

THE CHRONICLE May 2003 (No. 198)

The  
Chronicle  
of the U.S. Classic Postal Issues

May 2003

Volume 55, No. 2

Whole No. 198

**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](mailto:bbleckwenn@spinkandson.com)

**Website: [www.spink-online.com](http://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](mailto: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](mailto:info@spinkandson.com)



# The Chronicle of the U.S. Classic Postal Issues

ISSN 0009-6008

May 2003

Published Quarterly, in  
February, May, August and November

Vol. 55, No. 2  
Whole No. 198

*\$4.50 Members*

*Official publication of the U.S. Philatelic Classics Society, Inc.*

*Annual Dues*

*\$6.00 Non-Members*

(Unit 11, A. P. S.) [www.uspcs.org](http://www.uspcs.org)

\$22.50

## SOCIETY OFFICERS

PATRICIA STILWELL WALKER .....		<i>President</i>
Briarwood, Lisbon, MD 21765-0099	<a href="mailto:walke96@attglobal.net">walke96@attglobal.net</a>	
WILSON HULME .....		<i>Vice-President</i>
12 Manette Road, Morristown NJ 07960-6344	<a href="mailto:wilson_hulme@msn.com">wilson_hulme@msn.com</a>	
KENT WILSON .....		<i>Secretary</i>
P.O. Box 50127, Billings MT 59105-0127	<a href="mailto:turgon96@aol.com">turgon96@aol.com</a>	
DWAYNE O. LITTAUER .....		<i>Treasurer</i>
P.O. Box 750368, New Orleans, LA 70175-0368	<a href="mailto:DL@kullmanlaw.com">DL@kullmanlaw.com</a>	
ROB LUND .....		<i>Membership Chairman</i>
3007 Panaview Blvd., Everett WA 98203-6945	<a href="mailto:padalund@msn.com">padalund@msn.com</a>	
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	<a href="mailto:demmerle@cox.net">demmerle@cox.net</a>	
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	<a href="mailto:bohnj@nichols.com">bohnj@nichols.com</a>	

DIRECTORS: JAMES CATE '03; JOE H. CROSBY '04; WALTER DEMMERLE '05; WILSON HULME II '05; DWAYNE O. LITTAUER '04; ROB LUND '05 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	<a href="mailto:cjp7777@aol.com">cjp7777@aol.com</a>	
JAMES W. MILGRAM, M.D. ....		<i>Photo Editor</i>
Water Tower Place Suite 922E, 845 N. Michigan Avenue, Chicago, IL 60611-2213		
<a href="mailto:j-milgram@northwestern.edu">j-milgram@northwestern.edu</a>		
FRANK MANDEL .....		<i>Prestamp &amp; Stampless Period</i>
P.O. Box 157, New York, NY 10014-0157		
JAMES W. MILGRAM, M.D., <i>Assistant</i>	<a href="mailto:j-milgram@northwestern.edu">j-milgram@northwestern.edu</a>	
GORDEN STIMMELL .....		<i>U.S. Carriers &amp; Independent Mails</i>
203 Willow Avenue, Toronto ONT M4E 3K4 Canada	<a href="mailto:stimmell@sympatico.ca">stimmell@sympatico.ca</a>	
WADE E. SAADI .....		<i>1847 Period</i>
93 80th Street, Brooklyn, NY 11209-3511	<a href="mailto:wade@pencom.com">wade@pencom.com</a>	
HUBERT C. SKINNER .....		<i>1851-61 Period</i>
P.O. Box 4097, New Orleans, LA 70178-4097	<a href="mailto:mrnola@excite.com">mrnola@excite.com</a>	
MICHAEL C. McCLUNG .....		<i>1861-69 Period</i>
4809-D Kingshill Dr., Columbus, OH 43229-7215	<a href="mailto:MikeMcclung@scottscsco.com">MikeMcclung@scottscsco.com</a>	
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>	<a href="mailto:jforstr@pacbell.net">jforstr@pacbell.net</a>	
JOE H. CROSBY .....		<i>Bank Note Period</i>
5009 Barnsteep Court, Oklahoma City, OK 73142-5405	<a href="mailto:joecrosby@cox.net">joecrosby@cox.net</a>	
ALAN CAMPBELL .....		<i>Officials et al.</i>
2746 29th Street, San Diego, CA 92105	<a href="mailto:alanccamp@aol.com">alanccamp@aol.com</a>	
LESTER C. LANPHEAR III, <i>Assistant</i>	<a href="mailto:llanphear@earthlink.net">llanphear@earthlink.net</a>	
RICHARD F. WINTER .....		<i>The Foreign Mails</i>
31 Flagship Cove, Greensboro, NC 27455	<a href="mailto:rfgwinter@bellsouth.net">rfgwinter@bellsouth.net</a>	
JEFFREY C. BOHN, <i>Assistant</i>	<a href="mailto:bohnj@nichols.com">bohnj@nichols.com</a>	
RAYMOND W. CARLIN .....		<i>The Cover Corner</i>
650 Maple Trace, Cincinnati, OH 45246-4166	<a href="mailto:rwcargin@aol.com">rwcargin@aol.com</a>	
GREG SUTHERLAND, <i>Assistant</i>	<a href="mailto:gregfree@cox.net">gregfree@cox.net</a>	

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 555**

**Abington PA 19001-0555**

**Tel/Fax (215) 886-6290**

**E-Mail: [vbkpostamp@aol.com](mailto:vbkpostamp@aol.com)**



## IN THIS ISSUE

### U.S. CARRIERS & INDEPENDENT MAILS

A Primer on Boyd's City Express Post, *by John D. Bowman* .....87

### THE PRESTAMP & STAMPLESS PERIOD

Postal and Socio-Political History of Pre-Statehood Maine,  
*by Nancy Z. Clark* (continued from *Chronicle* 197:37) .....106

### THE 1847 PERIOD

Steel Used to Print the First Two Issues of U.S. Stamps,  
*by Gerald L. Moss* (continued from *Chronicle* 197:54) .....122

Photos of the 1847 Proof Photos Available for Purchase,  
*by Wade E. Saadi* .....142

### THE BANK NOTE PERIOD

The South Hanson Locomotive Cancel, *by Donald Alec Barany* .....143

### THE COVER CORNER

Additional Answers to Problem Covers on Issue 192-196 .....152

Problem Covers for the Last Issue and for This Issue .....155

• *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](mailto: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.



## **A PRIMER ON BOYD'S CITY EXPRESS POST**

**JOHN D. BOWMAN**

Boyd's City Express of New York City was one of the first local posts operating in the U.S., and endured government pressure to close down longer than any other post. As a result, many stamps and covers were issued and serviced, thereby making it easy to develop a good collection of both stamps and covers.

### **Brief History of the Post<sup>1</sup>**

John T. Boyd opened his post for business on June 17, 1844 at 45 William Street, next to Wall Street, in downtown Manhattan. He advertised two deliveries daily, at 9 a.m. and 3 p.m., for 2¢ up to 26<sup>th</sup> Street. He also advertised deliveries to Brooklyn for 3¢<sup>2</sup> and letters to the press for free.<sup>3</sup> In addition, Boyd advertised that he would handle money deliveries only if they were registered at his office. On such covers, the signature of "J. T. Boyd" is seen as the registry agent. On Sept. 30, deliveries increased to four per day, at 9, 12, 2 and 4 o'clock. Postage to Brooklyn was reduced to 2¢.

During 1844, Boyd's maintained business by delivering mail for independent mail companies, at first with Pomeroy's Letter Express and Pullen & Co.'s Express, later with American Letter Mail Company, Well's Letter Express, Hale & Co., and on occasion with other companies (Figure 1). Although he advertised the placement of 200 collecting stations (probably mail-boxes) from the beginning, conjunctive covers during the first few months of operation are seen more often than local delivery covers. Deliveries to the U.S. post office for out of town delivery are rarely seen until early 1845.

Although Boyd's initially delivered mail from out of town for independent mail companies, primarily Pomeroy's, the Act of Congress effective July 1, 1845 largely eliminated the carriage of mail between cities except by postal workers or contractors. Boyd's was apparently not permitted to pick up U.S. mail from out of town for local delivery, although exceptions exist. Thus, Boyd's postal business involved intra-city delivery of mail and delivery of letters to the post office (or to a post office collection box) from this time until around 1885.

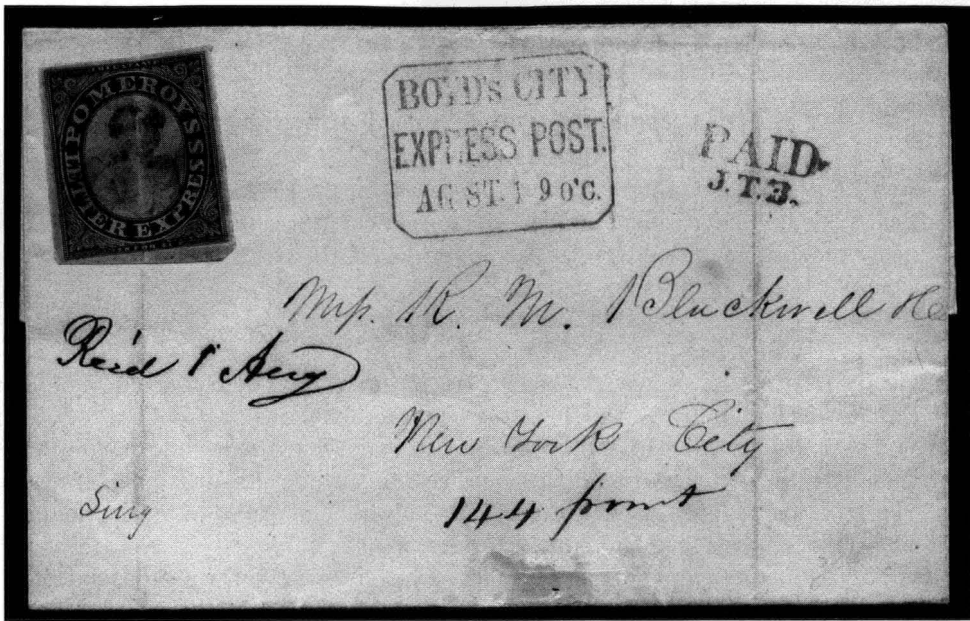
Boyd's increased its intracity and to-the post-office business throughout 1845. At the same time, the government's City Despatch Post was declining, and closed late in 1846 (Mead almost immediately re-opened the post under private management.) Other posts sprang up in the 1844-45 time period that offered some competition with Boyd's, including Cummings' City Post, Dupuy & Schenck's City Dispatch Post, Hanford's Pony Express, Barr's Manhattan Express Post and the Franklin City Dispatch. Later, Bouton's City Dispatch, Hall & Mills Free Dispatch Post, New York City Express Post and Stone's City Post joined in the competition for letter mail business in New York City. In January of 1847, Aaron Swarts opened his post in the old Chatham Square Branch of the New York post office. He later bought John Bouton's post and became Boyd's largest competitor.

---

<sup>1</sup>Other sources provide a more detailed history of Boyd's, notably Donald Patton's book *The Private Local Posts of the United States* (London: Robson Lowe Ltd., 1967) and Henry Abt's unfinished series of articles in Robson Lowe's *The Philatelist* in 1950. There have also been several articles in *The Penny Post* detailing Boyd's stamps, postal history and history of operations.

<sup>2</sup>Since Brooklyn and New York operated U.S. post offices, the rate between the two cities was 5¢ for letter mail. Here Boyd's is already competing with the post office, or at least attempting to compete. Letters carried by Boyd's to Brooklyn in 1844-45 are scarce.

<sup>3</sup>Greig's 1842 New York City Despatch Post was the first to advertise free carriage of mail and newspapers to the editors of the *Public Press*.



**Figure 1. Boyd's used conjunctively with Pomeroy's Express, Aug. 1, 1844**

In January 1849, the government returned to the city delivery business and placed 25 "stations" for the deposit of letters, with four daily collections and deliveries, while introducing their simply designed "U.S. Mail/One Cent/Pre-Paid" stamp (Scott No. 6LB9). Boyd quickly advertised that he had over 1,000 collection boxes, one in nearly every block below 50<sup>th</sup> Street. In 1849, Boyd's introduced diecut stamps, reportedly in small boxes at a premium above their usual charge of 2¢ per stamp. Boyd recognized the convenience of stamp separation for firms who needed larger quantities to prepay their mail, and the number of diecut stamps on cover is testimony to their popularity. The U.S. government did not routinely adopt perforations until 1857.

Frustrated in its attempts to gain the revenue and control of local delivery of letter mail, the U.S. Congress passed an act on March 3, 1851, that designated the streets of New York City to be postal routes. The Franklin and Eagle carrier stamps (Scott Nos. LO1-LO2) were intended to permit prepayment of local mail left in U.S. boxes or with the carrier. Letters delivered from the mails were due 2¢ on delivery; the New York post office rarely if ever allowed private posts to pick up mail for local delivery during this period. However, Boyd boldly advertised in August of 1851 that he would continue his local delivery services, and ignored the 1851 Act. Others, like Blood's of Philadelphia, did likewise.

The depression of 1857-58 probably set Boyd's business back, but the economy recovered in 1859. John T. Boyd died on June 8, 1859, and his 17 year-old eldest son, John T. Boyd, Jr., took over the business. Unfortunately for Boyd's, Joseph Holt was appointed Postmaster General in March 1859; Holt was determined to eliminate the remaining private posts. He installed locked mail boxes on the streets of New York City in November 1859, so that citizens could drop mail in them after the drug stores, stationers, and other places that collected mail for Boyd's had closed for the day. He also recommended to Congress that the drop letter charge be eliminated in favor of only a carrier charge to, from or through the post office.



In May 1860, Boyd Jr. reduced the rate for the first time in its history to 1¢ for all classes of mail. At about the same time, Kochersperger, the new proprietor of Blood's Penny Post in Philadelphia, defied the new governmental notice concerning post roads. The government took Kochersperger to court, but lost, because carrying mail on streets not used by mail carriers was deemed legal according to the law.

Nonetheless, the young Boyd closed his post on August 1, 1860, and sold it to William and Mary Blackham late in 1860. The Blackhams announced the re-opening of the post on Dec. 24, 1860 (Figure 2). The Blackhams restored the 2¢ fee for local delivery of mail, but provided a 1¢ rate for delivery to the post office and for circulars and magazines. The Blackhams subsequently relocated the office to 39 Fulton Street late in 1862, and began delivering rail and steamer timetables to its customers free of charge, paid for by advertising. The Blackhams made a brief exploration of the philatelic market by issuing gold stamps on colored papers (Scott Nos. 20L20-20L22.)

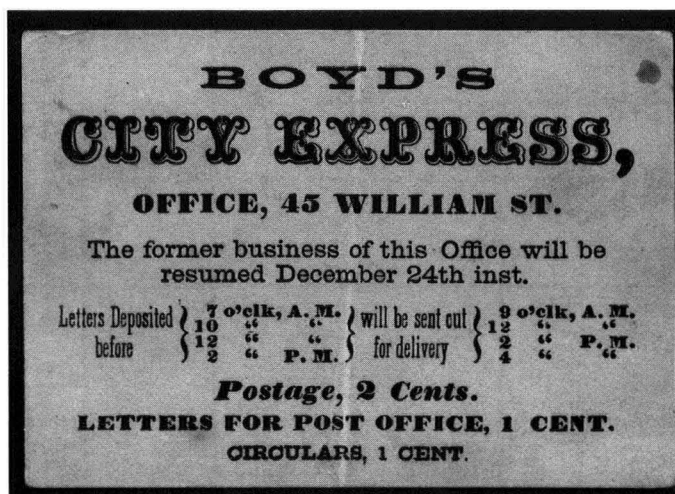


Figure 2. Business card announcing re-opening of Boyd's by the Blackhams

More importantly, they turned to bulk collection and delivery of circulars, bills, notices and pamphlets, and apparently began maintaining address lists. In 1864 Boyd's introduced its first stamped envelopes, which are rare today. For reasons that are not clear, Boyd's was able to continue its business of local mail delivery until U.S. Government officials raided it on May 4, 1883 along with the business of another competitor, George Hussey. Fines were imposed but the posts carried on their business. It appears that Boyd's local delivery of mail ended around 1885. Hussey's closed in 1890, while Boyd's turned to the development and sales of mailing lists and address labels, and as of today they are still in business as an alumni search service.

#### **Boyd's Rates Compared with New York City Post Office Rates**

The rate for Boyd's mail service was 2¢ until May of 1860, when it was reduced to 1¢. On re-opening of the post by the Blackhams, letters to the mail were delivered for 1¢ and local deliveries were performed for 2¢. Probably in 1877, Boyd's prepared subsequent issues with no value stated, and presumably reduced its rate to 1¢. However, there could have been different rates for different classes of service, but no advertising or other documentation has been found.

It is useful to compare Boyd's rates with those of the New York City Post Office. Roth has analyzed this subject thoroughly, and the following table abstracts the data rele-

	6/1/1794 to 6/30/1845	7/1/1845 to 6/30/1851	7/1/1851 to 4/2/1860	4/3/1860 to 6/30/1860	7/1/1860 to 6/30/1863	7/1/1863 to 6/30/1885
Placed in collection box for carrier pickup and intra-city delivery	2¢	2¢ (1¢ in Feb 1849)	1¢	1¢	1¢	2¢
Placed in collection box for out of town delivery	NPR	NPR + 1¢	NPR	NPR + 1¢	NPR + 1¢	NPR
Left at PO for out of town delivery	NPR	NPR	NPR	NPR	NPR	NPR
Drop at PO for carrier delivery	3c	4c	2¢	1¢	1¢	2¢
Drop at PO for pickup by addressee	1¢	2¢	1¢	1¢	1¢	2¢
Placed in collection box for pickup at PO by addressee	1¢	2¢	2¢	2¢	1¢	2¢
From out of town for carrier delivery	NPR + 2¢	NPR + 2¢ (NPR + 1¢ in Feb 1849)	NPR + 2¢	NPR + 1¢	NPR + 1¢	NPR

Table 1. NYC Postal Rates (NPR = Normal Postal Rate, varying by weight until July 1, 1845, when it became 5¢ for distances under 300 miles and 10¢ for greater distances; June 30, 1851, when it became 3¢ for prepaid letters under 3,000 miles, 6¢ for prepaid letters over 3,000 miles, 5¢ for unpaid letters under 3,000 miles and 10¢ for unpaid letters over 3,000 miles; and April 1, 1855, when single letters were prepaid 3¢ for distances under 3,000 miles and 10¢ for over 3,000 miles.)

vant to the kinds of mail Boyd's might handle in competing with the post office.<sup>4</sup> We can refer to these categories of mail handling as (1) carrier pickup and delivery of local mail, (2) drop letters "to the Mails," (3) left at the PO "for the Mails," (4) drop plus carrier delivery, (5) drop letters for pickup at the PO by the addressee, (6) carrier pickup plus drop, and (7) carrier delivery "from the Mails."

<sup>4</sup>Steven M. Roth, "Summary of Drop Letter and Carrier Postal Rates, New York City (1794-1885)," *The Chronicle*, Vol. 26, No. 4(Whole No. 84) (November 1974), pp. 210-212.

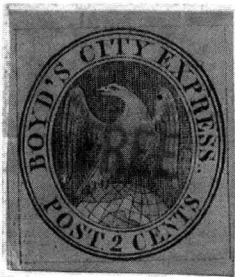
The New York Post Office charged more when a letter was dropped at its office for carrier delivery than if it were placed in a collection box for local delivery (until 1860). It only cost 1¢ from 1849-60 to leave an addressed letter in a U.S. collection box for carrier delivery, yet it cost 2¢ to put it in the box for deposit at the post office for the addressee to pick it up as a drop letter. These rate differences certainly suggest that the least expensive way to deliver a letter from within New York City was to place the street address on it and leave it in a collection box!

At 2¢, Boyd's rate for local mail delivery was more than the post office's rate of 1¢ from 1849-60. Yet, Boyd's maintained a prominent position in providing this service, as the comparatively larger number of surviving Boyd's postal examples suggest.

During the 1845-60 period of ownership by John T. Boyd and later his son, the operation must have provided advantages for his customers. These probably included more frequent deliveries and therefore speedier service, and more collection boxes and carriers than the post office; the use of delivery times in handstamps; the availability of stamps for prepayment at hotels, drug stores and other box locations; the innovation of diecut stamps for the convenience of large customers; providing street addresses so that customers did not have to rely on directories published annually; secure collection boxes; reliable service; and the goodwill of the citizens who may have viewed the Post Office's attempts to close private enterprise as bureaucratic and inappropriate.

#### **Stamps and Postage Stamped Envelopes Used by Boyd's**

John T. Boyd designed an eagle on globe design that was used from 1844 until around 1867. The first 15 issues were printed in black on green surface-colored paper, except for the "social" gold on white printings (Scott Nos. 20L5 and 20L9), which were supposedly made for wedding announcements, invitations and the like. For a few months in 1857, printings were made in red and orange on white paper (Scott Nos. 20L12 and 20L13), but apparently the green color was preferred and a new printing was made in green in 1857 (Scott No. 20L14.)



**Figure 3. 20L1 original used**



**Figure 4. Forgeries of 20L1 by Taylor and Scott**

Surviving examples of the first three issues, Scott Nos. 20L1-20L3, are not common. They were used in the early 1844-45 period when Boyd's was just beginning to obtain local delivery business. Off-cover examples are less common than those on cover (Figure 3). Figure 4 shows Taylor and Scott forgeries of 20L1.

On the other hand, examples of 20L4 (1845-48) off and on cover are much more common (Figure 5 shows early and late impressions from the plate), and show both local delivery and "To the Mails" usages, with the latter being more desirable (Figure 6). A darker dull green printing was made around 1847, although it is not listed. Scott No. 20L7 replaced this stamp in mid-1848 and was in use until 1852. It is also easily obtainable.

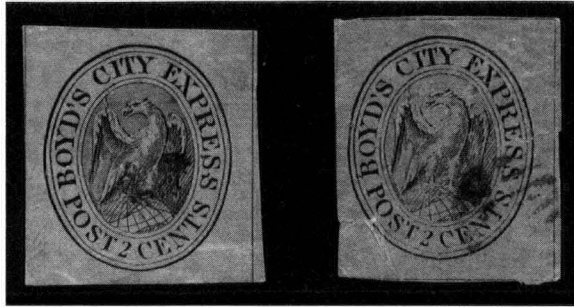


Figure 5. 20L4, showing early and late (worn) impressions



Figure 6. 20L4 "To the Mails" to Canada





Figure 7. 20L8 "To the Mails" on U2 postage stamped envelope

Late in 1852, Scott No. 20L8 was prepared (Figure 7), and in mid or late 1854, 20L10 was produced. Both issues are often available from dealers. In December 1855, 20L11 was used, followed by 20L13 in May 1856 and 20L12 in June 1856 (Figure 8). These were replaced by 20L14 in early to mid-1857, so that 20L11-20L13 were not in use very long and copies are difficult to obtain. No. 20L14 is commonly found on cover. However, only a single sheet of 100 of 20L14 is known today. In fact, most of the issues to this point are scarce in unused condition, so apparently few remainders existed.

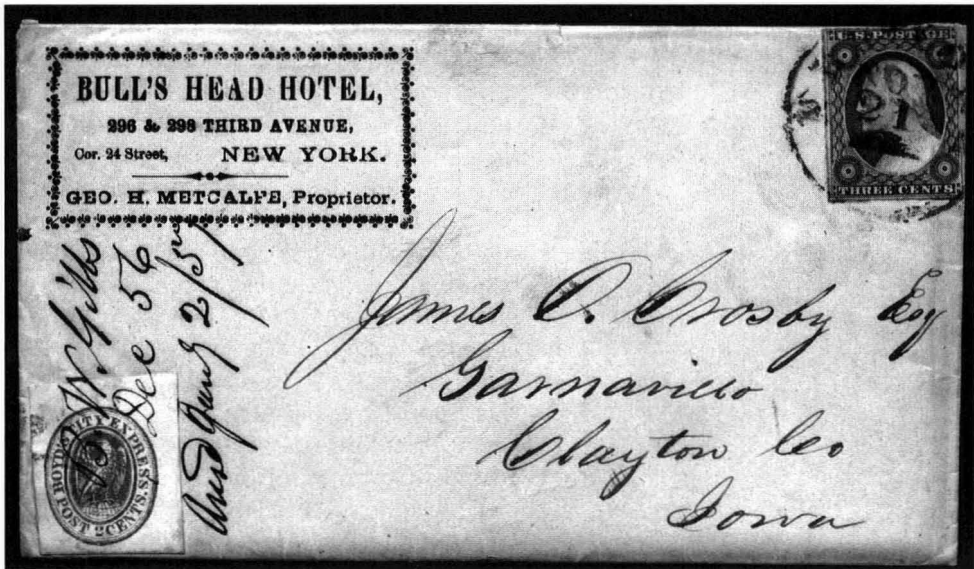


Figure 8. 20L12 from Bull's Head Hotel, NYC, to Iowa with 3¢ 1851 stamp

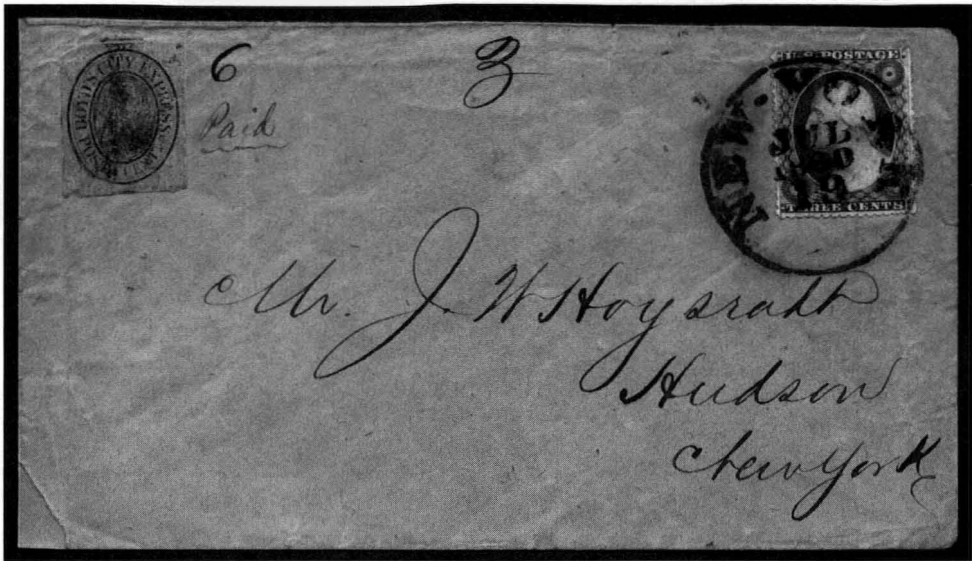


Figure 9. 20L15 "To the Mails" with 3¢ 1857, July 19, 1860

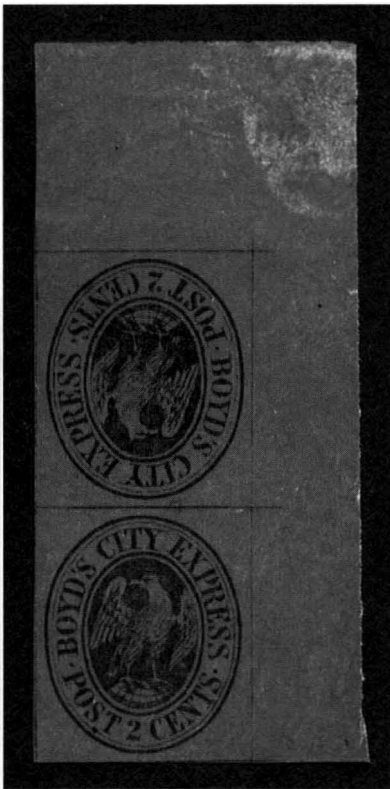


Figure 10. 20L16 tete-beche pair from upper right corner of sheet

John Boyd, Jr., modified the 20L14 2¢ plates when he reduced the rate to 1¢ in 1860 and made 20L15, but it was a sloppy job and every position is identifiable, some with much of the "S" of "CENTS" remaining. Large quantities of remainders in unused condition exist, including perhaps 50 sheets of 100. However, used specimens are scarce, since the period of use was only about two and a half months (Figure 9).

