shreves January 2000 Sale



Scott #5, used, PFC
Catalog value: \$ 35,000.00
Realized Price: \$ 77,000.00
The \$77,000.00 realization in Shreves
January 2000 Sale is the highest price
ever paid for a used #5



Scott #204, unused, PFC
Catalog value: \$ 40,000.00
Realized Price: \$ 96,250.00
Sold in Shreves January 2000 Sale -
the highest price ever paid for any
Special Printing stamp

If you want an auction firm that invests more resources in
the promotion, presentation and successful sale of
your stamps or covers, call Shreves Philatelic Galleries.
Our results speak for themselves.

Expect the Extraordinary.



Accept Nothing Less...

SHREVES PHILATELIC GALLERIES, INC.

1•800•556•STAMP

www.shreves.com

DALLAS & NEW YORK

14131 Midway Road • Suite 1250 • Dallas, Texas 75001-9841 • 972/788-2100 • FAX 972/788-2788
145 West 57th Street • 18th Floor • New York, New York 10019 • 212/262-8400 • FAX 212/262-8484

Auction License: New York • Tracy L. Shreve #914454, #914455

'I strongly urge... use the auctions and services of Spink, and accept no substitute.'

A major vendor



Unused United States \$1.00. 1902 issue.

- Achieve maximum realizations from our growing international client base
- Give your collection or rarer single items the quality color catalogues they deserve
 - Obtain a professional service tailored to your requirements
 - Sell by auction, Private Treaty, or directly to Spink
 - Ask for details of our exceptional past performance

Contact us today to arrange your free verbal estimation, or for details on obtaining a written valuation for sale, insurance or estate planning.

Tel: +1 212 486 3660 Fax: +1 212 980 9825

E-mail: bbleckwenn@spinkandson.com

Website: www.spink-online.com

SPINK

FOUNDED 1666

COINS BANKNOTES MEDALS STAMPS

A MEMBER OF THE CHRISTIE'S GROUP

55 East 59th Street, 15th Floor, New York, New York 10022

Tel: +1 212 486 3660 Fax: +1 212 980 9825 E-mail: spinknewyork@spinkandson.com

69 Southampton Row, Bloomsbury, London WC1B 4ET

Tel: +44 (0)20 7563 4000 Fax: +44 (0)20 7563 4066 E-mail: info@spinkandson.com

The Chronicle

of the U.S. Classic Postal Issues

ISSN 0009-6008

August 2002

Published Quarterly, in
February, May, August and November

Vol. 54, No. 3
Whole No. 195

\$4.50 Members
\$6.00 Non-Members

Official publication of the U.S. Philatelic Classics Society, Inc.
(Unit 11, A. P. S.) www.uspcs.org

Annual Dues
\$22.50

SOCIETY OFFICERS

PATRICIA STILWELL WALKER .....	.....<i>President</i>
Briarwood, Lisbon, MD 21765-0099	walke96@attglobal.net
WILSON HULME .....	.....<i>Vice-President</i>
12 Manette Road, Morristown NJ 07960-6344	wilson_hulme@msn.com
KENT WILSON .....	.....<i>Secretary</i>
P.O. Box 50127, Billings MT 59105-0127	turgon96@aol.com
DWAYNE O. LITTAUER .....	.....<i>Treasurer</i>
P.O. Box 750368, New Orleans, LA 70175-0368	DL@kullmanlaw.com
GRANT W. KEHRES .....	.....<i>Membership Chairman</i>
2000 Glades Road, Suite 302, Boca Raton, FL 33431	grant@bocaclosings.com
RICHARD M. WRONA .....	.....<i>Advertising Manager</i>
P.O. Box 6712, McLean, VA 22106-6712	
WALTER DEMMERLE .....	.....<i>Publication Sales Chairman</i>
821 Winthorpe Drive, Virginia Beach, VA 23452-3939	demmerle@cox.net
DALE R. PULVER .....	.....<i>Editor of Chairman's Chatter</i>
7725 Beaver Creek Dr., Mentor, OH 44060-7121	
JEFFREY C. BOHN .....	.....<i>Exhibition Photocopy Chairman</i>
P.O. Box 2301, Columbia, MD 21045-2301	bohnj@nichols.com

DIRECTORS: JAMES CATE '03; JOE H. CROSBY '04; WALTER DEMMERLE '05; WILSON HULME II '05;
 DWAYNE O. LITTAUER '04; MICHAEL J. MORRISSEY '04; CHARLES J. PETERSON '03; MARK D.
 ROGERS '03; WADE SAADI '04; PATRICIA STILWELL WALKER '05; KENT WILSON '03, *ex officio*;
 THOMAS J. ALEXANDER, THOMAS F. ALLEN, VAN KOPPERSMITH, RICHARD F. WINTER.

EDITORIAL BOARD

CHARLES J. PETERSON .....	.....<i>Editor-in-Chief</i>
P.O. Box 5559, Laurel, MD 20726-5559	cjp7777@aol.com
JAMES W. MILGRAM, M.D. ....	.....<i>Photo Editor</i>
Water Tower Place Suite 922E, 845 N. Michigan Avenue, Chicago, IL 60611-2213	
j-milgram@northwestern.edu	
FRANK MANDEL .....	.....<i>Prestamp & Stampless Period</i>
P.O. Box 157, New York, NY 10014-0157	
JAMES W. MILGRAM, M.D., <i>Assistant</i>	j-milgram@northwestern.edu
GORDEN STIMMELL .....	.....<i>U.S. Carriers & Independent Mails</i>
203 Willow Avenue, Toronto ONT M4E 3K4 Canada	stimmell@sympatico.ca
WADE E. SAADI .....	.....<i>1847 Period</i>
93 80th Street, Brooklyn, NY 11209-3511	wade@pencom.com
HUBERT C. SKINNER .....	.....<i>1851-61 Period</i>
P.O. Box 4097, New Orleans, LA 70178-4097	mmola@excite.com
MICHAEL C. MCCLUNG .....	.....<i>1861-69 Period</i>
4809-D Kingshill Dr., Columbus, OH 43229-7215	MikeMcclung@scottscsco.com
SCOTT R. TREPPEL .....	.....<i>1869 Period</i>
% Robert A. Siegel Auctions, 60 East 56th St., 4th Floor, New York, NY 10022-3204	
JEFFREY FORSTER, <i>Assistant</i>	jforstr@pacbell.net
JOE H. CROSBY .....	.....<i>Bank Note Period</i>
5009 Barnsteple Court, Oklahoma City, OK 73142-5405	joecrosby@cox.net
ALAN CAMPBELL .....	.....<i>Officials et al.</i>
2746 29th Street, San Diego, CA 92105	alanccamp@aol.com
LESTER C. LANPHEAR III, <i>Assistant</i>	llanphear@earthlink.net
RICHARD F. WINTER .....	.....<i>The Foreign Mails</i>
31 Flagship Cove, Greensboro, NC 27455	rfwinter@bellsouth.net
JEFFREY C. BOHN, <i>Assistant</i>	bohnj@nichols.com
RAYMOND W. CARLIN .....	.....<i>The Cover Corner</i>
9068 Fontainebleau Terrace, Cincinnati, OH 45231-4808	rwcargin@aol.com
GREG SUTHERLAND, <i>Assistant</i>	gregfree@coax.net

Address changes should be sent to Secretary, back issue orders to Publication Sales Chairman, other correspondence to Editor-in Chief. Reports of new items or articles should be submitted to appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be carefully guarded but no liability attaches to an editor.

Our *Passion* for Philately is equalled only by our
Compassion for both the Buyer and Seller alike.



The One Cent Magenta

The epitome of Classic Stamps.
Owned by one of our clients.

We will build your
Great Collection as well.

Victor B. Krievins
Professional Philatelist

P.O. Box 373

Bryn Mawr, PA 19010-0373

Tel/Fax (215) 886-6290

E-Mail: VBKpostamp@aol.com

IN THIS ISSUE

U.S. CARRIERS & INDEPENDENT MAILS

- Boyd's Brooklyn City Express Post, *by John D. Bowman*162
- Robertson and the City Despatch, *by Vernon R. Morris, Jr., M.D.*173

THE 1847 PERIOD

- The 1847 Issue Brooklyn Covers, *by Calvet M. Hahn*187

THE 1869 PERIOD

- Discovery of New Lincoln Vignette for 10¢ 1869 Essays, *by Eliot Landau*191

THE FOREIGN MAILS

- United States - Belgium Mail Prior to the First Postal Convention Between
the Two Countries, *by Richard F. Winter*198
- Book Review: *Admiralty Mediterranean Steam Packets, 1830 to 1857*,
reviewed by Richard F. Winter222

THE COVER CORNER

- Correction of Corrupted Data in Issue 194227
- Additional Answers to Problem Covers in Issue 192227
- Answers to Problem Covers in Issue 193230
- Problem Covers for This Issue.....232

BOYD'S BROOKLYN CITY EXPRESS POST
JOHN D. BOWMAN © 2002 All Rights Reserved

Covers with the red Boyd's Brooklyn City Express Post handstamp cancellation are scarce. This post was initiated by John T. Boyd in 1844, but ceased to exist after June 30, 1845 when roads were declared to be postal routes and could no longer be used by private companies to carry mail. The Boyd's Brooklyn oval is known used from July 1844 through May 1845, but very little is known about the history of this local post.

An exhaustive search of auction records, collections and other sources identified twenty covers with the Boyd's Brooklyn handstamp marking. There were three covers in the Levi records¹, but several more appeared in the Robert A. Siegel Golden (1999) and Hall (2000) sales of local and carrier material. After sorting through various descriptions and photocopies to identify duplicate items, the author believes the following is the most complete and accurate record of the usage of this handstamp compiled.

During the early period of Boyd's Brooklyn delivery service, the rate charged was 3¢. Later, the rate was reduced to 2¢. The author believes that Boyd's Brooklyn handstamp was probably applied in their 45 William Street office in New York, and that there was no Brooklyn office.

Advertisements and Rates for Boyd's Brooklyn Service

Henry Abt² provided the text for an advertisement that appeared in the *Saturday New York Evening Post* of September 28, 1844, which reported an increase in local deliveries from two to four per day, and also stated "Postage to Brooklyn, 2 cents." These new deliveries and Brooklyn service were to go into effect on Monday, September 30, 1844. In Elliott Perry's notes³, an almost identical notice was copied from the *Morn. Cour. & N. Y. Enq.* of the same date. Abt also illustrated the newspaper advertisement that announced the establishment of Boyd's City Express Post from the *New York Tribune* of June 15, 1844. There is no mention of service to Brooklyn in the latter ad.

Elliott Perry also had a newspaper clipping³ from the *N. Y. Express* of Monday, July 1, 1844, as follows:

Office Boyd's City Express Post,
45 WILLIAM STREET.

The subscriber will extend the delivery of Letters on
Wednesday next, the 3d July, to Brooklyn, at 9 o'clock
A. M. and 3 o'clock P. M. Particulars on Tuesday.
Postage 3 cents.

jy1 1t* JOHN T. BOYD, Agent

Perry made a typed copy of another advertisement from the *New York Evening Post* of July 2, 1844, that stated "Letters to Brooklyn – Boyd of 45 Williams St. delivers letters in any part of Brooklyn, at 3 cents each. See advertisement." The advertisement was quoted as "The subscriber will deliver Letters to and from Brooklyn on and after tomorrow Wednesday at 9 o'clock AM and 3 o'clock PM. Postage 3 cents." The ad was apparently repeated in this newspaper on July 5, 1844.

¹The Levi auction records contain clippings from many auction catalogs from the 1950s through the 1970s. Private photocopies exist.

²Henry E. Abt, series of articles on "Boyd's City Express Post," published in the *Collectors Club Philatelist* in 1949 and 1950.

³Elliott Perry frequently sent copies of his notes to other collectors, such as Richard Schwartz and George Sloane.

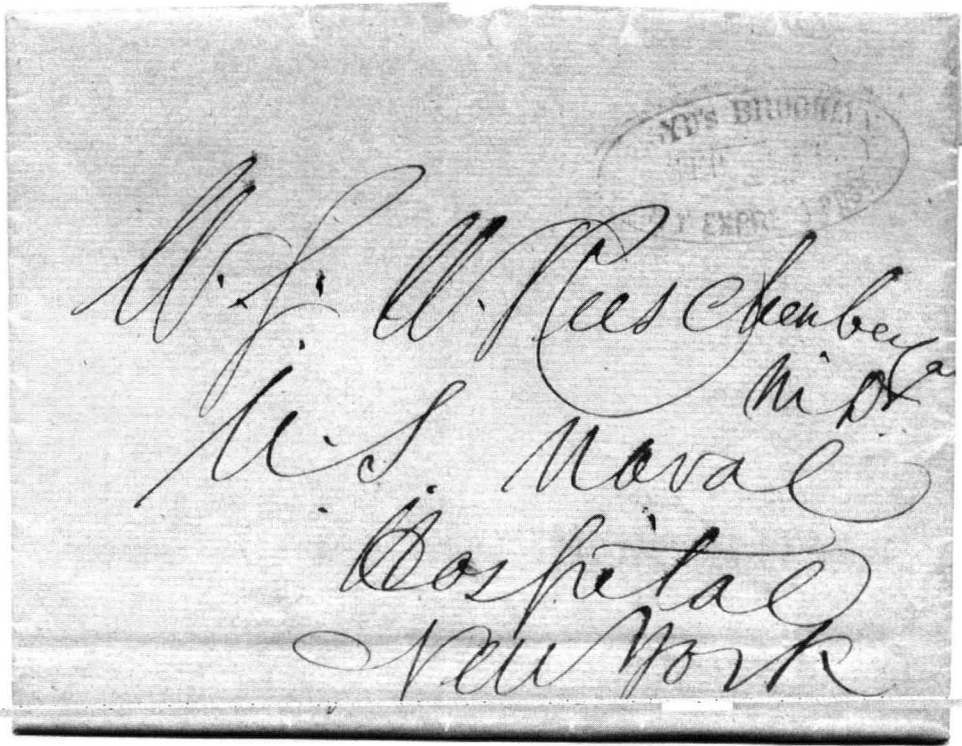


Figure 1. September 12, 1844 cover to W.J.W. Ruschenberger, red oval Boyd's Brooklyn City Express Post handstamp



Figure 2. Freehold, N.J. cover, September 12, 1844, to Dr. Eleazer Parmily, New York, with oval Boyd's Brooklyn City Express Post Handstamp

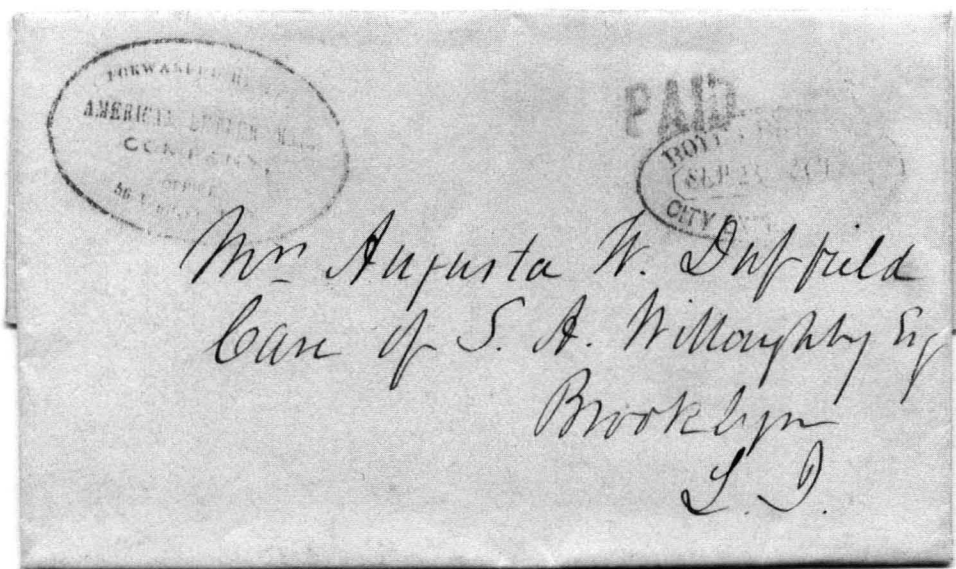


Figure 3. Philadelphia to Brooklyn cover, September 26, 1844 red oval American Letter Mail Co. Office handstamp with matching sans-serif PAID, oval Boyd's Brooklyn City Express Post handstamp

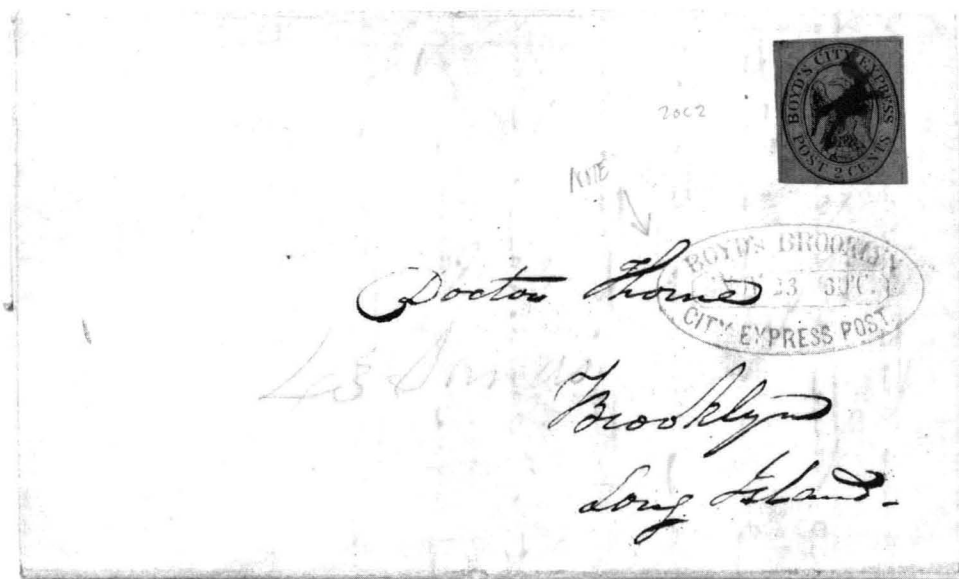


Figure 4. November 13, 1844 cover to Brooklyn, Scott 20L2 adhesive with pen cancel, oval Boyd's Brooklyn City Express Post handstamp

This advertisement is significant, for it announces the extension of Boyd's service to Brooklyn, and at a rate of **three cents**. Perhaps the additional 1¢ in addition to Boyd's usual 2¢ New York delivery fee was used to defray the cost of taking the ferry across the East River, or for paying the ferry captain to carry the mail. Based on the advertisements noted above, the 3¢ rate would have been effective from July 3, 1844, until perhaps September 28, 1844 (no advertisement earlier than September 28 has been found which lowers the rate to Brooklyn to 2¢, but it is possible that an earlier rate reduction might have occurred). No covers are known with the 3¢ rate specifically indicated, but any cover to Brooklyn within this period that bears the Boyd's Brooklyn handstamp evidently would have required this rate. Out of the 20 covers in this census, only one indicates a rate at all, except for the two covers with Boyd's adhesive stamps. The rated item is a conjunctive use folded letter with the American Letter Mail Co. dated November 21, 1844, and bears a pencil "2 cts."

During July and August of his operation, Boyd was actively seeking business and had arrangements with Pomeroy and other independent mail companies to deliver mail to local addresses in New York City. Oddly, there are no Boyd's Brooklyn covers known used between July 17 and September 12, 1844. With a potential span of existence of about 11 months, and the fact that not many more than 20 covers survive today, it is not too surprising that there are no covers known used during some months. On the other hand, perhaps the 3¢ rate to Brooklyn was considered excessive and alternative means of delivery were used. This could account for the rate reduction in September. However, postage between New York City and Brooklyn in 1844 was 6¢, twice Boyd's advertised rate.

Census of Known Boyd's Brooklyn Covers

The known covers are listed below in chronological order with a brief description of each. An analysis of the covers follows the listing.

July 17, 1844, 0 3 o.c. To James Olney, Captain of the Brooklyn Guards, replying to an invitation to join them. Red straightline "Forwarded by/American Mail Company" and small red PAID with serifs (used by the Philadelphia office of the American Letter Mail Company). The American Letter Mail Co. marking is a Boston marking used briefly in NYC in 1844. This cover likely represents the 3¢ rate. (In the collection of an Eastern philatelist)

July 23, 1844. This cover is recorded with no other information. It also likely represents the 3¢ rate to Brooklyn.

September 12, 1844. Dated Philadelphia, Sept. 6, 1844. To W.J.W. Ruschenberger, M.D., U.S. Naval Hospital, New York [Brooklyn]. This cover may represent the 3¢ rate. (Siegel Golden sale 11/15/99, lot 727)(Figure 1)

September 12, 1844, 9 o.c. Dated Sept. 9, 1844 from A. R. Throckmorton, Freehold, NJ to Dr. Eleazer Parmily, No. 1 Bond St., New York. Letter concerns a lawsuit. This was the earliest Boyd's Brooklyn use known by Abt, and was in his collection. This cover may represent the 3¢ rate. (Siegel Golden sale, lot 727)(Figure 2)

September 18, 1844, 3 o.c. Red "PAID" of American Letter Mail Co. Dated July 17 in Philadelphia. To Mrs. Augusta W. Duffield, c/o S.A. Willoughby, Brooklyn. This cover may represent the 3¢ rate. (Siegel sale 9/26/72, lot 1748)

September 24, 1844, 9 o.c. Red "PAID" of American Letter Mail Co. From Philadelphia to Brooklyn to Mrs. Augusta W. Duffield, c/o S.A. Willoughby, Brooklyn, L.I. This cover may represent the 3¢ rate. (Siegel Golden sale, lot 728)

September 26, 1844, 9 o.c. Red oval "American Letter Mail Co. Office, 56 Wall St., NY" and matching straightline sans-serif PAID. Dated Philadelphia 9/26/44 to Mrs. Augusta W. Duffield, c/o S.A. Willoughby, Esq., Brooklyn, L.I. Letter to "My darling wife" from Geo. Duffield concerning someone preaching in his stead and other church business. This cover may represent the 3¢ rate. (Siegel sale 3/6/01, lot 680; Siegel sale 9/26/72, lot 1747)(Figure 3)

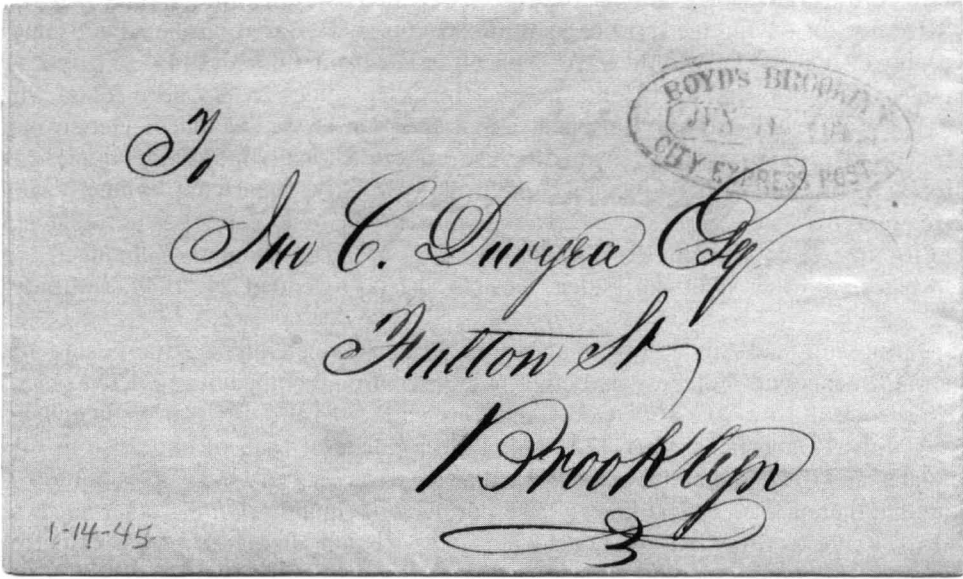


Figure 5. January 14, 1845 cover to Jno. C. Duryea, Brooklyn, "JVN" for "JAN," oval Boyd's Brooklyn City Express Post handstamp

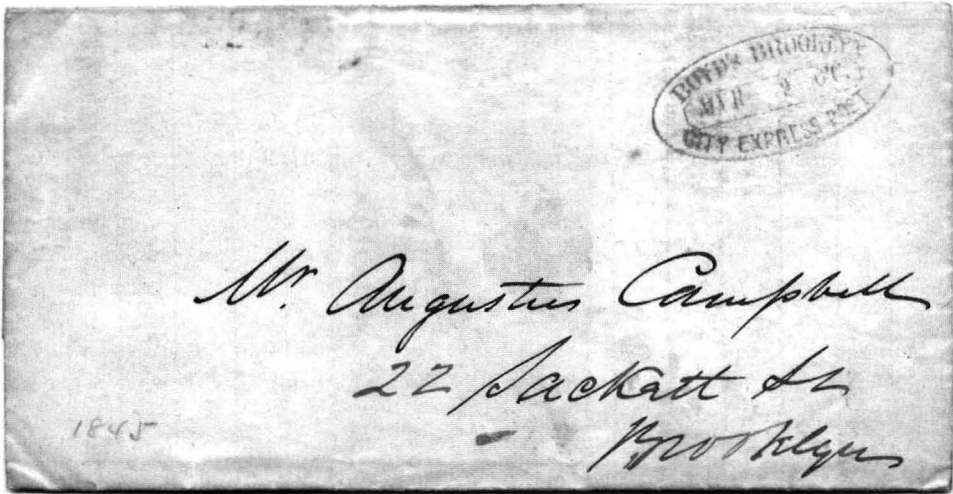


Figure 6. "MVR" 2, 1845 cover to Mr. Augustus Campbell, Brooklyn, oval Boyd's Brooklyn City Express Post handstamp

November 13, 1844, 3 o'c. 20L2 with pen cancel. To Doctor Thomas, 43 Sands St. (added in pencil), Brooklyn, Long Island. Origin unknown, but use of Boyd's stamp suggests New York City. Letter concerns directions to a physician regarding European travel. (Superior sale 5/8/72, lot 514)(Figure 4)

November 22, 1844, 3 o'c. Red "American Letter Mail Co." oval and small red PAID (used by the Philadelphia office of the American Letter Mail Company). Pencil "2 cts." Blue manuscript "Paid." It appears to be a 6¢ prepaid cover, with 2¢ additional due for Boyd's Brooklyn delivery. To Doctor D.S. Edwards, US Navy, US Ship North Carolina, Navy Yard, Brooklyn. Illustrated in Patton's book on page 264. (Robson Lowe sale 2/16/79, lot 1458; Siegel sale 5/12/66, lot 1362)

November 25, 1844, 3 o'c. Ms. "Per Express." To Rev. Duffield c/o Samuel Willoughby. Letter discusses the 1844 election. There may have been an adhesive stamp removed. Faint ms. "N.Y." (In the collection of an Eastern philatelist)

December 14, 1844. Wyman red box. Ms. "Hale's" crossed out from "Hale's Express" and replaced by pencil "Wyman's." Ms. "6" and crayon "6." Letter dated Dec. 7, 1844. From Boston to Miss Helen Means, c/o N. Cleveland, No. 42 Pieriepont St. This is the date that Wyman advertised discontinuance of his service and recommended Overton. (Robert Kaufmann sale #71, lot 750, 12/10/90; Apfelbaum sale 5/6/61, lot 34)

December 31, 1844. To John C. Duryea, Hardware Merchant, Brooklyn. (Lawrence LeBel collection)

January 4, 1845. Unknown straightline "PAID." To Jno. Hicks, Esq., Clerk of Kings Co., N.Y. [Brooklyn]. The "A" of "JAN" appears to be a "V." (R. Lowe sale 2/16/79, lot 1458)

January 14, 1845. To Jno. C. Duryea, Esq., Fulton St., Brooklyn. The "A" of "JAN" is actually a "V." (John D. Bowman collection)(Figure 5)

