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of the U.S. Classic Postal Issues

February 2004

Volume 56, No. 1

Whole No. 201

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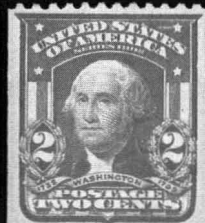
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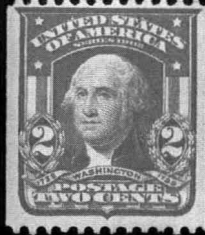
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# The Chronicle

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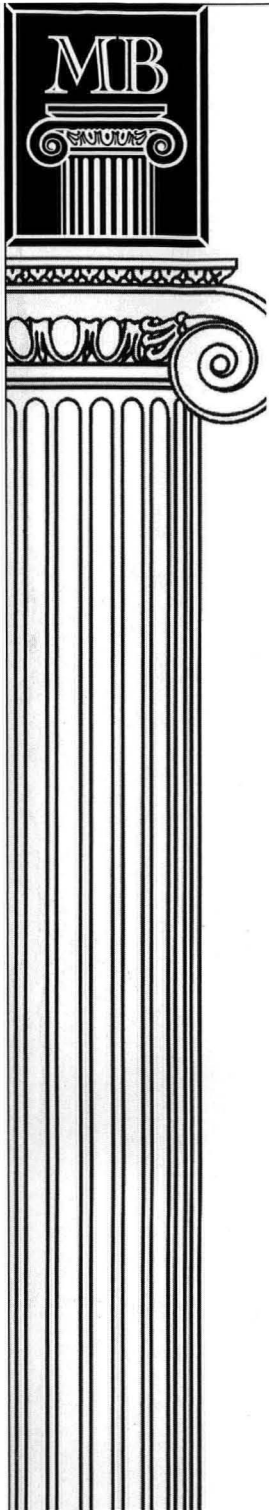
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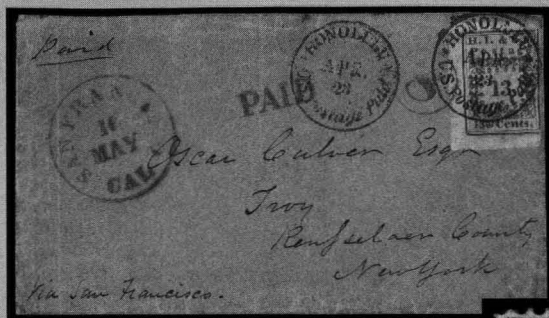
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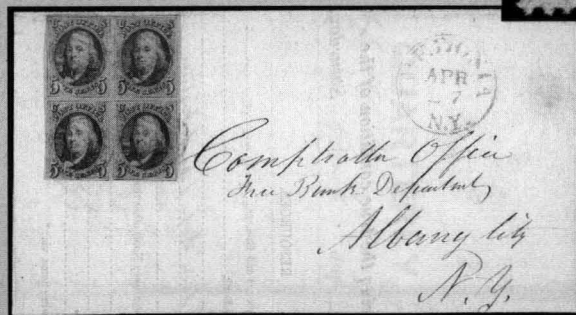
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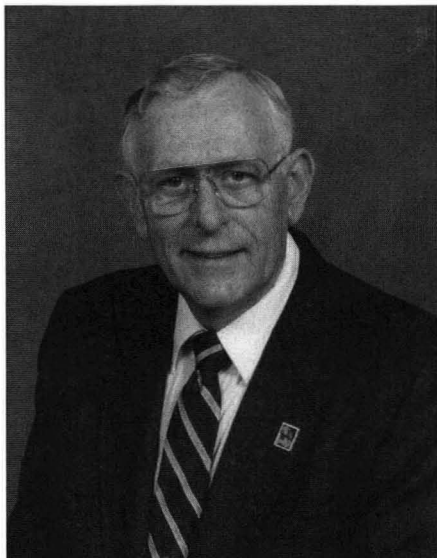
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## IN MEMORIAM

### WILLIAM S. DUNN (1927-2004)

William S. "Bill" Dunn, a founder and director of the Rocky Mountain Philatelic Library, and a recipient of the U.S. Philatelic Classics Society's Distinguished Philatelist award, died Feb. 22 in Denver, Colorado. He died from pneumonia following six months of treatment for lung cancer. He was 76.



Born March 17, 1927 in Falls City, Nebraska, Mr. Dunn joined the U.S. Coast Guard and served in the Pacific in WW II. He attended Nebraska Wesleyan University, graduated with a degree in chemistry, and was the Chief Chemist for the Colorado Department of Health for nearly 30 years. He was the recipient of many honors for his work in environmental chemistry, petroleum identification and public health.

Mr. Dunn's philatelic life the last ten years centered around his work with the Rocky Mountain Philatelic Library where he has served as vice president. His knowledge of stamps and stamp collecting was vast and he was always eager to answer questions about the library collection and stamps in general. He was an invaluable ambassador for the library, especially at local stamp shows where he was invariably

found at the RMPL table, greeting visitors and handling sales of donated stamps and philatelic literature.

Mr. Dunn was given the USPCS Distinguished Philatelist Award in 1998. He was an accredited national judge for the American Philatelic Society (Emeritus) and expertised coil waste issues for the Fourth Bureau and Washington-Franklin Issues for the APS. He also reviewed the U.S. Liberty series and WW II Croatia for the Scott Publishing Co. Bill Dunn's most important national office was as president of the United States Stamp Society (formerly the Bureau Issues Association) from 1986 to 1992. He held memberships in 23 local and national stamp organizations.

Mr. Dunn served as president of four local stamp clubs at various times and belonged to two others. He was president of the Rocky Mountain Stamp Show (formerly ROMPEX) in 1981 and 1982. He was an exhibitor and speaker at local, regional and national exhibitions, and prepared slide shows on United States philately, Latvia and WW II Croatia.

His collecting interests included the 2¢ carmine Washington stamps of 1922-1938, the Liberty Series of 1954-73, postal history of Colorado, Nebraska and the city of Denver, machine cancellations, "funny looking things" (odd postal markings and frankings), Latvia, World War II issues of Croatia, and wet and dry printings of the U.S. Bureau of Engraving and Printing.

In addition to his wife, who resides at the family home in Denver, Mr. Dunn is survived by a son, Lawrence A. Dunn and wife Anne, two grandchildren, a daughter, Diane, all of Denver, and a brother, Robert A. Dunn of Lincoln, Nebraska.

The family has asked that memorials be sent to the Rocky Mountain Philatelic Library, 2038 So. Pontiac Way, Denver, Colorado 80244. □

## **BOSTON TO SAINT JOHN STEAMBOAT MAIL**

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In the 1840s, mail between the United States and the British North America Maritime Provinces of New Brunswick, Nova Scotia and Prince Edward Island generally traveled by land and was exchanged between the United States and the Maritimes via Robbinston, Maine and Saint Andrews, New Brunswick. The travel time for letters between the major commercial centers of the United States (such as New York City or Boston) and St. John, New Brunswick was approximately 5 or 6 days. Travel time between New York or Boston and Halifax, Nova Scotia was approximately 8 to 10 days. Faster mail service was available between Boston and Halifax, via the Cunard line.<sup>1</sup> Transatlantic steamers of the Cunard line stopped in Halifax en route between Liverpool and Boston, and vice-versa. Travel time on this route was only 2 days; however, the service was only available on a bi-weekly basis. The other alternative was to send a letter care of a ship captain who happened to be heading in the right direction.

Beginning in the mid-1840s, express companies began providing service between Boston and St. John, New Brunswick via scheduled steamboat service. The express companies eventually became route agents of the United States Post Office, and in some cases were subsidized by the Provinces of New Brunswick and Nova Scotia. This article explores the evolution of mail service on the Boston to St. John steamboat route from its beginnings until the Canadian Confederation on July 1, 1867, when New Brunswick and Nova Scotia became part of the Dominion of Canada.

### **I. Boston - St. John Steamboat Service**

#### **A. Origins of the Route**

In the late 1700s and the early 1800s, mail between the United States and the Maritime Provinces was carried by coastal vessels that would call at ports along the Atlantic Coast and the Bay of Fundy. The first scheduled service between the United States and St. John was the *Little Belt*, which operated as a packet between Eastport and St. John in 1814.<sup>2</sup> As demonstrated by the map (Figure 1), Eastport, Maine enjoys a strategic location on Moose Island in Passamaquoddy Bay right on the international boundary with New Brunswick. In fact, Eastport was occupied by British troops between July 11, 1814 and June 30, 1818 as part of the War of 1812 and a lingering boundary dispute. The boundary between Maine and New Brunswick regarding the islands in Passamaquoddy Bay was not settled until November 1817.<sup>3</sup> Steamboat<sup>4</sup> service came to the route in 1823 when the Kennebec Steam Navigation Company's *Maine* made occasional calls in St. John; however, regular service did not begin until 1825 when the *Eagle* began operating a regular service between Eastport and St. John, connecting with steamboats servicing Portland and Boston.<sup>5</sup> John Ward's *St. John* operated between

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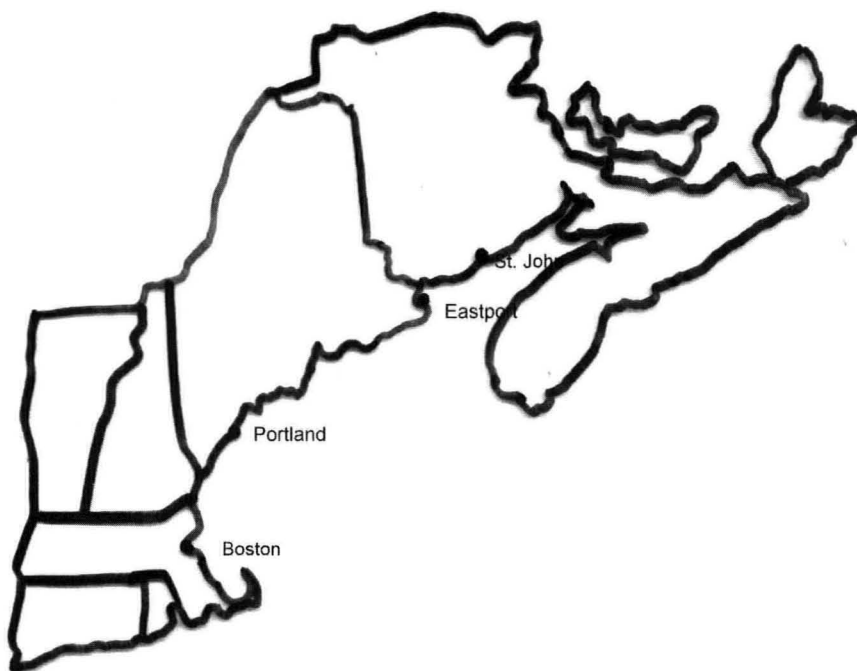
<sup>1</sup>From 1848 to 1850, Cunard Line steamers bound for New York also stopped in Halifax.

<sup>2</sup>C.M. Jephcott, V.G. Greene and John H.M. Young, *The Postal History of Nova Scotia and New Brunswick, 1754-1867* (Toronto: Sissions Publications Ltd., 1964), p. 205.

<sup>3</sup>Harold A. Davis, "An International Community on the St. Croix (1604-1930)," *The Maine Bulletin*, Vol. LII, No. 12 (April 1950), p. 112.

<sup>4</sup>The steam powered vessels in this article will be referred to as steamboats regardless of whether the vessel was under contract with the Post Office Department at the time.

<sup>5</sup>Jephcott, p. 205.



**Figure 1. Outline map showing the New Brunswick - New England area**

Eastport and St. John starting in 1826.<sup>6</sup> Then in the 1830s James Whitney's steamers, the *Henrietta*, *Maid of the Mist* and *Gazelle*, operated from St. John to St. Stephen, St. Andrews and Eastport.<sup>7</sup>

Regularly scheduled steamboat service between Portland and St. John was first attempted by the *Royal Tar* in 1836.<sup>8</sup> In the mid-1830s, there existed a network of steamboat lines in St. John connecting the city with Fredericton and Annapolis, Nova Scotia, and then by stage with Halifax. Similarly, Eastport was a hub for steamboat lines to St. Andrews, New Brunswick and Calais, Maine. In addition, Portland was a hub for steamboat lines to Boston as well as Bangor and Augusta, Maine, and intermediate ports. Of course Boston was a major shipping hub, providing steamer service to Europe and the Caribbean. The *Royal Tar* served as a trunk line connecting these independent steamboat lines.<sup>9</sup> The *Royal Tar* operated for one season before ending in a fatal shipwreck. The ship departed St. John on October 21, 1836. After seeking refuge from a storm at Eastport until October 25, the ship departed for Boston; however, it had to take refuge once again in Penobscot Bay. While in Penobscot Bay, the ship caught fire and sank, taking with it 33 passengers as well as an elephant, two camels, a gnu, two lions, a tiger, a leopard and a collection of snakes and birds from a traveling circus.<sup>10</sup>

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<sup>6</sup>*Ibid.*

<sup>7</sup>*Ibid.*

<sup>8</sup>Arthur A. Johnson, "The International Line: A History of the Boston-Saint John Steamship Service," *American Neptune*, Vol. 33, No. 2 (April 1973), p. 80.

<sup>9</sup>*Ibid.*

<sup>10</sup>*Ibid.*, p. 82.

## B. Initial Service

Scheduled steamboat service between Boston and St. John finally started with James Whitney's *North America*, which operated between 1839 and 1843.<sup>11</sup> The *North America* (Figure 2) was a 155 foot sidewheeler which displaced 296 tons. Passengers could book deck passage or, for an extra payment, they could sleep in one of the two dormitory rooms which could house sixty men and thirty women.<sup>12</sup> The steamboat operated among St. John, Eastport and Boston.<sup>13</sup> The *North America* carried a letter bag, and advertised that she would carry letters from St. John to Boston for 7½¢ each<sup>14</sup> and from Boston to St. John for 12½ cents each.<sup>15</sup> The *North America* was wrecked in a storm in November 1846 off Mount Desert, Maine. Battered by the seas, the steamer took on water, putting out the fire for the boilers. The steamboat washed ashore on Long Island, Maine without a loss of life; however, during the night the islanders stripped the boat of everything of value, including the possessions of the passengers.<sup>16</sup> However, it does not appear that the *North America* was regularly operating on the Boston to St. John route at the time it wrecked.<sup>17</sup>

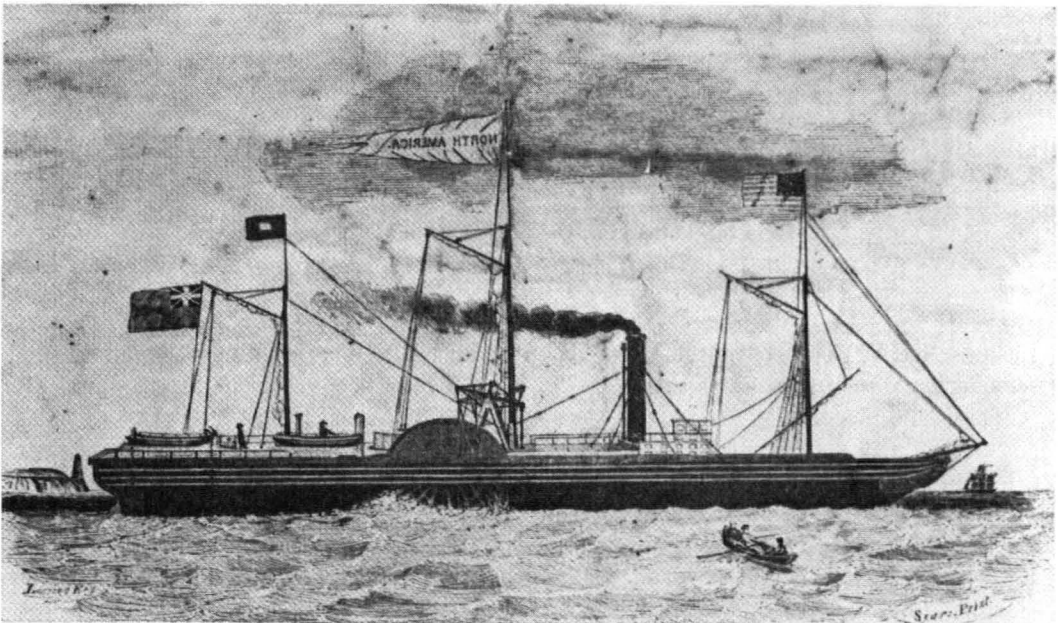


Figure 2. Engraving of the S.S. *North America* (Jephcott, p. 193)

While the *North America* offered service between St. John and Boston, a competing service, established in 1842 by the Peoples Line, provided service from Boston to Eastport, Maine, with some steamboats stopping in Portland, Maine, en route, with

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<sup>11</sup>*Ibid.*, pp. 82-83.

<sup>12</sup>*Ibid.*, p. 82.

<sup>13</sup>*Ibid.*, pp. 83, 94.

<sup>14</sup>Jephcott, p. 205, quoting *New Brunswick Courier*, November 16, 1839.

<sup>15</sup>*Boston Post*, Vol XIX, No. 90, April 17, 1841.

<sup>16</sup>Johnson, p. 84.

<sup>17</sup>Johnson seems to indicate that the *North America* was still on the Boston to St. John run; however, Jephcott, pp. 192-93, indicates that she was operating from St. John to Digby and Annapolis, Nova Scotia beginning in 1841. Advertisements indicate that she was operating between Boston and St. John during the summer of 1841.

connecting service from Eastport to St. John. While the connecting service on the Peoples Line might appear to be a less desirable operation, it was organized in this manner for a logical reason— to avoid taxes.