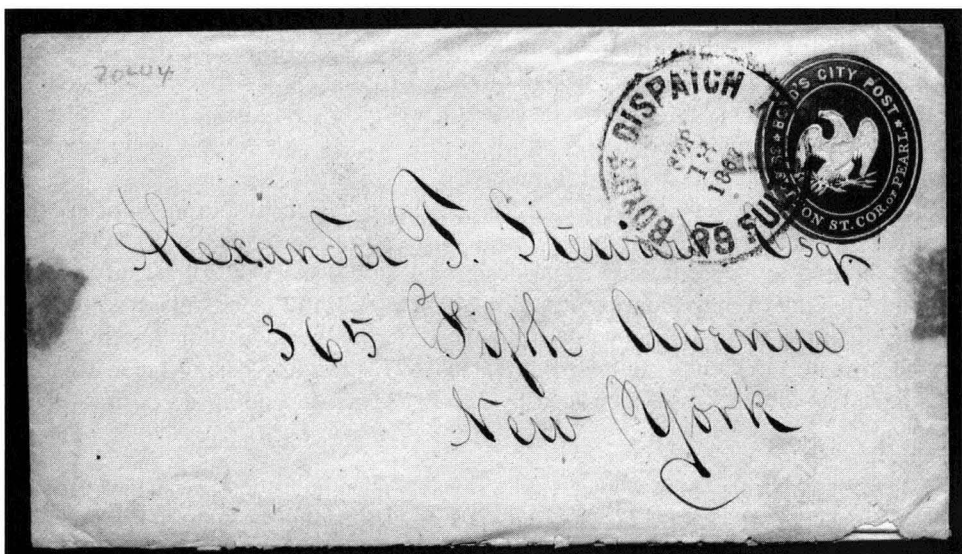
When the Blackhams took over, they introduced the 2¢ 20L16 and a 1¢ stamp with the same design, the latter issued in several shades grouped together as 20L17 black on lilac and 20L18 black on blue gray. In preparing the plate for 20L16, the top row was inverted, resulting in ten tete-beche vertical pairs from the sheet of 100 (10x10). Full sheets of 20L16 are rare, but tete-beche pairs are not (Figure 10). This error was corrected when the 1¢ plate was made. Scott's catalog continued to list tete-beche pairs for 20L17-20L18 until the 2003 edition. However, in one position on the 1¢ plate, the "S" of "CENTS" was not erased, creating a scarce variety. In another position the "1" is inverted. These stamps were used from 1861 until around 1865 or 1866 (Figure 11).



**Figure 11. 20L17 varieties, the "1¢S" error and the inverted "1" error**

Although the literature suggests that Scott Nos. 20L19-20L22 comprised a "philatelic" issue for collectors, 20L19 is much scarcer than the others, and could have been intended to emulate the earlier "social" gold on white stamps. On the other hand, verified used copies may not exist, so perhaps this issue is a trial color plate proof. 20L20-20L22 exist unused in almost all cases, and they apparently were printed from the 20L16 plate with top row inverted, so that *tete-beche* varieties exist; these are much scarcer than those of 20L16. It is interesting to note that this so-called "philatelic issue" was printed from the same plate as 20L16, which is known to have been used in early 1861. If the original plate was altered to form the 1¢ 20L17-20L18 plate, when and how were the so-called "philatelic issues" printed? Either they were printed early in 1861 along with 20L16, and then the plate was altered to make the 1¢ stamps, or the 20L16 plate was a different plate from the 1¢ plate. The lack of multiples of 1¢ stamps makes the determination difficult, so research needs to be done comparing the 1¢ stamps with the 2¢ stamps, looking for common plate position characteristics.

It appears that the Blackhams issued Boyd's first series of postal stationery in 1864, Nos. 20LU1-20LU11A. Unused entires are occasionally found, but used entires along with used cut squares are very rare (Figure 12).



**Figure 12. 20LU4 used entire**

The Blackhams' next issue was 20L23 in 1866, using the same stones as Boyd used to prepare 20L11-20L13. Sometime later, reprints of all of these stamps were made, but the plate for the reprints was different enough that reprints can be identified. The reprint plate is known as Plate C. To establish if a given stamp is a reprint or not requires checking every position of Plate C to determine whether it is from the reprint plate.<sup>5</sup> (Figures 13 and 14). Unused examples of 20L11 and 20L13 must always be checked, as most of those on the market are from the reprint Plate C.



**Figure 13. 20L23 tete-beche cross-gutter pair**

At about the same time, the 1¢ stamps of 1861 were replaced with a new issue in two colors, Scott Nos. 20L24-20L25. These are very scarce in used condition. Reprints were made of both issues. The original 20L24 is on highly glazed paper with an ink that is grayish-black, while reprints are not very glazed and inked in a deeper black. Reprints of 20L25 are assumed to be the ungummed specimens of the original since no other identifying characteristics have been found. Gummed examples of 20L25 are originals or remainders of the originals.

Boyd's covers from mid-1868 through most of 1877 are decidedly uncommon, and dated covers from this period are even more difficult to locate. During this time, Boyd's issued a number of postage stamped envelopes, starting in 1867, and in 1874 began to issue bank notices with their stamp design on them. These are all scarce in used condition, with the possible exceptions of 20LU13 and 20LU18. The 1880 bank notice, 20LU50, is common in unused condition due to a supply of remainders, but the rest of the notices are rare or unknown in unused condition (Figure 15).

Scott No. 20L26 was adapted from the envelope design by boring out the address "39 Fulton St." This was the first major design change from the eagle on globe theme, and has been referred to as the framed eagle design.<sup>6</sup> A single sheet of 20L26 survives today and permits plating of individual copies, although it is doubtful that as many as 100 examples other than the sheet are known. (Hollowbush originally owned this sheet, and Perry was able to plate individual stamps from it.) In 1877, the same design but with "1 Park Place" added as the address was issued as 20L30-20L33 depending on perforation type

---

<sup>5</sup>These characteristics were worked out by Donald Patton in his book mentioned earlier, and reproduced by Larry Lyons in his *Identifier for Carriers, Locals, Fakes, Forgeries & Bogus Posts of the United States* (Westport CT: L. Lyons, 1998), Volume I.

<sup>6</sup>John D. Bowman, "Boyd's Framed Eagles: The Second Envelope Design, and the Stamps Made From It," *The Penny Post*, Vol. 8, No. 5 (Whole No. 33) (October 2000), pp. 4-13.



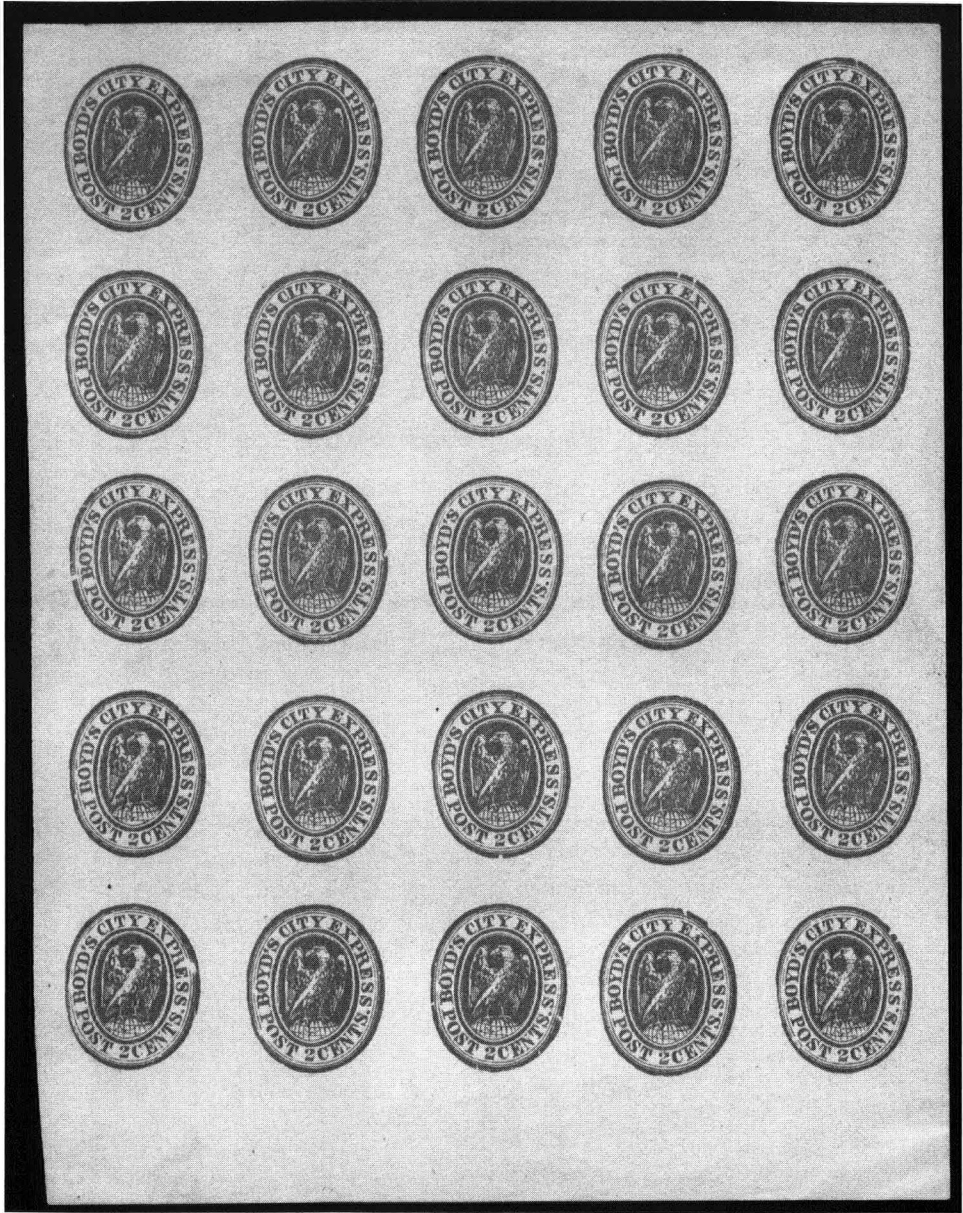


Figure 14. 20L13 reprint sheet, Plate C





(imperforate or perforated) and paper type (laid or wove). The first two (20L30-20L31) are imperforate, and the rest perforated in various gauges. The brown on yellow stamp (20L34) was briefly used and is hard to find in any condition. Covers of 20L34 are rare. After a short period, the denomination “2¢” was removed, and the stamp was printed in various shades, perforations and papers as 20L35-20L36. Used stamps and covers from 20L26 through 20L43A almost always bear a black “PAID” in circle cancellation on the stamp. All of the issues from 20L26 through 20L43A used on cover are scarce to rare.

With the return of year-dated handstamps in 1877,<sup>7</sup> it becomes easier to date Boyd’s stamps. The framed eagle design was replaced by the Mercury design in 1878. In all probability, 20L43A was issued before 20L43, with covers of the former known used mostly in July and August of 1878, and the latter mostly from August through October 1878. The red and red-orange Mercurys, as well as a dull red-brown shade first listed in the 2003 catalog, are difficult to find used or unused, particularly in sound condition.

A variety of three designs, various perforations, and the use of wove or laid papers gave rise to the many pink and blue Mercury stamps, 20L44-20L56 (Figure 16). First appearing in 1879, the Mercurys were used until the raid in 1883, and even occasionally thereafter up until about 1885. The corresponding Mercury envelopes (20LU33-20LU44A) seem to have been used from 1879-1881.

The change in the nature of Boyd’s business in order to offset lost mail delivery revenues is readily observed in the printed bank notices for the Importers’ and Traders’ National Bank, currently listed as 20LU46-20LU53. Printed on one side only, they each carry the design of the current stamp in use from 1874 to 1885, and presumably were filled out by the bank for delivery by Boyd’s to the bank’s customers regarding transactions on their accounts. They are generally scarce and some varieties are not included in the 2003 *Scott Specialized Catalogue*.<sup>8</sup> The National Park Bank notice, Scott No. 20LU54, is known only in unused condition, and is scarce. A long-unlisted but known Boyd’s postcard for Gaff Fleischmann & Co. exists in used condition but is rare and desired by postcard collectors as well as locals collectors.

Later Boyd’s covers, with handstamps only or with stamps and handstamps, sometimes bear pasted-on address labels. It is likely that these address labels were prepared by Boyd’s, as their mail business declined and they turned to preparing custom mailing lists and address labels for commercial mail.

### Common Reprints

The collector has already been warned about reprints of 20L11-13 and 20L23-20L25

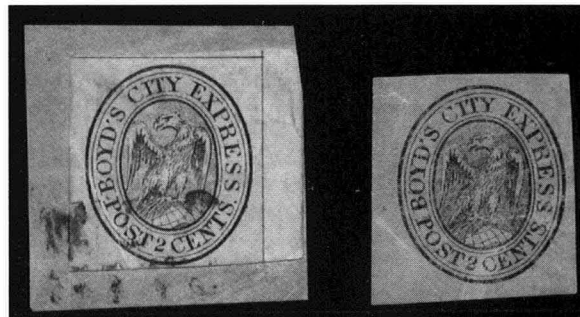


Figure 17. 20L8 original and reprint, the original showing frame lines

<sup>7</sup>For a complete listing of Boyd’s handstamps, refer to John D. Bowman and Lawrence LeBel, “Boyd’s Postal Markings,” *The Penny Post*, Vol. 7, No. 3 (Whole No. 27)(July 1997), pp. 2-12, and Larry Lyons’ *Identifier*, Vol. III, for corrections to the article.

<sup>8</sup>John D. Bowman, “Proposed Revisions to *The 2001 Scott Specialized Catalog* Listings of Boyd’s Bank Notices,” *The Penny Post*, Vol. 9, No. 3 (Whole No. 36)(July 2001), pp. 4-16.

that exist and are often sold as originals. Aside from these, there are only a few other reprints of any significance for Boyd's stamps.

Scott No. 20L8 has been reprinted in black on bright blue-green surfaced paper that is hard to separate from the originals. However, there are no dividing lines on this reprint nor other reprints, so originals should show the dividing lines between the stamps on one or more of the edges if cut large enough (Figure 17). In addition, the originals are on a true green surfaced paper. Another group of reprints of this stamp was made on a highly-glazed but dull green surfaced paper, with three distinguishing transfer varieties.

Most of the reprints of 20L11 occur on a pale green paper that seems to have faded with age and can be plated to Plate C. Harder to distinguish is another set of reprints from Plate C which are printed in colors very close to the original. These are always lighter in shade than the dull green originals.

The red on white 20L12 was not reprinted in its original color, but the dull orange on white 20L13 was. The reprint color is practically identical to originals, so that unused copies must be plated to determine if they are originals or reprints. Unused originals of 20L11-20L13 are very scarce. Used examples are also scarce, but are almost always authentic.

Fortunately for collectors, a fairly large number of original remainders of 20L23 exist in blocks and other multiples, which is not the case for 20L11-20L13, each rare as a multiple. The work of former students has elucidated that there were three plates prepared for these stamps. Plates A and B were used for originals, and Plate C was used for reprints. The later 20L23 is most interesting, because it was printed in a work-and-turn fashion from Plates A and B in three different arrangements or settings, giving rise to a number of *tete-beche* pairs, blocks and larger multiples, all of which are unused remainders. The work-and-turn printing method involved placing Plates A and B as A over B, A over inverted B, and B over A, for the three settings. As each plate consisted of a pane of 25 stamps (5x5) aligned in three different arrangements or settings on the printing stone, both vertical and horizontal *tete-beche* examples exist. When the first half of the sheet had been printed from the two plates, the sheet of paper was turned and the other half printed. As a result of this manual turning of the paper sheet, variations in spacing and offset between panes can be found in cross-gutter examples.

It has been reported that J.W. Scott obtained the envelope die for the first series of postage stamped envelopes, 20LU1-20LU11A, and made reprint envelopes. He also prepared sheets of ten and of four to make the numerous unused cut square examples on papers of several colors and laid lines (Figures 18 and 19). However, an acceptable system for telling the reprint entires from the unused original entires has not been developed, so collectors should be careful of unused entires of this series. That being said, reprint entires are scarce in their own right, unlike the cut squares. The Scott reprint cut squares are common and often offered as unused original cut squares, and collectors should generally regard these as reprints.

Aside from these reprints, numerous forgeries exist of every type, including fantasy denominations of 3¢ to 9¢ (Figure 20). These are not difficult to distinguish from the original stamps. In some cases, forgeries are much scarcer than the stamps they imitated, which is true for forgeries of many other local posts.

### **Collecting Boyd's**

A collector can form the nucleus of a Boyd's stamp collection within a short time and without expending a lot of money. With patience, most of the listed stamps, except the trial color proofs, can be obtained.



Figure 18. Scott reprint sheet of 10, tete-beche horizontally

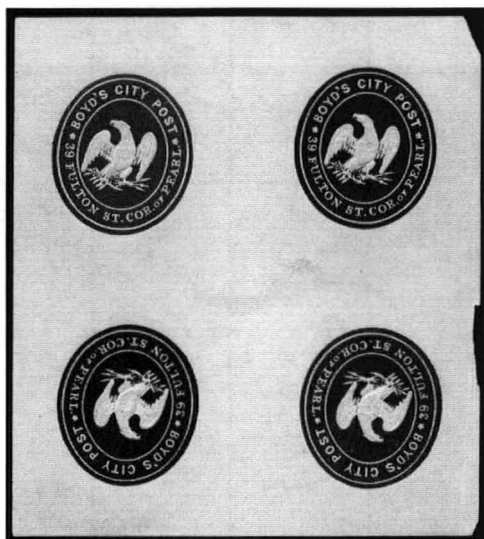


Figure 19. Scott reprint sheet of 4, tete-beche vertically

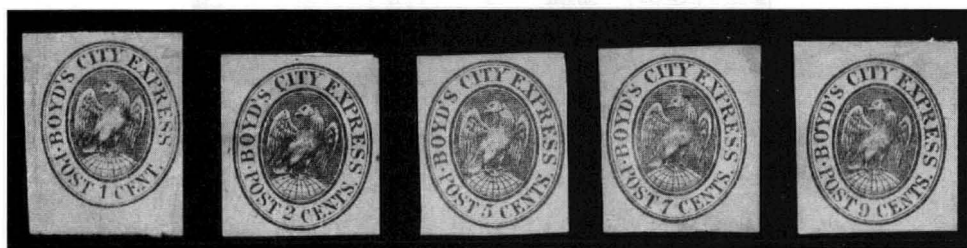


Figure 20. Forgery G, prepared in several colors, with values of 1¢, 3¢, 5¢, 7¢ and 9¢

The collector desiring a postal history collection of Boyd's can readily find a number of covers, both stamped and stampless, to add to his or her collection. A variety of examples can be collected; for example, various combinations of handstamps and stamps, diecut stamps on cover, covers taken to the U.S. post office by Boyd's, conjunctive uses with other independent mail or local companies, Western express company mail from California to NYC delivered by Boyd's, and even conjunctive uses with U.S. post office carriers.

An advanced collector can attempt to identify and obtain the ten transfer types known for each of the framed eagle stamps. It is a challenge just to obtain unused and used specimens for each of 20L26-20L36, especially 20L28-20L31 which are rare. In addition, there are varieties, such as double transfers, incompletely erased transfers, printed on both sides, lithographic constant flaws, multiples, perforation variations, and so on, that exist but are not commonly recognized.

The collector of forgeries can have a field day with Boyd's. Larry Lyons' *Identifier* enumerates over one hundred types including odd denominations, and many of these exist



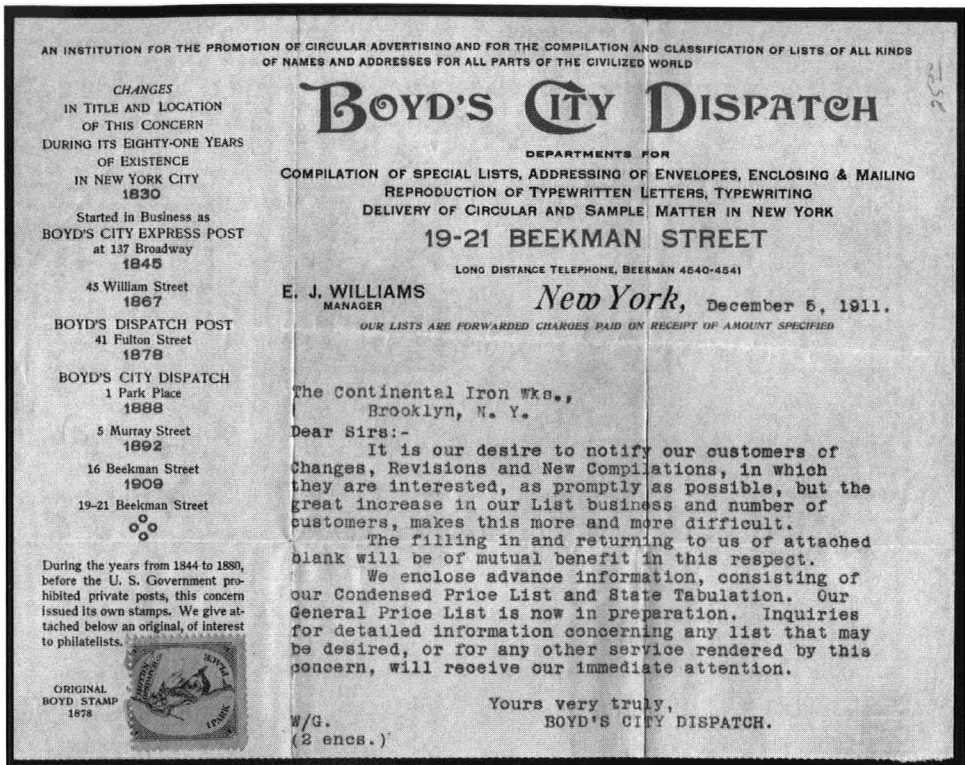


Figure 21. Advertising letter including sample of Boyd's stamp

in two or more colors. Here again, it would be quite challenging to build a collection including even 50% of all the types and colors.

Because Boyd's was one of the most successful local posts, and lasted longer than any other, stamps and covers are more common than those of many other local posts. The company has persisted until today, by changing its business tactics (Figure 21). The collector should always be careful when purchasing unused stamps, as remainders, reprints and forgeries are plentiful for some stamps. Unused remainders of items such as 20L15, 20L23, 20L25, 20L56 and 20LU50, are common and collectors should not expect to pay much for these. □

<p><b>Bibliopole</b> Since 1965</p>	<p><b>PHILATELIC BIBLIOPOLE</b> <a href="http://pbbooks.com">http://pbbooks.com</a> Authoritative Philatelic Literature</p>	
<p><b>US, CSA, Maritime, Forgery, GB and the Empire, etc.</b> 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> <p style="text-align: center;"><b>PB Blank Pages, Mylar and Page Boxes</b></p> <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.</p> <p style="text-align: right;"><b>P.O. Box 36006, Louisville, KY 40233</b> <b>Phone (502) 451-0317, Fax (502) 459-8538</b></p>		
<p><b>Leonard H. Hartmann</b></p>		

Just a few of the reasons Rumsey Auctions is one of America's leading auctioneers.