February 14, 1845, 2 o'c [?]. Printed circular to Augustus Campbell, 22 Sackett. St. (Recorded by an Eastern philatelist)

March 2, 1845. To Mr. Augustus Campbell, 22 Sackett St., Brooklyn. Letter refers to Municipal Court bankruptcy case scheduled for Friday, March 14, 1845. The "A" of "MAR" is actually a "V." The "2" in the handstamp may be the date or the time of delivery. (Described by Henry Abt in his series of articles on Boyd's in the *Collectors Club Philatelist*, who noted the date as March 9 in his text, but as March 2 in the caption beneath the figure; photo was in Costales reference collection; ex-Laurence Mason collection, as reported by Perry in *Pat Paragraphs* of January 1939.) (Siegel Hall sale, lot 506, where it is misdescribed as Mar. 14, 2 o'c; "Friday Mar. 14, 1845" is written in pencil on the back of the folded letter, but this is the date of the court proceedings which the contents concern)(Figure 6)

April 23, 1845, (blank) o'c. 20L3 on folded letter, uncanceled. To the Clerk of Kings County, Brooklyn. Folded notice of legal judgment to the Clerk of Kings County. Ex-Abt. (Siegel Golden sale, lot 726)

May 8, 1845, 0 o'c. To Thos. B. Dibbles Esq., No. 11 Pine St., N. York [Manhattan]. Includes both Boyd's Brooklyn oval and Boyd's oval. With Boyd's oval dated May 7, 4 o'c., while Boyd's Brooklyn oval is dated May 8. Letter is datelined Brooklyn, May 7, 1845. (Lawrence LeBel collection)

May 15, 1845. To Surgeon W.J.W. Ruchenberger [*sic*], Naval Hospital, New York, from the Atlantic Hotel in NYC datelined May 14. According to Abt, this is the latest known use, and was in his collection. (Siegel Golden sale, lot 729)(Figure 7)

May 20, 1845, 0 o'c. To Mr. James Rowan, South Brooklyn. Rated "8 cts," presumably 2¢ for Boyd's and 6¢ for the incoming independent mail service. Datelined Troy, NY, May 14, 1845. (In the collection of an Eastern philatelist)

Boyd's 3¢ Rate

Seven covers, from July 17 through September 26, 1844, are candidates for Boyd's 3¢ rate to Brooklyn. The remainder represents his reduction to 2¢. The two July covers

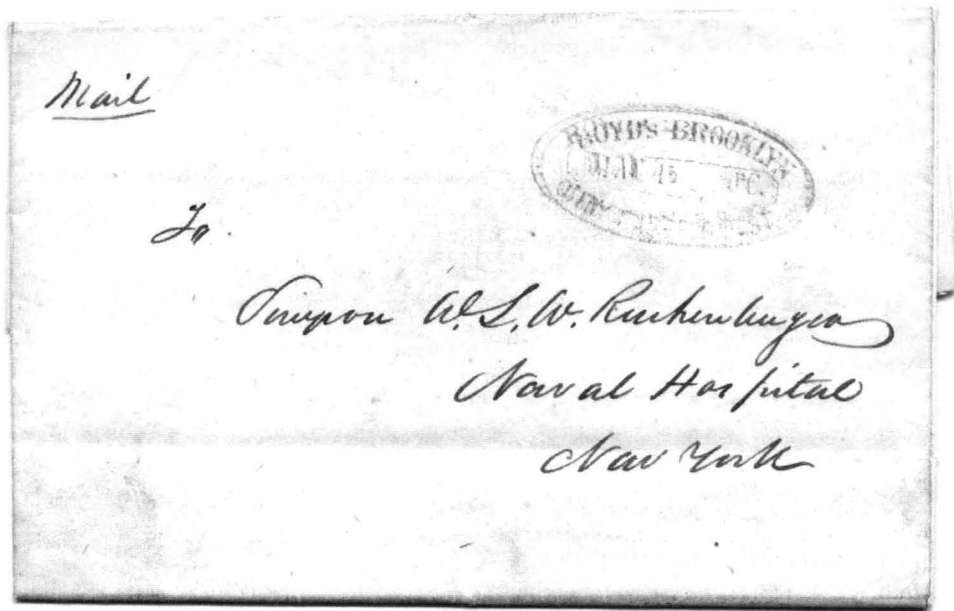


Figure 7. May 15, 1845 cover, NYC to Surgeon W.J.W. Ruchenberger, Naval Hospital, New York, oval Boyd's Brooklyn City Express Post handstamp

almost certainly represent the 3¢ rate, and the others could also be 3¢ rates, depending on whether Boyd's reduced the rate prior to the Perry-noted advertisement of September 28.⁴

The Handstamp

The handstamp measures about 37.5 x 18.5 mm and is struck in red. It is known used from July 1844 to May 1845. The "A" in "JAN" and "MAR" is replaced with a "V" which can lead to confusion in dating covers. The "A" in "MAY" is correct. It is noted as handstamp number 5 in the latest listing of Boyd's handstamps.⁵

When the Boyd's Brooklyn handstamp was used, the delivery (or dispatch) time was either 9 or 3 o'clock, as advertised. Seven of the 18 covers show a time that is discernible to the author. Interestingly, the last nine covers in the census do not include a discernible delivery time, or use "0," suggesting that after November 25 or later, delivery times were not specified or not guaranteed. One cover, on Valentine's Day, is reported to have a 2 o'clock time.

Boyd's Brooklyn Postmark Was Applied in Their New York Office

With the exception of the May 8 folded letter, each of these covers bearing the Boyd's Brooklyn handstamp is an incoming usage to Brooklyn, as was advertised. The May 8 letter is datelined Brooklyn, May 7, 1845. One would expect an outgoing cover from Brooklyn to have the Brooklyn handstamp dated earlier or the same as the Boyd's New York office handstamp. Yet, the date of the Boyd handstamp is May 7 while that of

⁴It is noteworthy that some early catalogs, such as Moens of 1862, list a Boyd's 3¢ green stamp. Since no such stamp has ever been seen, where did the cataloger get his information? Was it from Boyd's advertisements and the supposition that stamps were created for the Brooklyn rate? Does any reader know of a bogus 3¢ Boyd stamp made prior to this catalog? Or was there in fact a 3¢ stamp prepared about the same time as Boyd's first 2¢ stamp?

⁵John D. Bowman and Lawrence LaBel, "Boyd's Postal Markings," *The Penny Post*, Vol. 7, No. 3 (July 1997), pp. 2-12.

the Boyd Brooklyn is May 8. Perhaps the NY Boyd's office meant to use an "8" instead of a "7" if they received and delivered it the day of the Boyd's Brooklyn postmark. Another possibility is that the Brooklyn handstamp was applied in error on a letter from Brooklyn, and the regular Boyd's postmark was then applied, both handstamps being at the New York City office. The mail handler for Brooklyn may have taken this letter across the East River with 2¢ payment from the sender as a favor.

One must recognize that Boyd's was competing against both the New York and Brooklyn post offices, for which the inter-city rate of 6¢ applied; in this sense, Boyd's City Express was, in a limited fashion, an independent mail post when it delivered mail to Brooklyn.

No Brooklyn office of Boyd's has ever been advertised or described. Perhaps none existed. To suppose the existence of a Brooklyn office with its handstamp begs several questions: (1) Why is there no outgoing mail with this handstamp? (2) Why would Boyd go to the expense of maintaining a Brooklyn office when he was starting up his new business? (3) It seems more likely that there was no office, and Boyd's dispatched mail to Brooklyn after appropriately postmarking it from its New York office. In this case, the downtown New York office of Boyd's at 45 William Street would have maintained the handstamps for both its usual service and for Boyd's Brooklyn service. Letters could have originated in Brooklyn using Boyd's service, but no examples indicating prepayment or postage due are known to the author. If Boyd's did carry letters from Brooklyn, as indicated in only one of the advertisements cited above, there may have been pick-up points for their carrier to visit on his delivery of letters to Brooklyn.

Considering the small number of covers representing Boyd's Brooklyn service, the volume of letters was not enough to provide much profit. Noting that many of the earlier covers to Brooklyn were received by Boyd's from the American Letter Mail Company, Boyd's may have offered service to Brooklyn in order to secure agreements for local delivery business with this, and perhaps other independent mail companies. Most of the conjunctive covers were used from mid-September onwards, and Boyd's may have decided to lower its Brooklyn rate at that time in order to continue to benefit from the independent mail company business. After all, incoming independent mail represented a major fraction of Boyd's letter delivery business in its first several months of operation.

Based on the above analysis, the author suggests that the Boyd's Brooklyn handstamp was applied in its New York office to letters addressed to Brooklyn, and that there was no office of Boyd's in Brooklyn.

Conjunctive Uses

Of the eight covers from July 17 to November 21, five of them bear the markings of the American Letter Mail Co. Two may have been privately carried to New York City, and the third is a cover bearing the 20L2 stamp. Following these are the November 25 cover with manuscript "Per Express" and the December 14 cover with Wyman's boxed handstamp. Finally, there is the April 22 cover with Boyd's adhesive 20L3 and the May 8 cover discussed earlier.

Although Boyd's had arrangements with a number of independent mail or express companies to deliver mail going to New York City, Pomeroy seemed to have the largest share of Boyd's conjunctive deliveries. Therefore it is somewhat surprising to find no Pomeroy uses with Boyd's Brooklyn post, even though Pomeroy ended his business toward the end of September 1844. Proportionately, if not absolutely, there are more American Letter Mail Company conjunctive uses with Boyd's Brooklyn City Express Post than there are with Boyd's City Express Post. The reason for this is not clear.

Other questions arise when reviewing the three known conjunctive uses of Boyd's NY office and Boyd's Brooklyn. The May 8 cover with contradictory dates for the Boyd's

and Boyd's Brooklyn postmarks has been discussed above as a possible clerical error. The 20L2 on folded letter dated November 13 is addressed to a Dr. Thorne in Brooklyn and offers directions to a physician regarding travel in Europe. The origin is not noted. The stamp is canceled by pen, which is not usual for Boyd's stamps, yet the time period is correct. In addition, unused 20L2 stamps are not known to exist, so it would be undesirable to add one to a cover and then pen-cancel it fraudulently.

The 20L3 is uncanceled on a cover addressed to Brooklyn, origin unknown. Boyd's always canceled his early stamps when properly used, so again this is an unusual usage, if authentic. On the other hand, unused examples of 20L3 are very rare. Again, this could be an example of a stamp added to an authentic cover, but the stamp itself is valuable in unused condition.

The Wyman's cover of December 14 is very interesting. This is the date that Wyman advertised discontinuance of his service and recommended Overton. The sender endorsed the outer sheet "Hale's Express," but the "Hale's" has been crossed out and replaced by "Wyman's." Wyman's boxed handstamp is on the cover. There are both a manuscript "6" and a crayon "6." The letter is dated December 7, 1844, Boston, so it may have been up to a week in transit.

Three covers, those of July 17, November 21 and January 4, have a small red straightline "PAID" marking that the author has not identified with a specific independent mail company. They may not all be the same marking. The author would appreciate any input about these markings.

Three covers, December 31, January 14 and March 2, could represent local delivery service, since they have no origin noted and no conjunctive markings on them. Of course, they might also represent incoming service from Boyd's.

Was There a Link between Boyd's Brooklyn Service and Other Brooklyn Local Posts?

Donald Patton⁶ noted that Jones City Express operated concurrently with Boyd's from late 1844 until early 1845. Lot 1281 of Siegel's Golden sale shows the Jones stamp on a folded letter with Boyd's New York handstamp dated February 18 [1845]. The lot description describes seven covers with the Jones stamp, and states that dated covers are known from January 29, 1845 to August 10, 1845. However, the next lot in the sale, lot 1282, is described as a January 29 (ca.1845) use to the Brooklyn PO. But because of the "5" rate handstamp on the cover, it must be an 1846 use, since the U.S. rate was not reduced to 5¢ until July 1, 1845. The author has not seen a copy of the Boyd's Brooklyn with Jones adhesive use listed in the Siegel census from Siegel sale 164, lot 759 (no photo), so it is not included in this article's census. It can be concluded that Jones did not take over Boyd's Brooklyn operation after May 30, 1845, but instead competed with Boyd's for incoming mail. Evidently, this Jones later joined with Hinkley to form the Metropolitan Errand and Express Company in New York City in 1855.

Patton goes on to point out that Elliott Perry considered that Wellington Walton was Boyd's Brooklyn agent, and that Walton continued to operate the Brooklyn service as an independent enterprise. The census compiled by Scott Trepel for the Siegel Golden sale records seven stamped Walton covers, all used from February to April of 1846, and he suggests that only three or four stampless covers are known. It is difficult to justify Perry's assertion that "Walton continued to operate the Brooklyn service" when there are no covers known from Boyd's Brooklyn or Walton from June of 1845 until February of 1846.

⁶Donald Scott Patton, *The Private Local Posts of the United States*, Volume I (London: Robson Lowe Ltd., 1967), pp. 261-65.

Patton also states that Walton sold his Brooklyn City Express Post to Henry Kidder in late 1847 (Trepel states "early 1847" in the Siegel Hall sale). Patton illustrates the three Brooklyn handstamps used by Boyd's, Walton's and Kidder's, and they are remarkably similar in appearance. In fact, Calvet Hahn has pointed out in his article on Brooklyn City Post 1850s that these three handstamps are almost identical in every respect. It is the similarity in handstamps that has led students to surmise that the three operations were connected in some way.

Hahn states that the earliest use of Kidder's handstamp is March of 1847. Again, there is a long period, in this case more than a year, in which Walton's post is not known by existing covers before Kidder's first known cover appeared in early 1847.

Abe Schoenfeld⁷ published his review of the Brooklyn city directories from 1846-47 through 1856-57. Walton is listed as an express proprietor in the 1846-47 directory, probably prepared in May or June of 1846. He does not appear in the 1847-48 directory, but Henry A. Kidder does, as express proprietor.

Although the handstamps used by Boyd's Brooklyn, Walton's and Kidder's appear almost identical in form, there is no corroborating evidence to suggest that these three companies were linked in any kind of continuous service for Brooklyn citizens. It seems more likely to this author that business was poor for each of them during these years, and that each closed without any obvious transfer of business to their supposed successor.

Conclusions

One might wonder how enthusiastic John T. Boyd was about delivering mail to Brooklyn. Only twenty covers attest to this service, and it appears that outgoing service from Brooklyn was not routinely available, nor was local delivery.

Initially, Boyd charged 3¢ for delivery to Brooklyn, but later, probably in September of 1844, he reduced the rate to 2¢.

Boyd probably operated his Brooklyn delivery service out of his office at 45 William Street, applying Brooklyn postmarks prior to dispatching a messenger to the East River ferries for delivery in Brooklyn. Once the ferry service was declared a post road on July 1, 1845, Boyd could no longer legally provide this service to his customers.

Five of the 20 known covers show conjunctive service with the American Letter Mail Company, and one with Wyman's. Three covers bear a 20L2, 20L3 or regular Boyd's postmark on them, and each is enigmatic. Three covers have paid markings whose origins are unknown to this author. Most of the known covers reside in major collections today, and recent auctions by Siegel brought several to market.

It is unlikely that Boyd's Brooklyn operations were sold to or assumed by Wellington Walton, but rather that Walton initiated his own business in 1846. Business was poor, Walton ceased operations shortly after he opened, and in 1847 Henry Kidder started his own delivery business. All three used similar handstamps.

If readers have additional information or opinions regarding the subject, please inform the author (at P.O. Box 382436, Birmingham AL 35238-2436) or the editor. Articles such as these that purport to be exhaustive rarely include all the facts.

Acknowledgment

Thanks to Calvet M. Hahn for his review and support of this research article. □

⁷Abe Schoenfeld, "Brooklyn Independent Carriers," *Stamps*, Nov. 9, 1940, p. 210.

An Exhibition Collection Sale

*The Personalized Auction
Designed for You*

The gentlemen on this roster had many diverse interests, but one important trait in common. These dedicated philatelists had a vision, so when it came time for them to consign their stamps and postal history to auction, they trusted the experts at Matthew Bennett Auctions to translate that vision into their own individual "Exhibition Collection Sale" catalogue. If you have completed the work on your collection, give our philatelists a call and let us create the catalogue you deserve.



MATTHEW BENNETT, INC.
www.bennettstamps.com

1954 Greenspring Drive • Baltimore, MD 21093
(410) 453.9784 • FAX (410) 453.9788
Toll-free Phone: (800) 638.4223
E-Mail: info@bennettstamps.com

*Custom-made
Catalogues 2002*

THE "COMO" COLLECTION
• Important United States
1847 Issue Postal History.

**RICHARD A. CORWIN
COLLECTION**
• Confederate States
Postal History.

METZGER BLACK JACKS
• The story of the Black Jacks,
essays through Hawaii and
foreign usages.

**ANTHONY M. SMITH
COLLECTION**
• U.S. 1c 1851-1857 issues.

WATT WHITE COLLECTION
• Survey of Confederate and
U.S. Postal History.

ROBERTSON AND THE CITY DESPATCH VERNON R. MORRIS, JR., M.D.

Only a few local posts operated within the United States prior to the July 1, 1845 closure of the Independent Mails. In 1843 the Philadelphia firm Robertson & Co. was the world's fourth issuer of adhesive stamps and subsequently produced the world's first pictorial stamp (the Striding Messenger).¹ Robertson and Co. was the first and for a brief period may have been the only private post in Philadelphia. However, there are at least a dozen stampless covers between December 1844 and January 1846 branded "City Despatch."

City Despatch

The 32 mm. circular handstamp is known only in red with "CITY DESPATCH" peripherally inscribed inside the upper half and with two horizontal lines crossing just at and below the midline, between which may be inscribed either "AM" or "PM" (see Figure 1A). New information and material has surfaced during the past few years to be added to Steven Roth's research published in *The Penny Post* during the early 1990s. With valuable assistance from Calvet Hahn, Scott Trepel, John Bowman, Martin Richardson and Gordon Stimmell, the updated City Despatch census is as follows:

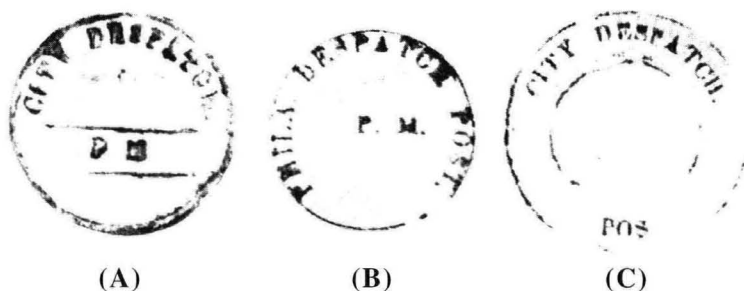


Figure 1. The three handstamp types discussed in this article: (A) 32mm "City Despatch"; (B) Robertson and Co.'s 28mm "Phila Despatch Post"; and (C) the 33.5mm "missing link"

(1) December 29, 1844 SFL from Fort Brook, Florida, no "AM" or "PM," numeral "3" handstamp, addressed to Reverend M.B. Hope / Pub. of the Bib. Repy. / 29 Sansom St. / Philadelphia (Siegel "Golden" sale, Nov. 15, 1999, lot A963)(Figure 2).

(2) January 25, 1845 SFL from Easton, Pa. with "PM" in center addressed to John K. Kane Esq / Attorney General / Philadelphia / Pa., manuscript "100 South 4th" in different handwriting at top (Lowe sale Oct. 8, 1974, lot 217; Christies' "Jarrett" sale Oct. 9, 1990, lot 1178).

(3) February 7, 1845 SFL datelined "Franklin House," which is located at 105 Chestnut Street, Philadelphia, with "PM" center addressed to Messrs. Morris Hallowell & Co. / 143 Market Street / Philadelphia / Pa.; contents are dated 1844 but the reverse is dated 1845 (Hollowbush, not in the sale; R. Kaufmann sale, May 13, 1989, lot 911; Siegel "Golden" sale, Nov. 15, 1999, lot A962; Morris collection)(Figure 3).

(4) February 11, 1845 SFL with "PM" center addressed to Messrs. Lindsay and Blackiston/Philada (Siegel "Schwartz" collection, June 27, 2000, lot 1717; Bowman; Morris by private treaty).

¹Calvet M. Hahn, "The Beginning of Adhesive Postage in the U.S.," *The Penny Post*, Vol. 5, No.4 (October 1995), pp. 6-27; and Gordon Stimmell, "Long Day's Journey into Locals," *Chronicle*, Vol. 48, No. 4 (Whole No. 172)(November 1996), pp. 229-34.



Figure 2. December 29, 1844 cover, City Despatch handstamp, no "AM" or "PM" (courtesy Robert A. Siegel Auction Galleries, Inc.)

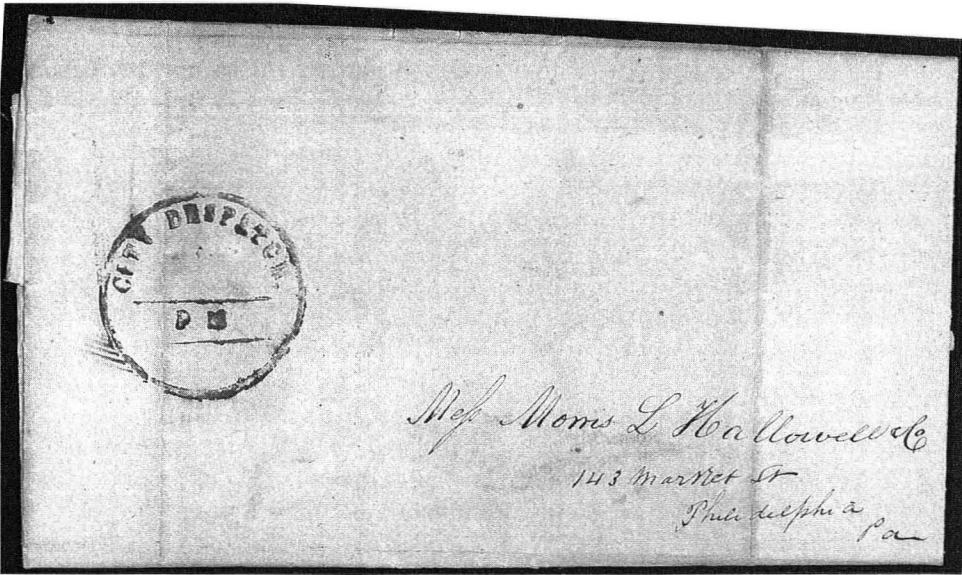


Figure 3. City Despatch with typical "PM" across the middle of the handstamp on a February 7, 1845 cover

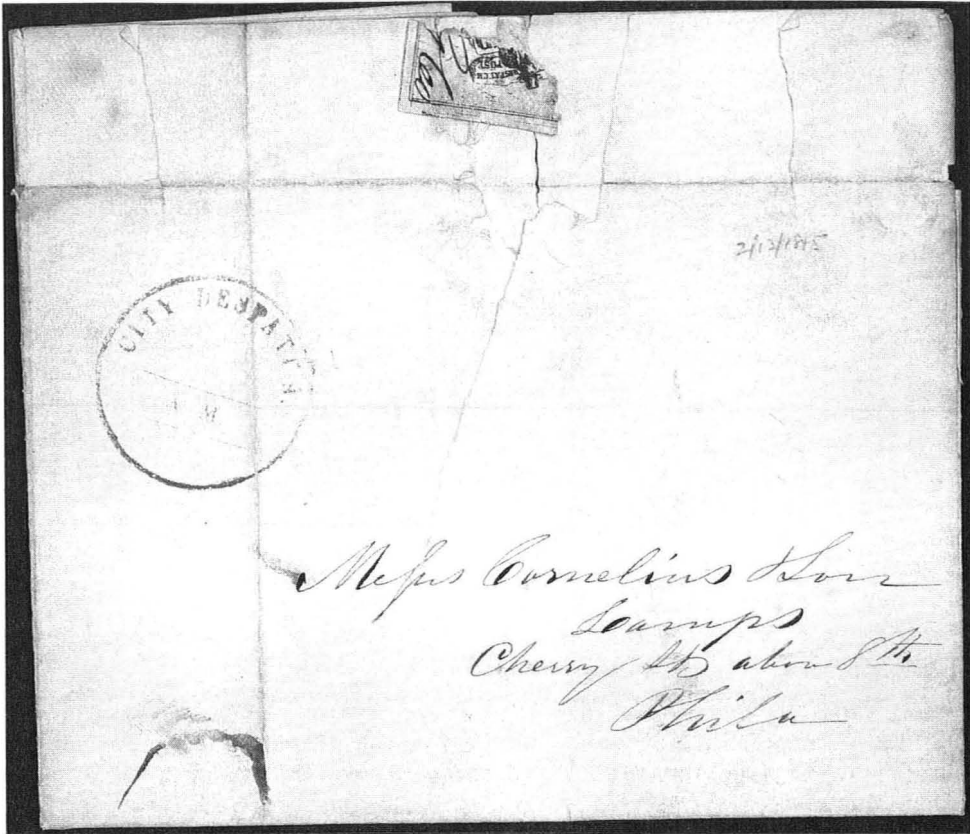


Figure 4. City Despatch handstamp with “AM” across middle and partial Striding Messenger adhesive (Scott 15L3) sealing reverse on a February 13, 1845 cover

(5) February 13, 1845 SFL from Pittsburgh, Penna. with “AM” center and partial striding messenger adhesive initialed “R.&Co.” on reverse, addressed to Messrs. Cornelius & Sons / Lamps / Cherry St. above 8th, Phila (Siegel “Schwartz” collection, June 27, 2000, lot 1717; Bowman; Morris by private treaty)(Figure 4).

(6) March 5, 1845 from Blackstone, Virginia with “PAID” handstamp, added adhesive, and no “AM” or “PM” according to Calvet Hahn records.

(7) March 5, 1845 from Clarksville, Virginia with “AM” center, manuscript “3,” addressed to Rev. M.B. Hope / 29 Sansom Street / Philadelphia, manuscript “By Mr. Spencer” at left (Lowe sale, March 1, 1973, lot 1635; Christies’ sale, Sept. 10, 1981, lot 738; Frajola “Middendorf” sale, June 7, 1990, lot 369; Newman sale, Aug. 31, 1993, lot 1531; Calvet Hahn collection).

(8) May 3, 1845 SFL from Bloomingdale, New Jersey with “PM” center, striding messenger adhesive initialed “R.&Co.” canceled by red “PAID” handstamp, addressed to Mrs. J. L. Tillinghast / Care of Dr. Charles Willing / Philadelphia / Pa., manuscript “Clinton near S. 8th” at top, manuscript “politeness of Mr. Ashton” at bottom left (Lowe sale, March 1, 1973, lot 1635; Frajola “Middendorf” sale, June 7, 1990, lot 377)(Figure 5).

(9) August 2, 1845 front, “PAID” handstamp, but no “AM” or “PM” (Lowe sale, according to Calvet Hahn records).