At the time, laws prevented foreign flag steamboats from offering service between ports in the United States. Thus a New Brunswick steamboat operating from St. John could deliver freight and passengers in Eastport, Portland or Boston; however, the boat could not provide service among Eastport, Portland and Boston. On the return trip, the steamer could pick up at Boston, Portland or Eastport, but only for delivery in St. John.<sup>18</sup> United States flag vessels were under similar restrictions; however, since St. John was the only New Brunswick port on the route, this did not present the same difficulty. An American vessel could trade between United States ports and could pick up and discharge passengers and freight at St. John. But the legal considerations did not end there. American vessels engaged in international trade had to pay higher port and tonnage fees in the American ports than did vessels engaged solely in the coastal trade within the United States.<sup>19</sup> Thus the Peoples Line steamboats operating between Eastport and Boston would pay the lower, coastal-trade port fees in Boston and Portland. Only the steamboat operating between St. John and Eastport would pay the higher international vessel fees charged by the United States, and then only in Eastport. By 1853, the steamboat companies figured out that they could change the steamer's enrollment for coastal trade to a registry for international operation at the Eastport Customs House on the way to St. John and then cancel the steamer's international registry and enroll for coastal trade at the Eastport Customs House on the way back to Boston.<sup>20</sup> The red tape involved with changing the steamboat's registration at the Eastport Customs House was apparently less onerous than transferring passengers and freight between steamers in Eastport, because the steamers began operating all the way to St. John in 1853.<sup>21</sup>

Prior to 1853, freight and passengers traveling from Boston to St. John would take a steamer from Boston to Eastport, Maine where they would connect with another steamer for travel from Eastport to St. John. When the service started, the Boston to Eastport service on the Peoples Line was provided by the steamer *Bangor*, while the *Nova Scotia* operated the leg between Eastport and St. John.<sup>22</sup> Despite the need to transfer passengers and freight in Eastport, the Peoples Line made better time between Boston and St. John than did the *North America*, and, in addition the Peoples Line charged only \$6.00 for passage from Boston to St. John—half of the fare on the *North America*.<sup>23</sup>

Following the success of the *North America*, a number of other steamboats operated on the Boston to St. John route, including the *Penobscot*, *Portland*, *Herald* and *Charter Oak*. The *Penobscot* was operated by the North American Steamboat Company on the Boston to St. John route in 1843, and took on letters free of charge at St. John, depositing them in the mails at Boston.<sup>24</sup> The *Portland* was built in 1835 and was operated by Seward Porter between Eastport and Boston in 1844 and possibly 1845. She was 155 feet in length and displaced 445 tons.<sup>25</sup> The *Herald* operated between St. John and Eastport between 1844 and 1846 and connected with the *Portland* in Eastport while the *Portland* operated on the route. The *Charter Oak* normally operated on the Portland to Bangor route, but substituted for the steamer *Portland* on the Boston to St. John route around June 1846.

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<sup>18</sup>Johnson, p. 83.

<sup>19</sup>*Ibid.*

<sup>20</sup>*Ibid.*, p. 84.

<sup>21</sup>*Ibid.*, pp. 83-84.

<sup>22</sup>*Ibid.*, p. 84.

<sup>23</sup>*Ibid.*

<sup>24</sup>Jephcott, pp. 205-06.

<sup>25</sup>Johnson, pp. 85, 94.

In the Spring of 1847 a group of Eastport investors formed the Eastport Eastern Steamship Company and purchased the steamer *Admiral*. From a postal history standpoint, the *Admiral* was probably the most important vessel to serve this route. The *Admiral* was 224 feet in length and displaced 648 tons, and was said to be able to complete the Boston to St. John run in as little as 19 hours and at most 26.<sup>26</sup> This was between ten and 17 hours faster than the *Royal Tar* or the *North America*.<sup>27</sup> The *Admiral* operated on the Boston to St. John route between 1847 and 1861 when she was sold to the government for use in the Civil War. She became the United States Quartermaster's Division (USQMD) *Guide* from November 8, 1861 until November 29, 1865.<sup>28</sup> The *Admiral's* service on the route was interrupted in 1854 because it wrecked. The *Admiral* left Portland on July 25, 1854 for Eastport and St. John when she wrecked on Moulton's Rock at Wallace Cove, near Lubec, Maine.<sup>29</sup> The *Admiral* was repaired and placed back in service in the next navigation season. The *Governor* operated the *Admiral's* schedule for several months and then the *Adelaide* filled in from September through the remainder of the 1854 season.<sup>30</sup> An advertisement for the *Governor* in the *Eastport Sentinel* shortly after the wreck of the *Admiral* touted the crew as being the same captain and pilots as having been on the route for several seasons on the *Admiral*, and stated that this was "sufficient recommendation of their skill and efficiency" even though this was apparently the same crew that had just wrecked the *Admiral*.<sup>31</sup>

The 1847 navigation season also saw the debut of the *Senator*, operated by a group of investors led by Thomas Parks of St. John. Although the *Senator*, at 219 feet and 754 tons, was larger than the *Admiral*, Parks sold the *Senator* after just one year and purchased the *Admiral* from the Eastport Eastern Steamship Company. Under Parks' control, the *Admiral* operated from Boston to Eastport, where the *Admiral* connected with the *Maid of Erin*, another Parks steamer operating between Eastport and St. John. The truly distinguishing feature of the *Maid of Erin* was that she was painted green.<sup>32</sup> The *Maid of Erin* burned at her pier in Portland in 1849.

In 1850, Hathaway and Small, a St. John company, put the *Creole* on the Eastport to St. John route.<sup>33</sup> In 1852, the newly formed Calais Steamboat Company built the 230 foot, 616 ton *Eastern City* (Figure 3) for the Boston to St. John Route. Like the *Admiral*, the *Eastern City* served on the route until drafted for Civil War service. The 734 ton *Adelaide* (Figure 4) joined the *Eastern City* on the Calais Steamboat Company's service in 1854.<sup>34</sup>

### C. Consolidation

The Eastport and Calais steamboat companies engaged in several vicious rate wars during the early years of the 1850s. The companies then limited their competition, and began a policy of cooperation which left only the *Admiral*, the *Adelaide* and the *Eastern*

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<sup>26</sup>*Ibid.*, p. 84.

<sup>27</sup>*Ibid.*

<sup>28</sup>Cal Hahn, "Steamboats Carried the Mail," *Stamp Collector*, February 7, 1983, p. 28.

<sup>29</sup>*Eastport Sentinel*, Vol. 36, No. 42, August 2, 1854.

<sup>30</sup>Hahn, p. 28.

<sup>31</sup>*Eastport Sentinel*, Vol. 36 No. 43, August 9, 1854.

<sup>32</sup>Johnson, p. 85.

<sup>33</sup>*Ibid.*

<sup>34</sup>The Calais Steamboat Company's purchase of the *Adelaide* resulted in a lawsuit which made its way to the United States Supreme Court. See *Calais Steamboat Company v. Scudder*, 67 U.S. 282 (1863).

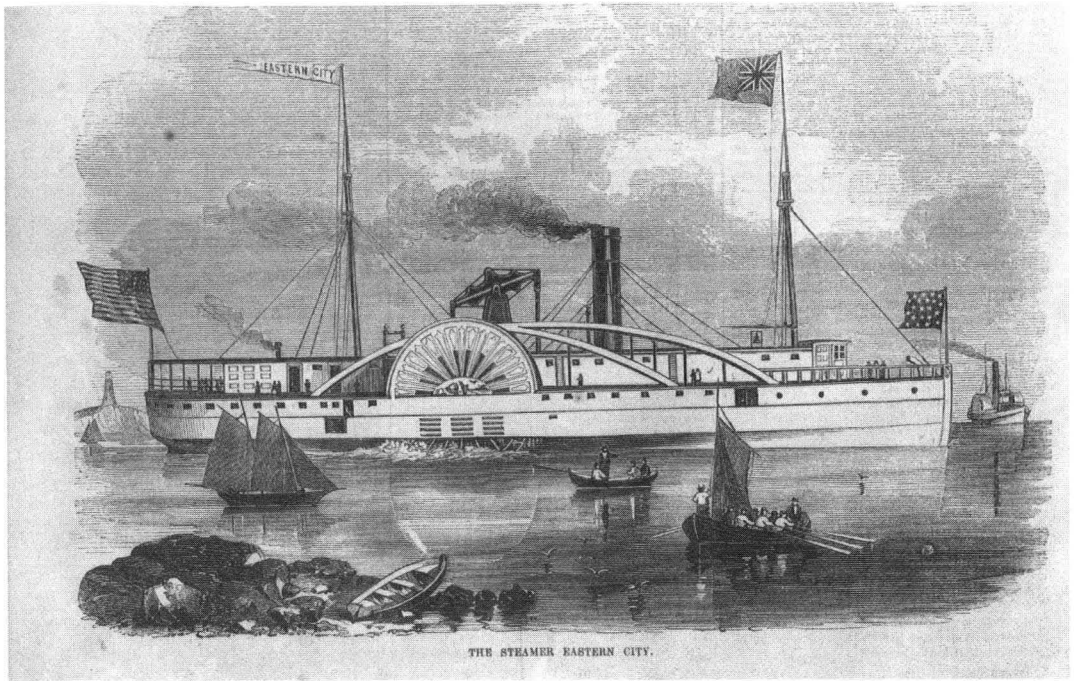
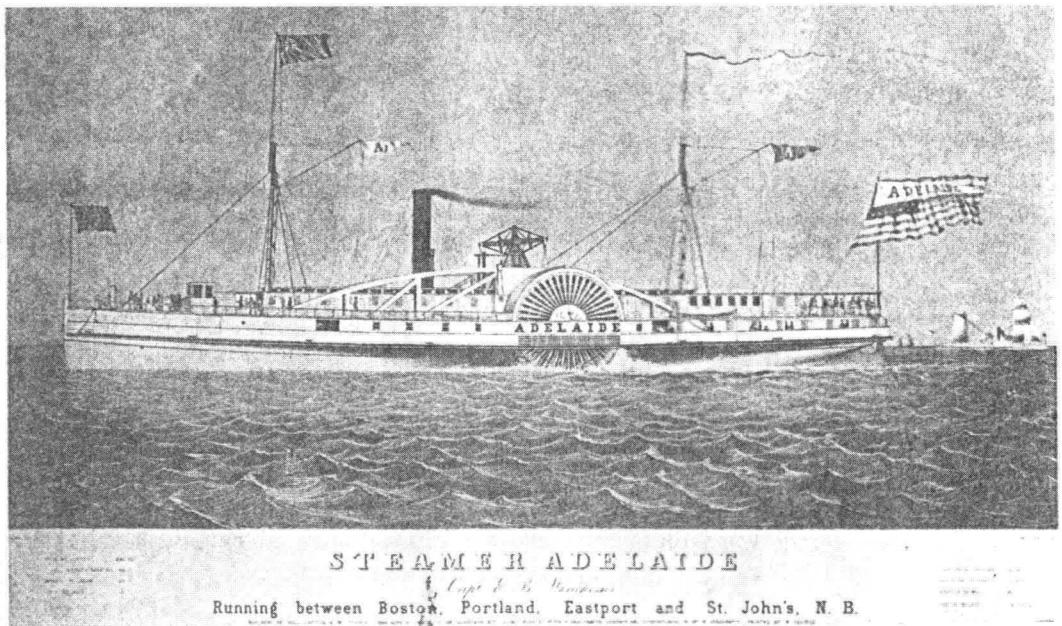


Figure 3. Engraving of the S.S. *Eastern City* (Jephcott, p. 209)



Side-wheel steamer *Adelaide*, 734 tons, built in 1854  
 Peabody Museum of Salem

Figure 4. Engraving of the S.S. *Adelaide* (Johnson, Plate 1, following p. 90)

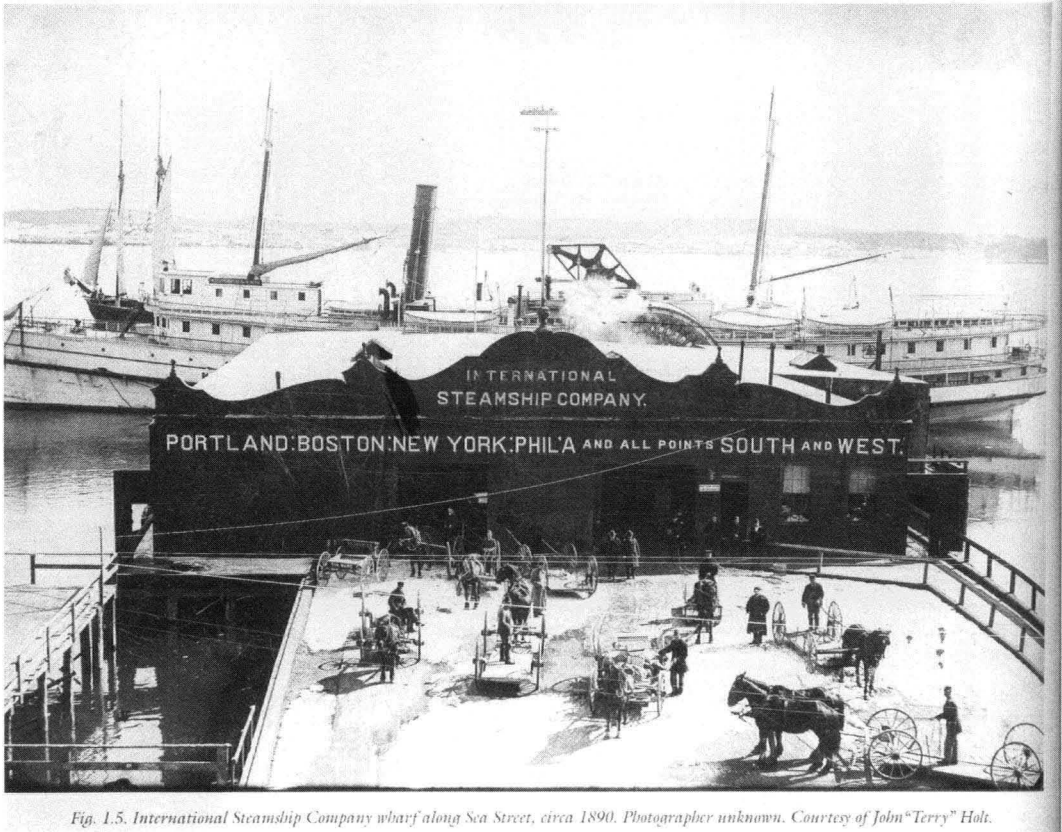


Fig. 1.5. International Steamship Company wharf along Sea Street, circa 1890. Photographer unknown. Courtesy of John "Terry" Holt.

**Figure 5. International Steamship Line pier in Eastport, Me. (*Eastport Island City*)**

City operating on the route from the mid-1850s through 1859.<sup>35</sup> In 1860, the owners of the Portland Steam Packet Company, with John B. Coyle as their leader, bought out the Calais and Eastport companies, forming the International Steamship Company.<sup>36</sup> Figure 5 shows the International Steamship Company's wharf in Eastport, Maine circa 1890. Allegedly, International Steamship accomplished the take-over under the threat that the larger Portland companies would drive the Calais and Eastport companies out of business if they did not cooperate.<sup>37</sup> The International Steamship Company replaced the *Admiral* and the *Eastern City* with two new steamers, the *New Brunswick* and the *New England*. Both of the new steamers were substantially larger than the *Admiral* and *Eastern City*. The *New Brunswick* was built in 1861, and was 224 feet in length and displaced 804 tons.<sup>38</sup> In 1862, while awaiting delivery of the *New England*, the International Steamship Line put the *Forest City* on the Boston to St. John run, taking it off of its normal Boston to Portland run.<sup>39</sup> The *New England* was built in 1862, and was 230 feet in length and displaced 1,025 tons.<sup>40</sup> During the 1860s there were several attempts by other steamboat lines to break into

<sup>35</sup>Johnson, p. 86.

<sup>36</sup>*Ibid.*

<sup>37</sup>*Ibid.*

<sup>38</sup>*Ibid.*, p. 94.

<sup>39</sup>*Ibid.*, p. 88.

<sup>40</sup>*Ibid.*, p. 94.



the Boston to St. John market. In the early 1860s, Hathaway and Small put the Great Lakes steamer *New York* on the route; however, the International Line bought out Hathaway and Small and later itself operated the *New York* on the route.

In 1863, the Boston company of Spear, Lang and Delano, which advertised itself as the United States Mail Line, operated the *General Banks* and *Admiral DuPont* on the route for just one season, before selling the steamers. The *General Banks* and *Admiral DuPont* had started life as British mail packets before being captured while serving as Confederate blockade runners.<sup>41</sup> The *Admiral DuPont* displaced 473 tons, and was built in 1847. Initially named the *Anglia*, she was operated by the Chester and Holyhead Railway Company. In 1859 she was transferred to the London and Northwestern Railway, before becoming a blockade runner in 1861, and being captured by Union forces in 1862.<sup>42</sup> The *Scotia* was the *Anglia's* 479 ton sister ship. Like the *Anglia*, the *Scotia* was built in 1847 and operated by the Chester and Holyhead Railway until being transferred to the London and Northwestern Railway in 1859, becoming a blockade runner in 1861, and being captured in 1862.<sup>43</sup> In 1866, the *Zodiac* operated on the Boston to St. John route, but not much is known about this steamer. By 1871 it was possible to travel by train from Boston to St. John; however, the International Steamship line operated the Boston to St. John route until June 1941.<sup>44</sup>

## II. Express Service Between Boston and St. John

Loose letters were privately carried by ship captains on this route almost from the beginning. Some of the steamers, such as the *North America*, even advertised that they would carry mail to Boston for a fee. The next step in the development of this mail route was the evolution of the express companies.

### A. Hale and Company

The earliest independent mail service on the Boston to St. John steamboats appears to have been Hale & Co. The company carried mail and provided express services and, in addition, maintained safes on board the steamers.<sup>45</sup> Service was advertised at least as early as July 1844 to Eastport, St. Andrews and St. John.<sup>46</sup> However, it appears that service to these cities was provided by Gunnison's Express, in conjunction with Hale & Co. At least three covers are known to have been carried by this route, and two of the three have Gunnison's markings in addition to the Hale & Co. markings. The cover without a Gunnison's Express marking (Figure 6) originated in Bradford, Massachusetts in October 1844, and was carried by Hale's to its St. John office where it entered the mails for delivery to Annapolis, Nova Scotia. The cover likely was carried by the *Portland* connecting in Eastport with the *Herald* to St. John. Hale's advertised price for delivery to St. John was 12½¢. The cover was franked with a Hale & Co. local stamp (Scott 75L5), paying only half of the published rate to St. John, and was then rated 7 pence for the provincial postage from St. John to Annapolis. The cover is also notable for likely being the earliest use of an adhesive stamp to pay postage from the United States to a foreign country and being one of only two usages of any independent mail adhesive stamps to a foreign country.<sup>47</sup> It is unclear when Hale & Co. stopped providing service to St. John.