#1 Cat. \$600  
Realized \$1100



#7 Cat. \$168  
Realized \$1600



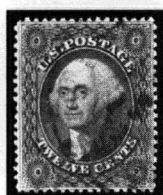
#10 Cat. \$150  
Realized \$750



#20 Cat. \$250  
Realized \$800



#21 Cat. \$2235  
Realized \$6500



#36 Cat. \$260  
Realized \$900



#77 Cat. \$195  
Realized \$1000



#93 Cat. \$65  
Realized \$800



#14 Cat. \$23  
Realized \$1350



#19 Cat. \$3500  
Realized \$9000



#157 Cat. \$23  
Realized \$2500



#214 Cat. \$14  
Realized \$2000

Prices Realized do not include the 10% Buyer's Premium

When you're ready to sell your treasures, let us help you make sure you get the right price. For individual rarities or entire collections, Rumsey Auctions earns its reputation for quality, honesty and integrity with every sale.

Please visit our website at:  
[www.rumseyauctions.com](http://www.rumseyauctions.com)

email: [srumsey@rumseyauctions.com](mailto:srumsey@rumseyauctions.com)

Schuyler  
Rumsey  
Philatelic  
Auctions

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

# 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

experience 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](mailto:stamps@siegelauctions.com)

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

[www.siegelauctions.com](http://www.siegelauctions.com)

**POSTAL AND SOCIO-POLITICAL HISTORY OF PRE-STATEHOOD MAINE**  
**NANCY Z. CLARK**

(Continued from *Chronicle* 197:37)

**The Path to Statehood**

On March 15, 1820 Maine separated from Massachusetts. Following are some of the events within the District and the Commonwealth that led to that event.

The Democrat-Republican party and the Federalist party changed off from one to the other in their support of the move to separate. Insults were passed.

It was said that those favoring separation were former Tories, looking to "dismember the state" and to recruit more of their brethren Tories who had escaped to the Canadian provinces during the Revolution. The response that the money from those departed Tories would be a most welcome addition was not well received.

Counter to that, it was said "mobocracy" and anarchy were rampant, that squatters wanted to be able to make their own regulations, and that those who wanted to keep the District together with the Commonwealth were "aggrandizing those who govern at the expense of those who are governed." The retort that people who lived on the land should have as much right as the outsiders who held title to the land held little water with the opposition.

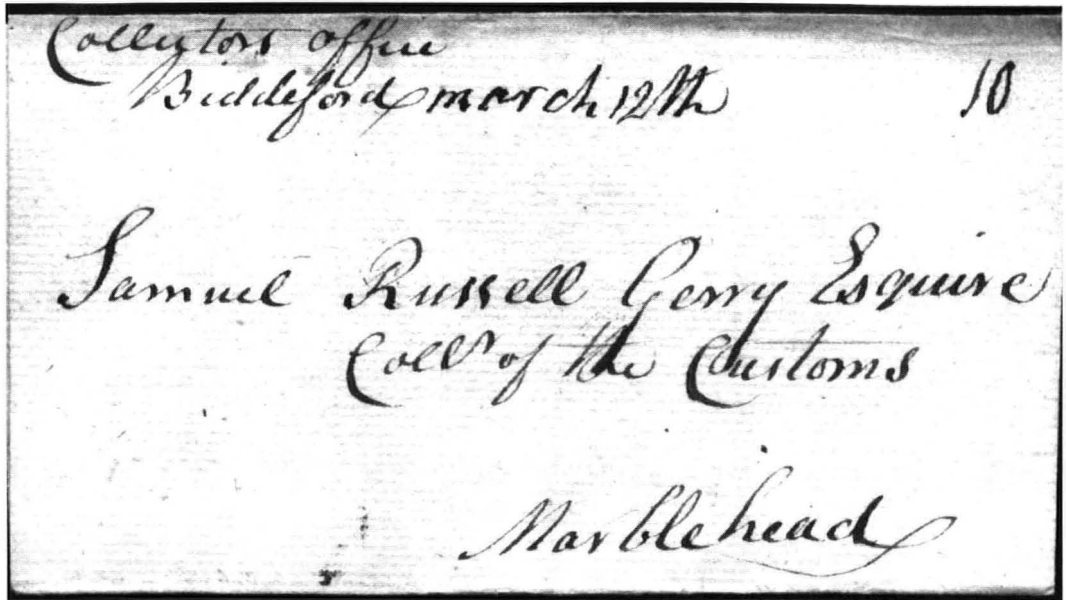
A vote was held on May 7, 1792 on whether to separate the District from Massachusetts. Less than 5,000 people bothered to vote out of a population of over 90,000. As recorded in the Massachusetts Archives, there were 2,438 votes against the separation, 2,084 voted for the move. By and large, inland towns were in favor of the separation, while coastal towns were opposed.

Not surprisingly, economic factors provided the motivation. Areas with problems between squatters and proprietors supported separation, viewing it as a means to increase property values by attracting more settlers, with an increased demand for land purchase or lease. Coastal towns had a lot to lose by separation. Shipping was improved by the association with Massachusetts. Regulations adopted in 1789 allowed coastal trade among contiguous states to proceed without the time-consuming port entry and customs clearance otherwise required. This meant that a ship from Maine, as a district of Massachusetts, did not have to stop and clear customs in New Hampshire or Connecticut, but could proceed in a timely manner to port in New York. In contrast, a ship from New Jersey would not have to clear customs in New York, since it was contiguous, but would have to stop in Connecticut and New Hampshire before reaching its destination in Maine. The taxes were negligible. Time was the consideration. Having to enter a port, dock or moor, and wait for the Customs official to perform his duties not once but several times in what would otherwise be a relatively short journey, significantly delayed the delivery and the turn around time. (Figure 11)

The southernmost county, York, preferred to be joined to New Hampshire, rather than Maine, if there were a separation, but saw no advantage to leaving Massachusetts to remain part of Maine.

Only wealthy people could afford justice due to the location of the State Supreme Court in Boston, along with the clerk's records.

The cause was brought up many times, but the Separationists were not making headway.



**Figure 11. Tere. Hill, Esq., Collector Biddeford, to Collector of Customs, Marblehead, MA, written March 9, 1789, charged 10¢ (40-90 miles)**

In December of 1807 the Embargo Act was passed. The affluence of coastal towns from Eastport to Kittery was strongly impacted. By 1809, when the law was repealed, soup kitchens had been set up in Portland.

Political intrigue continued. In a letter postmarked Boston, Sept. 25, 1811, free franked for PM Augusta, Nathan Weston<sup>2</sup> writes to Ebenezer T. Warren, Postmaster of Hallowell, presumably in reference to the upcoming election for Governor,

Dear Sir,

The Nominations for our part of the country are this day made. Every thing will succeed according to the wishes of our friends. I beg that this intelligence may be communicated only to our most confidential friends and that with an injunction of perfect secrecy for the present. I shall leave town on my return tomorrow morning.

With haste yours,

Nathan Weston Jr.

Governor Caleb Strong, a Federalist, was re-elected to his 8th term.

By 1812, the separatist movement was already almost thirty years old. In June of that year, news reached the District that Congress had declared war on England. Governor Strong ordered a day of fasting in opposition to the declaration of war.

Now we must remember that states' rights were more secure than the nation's at this time. Several leaders who would head for national office under today's conditions did not want to leave the state government in the political climate of those times.

Governor Strong refused to honor a request from Washington to send militia out of state. He said that since he perceived no national emergency, he would not send the troops.

---

<sup>2</sup>Weston was the newly appointed Judge for 2nd Circuit, serving Lincoln, Kennebeck and Somerset counties.



Meanwhile William King, who had strong ties to the national government,<sup>3</sup> and was a Major General in the 11th Division of the Massachusetts Militia, agreed to pull together volunteers to guard the Massachusetts coast (including the District of Maine, where he lived) and to discourage smuggling.

In 1813, the War Department, to embarrass Governor Strong for his opposition to what he called "Mr. Madison's War," ordered all the troops guarding U.S. Garrisons in Maine to the Great Lakes. The contents of this letter from a survivor of that transfer process are telling (letter written to MC Timothy Carter, by Levi Shaw of East Bethel, sent free to member of Congress):

Honored Sir

I have taken the Liberty to Rite a few lines to you Concerning the discharge of My Brother Charles from the Army I Rote to you before But did not Rite his given name. My Brothers Name is Charles Shaw his age 19 He inlisted in June or July 1812 for Five years in W. Hampden In Capt. Buttlers Comppany of Light draggons & Marched to Concord Newhampshire & from thence to Birlington & platsburg & Swanton

The next Letter he Rites from Choezoey [Casanovia?] August the 20th 1814 That is the Last I Received from him till I reced one dated Fort Mifflin November the 6 1816

He Rites that he had been Marched into the Western States to stop the Depredations of the Indians & now is at Fort Mifflin Where he is to Receive his discharge. the 6 day of July next He inlisted for five years & was to have one hundred & sixty acres of Land in the Michigan Territory as a Bounty Capt Rouch Commands the Company ["Corps of Artillery," written in another hand in red ink] that he is in now. . .

In red ink, the processing verbiage, "Land Warrant No. 10.141 issued 28 July 1817 – to Chars. Shaw – a private of Capt. Roach's Comp of the Corps of Art'y 'Notification' sent to Himself care of Capt. Roach Phila. he was discharged at Fort Mifflin 16 Jany 1817," indicates his brother received his bounty of land in Michigan.

After the soldiers left, the coasts of Massachusetts and the District were guarded only by those too infirm to have been moved. Until the summer of 1814, Maine remained relatively free of battles, with the noted exception of the Casco Bay battle between the *Boxer* and the *Enterprise* in 1813. (Figure 12)

Smuggling was rampant. Up in Aroostook County, there was some activity, as shown by this excerpt from a letter datelined Stewartstown,<sup>4</sup> February 25, 1813.

Honored Parents

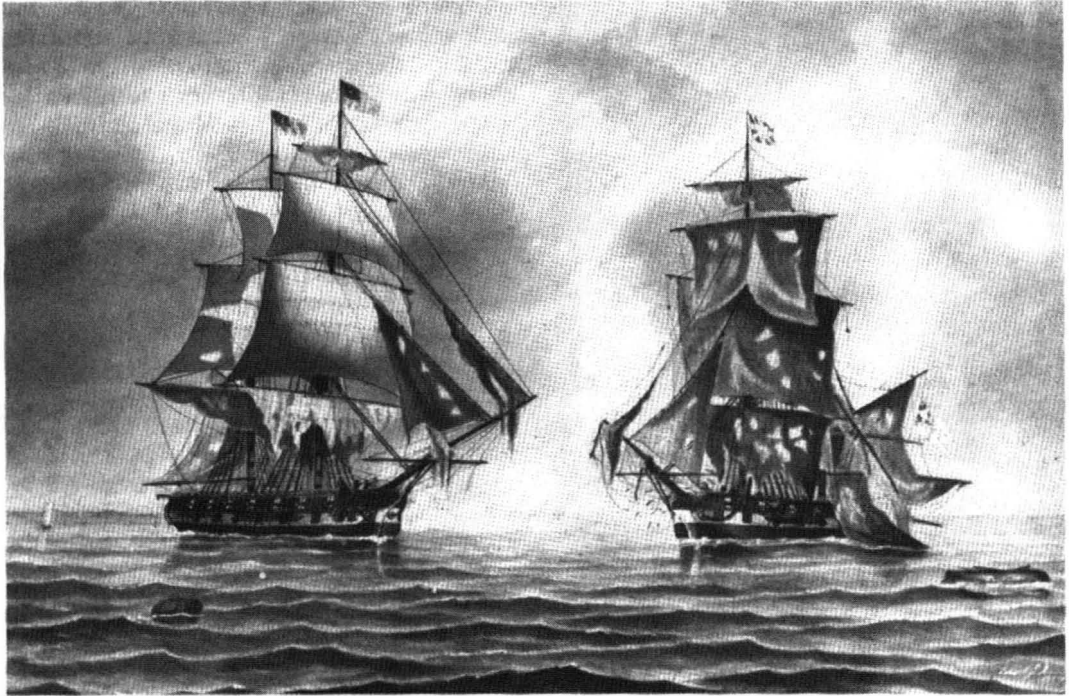
With pleasure do I set down to inform you of my good health and spirits and I hope this will find you the same. . . what a pleasure it is to enjoy the art of using the pen to inform each other of our health and affairs in life though ever so far distant apart. as I have said before we enjoy our selves very well indeed. the company is in very good health. Lieut. White and Ensign Neal with 15 men went on a scouting party after a load of goods. After traveling a few miles they seperated. Ensign took 8 men Lieut. 7. They pushed on into Canada some distance into the province. Lieut. White heard the goods [guards]. Wen a few miles ahead he hired a horse and pushed on as fast as possible. He told his men to come on after him as fast as they could. He expected to overtake them in the woods it being 12 miles through but he did not even take the guards till they got through. Being animated with hope that he would take them he came up with them at this side. Ensign Popes a british officer, he stoped the goods. Two and half hours alone waiting for his men to come up. when about 30 men gathered round with pitch forks swords and clubs 4 British officers came. then they still keep gathering. He found his guard did not come. He surrendered himself a prisoner of war.

---

<sup>3</sup>Including a joining of forces and monies with Secretary of the Treasury William Crawford.

<sup>4</sup>Probably written near Stewarts Hill and Stewarts Brook in Aroostook County.

They consulted together what they Should do with him. Some were for Sending him to Quebec. Finally they thought it would be bad policy to keep him. They keep him 2 or 3 hours and then let him go. The men he had with him were very tired and got along very slow. He wrote the Ensign Neal to return. They gathered so fast. He thought imprudent for him or his men to come an he mentioned the next morning the goods he promised were stoped in Easton 8 or 10 miles ahead and they sent out word that if the good were pass over him they would do the thing that was wright about them. We are satisfied they were men over the line. We believe it is through fear that they conduct in this way. We think Lieut. White shew his courage in pursuing 20 miles in the bowels of Canada. you may think it is impolicy but if you understood every circumstance you would think otherwise . . .



War of 1812, The *Enterprise* and the *Boxer*. Courtesy of Maine Historical Society

**Figure 12. Photograph of painting of the *Enterprise* and the *Boxer*. *Boxer*, a British brig, was captured by *Enterprise*, an American brig, off Portland, Sept. 5, 1813. Five days later, Commodore Perry won on Lake Erie. (courtesy Maine Historical Society)**

By 1814, matters were heating up. No longer trying to win the Northeast by kindness, as an Ellsworth resident of the time described the lack of battles in the District, the British decided to invade and reclaim land they considered theirs.

On June 6, 1814 there was a revival of the Separation issue, when the House of Representatives appointed a committee to study the question. Nothing resulted, however.

Eastport was surrendered to British Col. Thomas Pinkington on July 11, 1814. The next day Lt. Col. Fitzherbert<sup>5</sup> sent a letter to John Brewer of Robbinston, stating that the islands in Passamaquoddy Bay were within the British boundary, by reference to the Treaty of 1783. Therefore they intended to take possession of them, but had no plans to

<sup>5</sup>The Washington County Militia Brig. General.

attack the mainland. They ordered the island residents to report to the schoolhouse in Eastport on the 16th, to take the Oath of Allegiance to the King. The only alternative offered was to depart the islands within 7 days. A Customs Collector was appointed and trade was commenced by the British from Eastport.

Somewhat south, along the coast in Wiscasset, things remained calm.<sup>6</sup> But the report from Kennebunk and still further south toward Boston was frightening, as shown by this excerpt of a letter to Ebenezer Warren in Hallowell datelined Kennebunk, Sunday noon, 25 Sept. 1814:

Dear Sir-

just arrived here...shall go by way of Portsmouth as Genl Chandler is there, having left Portland on Thursday last for the purpose of taking command at the former place – Some alarm in those aboard towns particularly Boston, Portsmouth and Portland as the enemy, in great strength is seen lying off & on in the bay, alternately menacing the two former places - & has avowed his intention to destroy them –

The Separatists took out public notice of the situation:

. . Saw the Editor of the Portland Gazette last night - en engaged to insert the notice I handed him – it will come out tomorrow – he said he would speak to the Editor of the Argus on the subject...

Yours etc. A. Mann

<sup>1</sup>/<sub>2</sub> past one, it breaks away

Governor Strong called an extra session of the General Court in October of 1814, to authorize the borrowing of funds to support the militia efforts along the coast. He failed to raise the issue of the eviction of the British from eastern Maine at this session. This did not win him support in the District.

It then became apparent that the majority of the funds were to be used in the defense of Boston, with District protection a secondary concern. Appropriating funds without caring for the District was another no-go for the residents.

Smuggling food and support to British forces was a lucrative activity. When local Militia troops became too effective in preventing smuggling, the British caused a tactical retreat from Robbinston to Machias. Then came the foray up the St. George River referred to above.

A large British fleet arrived at Castine Sept. 1. The Militia, seeing how futile their cause, blew up their own fort and fled up the bay. Soon a flag was sent across the bay to Belfast to ask for their surrender. From there, a fleet went up the Penobscot, headed for Bangor. The following letter to the PM there is of interest (Oct. 25, 1814 letter from PMG Meigs to William D. Williamson, PM Bangor):

Gen'l Post Office

Oct. 25 1814

Sir

Under the Circumstances in which you have been placed by the Enemy – you must make out yr. office accounts in the best Way you can & transmit them – accompanied by affidavit –

I am yr. obdt. svt.

P.Meigs

Williamson reports “upwards of \$50 post-office money were exacted and taken” among other outrages against the citizens of Bangor.

By November, Gould's troops at Wiscasset were joined by those of Maj. General King and part of General Seward's Division. They remained there until the British fleet was seen to sail past Castine, and then dispersed.

The Treaty of Ghent was signed December 24, 1814, and received in this country February 11, 1815. Castine finally got rid of the British troops April 25, 1815.



Figure 13. Wiscasset to Charleston, SC, Jan. 26, 1815, correct rate being 25¢ (over 500 miles) but instead charged War Rate of 37½¢ (effective Feb. 1)

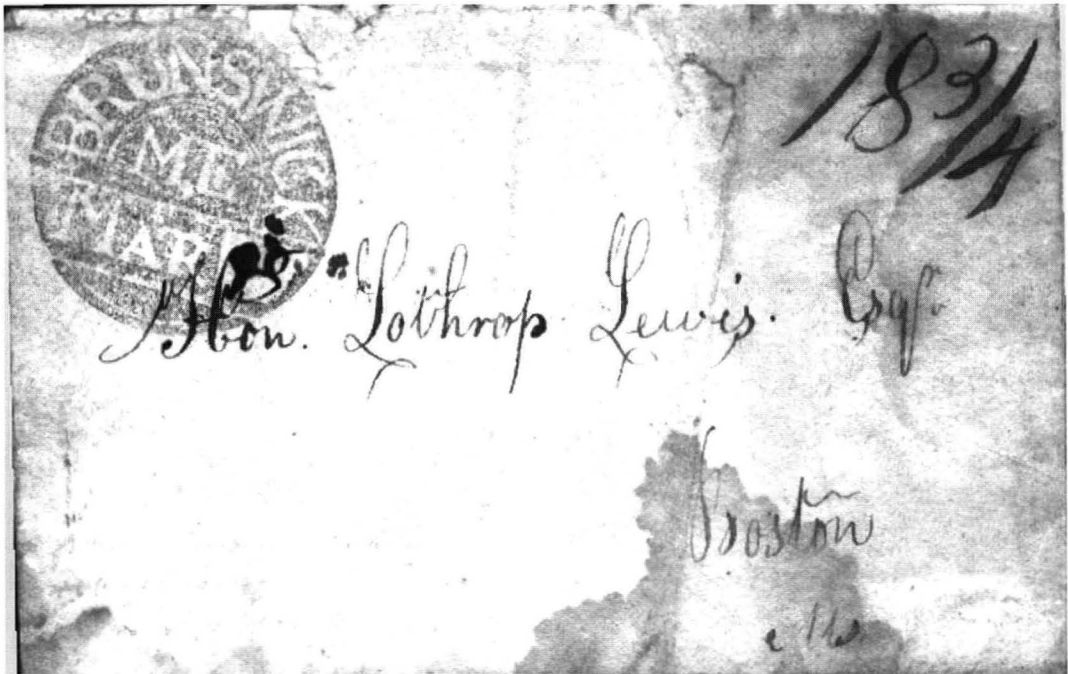


Figure 14. Brunswick to Boston, March 15, 1815, distinctive red negative postmark, charged at War Rate of 18¾¢ (12½¢ + 6¼¢ for 90-150 miles)



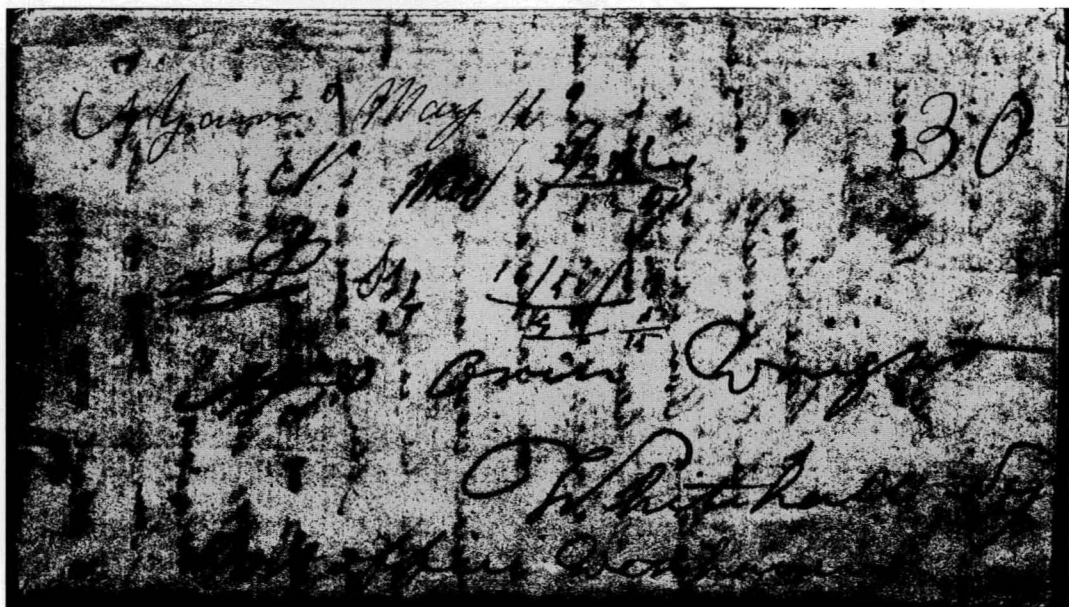


Figure 15. North Yarmouth to Whitehall, NY (PO Westhaven), May 11, 1815, War Rate of 30¢ (20+10, 300-500 miles); contents refer to revolution in France, "I hope we shall not have war again, but fear"

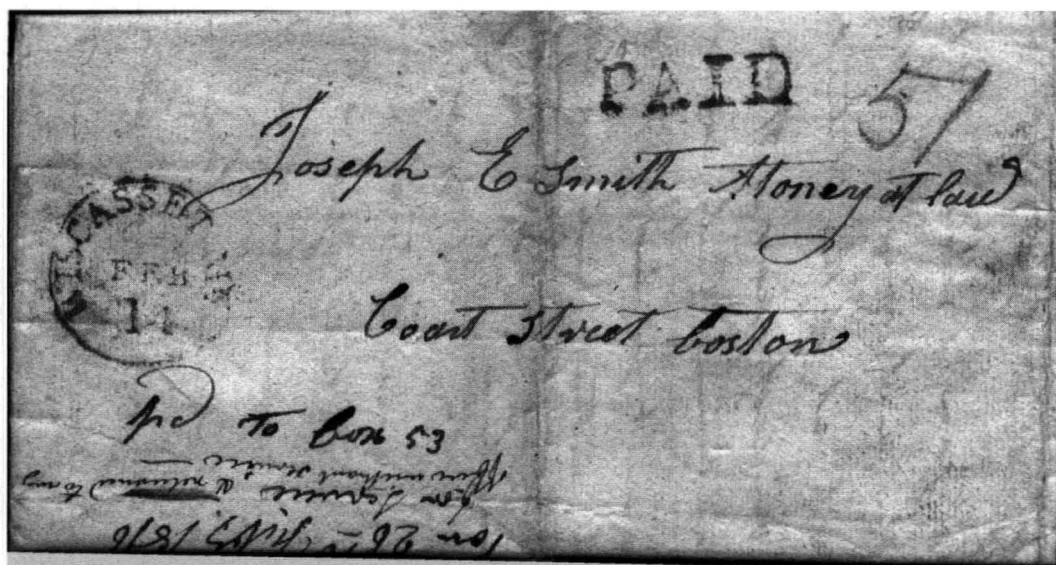


Figure 16. Feb. 14, 1816, letter from Wiscasset to Boston, 51¢ War Rate on double-weight prepaid letter (2x 17+8½)



Ah, but how to pay for this righteous repelling of invaders? Enter the War Rates, enacted on Dec. 23, 1814, implemented February 1, 1815.

Lest we think postal employees then were uniformly well informed as to rate changes, let us examine this cover from Wiscasset to Charleston, SC. Sent January 26, 1815, the correct rate was 25¢ (over 500 miles). However the letter was rated by the War Rate schedule and charged 37½¢. (Figure 13-16)

The Restored Rate lasted only one month: voted Feb. 1, 1816, enacted Mar. 31, 1816, ended May 1, 1816. (Figure 17, 18)

The *Eastern Argus*, a Portland newspaper, ran a series of 13 articles promoting separation starting November 8, 1815. The General Court finally agreed to a vote on the issue yet again, with the proviso that if there was a slim majority in favor, they could overrule it. But if a large majority voted to separate, they would follow the wishes of the voters. The vote was scheduled for May 20, 1816.

Out of a population of 270,000, there were 38,000 eligible voters. Only 17,000 bothered to vote. While the pro-separation votes outnumbered the anti- by 4,000, there was no way to count this as the sweeping victory needed to effect the separation.