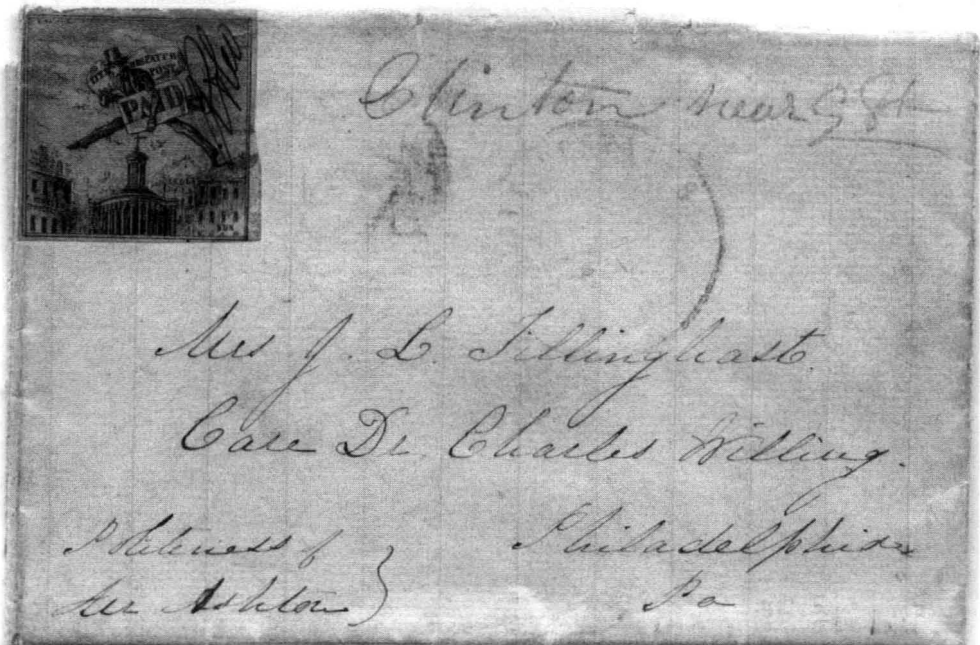


Figure 5. City Despatch handstamp with "PM" center, Striding Messenger adhesive, manuscript "R.&Co." and red "PAID" handstamp, on cover dated May 3, 1845 (courtesy of Gordon Stimmell)

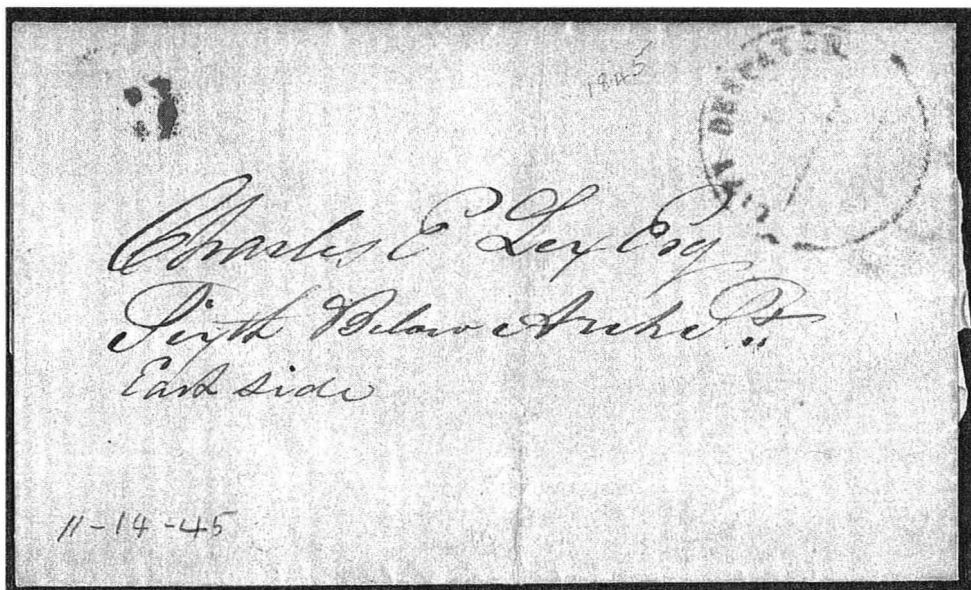


Figure 6. City Despatch handstamp with handstamp "3" measuring 8.5 mm. high but without distinctive "AM" or "PM" on a November 14, 1845 cover

(10) November 14, 1845 SFL with a “3” handstamp, no “AM” or “PM,” addressed to Charles Lex Esq / Sixth below Arch St / East Side (Hollowbush but not in the sale; Siegel “Schwartz” collection, June 27, 2000, lot 1716; Morris collection)(Figure 6).

(11) January 27, 1846 (previously reported as 1843) from Mount Pocono, Pa. with “PM” center, crayon manuscript “3,” addressed to John Kane Esq. / Attorney General / Commonwealth of Penna / Philada / Penna., manuscript “289 Walnut St.” in lower left (Lowe sale, Oct. 8, 1974, lot 218; Newman sale, Sept. 2, 1993; Calvet Hahn collection).

(12) Undated, letter sheet cover addressed to Miss Fulton / 27 South 13th Street / Philadelphia, with “PM” center (Siegel “Schwartz” collection, June 27, 2000, lot 1717; Bowman; Morris by private treaty).

The following observations of City Despatch covers are noteworthy:

- Seven of the twelve covers originate outside of Philadelphia county
- All are addressed locally in the old city of Philadelphia
- All fall within a 13 month period (December 29, 1844 through January 27, 1846)
- Four are marked collect “3”: two in handstamp form, thick and 8.5 mm high (December 29, 1844 and November 14, 1845); two in manuscript (March 5, 1845 and January 27, 1846)
 - Three are prepaid and marked “PAID” (March 5, 1845; May 3, 1845; and August 2, 1845)
 - Two bear Robertson Striding Messenger adhesives (February 13, 1845 and May 3, 1845)
 - Only three are subsequent to the July 1, 1845 end of the Independent Mails
 - Only two are “AM” postmarks
 - None are carried “To the Mails”

These observations suggest that a local post existed for a short period of time at the end and just after the Independent Mail period, with an unusually large percentage of its business from out of town, delivered to local addresses in the old city of Philadelphia. It may very well have had a business association of some nature with Robertson and Co. Perhaps the City Despatch received many out-of-town letters during the morning and delivered them “PM” that afternoon.

What was the source of City Despatch out-of-town letters? If carried by hand outside of the mail to Philadelphia, how did senders or their agents from far away and varied locations know the City Despatch address in Philadelphia? The author is not aware of any journal or newspaper advertisements similar to those of other contemporaries such as Robertson, American Letter Mail Co., Hale, Hamden, or Adams, etc. Perhaps further research may produce helpful City Despatch advertisements. Nonetheless, further understanding of the City Despatch may be gained by studying Robertson and Co. more closely.

Robertson and Co.

During 1843, Robertson and Co. was probably the only local post in Philadelphia. It had advertised as early as December 8, 1842 that its *principal office* was located at 83 South Second Street.² Later notices published it at 93 Chestnut Street.³ [In 1847, Blood’s principal office was at 48 South Third Street.⁴]

In 1976, Robson Lowe reported that Robertson maintained *an office* in Harnden’s “imposing building.”⁵ Illustrated on the cover of *Penny Post*, Vol. 5, No. 3, is the five-story

²Steven M. Roth, “Philadelphia Despatch Post,” *The Penny Post*, Vol. 5, No. 4 (October 1995), p. 29.

³Robert A. Siegel Auction Galleries, Inc., Sale 825, June 27, 2000, lot 1589, p. 293.

⁴Edward T. Harvey, “Blood’s Despatch,” *Chronicle*, Vol. 41, No. 4 (Whole No. 144)(November 1989), p. 234.

⁵Robson Lowe, “Philadelphia Local Posts,” *Chronicle*, Vol. 28, No. 2 (Whole No. 90)(May 1976), p. 84.

Harnden building (after an 1848 print) at 3rd and Chestnut. Harnden Express labels as early as 1841 confirmed this address as 43 S. 3rd Street, the same corner location. Harnden and the other package express companies transported bundles and parcels of letters among other valuables and packages. How did these letters reach their respective address in Philadelphia? It would make good business sense for a local post to be connected with or be located in a Package Express office or building to fill this need. Perhaps the City Despatch did so either independently, in conjunction with, or taken over by Robertson.



Figure 7. Scott 15L1 red handstamp octagonal adhesive, red “PAID” and red “3 in outline” cancel, manuscript “R.&Co.” on a July 26, 1843 letter “To the Mails”

Robertson produced a 28 mm. circular handstamp peripherally inscribed “PHILA DESPATCH POST” while the center indicated either “10 AM.” or “3 PM.” (Figure 1B). Octagonal adhesives were fashioned from the same handstamp but the time was replaced with a “PAID” handstamp (see Figure 7 and *Scott’s U.S. Specialized Catalogue #15L1*). The adhesives were canceled with two types of red handstamp “3,” either 6 mm. short and in “outline” form (see Figure 8) or 12mm. tall and narrow (see Figure 9), the size and style clearly distinctive from the two City Despatch covers. Robertson handstamps and octagonal adhesives were generally red but also known in black. Also, Robertson designed the original Striding Messenger adhesive illustrating a postman leaping over the Merchants Exchange Building, which housed the Philadelphia Post Office, carrying a sack of letters labeled “CITY DESPATCH POST” (see Figure 10) endorsed with a manuscript “R. & Co.” (Scott 15L3). The earliest recorded Striding Messenger adhesive is October 10, 1843, which is 14 months prior to the earliest recorded City Despatch handstamp. Moreover, the leading statement from the original Robertson advertisement was “Philadelphia Despatch Post.— The subscribers inform the citizens they have established a CITY DESPATCH POST for the delivery of LETTERS. . . .”⁶ Although the term City Despatch may have been intended as a descriptive phrase, it may equally well have been intended to designate a business with that specific name.

⁶Roth, *op. cit.*



Figure 8. Red Phila Despatch Post with "10 AM." and red handstamp "3 in outline" 6 mm. tall on a February 28, 1844 cover



Figure 9. Red Phila Despatch Post handstamp with "10 AM." and red handstamp "3" narrow and 12 mm. high on a May 28, 1843 cover



Figure 10. Robertson Striding Messenger adhesive (Scott 15L3) with manuscript "R.&Co." and red "3 in outline" handstamp cancel on a January 9, 1844 cover

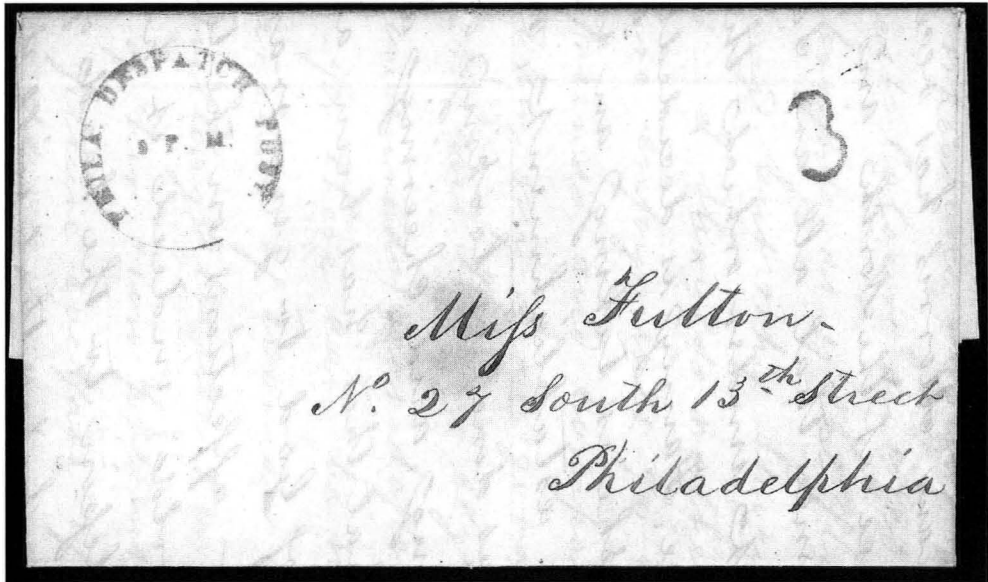


Figure 11. Robertson cover with handstamp, May 3, 1843 (courtesy Robert A. Siegel Auction Galleries, Inc.)

Conceivably, Robertson covers may have existed in any one of these five forms or some combinations thereof: red handstamp, red handstamp octagonal adhesive, black handstamp,⁷ black handstamp octagonal adhesive, and Striding Messenger adhesive. Of all the surviving Robertson covers, most were city mail. None were "From the Mails." There may be one Independent Mail conjunctive use.⁸ A small percentage of Robertsons originated out of town, such as the following seven examples:

(1) April 18, 1843 from Indianapolis, Indiana; Philadelphia Despatch Post handstamp (Siegel sale, March 31, 1965, lot 636)

(2) May 3, 1843 from New York City; handstamp (Lowe sale, March 1, 1973, lot 1632; Siegel, "Hall" sale, Nov. 13, 2000, lot 434)(Figure 11)

(3) November 11, 1843 from Boston; handstamp and Striding Messenger adhesive (Siegel sale, Jan. 18, 2000, lot 915)(Figure 12)

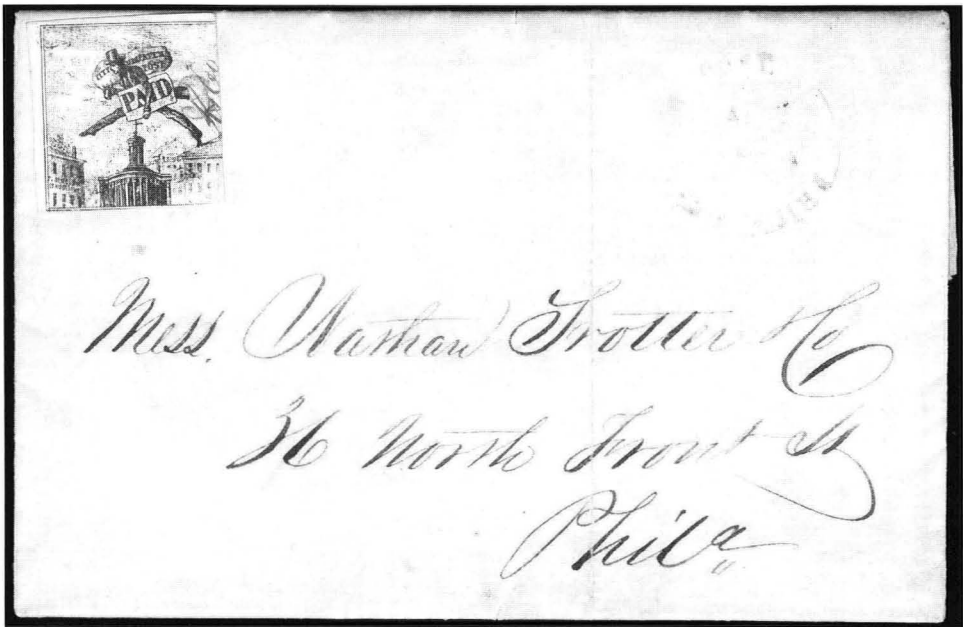


Figure 12. Robertson cover, handstamp and Striding Messenger adhesive, November 11, 1843 (courtesy Robert A. Siegel Auction Galleries, Inc.)

(4) February 13, 1844 from Baltimore; handstamp (Siegel "Schwartz" collection, June 27, 2000, lot 1592)

(5) July 6, 1844 from Schuylkill Haven; Striding Messenger adhesive (Siegel "Hall" sale, Nov. 13, 2000, lot 432)(Figure 13)

(6) July 31, 1844 from New York; handstamp (Lowe sale, March 1, 1973, lot 1627)

(7) undated in 1844 from Mount Carbon, which is in Schuylkill county, Pennsylvania; Striding Messenger adhesive (R. Kaufmann sale, May 13, 1989, lot 840)

(8) undated in 1844 from Columbia, South Carolina (Siegel sale, March 31, 1965, lot 637)

⁷David Phillips, *American Stampless Cover Catalog*, Vol. 2 (North Miami, FL: David G. Phillips Publishing Co., Inc., 1987), p. 67.

⁸Calvet M. Hahn, personal records indicate a November 8, 1843 cover with "Philadelphia Despatch Post / AM" handstamp and an Adams marking.



Figure 13. Robertson cover, with Striding Messenger adhesive, July 6, 1844 (courtesy Robert A. Siegel Auction Galleries, Inc.)

None of these “inbound” covers are dated during the final 12 months of Robertson’s tenure. Furthermore, *this Robertson subset predates the 13 known City Despatch covers by almost 6 months.* Did Robertson lose the market for letters coming into Philadelphia, perhaps to a rival such as the City Despatch? Did Robertson establish a subsidiary, possibly in Harnden’s building, and call it the City Despatch?

“Missing Link”

Interestingly, in the midst of this 6 month hiatus between “inbound” Robertson and the City Despatch covers (July 6, 1844 until December 29, 1844), exists a “mystery cover” so named by Richard Schwartz⁹ (Figure 14):

September 25, 1844 from New York City addressed to Messrs. Morris & Jones / Philada / Pa., manuscript “single” at top, manuscript “Paid” top center, manuscript “Mail” at bottom left (Siegel “Golden” sale, Nov. 15, 1999, lot A961; Calvet Hahn collection).

The red double circle postmark measures 33.5 mm. outer diameter and 20 mm. inner, and is the only known surviving example (see Figure 1C). No wording or time of day appears in the center. The outer ring designates “CITY DESPATCH” at the top and “POS(T)” at bottom. City Despatch Post is the identical phrase used on the contemporaneous Striding Messenger adhesive. Is this mystery cover the “missing link” connecting Robertson and the City Despatch? By the end of 1844, the growing battle between private intercity companies and the government post office may have provided the environment for the City Despatch Post to modify its handstamp and drop the word “POST,” especially if involved with mail coming in from other cities and towns. The City Despatch could service the inbound letters and yet on the surface distance and buffer Robertson and his Philadelphia Despatch Post local delivery from inbound mail and potential Government scrutiny. On the basis of the timeline and wording this is a feasible explanation.

⁹Richard Schwartz, “What City Despatch Post Is This,” *The Penny Post*, Vol. 3, No.1 (January 1993), pp. 22-23.

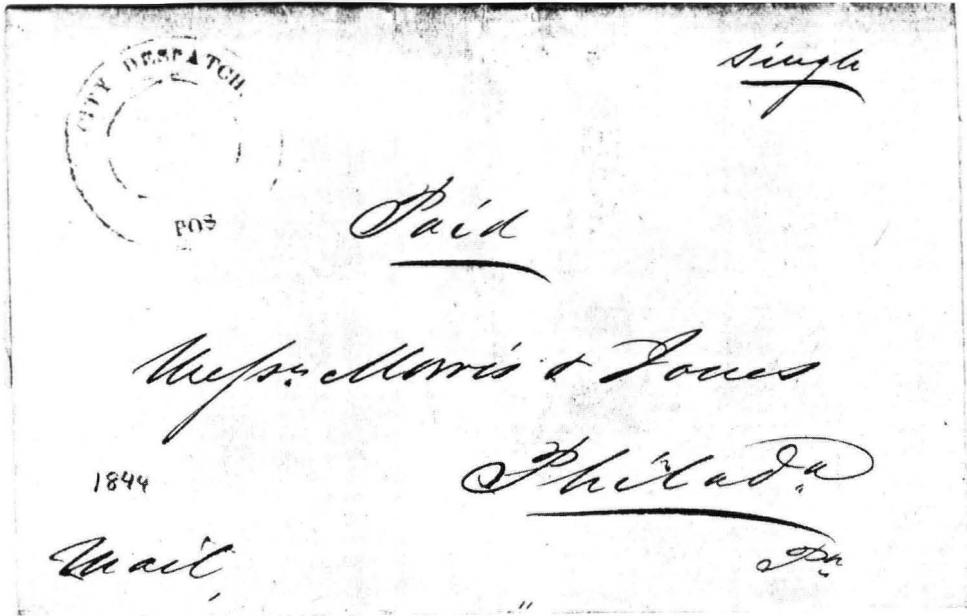


Figure 14. The mystery cover; "City Despatch" in red, on a September 25, 1844 cover



Figure 15. Blood printed Striding Messenger adhesive (Scott 15L5) canceled by red "PAID" on an undated cover



Figure 16. "Transitional" Striding Messenger adhesive (Scott 15L4) with manuscript endorsement "D.O.B.&Co" and manuscript "W" cancel on a November 12, 1845 cover "To the Mails"

Sale to Daniel Blood

The timing of Robertson's sale of the post to Daniel Blood on July 7, 1845 could be connected with the end of the Independent Mail era, just 6 days earlier. A significant volume of letters (approximately 60 % of the City Despatch and some of Robertson¹⁰) reached these companies from out of town by either being carried by hand, Package Express, or possibly the Independent Mail. The government intercity mail in the East was competitively overpriced until July 1, 1845. Thereafter, however, the government charged only 5¢ for half an ounce up to 300 miles. The government reclaimed its virtually exclusive role of bringing mail to Philadelphia from Boston, Albany, and Richmond, among many other distant locations. Upon arrival in Philadelphia the post office had full control over local delivery.

Although the Act of 1845 targeted the Independent Mails, it also may have had a negative impact on two of the country's handful of local posts, possibly contributing to their demise. Perhaps Robertson was a visionary and sensed the same fate eventually befalling the local posts, the harbinger coming only six years later with the Act of 1851.

If the City Despatch was part and parcel of the Robertson sale to Daniel Blood, why are three of the City Despatch covers dated during the subsequent seven months? A transitional period for Bloods local post *did* occur. The first recorded Striding Messenger adhesive on cover actually *printed* by Blood (Scott 15L5; see Figure 15) was not until October 13, 1845.¹¹ It appears that Blood and Co. initially used virgin left-over Striding Messenger adhesives printed by Robertson which Blood manuscript-endorsed "D. O. B. & Co." (Scott 15L4; see Figure 16). However, none are recorded until August 5, 1845.¹² The latest "transitional" Striding Messenger which the author identified is dated December 15, 1845.¹³

¹⁰Either 7 of 12 for 58%, or if including the double circle handstamp 8 of 13 for 62%.

¹¹Hahn, "The Beginning of Adhesive Postage in the U.S.," p. 24.

¹²Robson Lowe, "U.S.A. 1 - Basel" sale, March 1, 1973, lot 1636.

¹³Robert A. Siegel Auction Galleries, Inc., Sale 820, January 18, 2000, lot 916.

Also, W. Otis Blood Sr. recalled his father's take-over as occurring on September 2, 1845.¹⁴ This date may represent the opening of Blood's principal office at 48 South Third Street, above the Girard Bank (next door to the Public Ledger, across the street from the Post Office, and several doors from the Robertson principal office and its Harnden office). This transitional period coincides with the phasing down of the City Despatch handstamp.

What is needed is contemporary documentation of City Despatch advertising, operations, ownership and management, as well as of any possible business relationship with Robertson. Readers are requested to submit information about any additional covers which originated outside of Philadelphia and were locally delivered by the City Despatch or Robertson. The author would also welcome any other views about the City Despatch handstamp and use during the Independent Mail period. Communication should be addressed to 919 Cherry Hill Road, Pottstown PA 19465-7847. □

¹⁴W. Otis Blood, Sr., "Recollections of Blood's Post," *The Penny Post*, Vol. 5, No. 2 (April 1995), pp. 4-9.

Bibliopole Since 1965	PHILATELIC BIBLIOPOLE http://pbbooks.com Authoritative Philatelic Literature	
US, CSA, Maritime, Forgery, GB and the Empire, etc. Purchaser of major and minor philatelic libraries, stocking new titles from over 100 publishers. 112 page Stock Catalog: \$3 to a US address, Foreign by air \$5.		
<p style="text-align: center;">PB Blank Pages, Mylar and Page Boxes</p> The state of the art for both archival preservation and appearance, our pages are 100% cotton rag, neutral pH and buffered; blank and quadrille. Custom steel engraved page heads and paneling available. Will run on most Laser Jet Printers. All made exclusively for us in the US. Page Sampler: \$3 to a US address. Foreign by air \$7.		
Leonard H. Hartmann	P.O. Box 36006, Louisville, KY 40233 Phone (502) 451-0317, Fax (502) 459-8538	

KRISTAL KARE, INC.

For Philatelists, Numismatists, Ephemerists, Archivists, Collectors and Savers.

Protective Pouches

The clear, strong, inert, dimensionally stable film we use is DuPont's "Mylar"™ Type D only!

FREE SAMPLES

KRISTAL KARE, INC.
P.O. Box 396
Hicksville, NY 11802 ☎ **516-822-2562**

- Pouches for philatelic covers.
- Pouches for page & document protection.
- Pouches for exhibit pages.
- Folders & Pouches for document preservation.

*Mylar is a trade name of DuPont

Schuyler J. Rumsey is proud to present:

The "Tahoe" Collection of
California and Western Postal History



This important California collection will be sold in our Autumn Auction to be held in San Francisco (date to be announced). To order a catalogue please call our offices or send a request by email.

Please visit our website at:
www.rumseyauctions.com

email: srumsey@rumseyauctions.com

Schuyler
Rumsey
Philatelic
Auctions

1255 Post Street
San Francisco
California 94109
t: 415-351-2124
f: 415-351-2127

THE 1847 ISSUE BROOKLYN COVERS
CALVET M. HAHN © 2002

None of the nine towns that made up Brooklyn prior to 1852¹ received the 1847 issue directly from Washington. Rather, it was expected that the Brooklyn offices were to order from their nearby neighbor, New York City. The alternative was to get them from the L.I. Railroad Route Agent, a line that ran from the ferry pier in Brooklyn via Jamaica to Greenport, L.I. While that line had several route agents, the only ones to receive stamps of the 1847 issue were G.W. Smith, who received the first of three shipments (totaling 100 10¢ and 2,300 5¢) on August 24, 1848 at New York and R.W. Smith, Jr., who received one shipment of 800 5¢ on January 29, 1849. Of course patrons could carry stamps to Brooklyn and use them there on letters, as well. Four ferries joined Brooklyn to Manhattan, while two joined Williamsburg to New York.

Although Brooklyn had a population of 13,882 in 1850, not counting Williamsburg, which was incorporated just after the end of the 1847 issue, of the nine towns that had post offices during the 1847 issue, only eight covers are currently recorded with Brooklyn uses of the 1847 issue and one from Williamsburg, for a total of nine. The survival ratio of 1847 covers for the overall United States was about one per 1,800 of population. Brooklyn's figure is one 1847 cover per about 1,600 population, while across the river in New York the result was one per 210 population, reflecting New York's preeminence as a business center and the rapid adaptation of business firms to the use of the new adhesives. (Boston with an 1850 population of 136,881—larger than Philadelphia—had one 1847 cover per each 135 people and Philadelphia about one per 100 people.)

The new Alexander cover census shows but one 10¢ 1847 cover from either Brooklyn or Williamsburg. It was a thus far undated cover from Brooklyn to Gill, MA (in Franklin county) with a green encircled WAY.²

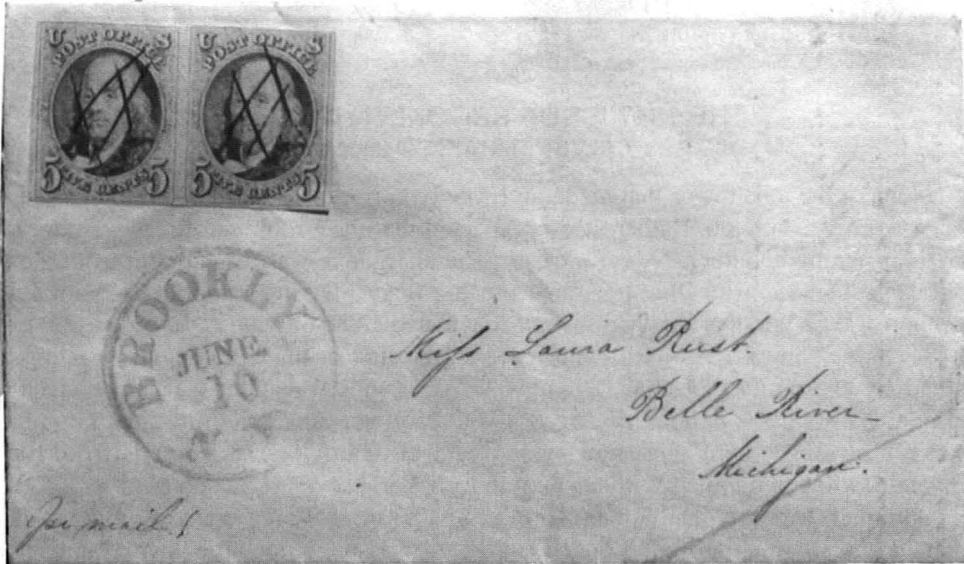
There were seven 5¢ 1847 covers with Brooklyn postmarks and one from Williamsburg. Additionally, there are two faked covers (one to Springfield MA that has a "not genuine" Philatelic Foundation certificate because of a faked "PAID" and the other, a local use with a manuscript "paid" and a "5" hand stamp, that also has a "not genuine" Philatelic Foundation certificate.) Of the 5¢ covers, only two paid 10¢ rates, the illustrated item and a companion cover. They are the only two to have destinations outside either the states of New York or Massachusetts.