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<sup>41</sup>*Ibid.*, p. 88.

<sup>42</sup><http://www.theshipslist.com/ships/lines/feeders.html>.

<sup>43</sup>*Ibid.*

<sup>44</sup>Johnson, pp. 90, 93.

<sup>45</sup>*Ibid.*, pp. 79-80.

<sup>46</sup>*Ibid.*, p. 80 & n1; see also Robert A. Siegel Sale 830, Lot 265, quoting *Morning Courier and New York Enquirer*, July 4, 1844.

<sup>47</sup>Robert A. Siegel Sale 830, Lot #265, November 13 and 14, 2000.

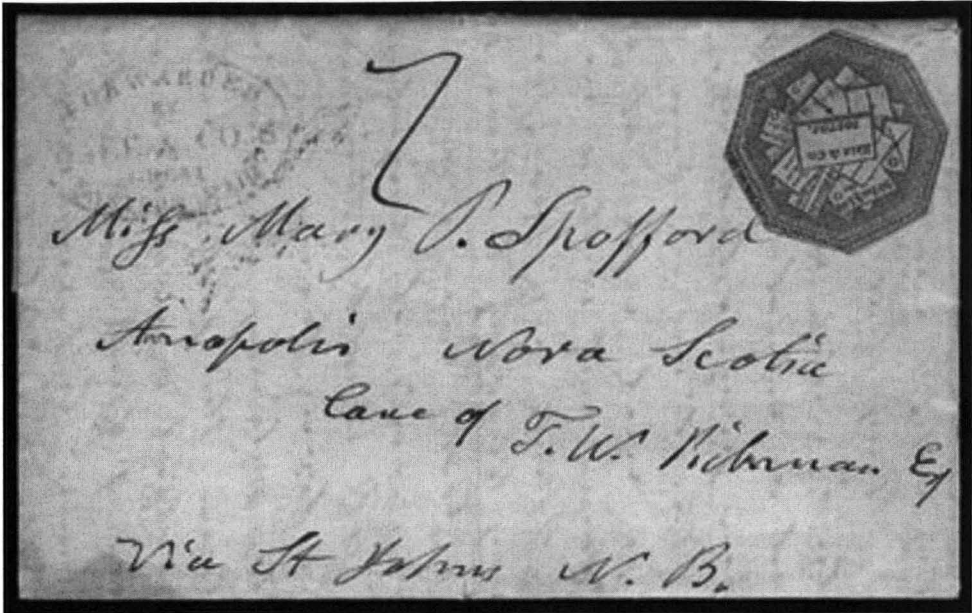


Figure 6. 1844 Hale & Co. cross border cover, Bradford, Mass. to St. John, Robert A. Siegel Sale 830, lot #265

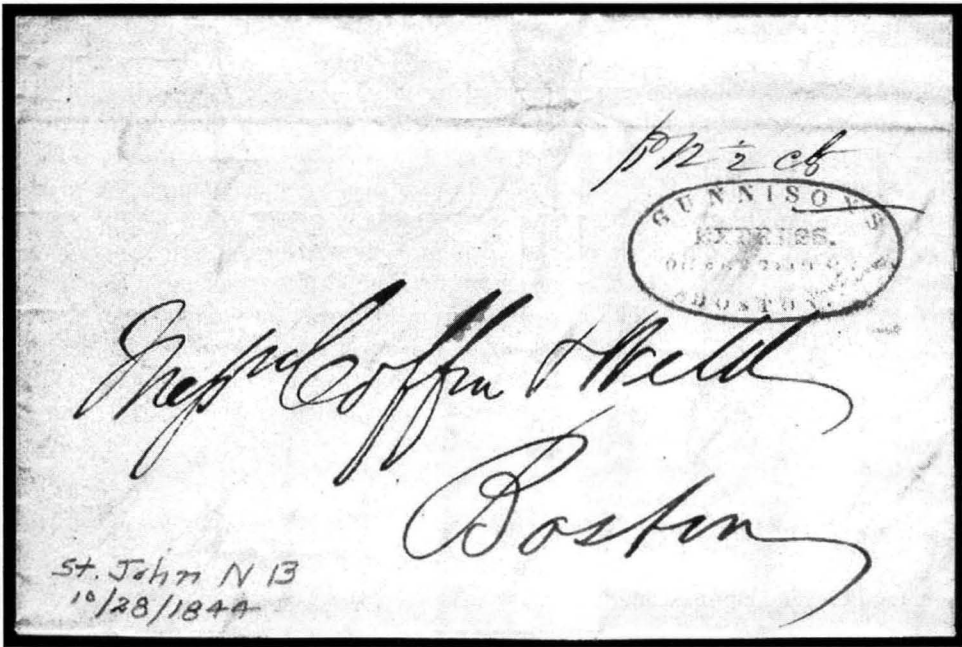


Figure 7. 1844 Gunnison's Express Co. cover, Schuyler Rumsey Auction 13, lot 173

## B. Gunnison's Express

Joseph Gunnison operated his express service between Boston, Eastport and St. John beginning in late in 1844.<sup>48</sup> Although primarily a package express, Gunnison did provide an independent mail service.<sup>49</sup> Gunnison's Express manuscript markings are known during the period 1844-1849. The "Gunnison's Express Office & Court St. Boston" 37mm oval handstamp marking is generally seen on covers in 1844 and 1845. Figure 7 shows an 1844 Gunnison's cover, likely carried by the *Herald* from St. John to Eastport where it would have connected with the *Portland* for carriage to Boston. The cover is manuscript rated 12<sup>1</sup>/<sub>2</sub>¢, the same rate charged by Hale & Co. During this period, Gunnison's advertisements (Figure 8) indicated that he operated his express business via the Steamer *Portland*, with service to Boston departing Calais and Eastport every Tuesday.<sup>50</sup> Contemporary advertisements indicate that the *Portland* connected with the S.S. *Herald* in Eastport for service to St. John.<sup>51</sup>



Figure 8. Gunnison's advertisement, *Eastport Sentinel*, August 27, 1845

On or about December 29, 1847, the Post Office Department appointed Gunnison to the position of Steamboat Letter Carrier, as was J. Judson Ames, presumably the same person who operated Ames Express.<sup>52</sup> As a steamboat letter carrier on the Boston, Portland and Eastport route, Gunnison was compensated by the United States Post Office based upon the volume of mail he carried. For more information on the steamboat letter carriers, see part III below. It appears that Gunnison stopped using his handstamp marking before he was appointed a steamboat letter carrier. It has been suggested that the steamboat letter

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<sup>48</sup>Jephcott, p. 213. However, other sources indicate that Gunnison started his express in 1842, which predates Hale's operation; see William Henry Kilby, *Eastport and Passamaquoddy: A Collection of Historical and Biographical Sketches*, reprint from original 1888 ed. (Eastport, Maine: Border Historical Society, 2003), p. 282.

<sup>49</sup>Jephcott, p. 213.

<sup>50</sup>*Calais Advertiser*, August 27, 1845.

<sup>51</sup>*Calais Advertiser*, June 5, 1844.

<sup>52</sup>Elliott Perry, *Pat Paragraphs*, comp. by George T. Turner and Thomas E. Stanton (Takoma Park, Md.: Bureau Issues Association, Inc., 1981), p. 324.

carriers were allowed, or even encouraged, to operate express services in addition to being steamboat letter carriers so that customers could send parcels as well as correspondence through the same vendor, while the Post Office Department maintained the first-class mail monopoly. By 1848, Gunnison's ads indicated that he was operating his express service on the Steamer *Admiral*.<sup>53</sup> Service was discontinued in 1851, but resumed in 1853.<sup>54</sup> In its second incarnation, Gunnison's advertised service between Boston, Portland, Eastport, Lubec, Machias, Pembroke, St. Andrews and St. John.<sup>55</sup> Following resumption of his express service, Gunnison was appointed to be a Steamboat Letter Carrier on the *Adelaide* on August 22, 1854. He was removed from that position on January 29, 1855.<sup>56</sup> On January 17, 1861, Gunnison was appointed to the steamer *New Brunswick*. Gunnison then sold his express service to Eastern Express of Boston sometime between April and June 1861.<sup>57</sup>

Gunnison's Express appears to have provided local delivery service in Boston, and connecting service through Hale & Co. for delivery in New York City, rather than a "to the mails" local post service. Gunnison's Express' advertisements do not include a fee schedule; however, some of the covers, like the cover in Figure 7, have manuscript ratings of 12½¢ for delivery from St. John to Boston. Prior to July 1, 1845, the rate via the post office would have been 18¾¢ U.S. postage from Boston to the lines and 7 pence New Brunswick postage from the exchange office to St. John. After July 1, 1845, the U.S. postage would have been reduced to 5¢; however, the combined U.S. and New Brunswick postage would still exceed the Gunnison's Express charge.

### C. Favor's Express

Gunnison's much more famous successor was Favor's Express. Col. Hiram S. Favor was born in Eastport, Maine and then established an express business in Boston. The express was founded in 1849, headquartered in Boston, with offices in Portland, Eastport and St. John.<sup>58</sup> Colonel Favor was a well known figure on the *Admiral*, famous for always having a bottle of Hennessy's whisky on tap in his stateroom. His stateroom was the "resort of drummers and all good fellows who traveled the line, and there on stormy nights the sound of song and laughter was heard above the howling of the gale."<sup>59</sup> Favor's Express initially operated on the Steamer *Admiral* between Boston, Portland and Eastport and then provided connecting service on board the *Maid of Erin*, and later the *Creole* between Eastport and St. John. As was mentioned earlier, beginning in 1853, the *Admiral* began operating between Boston and St. John, without the need to change ships in Eastport. Contemporary advertisements indicate that Favor's express operated via both the *Admiral* and the *Eastern City*.<sup>60</sup>

In addition to manuscript markings, Favor's express also used express labels and handstamp markings. The earliest covers display a black on orange paper express label,

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<sup>53</sup>*Calais Advertiser*, June 14, 1848.

<sup>54</sup>Jephcott, p. 214.

<sup>55</sup>*Eastport Sentinel*, Vol. 37, No. 35, June 13, 1855.

<sup>56</sup>Perry, p. 324

<sup>57</sup>Jephcott, p. 215. Gunnison severed his ties with Turner's Express on April 1, 1861, and published an advertisement announcing the sale of his express service dated June 4, 1861. Gunnison's sale of his express business probably coincides with his appointment as inspector of the customs at Eastport by President Lincoln. Kilby, p. 282.

<sup>58</sup>Jephcott, p. 217.

<sup>59</sup>Alvin F. Harlow, *Old Waybills* (New York: D. Appleton-Century Co., Inc, 1934), p 71.

<sup>60</sup>*Eastport Sentinel*, Vol. 36, No. 30, May 10, 1854.

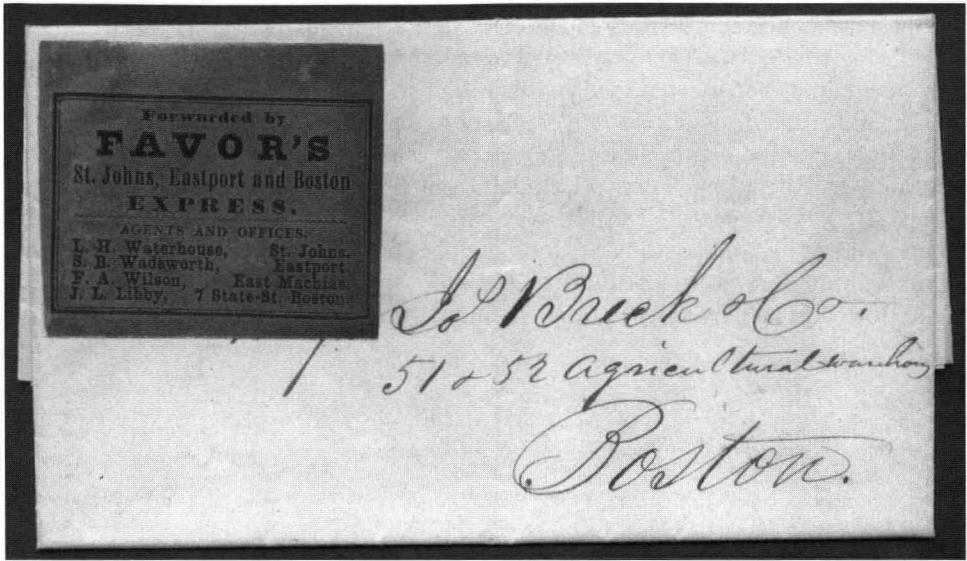
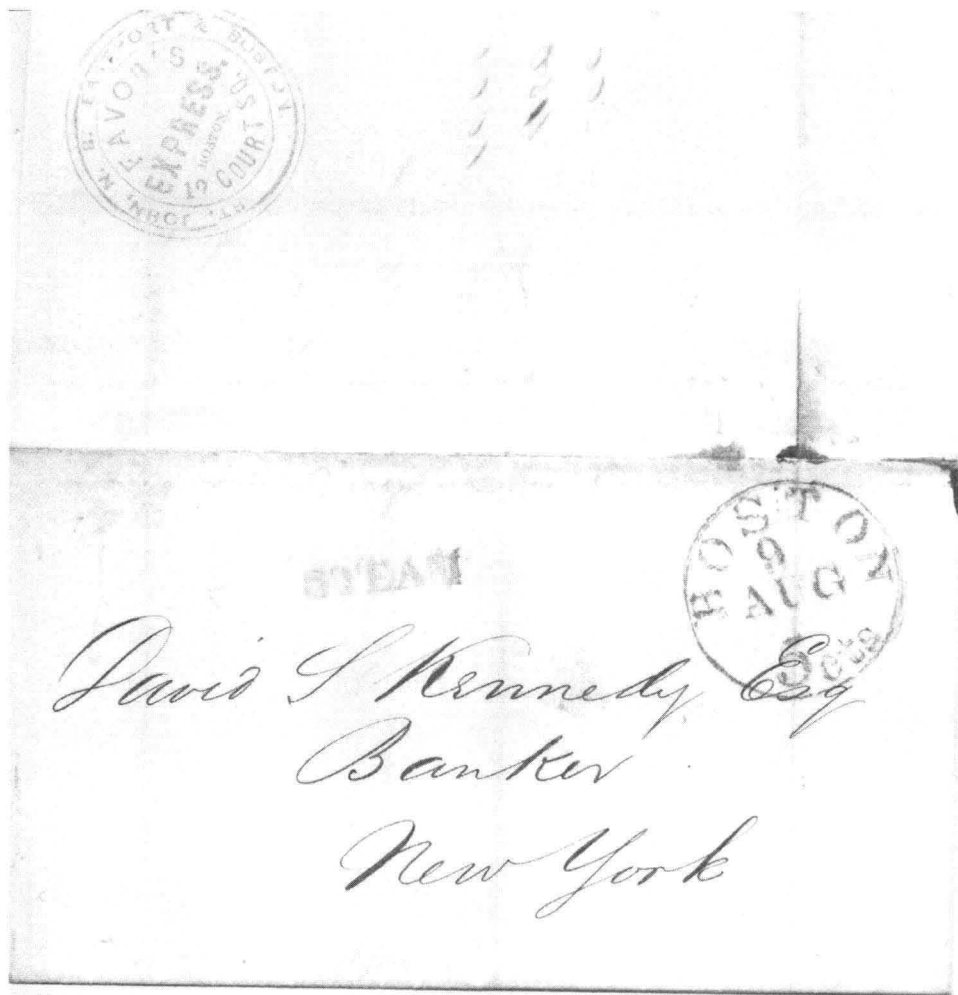


Figure 9. Favor's Express label



Figure 10. Favor's Express boxed handstamp

without an address. (Figure 9). This was followed by a similarly designed 30mm by 25mm boxed handstamp, reported in 1850, showing an address of 7 State Street in Boston. By 1851, the black on green express labels indicated a new address at 10 Court Square in Boston.<sup>61</sup> (Figures 9, 10). There are two varieties of the black on green express labels, a 46mm by 34.5mm version reported in 1851, and a 47mm by 33mm variety reported in 1855. The red 33mm triple circle “Favor’s Express Boston, 10 Court Sq.” marking appears to be the most common, and it has been reported used between 1851 and 1855. Figure 11 shows a cover carried by Favor’s Express from St. John to New York. The cover is datelined St. John August 7, 1851. It was carried by Favor’s Express from St. John to Eastport via the *Creole*, departing St. John on the morning of August 8 and connecting in Eastport with the *Admiral* departing Eastport that same afternoon. The cover entered the mails in Boston as an unpaid letter from a non-contract steamer where it was rated 5¢ due.



**Figure 11. Favor’s Express triple circle handstamp**

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<sup>61</sup>Favor’s representative in Eastport was Samuel B. Wadsworth. His company is still in business in Eastport, operating as S.L. Wadsworth & Sons. The store advertises itself as the country’s oldest ship chandlery. Unfortunately, the company does not have any of its business records from the 1850s.