So, the War was over, and coffers were replenished, and the majority of people who voted wanted to be separated from Massachusetts. But they need to get a 5/9ths majority to succeed. Matters began heating up.

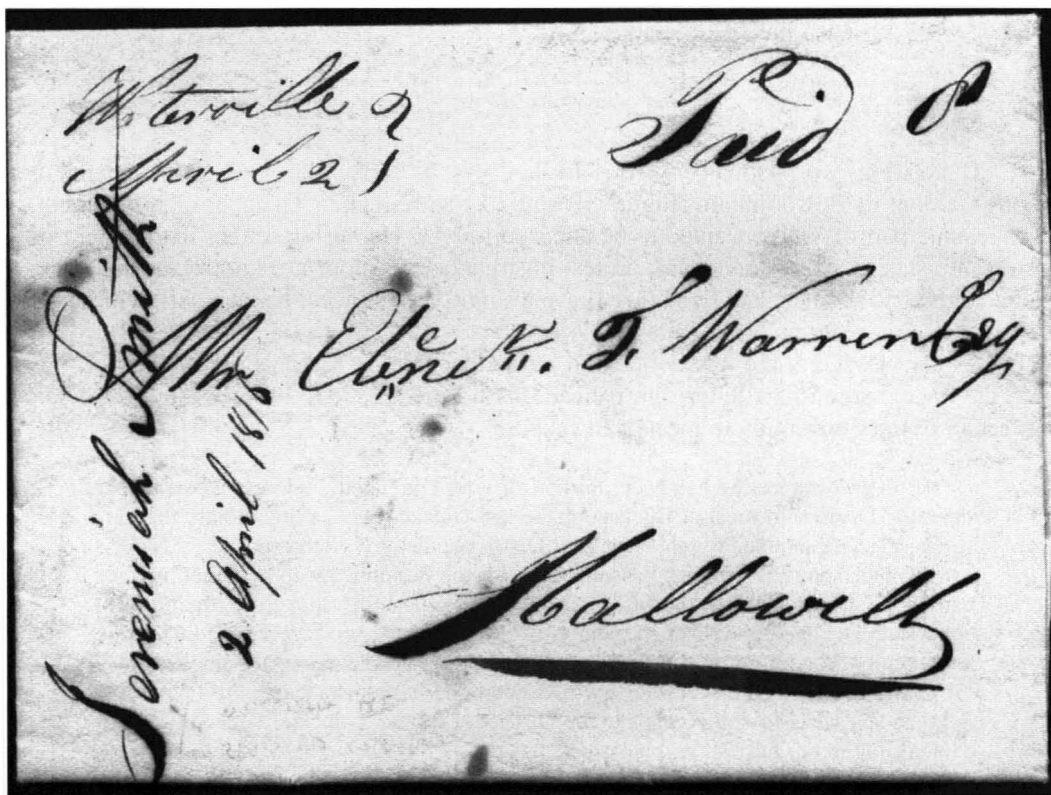


Figure 17. Waterville, April 2, 1816, to Hallowell, 8¢ Restored Rate (not over 40 miles)

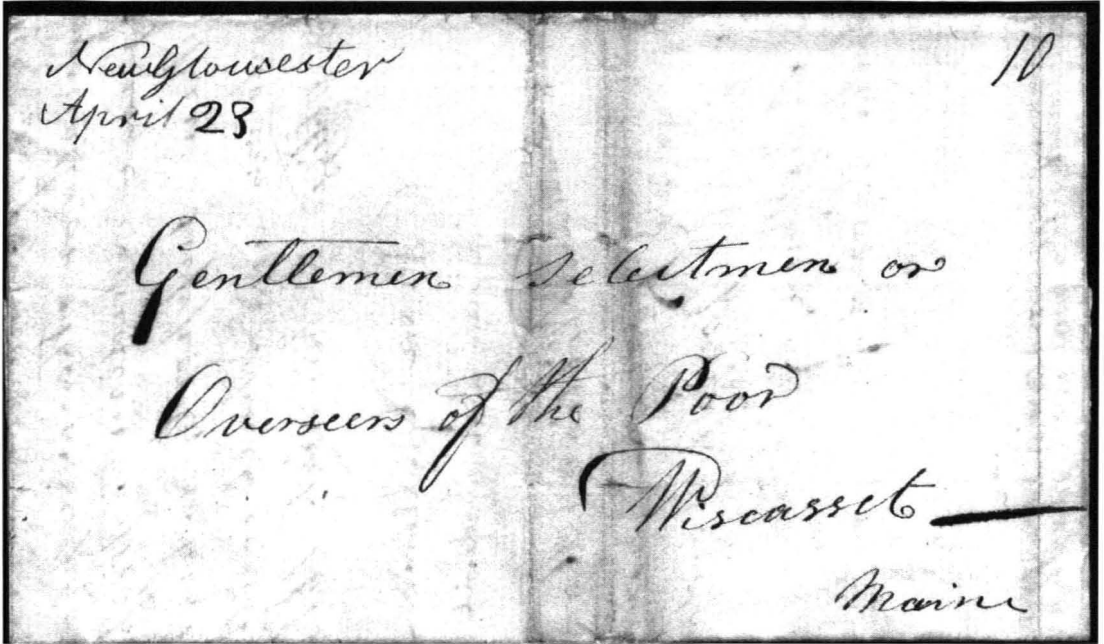


Figure 18. New Gloucester, April 23, 1816, Restored Rate of 10¢ (40-90 miles)

There were two postmasters who did their best to protest the separatist movement: Syms Gardner of Bowdoinham (Figure 19 and 20 ) and Stephen Thatcher of Kennebunk. Kennebunk, part of Wells, wanted to be annexed to New Hampshire rather than be part of a separate state. Of the Kennebunk protest postmarks, only four are known to exist. One collector has two copies, and two others have a single copy apiece. Known period of usage is February 26 to March 24, 1819.

William D. King, the man who soon would become be Maine's first Governor, rallied the final charge in his letter sent from Bath on Sept. 22, 1818, to J. Williamson Esq., Secretary of the Convention to meet at Bucksport:

Sir,

I observe a meeting has been notified of your congregational, and a part of our Senatorial District, to meet at Bucksport, the last calendar day of this month, the purpose to select a candidate to represent your District in the next Congress.

Nothing more is wanting I assume than for the Republicans to be united in your District, . . . it is stated that the Mr. L. Jarvis is very generally spoken of, the uniform support which the Republican measures of our Country have received from all the Jarvis family, in addition to this Mr. Jarvis, possessing all the necessary qualifications will place him in Congress on the first instance under circumstances more favourable [*sic*] than any other person perhaps in the District of Maine, I sincerely hope this result so interesting to our District will be effected. —

The Mr. Jarvis not having been a member of our State Legislature, would not be able to do so much for us here or gentlemen who have been there and have formed their acquaintances, I name this as it has been observed, that some of Mr. Williamses [*sic*] friends are desirous it is understood that he should be the candidate, seeing that this might be the case is my principle inducement for writing you at this time — Measures of the utmost in fortune to this District as well as the State will be conducted the next year, and Mr. Williamson must not leave the Senate were [*sic*] he has acquired very greate [*sic*] influence, untill [*sic*] these measures are effected, even should he himself

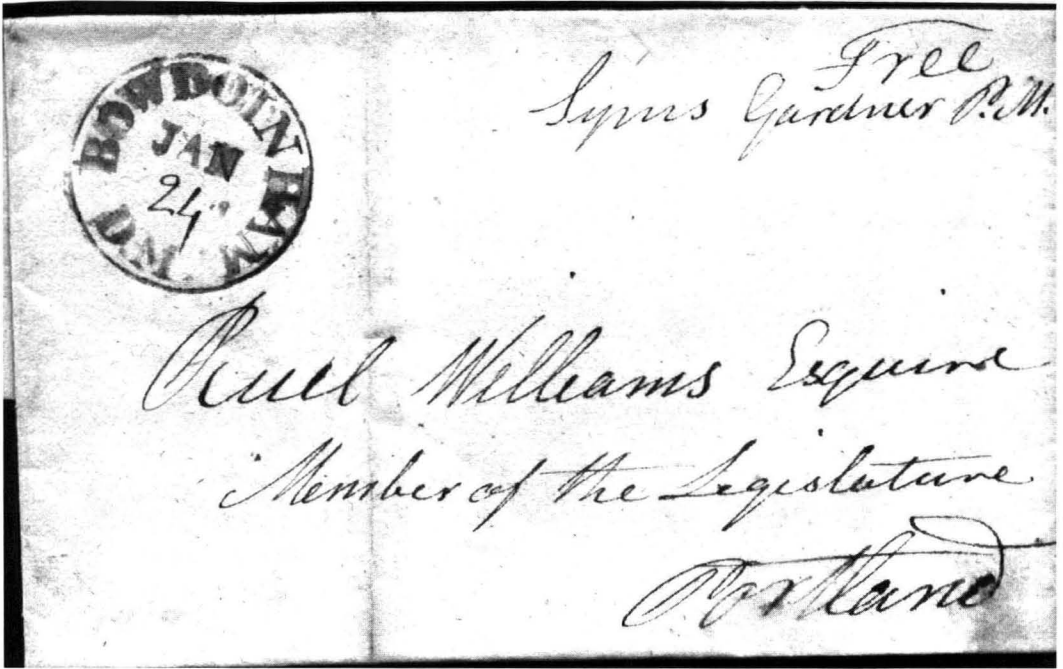


Figure 19. Anti-separation postmark used by Syms Gardner, PM of Bowdoinham, with prominent "D.M." [District of Maine]; cover from the District (pre-statehood) period, Jan. 24, 1818

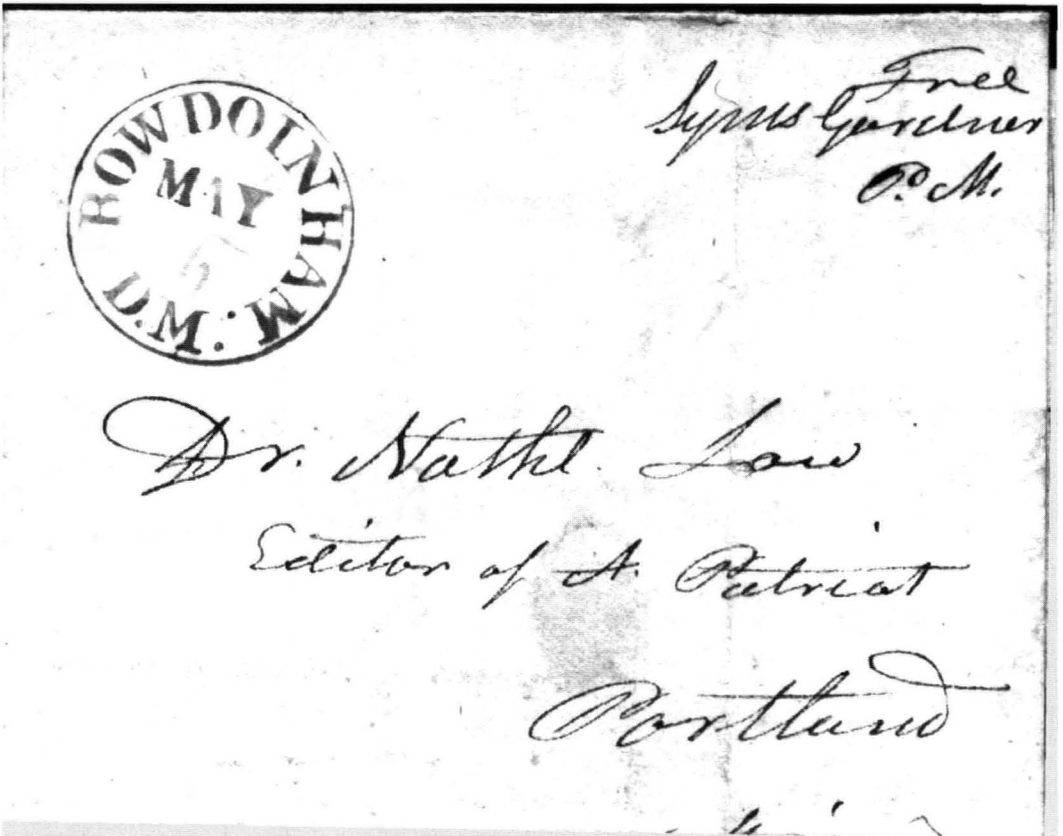


Figure 20. Anti-separation postmark used by Syms Gardner, PM of Bowdoinham, with prominent "D.M." [District of Maine]; cover from May 5, 1828, during statehood

# INDEPENDENCE !!

*July 26th, 1819.*

CITIZENS OF MAINE,

*Shall Maine be a free, sovereign and independent State, or shall you and your children remain forever the servants of a foreign power?* This is the true question that is to be settled by your votes on Monday next. The friends of liberty cannot hesitate in the choice between freedom and servitude.

What shall we lose by separation? the privilege of being governed by Massachusetts. What shall we gain? the right of governing ourselves.

☞ The last year we paid Massachusetts EIGHTY EIGHT THOUSAND DOLLARS for governing us. This is proved by the OFFICIAL CERTIFICATE signed by the SECRETARY OF STATE. It will cost us less, probably not more than ONE HALF this sum to govern ourselves. Almost the whole of this is now carried to Boston and expended there. Choose freedom and independence and one half of this sum will be saved to the people, and the other half will be spent at home.

☞ Six Millions of acres of Lands in Maine are now owned by non-resident land holders; full one third of which is owned in England. These lands now pay but a nominal tax. Two thirds of the tax is taken off; and who pays it? ☞ It is paid by the FARMER AND MECHANIC in addition to his own proper share of taxes. ☞ It is these non-resident land holders who are afraid of taxes. ☞ Their land is taxed at two per cent, yours at six per cent.

☞ They now pay a Boston lawyer ONE OR TWO THOUSAND DOLLARS A YEAR to manage this business with the legislature. What is taken from their tax is added to yours. Their taxes may be increased but yours will be diminished.

These land holders are now traversing Maine in every direction. They have their agents in pay in every quarter, and they are all opposed to your independence.

If you do not wish that you and your children should forever pay the taxes of these nabobs of Massachusetts and ENGLAND, turn out on the next Monday and give your voices for separation.

**FELLOW CITIZENS,**

The eyes of all America are upon you. Your enemies are active and vigilant, and already boast of their fancied success. We exhort you to turn out in your whole strength. Let not a vote be lost. Leave your private business for a day or half a day or an hour, and convince the world by an overwhelming majority that you deserve

**FREEDOM AND INDEPENDENCE.**

July 21.

Figure 21. "Independence" broadside (from *Maine Becomes a State*, p. 138)



Figure 22. Letter, Belfast to Hallowell, January 13, 1820, rated 10¢ (30-60 miles); 2 months till statehood)

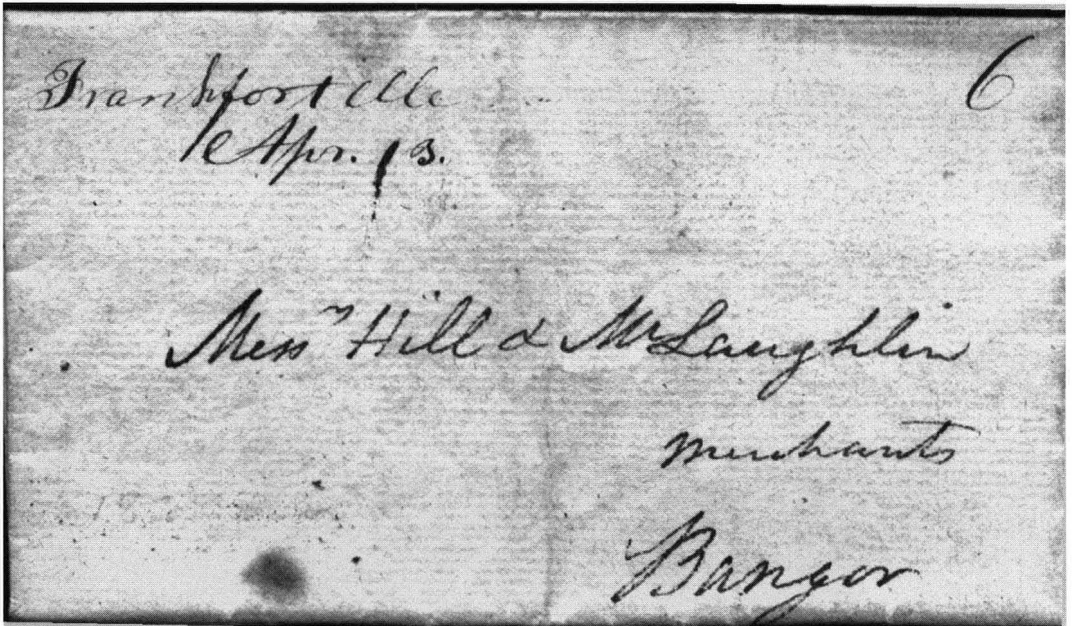


Figure 23. Letter, Frankfort to Bangor, Apr. 13, 1820, within the first month of statehood



prefer a seate [*sic*] in Congress at this time, the interest of his Constituents being more promoted by his remaining in our Senate, I think he will not hesitate a [?] in deciding.

. . . I beg you sir in the course of your communicating any of this opinions to the mention of your [?] to say that my only object is to aid the Republican cause which I genuinely believe to be that of our country.

The vote was held and statehood was near. Oct. 11, 1819, the state constitutional convention was called to order. (Figure 21 and 22)

On March 15, 1820, Maine became a state. (Figure 23) The 23rd state to enter the Union, it was admitted along with Missouri—Maine as a free state, Missouri as a slave state—the “Missouri Compromise,” which kept the balance within the U.S. Senate unchanged.

### Governors of Maine through 1831

<i>Elected</i>	<i>Name</i>	<i>Left Office</i>
1820	William King	resigned May 1821
1821 [May]	William D. Williamson	Dec. 1821 [was Pres. of Senate, Acting Gov.]
1822	Albion K. Parris	1827
1827	Enoch Lincoln	Died Aug. 1829
1829	Nathan Cutler	Jan. 1830 [was Pres. of Senate, Acting Gov.]
1830	Jonathan G. Hunton	1831

### Bibliography

Banks, Ronald F. *Maine Becomes a State: The Movement to Separate Maine from Massachusetts, 1785-1820*. Somersworth, NH: New Hampshire Publishing Co., 1973.

Bennett, Dean B. *Maine Dirigo “I Lead.”* Camden, ME: Down East Books, 1980.

Chase, Dr. George D., and Paul E. Hanneman. *A List of the Post Offices of Maine*. [Hampden, ME]: Sterling Dow, 1946.

DeLorme Publishing Company. *The Maine Atlas and Gazetteer*. Freeport, ME: the Company, 1981.

Dow, Sterling T. *Maine Postal History and Postmarks*. Reprint ed., with other matter. Lawrence, MA: Quarterman Publication, 1976.

Maine Philatelic Society. *The Post Offices of Maine, A Rarity Guide*. Cumberland, ME: the Society, 1995.

Rutherford, Phillip R. *The Dictionary of Maine Place-Names*. Freeport, ME: Bond Wheelwright Co., 1971.

Stets, Robert J. *List of Post Offices in the United States, 1794 . . .* [Walterboro, SC]: R.J. Stets, 1991.

United States. Bureau of the Census. *Heads of Families at the First Census of the United States taken in the Year 1790*. Washington: Government Printing Office, 1908.

Williamson, William D. *History of the State of Maine: From its First Discovery, A.D. 1602, to the Separation, A.D. 1820, Inclusive*. 2 vol. + supplement. Hallowell: ME: Glazier, Masters & Co., 1832, 1839. Reissued Freeport, ME: Cumberland Press. □

## ***USA, Confederate States, & Possessions***

**Stamps & postal history at  
APS StampShow, booth 806  
Columbus, OH 7-10 August**

**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](mailto:staylor995@aol.com)**

**[www.stephentaylor.co.uk](http://www.stephentaylor.co.uk)**

***Your American dealer in Britain***



## **Matthew W. Kewriga**

**Professional Philatelist**

**US Stamps, Postal History, and Fancy Cancellations**



O68 with red NYFM cancel

**[www.kewriga.com](http://www.kewriga.com)**

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

**Email: [matt@kewriga.com](mailto:matt@kewriga.com)  
Buying and Selling  
APS, APC, USPCS, USSS,  
AAPE, USCC**

Most discriminating specialists know: Mail Sales can be delightful places to make great discoveries. Have you discovered Nutmeg?

For the serious advanced collector, there is always something in our mail sales for you—including specialist material like these:



*"Big Fella," our mascot, symbolizes the jumbo size of our regular mail auctions.*



**Send for your FREE catalog for our next sale!**

Call us toll free at 1-800-522-1607...  
 or E-Mail us at [info@nutmegstamp.com](mailto:info@nutmegstamp.com).  
 Fax: (203) 798-7902.  
 You can also write to us at the address below.

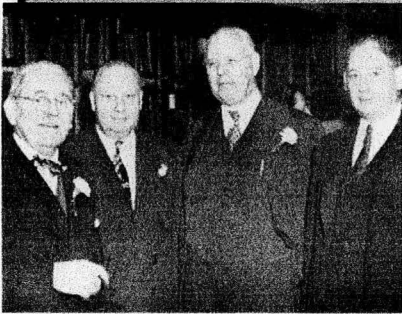
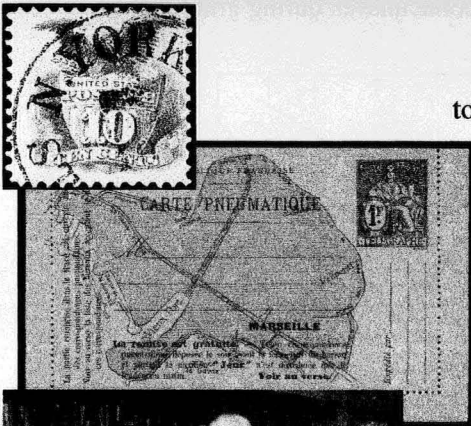
Post Office Box 4547  
 Danbury CT 06813

**See our auctions on the Internet at:**  
[www.nutmegstamp.com](http://www.nutmegstamp.com)



(203) 792-3862  
 Fax: (203) 798-7902  
 E-mail: [info@nutmegstamp.com](mailto:info@nutmegstamp.com)

# Since the early 60's, members of the Collectors Club have come to us when it was time to sell.



Remember these fellows?  
 (Theodore Steinway, Harry Lindquist, Alfred Lichtenstein and Max Johl). My father, Albert, a NY stamp dealer, introduced me to all of them when Andy Levitt was but a youngster in his shop.

## We are privileged...

to have handled the renowned collections of many of the world's most respected philatelists. They placed their trust in our decades of experience and our serious knowledge of all things philatelic. When it comes time to sell, come to us for a fair and expert offer for your holdings.

## Place Your Trust In Our 41 Years Of Experience In Working With Many Of The Great Collectors Club Members.

We are America's #1 buyer of United States and worldwide stamps and postal history—and have enjoyed our lasting relationships with many Club 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.

### Payment from us is always immediate.

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! Toll Free Phone: 800-522-1607.



Collectors Club  
Life Member



Post Office Box 342  
Danbury CT 06813

Andrew Levitt  
**ALPC**  
Philatelic Consultant

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

STEEL USED TO PRINT THE FIRST TWO ISSUES OF U.S. STAMPS  
© GERALD L. MOSS

(Continued from *Chronicle* 197:54)

The consequence of a carbon inhomogeneity in a stereotype plate would be a hardness that would vary from point to point after hardening, as suggested by Figure 8.<sup>14</sup> In turn, the surface of such a plate would tend to become uneven during grinding and polish-

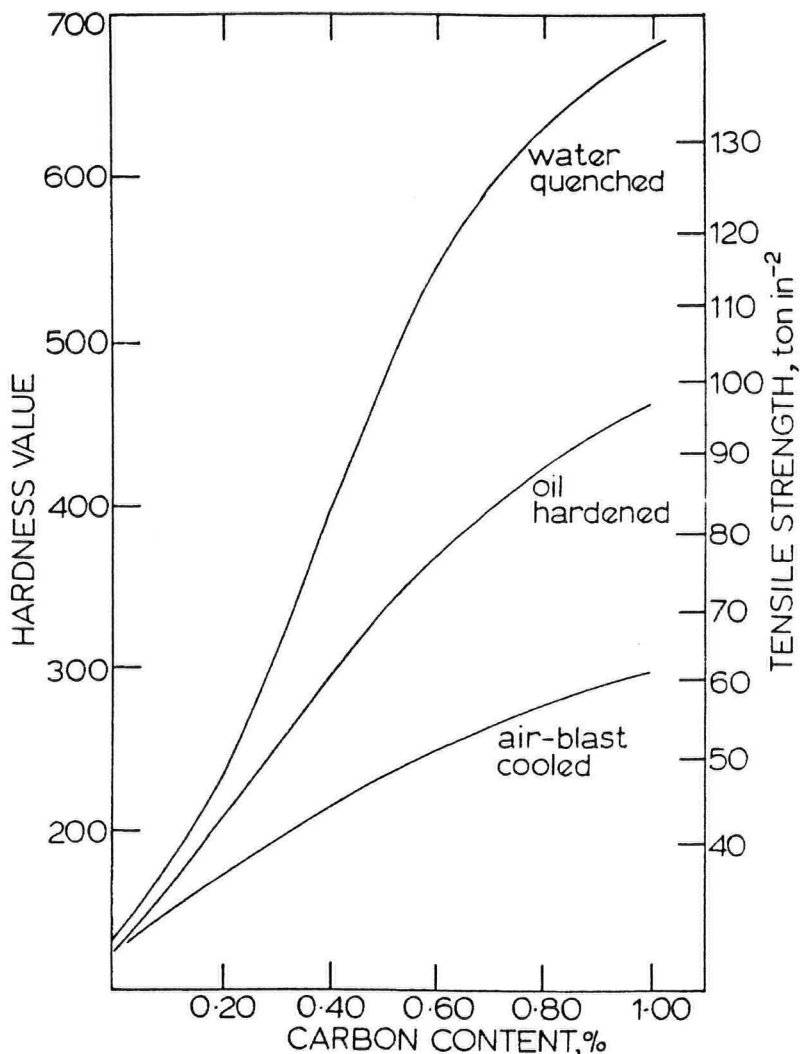


Figure 8. The Brinell hardness dependence of plain carbon steels on carbon content and cooling rate from the high-temperature realm of face-centered cubic steel.