All the Brooklyn covers have manuscript killers except for one with a grid killer and the aforementioned 10¢ WAY cover; the Williamsburg cover, which is only a cover front, is postmarked October 1st to Miss Mary Wells, Whitesborough, N.Y., has a straight-line red "PAID" and an unexplained straight-line red "2." It does have a good Philatelic Foundation certificate.

The dates of the known dated covers ranged from early February 1848 to June of 1850. This means that two bear the 1st printing 1847s, one would bear the poorly done 3rd printing and the rest probably are from the cleaned plate 4th printing. The illustrated cover

¹These were Brooklyn, East New York, Flatbush, Flatlands, Fort Hamilton, Gravesend, Green Point, New Utrecht and Williamsburg.

²This is not one of the handful of New York towns known with hand stamped WAY markings, nor is it a style found on stampless New York cover; it is a style seen from Baltimore, according to the revised *Simpson's U.S. Postal Markings*.



is from the cleaned plate 4th printing that reached the New York post office May 2nd. It may well be the finest of the Brooklyn 1847 covers on record. Dated Sunday morning June 10, 1850, it bears a 4-margin pen-killed pair of the 5¢.

The writer of the illustrated letter states that his older brother had just died of consumption (TB) quietly in bed and that his wife had died 18 months before; they had also lost their 22-month-old child. The letter was basically written to report that the preceding day, a letter had arrived from Cardenas, Cuba from John, either a relative or mutual acquaintance; that he had engaged passage on the bark *Almira* for Boston in 5-6 days, but that he might stay with a friend and both come by steamer to New York. The writer adds that having just looked over the passenger list on the *Georgia* and not finding his name, learned by telegraph that the *Isabel* had just arrived in Charleston, S.C. and feels they may have embarked on that vessel and therefore will be home in a few days.

According to the Ashbrook Research Group report for the year 1850, page 7, the 2,728-ton *Georgia*³ was part of the U.S. Mail Steamship Company "Through Line" to California via Havana, New Orleans and Chagres. George "Live Oak" Law with his associate Marshall O. Roberts, and Howland and Aspinwall had reached an agreement with the Pacific Mail line in February, effective in April 1850, by which Law and his United States Mail Steamship Company was to operate on the Atlantic side and the Pacific Mail Co. only on the Pacific side of the isthmus. In June, Vanderbilt threatened to intervene and put the *Pacific* on the Pacific coast, but his new Nicaragua route didn't come into effect until 1851.⁴

The *Georgia*, under command of Captain David Porter of the U.S.N., which arrived at New York on the 9th, was to depart again at 3 p.m. on the 13th direct for Chagres from the foot of Warren Street, according to a notice from the line's agent M.O. Roberts at the

³A write-up of this vessel is found in John H. Kemble, *The Panama Route 1848-1869* (New York: Da Capo Press, 1972), pp. 226-27.

⁴A background discussion of these men is found in my "Westward Ho! By Water!," Part 3, *Western Express*, December 1996, pp. 15-32.

firm's new office on the North River (Hudson) at the corner of Warren and West Streets (they moved June 7th). Captain Porter (1813-1891) was the son of the David Porter of War of 1812 fame. He first sailed with his father 1823-1824. He served during the Mexican War as commander of the *Spitfire* and took part in the bombardment of Vera Cruz, but is most famous for his relief of Fort Pickens at Pensacola, Fla. in April 1861, the attack on New Orleans with his foster-brother David G. Farragut, and his part in the Vicksburg campaign where he "opened the Mississippi" by the run past Vicksburg on June 28, 1862 and again in May 1863 in the battle that enabled Grant to take that city.

The *Isabel* was an independent steamer of 1,125 tons built in Baltimore that had the coastal run to Cuba. Spofford & Tileson's Havana line owned it. The act of March 3, 1847 provided for a contract service between Charleston via Havana to Chagres. The *Isabel* put on this run October 17th or 18th 1848. It ran almost exclusively between Charleston and Havana every two weeks until the Civil War.⁵ Paul Spofford and Thomas Tileson had a number of coastal steamer lines, to Savannah, Charleston, etc., as well. □

⁵Yamil H. Kouri, "1848 Cuban Steamship Mail," *Chronicle* #150 (May 1991), pp. 136-38.

USA, Confederate States, & Possessions

**Stamps & postal history at ASDA Postage Stamp Show
Santa Clara Convention Center, Santa Clara, CA booth #179
27-30 June (discount for USPCS members)**

**Stephen T. Taylor
5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS**

Phone 01144-208-390-9357

Fax 01144-208-390-2235

Email: staylor995@aol.com

www.stephentaylor.co.uk

Member: ASDA, APS, USPCS, MCS, PTS, ASC-GB

Your American dealer in Britain



Looking for a professional who shares your passion for collecting?

Our clients sometimes wonder why we get so excited about a superb stamp, a rare cancel, or an unusual cover.

The answer?

We love stamps.

In fact, if we weren't America's premier stamp auctioneers, we would probably be America's premier stamp *collectors*.

Each Siegel auction is like our own collection. We hunt for the best material. We carefully present it in one of our award-winning catalogues. And when it's done, we get to start again!

So, how can our passion benefit you?

Think about it. In any field, the best professionals have it in their blood.

Sports, music, medicine...stamps.

When you want the best, you want someone who loves what they do, because their enthusiasm and ex-

perience will work for you.

Other stamp firms can do the job by the book. But the philatelists at Siegel have more of what it takes to do the best job.

Passion.



Robert A. Siegel

AUCTION GALLERIES, INC.

Scott R. Trepel, President

For information about our auctions or to request a copy of the next sale catalogue and newsletter, please write to:

Robert A. Siegel Auction Galleries, Inc.
60 East 56th Street, 4th Floor
New York, New York 10022

Phone (212) 753-6421 Fax (212) 753-6429

E-mail: stamps@siegelauctions.com

For on-line catalogues, prices realized and the Siegel Encyclopedia

www.siegelauctions.com

DISCOVERY OF NEW LINCOLN VIGNETTE FOR 10¢ 1869 ESSAYS
©2002 ELIOT A. LANDAU

This article reports on an examination of Lot 48 from Larry Bustillo's November 17, 2001 Suburban Stamp Company auction. My own curiosity, and two other Lincoln collectors, impelled me to examine this piece as to its genuineness and its condition. Mr. Bustillo has given permission to use the image of the lot and to write about it for the *Chronicle*.

An image of the die proof of the 15¢ black 1866 stamp (Scott No. 77) vignette with all the frame cut away was the starting point for the No. 116 essay (see Figure 1). Lot 48 is the same intaglio vignette of Lincoln taken from the 15¢ 1866 issue and then cut down slightly on the top and sides and strongly truncated at the bottom (see Figure 2). On close examination, it can be seen that the cutting down was irregular, causing a slight bulge in the background lines on the left side of the vignette where it was not evenly trimmed. This impression also lacks the outer frame line around the vignette used in the versions of the 10¢ essay listed under No. 116 in *Scott's U.S. Specialized Catalogue*.

The original vignette is based on a photograph by C.S. German taken on January 26, 1861 in Springfield, Illinois before Lincoln's inauguration on March 4, 1861. This photo was engraved by American Bank Note Co. in 1861, for use on bank notes and plagiarized by National Bank Note Co. in 1863 with a few modifications taken from an 1862 Matthew Brady photograph. The latter was copied by the U.S. Treasury in 1865 for use as the National Mourning Portrait released in January or February 1866. In reduced size, it became the vignette for Scott Nos. 77, 85F, 91, 98, 108, 116, 122 and 132. The photo is shown in Stefan Lorant, No. 37. For more complete information and illustrations of the evolution of the portrait and its essays, see Eliot Landau, "The 1866-68 15¢ Black," *Chronicle* Whole No. 193 (Feb. 2002), at pp. 20-26.

Close examination also shows that all of the touch-ups which were later done to another No. 77 vignette die impression for its later use on the 90¢ 1869 are lacking here. For example, there is a whitish gray area under the ear which is shaded on the completed No. 122 essay. The shading on the collar is incomplete and the strengthening in the background lines which appears on the later Nos. 116 and 122 essays is lacking here. This makes the background appear brighter than it does in later versions.

A direct comparison was made of the top, bottom, left and right guidelines and the guide dots which are at each of the intersecting corners and at the top and bottom centers with those of the 116-E1 original (see Figure 3). While the dots have been lightened on the 116-E1 essay print, they are in the same places and the irregular one in the lower right corner is in roughly the same shape as on the vignette proof. James Lee also examined both and concurs with these conclusions.

There is no doubt that this vignette impression was taken from the die which became 116-E. The background was cleaned up, a circular vignette frame added and other shading modified and the stamp frame added to create the 10¢ essay. Even the card thickness of this proof is identical to the one I have of 116-E1.

A caution on condition is appropriate. The cut-down vignette impression appears to be on India mounted on card. At some time the proof was bent from the back top to bottom so that there is a horizontal crease running all the way across the proof which actually tears the India paper surface at three different places. The worst part of the tear is more than 2 millimeters and is visible as a white area under Lincoln's chin. For purposes of any catalog illustration, this should either be darkened or noted that the white under the chin is actually a flaw in the paper.

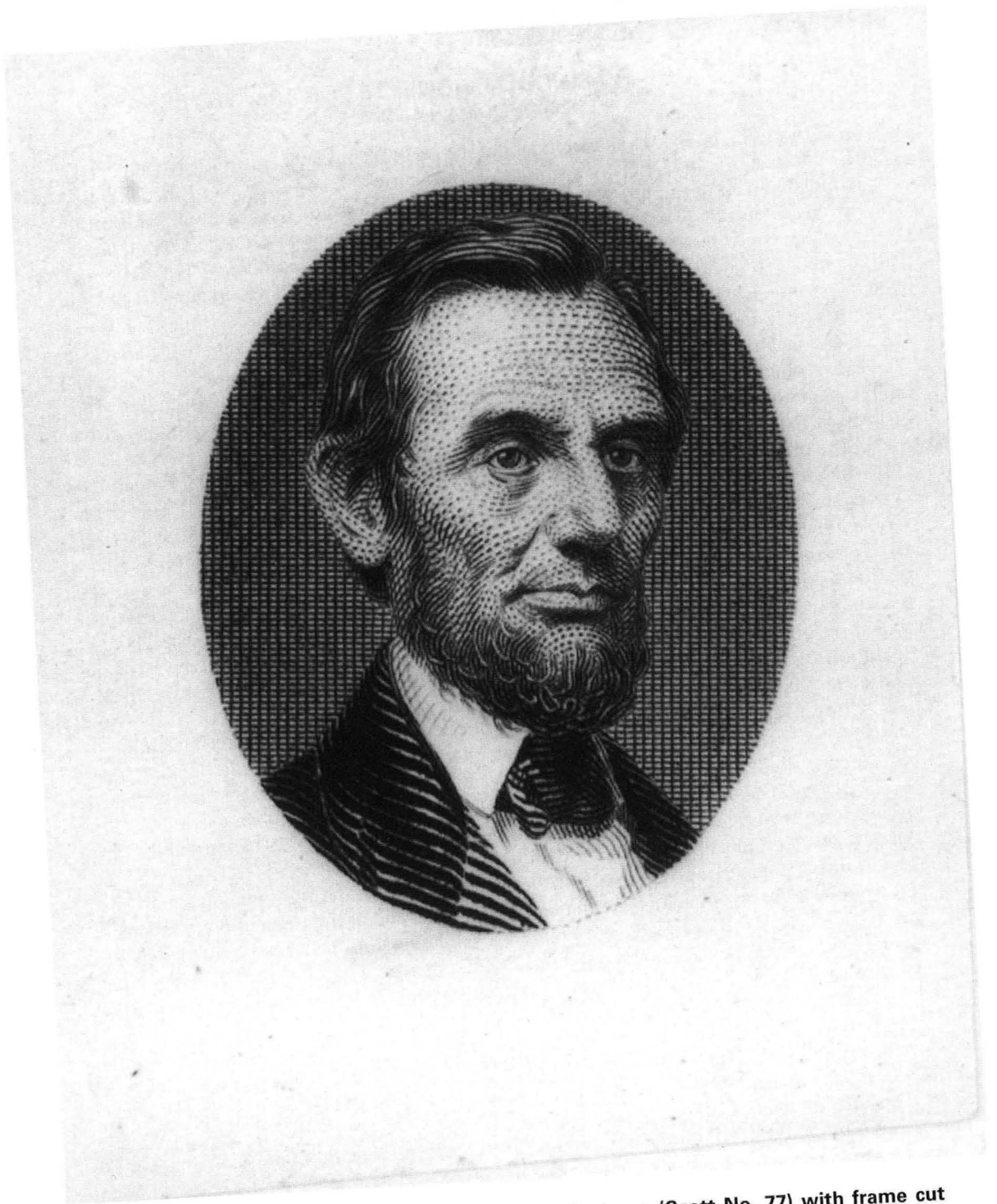


Figure 1. Die proof of vignette of 15¢ black 1886 stamp (Scott No. 77) with frame cut away



Figure 2. Similar vignette of 15¢ black 1886 Lincoln (Scott No. 77), slightly cut down and truncated (Suburban Stamp Company sale of Nov. 17, 2001, Lot 48)



Figure 3. Scott 116-E1 essay print

I have suggested to James Kloetzel (editor of *Scott's Specialized*) that the full-portrait vignette could be catalogued No. 116-E1a and the cut-down No. 116-E1b if Scott wants to keep the incomplete framed one as No. 116-E1. Alternatively, it would do as well to renumber the sequence and give the full vignette No. 116-E1, the cut down No. 116-E1a, with the frame essay incomplete as No. 116-E1b and the completed as No. 116-E1c and continue from there.

Thus far, each of the essay proofs of the cut-down vignette and the first stage of the framed essay are the only ones recorded. If any others are out there, we would all appreciate them being brought to our attention both for comparison and for recording.

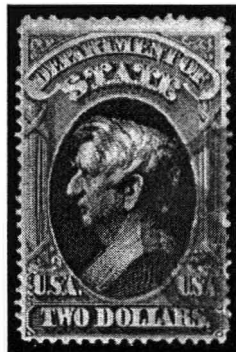
References

1. Brazer, Clarence W. *Essays for U.S. Adhesive Postage Stamps*. Lawrence, Massachusetts: Quarterman Publications, Inc., c. 1977. NOTE: There are NO essays for the No. 77 stamp listed by Brazer in the initial volume nor in any of the supplements. The Scott-listed essays for No. 116 are there.
2. Landau, Eliot A. "The 1866-68 15¢ Black: History, First Day, Production, Varieties and Uses of the First U.S. Commemorative." *Chronicle*, Vol. 54, No. 1 (Whole No.193)(February 2002), pp. 20-26.
3. Landau, Eliot A. *The Lincoln Memorial Portrait Issues of 1866-69*, an exhibit available from U.S. Philatelic Classics Society [1999].
4. Lorant, Stefan. *Lincoln: His Life in Pictures*. New York: Duell, Sloan & Pearce, 1951. No. 37.
5. Mellon, James, compiler and ed. *The Face of Lincoln*. New York: Bonanza Books, 1979. pp. 194-95 (lower left).

Matthew W. Kewriga

Professional Philatelist

US Stamps, Postal History, and Fancy Cancellations



O68 with red NYFM cancel

www.kewriga.com

Matthew W. Kewriga
Professional Philatelist
7 Tracy Lyn Road
Holliston, MA 01746

Email: matt@kewriga.com
Buying and Selling
APS, APC, USPCS, USSS,
AAPE, USCC

We're celebrating our 40th Anniversary. Across these many years our proudest affiliation has been with the Classics Society.

And we're grateful that so many of the Society's members' collections have been sold to us. We think there's a very good reason for this.

Our 40-year record of buying is virtually unmatched in philately. It represents a record of integrity and comfort for the seller who always must trust, implicitly, the individual who buys his collection.

Andrew Levitt is the most competitive buyer in philately. We have handled properties as diverse as those of Grunin, Haas, Boker, Hill, Neil, and Jennings. When the serious U.S. classics philatelist thinks of selling his collection there is no doubt that he should come to Andrew Levitt first.

We have as much as \$10 million ready right now to purchase your philatelic property....from the smallest stamp or cover collection to entire carloads of albums. Our letters of credit can be sent to you today. And for larger holdings we can come right to your home.

Can Andrew Levitt pay you more for your stamps? We keep our finger on the pulse of the market and will pay you the most competitive market value for your stamps and covers. And not tomorrow or in installments, but full payment right on the spot. This is always our guarantee.

Allow Us To Compete For Your Collection.

Call Toll Free 1-800-522-1607

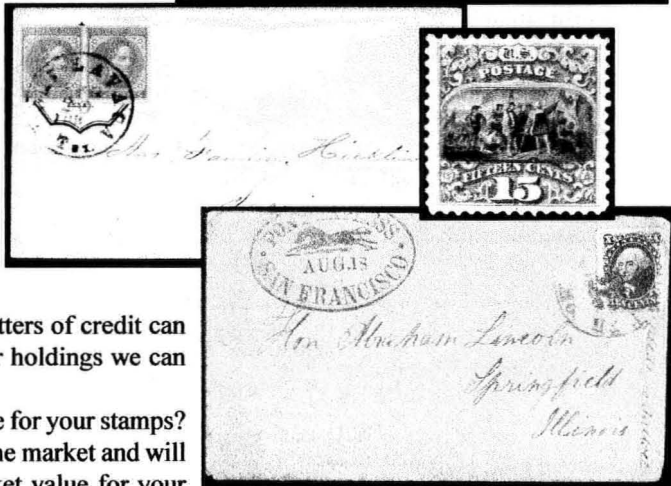


Andrew Levitt

Post Office Box 342
Danbury CT 06813

Andrew Levitt
ALPC
Philatelic Consultant

(203) 743-5291
Fax: (203) 730-8238
E-mail: info@nutmegstamp.com



The renowned Pony Express cover addressed to The Hon. Abraham Lincoln when he was running for president in August 1860. One of the most spectacular covers in American postal history.

Here's surprising news...

From expresses and waterways to important classic stamps (including properties like Gallagher, Boker, & Bischel), you won't find a better source of classic U.S. material than...

Call or write us for your FREE catalog for our next sale!



As a U.S. classics specialist, you'll find Nutmeg to be a key source for thousands of auction lots of outstanding specialized United States stamps and covers. **Selling?** We have a voracious need to buy every kind of quality collection, large or small. Call us at (203) 743-5291 and let's have a chat about what you have for sale.



From the renowned Waterbury "Running Chicken" cover to the "Z" Grill, we have handled countless major rarities.

When you sell: Place Your Trust In Our 40 Years Of Experience In Working With Many Of The Great Classics Society Members.

We are America's #1 buyer of U.S. and world-wide stamps and postal history...and have enjoyed our lasting relationships with many Classics Society members. With up to \$10 million available at all times, we urge you to give us the opportunity to compete for your collection when it is for sale. Call, write or e-mail us today for our bank letters of credit.

No Matter What You May Have For Sale...

Find out today why we're paying the highest prices we have ever offered to purchase practically every kind of philatelic property you can imagine. We're very anxious to talk to you personally—and today—about all stamps, covers and collections you have for sale. Call for our bank letters of credit. Find out how serious we are! **Phone Toll Free: 1-800-522-1607.**



Post Office Box 342
Danbury CT 06813

Andrew Levitt
ALPC
Philatelic Consultant

(203) 743-5291
Fax: (203) 730-8238
E-mail: info@nutmegstamp.com

**UNITED STATES–BELGIUM MAIL PRIOR TO THE FIRST POSTAL
CONVENTION BETWEEN THE TWO COUNTRIES**

RICHARD F. WINTER

Sailing Packet Letters

In the absence of any postal agreements with other countries, mail could always be sent by any available sailing ship. The captain of the vessel carrying the letter was obliged to turn the letter into the post office at the port of arrival. This location was the entry of the letter into an organized postal system. From there to the letter's destination, the appropriate country's postal laws determined the postage due of the letter. Figure 1 illustrates a folded letter from Antwerp to Philadelphia. The letter was dated 11 August 1806. We don't know the name of the sailing ship that carried the letter to New York, because it was not marked on the letter, but presumably it was a vessel from Antwerp to New York. We do know, however, that the letter entered the United States mail system on 14 October 1806. A New York postal clerk struck the orange circular datestamp with this date as well as a handstamp **SHIP** to show the source of the letter to the American mail system, an incoming ship. At New York, the postage due also was marked in red pen in the upper right corner, 14½¢ for the 2¢ ship fee plus 12½¢ inland fee to Philadelphia, just over 90 miles away. Docketing on the letter shows that it arrived at its destination on 15 October 1806.

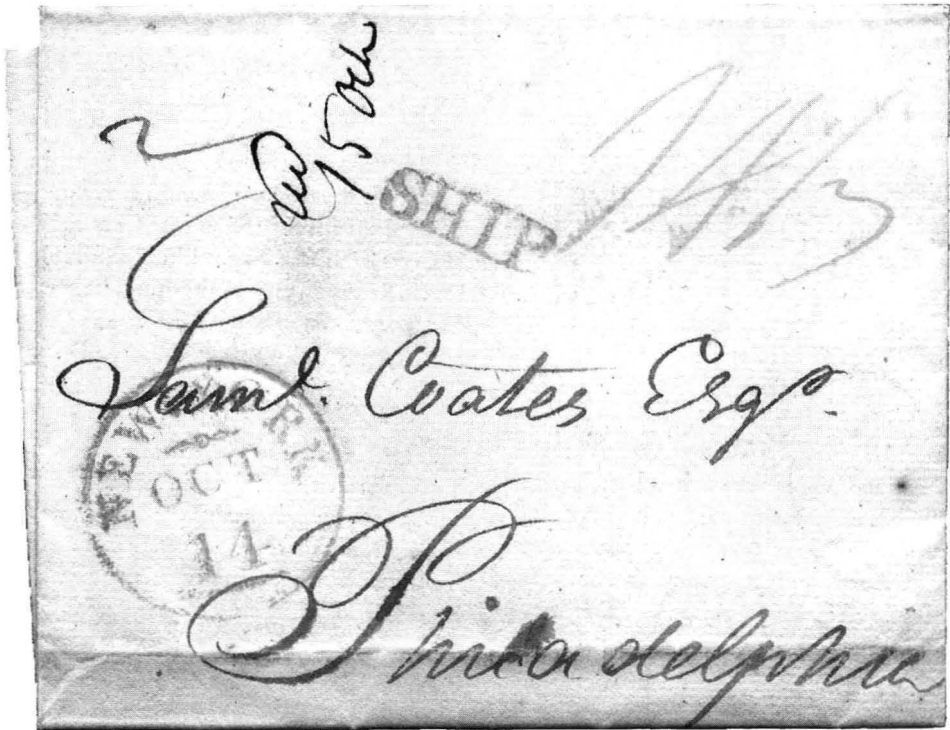


Figure 1. 11 August 1806, Antwerp, Belgium to Philadelphia, carried by sailing ship to New York, where letter entered U.S. mail system. New York marked SHIP and 14½¢ postage due (2¢ ship fee plus 12½¢ inland fees).

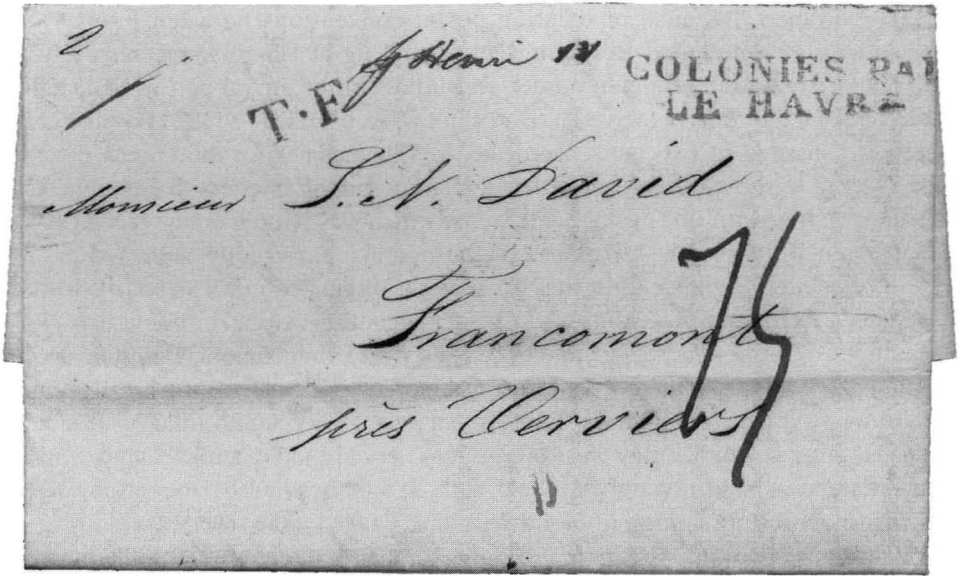


Figure 2. 15 December 1826, Mexico City to Francomont, Belgium, handled by Vera Cruz and New York forwarding agents (markings on reverse). Letter placed on Old Line sailing packet *Henry IV* and entered France at Havre. Postage due of 75 Dutch Cents consisted of 45 Cents to France and 30 Cents Belgian fees.



Figure 3. 17 November 1844, Tubize, Belgium to Brooklyn, NY, prepaid 13 decimes (manuscript reverse) for transit to France and Havre Line sailing packet to New York, where 8¢ postage due marked (2¢ ship plus 6¢ inland fees). Prepayment in upper left shows 3 decimes to Belgium and 10 decimes to France.

From the 1820s, a well-established sailing packet service existed between New York and Havre, France. Because of existing postal conventions between France and the Netherlands, which included Belgium, letters arriving at Havre were conveyed by the French mail system to the Belgian border. Regardless of the arrival port in France, the letters were considered to have arrived at Bordeaux when calculating rates. Postage collected in Belgium consisted of two parts, Bordeaux to Valenciennes for the French portion and Bergen (Mons) to the destination for the Belgian portion. On letters to Belgium, the two parts were combined for one postage due value, which was written on the face of the letter. For mail from Belgium, the two parts of the prepayment usually were written on the reverse of the letter. Figure 2 illustrates a letter that originated in Mexico City, Mexico on 15 December 1826, and was addressed to Francomont, Belgium. In this article you will see a number of letters addressed to Mr. J.N. David of Francomont, Belgium. He was a well-known felt maker and received business correspondence from a great number of clients in many different countries. Francomont was a very small village, not shown on most maps, but just a few miles west of Verviers, served by the hamlet Lambermont. The Figure 2 letter was sent privately to New York. It was handled by forwarding agents in Vera Cruz (manuscript marking of Nolte Wilson & Drake on the reverse) and in New York (black handstamp marking of Rham & Moore, New York on the reverse), the latter taking the letter to a sailing ship's letter bag in New York. It was carried across the Atlantic to France by the Old Line sailing packet *Henry IV* as endorsed in manuscript at the top of the letter. The red handstamp in the upper right corner, **COLONIES PAR LE HAVRE**, showed entry into the French postal system at Havre, where the ship arrived on 25 March 1827, and the red handstamp **T.F.** indicated transit through France. The letter entered Belgium at Dinant (black **FRANKRYK/OVER DINANT** handstamp on reverse) and was marked for 75 Dutch Cents postage due, 45 Cents or 9 stuivers for transit through France and 30 Cents or 6 stuivers for transit in Belgium to Francomont.