(to be continued)

**DUE 6 CENTS**

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

(continued from *Chronicle* 200:291)

**Penalty Rate for Demonetized Stamps**

In addition to no stamps being used at all, inadequate payment of postage got the due 6 rating. For example, the cover in Figure 58 shows an uncanceled 3¢ 1857 stamp after demonetization (1864 postmark). Earlier usages of demonetized stamps show “Due 3” handstamps. But this usage is during the penalty period, so it is rated “DUE 6” at Memphis, Tennessee, perhaps from a soldier (but the cover bears no certification). Figure 59 shows a pair of the demonetized 3¢ 1857 stamps uncanceled and rated “Due 6 cts” at Boston in 1862. In Figure 60 is one copy of the same stamp postmarked at Boston, Massachusetts with black killer and red September 19 (1863) postmark with straight line “Due 6 cts.”, double rate for the unpaid postage fee. Another demonetized 3¢ stamp usage bears a “SACRAMENTO CAL. APR 5 1864” handstamp, “DUE” and “6.” This cover is unusual because the uncanceled stamp is No. 25, Type 1.

The cover in Figure 61 shows the “OLD STAMPS NOT RECOGNIZED” handstamp of Philadelphia, struck twice, with an uncanceled stamp and duplex “PHILADELPHIA Pa OCT 31 1863” together with “Due 6” handstamp. This demonetized cover was rated Due 6 rather than Due 3 like most of the other known examples with the Old Stamps handstamp because it was such a late usage that it fell into the penalty period. Even more bizarre is the cover shown in Figure 62. It is the new stamped envelope with an old 10¢ 1857, stamp both canceled with targets at San Francisco. From the letter the date was



**Figure 58. Demonetized 3¢ 1857 uncanceled with “MEMPHIS TENN MAR 11” and target postmark, separate “DUE 6” in circle; the usage is probably in 1864**



Figure 59. Demonetized pair of 3¢ 1857 stamps canceled at Boston and rated "Due 6 cts." This is a non-penalty rated double weight letter sent before 1863.

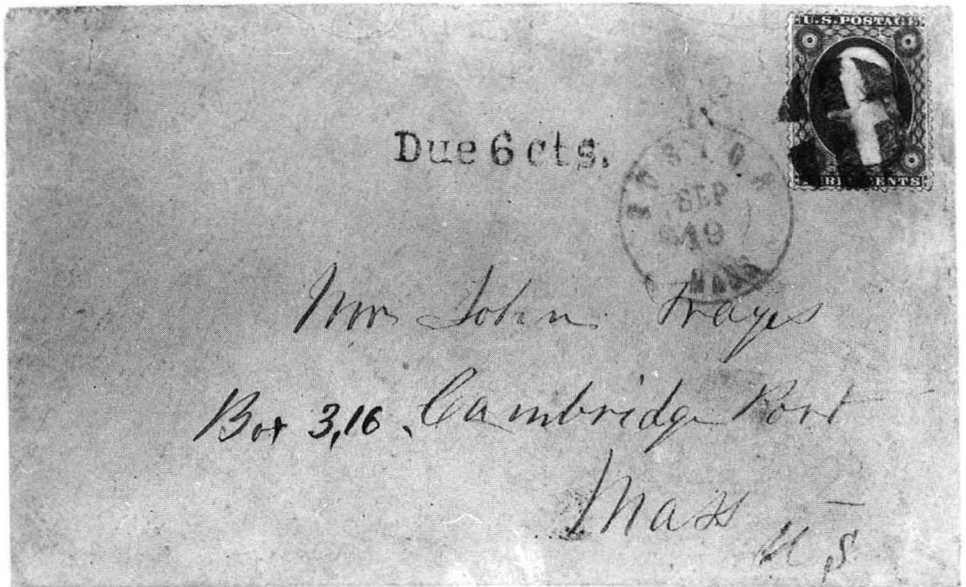


Figure 60. Single copy demonetized 3¢ 1857 canceled with black cork and red "BOSTON MASS. SEP 19" (1863), also black "Due 6 cts.", penalty rate for unpaid postage



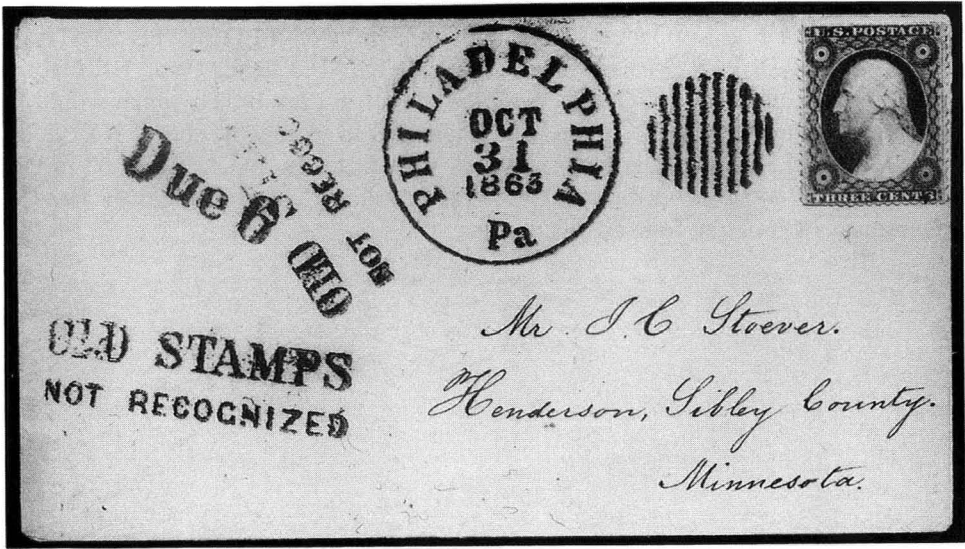


Figure 61. Uncanceled stamp with Philadelphia postmarks rated "Due 6" with "OLD STAMPS NOT RECOGNIZED" handstamp. This is rated double postage due because October 31, 1863 is during the penalty rate period.

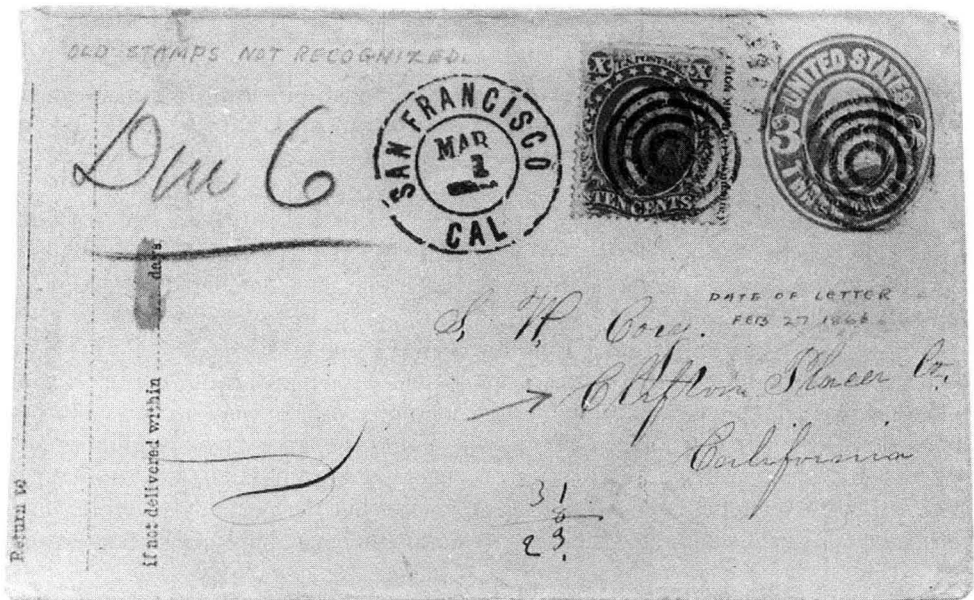
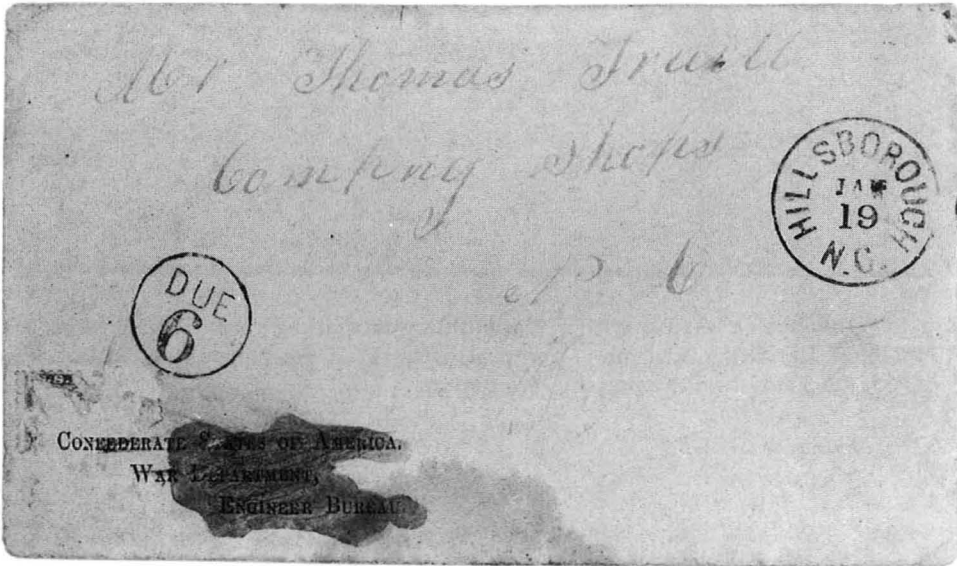


Figure 62. 10¢ 1857 tied on pink entire with San Francisco postmark of 1866. The attempted use of the old stamp was not allowed to pay the required double weight rate (3¢ stamp required), so the unpaid postage was double rated "Due 6".

February 27, 1866. There is a red crayon "Due 6" for the unpaid postage of 3¢ due on this double weight letter.

The cover in Figure 63 bears a printed imprint "CONFEDERATE STATES OF AMERICA WAR DEPARTMENT ENGINEER BUREAU.," Dietz Type III. Over this there are portions of a 3¢ 1857 stamp. Note the purposeful ink blotch which would have been applied to the right of the stamp. The address is to Company Shops, N.C. and the postmark is "HILLSBOROUGH N.C. JAN 19" with matching black "DUE 6" in circle. There is a pencil notation on the reverse of the envelope "receive the 25 of Jan 1866" which seems correct dating for a postwar usage.



**Figure 63. Confederate semi-official envelope with English papermaker's mark showing attempted use of demonetized 3¢ 1867 stamp and rated "DUE 6" with "HILLSBOROUGH, N.C. JAN 19" [1866]**

There is a most intriguing embossed imprint in the blue envelope, "MANUFACTURED BY WATERLOW & SONS, LONDON," which would make one suspect the envelope was imported past the blockade into the Confederacy. There is a fine watermark, but it is not dated.

#### **Penalty Rate for Illegal Usages**

It was not legal to use any portion of the stamps from a post office entire on another envelope. However, a large proportion of such attempted usages were accepted during the first decade of stamped envelopes. One that was not was a large envelope (Figure 64) on which two cut squares of the 1853 series on envelope were affixed. They are tied by a "FORT LEAVENWORTH MO. MAR 28" postmark, but the postmaster wrote "Fraud" over the two cut squares and rated the cover "Due 6" (this must have been a double weight letter).

During the Civil War quite a few examples exist with this usage, probably many from soldiers. Those used after June 30, 1863 incurred the penalty rate. The cut square in Figure 65 is tied by "WASHINGTON D.C. NOV 22 '64," and it is rated "DUE 6." I have seen many similar covers with the cut entire accepted for postage, so it appears the decision to accept or reject cut squares was arbitrary. The example in Figure 66 bears the entire cut around the design, but at Santa Barbara, California the usage was not accepted, so a "6" was applied to indicate double postage was to be collected in Maine. The most

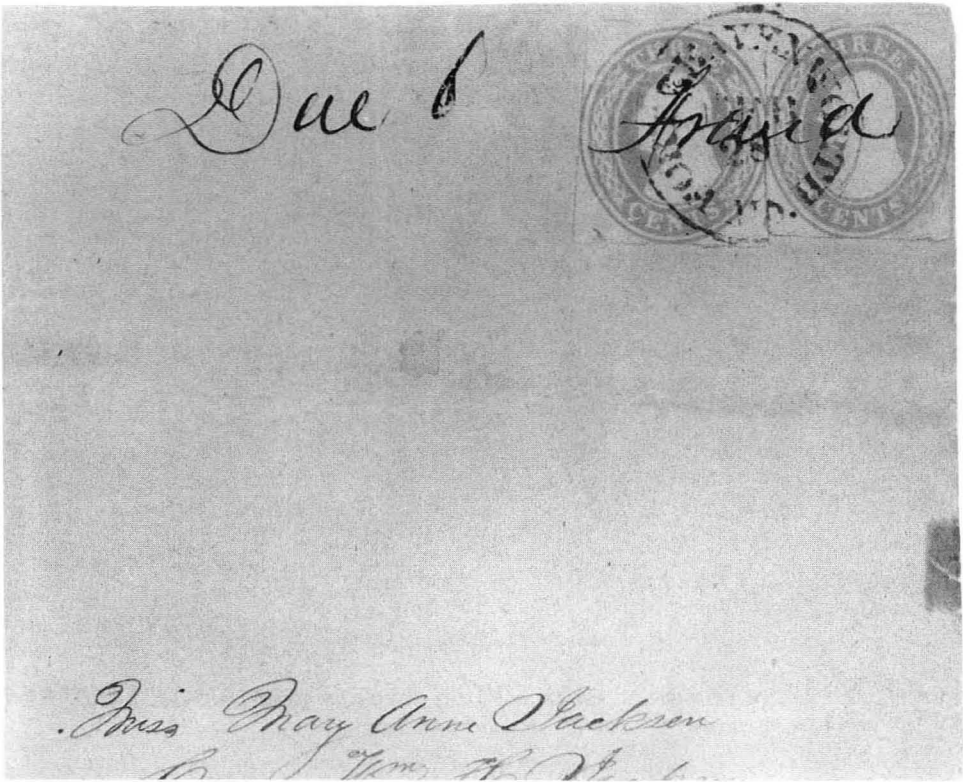


Figure 64. Two cut squares of 1853 entires used illegally on another envelope and marked "Fraud" and "Due 6" for the unpaid double postage (not a penalty), with "FORT LEAVENWORTH MO. MAR 28" postmark



Figure 65. Cut square 3¢ pink tied "WASHINGTON D.C. NOV 22 '63" but not accepted for postage and rated "DUE 6," penalty rate

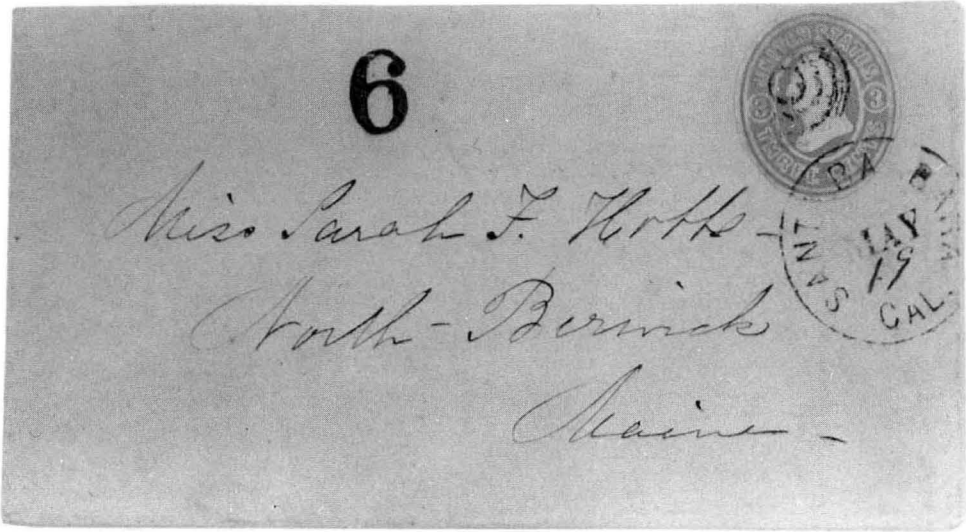


Figure 66. Cut entire of current series used on envelope, tied "SANTA BARBARA CAL MAY 19" and target, rated "6" due for unpaid postage

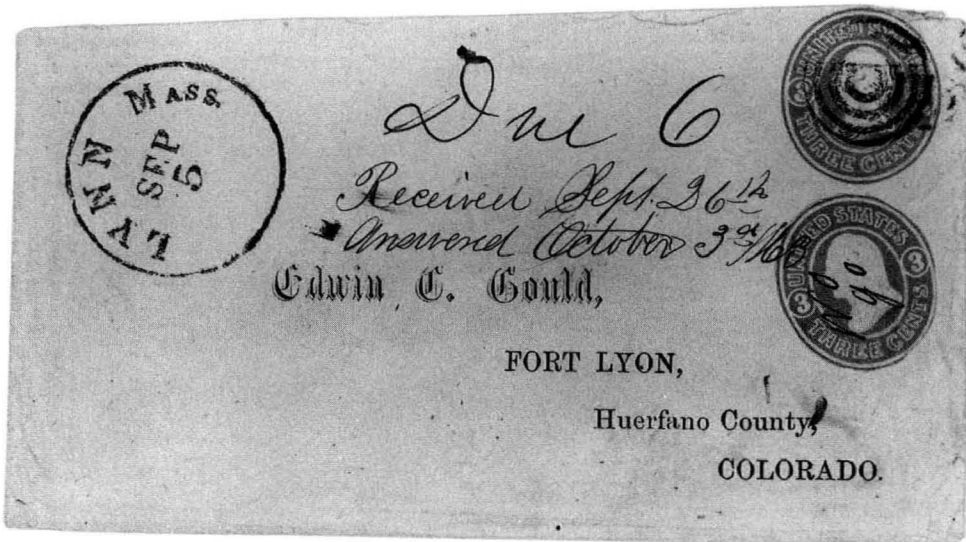
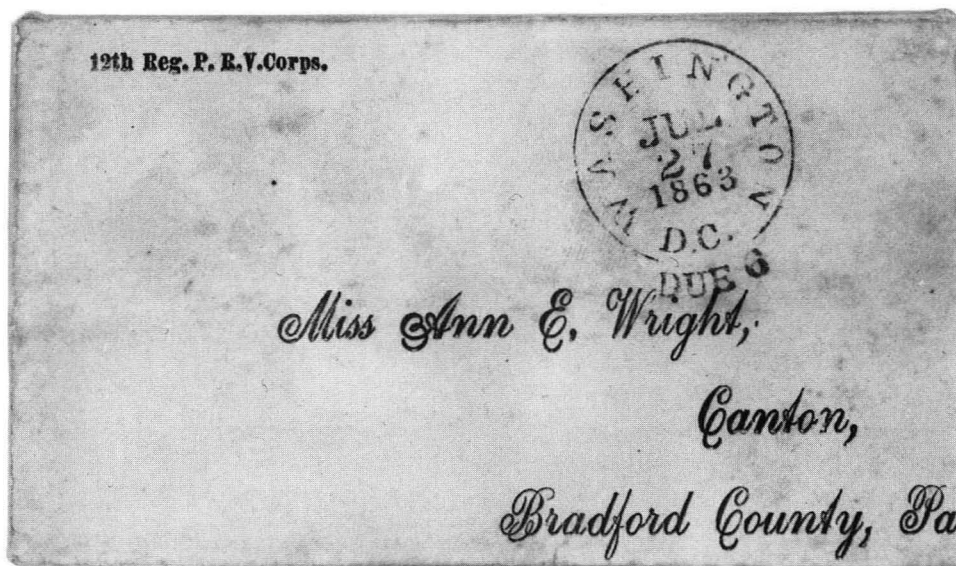


Figure 67. 3¢ pink entire with target cancel and "LYNN MASS. SEP 5" postmark; there is a second cut entire below the first marked "No Go" by postmaster and rated "Due 6," double the unpaid 3¢ extra for overweight letter

interesting example I have seen (Figure 67) was a second cut entire applied on an overweight letter with the first 3¢ paid by an intact postal entire. The writer of this letter was Miss Kellogg, who was writing her boy friend in Colorado Territory. The Lynn, Massachusetts postmaster wrote “No go” on the second cut entire portion and rated the letter “Due 6.” Another “DUE 6” in an oval is shown in Don L. Evan’s *The United States 1¢ Franklin 1861-1867* (Figure 18-15), where attempted payment of postage with a revenue stamp was not accepted, and the full 3¢ postage was doubled as a penalty.