<sup>14</sup>Kenneth C. Barraclough, *Steelmaking Before Bessemer*, Vol. 1 (London: The Metals Society), p.4.





**Figure 9. Sword blade from Derge, Tibet, nineteenth century or earlier. Pattern developed by abrasion alone. Non-uniform grinding and the development of shallow rills is evident from (1) the vertical scratches which are often discontinuous across the hard, reflective (black) bands of steel and (2) the more heavily scratched light appearing regions which are relatively soft low carbon steel or wrought iron.**

ing in preparation for a roller laydown. This would be quite analogous to the sanding of a piece of wood with a pronounced grain, whereby the soft wood grinds away more rapidly than the harder grain which is left in relief. A dramatic illustration of the effect is shown in Figure 9,<sup>15</sup> where polishing has left part of a sword blade standing in relief. Analogous irregularities on the surface of a stereotype plate would hold ink, unless wiped away with tedious care, and ink signatures would be left on subsequently printed stamps. These would be similar to the streaks of color in the margins of stamps due to surface irregularities stemming from the roller laydown. These features will be addressed further when the details on the stamps can be dealt with in terms of slag inclusions as well as carbon inhomogeneities.

Inclusions were incorporated in all the products listed in Figure 5, *i.e.*, those with limited or no melting. In the 1840s and '50s these inclusions were typically uncontrolled mixtures of fayalite-type compositions (roughly  $2\text{FeO}\cdot\text{SiO}_2$ ) and a wüstite-like material (approximately  $\text{FeO}$ ).<sup>16</sup> Wrought iron used for the production of cementation steel contained approximately 2.5 weight percent slag.<sup>17</sup> Charcoal iron, manufactured in the same time interval, contained about 1.0 weight percent slag which was essentially pure wüstite.<sup>18</sup>

These slag-type inclusions were both beneficial (they contributed to corrosion resistance and toughness) and detrimental (reduced strength). However, their density was generally so great that practice since antiquity has been to reduce their density and partially control their morphology by the same high temperature squeezing, forging (hammering), etc., used to distribute the carbon more homogeneously.

However, there was one advantage in creating steel by the cementation process rather than directly on a finery hearth or by puddling steel. That advantage was that it was easier to remove inclusions from wrought iron used for the cementation process than from directly made steel because the iron was softer than the steel. It was possible to repeat the fagotting, forge welding, forging (hammering) or rolling reduction cycle as many as three times on wrought iron (quadruple refining), while it was seldom, if ever, used more than twice on steel. Furthermore, slag inclusions on the surface of wrought iron melt and spread

<sup>15</sup>Cyril Stanley Smith, *A History of Metallography* (Cambridge, Mass.: MIT Press, 1988), p. 9.

<sup>16</sup>Robert B. Gordon, "Materials for Manufacturing: The Response of the Connecticut Iron Industry to Technological Change and Limited Resources," *Technology and Culture*, 24, 1988, p. 217.

<sup>17</sup>James Aston and Edward B. Story, *Wrought Iron* (Pittsburgh: A.M. Byers Co., [1959]), p. 2.

<sup>18</sup>*Ibid.*, p. 10.



**Figure 10. Wrought iron with elongated, glassy, two-phase inclusions of wüstite and fayalite-type silicates. The light matrix is approximately pure iron.**

like hot butter when heated to just the right temperature range.<sup>19</sup> The slag then either ran off the metal or was brushed away. There were few if any vestiges of inclusions visible when slag was removed in this way and resultant surface irregularities were hammered shut. Wrought iron ladle handles exhibited at the Winterthur museum are good examples of this type of surface dressing. Ancient breast armor, helmets and top-quality knives are other examples.

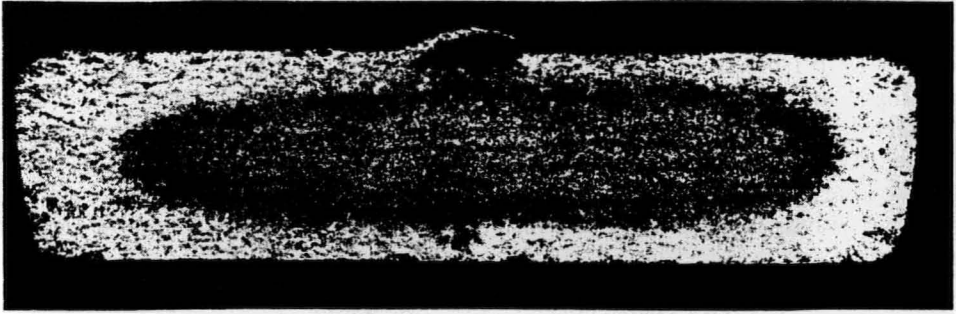
In spite of all efforts to remove slag, inclusions always remained within the ultimate steel product. The extent of these inclusions is illustrated in Figs. 10<sup>20</sup> and 11.<sup>21</sup> The inclusions in the wrought iron shown in Figure 10 are entirely analogous to those in the cementation steel made from it. Inclusion counts have revealed as many as 38,800 inclusions/cm<sup>2</sup>

---

<sup>19</sup>Description contributed by Peter A. Renzetti, iron artisan and proprietor of The Arden Forge Co. Inc., Dilworthtown, Pa.

<sup>20</sup>Aston and Story, p. 2.

<sup>21</sup>Barraclough, Vol. 1, Plate 3.



**Figure 11. Ground, polished and etched cross section (roughly  $2\frac{1}{2} \times \frac{5}{8}$  in.) of cementation steel (also known as blister steel). The dark, roughly elliptical central region and the relatively light outer border were revealed as they are by the etchant which reacted selectively according to the carbon concentration. The surface and center carbon contents of the bar were approximately 0.97% and 0.64% respectively—the difference being due to the inward diffusion of carbon during the cementation process. The horizontal streaks in the central region are slag inclusions. The lump on the top surface is a blister from carbon monoxide gas, the product of a carbon reaction with slag inclusions. Other smaller blisters are visible near the surfaces.**

on a cross section.<sup>22</sup> Henry Sorby, “Father of Metallography,” wrote, “Rolled bars often show a much more irregular mixture of layers containing various amounts of slag and steel than would be suspected from the appearance of surfaces dressed in the usual manner.”<sup>23</sup> Cyril Stanley Smith concluded, “Steel with no inclusions would be impossible to make without fusion (or, for that matter, without melting and casting in a vacuum or inert atmosphere) . . . .”<sup>24</sup>

This picture of the inclusions is suggestive of how a steel plate including them might have behaved if it were subjected to a roller laydown as in the preparation of a stereotype plate. The brittleness of the nonmetallic inclusions, their characteristically poor bonding with the matrix steel and the poor structural support the deforming steel would furnish the inclusions during a laydown leaves no doubt about the outcome. The inclusions would surely fracture, and many fragments would likely disengage from the plate. A printing from such a plate would produce irregular edges and streaks of color where it was never intended to be. These effects should be observable if such a material were used.

### **Stamp Signatures & Implications**

An investigation of first- and second-issue stamps does not reveal a general occurrence of features suggestive of steel plates that might have been processed without complete melting. Ashbrook did, however, identify four features on Plates 5 through 9, 11 and 12 of the 1¢ second-issue stamps that are conceivably processing signatures on these particular plates. Even though these features only occur on select plates, and not necessarily consistently over even a single plate, they will be considered from the perspective of steel processing without complete melting because the signatures are similar to those just predicted as possible outcomes from precisely this type of processing.

<sup>22</sup>Aston and Story, p. 2.

<sup>23</sup>Henry Clifton Sorby, “On the Microscopical Structure of Iron and Steel,” *Sorby’s Collected Works*, Vol. 11, Copy No. 79, Univ of Sheffield Library, 1885; Smith, *A History of Metallography*, p. 257.

<sup>24</sup>Smith, *A History of Metallography*, p. 56.

Features possibly indicative of the methods of manufacturing are (1) roughly horizontal bands of color, with a consistent pattern for each relief, on the portrait of Franklin (Ashbrook identified these bands as “mottling”),<sup>25</sup> (2) irregular blotches of color (Ashbrook also labeled this “mottling” when describing Plate 5<sup>26</sup> and “blistering” when describing Plate 7<sup>27</sup>) that do not appear to be printed consistently by any relief, (3) horizontal scratch-like lines on Plate 8,<sup>28</sup> and (4) general mottling and relief impressions with ragged edges (Plates 11<sup>29</sup> and 12<sup>30</sup> only).

The blue bands on Plates 5 through 9 are the type of variety one would expect from a surface with bands of a relatively soft material bounded by a harder matrix, *i.e.*, one with bands ground and polished to a greater depth than the surrounding matrix. Even though these bands appear as though they could have resulted from a plate banded with alternately hard and soft steel, Ashbrook established without doubt that the blue bands resulted from the relief transfer roller. His conclusion followed from his astute observation that the pattern of the banding was always the same on stamps created with the same relief. Specifically, this is true of stamps in a single row, as well as stamps from different rows, created with the same relief (compare, for example, positions 25R8 and 65R8, Neinken, p. 405).

It is also evident for another reason that the blue bands were not due to the use of steel plates manufactured without complete melting. Not only might such plates result in blue regions on stamps from grinding depressions, they must also leave indications of cracked inclusion, likely at the edges of relief impressions, or anywhere an inclusion might have become dislodged from the plate by grinding and polishing. The point is that if there were blue bands, there must also be signatures from the inclusions. However, the edges of the relief impressions on Plates 5, 7 and 8 are sharp according to Ashbrook.

The irregular blotches of color, Ashbrook’s second type of “mottling,” *i.e.*, “blistering,” might also be perceived as arising from the grinding and polishing of a plate with hardness inhomogeneities. Positions 95L5, 98L5 and 85R7 are examples of the variety described. However, the assumption that heterogeneous steel plates were used leads to a dichotomy. Steel manufacturing without complete melting would have affected the entire plate. In contrast, the blotches of color, or blistering, would only associate 32% and 34 % of Plates 5 and 7, respectively, with heterogeneous steel.<sup>31</sup> Apparently, the blotches of color, or “blistering,” does not establish the use of steel plates made by any means that did not achieve complete melting. There is nothing here to suggest there is anything wrong with Ashbrook’s conclusion that the “blisters” resulted from thermal processing.

The approximately horizontal lines on Plate 8 might be interpreted as negative impressions of inclusions that could have cracked and become disengaged from the plate when it was ground and polished or during the roller laydown. Additionally, the resultant cavities might have been hammered shut. This interpretation is also untenable, for the same reason hardness heterogeneities were rejected as an explanation for the blisters. The roughly horizontal lines occur on only 18 plate positions (Neinken plating figures), which

---

<sup>25</sup>Ashbrook, Vol.1, pp. 262-63; Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861* ([n.p.]: U.S. Philatelic Classics Society), pp. 329-30.

<sup>26</sup>Ashbrook, Vol. 1, p. 266.

<sup>27</sup>Ashbrook, Vol. 1, p. 268; Neinken, p. 361-62.

<sup>28</sup>Ashbrook, Vol. 1, pp. 276 and 280; Neinken, pp. 396 and 400.

<sup>29</sup>Ashbrook, Vol. 1, pp. 306-07; Neinken, pp. 472-73.

<sup>30</sup>Ashbrook, Vol. 1, pp. 318-19; Neinken, p. 491.

<sup>31</sup>These percentages were determined by assuming the steel plates were heterogeneous, hard and soft, in all positions from which stamps were printed with blurs or blisters according to Neinken’s plating drawings for Plates 5 and 7.



implies only 9% of the plate was affected. However, manufacturing steel without complete melting by any of the contemporary processes of the time would have distributed slag inclusions throughout the product. Also, the edges of relief impressions on Plate 8 were implied by Ashbrook to have been sharp, as opposed to ragged, by his description of Plate 9, *i.e.*, “The designs of the six reliefs were not as sharp as those of Plates 7 or 8 . . .” Evidently, the horizontal lines were not due to slag inclusions, which means they do not suggest that Plate 8 steel was manufactured without complete melting, *i.e.*, by any of the methods identified in Figure 5.

The mottling and “ragged” relief impressions Ashbrook associated with Plates 11 and 12 are a unique situation because the two features occur together. Apparently, these plates are affected over their entire surfaces—a necessary condition (described in the previous two paragraphs) for the features to signify manufacturing without complete melting. A limited investigation at a magnification of 10X and 25X reveals the blue blurs of the mottling on Plate 12 are rather continuous distributions of ink—not coloring by an array of dots. There are numerous color discontinuities evident at 25X, but these are primarily associated with the fiber of the paper. Without additional information, one might reasonably consider these color blurs as due to non-uniformly ground and polished regions of a heterogeneous plate.

A limited, but careful, investigation of the “raggedness” of the relief impressions on Plate 12 at magnifications of 10X and 24X indicates that some lines are completely missing that normally occur on Plate 1 (early), and even Plate 8 stamps.<sup>32</sup> Other lines that were continuous on earlier plates are printed intermittently. Lines printed from Plates 11 and 12 also tend to be thicker than those on Plate 1. Perhaps the intermittently printed lines caused Ashbrook to call them “ragged.” There does not, however, appear to be a profusion of extra lines on Plates 11 and 12 suggestive of slag inclusions, and it is concluded, therefore, that Plates 11 and 12 were not manufactured with incomplete melting. Perhaps, these plates were heavily etched.

In summary, the mottling, blisters, scratch-like horizontal lines and the so-called “ragged” relief impressions that occur on some of the 1¢ second-issue stamps do not qualify as features characteristic of plates prepared without complete melting. Instead, the considered evidence reveals the plates were (1) reasonably inclusion free, and (2) more uniformly hard than a first glance at the stamps would suggest.

### Processing of the Steel

Crucible steel was the only commercially available steel in the 1840s and ‘50s that has not been eliminated as a steel that Rawdon *et al.* and Toppan *et al.* might have used for their plates. The homogenization of the metal and elimination of slag inclusions by melting made crucible steel the logical choice for the stereotype plates, and this could have been emphasized here at the start. However, gleaned information from the stamps printed from the plates has given some assurance that steel made without melting was probably not used. It is also useful to consider what was known about steel in the 1840s and ‘50s. Did they *know* that crucible steel would make good stereotype plates when they signed their contracts? It appears they did. For example, in 1840, David Mushet wrote, “It [cast steel] possesses an uncommon degree of strength and tenacity, capable of an exquisite degree of polish . . .”<sup>33</sup> All evidence indicates the plates for the first two issues of U.S. stamps must have been prepared from cast steel.

---

<sup>32</sup>The maximum width of the longest inclusion shown in Figure 11 (a heavily rolled product) is 0.02 mm, while a chunkier inclusion in Salesbury, Conn., wrought iron (possibly forged under a trip hammer) is 1 mm long and 0.22 mm wide. Normal vision is about 0.11 mm at 25 cm, which suggests that investigations of the effects of slag inclusions should be made with a magnification of 5.5X or more.

<sup>33</sup>David Mushet, *Papers on Iron and Steel* (London: J. Weale, 1840), pp. 525-526.





**Figure 12. A polished and etched surface of nineteenth century crucible steel (also known as cast steel). The lamellar microstructure is a mixture of alternately layered platelets of iron carbide and approximately pure iron. The average carbon content of this mixture is 0.8 % by weight, and its uniform distribution throughout the region is proof the carbon was homogeneously distributed by the crucible steel process. Although the lamellar microstructure is complex, careful examination reveals that slag was almost entirely removed by the crucible steel processing.**

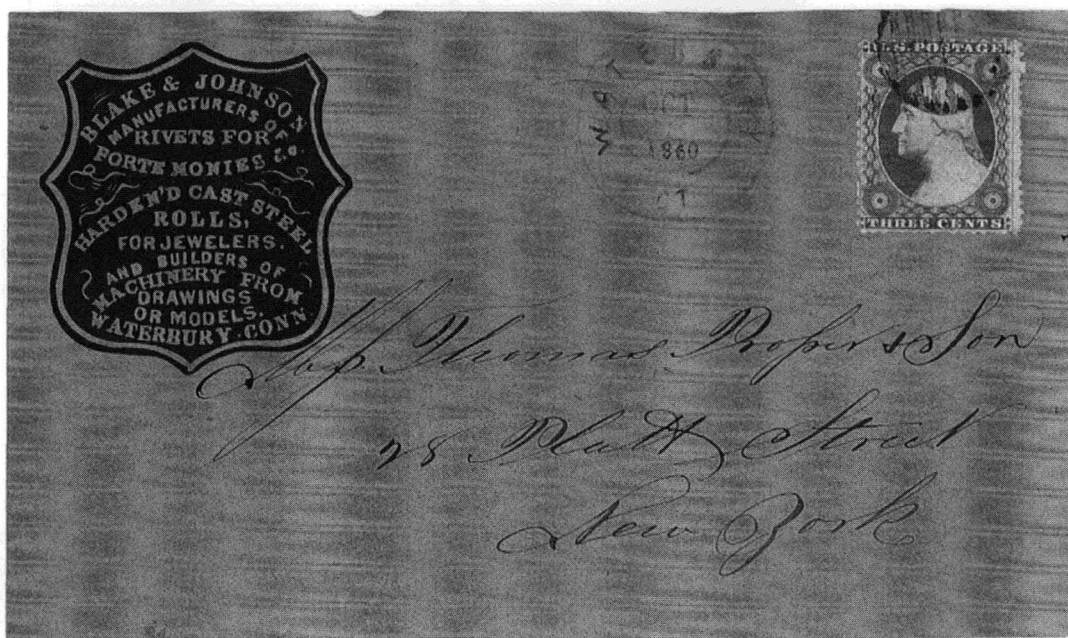
Figure 12<sup>34</sup> shows a photomicrograph of a cross section of nineteenth-century crucible steel used in an old axe bit. The lamellar microstructure<sup>35</sup> that fully covers the entire picture furnishes complete assurance that the carbon was uniformly distributed in the steel. This microstructure forms in steel with a composition of 0.80 % carbon. Any region with more or less carbon would have resulted in iron carbide-rich or nearly pure iron-rich regions, respectively. Both would appear as fields of white within the lamellar microstructure. Only a uniform distribution of carbon is evident. While the lamellar microstructure fills the field, careful inspection will reveal there are few, if any, slag inclusions similar to those in Figs. 10 and 11. The crucible steel processing accomplished what it is purported to do. A cover with an advertisement highlighting the use of crucible (cast) steel in the U.S. in the 1850s is shown in Figure 13.

What steel did Jacob Perkins use to manufacture the British Penny Black? And why? He tells us in his patent (Patent No. 4400), “I make use of good cast-steel in preference to

---

<sup>34</sup>Robert B. Gordon, *American Iron, 1607-1900* (Baltimore: Johns Hopkins University Press, 1996), p. 252.

<sup>35</sup>Alternating layers of iron carbide and nearly pure iron that form when plain carbon steels are slowly cooled from the realm of high temperatures where they exist as a face-centered cubic phase.



**Figure 13. An advertising cover that explicitly documents the use of crucible (cast) steel in the United States in the 1850-1860 time frame. Clumsy enhancement of the date stamp is evident, but the second-issue Scott No. 26 stamp tied with the grid cancel sufficiently establishes the time period within which the cover was used.**

any other sort of steel, . . . and more especially when such plates, cylinders, or dies are intended to be decarbonated.” He used the same type of steel purported here to have been used by Rawdon and Toppan *et. al.* However, the last part of Perkins’ statement quoted above implies to me that he selected cast steel because he was afraid that steel with slag inclusions would blister during decarburization. In other words, he was afraid the carbon he wanted to remove from the steel would react with slag inclusions to form carbon monoxide gas as in the cementation process (Figure 11). This was a real processing concern and a different reason for using cast steel than given here. Here the attempt has been to use information gleaned from stamps to establish something about steel used long ago and for which there is apparently no documentation.

#### **Carbon Content per Tendency to Crack**

Hopefully, a view of the steel RWH&E and TCC and Co. used is starting to take form; however, the carbon content, which is primarily responsible for the strength and wear of plain carbon steels, has yet to be considered. Fortunately, plate cracks on the 1¢ and 3¢ stamps of the second issue are a tip-off as to what the carbon content might have been. There are cracks on the 1¢ and, perhaps, the 3¢ second-issue stamps that appear to be associated with plate bends. These include (1) the crack array in an oxide coating under 92-94R2<sup>36</sup> and the “Big Crack”<sup>37</sup> on the 1¢ stamps and (2) possibly the long vertical crack on 74-94L5L and the nearby vertical margin cracks on the 3¢ stamps. However, there are

<sup>36</sup>Gerald L. Moss, “New Interpretations Suggested by Cracks on the One-Cent Stamp of Plate 2, 1855-61,” *Collectors Club Philatelist*, Vol. 74, No. 2 (March-April 1995), pp. 71-88; Vol. 74, No. 3 (May-June 1995), p. 172.

<sup>37</sup>Gerald L. Moss, “New Views of the 1-Cent 1855 ‘Big Crack’,” *American Philatelist*, Nov. 1999, pp. 1062-1070.



**Figure 14. Plate cracks on U.S. second-issue stamps that suggest high tensile stresses in the plates during and after the quench-cooling required to harden them. Scott No. 25, Positions 47-48R7 with plate cracking on the upper, adjacent corners.**

others that appear to have occurred with a significant influence from thermal stresses. The notable “forked lightning” crack on the 1¢ stamps, 24 & 33-34L3, and a similar crack on the 3¢ stamps, 47-48R7, both of the second issue, are examples (Figs. 14 and 15).

The time at which these cracks formed is a factor that cannot be ignored. There is at least one example of 48R7 with perforations, but not the plate crack (Robert A. Siegel Sale 748, Lot 117). The plate must have been in use for a considerable period before the crack developed. It is not known when the “forked lightning” crack formed, but it also might have developed after Plate 3 had been used for a period.

Heating the dies with gas jets to help the ink wet the dies and fill the grooves<sup>38</sup> might have led to the late-stage cracking. There is a volume decrease when hardened steel is tempered,<sup>39</sup> and this coupled with thermal stresses from either quick heating or cooling while inking and printing might have led to the cracking.

However, heating to ink the dies must have been modest. It is unlikely this could have ever caused the plate cracks unless the plates were prestressed, *i.e.*, unless there were residual stresses nearly equaling the strength of the plate. It is my opinion that it was largely the effect of quench hardening that led to the high stresses which were primarily respon-

<sup>38</sup> Ashbrook, Vol. 1, p. 26.

<sup>39</sup> *The Making, Shaping and Treating of Steel*, p. 811.



**Figure 15. Plate cracks on U.S. second-issue stamps that suggest high tensile stresses in the plates during and after the quench-cooling required to harden them. Scott No 7, Positions 24 & 33-34L3 with plate cracking that extends over portions of each of these stamps: (Left) actual stamps; (Right) cracks enhanced for illustrative purposes.**

sible for the cracking—even if the cracks developed later. Accordingly, an estimate of the carbon content of the steel plates can be based on the conditions during quenching and the tendency for cracking.

The carbon level to be estimated here is necessarily a mean level since Toppan *et al.* were likely to have followed the procedure of decarburizing the surface to soften it for the laydown. After the laydown, they rehardened it according to the procedure introduced by Perkins.<sup>40</sup> Toppan knew Perkins and would have been well acquainted with his patented procedure, which was being used to print the first-issue stamps of Great Britain. In fact, Toppan traveled to London with Perkins in 1819 to propose the application of Perkins' siderographic method of making bank notes for the Bank of England.<sup>41</sup> E.D. Bacon related they continued to use the original procedure until 1860 when they began mixing prussiate of potash with the charcoal.<sup>42</sup>

<sup>40</sup>Jacob Perkins Patent No. 4400, dated 1819.

<sup>41</sup>Ashbrook, Vol. 1, p. 33.

<sup>42</sup>Edward Denny Bacon, *The Line Engraved Postage Stamps of Great Britain Printed by Perkins, Bacon & Co.*, Vol. 1 (London: Chas. Nissen & Co., Ltd., 1920), p. 57.



The carburization treatment was of previously decarburized material, and according to Perkins mainly affected a surface layer no more than three times the depth of the engraved lines. The early surface treatments of Perkins and Bacon on the British Penny Black resulted in intermittent surface hardening and such thin layers in some areas that it furnished little, if any, benefit. Nevertheless, it is a diffusional process, which means all the metal through the cross-section of a plate would have been influenced to a degree, but the significant effect was limited to a thin surface layer. It is clear from the writings of Perkins and E.D. Bacon that the processing was perfected by trial-and-error to achieve usefully hardened surfaces without cracks.

The approach here has been to treat the problem as a standard steel selection problem with the restriction that it must be plain carbon steel. There is, however, one special feature of this selection. The steel must be on the verge of cracking after hardening to be consistent with the cracking observed on the 1¢ and 3¢ second-issue stamps. The first-issue plates will be discussed relative to these results. Fortunately, there are years of experience with plain carbon steels that can now be applied to this old problem.

The main factors governing whether or not quench cracking will occur in a plain carbon steel are (1) cooling rate, (2) the depth of hardening, and (3) the carbon content. These are governing factors because they determine the thermal and transformation stresses the plate experiences—the stresses that potentially cause the cracking. The cooling rate depends on the thickness of the plate and the cooling medium. The depth of hardening depends on the cooling rate and the hardenability<sup>43</sup> of the steel, but the hardenability of a plain carbon steel is essentially determined by the carbon content because there are no contributing alloying elements (only impurity levels at most).