Another letter, this time from Belgium to the United States by sailing ship via France, is shown in Figure 3. This letter originated in Tubize, Belgium on 17 November 1844, and was addressed to Brooklyn, New York. The letter was prepaid 13 decimes for all transit fees to Havre, France, which was marked in the upper left corner and by a large manuscript on the reverse. The prepayment consisted of 3 decimes for Belgium's internal transit fee (45km to Mons) and 10 decimes for transit within France, the standard rate to Bordeaux. A black boxed handstamp **PD** was applied to show that the letter had been prepaid as far as it could, the French seaport of Havre. The letter was sent to Brussels and received a blue handstamp, **APRÈS/LE/DEPART**, to show that it arrived at the post office after the regular mail had been dispatched. The letter was carried to New York on the Havre sailing packet *Duchess d'Orleans*, departing Havre on 28 November 1844 and arriving at New York on 8 January 1845. At New York, the letter received the red orange circular datestamp with the word "SHIP" and was marked in blue pen for postage due of 8¢ (2¢ ship fee plus 6¢ United States inland fee to Brooklyn just across the river from New York).

Figure 4 illustrates a letter from the United States to Belgium that had been intended for a contract steamship, but ended up on a sailing packet to the United Kingdom. This folded letter originated in New York on 28 February 1846, and was addressed to Francomont, Belgium. It was endorsed in the upper left corner "per Cambria," a reference to the Cunard steamship that the sender planned to carry the letter. The letter was prepaid 5¢ for the transit fee to Boston, the departure port of the steamship. Contemporary newspapers reveal that the coastal steamship carrying the mail from New York to Boston was delayed by a snow storm and was unable to get the letters to the *Cambria* before she sailed

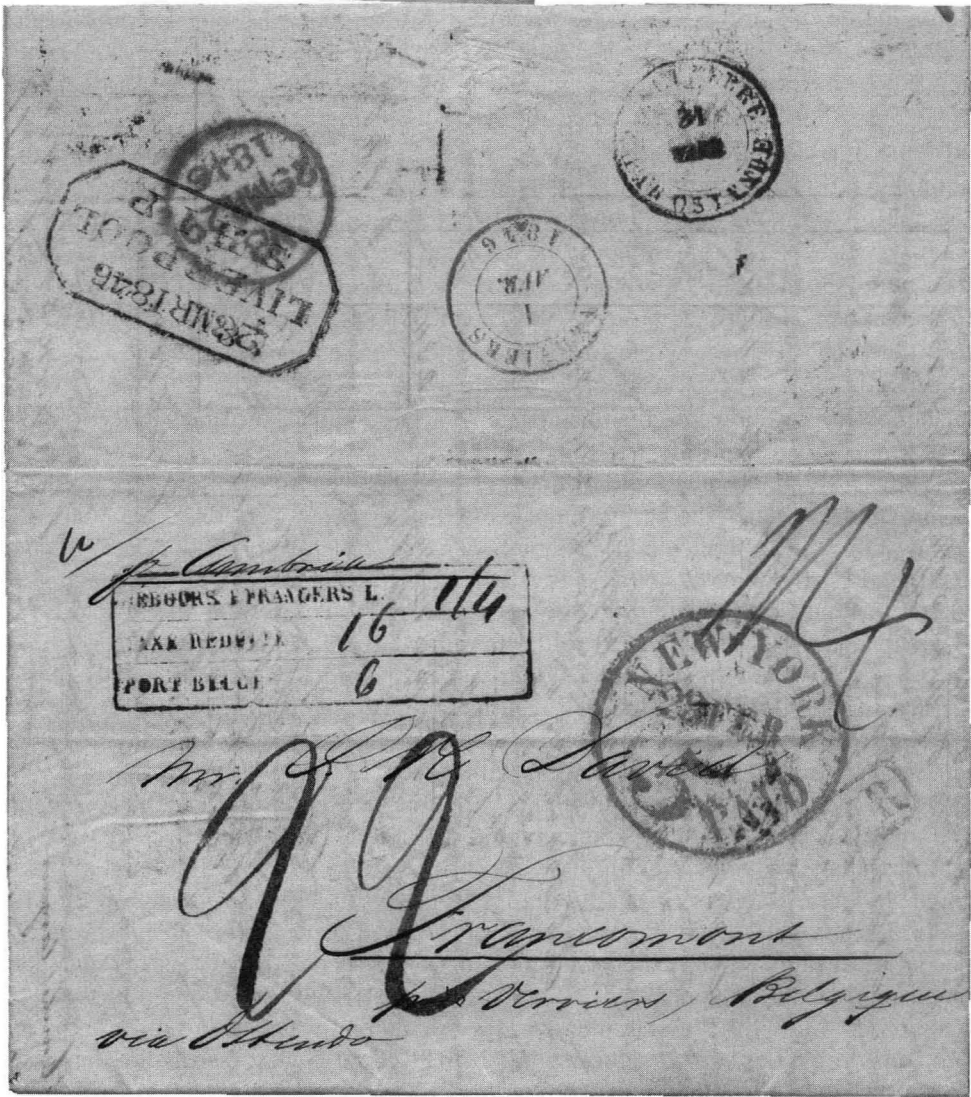


Figure 4. 28 February 1846, New York to Francomont, Belgium, intended for Cunard steamship *Cambria*, but was delayed in transit to Boston and sent by sailing packet to Liverpool. London debited Belgium 1s4d and Belgium marked 22 decimes postage due. Accounting handstamp shows how postage due determined.

for England.¹ The Boston postmaster put the letters, which arrived late from New York, on the sailing packet *Joshua Bates* of Enoch Train's Line between Boston and Liverpool. This sailing ship departed Boston on 5 March and arrived at Liverpool on 28 March 1846 with the detained mail. A black octagonal boxed **LIVERPOOL/SHIP** datestamp of 28 March 1846 on the reverse of the letter confirms arrival at Liverpool. The next day at London the letter was marked for a debit to Belgium of 1s4d in the upper right corner and sent via Ostend to Verviers. The letter was marked in blue pen in the upper left corner that it weighed 10 grams, which determined the internal Belgium postage. A 60x20mm boxed handstamp in a blackish orange color was used in Belgium by the Ostend exchange office to show the postal accounting. Either the handstamp was not cleaned properly when using an orange ink pad after using a black one or the orange ink has oxidized over the years since it was struck. The three lines in the handstamp read: **DÉBOURS ETRANGERS L.** with a blue pen "1/4" to show the British debit in British currency; **TAXE REDUITE** with a blue pen "16" to show the British tax in Belgium currency; and **PORT BELGE** with a blue pen "6" to show the Belgium inland fee. The total postage due was marked with a large blue "22" for 22 decimes, the sum of lines two and three of the accounting handstamp. Finally, a boxed green handstamp **SR** was applied for rural service to the village of Francomont, four miles west of Verviers.

The last ship letter that I will discuss is a misrouted letter from New York to Belgium via Germany. The letter shown in Figure 5 originated in New York on 12 February 1847, and was addressed to Francomont, Belgium. This folded letter was endorsed in the upper left corner, "p Virginian," a reference to the Kermit Line sailing packet intended to carry the letter to England. The letter did not enter the mail system in New York, but was taken directly to the ship's letter bag avoiding the internal American postage. The *Virginian* departed New York on 13 February and arrived at Liverpool on 12 March 1847. A black octagonal boxed **LIVERPOOL/SHIP** datestamp of 12 March 1847 on the reverse of the letter confirms arrival at Liverpool. The letter was processed the next day at London, where it was prepared in error for Prussia with a debit of 1s4d, written on the right side of the letter. Later the letter was considered a double rate letter and Prussia was debited 2s10d in the lower left corner (2x8d incoming ship fee, 2x6d British transit fee, plus 3x2d Belgium transit fee since Belgium used a 1/4 oz. rate scale). The letter actually went through Verviers, Belgium, just a few miles from its ultimate destination, on 25 March 1847 on its way to Aachen, Prussia. An Aachen postal clerk marked in blue pen in the upper left corner that Aachen received the letter, "p Aachen." The Prussians marked the letter in red pen in the upper right corner for 32 sgr. postage due, 28 sgr. to the United Kingdom and 4 sgr. for Prussian internal fees. An attempt was made to prepare the letter for delivery in Aachen, for the letter shows a small black circular distribution marking of Aachen on the reverse. When the error of address was discovered the letter was sent back to Belgium and was marked in black pen for postage due of 45 decimes, 41 decimes to Prussia and 4 decimes internal Belgian postage.

Non-contract Steamship Letters

When steamships first started making regular transatlantic crossings in the summer of 1838, an opportunity became available to carry ship letters on these vessels. Uncertain of their success, the public was at first hesitant to send letters by the pioneer steamships, preferring in most cases the regular sailing packets. This soon changed for the steamships were much faster than the sailing packets, especially in the westward direction against the prevailing winds. In the summer of 1840, the Cunard steamships began to carry contract

¹Richard F. Winter, "New York Foreign Mail Postmark on Ship Letter?," *Chronicle* 151, pp. 208-10, first reported how the mail from this intended steamship voyage got to England and showed another letter from the voyage.

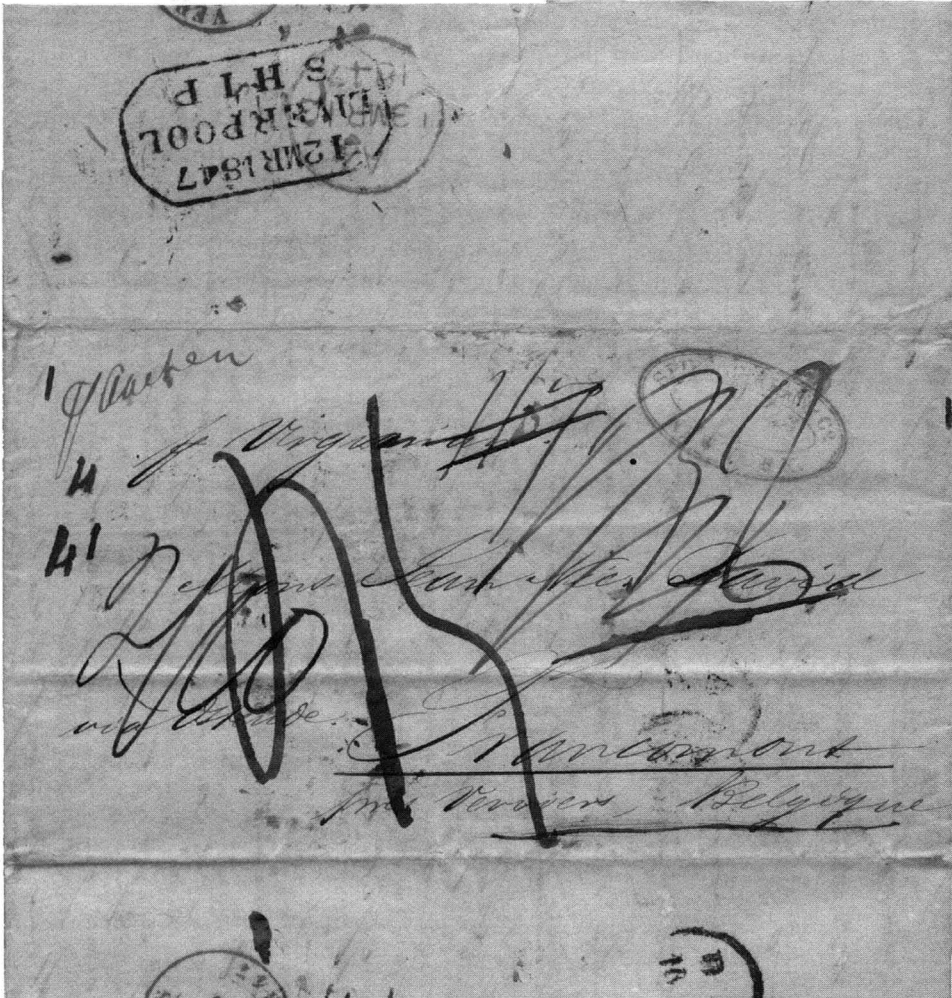


Figure 5. 12 February 1847, New York to Francmont, Belgium, carried by Kermit Line sailing packet to Liverpool. London marked 2s10d double rate debit to Prussia (first marked 1s4d) and sent letter in error to Prussia. Aachen marked 32 sgr. due and later returned letter to Belgium where 45 decimes postage was collected.

mail for the British government. These vessels, however, were contract vessels and shall not be considered in this section of the article. I consider all of the privately operated steamships without mail contracts as non-contract steamships. There were, however, less than a dozen pioneer steamships transporting mail on a non-contract basis before 1850. The letters that they carried were treated as normal ship letters just as those on the sailing packets. Since these steamships primarily operated between New York and the United Kingdom, letters carried by them to Belgium went via existing postal agreements between the United Kingdom and Belgium. Letters carried by non-contract steamships to or from Belgium are quite scarce. The following are a few examples of mail between the United States and Belgium carried across the Atlantic by non-contract steamships.

Figure 6 illustrates a folded letter from New York to Cologne, Prussia of 1 June 1840. This letter was endorsed in the upper left corner “p British Queen,” a reference to the non-contract steamship by that name operating for the British & American Steam Navigation Company. The letter was carried privately, probably as an enclosure to another letter or package, to London on the *British Queen*, departing New York on 1 June and arriving at London on 17 June 1840. The letter was posted in London on 18 June 1840 and was prepaid 1s8d for the normal fee to Prussia via Belgium, which was marked in red pen in the upper right corner. A black circular datestamp of the Foreign Branch Office, London is on the reverse as well as a red circular datestamp of entry into Belgium, **ANGLETERRE P. OSTENDE** of 19 June 1840. Belgium debited Prussia 20 Dutch Cents in black ink for transit through Belgium, still using Dutch currency for transit fee debits to Prussia. A postman’s datestamp in black ink on the reverse of 21 June 1840 shows delivery in Cologne. In Prussia the letter was marked for 7 sgr. postage due in red pen.



Figure 6. 1 June 1840, New York to Cologne, Prussia, carried privately to U.K. on non-contract steamship *British Queen*. Letter paid 1s8d when posted in London. Belgium debited Prussia 20 Cents for transit through Belgium and Prussia marked 7 sgr. postage due in Cologne.

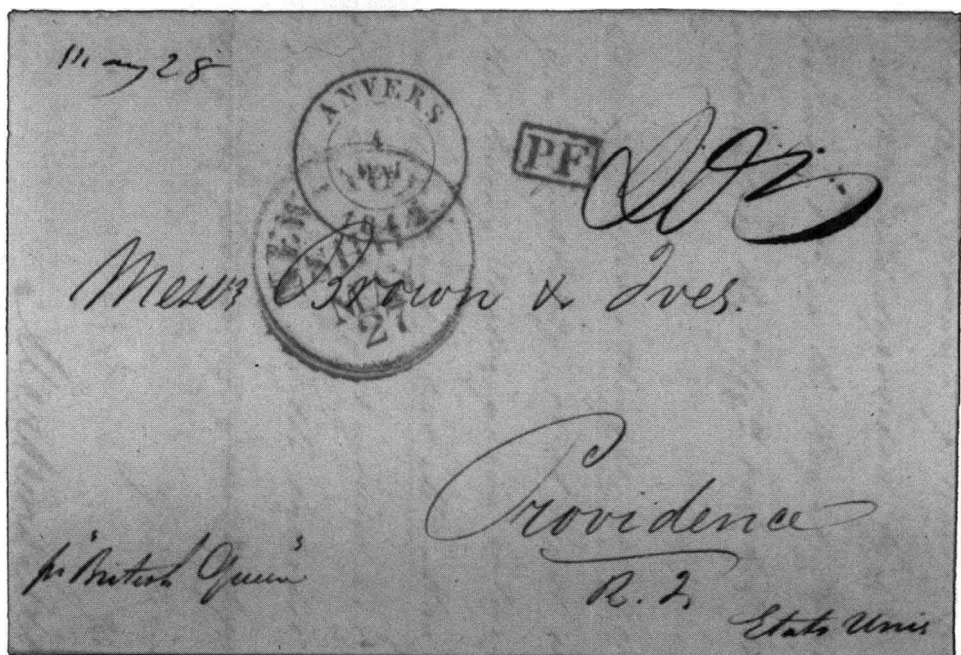


Figure 7. 3 May 1842, Antwerp, Belgium to Providence, Rhode Island, carried by non-contract steamship *British Queen* on maiden voyage under Belgian flag from Antwerp to New York. Letter prepaid 6 decimes (manuscript on reverse) and marked in New York for 20³/₄¢ postage due (2¢ ship plus 18³/₄¢ inland fees).

Another *British Queen* letter is shown in Figure 7, this time from Antwerp, Belgium to Providence, Rhode Island. The letter originated in Antwerp on 3 May 1842 and posted the next day, receiving a red orange circular datestamp of Antwerp. It was endorsed in the lower left corner, “pr ‘British Queen.’” This was the same pioneer steamship previously mentioned. It recently had been purchased by the Belgium government from the British company to establish a Belgian operated steamship service to New York. *British Queen* made only three round voyages to New York under the Belgian flag before the operations were terminated. This letter is the only one that I have seen carried from Belgium to the United States by this steamship under the Belgian flag. The letter was prepaid 6 decimes, which was marked in pencil on the reverse. The prepayment represented a 1 decime local fee and 5 decimes sea postage. The Antwerp postal clerk also marked a red orange boxed PF to indicate the letter was paid to the American frontier only. On 4 May 1842, *British Queen* departed Antwerp and arrived at New York on 27 May via Southampton on 8 May. At New York, the letter received the red orange circular datestamp with the word “SHIP” and was marked in black pen for postage due of 20³/₄¢, 2¢ ship fee plus 18³/₄¢ United States inland fee for a distance of 150-400 miles to Providence.

Figure 8 illustrates another letter to Francmont, Belgium, this time by the non-contract steamship *United States* from New York to Havre, France. The letter originated in New York on 9 June 1848, and was endorsed in the upper left corner “p United States.” There is no indication that it entered the United States mail system at New York. The letter was prepaid 25¢, which was marked in pencil in the upper left corner also. This was the steamship freight money fee, a private fee charged by the steamship companies that had no government contract to carry mail. Letters in New York that were taken to the steamship agent’s office seldom show any indication of the prepaid freight money fee. The steamship



Figure 8. 9 June 1848, New York to Francomont, Belgium, carried by non-contract steamship *United States* from New York to Havre. Letter paid 25¢ steamship freight fee and marked for 16 decimes postage due for 7½ gram weight.

United States made only four round voyages on the New York–Southampton–Havre route in 1848 before it was sold to the German Navy in 1849. On this, the second of the four round voyages, the steamer departed New York on 10 June and arrived at Havre on 24 June 1848. A red orange French entry circular datestamp, **OUTRE MER LE HAVRE**, confirmed the arrival date at Havre. The letter was marked in the upper left corner in black ink that it weighed 7½ grams, and 16 decimes postage due. On the reverse is a green circular datestamp of 25 June showing entry into Belgium, by train, **FRANCE PAR QUIEVRAIN**, and a red orange Verviers circular datestamp of 26 June 1848.

The last non-contract steamship letter that I will discuss is shown in Figure 9. This folded letter originated in Antwerp, Belgium on 19 October 1857, and was addressed to Castine, Maine. It was endorsed across the top, “Via Calais, pr Str. via Liverpool/City of Baltimore.” This indicated the desired routing via France to the United Kingdom and the steamship *City of Baltimore* for the transit from Liverpool to New York. The letter was posted in Antwerp the same day and received a blackish red orange circular datestamp and boxed **PD**, again the color resulting from uncleaned handstamps or oxidized orange ink. The prepayment, marked in pencil on the reverse, showed 2 decimes Belgian internal, 2 decimes transit via France, and 10 decimes British and transatlantic fees under the Anglo-Belgium convention of 1857. A 10d credit to the United Kingdom was marked in magenta

ink in the upper left corner, "=10d." The letter received two black handstamps on the reverse, **ANGLETERRE PAR LAFRANCE** of 19 October and **SHIP-LETTER LIVERPOOL** of 21 October 1857. London marked in red orange a small circular datestamp on the front of 20 October 1857, showing that the letter was paid. A black Liverpool transit lozenge in the lower right corner shows that the letter arrived at Liverpool on 20 October also. On the next day, the Inman Line steamship *City of Baltimore* departed Liverpool and arrived at New York on 4 November, where the letter received a black **NEW-YORK/SHIP/5 cts** circular datestamp. This indicated that 5¢ postage was due on this letter when it arrived at Castine, Maine, 2¢ ship fee plus 3¢ inland fee. The *City of Baltimore* did not have a contract to carry mail on this voyage. Non-contract steamship letters from the 1850s are very uncommon since most mail was sent via contract vessels.



Figure 9. 19 October 1857, Antwerp, Belgium to Castine, Maine, carried by non-contract steamship *City of Baltimore* from Liverpool to New York. Letter prepaid 14 decimes (manuscript on reverse). New York marked 5¢ postage due (2¢ ship plus 3¢ inland fees).

British Steamship Via United Kingdom

In July 1840, steamships operating for the British & North American Royal Mail Steam Packet Company (Cunard Line) began regularly scheduled mail voyages for the British government from Liverpool to the United States. Mail between Belgium and the United States via the United Kingdom was soon to be carried by these vessels more than any other conveyance. As a result, letters showing this use are more common if any mail between the United States and Belgium may be called common. Rates on these letters vary with the existing postal agreements between Belgium and the United Kingdom.

Prior to 1 December 1844

In October 1834, the United Kingdom and Belgium concluded a postal treaty to improve communications between the two countries. This treaty established regular mail steamship service between Dover and Ostend four times each week. No rates were set by the treaty. The conveyance across the English Channel was free and each country collected its own fees for correspondence carried.

Figure 10 illustrates a letter carried across the Atlantic by a British contract steamship during the period before December 1844. Originating in New York on 15

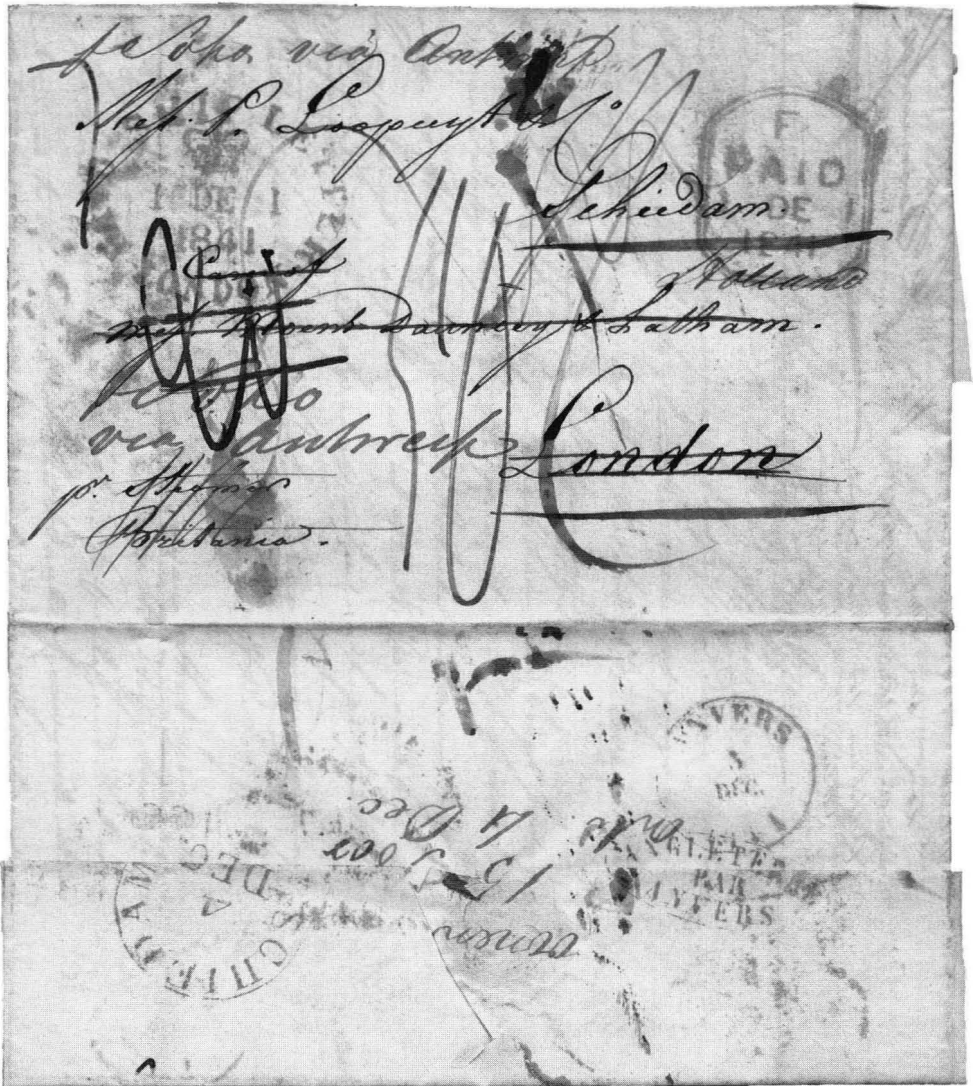


Figure 10. 15 November 1841, New York to Schiedam, Holland via forwarding agent in London, carried by Cunard steamship from Boston to Liverpool. London agent paid 1s incoming packet letter rate and 8d ship rate to Antwerp, Belgium, where Holland debited 20 Cents. Postage due was 50 Cents.

November 1841, this folded letter had a dual address, one for a forwarding agent in London and the other, a final address in Schiedam, Holland. The letter was endorsed in the lower left corner, "Pr Steamer/Britannia," a reference to the Cunard steamship to depart from Boston the next day. The letter shows no marking of the New York post office and was carried privately to Boston to go into the steamship's letter bag, avoiding the 18³/₄¢ inland fee. On 16 November 1841, the steamship *Britannia* departed Boston and arrived at Liverpool on 30 November. The letter arrived at London the next day, 1 December 1841, where forwarding agent Moent Doumery & Latham paid the 1s incoming packet letter fee. They crossed through their address leaving the Schiedam address in tact and paid 8d for a ship letter to Antwerp. The 1s manuscript marking is on the right side alongside the London tombstone datestamp and the 8d manuscript marking is faintly marked on the left side below the London ship letter datestamp. A routing endorsement in red ink in two places on the left side reads, "p Soho via Antwerp," a reference to the General Steam Navigation Company steamship that operated between London and Antwerp. Apparently this vessel was not carrying contract mails at the time as both a ship letter fee and a ship letter marking of London were applied to the letter. It arrived at Antwerp on 4 December 1841, and received two red orange markings on the reverse. The first was a circular datestamp of Antwerp and the second an oval entry marking, **ANGLETERRE /PAR/ANVERS**. At Antwerp a debit of 20 Dutch Cents was marked to Holland. The letter reached its destination in Schiedam later the same day and received a red orange circular datestamp of that office on the reverse. The letter was marked for postage due of 50 Dutch Cents across the front of the letter. I am uncertain of the blue "7" written in the upper left corner, but it may be an indication of the letter weight in grams. Note that, because the United Kingdom treaty with Belgium required prepayment in each country, the letter had to be sent to a forwarding agent in London to make this payment. Otherwise, London would have held the letter until payment to Belgium was made.