#### **The Penalty Rate Applied to Soldiers’ Letters**

The same double rate penalty was sometimes applied to soldiers’ letters if they were not properly certified by an officer. Before June 30, 1863, inadequately certified soldiers’ letters were still sent as “Due 3.” But now it became important to have the letters properly certified or they would be charged double postage.



**Figure 68. Personalized soldier’s stationery with regimental designation but no certification, postmarked “WASHINGTON D.C. JUL 27 1863 DUE 6,” the penalty rate**

Figure 68 shows a usage within a month of the new regulation. It can be seen that the soldier used personalized regimental stationery to his girl friend. There is a “WASHINGTON D.C. JUL 27 1863” postmark to which a “DUE 6” was attached. Another usage bears just a manuscript “a soldiers letter in haste,” but the Washington CDS with attached 6¢ rating dated August 16, 1863 was used to assess the penalty rate. A usage on “a soldier’s letter” from Memphis, Tennessee has a straight line “DUE 6.” Despite the usage of U.S. Christian Commission soldiers’ stationery, another cover was also double rated at Annapolis. Three or four other examples from late 1863 and early 1864 show usage from Old Point Comfort, Virginia. These are obviously soldiers’ letters. One of these is shown in Figure 69; it bears the notation “no stamps till Savannah is taken,” dating it to be from December 26, 1864 during Sherman’s March to the Sea. Incidentally, a cover rated “Due 18” (handstamp) shows an unpaid triple rate, doubled as a penalty.

A second category of soldiers’ mail with “Due 6” markings are covers that already bore a single 3¢ stamp, but which apparently were overweight so the penalty is for a second unpaid 3¢. The cover in Figure 70 contained a letter written on June 30, 1863, the first day of the new regulation. The letter was posted at New Orleans where it received a July 6, 1863 dated postmark. But it also has a black “6” because it was overweight (the

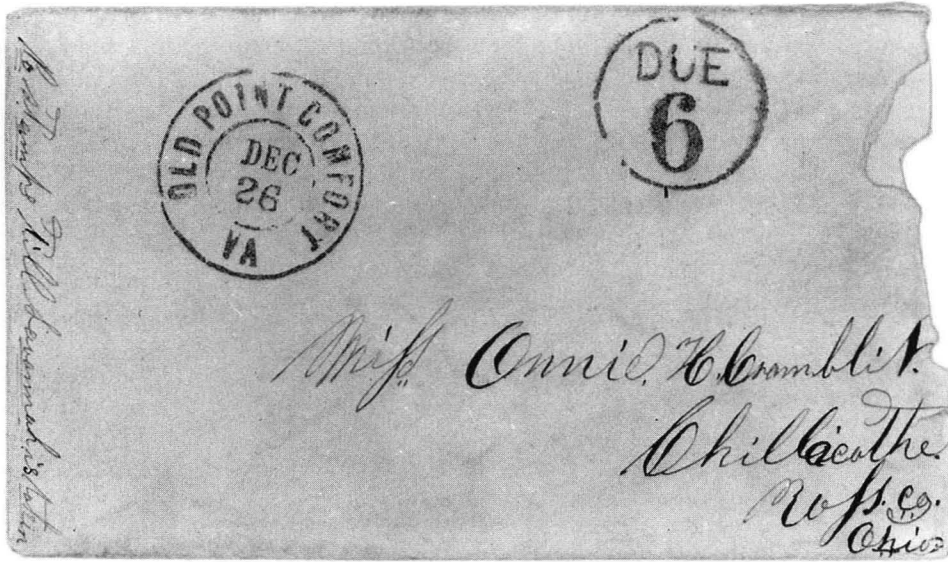


Figure 69. "OLD POINT COMFORT VA DEC 26" and "DUE 6" on cover marked "No stamps till Savannah is taken"

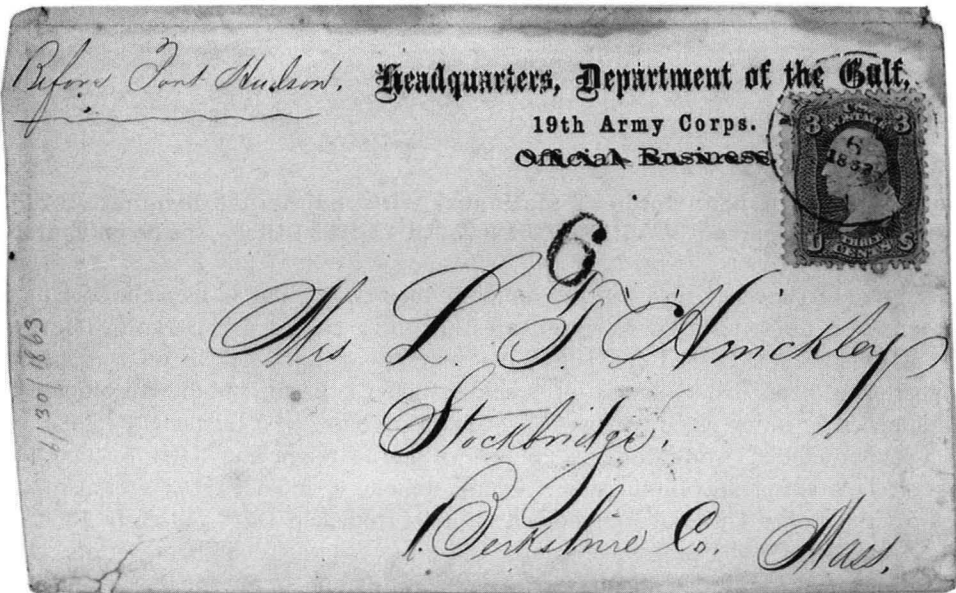


Figure 70. Printed stationery for "Headquarters, Department of the Gulf" used for a private soldier's letter with stamp tied "NEW ORLEANS LA JUL 6 1863," the letter was overweight so the cover was rated double for unpaid second 3¢ with black "6" in center of envelope, very early usage of penalty postage

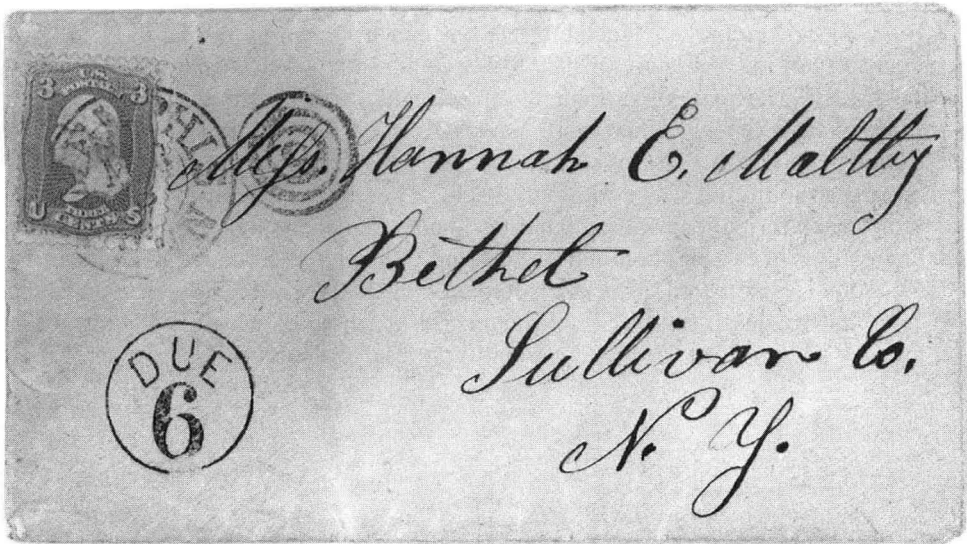


Figure 71. 3¢ stamp tied Memphis postmark but rated "DUE 6" in circle, penalty postage for partial payment of postage.

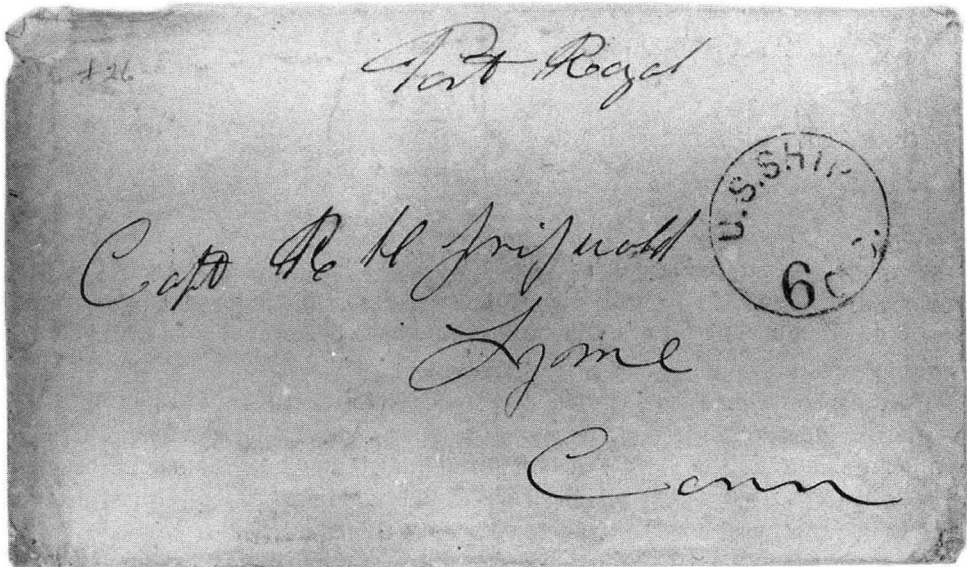
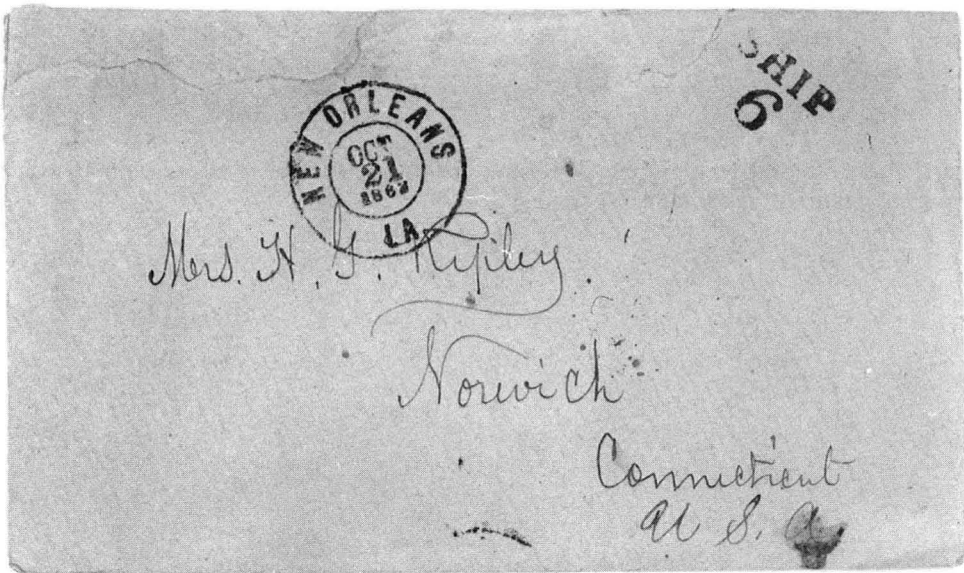


Figure 72. "U.S.SHIP 6 cts" in circle, rare marking for overweight U.S. ship letters, this one a long letter from a sailor at Port Royal

letter is still present). A soldier's letter from Memphis in 1864 bears a stamp, but being overweight, should have paid 6¢ (Figure 71). The unpaid postage is doubled so the rating mark is "DUE 6" in circle.

To avoid the surcharge of the ship rate on mail from sailors during the Civil War, a special category of letter was established to waive the ship letter fee and to treat the letters as soldiers' mail. The captains of Federal government vessels were not allowed to collect the ship fee. These letters, which were essentially treated like ordinary soldiers' letters, were handstamped with markings that read "U.S. SHIP." The one from Philadelphia, which was a straightline, was commonly used in conjunction with a separate "Due 3" handstamp. However, there was a "Due 6" handstamp there that was used on certain overweight letters. The other common handstamp was applied at an unknown location but probably around Washington. This is a circular "U.S. SHIP 3 CTS." Much rarer is the "6 CTS" type that was used on overweight letters, an example of which is shown in Figure 72. The letter has survived for this cover and it is a large double ledger sheet requiring a double rate.



**Figure 73. "NEW ORLEANS LA. OCT 21 1862" and separate "SHIP 6" to Norwich, Connecticut, a double rated soldier's or sailor's letter sent due before the penalty rates; a single rated private ship's letter at this time would have been rated 5¢, a double 8¢**

The cover in Figure 73 bears the postmark "NEW ORLEANS LA OCT 21 1862" and "SHIP 6." In 1862 there were no ship rates that would require a 6¢ charge. Thus this marking appears to be a U.S. Ship marking even though the vessel's name is absent. That fee was usually 3¢, but an overweight letter would require twice the postage acceptable unpaid from a U.S. war vessel. There was no penalty charge in 1862.

However, after June 29, 1863 mail from sailors on ships of the blockading squadrons and elsewhere had to be certified by an officer or they would be subject to the penalty rate just like soldiers' mail. A naval letter with markings of the U.S. Steamer *Southfield* (Figure 74) was rated "DUE 6" in blue as well as having a September 7, 1863 dated postmarked stamp. Here there is no letter, but the usage of unpaid postage for an overweight letter is likely. While the cover bears a designation, it lacks a certification which would allow a soldier's or sailor's rate for postage. Another cover from the "U.S.S. Colorado" is part of a large correspondence. It bears no certification and so in 1863





**Figure 74. 3¢ stamp tied blue “NORFOLK VA SEP 7 ‘63” and target, separate “DUE 6” on cover ms. “Naval Letter From U.S. Str. ‘Southfield,’” unpaid second postage charge**

although it bears one stamp, it was rated “DUE 6” at Old Point Comfort, Va. Presumably it was overweight too, so the 6¢ is double the unpaid 3¢. If certified, this would have been due 3¢.

#### **Prisoner of War Mail Showing Penalty Rate**

When a soldier was taken prisoner during a battle, he was usually without a supply of postage stamps. Therefore, the majority of letters sent North by Union prisoners in southern prisons were sent without U.S. postage. The usual practice was to use two envelopes, and the outer envelope was discarded at the exchange point with the letter going to its destination within the inner envelope. Confederate prisoners writing letters going South usually could purchase U.S. stamps, so the U.S. postage is rarely due. The opposing countries appeared to make prisoners pay the postage of the country in which they were imprisoned. The Confederate States did not have a penalty rate.

Because the nature of prisoners’ mail is that the prisoner is separated from his unit, there is usually no officer available to certify a prisoner’s letter as a soldier’s letter. Such letters were always sent at a Due 3 rate until the penalty charges of mid-1863. It seems very unfair that this prisoners’ mail was charged double postage. Figure 75 shows a letter notated “Prisoners Letter Libby Prison Sept 23 T. Paulding 1<sup>st</sup> Lt 6<sup>th</sup> Cav,” which was nonetheless still rated at Old Point Comfort, Virginia on October 3, 1863 with “DUE 6” in circle. The letter was a single sheet. The application of the penalty rate seems to be quite arbitrary because there are other covers in the same correspondence that are rated “Due 3.” A choice usage from an ordinary soldier is the July 1864 letter from Camp Sumpter and cover shown in Figure 76 with the same “DUE 6” rating at Old Point Comfort. However, in this case the envelope bears the initials “Exd H.W.” of Henry Wirz, the infamous commandant of Andersonville Prison in Georgia.