The plate thickness and quenchant can be variables in a best-scenario steel selection process, but there was no hardenability information available in the 1840s or the 1850s to help in the selection of a plate thickness. The printers would have had to specify plate dimensions according to their understanding of what they needed to do with them. Perkins' patent described his quenching in detail, and their selection of a quenchant was most likely based on his experimental work. Quantitative measures of cooling rates with specific mediums were still unavailable. The plate thickness and, to a degree, the quenchant, were necessarily selected independently of the carbon content of the steel. Accordingly, these selections will be considered first, and the carbon level for incipient cracking will depend on their influence.

“Knocking plates up” from their back side to effect erasures is an acknowledged engraving methodology that limits plate thicknesses.<sup>44</sup> The large number of double transfers on first and second issue stamps is ample evidence of erasures by Rawdon and Toppan *et al.* Ashbrook and Graham<sup>45</sup> have stressed the thickness limitation of this technology, but neither gave any hint of the plate thickness used at TCC & Co. Brookman indicated that 1/4 inch thick plates were used in the 19th century, but gave no support for his statement. Later, Baxter described current (1939) engraving techniques, including erasures, and he indicated that plates were generally about 1/4 inch thick. Gene Reed kindly wrote me in 1994 and suggested that early issue U.S. stamps were printed on 1/4 inch thick plates because of the erasure limitation. The body of evidence bolsters this point of view, and it will be assumed here that the plates were 1/4 inch thick. Would engravers ever have used such a thin plate? Chase reports that the original die for the 3¢ 1851 issue stamps was

---

<sup>43</sup>A measure of a steel that indicates the depth and distribution of hardening that can be achieved in it.

<sup>44</sup>Ashbrook, Vol. 1, p. 72.

<sup>45</sup>Neinken, p. 319.



engraved on a 3 mm (about 0.12 inch) thick plate.<sup>46</sup> A slightly thicker plate, *i.e.*, 1/4 inch, makes sense for the extra structural rigidity required of a plate relative to a die.

Perkins specified that cold water should be used to harden the plates, and he described what he had learned from his experiments that established his successful procedure. Rawdon *et al.* and Toppan *et al.* were engravers and printers, not experimentalists or inventors, and it is believed, therefore, that they must have relied on Perkins' original recipe. Now, we have isothermal transformation diagrams<sup>47</sup> and end-quench hardenability<sup>48</sup> information (developed about 90 years after the 1850s). At this point this information helps us establish which quench they actually used. It reveals that plain carbon steels must be quenched rapidly (about 1,500°C/sec for a 0.3% carbon steel), or the product will not be entirely the hardened steel desired. The most likely alternative quenching medium would have been an oil, and this would not have furnished a sufficiently rapid quench. Perkins had established the correct practical quenchant to use, and without additional research, the printers of the first two issue stamps would have had to follow Perkins and quench their plates in cold water.

Now, the problem is to determine the carbon level that would cause a 1/4 inch thick, cold-water quenched, plain carbon steel plate to be on the verge of cracking. It is well known from years of experience that quench cracks are almost never encountered with plain carbon steels when the carbon is 0.25% (by weight) or less. It is also known that as the carbon level increases above 0.25%, there is a corresponding increase in the cracking tendency—a tendency that depends on plate thickness. This trend with increasing carbon occurs because the hardenability of these steels also increases with increasing carbon. Surface cracking might be expected to occur when carbon levels reach about 0.4% because through-thickness hardening is essentially achieved for a 1/4 inch thick plate. This means the full effect of the internal transitional stresses (the transformation of steel to the hardened form, martensite, involves a 1.5% volume increase) can be exerted on a significantly cooler and more brittle outer layer.

The decarburization and recarburization of the surface specified by Perkins (it is tacitly assumed that Toppan *et al.* faithfully followed the processing described in Perkins' patent) creates a complex distribution of carbon through the thickness of the plate. However, the pack carburization used by Perkins saturates the plate surface with carbon at the carburization temperature.<sup>49</sup> This leads to some uncertainty because Perkins specified the temperature as “. . . somewhat above a red heat . . .”<sup>50</sup> That uncertainty arises because the temperature color scale identifies one temperature range associated with “dark red heat” and another with “bright red heat.”<sup>51</sup> Bacon's description of a die (or plate) as “. . . made so hard . . . that ordinary files or chisels would not even scratch it”<sup>52</sup> suggests the higher temperature was used. This would be about 950°C, which corresponds to a saturation carbon content of about 1.4% (weight).<sup>53</sup> A 19<sup>th</sup> century Doncaster and Sons recipe<sup>54</sup> for their saw file steel lists the carbon level as 1.3%, which supports the view that the sur-

---

<sup>46</sup>Carrol Chase, *The 3¢ Stamp of the United States 1851-1857 Issue* (Lawrence, Mass.: Quarterman Publications, Inc., 1975), p. 31.

<sup>47</sup>*I-T Diagrams*, 3rd ed. (Pittsburgh: United States Steel Corp., 1963; *The Making, Shaping and Treating of Steel*, p. 802.

<sup>48</sup>*Metals Handbook*, Vol. 1, p. 207; *I-T Diagrams*.

<sup>49</sup>*Metals Handbook*, Vol. 2, p. 116.

<sup>50</sup>J. Perkins, Patent No. 4400.

<sup>51</sup>*Handbook of Chemistry and Physics*, 35th ed. (Cleveland: Chem. Rubber Publishing Co., 1953-54), p. 2103.

<sup>52</sup>Bacon, p. 11.

<sup>53</sup>According to the iron-carbon phase diagram. *Metals Handbook*, p. 1182.

<sup>54</sup>Kenneth C. Barraclough, *Crucible Steel*, Vol. 2 (London: The Metals Society, 1984), Figure 13.

face carbon content of a Perkins-based, second issue U.S. printing plate contained about 1.4% carbon. The carbon content from a 2 to 3 hour carburization (suggested by Perkins' patent for a 1/4 inch plate) would drop off quickly with distance into the plate. For example, it would drop to 0.4% carbon just 0.014 inches from the carburized surface, after a 3 hr. carburization. This would be an appropriate depth of carburization since Perkins wrote, "The stratum of decarbonated steel should not be too thick for transferring fine and delicate engravings; for instance, not more than three times the depth of the engraving [about 0.018 inches]."

A 0.4% carbon steel, decarburized and recarburized as just described, would be expected to undergo an innermost expansion during quenching, but this would occur after a moderately brittle outer layer of martensite had formed. (The higher the carbon, the more brittle the martensite and the lower the temperature at which it forms. Also, thermally assisted plastic flow decreases with temperature.) The plate described, *i.e.*, one with an approximately 0.4% carbon steel, decarburized and recarburized to create a 1.4% carbon surface, is precisely the quench-crack-sensitive type of plate suggested by cracks on the second-issue U.S. stamps. It would take a special quench and subsequent thermal stress relief to avoid ultimate cracking from the transformational and thermal stresses due to the quench after carburization. This is exactly what Perkins described. Anything less effective would have resulted in cracking. Perkins' quench and thermal stress relief is itself a verification that the steel was about as described here—apparently the second-issue plates were made from an approximately 0.4% plain carbon steel.

Low-carbon steel plates would have printed stamps. They would have simply become worn with time. This would be analogous to the behavior of the unhardened initial plate used to print the British Penny Black. Why then, should anyone believe the second-issue plates were made from an approximately 0.4% carbon steel that would tend to crack? It is because the U.S., second-issue plates had a propensity for cracking which we are able to observe directly via the stamps printed from them. It appears, without further information, that low-carbon steels were not used for the second-issue plates as has been suggested.<sup>55</sup>

The analysis of the second-issue plates furnishes insight relevant to the first-issue plates even though the first- and second-issue plates behaved differently. They differed in two regards, namely, cracking and wear. In contrast with the 1851-61 plates, the first-issue plates tended not to crack. In fact, W. Saadi has identified the only crack that occurs on a first-issue stamp, *i.e.*, the crack through the "T" of "POST" on a Scott No. 1.<sup>56</sup> Saadi also established that (1) this crack was not printed on an orange trial color proof, but ". . . there are very fine lines . . ." on a black trial color proof, (2) the crack is clear on stamps from the first printing, and (3) the crack became less distinct the more the plate was used, *i.e.*, with plate wear. In contrast, cracks in the second-issue plates tended to become more prominent and to propagate as the plates were used.<sup>57</sup> Additionally, the plate wear associated with the printing of the first-issue 5¢ stamps significantly eclipsed the apparent wear rate of the second-issue plates that are generally believed to have been hardened.

These differences in plate behavior might have been due to (1) use of the first-issue plates without hardening, (2) plates made from a low-carbon steel, (3) a more gentle hard-

---

<sup>55</sup>Neinken, p. 317.

<sup>56</sup>Wade Saadi, "The Discovery of a Plate Crack on the 5¢ Stamp of 1847," *Chronicle*, Vol. 46, No. 2 (Whole No. 162)(May 1994), pp. 94-102; "The Proof Panes of 100 of the 5¢ and 10¢ 1847—First Impressions," *Chronicle*, Vol. 50, No. 1 (Whole No. 177)(February 1998), p. 55; "'T' Crack on the 5¢ 1847 Plated to Position 69R," *Chronicle*, Vol. 50, No. 2 (Whole No. 178)(May 1998), p. 122.

<sup>57</sup>Moss, p. 72.

ening quench for the first- than used for the second-issue plates, and (4) a more successful stress relief of the first- than of the second-issue plates.

Unhardened plates would have printed stamps well enough, but their wear resistance would have been less than optimum. For example, the first plate used to print the British Penny Black was not hardened (against Perkins' better judgement), and its integrity deteriorated quickly—poor wear resistance. My feeling is that further considerations of the wear of these plates might be fruitful.

A low-carbon steel might have been used for the first-issue plates since they exhibited almost no tendency for cracking. Actually, low-carbon steels with 0.25% carbon or less are referred to as case-hardening steels.<sup>58</sup> The surface would have been hardened by the carburization and quenching treatments. Furthermore, through-thickness hardening would have been avoided because of their low hardenability, and their tendency for cracking would have been less than for the second-issue plates. This is the way it was. There is an issue as to whether or not low-carbon crucible (cast) steel would have been available, and there is the same concern about a 0.4% carbon steel. These concerns will be addressed after the comments about the possible processing of the first-issue plates.

Warm and/or unagitated water, as well as oil, would have been more gentle quenching mediums than cold water, although their use might not have resulted in the maximum hardness (Figure 9). The plates would have still served to print stamps, but their wear resistance would have been less than optimum—a fair description for the plate that printed the Franklin 5¢, U.S. No. 1.

The fact that the Saadi crack did not grow with time after the first printing reveals the plate had either been thoroughly stress relieved after the plate proofs were printed or after the first printing. In contrast, crack growth while the second-issue plates (1¢ Plates 1L, 2 & 3; 3¢ Plates 5L & 7L) were being used is ample proof that these plates were never effectively stress relieved. Accordingly, a thorough stress relief is a known difference between these first- and second-issue plates. The three other possible differences listed above might also have been realities.

The availability, in the 1847 to 1861 time frame, of plain carbon steels with carbon levels of from 0.25 to 0.4% might be taken for granted today because of their common use throughout the 20th century, but in 1850, these were not commonly used materials. The most common structural materials were wrought iron and wood. Cast iron was also used occasionally, but Benjamin Huntsman, in the late 1730s, was striving for a high-strength spring material for his clock business when he invented the first economically practical technology for manufacturing cast steel. He manufactured high-carbon steels for his business, and even though cast steel cost more than wrought iron and cementation steel, it became (as a high-carbon product) the accepted material for fine machine tools and cutlery. Aitchison wrote, "The position of the ferrous metals at 1850 was that cast steel was employed only in tools and cutlery and for making some of the more special parts of instruments."<sup>59</sup> However, D. Mushet added a new dimension to the technology in 1800, when he patented the idea of melting wrought iron mixed with charcoal.<sup>60</sup> In principle, this furnished the capability for making steel with any carbon content he pleased. He also demonstrated his point by making carbon steels over the gamut of carbon possible.<sup>61</sup> The manufacturing potential was made more practically achievable in 1839 when Wm. Vickers patented<sup>62</sup> a crucible charge of wrought iron borings, black manganese oxide, and turnings

---

<sup>58</sup>United States Steel Corp., p. 836.

<sup>59</sup>Aitchison, p. 506.

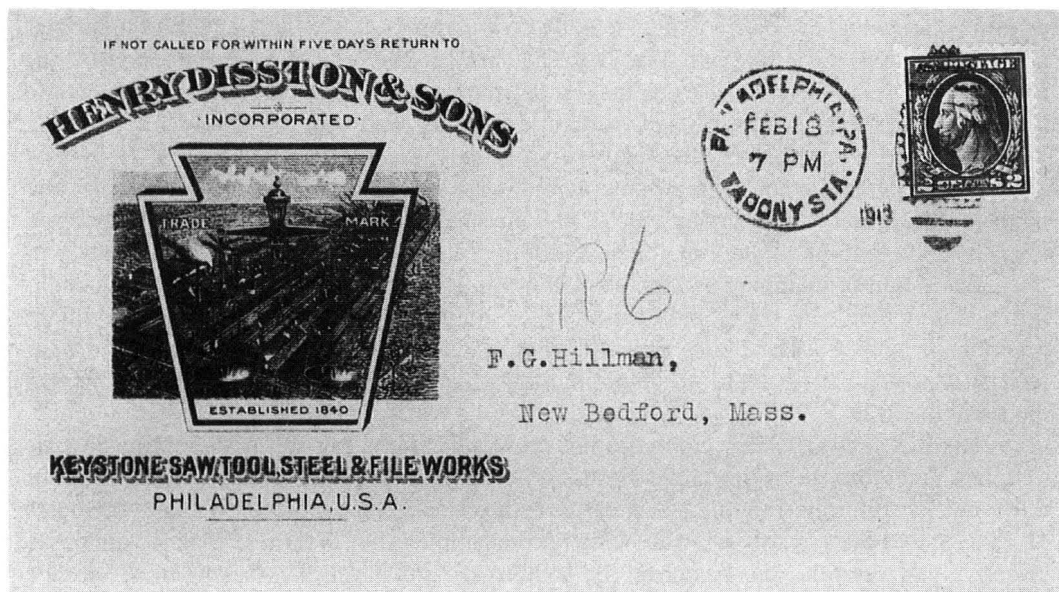
<sup>60</sup>D. Mushet, British Patent No. 2447, Nov. 13, 1800.

<sup>61</sup>Mushet, *Papers on Iron and Steel*, pp. 501-30.

<sup>62</sup>British Patent No. 8129, Aug. 26, 1839.

or borings of cast iron. The advantage was that the cast iron began to melt at a lower temperature than the iron specified by Mushet.<sup>63</sup> J. Percy measured (as opposed to establishing the carbon content by the behavior of the product) the carbon content of a cast steel armor in 1862.<sup>64</sup> His value of 0.23% carbon quantitatively established that cast steel with the low levels of carbon estimated for the stereotype plates could have been manufactured with the technology of the time.

### Source of the Steel



**Figure 16. An advertising cover highlighting that Henry Disston & Sons was established in 1840. This date is early enough to be consistent with their company records which suggest they were making crucible steel for their own use in 1855 or shortly thereafter.**

Where was the steel for the plates purchased? This has yet to be determined. However, it is possible to reduce the number of possible sources to a very few. The Garrard brothers in Cincinnati were the first in the U.S. to manufacture what was called “best” cast steel.<sup>65</sup> They started their cast steel business in 1832 and are renowned for having furnished the steel for the blades of the first McCormick reaper.<sup>66</sup> They also made springs, files, saws and axes, but the cast steel part of their business (they also manufactured cementation steel) failed in 1837 because they could neither overcome the widespread opinion in the U.S. that British steel was the best nor match the credit the British steel companies were willing to give their U.S. merchants.

McKelvie and Blair demonstrated they could manufacture best quality cast steel for their file business in 1852.<sup>67</sup> While their plant was in Pittsburgh, they relied on Adirondack iron from which they successfully produced their steel. However, the Adirondack group

<sup>63</sup>Barraclough, Vol. 2, p. 64.

<sup>64</sup>John Percy, *Metallurgy: Iron and Steel* (London:J. Murray, 1864), p. 777.

<sup>65</sup>*Cincinnati City Directory*, 1834, p. 233.

<sup>66</sup>James Moore Swank, *History of the Manufacture of Iron in All Ages*, 2nd ed. (Philadelphia: The American Iron and Steel Assoc., 1892), pp. 378-94.

<sup>67</sup>Barraclough, Vol. 2, p. 219.



was simultaneously trying to establish a crucible business of their own and had essentially no means of transporting iron out of the Adirondack region. As a result, they failed to furnish McKelvie and Blair the iron they needed, and in attempting to substitute Missouri iron, McKelvie and Blair found they could no longer produce best quality steel. Their hiring of skilled British steelworkers solved this problem, and they started to produce quality bar, plate and sheet steel. However, nonproductive labor-management interactions quickly led to the demise of the company's crucible steel business in 1854.

Henry Disston, the famed saw manufacturer of Kensington (Philadelphia), purchased steel for his saws from Jessops of Sheffield, England.<sup>68</sup> The cover shown in Figure 16 relates that Disston & Sons was established in 1840. However, he decided to supplement this with steel production of his own. His approach was to rely on British skill and experience, which he accomplished by recruiting steelworkers from Sheffield. His help arrived in 1855, and it is conjectured that his crucible steel manufacturing began at that time. The superior quality of Disston & Sons saws is testimony enough to the quality of their steel, but their new technology was not disclosed publicly in order to preserve the impression they were furnishing saws made with British steel—the product Americans preferred. While they successfully produced top-quality cast steel, it would not have been available for the purposes of Rawdon and Toppan *et al.* Disston manufactured steel as an insured source for his own production, but with this protection and price control, he continued to buy British steel into the 1880s.

Singer and Nimick, established cementation (blister) steel manufacturers, and Isaac Jones started modest crucible steel production in 1853 and 1855,<sup>69</sup> respectively. Both companies eventually became recognized as manufacturers of best quality cast steel.

Hussey, Wells and Co. is acknowledged as the first totally successful company in the United States to manufacture best quality crucible (cast) steel, *i.e.*, they were an economic and manufacturing success—they sold best quality steel.<sup>70</sup> However, their production began in 1860, which was too late for the needs of Rawdon, Toppan *et al.* (Figs. 17 and 18). Actually, none of the U.S. production was timely for Rawdon *et al.* or the initial work of Toppan *et al.* Furthermore, McKelvie & Blair's plan to use their steel for their own files and the gradual start-ups at Singer and Nimick and by Jones, in conjunction with the strong American prejudice favoring British steel, indicates there was little chance that U.S. crucible (cast) steel was used for the plates that printed the first two issues of U.S. stamps.

If cast steel ventures in the U.S. were failing in the face of public opinion favoring British cast steel, it would seem reasonable to believe that Rawdon and Toppan *et al.* might have purchased their steel from a British firm just as Disston purchased his cast steel from Jessops in Sheffield. The folded letter shown in Figs. 19 and 20 reveals that Jessops had a distribution warehouse in New York in 1847, while an independent mail cover from Hartford, Conn. to New York establishes its existence in 1845.<sup>71</sup> Figure 21 indicates they also had a warehouse in Hartford.

---

<sup>68</sup>Harry C. Silcox, *A Place to Live and Work* (University Park, Pa.: The Pennsylvania State University Press, 1994), p. 3.

<sup>69</sup>Barraclough, Vol. 2, p. 225.

<sup>70</sup>Swank, pp. 378-94.

<sup>71</sup>Robert A. Siegel Sale 797, Lot 1973.





Figure 17. A Curtis G. Hussey & Co. advertising cover for their Lake Superior copper. Dr. Hussey led the way in Lake Superior copper mining and the industrialization of the product. He used the profits from his copper business to establish a crucible steel plant in Pittsburgh in 1860. He is generally credited with the first successful production of best quality crucible steel in the United States.

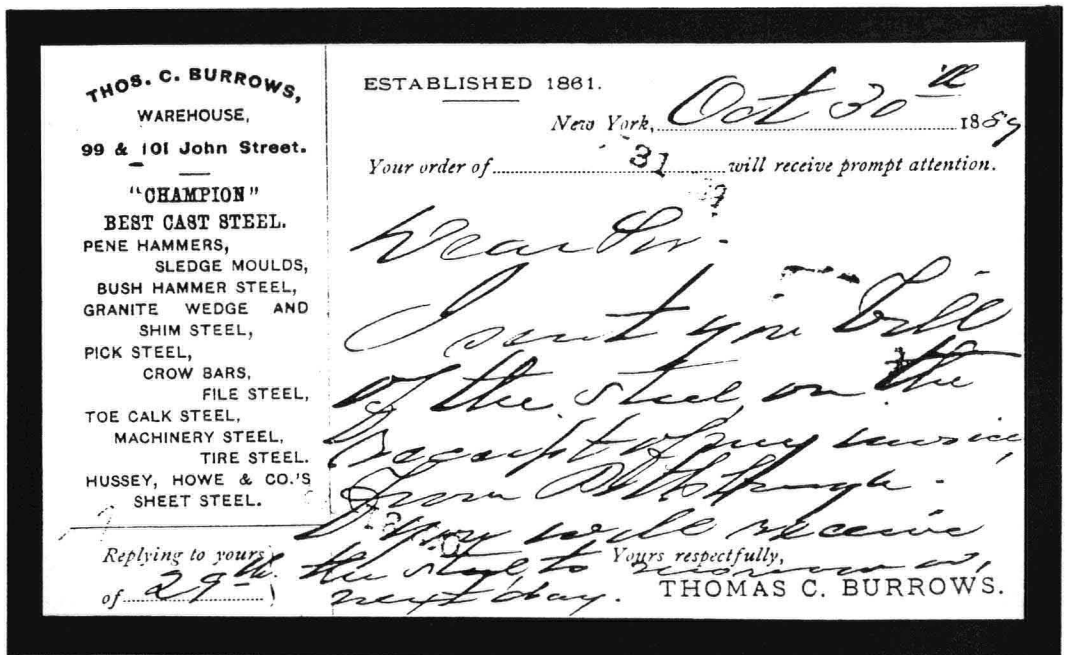


Figure 18. An 1889 advertising post card for Thomas C. Burrows lists Hussey, Howe & Co.'s sheet steel which attests to the enduring success of Hussey's crucible steel business initiated in 1860.

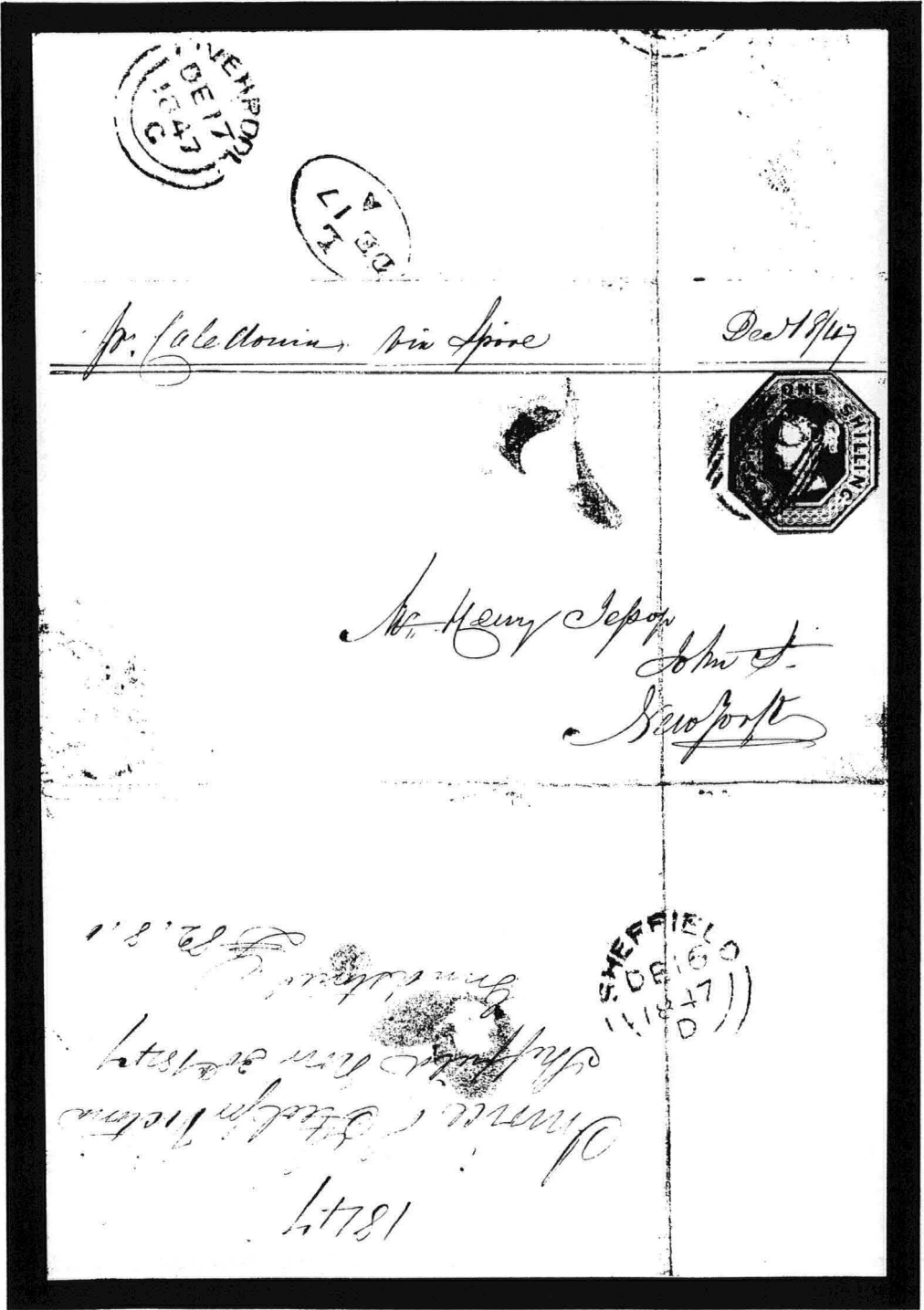
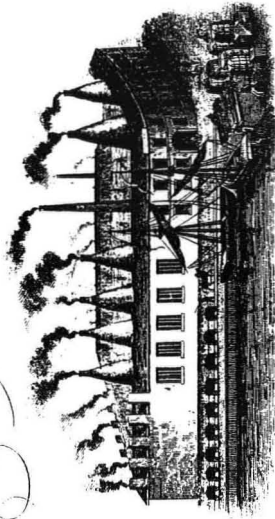


Figure 19. Postal side of engraved letterhead paper of Wm. Jessop & Sons, crucible steel manufacturers of Sheffield, England—1847 mailing date, via Liverpool per ship *Caledonia* and to John Street, New York. Henry Jessop, the addressee, was William Jessop's son who managed their New York office.