Another example of the use of a forwarding agent in England is shown in Figure 11. This folded letter originated in Boston on 4 August 1842, and was addressed to Sulz, Württemberg. The letter was given to the forwarding agent, Harnden & Co. of Boston, who placed their red orange oval handstamp, **FORWARDED FROM/HARNDENS /PACKAGE EXPRESS & FOREIGN/LETTER OFFICE/No 8 COURT ST BOSTON**, in the upper left corner and a red orange circular **P^d/H** marking in the upper right corner. The amount paid to Harnden & Co. is not shown but the charge had to cover all expenses of the forwarding company who used an agent in Liverpool to pay the fees for letters to Europe. Circulars of other companies who provided similar services show rates to the Continent of just over \$1.00. The letter was placed in a parcel, probably containing a number of other letters, addressed to Harnden's Liverpool agent. It crossed the Atlantic on the Cunard steamship *Acadia* that departed Boston on 16 August and arrived at Liverpool on 28 August 1842. The Liverpool agent posted the letter in Liverpool the same day and paid the transit fees to Württemberg, 1s10d, which was marked in red pen to the right of the Harnden forwarding marking in the upper left. The letter received a boxed orange **PAID AT/LIVERPOOL** handstamp in the upper right corner and an orange Liverpool circular datestamp on the reverse. The letter passed through London on 29 August 1842 and received the orange paid tombstone datestamp. The letter was sent to Prussia via Belgium for on the reverse is a red orange circular entry marking of Belgium, **ANGLETERRE PAR OSTENDE**, with the date 30 August 1842. Belgium debited Prussia 20 Dutch Cents in black ink. Prussia added its fees and debited the Thurn & Taxis Post 6¹/₄ sgr. in red pen. The Thurn & Taxis Post carried the letter to Württemberg, writing a debit of 33 kr. in black ink. To this Württemberg added 6 kr. for a total postage due of 39 kr., marked in red pen. Again we see that an agent in the United Kingdom had to be used to make the necessary payments to get this letter to Europe.



Figure 11. 4 August 1842, Boston to Sulz, Württemberg, sent via Boston forwarding agent, Harnden & Co., to Liverpool by Cunard steamer, where their agent posted letter. Letter paid 1s10d in Liverpool for all transit fees to Germany. Postage due at destination was 39 kr.

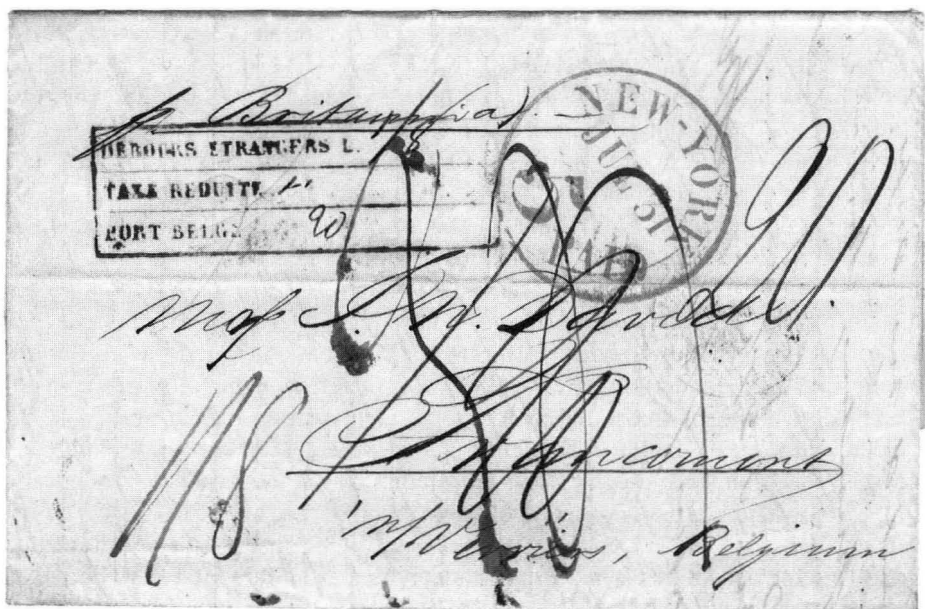


Figure 12. 31 July 1845, New York to Francomont, Belgium, paid 5¢ to Boston and carried by Cunard steamship *Britannia* to England. London debited Belgium 1s8d under new convention. Postal clerk errors in Belgium resulted in 34 instead of 24 decimes postage due.

1 December 1844-29 March 1849

Effective 1 December 1844, a new postal convention between Belgium and the United Kingdom went into effect. Exchange offices were established at Dover, London, Ostend and Antwerp. It was now possible to send letters between the two countries either fully paid to destination or unpaid. Partial payment was not allowed. The cost of a single rate letter between the two countries was 1s or 12 decimes, with 4 decimes to the Belgian office and 8d to the British office. The rate progression for the British portion was one rate up to $\frac{1}{2}$ oz., two rates from $\frac{1}{2}$ oz. to 1 oz., and two rates for each additional oz. The Belgian portion was based on one rate up to 10 grams, $1\frac{1}{2}$ rates from 10 to 15 grams, 2 rates from 15 to 20 grams, $2\frac{1}{2}$ rates from 20 to 30 grams and $\frac{1}{2}$ rate for each 10 grams additional weight. The British, however, were to account to Belgium one rate for each $\frac{1}{4}$ oz. With this convention in place, unpaid letters from the United States now could be sent unpaid through the British postal system to Belgium without having to use an agent in England to prepay the transit fees to Belgium. A table in the detailed regulations of the convention showed that 1s8d was the amount owed to the United Kingdom for the 1s transatlantic packet fee plus the British portion under the convention of 8d. On unpaid letters from the United States, the British debited this amount to Belgium. On paid letters from Belgium to the United States, this amount was credited by Belgium to the United Kingdom.

Figure 12 illustrates how the new convention applied to mail from the United States. Unfortunately there is some mystery about some of the markings on this letter that probably resulted from postal clerk errors. This folded letter originated in New York on 31 July 1845, and was addressed to Francmont, Belgium. It was endorsed in the upper left corner, "p Britannia," a reference to the Cunard steamship of that name. On 1 July 1845, internal United States rates had been reduced to 5¢ for distances less than 300 miles. The fee to Boston, where the steamship was to depart the next day, was 5¢ and was reflected in the large red orange circular datestamp, **NEW-YORK/5 PAID**. *Britannia* departed Boston on 1 August and arrived at Liverpool on 15 August 1845. The letter reached London the next day, where it received an orange circular datestamp on the reverse. London postal clerks marked a 1s8d debit to Belgium under the new convention for a single rate letter from the United States. An orange circular datestamp shows entry at Ostend on 17 August, **ANGLETERRE PAR OSTENDE**, and a red orange circular datestamp shows arrival at Verviers on 19 August 1845, both marking on the reverse. Now the problems with the postal clerks began. An Ostend office postal clerk marked the orange accounting handstamp as discussed in Figure 4. On the first line he correctly marked in blue pen "1/8" for the British debit. Instead of on the second line, he marked in blue pen on the third line the conversion of the British debit, 20 decimes. On the second line instead of the third line he hastily wrote the Belgium internal fee of 4 decimes. Then across the center of the letter he wrote in blue pen 120 Dutch Cents, which was equivalent to 24 decimes. In the upper right corner is a magenta ink numeral "20," which must be a statement again of the amount owed to the British. At some other location, perhaps Verviers, the total postage due was mistakenly written as 34 decimes instead of 24 decimes, perhaps misinterpreting the accounting box markings. The result was that the recipient of the letter paid 10 decimes more than was required for this letter.

A letter from Belgium to the United States is shown in Figure 13. This letter originated in Liege on 2 April 1846, and was addressed to New Orleans. It was posted the same day as shown by the red orange circular datestamp of Liege and was marked twice with a red orange boxed **PD**. The letter prepayment of 24 decimes was written in pen on the reverse. This paid all transit charges through the British mail system to the United States. Of the 24 decimes payment, 1s8d was credited to the United Kingdom in black pen, upper



Figure 13. 2 April 1846, Liege, Belgium to New Orleans, paid 24 decimes (manuscript on reverse) and sent via England and Cunard steamship to Boston. U.K. credited with 1s8d. U.S. postage due of 12¢ marked at New Orleans (2¢ ship and 10¢ inland fees).



Figure 14. 30 April 1847, New York to Francomont, Belgium, paid 10¢ for double rate and carried by Cunard Line *Cambria* to England. London debited Belgium 3s4d. Ostend marked postage due of 50 decimes.

right corner. This was for the 8d British portion of the convention rate plus 1s for transatlantic packet service. The letter arrived in London on 4 April 1846 and received an orange circular datestamp showing that the letter was paid. Later the same day it arrived at Liverpool, where it was marked with a black oval transit datestamp in the lower left corner. On that day, the Cunard steamship *Caledonia* departed Liverpool and arrived at Boston on 20 April 1846. The letter was not marked for postage due at Boston, the American arrival port, but sent to New Orleans, where it received a large blue handstamp **12** indicating the postage due of 12¢ (2¢ ship fee plus 10¢ inland fee from Boston to New Orleans). Incoming steamship mail for certain United States cities was sent immediately to that city and not processed at Boston during a few years before the United States convention with the United Kingdom. This was done to speed up mail delivery since very large quantities of mail arrived at Boston by the Cunard steamships and was often delayed there waiting processing.²

Figure 14 illustrates a multiple rate letter from New York to Belgium via the United Kingdom by British steamship. This folded letter originated in New York on 30 April 1847, and was addressed to Francomont, Belgium. It was endorsed in the upper left corner, "Pr. Cambria," the steamship intended to carry the letter, and "via Ostend" in the lower left corner, the desired routing from England directly to Belgium. The orange oval marking in the upper right corner is the company marking of the sending company, Spies, Christ & Co., New York. This same marking also could have been used as a forwarder's marking had they provided such a service to another company's letter. There is a faint pencil "10" in the upper left corner below the steamship endorsement. This pencil marking represents payment of $2 \times 5\text{¢} = 10\text{¢}$ at the New York post office for the inland postage to Boston of a double rate letter. No New York datestamp was struck on the letter, which was not unusual at New York. The letter was sent to Boston to go on board the Cunard steamship *Cambria*, which departed on 1 May and arrived at Liverpool on 14 May 1847. The letter reached London the next day as shown by an orange circular datestamp on the reverse. London postal clerks debited Belgium $2 \times 1\text{s}8\text{d} = 3\text{s}4\text{d}$ in black pen, upper right corner. The Ostend office accounting handstamp in orange shows the computation of the postage due. The British debit of 3s4d on the first line was converted to 40 decimes on the second line. The letter weight of 20 grams, marked in black pen in the upper left corner, required $2\frac{1}{2} \times 4$ decimes = 10 decimes for the Belgian portion under the convention. The total postage due marked as 50 decimes, as well as the accounting in the box, was done in blue pen.

Letters taken to England by contract steamship could be forwarded to Belgium via France. This was actually a cheaper route since the British had negotiated a postal convention with France in 1843 that had a lower British portion than the later convention with Belgium. Surprisingly, I have seen less mail to Belgium by this less expensive route than by the direct route to Belgium from England. Figure 15 shows a letter by the French route. This folded letter originated in New York on 15 June 1847, and was addressed to Francomont, Belgium. It was endorsed in the upper right corner, "per Hibernia," reference again to a Cunard steamship. The letter was taken to the New York post office and paid 5¢ for the inland fee to Boston. This was marked in pencil on the left side, later to be struck over by the green boxed **SR** marking. Again, there was no New York datestamp marked on the letter. The letter was sent to Boston for the next day sailing of the Cunard steamship *Hibernia*, which left Boston on 16 June and arrived at Liverpool on 28 June 1847. Arrival at London the next day was shown by an orange circular datestamp on the reverse. London marked the orange boxed marking **COLONIES/&c.ART.13.** to show this unpaid letter

²Richard F. Winter, "Indications of a U.S.-British Mail Arrangement Prior to the 1848 Convention," *Chronicle* 161 and 162, pp. 60-67 and 120-30 respectively, provides more details of this unusual arrangement.

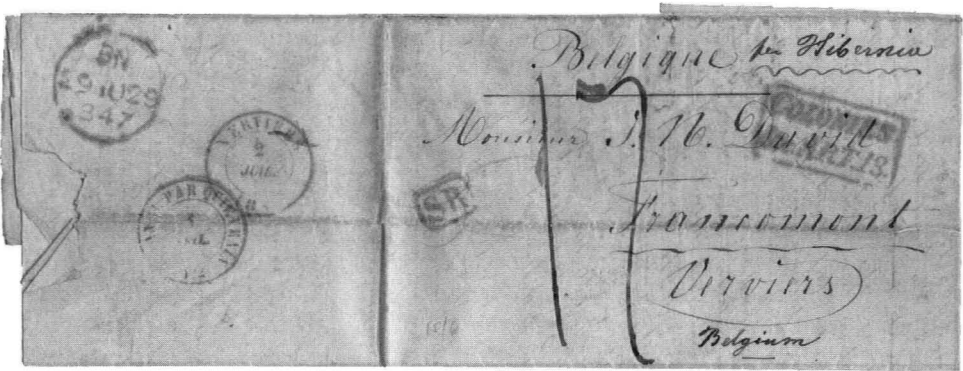


Figure 15. 15 June 1847, New York to Francomont, Belgium, paid 5¢ to Boston and carried by Cunard steamship *Hibernia* to Liverpool. Letter sent to France under 1843 Anglo-French treaty and marked COLONIES/&c.ART.13. Postage due in Belgium was 17 decimes.

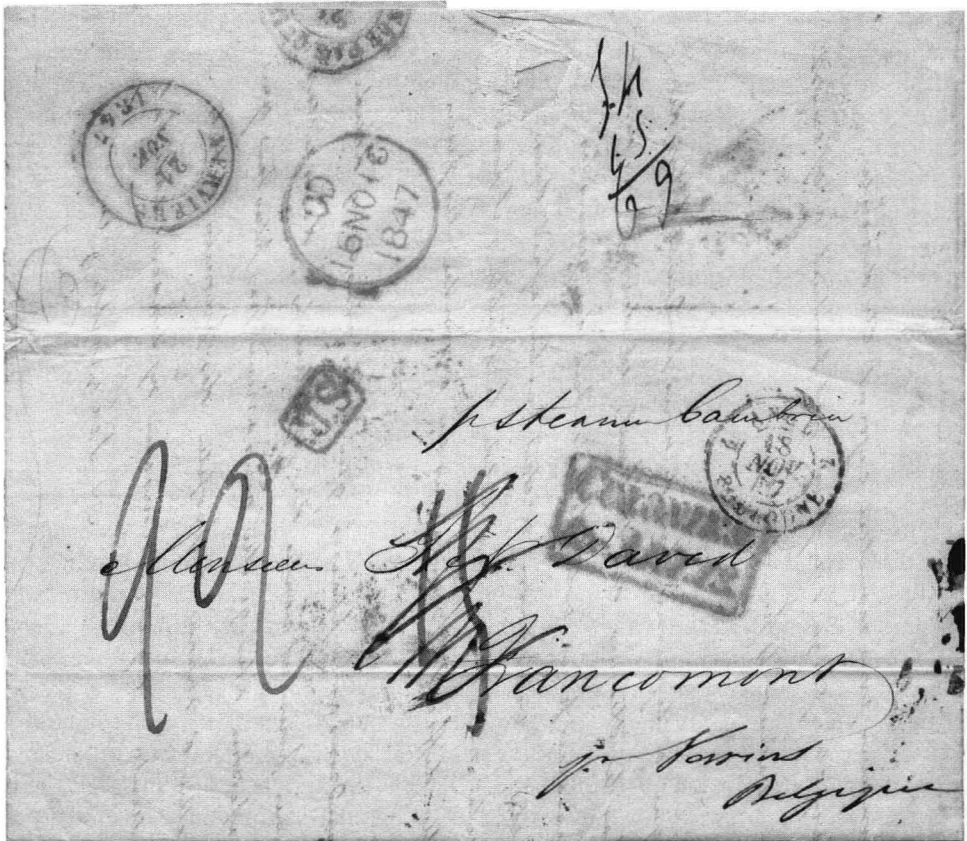


Figure 16. 30 October 1847, New York to Francomont, Belgium, carried by Cunard steamship *Cambria* to Liverpool. Letter sent to France under 1843 Anglo-French treaty and marked COLONIES/&c.ART.13. Postage due in Belgium was 22 decimes.

was being sent to France under letter bill accounting article 13, which allowed the British 3s4d per 30 grams bulk letter weight (10 decimes per single letter). The letter entered Belgium on 1 July 1847 by railroad and received a green circular datestamp on the reverse, **FRANCE PAR QUIEVRAIN No.2**, from the traveling post office clerk. A red orange circular datestamp on the reverse also shows arrival at Verviers on 2 July 1847. The letter was marked in Paris for postage due of 17 decimes (10 decimes French debit to British, and 7 decimes French and Belgian transit). A similar letter directly to Belgium via Ostend would have cost 24 decimes. The green boxed **SR** marking was applied on the train indicating the destination required rural service.

A second example of a letter routed via France is shown in Figure 16. This is another folded letter written in New York on 30 October 1847, addressed to Mr. J.N. David of Francomont, Belgium. It was endorsed in the upper right corner, "p steam Cambria." This letter does not show the pencil prepayment in New York of 5¢. Either the pencil marking has been erased or the letter may have been carried privately to Boston and placed in the steamship's letter bag. The Cunard steamship *Cambria* departed Boston on 1 November and arrived at Liverpool on 15 November 1847. An orange circular datestamp of London on the reverse shows arrival there the next day. The letter was marked at London with the orange boxed marking **COLONIES/&c.ART.13.** and placed in the mail to Paris. The letter entered France at Boulogne as shown by the red orange circular datestamp in the upper right corner, struck at Paris on 18 November 1847. Initially the letter was marked in error for postage due of 15 decimes. When the error was recognized, the notation "p Verviers/Belgique" was written below the address line in magenta ink. The postage due was corrected to 22 decimes. Although the weight of the letter is not shown, this higher rate would have been for a letter weighing between 7¹/₂-10 grams. The letter entered Belgium on 21 November 1847 by railroad and received a green circular datestamp on the reverse, **FRANCE PAR QUIEVRAIN No.2**, from the traveling post office clerk. A red orange circular datestamp on the reverse also shows arrival at Verviers on 21 November 1847.

On 3 July 1848, the Americans enacted retaliatory fees to be levied against any mail carried by foreign steamships. This retaliatory fee would be the same charge that the foreign nations levied on mail brought to their shores by American steamships. Since only the British operated steamships to the United States, this effectively retaliated against the British for charging full packet postage on letters carried to England on American steamships. In effect, double charges for sea transportation were in effect for both the British and the Americans. Mail to and from Belgium via England was directly effected by these charges. This retaliatory act would last for six months during which a postal convention between the United States and the United Kingdom was finally negotiated.

Figure 17 illustrates a folded letter that originated in St. Louis, Missouri on 10 July 1848, addressed to Namur, Belgium. The letter was franked with a pair of 5¢ grayish brown 1847 adhesives paying the United States inland fee from St. Louis to New York of 10¢. Some letter writers had discovered a way to avoid the expensive retaliatory fees. If they paid just the inland fee to the east coast seaport, the postmaster there was obliged to send the letter by any available transportation that he could arrange for overseas mail. Letters for Europe that were not paid to go by a contract vessel were placed on sailing ships to Havre by the New York postmaster. Such was the case for this letter. About 16 July 1848, the Union Line sailing packet *Havre* departed New York and arrived at Havre on 9 August. A red orange circular datestamp, **OUTRE-MER LE HAVRE**, confirms entry at Havre from overseas on that date. The letter was marked in the upper left corner for a weight of 10 grams and 16 decimes postage due when it reached its destination in Belgium. Since I have seen only the front of this letter I can not describe any markings on the reverse.

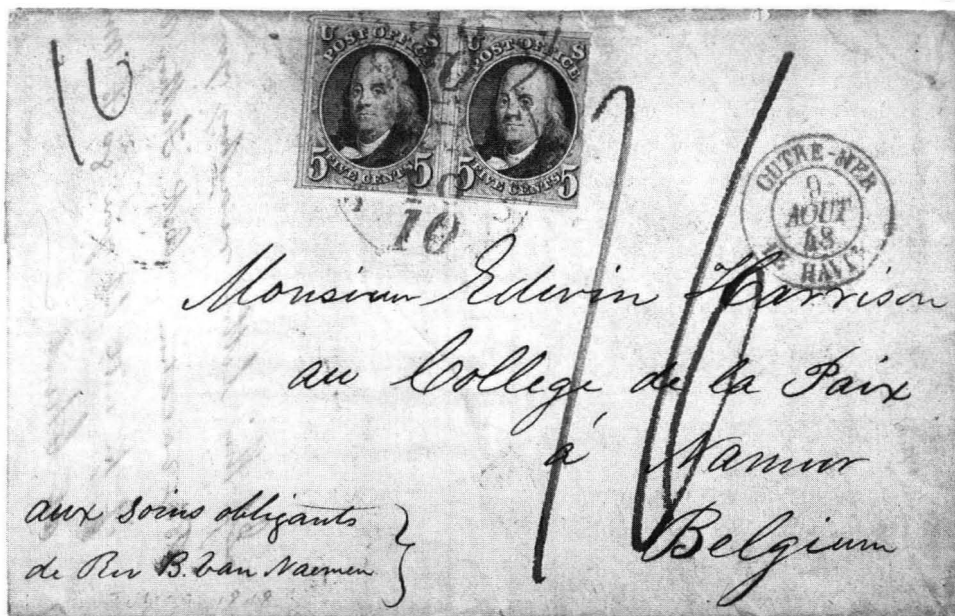


Figure 17. 10 July 1848, St. Louis, Missouri to Namur, Belgium, paid 10¢ inland rate to New York with pair of the 5¢ grayish brown 1847 adhesives. Letter carried by sailing packet from New York to Havre, avoiding retaliatory fees, and marked 16 decimes postage for 10 gram weight.

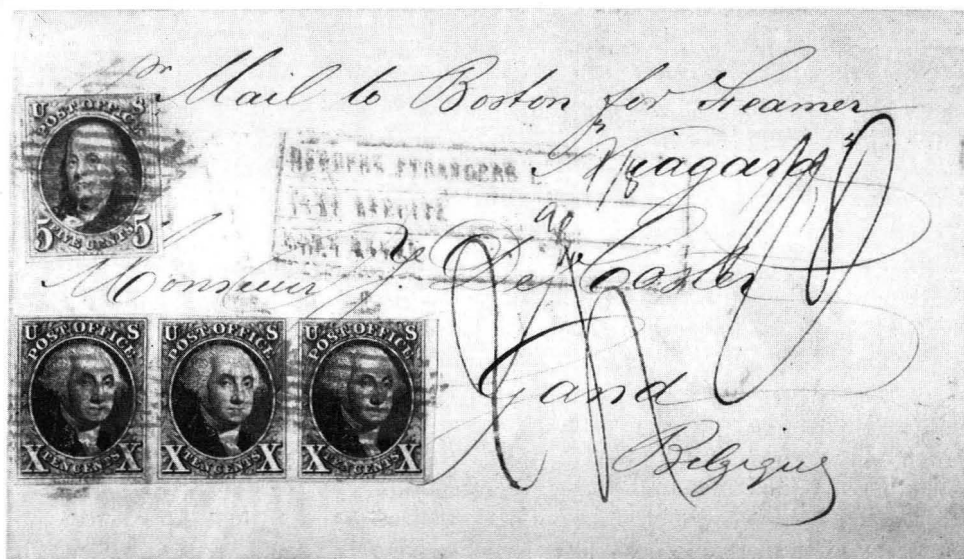


Figure 18. 28 October 1848, Charleston, South Carolina to Ghent, Belgium, prepaid 34¢ retaliatory rate with a brown 1847 5¢ and a horizontal strip of three black 1847 10¢ adhesives, a 1¢ overpayment since no other adhesive denominations existed. London debited Belgium 1s8d and Ostend marked 24 decimes postage due.

One of the finest 1847 covers is the letter to Belgium shown in Figure 18. This letter originated in Charleston, South Carolina on 28 October 1848, and was addressed to Ghent, Belgium. The letter was endorsed across the top, "Pr Mail to Boston for Steamer/Niagara," a reference to the Cunard steamship departing from Boston for England. The letter was paid 35¢, a 1¢ overpayment of the 34¢ rate, with a single 5¢ brown 1847 and a horizontal strip of three 10¢ black 1847 adhesives. Since the only two adhesives in the United States at the time were the 5¢ and 10¢ denominations, this overpayment was understandable. The prepayment covered the 10¢ inland rate from Charleston to Boston and the 24¢ retaliatory fee since the letter was to be carried on a British mail steamship. Before the retaliatory act, the letter would have required a payment of only 10¢. The letter was given to a railroad route agent of the Wilmington and Raleigh railroad, which operated a steamship service between their southern rail terminus in Wilmington, North Carolina and Charleston. Merchants in Charleston would take their letters to the pier from which the steamer departed and hand their letters directly to the agent. This letter did not receive the route agent marking of the Wilmington and Raleigh railroad, which is seen on some letters from Charleston by the same route. Since the adhesives were not canceled, when the letter arrived at New York they were canceled with the boxed red grid of New York. The letter was placed in the mail bags sent to Boston for the steamship *Niagara*, which departed on 1 November and arrived at Liverpool on 13 November 1848. An orange circular datestamp on the reverse of the letter shows that it arrived at London on 14 November 1848. London postal clerks debited Belgium 1s8d in black pen, upper right corner, and sent the letter to Belgium. An orange circular datestamp on the reverse, **ANGLETERRE PAR OSTENDE**, shows that the letter entered Belgium at Ostend from England on 15 November 1848. It arrived at Ghent later the same day and received a red orange circular datestamp on the reverse. The Ostend postal clerks applied the orange accounting box on the front of the letter with blue pen numerals that showed the British debit, 1s8d, the conversion to Belgium currency, 20 decimes, and the Belgian internal postage, 4 decimes. The total postage due of 24 decimes was marked in blue pen just below.

Figure 19 illustrates a retaliatory rate letter from Belgium to the United States. This folded letter originated in Antwerp on 14 November 1848, and was addressed to Castine, Maine. It was from a ship captain to the ship's owner discussing arrival at Antwerp and the future movements of his vessel. Forwarding agent C. Grisar & W.J. Marsily of Antwerp, whose green oval agent handstamp was struck on the reverse of the letter, saw that the letter got into the mail system and paid the postage through England to the United States. The prepayment was written on the reverse in red crayon, 4 decimes Belgian and 20 decimes foreign postage or 24 decimes. A faint red crayon line diagonally across the front of the letter also indicated that the letter was paid. The letter was posted at Antwerp on 15 November 1848 and received the orange circular datestamp of Antwerp along with a small boxed **PD** in the upper right corner. Belgian postal clerks marked 1s8d credit to the British, also in the upper right corner. The letter arrived at London on 16 November and received an orange circular datestamp indicating that the letter was paid. A black Liverpool transit lozenge of 17 November showed arrival of the letter at Liverpool. On 18 November the Cunard steamship *Britannia* departed Liverpool and arrived at Boston on 6 December 1848. A Boston clerk used a red orange circular datestamp, **BOSTON/SHIP/MS.**, to show the date that the letter was processed and a handstamp **29** in the same color for the postage due. This amount was for the 24¢ retaliatory fee plus 5¢ inland fee from Boston to Castine, Maine.

On 3 January 1849, the United States rescinded its retaliatory order because a postal convention with the United Kingdom had been negotiated. For the next six weeks until the new convention went into effect on 15 February 1849, the rates that existed before the retaliatory order were restored. I am unable to show an example from this short period, but the rates would have been similar to those shown in Figures 12 and 13.



Figure 19. 14 November 1848, Antwerp, Belgium to Castine, Maine, prepaid 24 decimes (manuscript on reverse) for all transit fees to U.S. via England. Belgians credited 1s8d to British. Letter carried on Cunard Line *Britannia* to Boston, where it was marked for 29¢ postage due (24¢ retaliatory fee plus 5¢ inland fee).



Figure 20. 6 September 1849, Ghent, Belgium to New Orleans, prepaid 20 decimes (manuscript on reverse). Belgians credited 1s4d to U.K. Letter carried on Cunard Line *Cambria* to New York, where it was marked for 5¢ postage due.