(to be continued)

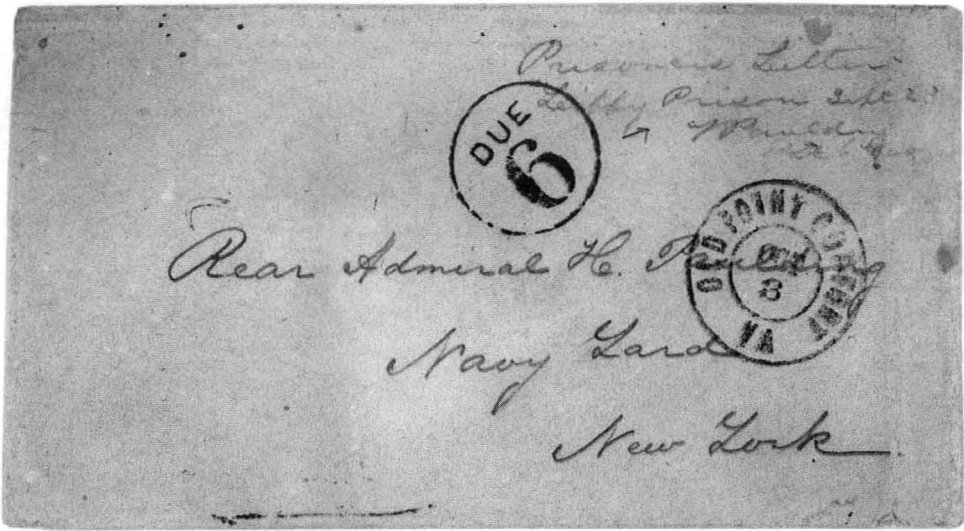


Figure 75. "Prisoners Letter Libby Prison Sept 23 T Paulding 1st Lt 6 Cav" on letter to his father, Rear Admiral Hiram Paulding, Commandant of New York Naval Yard; the cover is postmarked "OLD POINT COMFORT VA OCT 3" and "DUE 6," a penalty rate



Figure 76. "Prisoners Letter" from Camp Sumpter [Andersonville, Georgia] with censor marking "Exd H.W." [Henry Wirz, the camp's commandant, executed for war crimes after the war]; postmarked "OLD POINT COMFORT VA JUL 16" [1864] and "DUE 6" in circle, the penalty rate

## **1847 COVERS REFLECT STAMPLESS USAGES**

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

While in the United States the transition from no stamps for postage to stamps being required for postage was not complete until 1855, the general public's introduction to postage stamps came with the 1847 series of stamps. The recent sale of the Guido Craveri collection (Matthew Bennett Auction #262 June 12, 2003), which included many usages from small towns, generated an all-color catalog with complete photographs of each cover. This collection therefore allows an unprecedented viewing of many unusual covers that demonstrate combinations of postmarks reflecting the transition from stampless to stamped mail in this country.

### **A. Sender's Notations**

One must distinguish notations and words written by the senders of letters from postal markings. For example, with steamboat letters it was very common for the sender to write the name of a steamboat on which it was intended the letter would travel. Most of the time such notations reflect the actual usage, but since they were applied before the letter was actually sent, such markings must be considered as directives only.

The usage of the stamp means that the sender was prepaying the postage. In the 1847-1851 period when the first postage stamps were current, there was no requirement to prepay postage and no incentive to do so. The rate was the same whether a letter was sent prepaid or due. The variation in postage depended on the distance a letter traveled, enclosures, and weight.

Since the sender knew when he or she was going to prepay the postage, sometimes this was written on the address sheet, usually for the benefit of the mailing postmaster, taking the form "paid" or the initials "pd." It was not infrequent for senders to make such notations on covers. Lots 21 and 37 in the Craveri sale are typical examples. Four lots were evidently addressed by the same person: lots 199, 201 and 202, all with "pd" in the center of the cover and Syracuse, N.Y. postmarks; and lot 304, which has the same address as 199, but the postmark is an Albany & Buffalo R.R. dated circle. And one cover, lot 308, has the notation "pd by stamp," a usage on the Baltimore Railroad.

The second type of sender notation involves the usage of post office box accounts. Postage was charged to such accounts and paid monthly or quarterly (depending on the post office), which was a great convenience for commercial firms with a large volume of mail. There are even private handstamps for this usage, although none were present in this collection. Lot 197 has "chg" with two initials indicating to the postmaster that the postage was to be prepaid; this was paid by a 10¢ stamp at the small office of Silver Creek, N.Y. Despite the fact that no stamps were delivered to this office, the postmaster had a grid canceler that he struck on the stamp twice. Lot 320 has "chg 71," a box number rather than initials, but also a box account. The 5¢ stamp was used with blue "EASTERN R.R. Ms. MAY 1" as well as additional "PAID." Lots 327 and 328 are similar "charge 71" and "charge 71 paid" to the same addressee with "MADISON & INDNPOLIS R.R." markings (a different box No. 71 than lot 320). And 330 shows "chg Drawer 56" with bold "MIC. CENTRAL R.R. Mic. MAR 26" tying a 5¢ stamp in black. A blue "PAID" which is unexplained in the catalog may well be a private marking used in conjunction with the manuscript charge box notation.

### **B. Additional "PAID" markings**

Prior to postage stamp usages, a paid letter was marked with the rate and "PAID" together with the town marking to indicate to the receiving post office that the postage had

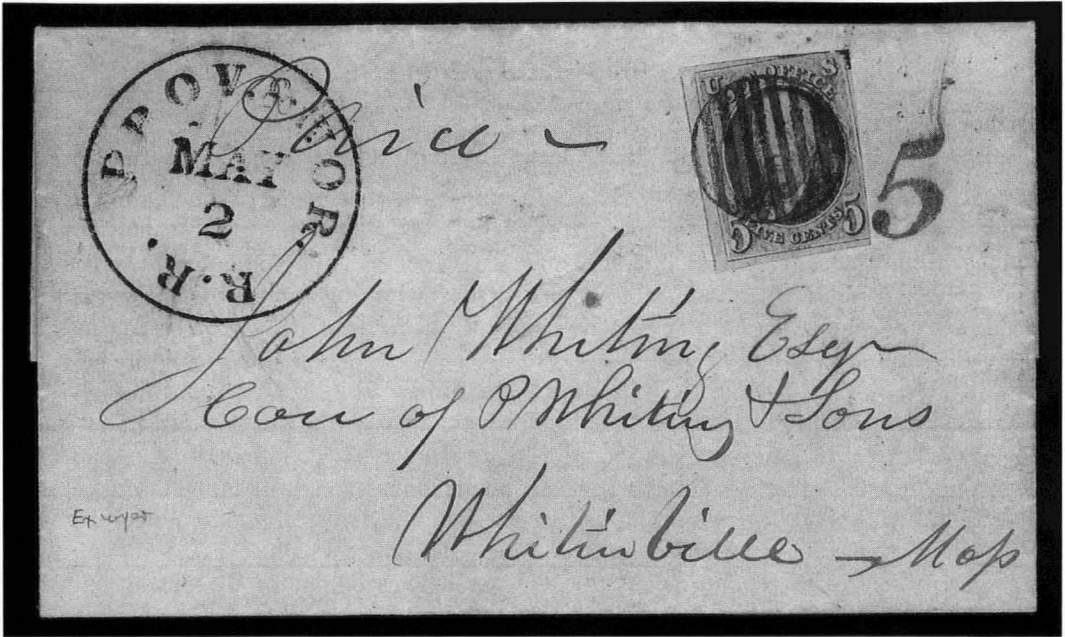


Figure 1. Lot 346, "Paid" written by sender, handstamped blue "5" separate from 5¢ stamp with matching blue grid, "PROVT. WOR. R.R. MAY 2" (1850)



Figure 2. Lot 124, "5" in blue canceled by two strikes of grid with parallel lines, same grid on 5¢ stamp and "MANCHESTER N.H. SEP 20"; presumably the sender changed his or her mind about sending the letter postage due and paid the postage with a stamp

already been paid. This would also have been indicated as such on the waybill.

With stamps it was only necessary to apply the stamp and cancel it as well as to apply a town marking. But during the late 1840s, it was common for postmasters to add a "PAID" handstamp, an unnecessary marking when stamps were used. There are many examples of such covers in the sale—lots 10, 86, 87, 93, 125, 197, 246, 272, 319 and 335.

### C. Additional "5" or "10" rate markings alone

There are actually two different varieties here: first, just the additional "5" or "10" rate marking struck in addition to a used stamp and town mark; and second, both a "PAID" and a "5" or "10" on a cover with canceled stamp and postmark. This second group of covers will be the next section. Of course, when both markings exist on a cover, the question is immediately raised as to whether the stamp was genuinely used on this cover. But while some of these items are questionable, others show well-tied stamps that belong on the particular cover.

Examples of a "5" handstamp together with a canceled stamp and town CDS include lots 12 and 13 of Middletown, Ct., 265 of Providence, 322 of Hudson River Mail, 345 with "PHILA & COLA R.R. MAY 4," and lot 346 (Figure 1), "PROV & WOR. R.R. MAY 2." Lot 167 shows a separate "V," a variety of a 5 marking from Glens Falls, N.Y. Lot 124 (Figure 2) is a usage from Manchester, N.H. of a "5" which has been struck out by two grid killers with one additional strike of the killer tying the stamp. Lot 217 shows a similar usage with a crossed out "10" rate marking on a 10¢ cover from Cleveland, O.

Examples of a separate "10" include lots 40 (cogged oval "10" from Chicago) and 156 of Catskill, N.Y. (Figure 3).

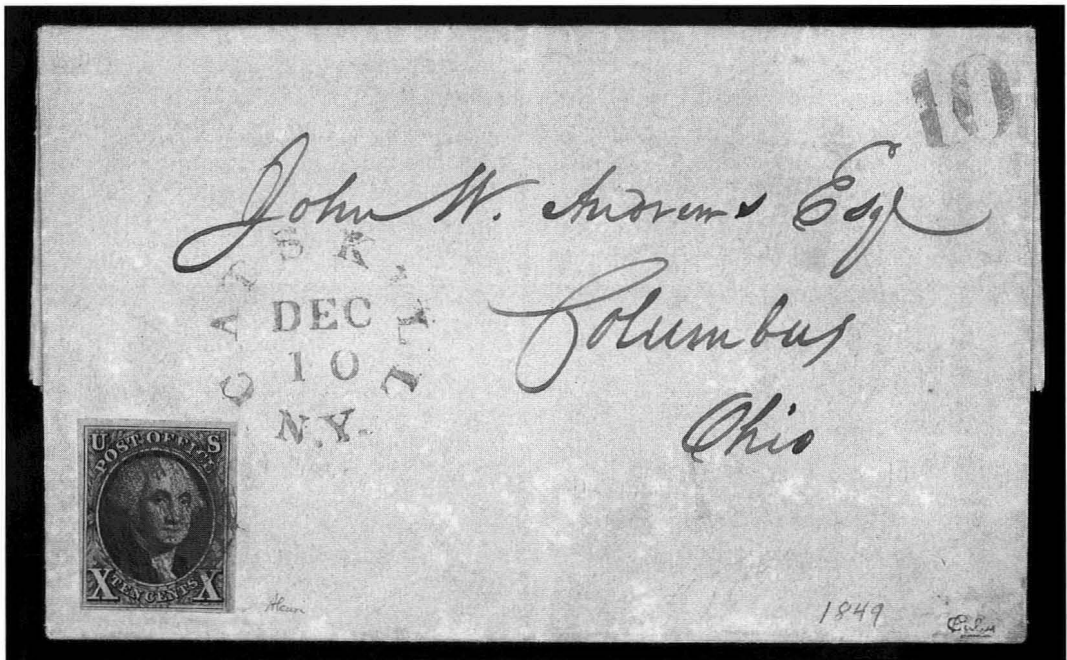


Figure 3. Lot 156, "10" in red with 10¢ stamp tied red grid, rimless "CATSKILL N.Y. DEC 10" [1849]

### D. Separate "PAID" and "5" or "10" rate markings

In addition to a numeral or a "PAID" handstamp plus the CDS and the canceled stamp, covers exist with both separate "PAID" and a rate handstamp off of the stamp.

Lot 10, from Hartford, Ct., has a red "PAID" and "5" with a pen canceled stamp that is tied by the red circular town marking. Lot 15 contains two covers with 5¢ stamps canceled but not tied by pen marks. The Southington, Ct. postmark was applied to the left of where the stamps were placed in the right hand corner of the envelopes, an unusual placement, and there are "5" handstamps on both covers and a "PAID" on the one in magenta ink. Are these two stampless covers to which stamps have been added? Or are they additional markings as have been discussed here? When the stamp is tied, it certainly helps to establish authenticity. But the reverse does not prove an item is bogus.

Although none were in the sale, 10¢ 1847 covers with separate "10" and "PAID" markings do exist. There was a bisected 10¢ stamp tied by manuscript "X" with "PAID" and "5" with "LAKE CHAMPLAIN S.B. NOV 2" in blue, lot 367.

#### E. Integral "5" or "10" rate in dated town handstamp

Before the rate change in 1845, town markings rarely contained any rate figure. An exception to this would be the series of circular markings with attached rates, a type of postmark used at only a few towns. However, with new rates of 5¢ for any single letter under 300 miles and 10¢ cents for beyond, integral "5" and "10" town markings became the norm, not the exception. Many different towns adopted town markings that incorporated one of the two rates. The postmasters only had to postmark letters with a single handstamp.

These stand-alone "PAID" postmarks, which were intended for stampless covers, not infrequently were used on early covers bearing stamps, even though with that usage the rating marks in the CDS could only serve as a source of confusion. These markings are probably more common than the separate numeral markings. Sometimes they also performed a second service, canceling the stamp too. I term these "CDS with integral rates." They are also common in the next period of the 3¢ rate from 1851 onward. (Prepayment of postage on domestic letters became mandatory April 1, 1855; prepayment of postage on domestic letters by *stamps* became mandatory Jan 1, 1856.)

The integral "5" or "5cts" markings are shown in lots 32 (red "MACON Ga. JUN 25 5"), 54 and 55 (from Louisville, Ky., similar in black and blue), 100 (red Springfield, Ms.), 101 (red "BOSTON 10 SEP 5 cts"), 128 (red "NEWARK N.J. 11 MAR 5"), 205 (blue "TROY N.Y. 16 APR 5 cts."), 214 (red Cincinnati), 228 (red Plymouth, O.), 276 (Figure 4)(red Burlington, Vt. with large "5" in the town postmark), 287 (Figure 5)(unusual

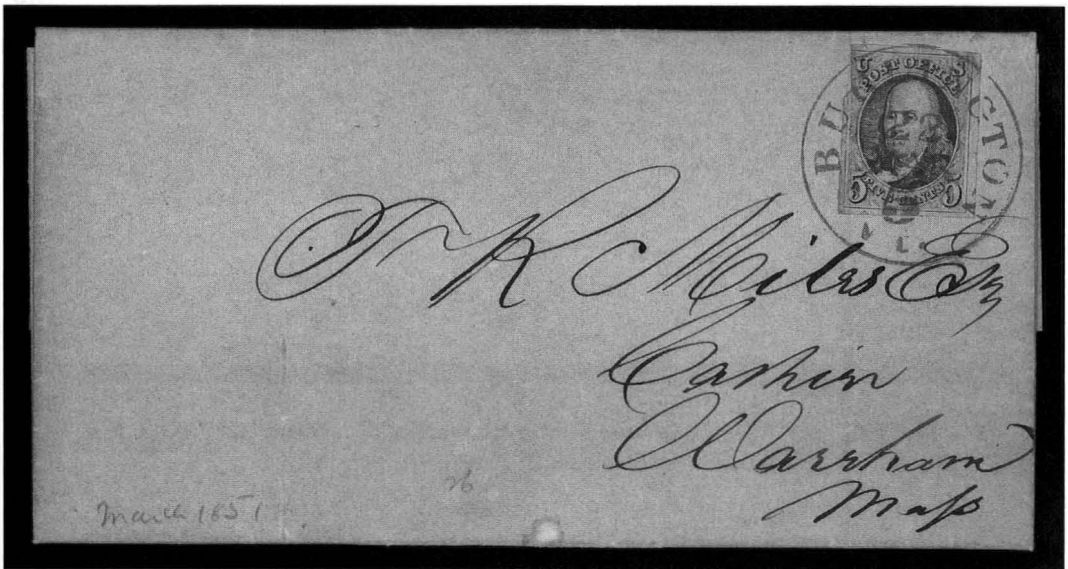


Figure 4. Lot 276, 5¢ 1847 tied red "BURLINGTON VT. 22 APR 5" [1851], integral rate canceling device

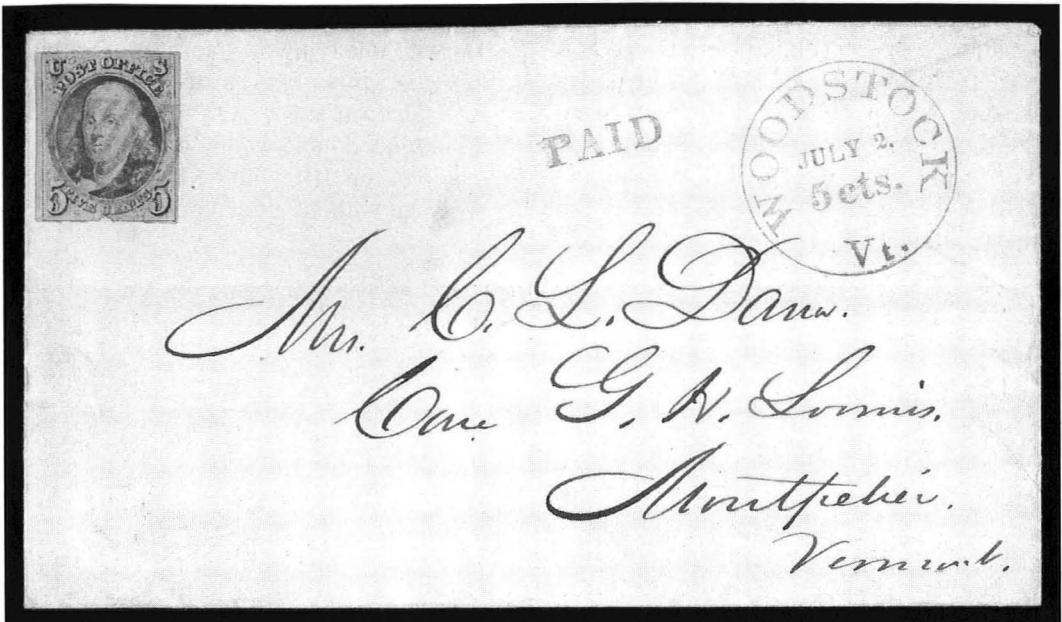


Figure 5. Lot 287, 5¢ stamp with grid cancel, separate “PAID” and integral rate marking “WOODSTOCK Vt. JULY 2/5 cts.”

placement in red “WOODSTOCK Vt. JULY 2/5 cts.”), 296 (red Petersburg, Va.), and 325 and 326 (two different types of “L.I. RAILROAD N.Y. 5” with dating in manuscript).