Stafford



BRICHTSIDE WORKS.



PARK WORKS.

*Mr. J. Henry Jessop  
Consignor to Green & Ballantyne*

*Nov 30<sup>th</sup> 1847*

**BO. & W. JESSOP & SONS,**

*(Also)*  
Stevensons Square,  
Lever St.  
**(Manchester.)**

*And 109 and 111,  
Beekman St.  
**(New York.)***

**STEEL MANUFACTURERS.**

*Patented & Made in Great Britain*

Duplicate

*G & W*

*Victoria.*

*J. M. Low L o a L o a.*

Figure 20. Letterhead paper of Wm. Jessop & Sons with their New York office address identified as 109 and 111 Beekman St.; however, the letter was sent to Henry Jessop at John Street. Another advertising cover (Figure 21) verifies that John Street was Jessop's New York address in 1899. Evidently Jessop's changed their location sometime prior to Nov. 30, 1847. The conical stacks shown at the Park Works reveal cementation (blister) steel was manufactured there. This was likely used as a charge material in their crucible steel processing. The short, wide stacks on the left side of the building may have served their crucible steel processing—2 holes each.

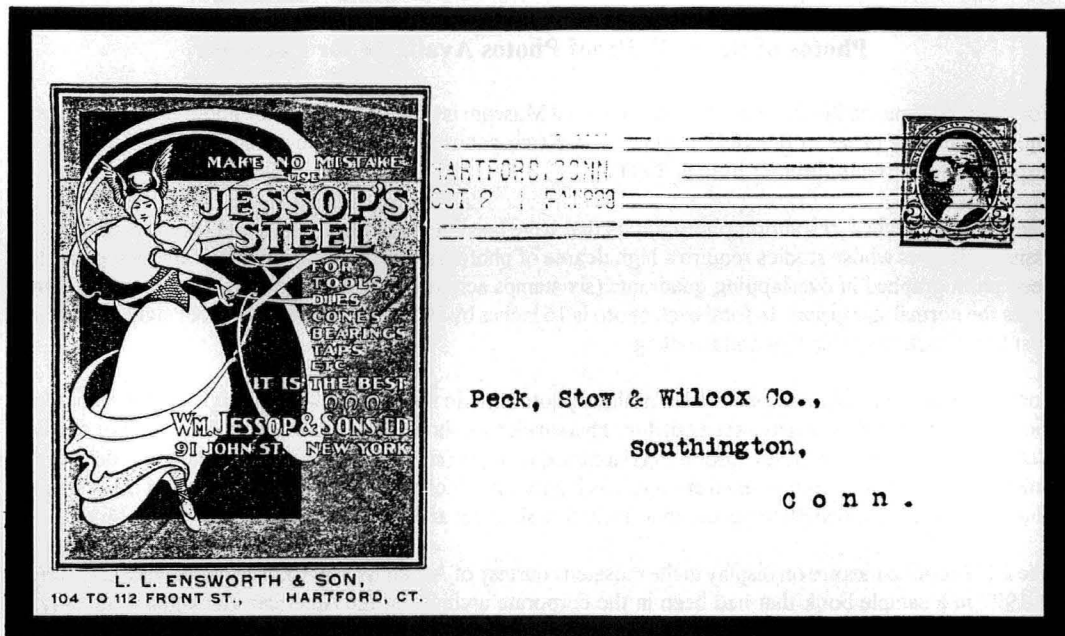


Figure 21. An Oct. 2, 1899 advertising cover that locates Wm. Jessop & Sons, LD., in Hartford, Conn. as well as at their 91 John St., New York address. The products advertised are typically made from high-carbon steels.

(to be continued)

**FAKE!**

**A dreaded word to any collector or dealer who's stuck with faked, fraudulent, forged, or otherwise counterfeit U.S. related philatelic material**

**SOLUTION?**

**Donate your spurious philatelic material to**

**S.C.R.A.P.**

**Stamp & Cover Repository & Analysis Program**  
**U.S. Philatelic Classics Society**

To arrange a potentially tax deductible donation, contact:

<p><b>Michael J. Brown</b> S.C.R.A.P. Administrator U.S. Philatelic Classics Society</p>	<p>P.O. Box 300, Lightfoot, VA 23090 Telephone: (757) 565-4414 E-mail: <a href="mailto:Brown621@aol.com">Brown621@aol.com</a></p>
--	---

## Photos of the 1847 Proof Photos Available for Purchase

For a limited time the Smithsonian's National Postal Museum is offering to sell color photographs of the only known complete panes of the 1847 stamps. These two panes are part of the exceptional 1847 Exhibit on display in the museum through June 9, 2003.

These are the highest resolution photographs that have been made of these panes and they are designed to assist collectors whose studies require a high degree of photographic resolution. Each of the two panes has been photographed in overlapping quadrants (six stamps across by six stamps wide) and enlarged to three times the normal stamp size. In total each photo is 16 inches by 20 inches. A complete set of eight photos will cost \$500, including shipping and handling.

For those collectors who may want a set of these photos but do not require the same high level of resolution, there is a smaller less expensive set available. This smaller set should not be purchased for plating or detailed work. These smaller photos are also in overlapping quadrants (six stamps across by six stamps wide) but are one-to-one in size with the original stamps. Each photo is 8 inches by 10 inches. The price of these smaller photos is \$250 for a complete set of eight, including shipping and handling.

The 1847 proof panes are on display in the museum courtesy of Arthur Morowitz. The panes were discovered in 1997 in a sample book that had been in the corporate archives of the American Banknote Company, a company established in 1858 that combined several earlier engraving firms, including Rawdon, Wright, Hatch, & Edson. Each of the stamps in the proof panes is marked with the word "SPECIMEN." The book may have been used by sales representatives to show samples of the company's previous work.

Prints will be made to order, and an inventory not maintained on hand. Orders can be placed by calling Jim O'Donnell at 202-633-9366 or by email [OdonnellJA@npm.si.edu](mailto:OdonnellJA@npm.si.edu). Cash and credit cards cannot be accepted. Checks should be made out to National Postal Museum and should be mailed to

Jim O'Donnell  
National Postal Museum  
2 Massachusetts Avenue NE  
PO Box 75039  
Washington DC 20002

N.B.: Sample images of these proof panes are available at the U.S.P.C.S. website, [www.uspcs.org](http://www.uspcs.org). To view them, click on "The 1847 Period" photos. Then, about ¾ of the way down the page, find "Exciting Opportunity" and click on "HERE." Examples of the eight blocks of the four corner positions of each pane can be viewed by clicking on the thumbnail photo. - Wade E. Saadi

## 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](http://www.usstamps.org)



**THE SOUTH HANSON LOCOMOTIVE CANCEL**  
DONALD ALEC BARANY

The locomotive cancel from South Hanson, Mass. is, in my opinion, the greatest of the fancy cancels from the Bank Note era. It far exceeds others in its display of the artistic talent that was required to create it.

It appeared at the tail end of a remarkable and prolific period of artistic endeavor by the nation's postmasters. These cancellations represent philately's contribution to the world of art whereby the postage stamp was the canvas; penknife, cork, various types of wood and a variety of ink colors were the medium; patriotism, current events and everyday life were the inspiration; and the postmasters were the artists.

Not much is known about this cancel, and very few certified examples exist. In addition, because of its size, a full strike cannot be obtained on an off-cover stamp. Only three full strikes are known including only one full cover. When an example is offered for sale, the price paid is commensurate with both its rarity and the demand for it.

With the assistance of Joe Crosby, who loaned me his index cards on this subject compiled by Alyce Evans, I have put together a census of 19 known examples with the acknowledgment that it is a work in progress. I have noted any certification where known. No assumption should be made that all examples shown are genuine. Readers are invited to notify *Chronicle* Section Editor Joe Crosby of any certifications and additional examples not listed here.



Figure 1



Figure 2

Figure 1 illustrates a superb example of this cancel on a very well-centered Scott #210 (with PFC). It resides in my collection. It was also listed as lot #1081 in Siegel's Auction #377 (6-23-70).

Figure 2 illustrates lots #486 and 487 from Siegel's Sale #631 (3-28-84) of Hirschfield's Bank Note issues featuring this cancel on two Scott #210s. Lot #486 is a well centered stamp with a straight edge at left and a nice strike. I believe lot #487 is the same stamp exhibited by Joe Crosby in 1988 featuring his 19<sup>th</sup> century fancy cancellations. It is very well-centered with a very nice strike along the full length of the stamp.



Figure 3



Figure 4



Figure 5



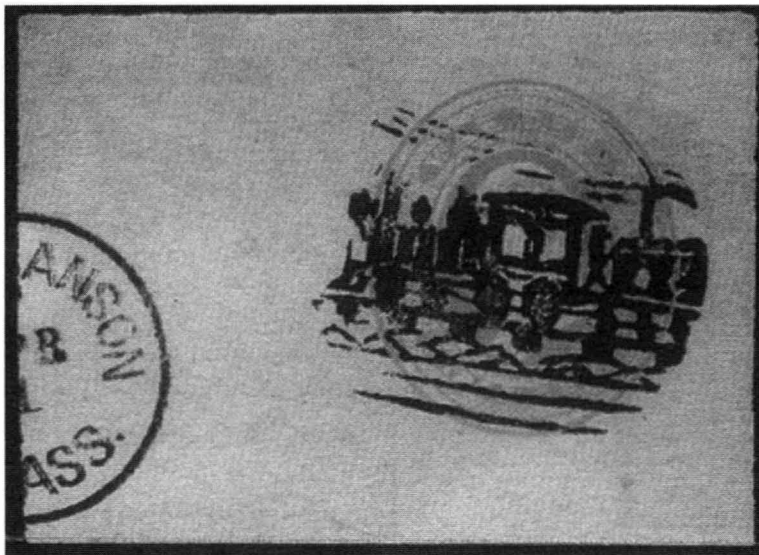
Figure 6

Figure 3 illustrates this cancel on a Scott #210 as featured on page 8 of Edward Willard's book *The United States Two Cent Red Brown of 1883-1887*, Volume Two.

Figure 4 illustrates lot #485, also from Siegel's Sale #631 (3-28-84) of Hirschfield's Bank Note issues featuring a full strike of this cancel on Scott #210 on piece with a South Hanson, Mass., May 14 circular date stamp.

Figure 5 illustrates lot #1215 from Siegel's Sale #751 (6-30-93). It shows this cancel on an off-center example of Scott #206 with what appears to be part of a double strike to the left.

Figure 6 illustrates lot #155 from Siegel's 1996 Rarities Sale #777 (5-21-96). It shows two examples of Scott #210 (each with PFC) arranged in an interesting overlapping fashion. The top stamp is very well-centered and shows what also appears to be part of a double strike to the left. The bottom stamp also appeared as lot #1083 in Siegel's Sale #377 (6-23-70), lot #2032 in Siegel's Sale #440 (11-19-73), and as lot #2457 in Siegel's Sale #521 (9-21-79).



**Figure 7**

Figure 7 illustrates lot #822 from Siegel's Sale #742 (5-13-92). It features a full strike of this cancel on Scott #UO54, a War Dept. cut square with a partial South Hanson, Mass., Apr. 1 circular date stamp. It is also illustrated on page 153 of James Cole's book *Cancellations and Killers of The Bank Note Era*.

Figure 8 illustrates lot #205 from Siegel's 2001 Rarities Sale #837 (5-19-01). It shows this cancel on an off-center example of Scott #206. This stamp also appeared as lot #201 in Christie's Sale #5130 (4-2-82).

Figure 9 illustrates this cancel on a Scott #209 that appeared in a recent Regency auction.

Figure 10 illustrates lot #1411 from a Fox sale on 11-14-60. It shows this cancel on a fairly well centered Scott #210. My apologies for the quality of this image. It was scanned from Ms. Evans' index cards as were the following Figures 11, 12, 13, 14 and 15.

Figure 11 illustrates lot #1082 from Siegel's Sale #377 (6-23-70). It shows this cancel on an off-center Scott #210.



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14

Figure 12 illustrates lot #485 from a Fox sale on 5-24-87. It is the only example that shows this cancel not struck parallel to the stamp's edges.

Figure 13 illustrates lot #320 from a Samuel Paige sale in May of 1961. It shows this cancel on a Scott #210 tied on a small piece.

Figure 14 illustrates lot #294 from Siegel's Sale #690 (3-15-88). It shows this cancel on a fairly well-centered Scott #210.



Figure 15



Figure 16

Figure 15 illustrates lot #1154 from Siegel's Sale #680 (May 1987). It shows this cancel on a fairly well-centered Scott #210.

Figure 16 illustrates lot #91 from a Paramount sale on 3-21-78. It also appeared as lot #96 in a Simmy's sale in Dec. 1980 as well as lot #265 in the Fancy Cancelist's #2 Net Price Sale (10-13-79). It shows this cancel on a well-centered Scott #210 with large margins (with PFC that declines opinion).

With regard to the available literature on this cancel, the August 1979 issue of *The Chronicle* (Whole No. 103) illustrated an example of this cancel on a #210, but it would not reproduce well enough to show here. However, I believe it is the same example as illustrated in Figure 14. Adjacent to it was a drawing of the cancellation from Herst-Zareski. Morrison Waud, the author of the article, stated that he had never seen or heard of the cancellation on cover.

The February 1983 issue of *The Chronicle* (Whole No. 117) featured this cancel again. Larry Kelley reported that he had found this cancel used on a 3¢ War Dept. cover in *Postal Markings*, No. 32, page 251. A reproduction of the tracing, as illustrated in the journal, was shown with the question if any reader had seen the cover recently.

The February 1984 issue of *The Chronicle* (Whole No. 121) mentions this cancel again. Richard Searing wrote that Scott Trepel had responded about the aforementioned cover by stating that the tracing was taken from a piece—not a full cover—and was sold in a Bruce Daniels auction many years back. Figure 7 illustrates this piece.

Returning to issue No. 121 of *The Chronicle*, Scott Trepel added that he had recorded a full cover with cancel and date stamp. Upon request, Mr. Trepel kindly sent me a scan of this cover; however, I was not able to reproduce it. I was subsequently able to get a photo of the cover by courtesy of the present owner (who wishes to remain anonymous); it is shown as Figure 17.



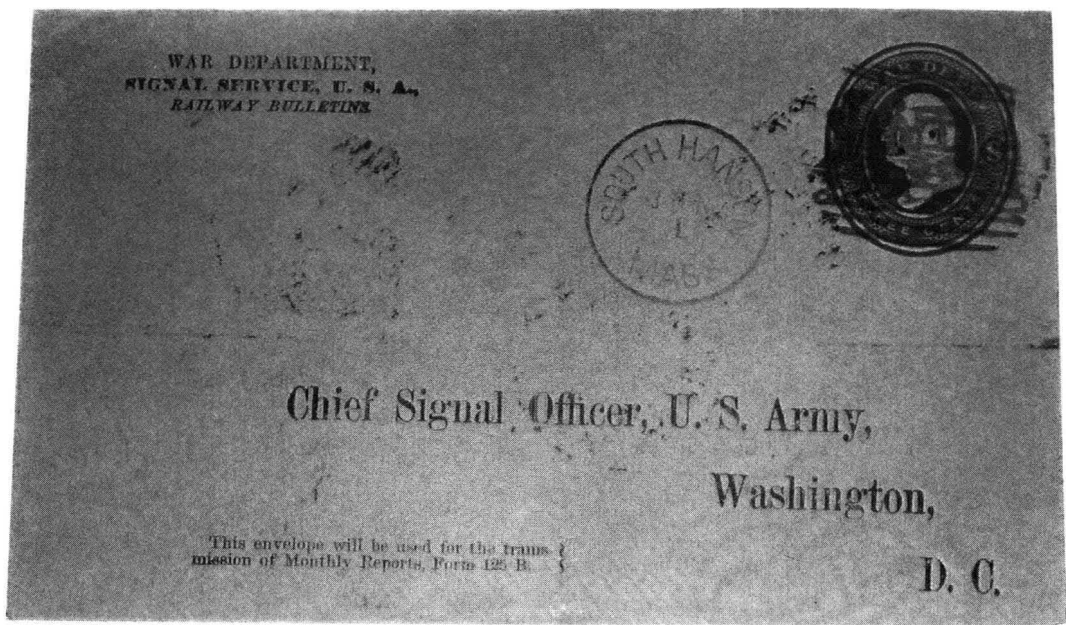


Figure 17

The cancel is on an official signal service corner card entire with appropriate 3¢ embossed frank, the envelope being blue with both cancel and the June 1 [1885] date stamp clearly struck. The return address, in three lines, is given as War Department,/Signal Service, U.S.A.,/Railway Bulletins. It is addressed to Chief Signal Officer, U.S. Army/Washington/D.C. At the bottom of the cover is the following notation: This envelope will be used for the transmission of Monthly Reports, Form 125B. It is interesting to note that the cut square illustrated in Figure 7 appears to have an Apr. 1 date. It is probably from the same type of official signal service correspondence, mailed on the first of the month pursuant to governmental regulations. Does anyone out there have the May 1<sup>st</sup> example? It is also interesting to note that the locomotive cancellation was very appropriate for this type of correspondence. This aroused my curiosity; and, I decided to try to obtain more information.

In order to do so, I contacted the Hanson Public Library (the name of the town was changed to Hanson in May of 1940). Antonia Leverone was kind enough to respond with the following information that she obtained from several local sources.

South Hanson was incorporated as a town in 1820, having previously been a part of Pembroke. It was a small town and remains so today with a current population of only 9,028 people. Lumbering, making shingles and the cranberry industry dominated the town's economy in the 19<sup>th</sup> century. The first post office in South Hanson was established in town on January 12, 1821 on West Washington Street, at the store of Cornelius Cobb, with Captain Nathaniel Collamore as Postmaster. Captain Collamore was later succeeded by Mr. Cobb who had been his deputy. Mail was delivered four times each week. It was received from both Hanover and East Bridgewater where it arrived via stage coach. Ephraim Cox was the mail carrier out of this office for fourteen years and was paid \$80.00 per year for his services. During six of his fourteen years, he carried the mail on horseback.

When the Old Colony Railroad opened in 1845, another post office was granted the town and was located in the South Hanson Railroad Station with Barak Osborne as post-



**Figure 18**



**Fred Flannigan - Crossing Tender  
at So. Hanson Depot (Main St.)**

**Figure 19**

master. It was replaced in 1879 with a new station, enlarged in 1886 and taken out of service in 1959 (see Figure 18). Over the years other offices were established; however, one by one, they were discontinued, with only the South Hanson and Monponsett offices remaining, although the South Hanson office was moved from the railroad station at some undetermined date.

Nevertheless, the South Hanson Post Office, located in the South Hanson Railroad Station, was the main post office for the town during the period of use of the locomotive cancel. Joshua E. Josselyn was postmaster during this time, having been appointed on Dec. 5, 1881. He apparently held the position until April 1901. According to government records, he was paid a salary of \$191.77 in 1885. He is not listed as a resident of South Hanson in the 1903 *Atlas of Plymouth County*, nor is he listed in the 1879 *Atlas*. The local historical society lists him as being born in Pembroke, and gives his occupation as Stationmaster. He married Nellie F. Hodgkins (also born in Pembroke) on Sept. 29, 1882. Their first daughter, Florence Everett Josselyn, was born on Jan. 25, 1883. Their second daughter, Millie Francis Josselyn, was born on May 3, 1884. There is no record of his death, so he must have moved out of town at some point.

It is easy to imagine Mr. Josselyn or some unknown deputy postmaster being inspired by the steam locomotives that stopped at the station on a regular basis (see Figure 19 for a contemporary photograph of such an occurrence) and then carving this very artistic cancel. However, if this were the case, it would be logical to expect more fancy cancels from South Hanson. It seems unlikely that a person with such ability would carve only one amazing fancy cancel over a 20 year period, postal regulations and the advent of the duplex machine cancel notwithstanding. However, the only other known cancel from South Hanson from this period that could even remotely be categorized as being "fancy" is a letter "E" in a double-lined box used in 1890 (Figure 20) as shown on page 251 of Cole's *Cancellations And Killers of The Bank Note Era*.

I also found it interesting that this cancel, although rare, appears to have been in use for a period of at least 2 months (*i.e.*, the date stamp in Figure 7 appears to be an April 1<sup>st</sup> date while the full cover at Figure 17 has a June 1<sup>st</sup> date). One would think that more examples would exist, considering such a time span and its use on official mail. Also of note is that all of the examples shown are very clear strikes. It would seem that, at the least, the example on cover with the June 1<sup>st</sup> date would show more deterioration over a two month period. For instance, many NYFM cancels, albeit used much more frequently because of the volume of mail generated by a large city, deteriorated rather quickly and/or were often poorly struck. However, the June 1<sup>st</sup> cover exhibits a more detailed smokestack than the April 1<sup>st</sup> piece. It appears that there was little, if any, deterioration of the cancel and that any lack of definition was the result of inadequate inking. Could it be that this cancel was not hand carved, but instead fabricated from a metal plate? □

**KRISTAL  
KARE, INC.**

Protective Pouches

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

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

- 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



**KRISTAL KARE, INC.**  
P.O. Box 396  
Hicksville, NY 11802

☎ 516-822-2562

The second edition of Wierenga's major work  
on U.S. incoming steamship mail in the classic period.

# United States Incoming Steamship Mail, 1847-1875 Second Edition

(In A Limited Edition)

By Theron Wierenga

This book is a significantly expanded version of the first edition, which was published in 1983 by the author. In this second edition he has expanded the contents of the chapters of the original edition and added a number of new chapters dealing with aspects of steamship mails not discussed previously.

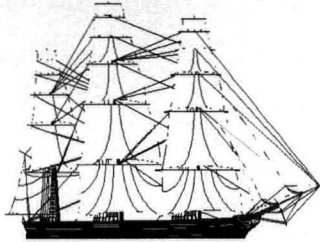
The most important additions appearing in this second edition, however, are appendices that provide sailing data for over 120 different steamships operating independently and for numerous steamship lines, most with mail contracts. Since the names of these steamships often were written on the face of letters, his documenting the voyages of these vessels helps today's students determine the transit route and duration of transit for letters from origin to destination. The author has organized over 200 pages of sailing tables by the principal steamship routes in the Atlantic as well as the Pacific Ocean areas. Atlantic sailing data is available for over 50 different steamship lines or independent steamships operating between New York, Charleston, Savannah, Mobile, New Orleans, Havana, Bermuda, Chagres/Aspinwall, Nicaragua, Mexico, St. Thomas, and Rio de Janeiro. In the Pacific, the author provides sailing data for ten different steamship lines and independent steamships operating between San Francisco, Panama, Nicaragua, and the West Coast of South America. The majority of the dates covered by these tables are from the late 1840s to the mid-1850s, with some steamship voyages documented to 1861 or later.

The book gives both the postal history student and collector extremely important sailing information. The data is essential to the evaluation of covers carried by sea between the east and west coasts of the United States, the principal route for all mails before 1869. The author brings a good amount of this data to the reader's bookshelf for immediate and convenient use.

The author has updated an important appendix that provides information on the steamship markings. He has added many new steamship markings and made numerous changes to the known dates of use of the previously published markings. He provides carefully selected scanned images of all the markings. In addition, he includes the latest available information on the markings of the California route agents and the Panama despatch agents. This is an important supplement to his second book, *The Gold Rush Mail Agents to California and their Postal Markings, 1849-1852*, published in 1987.