30 March 1849-14 February 1850

Although the 1848 postal convention between the United States and the United Kingdom resulted in a reduction in the transatlantic portion of the total postage from 1s to 8d, this reduction was not seen on mail from Belgium until announced in Belgium in Circular Postes No. 573 of 29 March 1849. The Belgian prepayment was reduced to 20 decimes instead of 24 decimes and the British credit was reduced from 1s8d to 1s4d. Covers from this ten month period are quite rare. I have seen only three examples. One of the three is shown in Figure 20. This folded letter was posted in Ghent, Belgium on 6 September 1849, and was addressed to New Orleans. On the reverse in red crayon was the postage paid, "4/16-20," or 20 decimes of which 4 decimes was kept by Belgium and 16 decimes was credited to the British. An orange circular datestamp and boxed **PD** of Ghent was marked on the face of the letter. Also marked in black pen in the upper right corner was the credit to the United Kingdom of 1s4d, 8d British portion under the Belgian-United Kingdom convention plus 8d sea postage across the Atlantic. The letter reached London on 7 September 1849, and received the orange circular datestamp showing that it was paid. On 8 September the Cunard steamship *Cambria* departed Liverpool and arrived at New York on 22 September 1849. Since all postage to the U.S. shore had been paid, New York postal clerks marked the letter for 5¢ postage due with a black circle 5, the British open mail rate by British packet. This marking is not well struck but appears over the London datestamp.

15 February 1850-30 September 1857

On 27 November 1849, the United Kingdom and Belgium agreed to a new postal convention that significantly lowered the postal fees between the two countries. This also

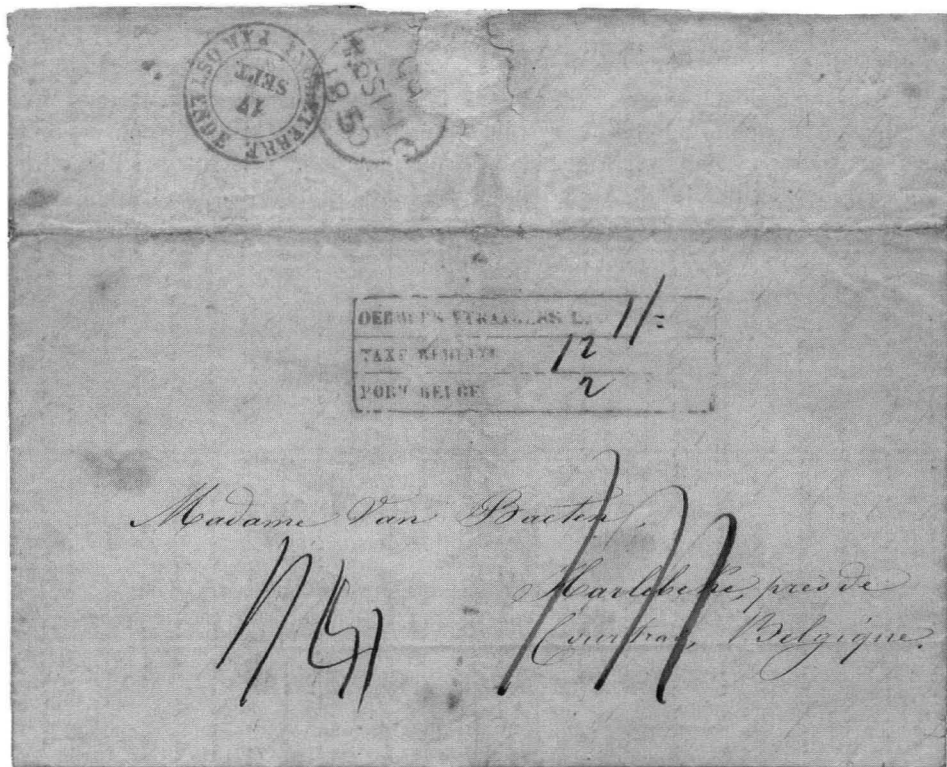


Figure 21. 17 August 1850, Chillicothe, Ohio to Harlebeke, Belgium, carried privately to Boston and put in mail bag of Cunard Line *Europa*. London marked 1s4d debit to Belgium in error (old rate). Belgium showed 14 decimes postage due, 1s or 12 decimes to British and 2 decimes to Belgium.

reduced the rates on letters between the United States and Belgium. This new convention was to go into effect a month after ratifications were exchanged. A General Post Office, London notice of February 1850 told the public that the new convention was effective from 15 February 1850. Belgian Circular Postes No. 622 of 24 January 1850 announced the same effective date in Belgium. The convention reduced the rate of a single letter between the United Kingdom and Belgium from 1s to 6d. The British portion was halved from 8d to 4d and the Belgium portion from 4d to 2d. The rate progression in the United Kingdom remained the same, but in Belgium was changed to one rate for each 7½ grams. On letters to America the 8d transatlantic portion remained, so the prepayment in Belgium for a letter to America was 14 decimes with a credit to the British of 1s. If an American packet was used to carry the letter across the Atlantic, the British credited the United States with 16¢. As before, letters could be sent either fully paid or unpaid, but could not be partially paid.

Figure 21 illustrates a letter sent under the new convention. This folded letter originated in Chillicothe, Ohio on 17 August 1850, and was addressed to Harlebeke, Belgium. The letter was carried privately to a Boston agent who placed the letter in the steamship's letter bag. There is no indication of the letter entering the mail in Ohio or the required 5¢ prepayment for a letter sent in the British open mail. From the date of arrival at London and the debit to Belgium, we know the letter went by mail steamship across the Atlantic. On 4 September 1850, the Cunard steamship *Europa* departed Boston and arrived at Liverpool on 15 September carrying this letter. Arrival at London the next day, 16 September 1850, was indicated by an orange circular datestamp on the reverse. London postal clerks marked the letter in the lower left corner 1s4d in error, using the rates in effect before February 1850. This mistake was corrected in Belgium. The letter was sent to Ostend, where it received a red orange circular datestamp on the reverse, **ANGLETERRE PAR OSTENDE**, of 17 September and the accounting handstamp in the same color on the letter face. Ostend postal clerks first crossed through the British debit in blue ink and showed the correct debit of 1s on the first line of the accounting box. The conversion to 12 decimes was shown on the second line and the internal rate of 2 decimes on the third line, each marked in blue ink. Total postage due was marked in blue ink, lower right corner as 14 decimes.

(to be continued)

United States Stamp Society

(Formerly the Bureau Issues Association)











Join the premier society specializing in postage and revenue issues of the United States and U.S. administered areas of the 20th and 21st centuries. Members receive the authoritative journal

The United States Specialist





For a sample copy and membership information send \$2 to:
USSS Executive Secretary, P.O. Box 6634, Katy, TX 77491-6634
Visit our website: www.usstamps.org

THE Catalog.

Quality U.S. Stamps May - June 2001
Philatelic Report #130
23RD Anniversary Sale
Discounts: 10% Discount-Any Order over \$500.00
15% Discount-Any Order over \$3,000.00
20% Discount-Any Order over \$10,000.00

 LOT #110 812A w/PG	 LOT #104 820 w/PG	 LOT #131 818 w/PG	
 LOT #114 818 w/PG	 LOT #719 801 w/PG	 LOT #178 842A w/PG	
 LOT #240 844 w/PG	 LOT #240 843 w/PG	 LOT #240 842 w/PG	 LOT #230 847 w/PG

Valley Stamp Co.
Larry Voloski
Call Toll Free 1-800-828-9225

Post Office Box 470 • Goshen, Connecticut 06756
Office Hours: 10-6 Weekdays • Closed Weekends
Regular Telephone: (860) 491-9358 • 24-Hour Toll Free Fax Line: 1-888-828-5690

Our customers are perfectly frank.

They tell us our bi-monthly catalogs contain the finest U.S. stamps offered anywhere in philately. Find out for yourself. The first copy of our catalog is free. Send for it today. Just call, write, e-mail us, or visit our website...

www.valley-stamp.com

(Please note our NEW website address)



Our website also offers great QUALITY U.S. stamps to online collectors who appreciate the importance of acquiring only the finest material for their collections.

Call for our latest catalog today.

Always a Toll Free call:

(800) 828-9225

P.O. Box 470 • Goshen CT 06756

E-Mail: valley.stamp@snet.net

Regular Phone: (860) 491-9358 • 24-Hour Toll Free Fax: (888) 828-5690

Office Hours: 10-6 Weekdays • Closed Weekends



BOOK REVIEW: ADMIRALTY MEDITERRANEAN STEAM PACKETS, 1830 TO 1857

Admiralty Mediterranean Steam Packets, 1830 to 1857, by Colin Tabcart. Published 2002 by James Bendon Ltd., Limassol, Cyprus. 6³/₄ x 9³/₄ inch format, 279 pages plus 16 pages of introductory text and table of contents. Seven chapters, one appendix, a bibliography and an index. 40 illustrations of covers, maps, miscellaneous documents and pictures of steamships. Hardbound. \$54.50 plus \$4.00 shipping and handling from James Bendon Ltd., P.O. Box 56484, 3307 Limassol, Cyprus, books@JamesBendon.com.

Author Colin Tabcart is no stranger to the U.S. Philatelic Classics Society, having been recognized for his excellence in postal history research by the society with the 1989 Perry Cup, as the first recipient of the Susan M. McDonald Award in 1995, and again in 2000 for the same award. He now provides us with a new reference book, whose title suggests a much narrowed interest area, Admiralty packets in the Mediterranean. What a very pleasant surprise to find out that this title may accidentally camouflage a very important source of good reference data, one which I feel belongs in the library of any collector interested in the maritime mails and especially one who concentrates on mail to Egypt, India and the Far East. The title, nevertheless, is very correctly stated for this book; however, until the reader learns how important the Admiralty system was for transporting the mail through the Mediterranean during the period of the book, I am afraid that the significance of the book will be underappreciated.

In his preface, Tabcart points out that the British Admiralty was a prime innovator of the use of steam propulsion, and by the end of the 1820s the Royal Navy had the largest steam fleet in the world. In 1823 the Admiralty took over the Falmouth packet service carrying government mail. At the time this service consisted of sailing brigs, which delivered mails from England throughout the world including into and throughout portions of the Mediterranean. In 1830, the service from Falmouth to the Mediterranean was converted to steam. Since no private contractors were capable of operating the steam service, Royal Navy vessels continued to transport the mail. The steam packet service set up by the Admiralty in 1830 ran from England to Corfu in the eastern Mediterranean using Malta as the hub of its operations.

Six chapters detail the Admiralty steam packet operations along specific routes in the Mediterranean. They are: 1. the service between England, Malta, and Corfu 1830-34; 2. the service between England and Alexandria via Malta, 1835-56 (almost half the book); 3. the service between Malta, the Ionian Islands and Greece 1830-58; 4. the service between Malta and Marseille 1837-54; 5. the Alexandria to Beirut Branch line 1836-39; and 6. miscellaneous minor routes.

British mail transport through the Mediterranean during the period 1830-1857 is very complicated and confusing to a collector who is trying to understand how a letter traveled through it. Most collectors are not aware that Admiralty packets carried mail into the Mediterranean prior to the 1840 Peninsula & Oriental Line (P&O) service to Alexandria. A summary of the British mail service on the main route through the Mediterranean, which is carefully documented in Tabcart's book, will help to illustrate the complexity of the mail service:

1. Possibly as early as 1815, when Britain was awarded the Ionian Islands as a part of the peace treaty after the Napoleonic wars, there was a monthly sailing packet service from Falmouth via Gibraltar & Malta to Corfu.
2. 1823 - Admiralty assumes control of foreign mail packet service from Falmouth.
3. 1830 - Admiralty steamships replace the sailing ships on the service to Corfu carrying monthly mail from Falmouth via Cadiz, Gibraltar, and Malta. On average the steamships completed the round voyages in half the time of the sailing ships;
4. 1835 - First Admiralty packet service to Alexandria, which connected with the mail service of the East India Company (EIC) from Bombay to Suez.

5. 1837- Peninsular Steam Navigation Company contracted to carry mails between Falmouth and Gibraltar with Admiralty packets continuing to carry mail to Malta and Alexandria from Gibraltar. French start steamship services from Marseille to various parts of the Mediterranean, making it possible for India mails to go via France to England.
6. 1839 - Admiralty packets serve Malta-Marseille route in connection with monthly closed mail from London through France.
7. 1840 - Peninsular and Oriental Steam Navigation Company (P&O) contract for monthly mail from Falmouth to Alexandria via Gibraltar and Malta picking up the monthly closed mail from Marseille at Malta. Admiralty steamships continue to provide service between Gibraltar and Alexandria via Malta making two mails per month from England to Alexandria.
8. 1843 - British packet port changed from Falmouth to Southampton. P&O service to Calcutta opened to connect with the P&O monthly service through Mediterranean.
9. 1845 - P&O now operating both monthly services through Mediterranean. Admiralty packets still covering the Marseille-Malta link and the Malta-Corfu line.
10. 1848-52 - P&O ceases to operate second monthly mail to Alexandria so there was only one monthly mail from Southampton. Two monthly mails continued from Marseille, one carried by Admiralty packet.
11. 1853 - P&O operates two monthly mails from Southampton to Alexandria as well as the Marseille-Malta link.

When trying to use the available reference books to sort out the mail voyages through the Mediterranean, it is often quite frustrating to locate the data desired. Each of the authors had different motivations for assembling and publishing their data, with none presenting the full picture. In the case of the British mail voyages, Reg Kirk (P&O Line), Hammond Giles (EIC Line), Henri Tristant (French Mediterranean steamship lines) and Lee Scamp (Far East mail steamship lines) each have sailing data of the British ships through the Mediterranean, some more complete than others. None of these authors provides a sufficiently complete picture so the student doesn't have to juggle four or five reference books to get the data he needs. Tabcart started out to document just that portion of the Mediterranean mail voyages performed by Royal Navy steamships, then realized he had a wonderful opportunity to build a much more complete picture by combining with the Admiralty packets the private contract steamships voyages, at least as far as British mails were concerned. While many may consider the Mediterranean as a French lake, Tabcart shows that the Royal Navy mail ships were operating there long before the French mail steamships. In fact, it turns out that up to 1852, a substantial portion of all mail voyages between Marseille and Malta were actually performed by Royal Navy steamships. He makes no attempt to duplicate the French steamship data of Salles and Tristant in his book since his emphasis is on British mail steamship operations.

Tabcart started with the unpublished data of James Smart, who spent six years extracting data from the original log books of the Admiralty packets at the Public Records Office, Kew. To that he added his own research from the Post Office Archives, and a comprehensive search through contemporary newspapers, notably the *Hampshire Telegraph & Sussex Chronicle*. He combined this with numerous additional visits to the Public Records Office, Kew, to confirm new details gleaned from other sources. In the process he uncovered additional Admiralty log book information that had been missed by Smart. Rather than just update other published sources on the British mail voyages in the Mediterranean, none of which started as early as 1830, he decided to produce a new reference book that would stand on its own. He has been marvelously successful. Not only does he place in one location all the British mail voyages through the Mediterranean to 1857, but he also provides data on other branch services conducted by Admiralty steam packets. As mentioned earlier, he included the mail services to the Ionian Islands, the service from Malta to Marseille, and a short-lived service from Alexandria to Beirut. Lastly, he has documented a few minor routes from Gibraltar to Morocco and Spain in the 1840s and Malta-Tripoli-Tunis-Barcelona routes in the 1840s and early 1850s.

Chapter 7 of his book comes as a very enjoyable surprise. In it Tabcart has created a very succinct and easily understood summary of the postage rates applicable to the principal locations along the routes described in the book, namely Portugal, Spain, Gibraltar, Malta, Ionian Islands, Egypt and India. He carefully walks the reader through the complexities of determining appropriate United Kingdom internal rates and miscellaneous charges as they changed through the late 1830s, then how to determine the proper packet rates both through France and directly from England. His discussion on how to determine the internal British rates to be applied to foreign letters has application far beyond the few Mediterranean locations upon which he concentrates in this book. Because the subject of these rates is a very difficult one for the period covered by the book, I can appreciate his concern that this chapter, which was insisted on by the publisher, would be adequate. It is more than adequate. It is a model of how to break down very complex rates and organize their determination in a manner that will be understandable to all the readers.

For convenience, Tabcart has broken each table of sailing data into small segments, usually one year in length and either inbound to England or outbound. Unlike his predecessors, his voyage dates are clearly laid out and easy to read. There is no confusion about the dates because the months are abbreviated rather than shown numerically. The type is easily read and the lines of data alternating between white and gray allow them to be followed easily. Anyone who has used Kirk, Giles, Tristant or Scamp will appreciate these concessions for clarity. Tabcart uses extensive notes at the end of each segment to greatly expand the available information about the voyages, problems and other important observations, some his and others those of the sources he used. Often, these notes are quotes from a local newspaper report or from a ship's log book entries. Most readers will skip the notes and go straight to the table segments to search for sailing data. For those who take the time to read the notes, however, there is a wealth of information that provides a very clear picture on how these mail steamships operated. A small section before the first chapter explains the abbreviations, references and technical terms used in the book. I found this section very useful and instructive, particularly in defining some of the terms that routinely appear in his textual notes of quotes from log book entries or newspaper reports.

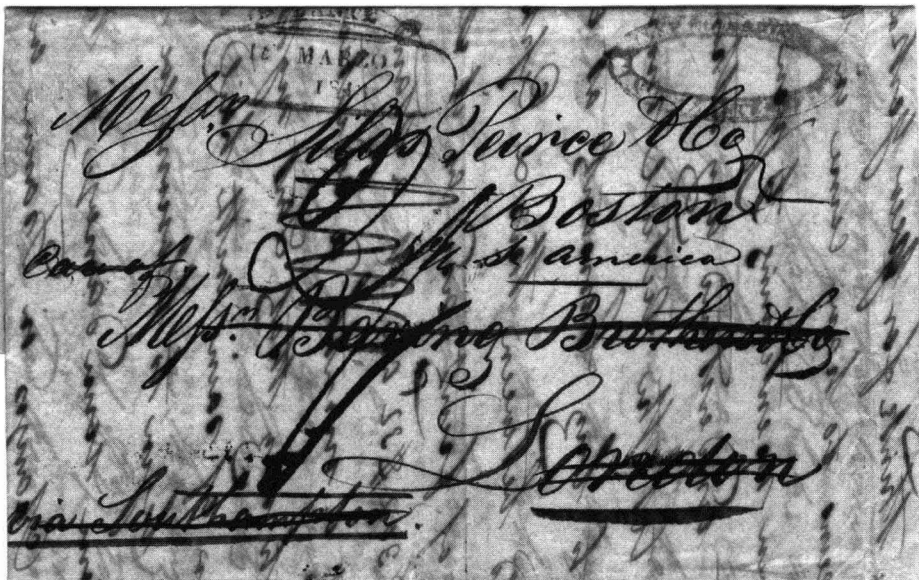


Figure 1. 16 March 1848, Zante, double rate letter from Ionian Islands to Boston via forwarding agent in London. Letter paid 2x3d=6 pence local postage and sent unpaid to London. Letter carried by HMS *Oberon* from Zante to Malta and P&O *Ripon* from Malta to Southampton. Two shillings paid by London agent who forwarded letter privately to Boston.

HM Ship Commander	Malta depart	Ceph	Zante	Patras	Corfu	Ceph	Patras	Zante	Malta arrive	Notes
<i>Ardent</i> WC Nowell	2 Jan	4 Jan	4 Jan	4 Jan	5/9 Jan	10 Jan	10 Jan	11 Jan	12 Jan	
<i>Spitfire</i>	7 Jan		9 Jan	9 Jan	11 Feb					1
<i>Locust</i> ER Power	16 Jan	18 Jan	19 Jan	19 Jan	20/23 Jan	24 Jan	24 Jan	25 Jan	27 Jan	
<i>Locust</i> ER Power	2 Feb	5/6 Feb	6 Feb	6 Feb	7/9 Feb	10 Feb	10 Feb	10 Feb	13 Feb	
<i>Oberon</i> GI Gardner	15 Feb	17 Feb	17 Feb	17 Feb	18/22 Feb	23 Feb	23 Feb	24 Feb	25 Feb	
<i>Oberon</i> Lt Gardner	8 Mar	10 Mar	10 Mar	10 Mar	11/15 Mar	15 Mar	16 Mar	16 Mar	18 Mar	
<i>Flamer</i> Cdr G Lavie	15 Mar	17 Mar	17 Mar	17 Mar	18/22 Mar	23 Mar	23 Mar	23 Mar	26 Mar	

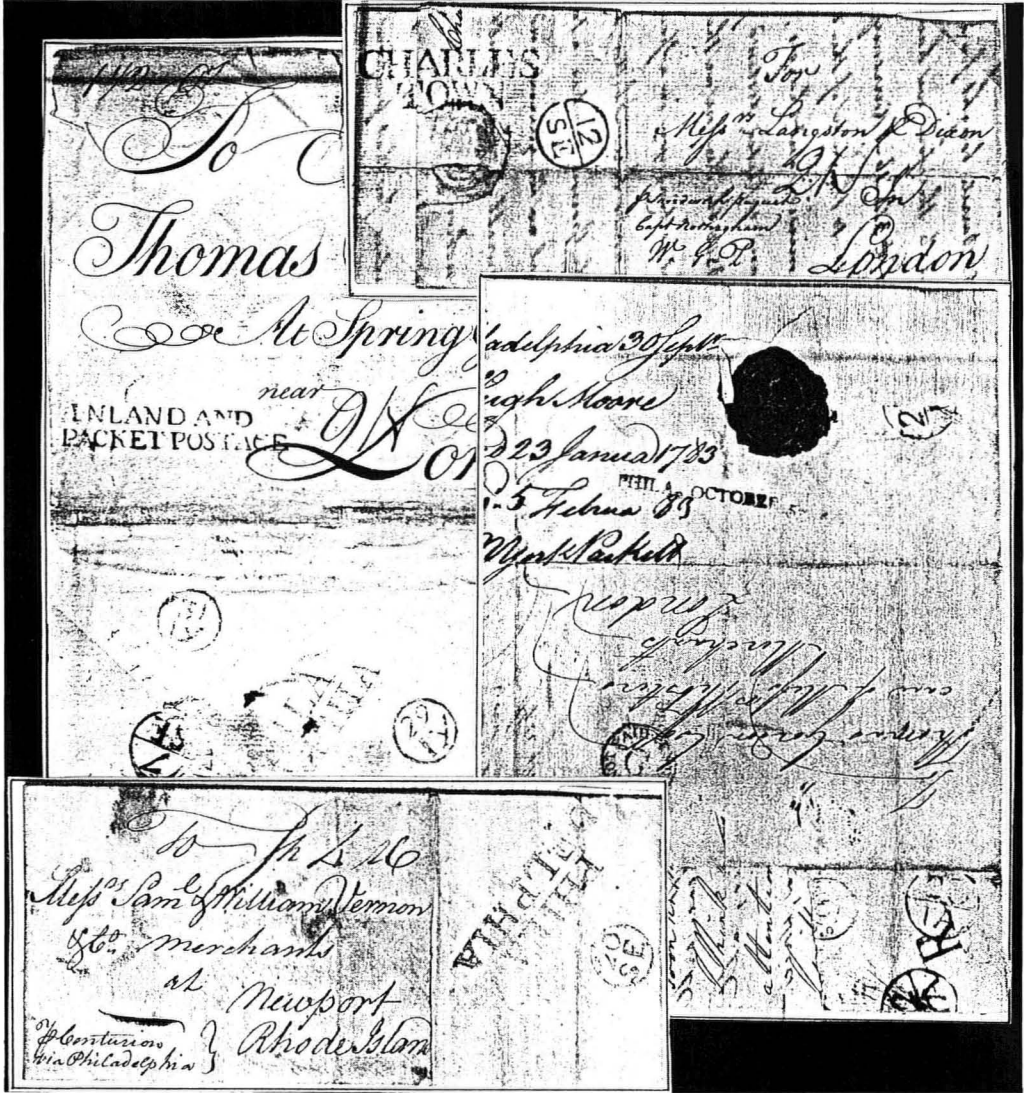
Figure 2. Portion of the 1848 table for Admiralty service between Malta and the Ionian Islands showing the Admiralty packet that carried letter to Malta. Note how easy it is to read the table's data.

To illustrate the value of this book, I have selected a cover from my collection. Previously I had been unable to document its travel through the Eastern Mediterranean. The folded letter illustrated in Figure 1 originated in Zante, Ionian Islands on 16 March 1848. It was addressed to Boston care of Baring Brothers & Company, London, a forwarding agent. The letter was endorsed in the lower left corner, "via Southampton." It was posted in Zante on 16 March, receiving the blue green datestamp of Zante in the upper left corner. The letter was prepaid $2 \times 3 = 6$ pence for the local rate of a double weight letter. The transit fee to the United Kingdom or beyond had not been paid. A small "6" in red ink appears in the upper right corner just under the marking of the sending company, but it may be difficult to see in the picture. From Tabcart's table for the Admiralty packet service between Malta and the Ionian Islands in the year 1848 we find that HMS *Oberon*, Lieutenant Gardner, called at Zante for mail on 16 March 1848 en route to Malta, arriving on 18 March. Figure 2 shows the top portion of Tabcart's table on p. 175 and illustrates how easily read are his tables. The letter was transferred at Malta to the P&O steamship *Ripon*, departing there as soon as she received the mail at Malta on 18 March and arriving at Southampton on 30 March 1848. A London backstamp shows arrival in London on 31 March. This voyage is listed on p. 123 of his book. In London, the Baring Brothers Company paid two shillings for the unpaid double rate letter addressed to them from Zante. Since there are no further postal markings on the letter, it must be assumed that it was sent to Boston from London "out of the mail," that is enclosed in another letter or package. This saved another two shillings, which had to be prepaid in London for the Atlantic transit by British steamship, and the 6¢ incoming ship letter fee at Boston to be paid by the recipient. As you might expect, I was very pleased to add the transit information from the Ionian Islands to Malta to my analysis of the cover.

Again, I must say that I feel that this is quite an important book to have in a reference library, especially for those who want to track the movement of British mail through the Mediterranean from 1830 to 1857. This book is an excellent example of how a talented author can take pages of tabulated sailing dates and turn them into a well-rounded story about maritime operations, in this case those of the Royal Navy steamships carrying mail for the British government in the Mediterranean. The author and his publisher have done a splendid job and are to be congratulated for furthering the knowledge of maritime postal history.

- Reviewed by Richard F. Winter

Our auctions always include
 better postal history,
 especially
 British North America
 and the United States



For a complimentary catalogue contact:

Charles G. Firby
 AUCTIONS

6695 Highland Road, Suite #107
 Waterford, MI 48327-1967
 Telephone (248) 666-5333 • Fax (248) 666-5020

CORRECTION OF CORRUPTED DATA IN ISSUE 194

The data regarding the postal rate from France to the U.S. during the early days of the General Postal Union was not correctly transcribed in the previous issue. Dick Winter's correction note arrived quickly. The following paragraph is correct:

The entry of France into the General Postal Union on 1 Jan. 1876 was concurrent with a reduction in postage to the U.S. from 50 centimes to 40 centimes, which was followed in May 1878 with a further reduction to 35 centimes. This rate is uncommon because it was in effect for only 9 months (see Figure 1), until it was reduced to the desired UPU rate of 25 centimes on 16 February 1879.