The integral 10¢ marks include lots 33 (Macon, Ga.), 36 (Savannah, Ga.), 119 (red St. Louis, also repeated as stamp killer), 130 (red “NEWARK N.J. 22 FEB 10” with pair of 5¢ stamps [note usage of integral 10 postmark rather than a 5 postmark as in lot 128]), 153 and 154 (Buffalo, N.Y. with slanted “10” below date), 215 (red Cincinnati with different type numeral than 214), 267 (red Charleston), and 366 (a cover with a pair of 5¢ stamps tied by pen cancel only, with red “STEAM” and “CINCINNATI O. AUG 16/10” markings). This latter cover is a prepaid steamboat cover, a rare usage in 1848. Lots 364 and 365 show two Buffalo, N.Y. covers with integral “10” postmarks. Both pay 10¢ postage, one by a pair of 5¢ stamps and the other by a 10¢ stamp with grid killers. Both covers also show an ornate “STEAMBOAT” indicating an origin outside of Buffalo. Both are from the same correspondence.

#### E. “PAID,” “5” and “10” numerals as killers (canceling devices)

The new stamps required defacing so they could not be used a second time. The intended device was a grid sold by those firms that produced postmarking devices. Very few unusual killers exist on the 1847 issue. One is a zigzag type of grid called a herringbone from Binghamton, N.Y. An example of this is shown in lot 150. Smaller towns used all manuscript markings. Manuscript town-name markings are uncommon with the 1847 stamps, which were not distributed to small post offices, but pen canceling of stamps was very common during the 1847-1851 period, even with handstamped town markings. The regular circular town marking was also used to cancel stamps.

However, every larger office had the auxiliary markings for stampless covers. Therefore, “PAID” handstamps and “5” and “10” numerals were also commonly used to cancel the stamps. This usage was less common in the 1851-1861 decade although some offices used “PAID” handstamps as killers even during the 1860s.

“PAID” cancels are not rare on 1847 stamps, but they are not at all as common as pen markings, grids and circular town markings. Lots with “PAID” on the stamps as

cancelers include 58 (on a 10¢ stamp with no town), 97 (on 5¢, Salem, Ms., also with separate “5”), 196 (Figure 6)(four strikes of “PAID” with one tying 5¢ stamp from Salina, N.Y.), 286 (Windsor, Vt.), 288 (Woodstock, Vt.), 318 (three strikes of “PAID” with Eastern R.R. postmark), 329 (with Mad. Riv. & Lake Erie R.R.), 338 (10¢ tied blue “PAID” with “NEW YORK & PHILA R.R JUN 2” in blue, double weight or enclosure to New York) and 339 (“PAID” in octagon of Philadelphia on 10¢ with “NEW YORK & PHILA R.R. APR 6”—this latter cover probably was sent without a town postmark which was rectified by the railroad route agent).



**Figure 6. Lot 196, four strikes of blue “PAID” (three horizontal, one vertical) tie 5¢ stamp, blue “SALINA N.Y. 5 JUN” [1851]**

Numeral “5” markings or “5” in a circle or oval marks are also not rare as stamp killers, but they certainly make covers more attractive. Their usage as killers must have been due to their availability on the postmasters’ counters.

Covers showing a “5” as stamp canceling device include lots 77 (“5” in oval from Cumberland, Md.), 91 (“5” with “NEW BEDFORD Ms. JAN 9” in blue), 138 (green “5” in octagon with matching Princeton, N.J.), 165 (Figure 7)(cover with three strikes of “5,” two on stamp and one off from Geneva, N.Y. in blue), 290 (multiple strikes of “5” in black from Alexandria, Va.), 291 (also multiple strikes from Alexandria), 310 (“5” in circle with Baltimore R.R. cancel), 314 (multiple strikes with Boston & Fitchburg R.R.) and 349 (Troy and Whitehall R.R.).

The “10” markings include a number on 5¢ stamps with single stamp usage, so the “10” had no postal significance when used as a killer. Lots include 185 (three strikes on 5¢ stamp, Owego N.Y.), 216 (pair 5¢ each with one strike red “10” from Cleveland), 240 (on single 5¢ stamp from Easton, Pa.) and 303 (“10” in oval, also separate “PAID,” from Southport, Wi.).

There were also two covers in the sale that demonstrate the problems with defaced stamps being acceptable for paying postage. The first, lot 357, shown in Figure 8, is a 10¢ stamp almost cut in half which is nicely tied by a red grid with railroad cancel “U.S.



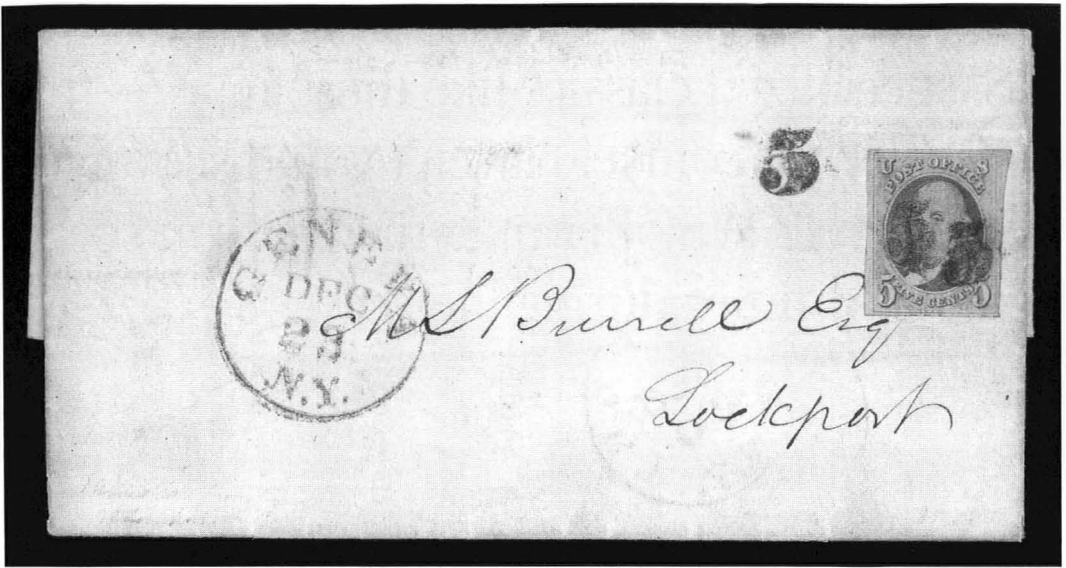


Figure 7. Lot 165, three strikes of blue “5,” two on stamp and one off, with “GENEVA N.Y. DEC 23” [1847]

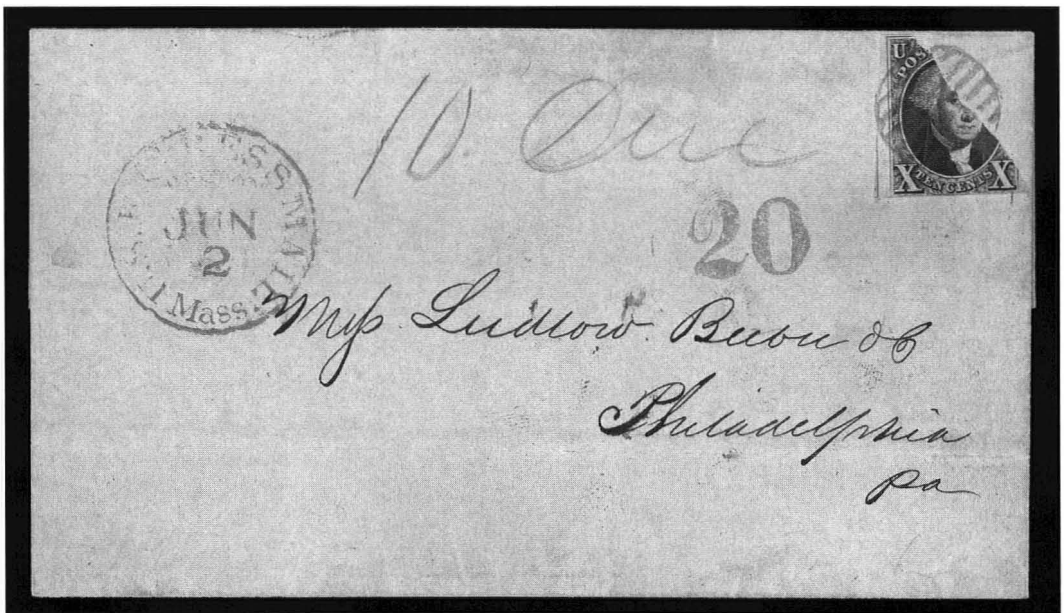


Figure 8. Lot 357, diagonal half of 10¢ stamp tied grid with red “U.S. EXPRESS MAIL BOSTON Mass. JUN 2,” originally not accepted for postage, “20” due, but altered to “10 Due” on receipt with stamp being accepted for postage

EXPRESS MAIL BOSTON Mass. JUN 2.” This cover was rated “20” for enclosures and the stamp was not accepted at Boston. However, the addressee must have complained because there is a manuscript “10 due” showing that the stamp was accepted for 10¢ in postage. Lot 26 has a 5¢ stamp with the top third torn away, but it is tied by pen across the top and was accepted at Madison, Fla.

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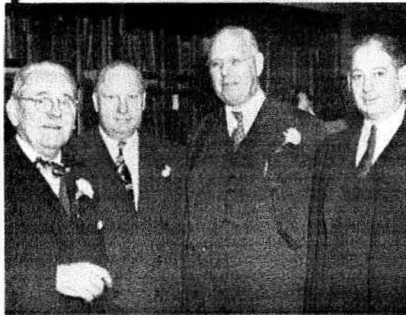


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**UNCOMMON FRANKINGS FOR COMMON RATES USED WITH THE 1869 ISSUE**  
**JEFFREY M. FORSTER**

During a recent discussion with the 1869 section editor, we discovered that each of us had independently observed unusual combinations of 1869 stamps used for ordinary domestic and foreign rates. What follows is a review of unusual combinations of the 1869 issue paying common rates to domestic and foreign destinations.



**Figure 1. French mail to Funchal, Madeira, 27¢ rate**

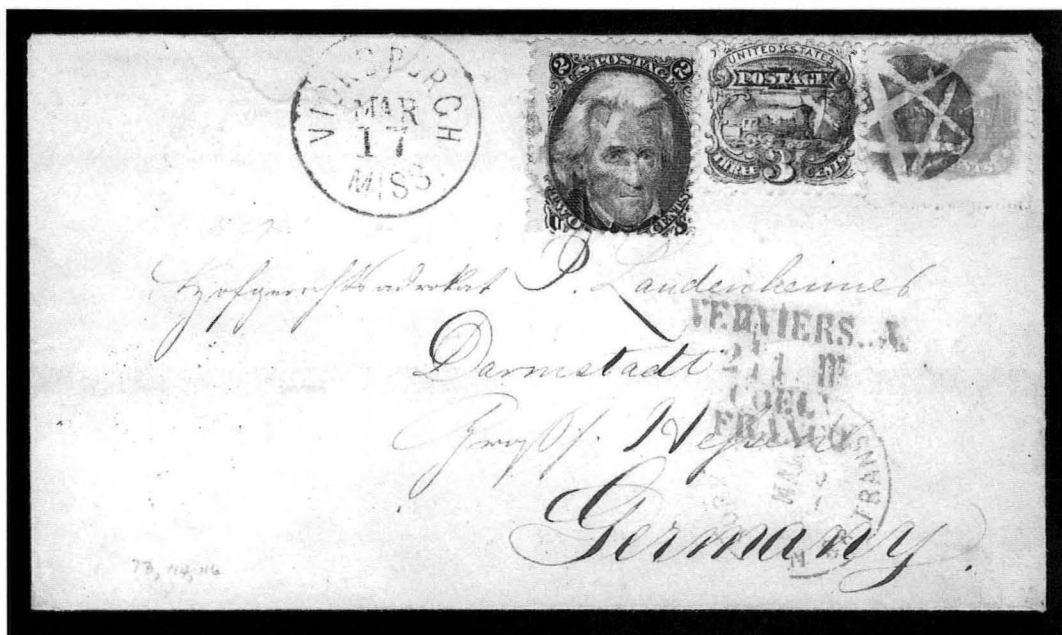


**Figure 2. Boston to Hong Kong, 10¢ Trans-Pacific rate**

Siegel's sale 845, lot 172, offered a cover via French mail to Funchal, Madeira, with the 27¢ rate paid by a 10¢ yellow green, a 15¢ black (F Grills, Scott Nos. 96 and 99) and a 2¢ 1869 (Scott No. 113). I have seen French mail to unusual destinations, such as Spain and Syria, but this combination of stamps for the French mail rate to Madeira is remarkable (Figure 1).

Lot 182 in the same sale is a cover from Boston to Hong Kong, China, but the 10¢ Trans-Pacific rate was made up of two 3¢ (Scott No. 114) and two 2¢ brown (Scott No. 113). The cover, shown in Figure 2, has a very unusual red "PAID ALL" marking in a circle and San Francisco markings on the reverse. Normally this 10¢ rate was paid by the use of a 10¢ 1869 stamp (Scott No. 116).

Again in the same Siegel sale, lot 192, is a cover from Vicksburgh, Mississippi, to Germany, shown in Figure 3, with a 10¢ (Scott No. 116), a 3¢ (Scott No. 114) and a 2¢ Black Jack (Scott No. 73). The stamps are tied by a black negative star in circle. The 15¢ rate to Germany was usually paid either by a 15¢ 1869 stamp (Scott Nos. 118 or 119) or by 10¢, 3¢ and 2¢ 1869 stamps. This cover is a rare Black Jack/1869 combination.



**Figure 3. Vicksburgh to Germany, 15¢ rate, 3¢ and 10¢ 1869 issue with 2¢ Black Jack**

Lot 183 in the Siegel sale is a registered usage to Cologne, Germany (see Figure 4). The registered markings appear on the front of the cover ("Recomandirt" in a red box) with the red New York Registered March 26 postmark. This rate of 18¢ (8¢ for the registration fee and 10¢ postage) is usually paid by a 15¢ and 30¢ 1869 stamp. This combination of two 5¢ brown (Scott No. 76) and two 3¢ (Scott No. 114) with a 2¢ brown (Scott No. 113) is a very colorful combination to make up the 18¢ rate.

Finally in this same sale, lot 178 is a domestic registered cover (15¢ registration fee) from Arcanum, Ohio to Alfred, Maine (Figure 5). The 18¢ rate is paid by a 10¢ yellow green (Scott No. 68), used with horizontal pairs of the 1¢ buff (Scott No. 112) and 3¢ ultramarine (Scott No. 114). I have never seen another cover with this combination of stamps.



Figure 4. Registered usage to Cologne, Germany, 18¢ rate



Figure 5. Domestic registered cover, 18¢ rate

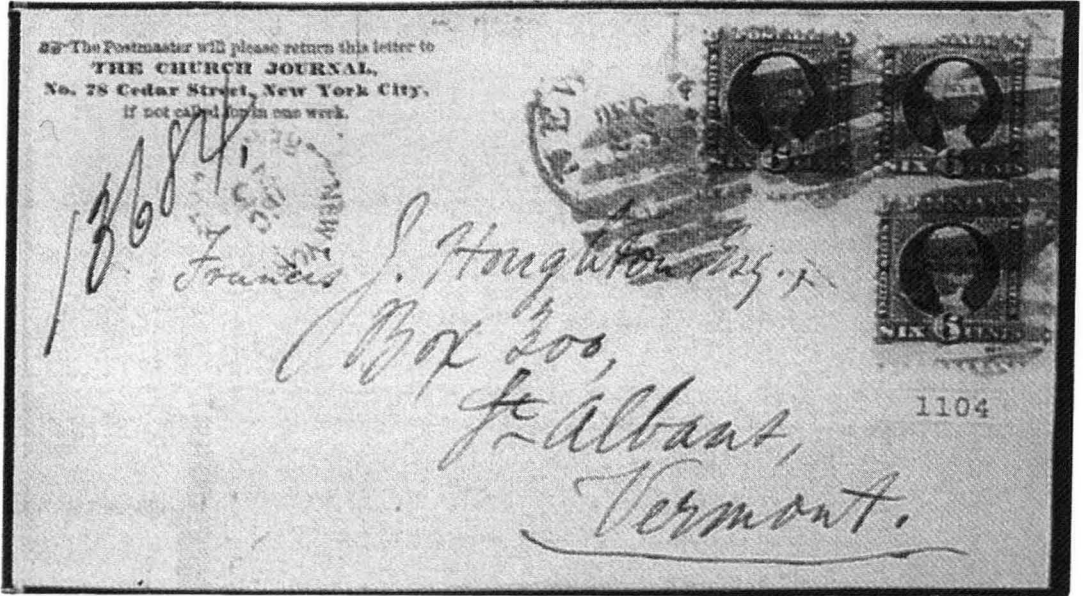


Figure 6. Domestic registered cover, 18¢ rate, 3x 6¢ 1869 franking

The same rate was represented by lot 1104 in a Schwanke sale held in Germany on June 13, 2003 (Figure 6). This cover has three 6¢ stamps (Scott No. 115). The cover went from New York to St. Albans, Vermont. The domestic registered rate is rarely seen with three 6¢ stamps making up the required postage, as more often the rate is paid with a 15¢ (Scott No. 119) with either a 3¢ 1869 stamp or a 3¢ Bank Note.