**Place your order now!**  
**(Dealer Inquiries Invited)**

Make check payable to:  
U.S. Philatelic Classics Society  
P.O. Box 445 • Wheeling IL 60090  
Fax: (847) 215-7253



## Fill in and mail this coupon

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ Fax: (\_\_\_\_) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

## U.S. Incoming Steamship Mail By Theron Wierenga

**Please send me:**

\_\_\_\_ Copy (ies) of the hardbound edition at **\$54.95 postpaid**

\_\_\_\_ **Check Enclosed**

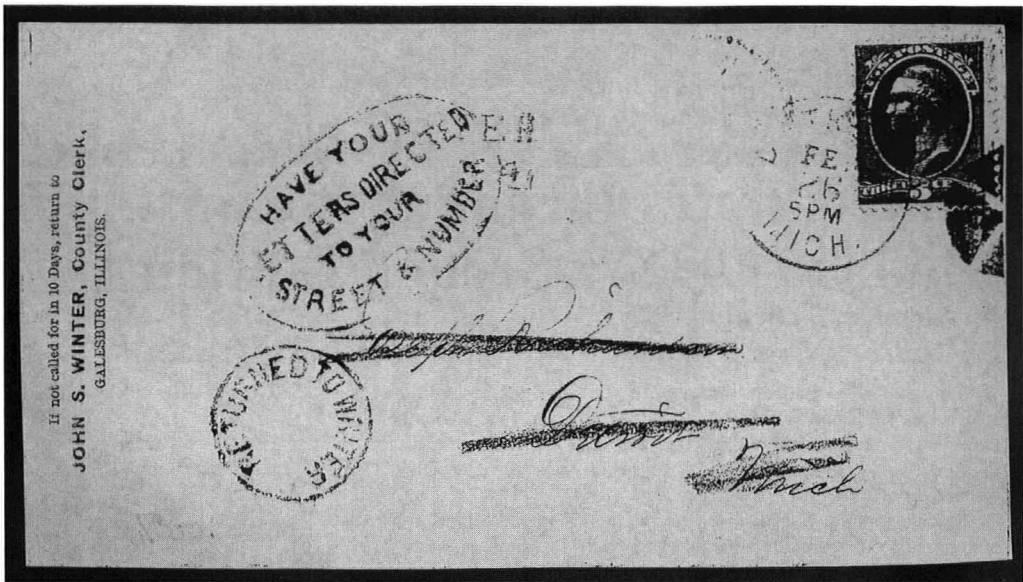


Figure 1. Detroit, Mich., Feb. 26 cover, HAVE YOUR / LETTERS DIRECTED . . . , 45x28 mm marking

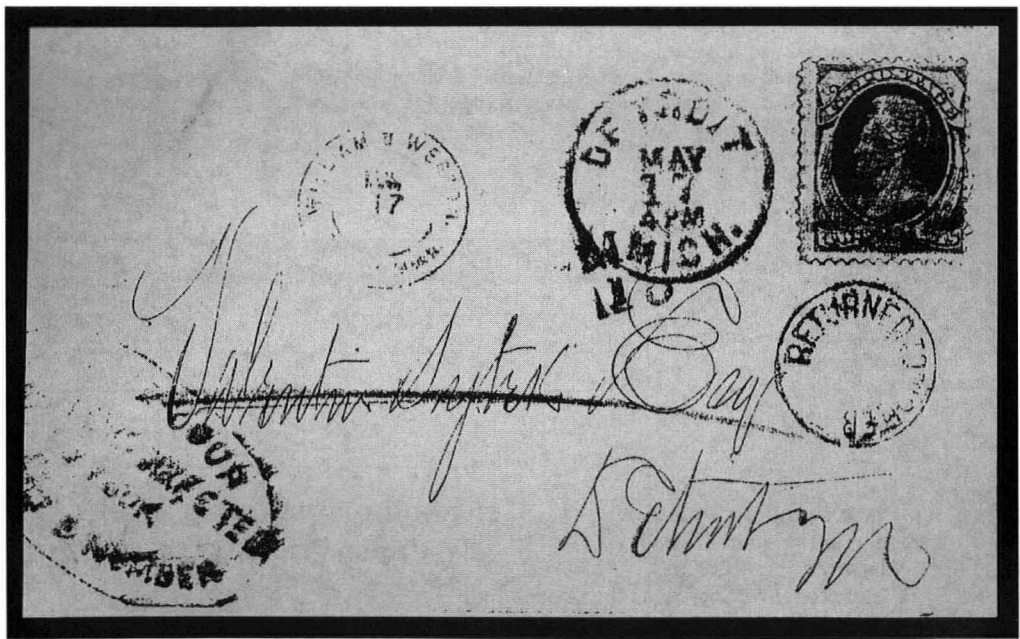


Figure 2. Detroit, Mich., May 17 cover, HAVE YOUR / LETTERS DIRECTED . . . , 45x28 mm marking

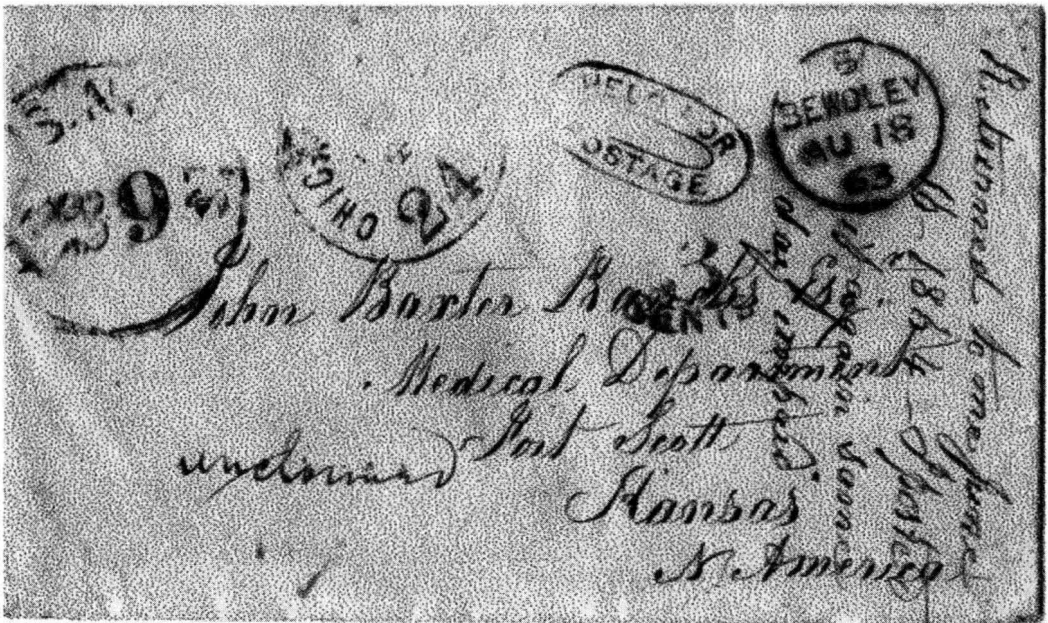


**ADDITIONAL ANSWERS TO PROBLEM COVERS IN ISSUE 192-196**

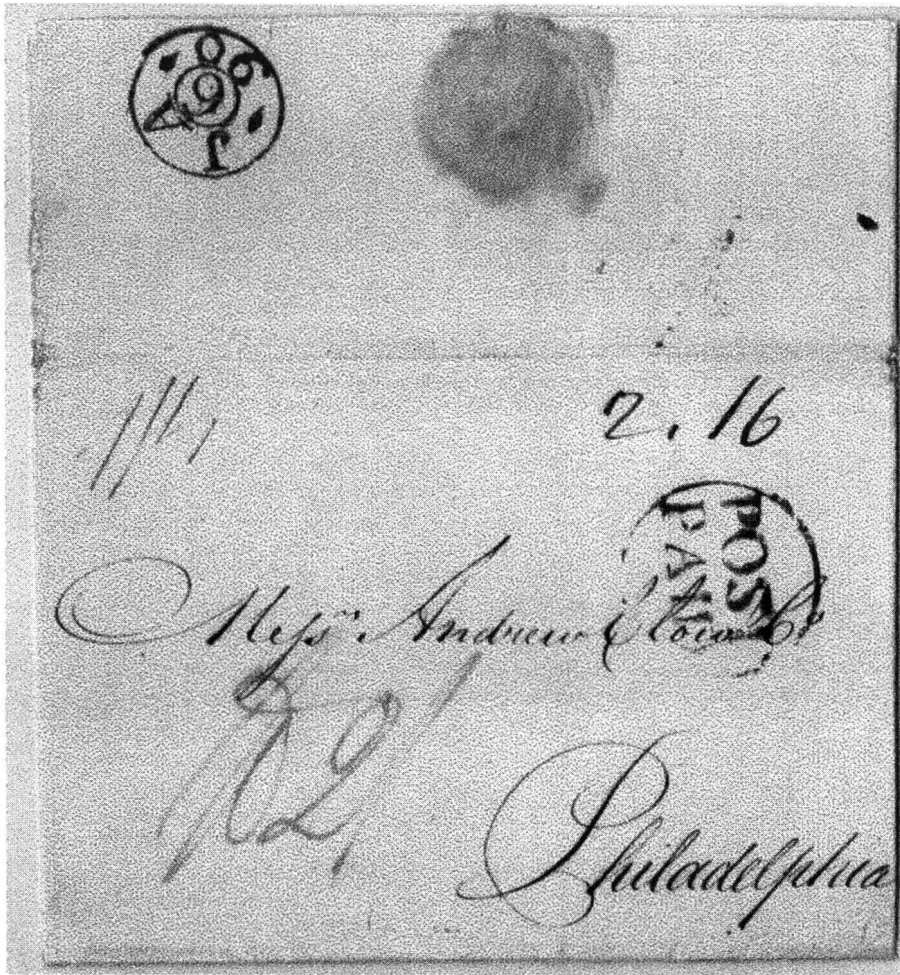
Route Agent Lewis Kaufman submitted some additional photos with regard to the auxiliary markings HAVE YOUR / LETTERS DIRECTED / TO YOUR STREET & NUMBER for Detroit. The markings on Figures 1 and 2 were stated to be identical in size, measuring 45x28 mm, which differs from the 49x28 mm size stated for the 1865 marking illustrated as Figure 1 in the February 2003 issue.

With regard to the Fort Scott, Kansas cover which initially appeared as Figures 6A and 6B in the November 2002 issue, and was repeated as Figures 5A and 5B in the February 2003 issue, Leonard Piszkiwicz has submitted the following as an adjunct (see Figure 3):

The analysis of the Figure 5A cover - England to Kansas via Chicago Am. Pkt. - is mostly correct. Everything out to Ft. Scott is straightforward (transit on Allan Line via Canada). However, the HELD FOR POSTAGE marking is not a Chicago marking, in my opinion. I've collected and studied Chicago markings for 20+ years and have not seen that device on any cover attributable to Chicago. They used a larger, oval HELD FOR POSTAGE device at that time and doubt they would have had another, smaller device like that on the cover. There's another reason to doubt it came from Chicago: the cover is from before the time of free forwarding or return. It should have been sent to the Dead Letter Office from the address P.O. absent a return request on the cover. But that doesn't work, because there aren't any DLO markings. I'd guess that someone at Ft. Scott knew to whom to send the held for postage notice.



**Figure 3. 1864 cover from England to Kansas unpaid**



**Figure 5. London to Philadelphia cover, 6 Jan. 1790, POST PAID "2.16"**

The second entire, Figure 5, is dated 6th Jan 1790, sent from London to Philadelphia, also with red "Pd 2/-" in manuscript. A black circular "JA / 6 / 90" London postmark and circle "POST PAID" plus a black manuscript "2.16" (presumably 2dwt 16gr US Troy rate). Faint manuscript "1/4."

The third entire, Figure 6, is dated 5th Jan. 1791, sent from London to Philadelphia with a red "1 1/2/P 6/-" in manuscript with circular black "JA / 5 // 91" London postmark and circle "POST PAID," plus black manuscript "8" (presumably 8dwt US Troy rate). Manuscript "3/6."

Agent Jones' understanding is that Philadelphia is less than 100 miles from New York and that the applicable internal U.S. postal rate applied from Oct. 1782 of 2dwt 0grs for 61 to 100 miles. The inbound U.S. ship charge beyond the port in this period is 16 grains. Also at this time local currency was 1 dwt = 24 grains = 3 d Stg. [sterling].

The entires seem to have been charged respectively: 1 rate; 1 rate plus ship fee; 4 rates. Entires 2 and 3 appear to also be endorsed in local currency: 1/4 and 3/6, but these do not match the Troy rates on the entires.

## PROBLEM COVERS FOR THE LAST ISSUE AND FOR THIS ISSUE

The storm-occasioned delay of *Chronicle* 197 gave readers little time for a response to the problems presented in that issue. As no one submitted answers to those questions, we'll repeat the submission this issue, as follows:

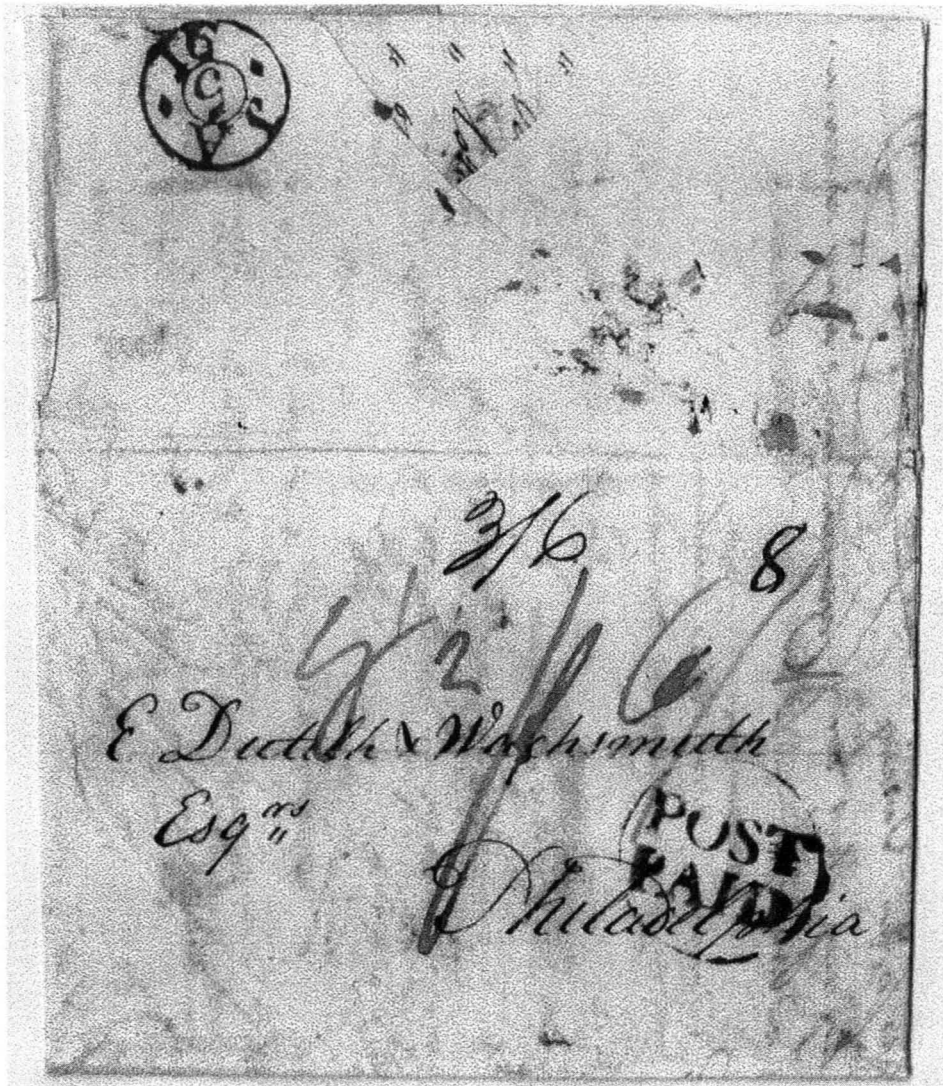
Route Agent Julian Jones writes from Romsey, United Kingdom with a trio of entire covers seemingly sent from London to Philadelphia by Falmouth Packet between 3rd Jan. 1787 and 5th Jan. 1791. This is a real treat for *Chronicle* Agents to peruse since we rarely see any problem covers of this vintage.

The covers appear to be examples of 1, 2 and 6 British rates. The Falmouth Packet rate of June 1711 still applied, viz., 1/- the single rate from London to New York. The problem is the apparently differing rates charged in the U.S.A., i.e., 2dwt, 2dwt -16 grains and 8dwt.

The first entire, Figure 4, is dated 3 Jan. 1787 and sent from London to Philadelphia. Red "Pd 1/-" in manuscript and circular black "3/IA" London Bishop mark and circle "POST PAID" black manuscript "2" (presumably 2dwt US Troy rate).



Figure 4. London to Philadelphia cover, 3 Jan. 1787, POST PAID "2"



**Figure 6. London to Philadelphia cover, 5 Jan. 1791, POST PAID "8"**

Help would be welcome in explaining the U.S. rates which were applied to these letters.

\*\*\*\*\*

Please send to The Cover Corner Editor your answers to the problem covers for this issue, and any further discussion of previous answers to other problem covers, as soon as possible, preferably within two weeks of receiving your *Chronicle*. The "go to press" deadline for the August 2003 Cover Corner is July 10, 2003. Please note my new mailing address: 650 Maple Trace, Cincinnati, OH 45246-4166. My e-mail address remains 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.

**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](mailto:Edelmanscoins.com)**

**Jon D. Edelman, President**

**Established 1926**

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



## Judge an Auction Firm by the Customers it Keeps

Our "Named" Sales speak for themselves – Award Winning Auction Catalogs

In Fact, Two of Our Auction Catalogs are in the Prestigious  
Top 25 U.S. Philatelic Auction Catalogs of the 20th Century

The Auction Catalog in this Ad has just received  
Scott Stamp Monthly's Best of Class Award

Here at **Charles G. Firby Auctions**, we think our Customers  
are entitled to Award Winning Full-Color Catalogs that  
Encompass the very best Philately has to Offer!

**Charles G. Firby**  
AUCTIONS

#101, 6695 Highland Road  
Waterford, MI • USA • 48327-1967



The advertisement features a central image of two auction catalogs. The top catalog is titled "CANADIAN POSTAL HISTORY OF THE VICTORIAN ERA" and shows a map of Canada with a globe. The bottom catalog is titled "THE S. J. MENICH COLLECTION" and shows a postage stamp. A ribbon with the number "1" and the text "BEST OF CLASS" is draped over the top catalog. To the right, a hand is shown holding a pen over a grid of stamps. Logos for VISA and MasterCard are visible. The background is dark with a grid pattern.

E-Mail: [Firbystamps@prodigy.net](mailto:Firbystamps@prodigy.net)  
Ph. (248) 666-5333 or Fax 666-5020

To Consign or Subscribe to our Auctions – just give us a call

## ADVERTISER INDEX

Matthew Bennett, Inc. ....	86
Edelman's Loan Office.....	157
Charles G. Firby .....	158
Leonard H. Hartmann.....	103
Ivy & Mader Philatelic Auctions, Inc. ....	160
Matthew W. Kewriga .....	119
Victor B. Krievins.....	84
Kristal Kare, Inc. ....	150
James E. Lee .....	Inside Back Cover
Andrew Levitt, Philatelic Consultant .....	120-21
Jack E. Molesworth, Inc. ....	Inside Front Cover
Schuyler Rumsey Philatelic Auctions .....	104
Shreves Philatelic Galleries, Inc. ....	81
Robert A. Siegel Auction Galleries, Inc. ....	105, Back Cover
Spink.....	82
Stephen T. Taylor .....	119
United States Stamp Society .....	142

## 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* (198)

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

**"Mad River & Lake Erie RR"** cancel on cover with any of the ff.: Sc#1 (5¢47), #7 or #9 (1¢51). Write or fax: D.F. Shea, 4106 S.R. 269, Bellevue OH 44811; (419) 483-6400. No phone please. (205)

**PLATED 3¢ 1851-57s.** For net price listings and weekly auctions please visit: [www.stamps4collectors.com](http://www.stamps4collectors.com). Enlarged photos of many plate positions online (198)

**CENTENNIAL Albums and Pages** wanted, new or used having a page size of 9¼ in. wide x 11¼ in. high, not including hinge portion. Write: John A. Lange, Jr., 373 Root Road, Ballston Spa NY 12020-3227. Tel.: 518-882-6373. (204)

**NEED FOR EXHIBITION:** Postmaster & County cancels. Sharp strikes, w/fancy killers on clean covers—Postal stationary OK. E. Idoff, 332 Bleecker St. G-20, NY, NY, 10014 (202)

**YOUR AD HERE FOR 50¢ A LINE**

Send payment to: Richard M. Wrona, P.O. Box 7631, McLean, VA 22106-7631. Next Deadline: July 5, 2003.

# 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.*

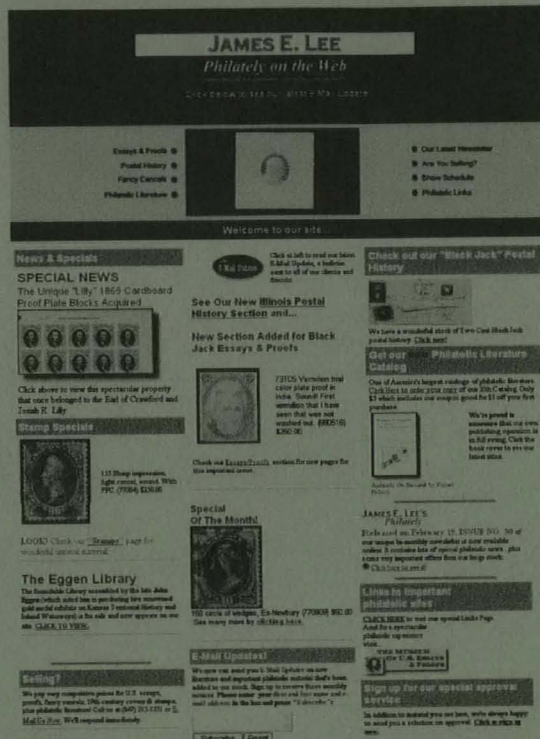
775 Passaic Avenue  
West Caldwell, New Jersey 07006  
Phone: 973-882-0887 Fax: 973-852-5433  
email: [wmader@ivymader.com](mailto:wmader@ivymader.com)  
[rbishop@ivymader.com](mailto:rbishop@ivymader.com)



For the collector of U.S. classics: essays, proofs, postal history, fancy cancels and stamps...and philatelic literature:

# MAKE OUR WEBSITE YOUR NUMBER ONE RESOURCE.

Our website is a focal point of our business, but with the kind of *personal touch* you've come to expect from us. Visit our website regularly to view and purchase from our large stock of 19th century stamps, fancy cancels, postal history, essays & proofs, and philatelic literature.



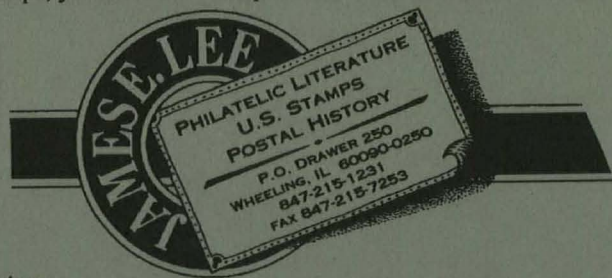
A recent version of the home page at our site.

# www.jameslee.com

Unlike many websites, ours has become a major resource for the collector of America's classic philately and literature. For not only does our site constantly offer newly added essays, proofs, fancy cancels, postal history and classic stamps, you'll also find important information, articles and resources (including our quarterly newsletter—both the current issue and back issues).

For the astute philatelist, the Internet is no longer the "wave of the future." It is now one of the chief engines for the dissemination of philatelic knowledge and commerce. "Bookmark" our site and visit us often!

Get our newest philatelic literature catalog! Only \$5 refundable with purchase. Call, write, fax or e-mail us today! Attn: Dept CL.




E-Mail: [philately2@earthlink.net](mailto:philately2@earthlink.net)  
Website: [www.jameslee.com](http://www.jameslee.com)



THE SALE

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



AT PUBLIC AUCTION  
Wednesday and Thursday  
MAY 21 and 22, 1954  
AT 10 A.M. EACH DAY

At Public Auction  
THURSDAY, APRIL 29th, 3 p.m.

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Hale 1954

FINA SALE

EMERSON C. KRUG  
Collection of  
UNITED STATES  
COVERS

AT PUBLIC AUCTION  
Wednesday and Thursday  
MAY 21 and 22, 1958  
AT 10 A.M. EACH DAY

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Krug 1958

FINA SALE

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

AT PUBLIC AUCTION  
WEDNESDAY, FEBRUARY 11th, 1959  
at 1 P.M.

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Hill 1959

The  
**NEWBURY**  
Collection

Part I

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Newbury 1962

THE JOSIAH K. LILLY  
COLLECTION

PART I

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Lilly 1967

FINA SALE

UNITED STATES  
POSTAL HISTORY COVERS

From the Award Winning Collection of  
Miss Katharine Matthies

AT PUBLIC AUCTION  
Tuesday, Wednesday  
May 28th, 29th, 1969

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Matthies 1969

FINA 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**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Neinken 1970

FINA SALE

UNITED STATES  
1861-1869

A Portion of the  
Leach Graphic Collection

Sold by the Order  
At PUBLIC AUCTION  
Tuesday, April 15th, 1975  
at 10 A.M.

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Grunin 1975

*Frank R. Rohloff*  
award winning  
collection of  
United States Postage Covers  
1877-1917

**ROBERT A. SIEGEL**  
AUCTIONS

Rohloff 1977

FINA SALE

THE AWARD WINNING  
POSTAL HISTORY COLLECTION  
OF  
J. DAVID BAKER

Offered by Order of the Estate  
AT UNRESERVED PUBLIC AUCTION

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

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Baker 1978

FINA SALE

UNITED STATES  
POSTAL HISTORY

FROM THE  
MARC HAAS COLLECTION

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Haas 1980

FINA SALE

*Ex-Sheriff*

PART I  
1847-1861

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Sheriff 1985

FINA SALE

CLASSIC UNITED STATES  
STAMPS AND COVERS

A PORTION OF THE PHILIP G. RUST COLLECTION

JUNE 22, 1987


**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Rust 1987

FINA SALE

UNITED STATES BY SEA  
The Award-Winning Kapiloff Collection




AT PUBLIC AUCTION  
Wednesday, June 9, 1992  
at 10:00 A.M.

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Kapiloff 1992

HONOLULU  
ADVERTISER  
COLLECTION  
OF  
HAWAII



AT PUBLIC AUCTION  
Wednesday, September 26, 1997  
at 6:30 P.M.

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Honolulu Advertiser 1995

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

CLASSIC UNITED STATES STAMPS  
OF  
EXTRAORDINARY QUALITY AND COLOR

Table 750

Friday Evening at 6:30 p.m.  
September 26, 1997

**Robert A. Siegel**  
**AUCTIONS**

40 FIFTH AVENUE NEW YORK 10, N.Y.  
54 FIFTH AVENUE NEW YORK CITY

Morris 1997

Great collections have one name in common.