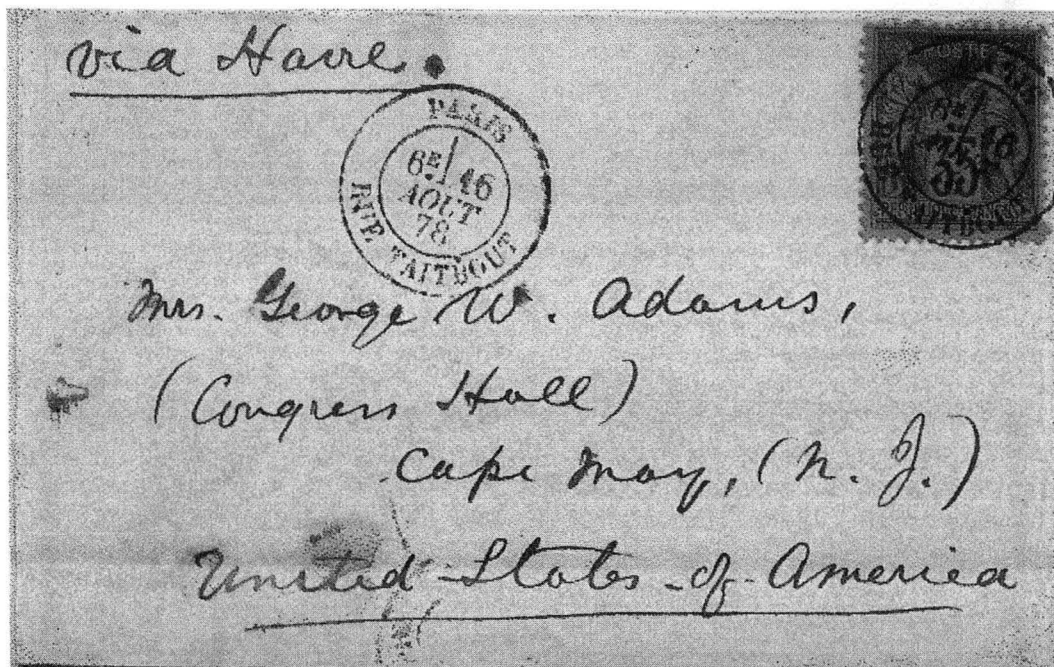


Figure 1. Cover illustrating 35 centimes GPU rate, France to U.S.

ADDITIONAL ANSWERS TO PROBLEM COVERS IN ISSUE 192

Route Agent Lewis Kaufman has submitted additional data in the form of an 1865 letter with a cachet in oval "HAVE YOUR / LETTERS DIRECTED / TO YOUR / STREET AND NUMBER." Unfortunately, his illustration has been misplaced so we can't show it at this time. This new cover is very similar to the two previous covers— all were sent to Detroit, Michigan, which is the only city using this handstamp to be recorded to date.

The first, shown in Issues 192 and 193, was an unpaid Army Letter handstamped with two different strikes of "DUE 3." The second (Figure 2), prepaid with a 3¢ adhesive, had no postage due. And the new example from Agent Kaufman, also prepaid with a 3¢ adhesive, was charged "DUE / 2" in circle adjacent to a boxed "ADV. / AUG 1 / 1865." Were these covers handstamped in Detroit? Why were the charged amounts different?

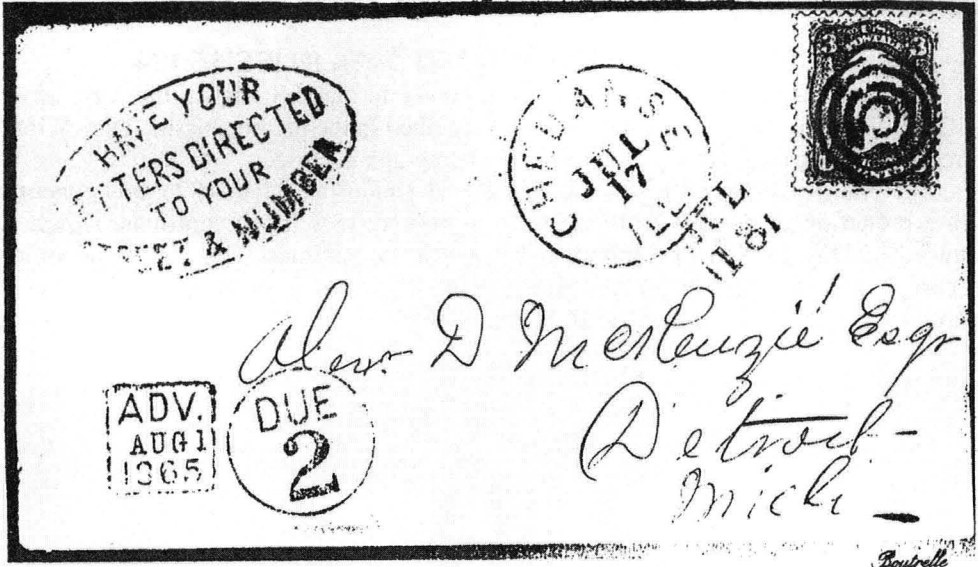


Figure 2. CHE . . . , ILL. [1865] cover to Detroit, Mich., and "DUE 2"

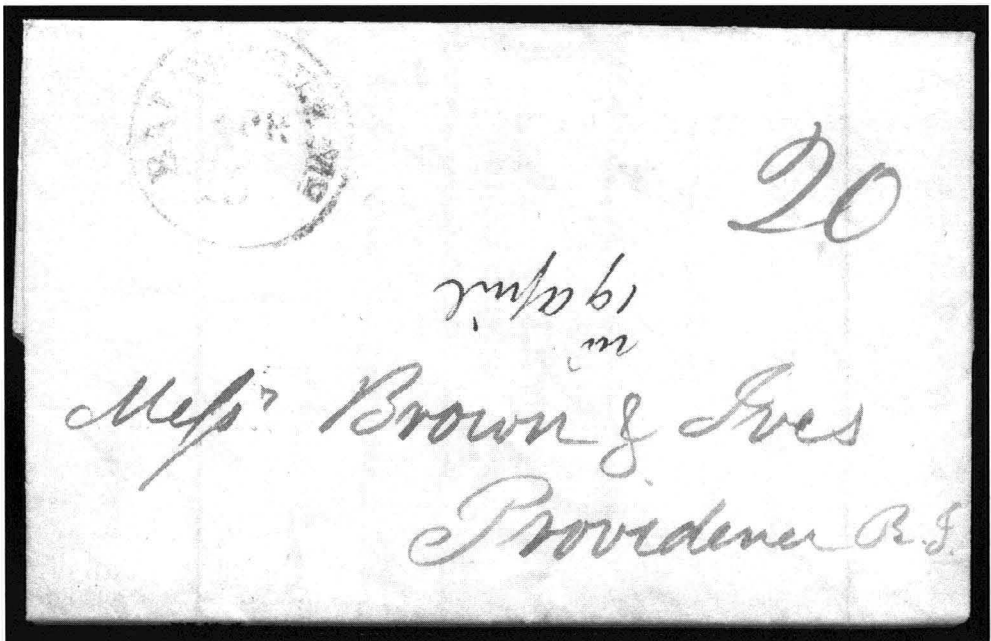


Figure 3. 1816 restored rate War of 1812 cover

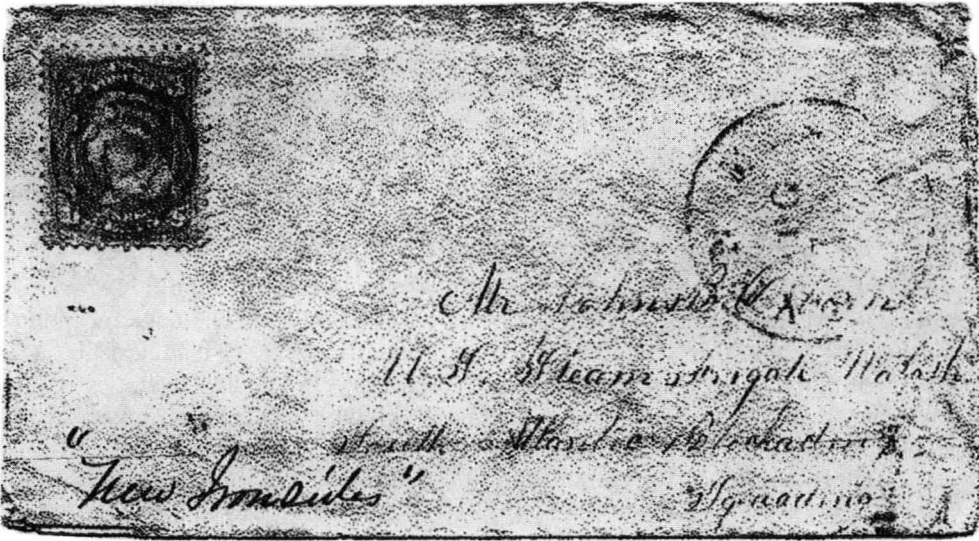


Figure 4. Cover endorsed "New Ironsides" to U.S. Steam Frigate Wabash

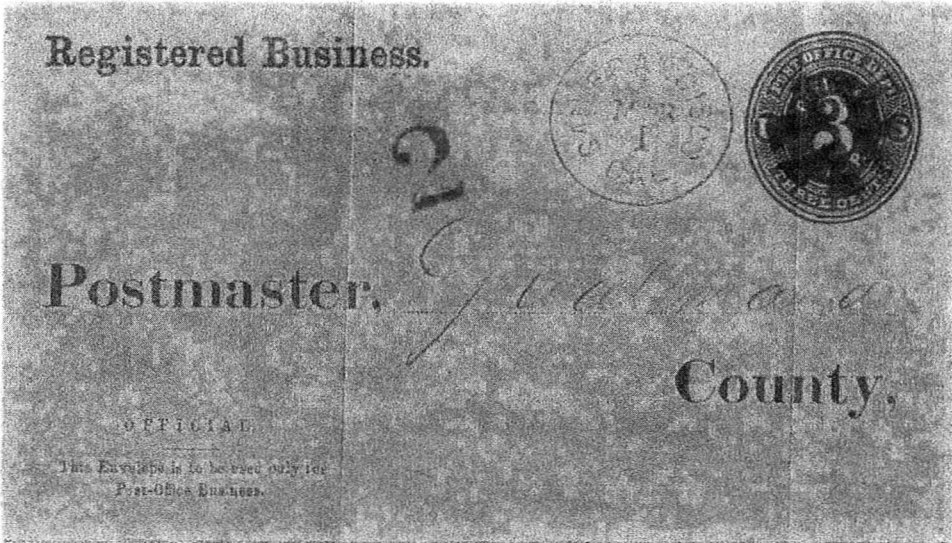


Figure 5. Official P.O. Dept. stationary registered to Guatemala

Route Agent Pat Walker found the cover depicted in Figure 3, a companion to the Providence cover posted at Baltimore on Nov. 10, 1815, as shown in Issue 193. The Figure 3 cover was thought to be a ship cover similar to others which have appeared in the Cover Corner. However, the lack of a "SHIP" handstamp makes this improbable. The postage rate charged on this cover is shown as "20" [cents]. So in Issue 194 we asked our Route Agents to describe how it was rated and why. The year date is docketed as 1816.

This cover is a neat fit as a restored rate between the repeal of the War of 1812 rates (50% postage increase) effective from 31 March 1816 and the enactment of new (slightly reduced) rates effective 1 May. The cover was posted at Baltimore on 15 April and received at Providence 19 April. An unusual find of a very elusive and easy to overlook rate, having only a short one month life.

ANSWER TO PROBLEM COVER IN ISSUE 194

Agent James Larsen submitted the Figure 4 cover addressed to John B. Osborn, U.S. Steam Frigate *Wabash*, South Atlantic Blockading Squading [sic]. The cover is endorsed "New Ironsides" (Note: not "Old Ironsides" as printed in Issue 194, Figure 6B. Agent Larsen asked if there was enough information to properly year-date the cover.

We are fortunate to have Route Agent Bob Rawlins, Director, Universal Ship Cancellation Society, to provide the following comprehensive response:

There are two different ships—"Old Ironsides," correctly named USS *Constitution*, is a frigate of the War of 1812 fame, currently the oldest commissioned vessel of the U.S. Navy.

Our subject ship is the *New Ironsides*, an ironclad screw steamer and one of the most powerful vessels in the world at the time. She was commissioned 21 August 1862 at the Philadelphia Navy Yard and joined the South Atlantic Blockading Squadron (SABS) operating off the coast of the Carolinas. In May 1864 she put into the Philadelphia Navy Yard for repairs and was recommissioned 27 August 1864. She returned to the South Atlantic Blockading Squadron and helped carry the day for the Federal forces. She was decommissioned at League Island (Philadelphia) on 6 April 1865 and was destroyed by fire in December of that year.

USS *Wabash*, a screw frigate, was commissioned in 1855 and served continuously throughout the Civil War in the South Atlantic Blockading Squadron from May 1861 to 1 October 1864 when she entered Norfolk Navy Yard for overhaul. Recommissioned 16 December 1864, she joined the North Atlantic Blockading Squadron for the attack on Fort Fisher. In January 1865, she departed Hampton Roads for Boston and decommissioning.

At times, a cover can be dated by checking the annual *Navy and Marine Corps Register* or other books listing careers of Naval officers. However, no listing was found for John B. Osborn, so assume that he was enlisted.

I would say the *New Ironsides* cover was mailed in August 1864 at which time the *Wabash* was attached to the SABS. *New Ironsides* was then in overhaul in Philadelphia and the writer most likely was able to take leave to Lynn MA where he posted the letter. The other possibility was for the writer to have known in August 1862 or 1863 that he would be posted to *New Ironsides* and so wrote Mr. Osborn, perhaps a father or brother, to advise of his address. I think that scenario to be less likely than the earlier hypothesis since circumstances could cause a change of orders with little notice. Better to report on board, then notify others of your address.

Reference: *Dictionary of American Naval Fighting Ships*, Vols. 5 and 6

Figure 5 was submitted by Route Agent Dennis Schmidt, who wanted to know more about its usage. The cover originated in San Francisco, Calif. on 3¢ Post Office Dept. stationary, Scott No. UO2. It has a preprinted face and is struck with a red "2" which may represent 2 reales due in Guatemala, but Agent Schmidt is unsure. He asks for information how this cover was treated regarding the letter and registration rates. Is it possible to estimate the year of use? Unfortunately, the query received no response, so we'll carry it over until the November issue.

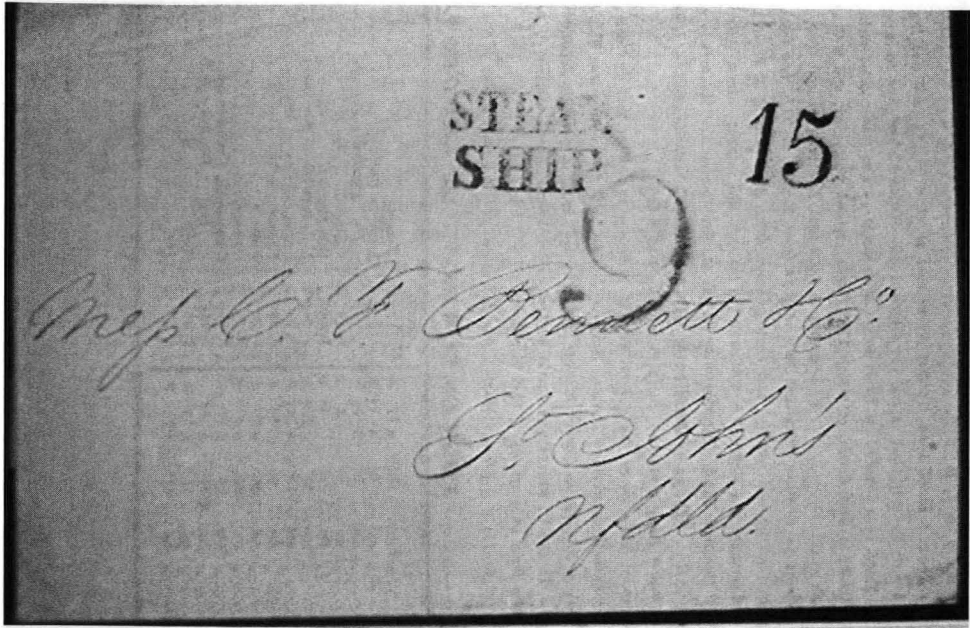


Figure 6A. Front of steamship cover to St. John's, Newfoundland



Figure 6B. Reverse of cover to St. John's, Newfoundland

PROBLEM COVER FOR THIS ISSUE

Route Agent Phil Russell noticed while looking through the Cover Corner section of the *Chronicle* that he also had a cover with a "STEAM / SHIP" marking similar to others which have recently appeared here. Agent Russell's cover face, addressed to Mess. C.Y. Bennett & Co. / St. John's / nfdld, is at Figure 6A. The cover back, Figure 6B, shows two "ST. ANDREWS / NB" transit CDS and a "St. Johns / NEWFOUNDLAND" receiver. He writes:

The problem cover is a price list datelined Havana, 28th March 1854. It was sent to St. Johns, Newfoundland with a receiving handstamp of AP 17, 1854. There is a large black "15" handstamp together with a large blue-green "9" handstamp on the front. No ship name is given, but I think it would have been taken on board a ship coming from Chagres to Havana on its way to New York. I have 5 others sent to St. Johns, Nfdld: 2 covers (no contents) also with the blue-green "9," one with a Boston "10 cts" handstamp and the other with a New York "10 cts" handstamp.

Please explain the postage accountancy markings of "15" and "9" and identify the routing of this cover.

* * * * *

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 November 2002 Cover Corner is October 10, 2002. I can receive mail at 9068 Fontainebleau Terrace, Cincinnati, OH 45231-4808 and via an e-mail address: RWCarlin@aol.com.

New examples of problem covers are always needed for The Cover Corner. High resolution copiers, either black and white or colored images, have proven to be quite successful in reproducing 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.

WANTED

The Postal History of the State of Franklin

On 2 June 1784, the State of North Carolina offered portions of its Western regions to the Federal Government because it was unable to administer or protect the territories. Although North Carolina withdrew the offer on 20 November, the counties of Washington, Sullivan and Green independently organized the unofficial State of Franklin, which included the cities of Greenville (the appointed capital) and Jonesboro, and numerous smaller towns, in what now the northeastern corner of Tennessee.

The State of Franklin was created in August 1784, and ceased to exist on the last day of February 1788. The counties became part of Tennessee, when the former Governor of Franklin, John Sevier, became the first Governor of Tennessee. Postal history from the State of Franklin is documented.

We are seeking postal history from or to the State of Franklin docketed or otherwise documented as being posted during the recorded existence of the State, approximately between the periods of August 1784 and February 1788.

Please provide photocopies of available items, detailing specifics and the price for the material being offered.

Charles E. Cwiakala
Philatelic Auction Agent
1527 South Fairview Avenue
Park Ridge, IL 60068-5211

TEL/FAX (847) 823-8747
E-Mail: CECwiakala@aol.com

APS 56778

Collectors Club of Chicago

USPCS 2478

Sell in Haste.....
Repent in Leisure!

Fast, Confidential

LOANS

On

**United States and Worldwide Stamps,
Covers and Postal History**

**LOANS NORMALLY PROCESSED IN 48 HOURS
SEND OR CALL FOR OUR BROCHURE**

Edelman's Loan Office

301 York Road Jenkintown, PA 19046

(215) 572-6480 Fax: (215) 572-6482

E-mail: Edelmanscoins.com

Jon D. Edelman, President

Established 1926

**Licensed & Bonded by the
Banking Dept. of Pennsylvania**

ADVERTISER INDEX

Matthew Bennett, Inc.	172
Charles E. Cwiakala.....	233
Edelman's Loan Office	234
Charles G. Firby.....	226
Leonard H. Hartmann	185
Ivy & Mader Philatelic Auctions, Inc.	236
Matthew W. Kewriga	195
Victor B. Krievins	160
Kristal Kare, Inc.	185
James E. Lee	Inside Back Cover
Andrew Levitt, Philatelic Consultant	196-97
Jack E. Molesworth, Inc.	Inside Front Cover
Schuyler Rumsey Philatelic Auctions	186
Shreves Philatelic Galleries, Inc.	157
Robert A. Siegel Auction Galleries, Inc.	190, Back Cover
Spink	158
Stephen T. Taylor	189
United States Stamp Society	220
Valley Stamp Co.	225

CLASSIFIED

U.S. Official postal stationery and covers wanted, 1873 to 1884 only, mint or used, best prices or trade. Dennis Schmidt, 4325 Smallwood Road, Paris TX 75462 dews@cox-internet.com

CENTENNIAL Albums and Pages wanted, new or used having a page size of 9¹/₄ in. wide x 11¹/₄ in. high, not including hinge portion. Write: John A. Lange, Jr., 373 Root Road, Ballston Spa NY 12020-3227. Tel.: 518-882-6373.

WANTED: Leica or Hasselblad camera outfit. Virgil Frederiksen, 1-702-293-7800. P.O. Box 60781, Boulder City, NV 89006. (198)

WANTED: Carriage, wagon, harness, livery stable, blacksmith, all horse goods - advertising covers, trade cards, post cards, letterheads, catalogs, nameplates, medals, tokens, etc. All types of paper, celluloid or metal advertising items. Myron Huffman, 12409 Wayne Trace, Hoagland, IN 46745, 219-639-3290. E-mail: myron.huffman@navinternational.com (195)

PLATED 3¢ 1851-57s. For net price listings and weekly auctions please visit: www.stamps4collectors.com (198)

YOUR AD HERE FOR 50¢ A LINE
Send payment to: Richard M. Wrona, P.O. Box 6712, McLean, VA 22106-6712. Next Deadline: October 5, 2002.

Your Confidence is our Guiding Value!

At **Ivy & Mader** we take pride in our integrity, reliability, and personal service.

But, all the principals can be summed up in one: Your confidence that we are the right choice to handle the sale of your collection.

All of our efforts are directed towards assuring you that your valuable stamps and covers are in the best of hands!

Call or write Walter Mader or Rex Bishop to inquire further how **Ivy Mader Philatelic Auctions, Inc.** can assist you in the sale or the building of your collection.

Past or current catalogs available free of charge to Classics Society Members.

Call Today 1-800-782-6771

**IVY
&
MADER**

Philatelic Auctions, Inc.

775 Passaic Avenue
West Caldwell, New Jersey 07006
Phone: 973-882-0887 Fax: 973-852-5433
email: wmader@ivymader.com
rbishop@ivymader.com



2 Important New Titles Ready To Ship Right Now...

Appleton's

United States Postal Guide - October 1863

*Containing the chief regulations of the post office;
and a complete list of post offices throughout the United States.*

A compact (5" x 7") and handy reference work from the Civil War era, *Appleton's United States Postal Guide* is a wonderful and rather comprehensive overview of the state of the USPOD operations at a critical point in our nation's history. Included is a list of post offices in the United States, the very first year such a list was available—and the laws and regulations then currently governing mail operations.

The latter features the section on Local Post Office Regulations, which include data on operations of the post offices of New York, Boston, Philadelphia, Baltimore, Washington, Cincinnati, Chicago, Detroit and St. Louis. The section provides data on arrival and departure of mail trains and steamers, carrier service details and, for Chicago, on supplementary mail service after the mails to the east were closed. *Appleton's* is a wonderful book for the postal historian!

Price: \$35.00 + \$4.00 shipping and handling. Foreign orders: shipping and handling is \$10.00. This is a hardbound book of 232 pages.

"I do feel that this little book will prove to be extremely useful as it supplies data only available in other works both rare and expensive, or not available elsewhere."

Richard B. Graham
in his introduction to this book

Postmarks on Postcards

Revised 2nd Edition. An Illustrated Guide By Richard W. Helbeck
to Early 20th Century U.S. Postmarks

This 290-page generously-illustrated handbook is designed to provide both an introduction to all U.S. postmarks of the 1900-1920 era and a reference for anyone wishing to learn more about postmarks and postmark collecting.

The first of two sections explores all U.S. postmark types found on cards and covers of the Postcard era; and the second provides details of which U.S. postmarks are collected.

Part I consists of ten chapters featuring Doane cancels; Manuscript & Straight-line markings; Anachronisms & Mimics; and Machine Cancels just to name a few. Each subject is carefully explained and well illustrated, and the discussion includes comments on the market value for each postmark type. The chapter on Machine Cancels includes a simple technique that enables the reader to make a rapid identification of the manufacturer of nearly all machine cancels of the 1900-1920 period.

Part II discusses the major ways in which U.S. postmarks are collected. The six chapters include collecting by Geographic Regions, Rural Free Delivery, Railway Post Offices, Naval & Military Specialties and an entirely new chapter on Collecting Ancillary & Auxiliary Markings.

The book wraps up with a Glossary of Postal History Terms; four Appendices providing specific data on the subjects of U.S. Doane cancels and Military & Naval postal history; and an Index.

Pre-Publication Price Before February 1st:
\$22.00 + \$4.00 shpg & handlg.
After Feb. 1st: \$27.50 + \$4.00 shipping and handling. Foreign orders: shipping and handling is \$10.00.



For additional related titles visit our website at


www.jameslee.com

JAMES E. LEE

P.O. Drawer 250 • Wheeling IL 60090
(847) 215-1231 • Fax: (847) 215-7253
E-Mail: philately2@earthlink.net

11th SALE

THE "GEORGE W. HALE"
COLLECTION OF
UNITED STATES
FANCY CANCELLATIONS



AT PUBLIC AUCTION
Thursday, April 25th, 2 p.m.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Hale 1954

20th SALE

EMERSON C. KRUG
Collection of
UNITED STATES
COVERS

AT PUBLIC AUCTION
Wednesday and Thursday
MAY 21 and 22, 1958
AT 12.00 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Krug 1958

23th SALE

THE HENRY W. HILL COLLECTION
FIVE CENT JEFFERSON STAMPS
1856-1861 ISSUES

AT PUBLIC AUCTION
WEDNESDAY, FEBRUARY 13th, 1959
AT 2 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Hill 1959

The
NEWBURY
Collection

Part I

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Newbury 1962

THE JOSIAH K. LILLY
COLLECTION
PART I

AT PUBLIC AUCTION
Tuesday, Wednesday
May 28th, 29th, 1967

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Lilly 1967

22nd SALE

UNITED STATES
POSTAL HISTORY COVERS
From the Edward Wainwright Collection of
Miss Katherine Matthies

AT UNRESERVED PUBLIC AUCTION
Thursday, November 29th, 1970 at 1:00 P.M.
Friday, November 29th, 1970 at 1:00 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Matthies 1969

25th SALE

The
MORTIMER L. NEINKEN
Collection

AT UNRESERVED PUBLIC AUCTION
Thursday Afternoon, November 19th, 1970 at 1:00 P.M.
Friday Afternoon, November 20th, 1970 at 1:00 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Neinken 1970

60th SALE

UNITED STATES
1861-1869
A Portion of the
Leach Gracis Collection

Sold by 100 Lots
AT PUBLIC AUCTION
Tuesday, April 16th, 1973
at 2 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET
NEW YORK, N.Y. 10022

Grunin 1975

24th SALE

THE AWARDED WINNING
POSTAL HISTORY COLLECTION
OF
J. DAVID BAKER

Offered by order of the donor
AT UNRESERVED PUBLIC AUCTION

Thursday, April 4, 1978 at 1:00 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Baker 1978

26th SALE

UNITED STATES
POSTAL HISTORY
FROM THE
MARC HAAS COLLECTION

AT UNRESERVED PUBLIC AUCTION
Friday, December 11, 1982

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET
NEW YORK, N.Y. 10022

Haas 1980

27th SALE

Ex-Sheriff

AT PUBLIC AUCTION
Friday, December 11, 1982

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET
NEW YORK, N.Y. 10022

Sheriff 1985

68th SALE

CLASSIC UNITED STATES
STAMPS AND COVERS
A PORTION OF THE PHILIP G. RUST COLLECTION

JUNE 25, 1987


Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET
NEW YORK, N.Y. 10022

Rust 1987

10th SALE

UNITED STATES DAY 194 B
The Award-Winning Kapiloff Collection




AT PUBLIC AUCTION
Wednesday, June 9, 1992

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET NEW YORK, N.Y. 10022

Kapiloff 1992

HONOLULU
ADVERTISER
Collection
HAWAII



AT PUBLIC AUCTION
Friday, November 17, 1995

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET
NEW YORK, N.Y. 10022

Honolulu Advertiser 1995

THE
VERNON R. MORRIS, JR. M.D.
COLLECTION

CLASSIC UNITED STATES STAMPS
OF
EXTRAORDINARY QUALITY AND COLOR

Sale 793

Friday, October 26, 1997
September 29, 1997

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 57th STREET
NEW YORK, N.Y. 10022

Morris 1997

Great collections have one name in common.