In the Bennett sale of the Watt White Collection (June 27, 2002), were two covers (lots 180 and 181), both to Germany. Lot 180, shown in Figure 7, has a 10¢ (Scott No. 116) in combination with a 10¢ green on buff entire (Scott No. U41) paying the double 10¢ North German Union rate to Germany. Lot 181, in Figure 8, has a 10¢ (Scott No. 116) used in combination with a 3¢ pink entire (Scott No. U58) to Stuttgart, Wurttemberg. The entire and 10¢ stamp appear to overpay the 10¢ rate to Germany.



Figure 7. 10¢ stamped envelope plus 10¢ 1869 paying North German Union double rate, 20¢



Figure 8. 10¢ stamped envelope and 3¢ 1869, overpaying 10¢ rate to Germany



Figure 9. 18¢ rate to Rosario, Argentina, via American Packet and British mails

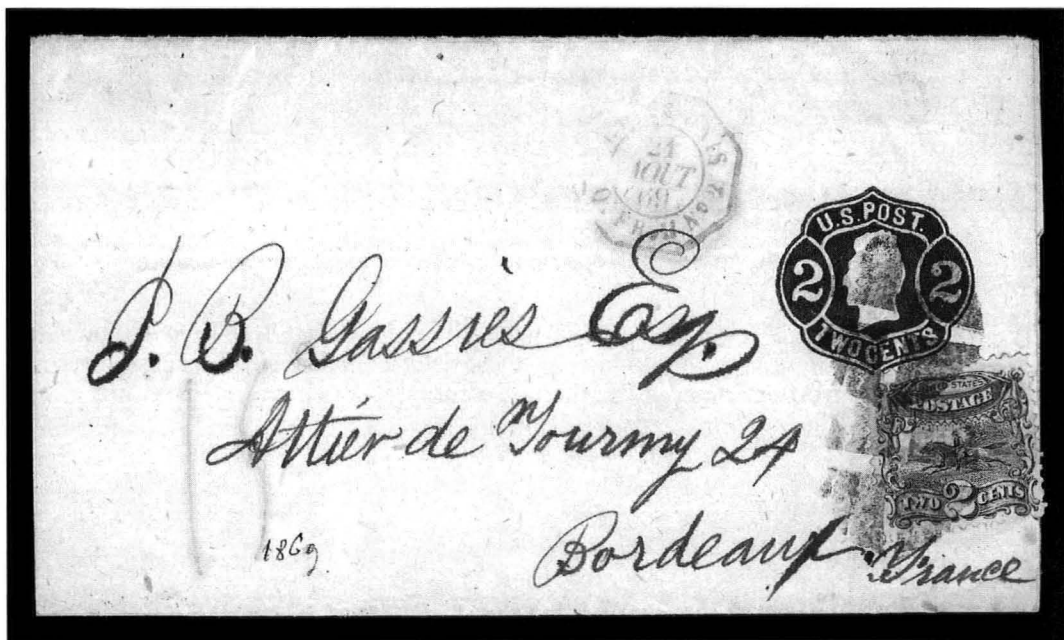


Figure 10. British mail rate from Boston to Manila, 36¢



In the 2002 Siegel “Rarities of the World” sale, held on May 18, 2002, two lots stand out as unusual combinations to foreign destinations. The first is lot 2174, shown in Figure 9, with a 1¢ buff (Scott No. 112) and a 24¢ green violet (Scott No. 120) paying the 18¢ rate, via American Packet and British mails, to Rosario, Argentina. The two stamps were intended to prepay the 25¢ rate (between 1/4 and 1/2 ounce) for American packet service to Rio De Janeiro and from there by French packet service to Buenos Aires. However, the French packet service ended by January 1870, and the cover was sent via the new British rate. The 18¢ per 1/2 ounce rate applied to British mail, and the cover was correctly marked with an 8¢ credit (note the red “8”).

The second cover in the sale with an unusual combination of stamps is lot 2179, illustrated in Figure 10, with a 30¢ 1869 (Scott No. 121) and a 6¢ Carmine Bank Note (Scott No. 159). The 36¢ in postage paid the British mail rate from Boston, Massachusetts to Manila, Philippines. This usage is one of the rare covers in the Pierce correspondence, discovered in Santa Clara, California, in 1980. Only this cover bears a 30¢ 1869 stamp. The other covers in the find with 30¢ stamps have the 30¢ 1861-68 issue.



**Figure 11. 2¢ Black Jack wrapper plus 2¢ 1869 paying 4¢ printed matter rate to France**

The last example of an unusual combination of stamps making up a foreign rate was most recently found in Siegel sale 867 held on November 13, 2003, in which Dr. Peter M. Burrows’ collection of Andrew Jackson issues was sold. Lot 1134, illustrated in Figure 11, is a 2¢ wrapper, Black on Light Manila, Die 4, (W57) used to Bordeaux, France, with a 2¢ brown (Scott No. 113). The cover has a red “Etats Unis O. Fr. H No. 2” octagonal French Packet date stamp and a receiving back stamp. This is the only combination of the 2¢ Black Jack wrapper with an 1869 stamp I have seen for the 4¢ printed matter rate to France.

Lot 1128 in the same sale is a 1¢ 1869 (Scott No. 112) used with a 2¢ Black on Orange, Die 4 entire (U56), canceled Detroit, Michigan, July 19, paying the 3¢ domestic postage to Lawrenceburg, Indiana (Figure 12). The normal method stamp used for domestic postage would be a 3¢ 1869.



Figure 12. 2¢ stamped envelope plus 1¢ 1869 paying 3¢ domestic rate

These unusual frankings for common rates allow the collector and the exhibitor to show a variety of stamps, color combinations and values on covers to France, Germany, Switzerland, Hong Kong, or even for the domestic rate. These covers stand out in an exhibit of rates that were normally paid by common frankings. □

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**THE 5¢ GREEN TWIN SCROLL, MISPLACED TRANSFER**

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The misplaced transfers of the CSA General Issue Lithographs are one of the most difficult aspects of Confederate philately to study and collect. Without exception they are rare, and they often require a significant study into the plating to identify and further study into the printing stone layout to fully appreciate their mysteries.

The one partial exception is the 5c Green Twin Scroll from Stone 2, as it is evident to all that something is quite different. As would be expected, it is also the most common misplaced transfer and was perhaps the first to be discovered (Figure 1). By “most common,” the author knows of only four examples, though others may exist: an unused single and an unused block (by unused, I do not make a distinction for gum or the lack of it), a used single and a pair on cover.

An early description of the Twin Scroll is in Dietz’s 1929 book, *The Postal Service of The Confederate States of America*, pages 105-106:

The Twin Scrolls - This interesting freak shows a repetition of the lower left side of the design, with no indication of a shift. There is but one explanation: Two transfers, one slightly overlapping the other, and sticking together escaped detection in the group, and were transferred, jointly, on to the stone. Several sheets may have been printed before the Twins were discovered, when an erasure was made. A minor fill in of lines appears in the letter “E” of “POSTAGE”, due to “dry stone.” Both oddities are of a temporary nature.



**Figure 1. Double Scroll misplaced transfer, 5¢ Green Stone 2, Position 1 over 10**

Dietz gives a good story, which has the essence of this variety, but as more work has been done and other copies discovered it is evident that several major details are not right. First, the fill in of the “E” of postage is a constant transfer stone variety and exists on every example of Transfer Stone 2, Position No. 1, both the green and blue printings, as are other less evident characteristics.

In the mid 1960s I obtained a poor photograph of a block of the 5¢ Green showing this Twin Scroll variety and from it I was able to deduce it appeared to be on a printing stone as Position 10 on the Upper Left Pane. We evidently had an upper sheet margin and on the right a narrow but still true vertical gutter between the left and right panes; for conformation note position 21 with the evident spur on the fragment of the right pane. I published this discovery in the *Confederate Philatelist*, March 1968, page 22. The



Figure 2. Plate Positions 8-9-10 / 18-19-20 / 28-29-30 with misplaced transfers No. 1 over 10 and 11 over 20, 5c Green Stone 2



**Figure 3. Normal Positions 8-9-10 / 18-19-20, illustrated from Blue printing for clarity**

photograph was not clear enough to do any more plating and at the time I assumed that the evident variety was all there was of the study. This narrow vertical gutter between the left and right panes does not agree with the two known printing stones for the Blue printings of Stone 2.

A better image of this block showing the Twin Scroll is now available (Figure 2). To appreciate this variety we must first examine the normal Transfer Stone 2 which is illustrated as Figure 3. This image is from a Blue printing as it photographs better than the Green. The top row on the transfer stone is laid out poorly with respect to the following four rows. In essence, the stamps are spaced a bit closer vertically with respect to the following rows; positions 5 – 10 are evidently closer together than they should be and position 10 appears oddly placed to the left. This Transfer Stone layout is by far the normal arrangement for Stone 2, the layout for virtually all of the stamps for both the Green and Blue printings.

If we compare the small fragment in our Twin Scroll (Figures 1, 3 & 4) to the original transfer Position 10, Figure 2, it appears to be identical to the original lower left corner; however, with such a small fragment one can not be certain. A definitive conclusion can be reached by comparing the relative position of this fragment from Figures 3 and 4 with the normal transfer stone (Figure 2); the exact locations are identical.

A cover having a vertical pair with the Twin Scroll misplaced transfer in the Hall sale had led to additional discoveries (R.A. Siegel, Sale 840, December 17, 2001, lot 223; later sold by Siegel, Sale 867, November 15, 2003, lot 3354)(Figure 4). The pair was plated in the 1920s by Knapp and annotated on the back as “1 & 11 S-2” which is correct, with a remark “note no. 1 Rare.” This Twin Scroll variety was evidently noted as something special and was perhaps the first indication of a misplaced transfer; most Knapp notations refer to a misplaced transfer.

We now know this misplaced transfer No. 1 is over position No. 10 and the lower stamp No. 11 is over position No. 20 on a printing stone, as confirmed by the unused block having the Twin Scroll in Figure 3. These two stamps, Nos. 1 & 11, are in their normal alignment with respect to each other, indicating they were cut from a transfer stone impression and transferred to the printing stone as a unit. The original No. 10 and 20 on the printing stone having been mostly erased, only a fraction of No. 10 remains. The removal of the original position No. 20 was complete and the new No. 11 is only evident in a multiple as the exact position is slightly different with respect to the adjacent stamps. Excluding these two replaced transfers and perhaps a slight clip to the upper right side of No. 19, every subject in Figure 3 is normal with respect to the transfer stone, even the fragments of three stamps on the right pane.

There is another possible explanation for our misplaced transfers, which in this case I think is more probable than an erasure on the printing stone. As our No. 1/11 was placed over No. 10/20 with extremely small margins I suspect the replaced transfers were made to a printed transfer unit of 50 when this printing stone was laid down. One would print an extra transfer impression and cut positions 1/11 from it and place it over 10/20 and then lay this unit down to produce the printing stone. I think the small but extremely sharp separation between the fragment and the entire stamp is most likely from a sharp knife or scissors cut than from grinding down a small portion of a printing stone. Lithographic printing stones were routinely ground down for re-use but normally as an entire stone or a large unit and not a small section.

In the near future I hope to do a wrap-up article on the misplaced transfers, listing all known examples with an attempt to put some overall logic into their production. If anyone



**Figure 4. Misplaced transfers, 5¢ Green, Stone 2, Position 1 over 10 and 11 over 20**

has an example that was not in the Hall sale as a separate lot, please advise. Knapp and Hall had most of the known examples but not all and new ones are still being discovered: Leonard H. Hartmann, PO Box 36006, Louisville, Ky 40233, Leonard@pbbooks.net □

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## THE 1875 SPECIAL PRINTING PROGRAM WILLIAM E. MOOZ

There is a paucity of certain kinds of information concerning the program which produced special printings of U.S. stamps beginning in 1875, and which lasted until 1884. This article will attempt to create some context for the program, although, admittedly, some of it will be conjecture, derived from circumstantial evidence, and some of it will be the author's opinion. All of this speculation results from the fact that there are incomplete records, both in the government archives, and in the remaining records of the various printing contractors involved. The technical aspects of these stamps have been treated extensively in Luff, and also in Tiffany and Brookman. Luff and Tiffany wrote at a time which was not very distant from the special printing program itself. Surprisingly, neither found very much in the way of contemporaneous publications concerning the program, and Luff, in particular, concentrated on the classification and identification of the individual stamps. Brookman, in volume three, presents a comprehensive overview of the subject, including references from Luff and other students, and this is recommended reading for those interested. This article will not attempt to duplicate what can be found in these references, for it would serve no real purpose. Instead, the author will attempt to put the program into some kind of context, for the purpose of explaining some of the mysteries surrounding these stamps. In so doing, excerpts from Luff, Tiffany or Brookman are useful, if not indispensable, and will be fully identified as such. The objective of this article is to attempt to discern what the intentions of the Post Office Department were, and to try to intuit how these were interpreted by the various persons and organizations involved in the process.

We can start with what has become popularly accepted. That is that the Post Office Department, during the late 1800s, fairly frequently received requests from what was then known as "stamp gatherers" for "old stamps." By "old stamps," the requester meant stamps which were no longer available from post offices, such as the 1847 issue and other issues which had been superseded by more current issues, and thus were out of print, and out of stock. This circumstance was at least partially responsible for the genesis of the program. It is also popularly believed that a second reason for starting the program was that preparations for the Centennial Exhibition of the U.S., scheduled for 1876, were under way, and that it was the wish of the Post Office Department to exhibit stamps which had been issued in past years. However, there may not have been any of these stamps available in government stocks.

Evidence for the involvement of the "stamp gatherers" is easily found in the Bill Books which record the payments to the printing firms for the stamps, and a typical entry from 1875 is shown in Figure 1. Evidence confirming the intention to exhibit the stamps in the Centennial Exhibition is less concrete, and is based on an April 6, 1876 entry in the

*(The above bill is inclusive of 10,000 stamps of each denomination (except the set) ordered as specimens and delivered to the Department for sale to stamp gatherers.)*

Figure 1. Bill Book entry, June 30, 1875, concerning specimens "for sale to stamp gatherers"

April 6th. 1896.

For mounting and framing postage stamps for display at the Centennial Exhibition.  
Note: - Bill received June 20 and approved June 22, 1896, in favor of Continental Bank.  
- Note Co. of New York.

1 Frame - Spack Walnut and ash root - - - - - \$250.00

**Figure 2. Bill Book entry, April 6, 1896, mounting and framing stamps for display at the Centennial Exhibition**

Bill Books for a frame which was designed to contain the stamps to be exhibited. This Bill Book entry is shown in Figure 2.

At any rate, the Post Office Department, through the Office of the Third Assistant Postmaster General, ordered stocks of the various stamps involved, and published a notice of their availability. A copy of the first original notice is illustrated in Figure 3, and is self explanatory. While the records of payment, in the Bill Books, survive, we unfortunately have no records of the orders placed with the printing companies, and in fact, we do not know whether these orders were placed orally or in writing. Consequently, we have no direct evidence concerning the details of the printing, *i.e.*, whether the stamps were to be printed with exceptional regard to the quality of the impressions, or the accuracy with which they matched the originally issued stamps in terms of color, etc. All that we know is that the past issues were to be reproduced in the quantities which were ordered.

Because of the lack of direct evidence, we are left to try to reconstruct what might have been ordered. There are some indications that these "specimen" stamps, as they were named by the Office of the Third Assistant Postmaster General, were to be faithful examples of the original stamps, and there are other indications that this was not a priority, and we can examine some of this evidence. But there is also evidence that the Post Office Department did not seem to be enthusiastic about the program and tended to be rather casual about it. First, on the minus side, the most evident indications are that the stamps were to be supplied without gum. Second, the issue of 1851-1857, which was imperforate, was not included as a "specimen" set, possibly because the same stamp designs were used on the regularly issued 1857-1861 set, which was perforated. Third, the original issue of 1857-1861 was perforated 15½, and the "specimens" were perforated 12. Fourth, the original issue of 1869 was grilled, and the "specimens" were ungrilled. Fifth, new plates were required for the issue of 1847, and while these new plates produced stamps which were very close to the original stamps in their designs, the differences can be easily seen. Sixth, the Departmental stamps were overprinted "SPECIMEN," because these were not authorized for postal use by other than the official government departments. Seventh, the shades of a number of these "specimens" were sometimes different than the shades on the original stamps. This could have been because of the lack of the original stamps with which to make comparisons, or it could have simply been that new batches of printing ink were used, which were close to the original shades, but not exactly like them. In any event, it did not seem to matter that the colors were not exactly the same as the original colors. Eighth, the first sheets of the 1851 Eagle Carrier stamp were perforated instead of being imperforate. This was corrected, but did not seem to deter the sale of the perforated stamps, even though they were not a copy of the original stamps. Last, when the original stocks of a few of these stamps were exhausted, additional copies were printed, but these

## SPECIMEN POSTAGE STAMPS.

### Post Office Department,

Office of Third Assistant Postmaster General,  
Division of Postage Stamps, Stamped Envelopes, and Postal Cards,

WASHINGTON, D. C., MARCH 27, 1875.

The Department is prepared to furnish, upon application, *at face value*, specimens of adhesive postage stamps issued under its auspices, as follows:

#### ORDINARY STAMPS FOR USE OF THE PUBLIC.

1. *Issue of 1847.*—Denominations, 5 and 10 cents. Value of set, 15 cents.
2. *Issue of 1851.*—Denominations, 1, 3, 5, 10, 12, 24, 30, and 90 cents; also two separate designs of 1-cent carrier stamps. Value of set, \$1.77.
3. *Issue of 1861.*—Denominations, 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.92.
4. *Issue of 1869.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
5. *Issue of 1870, (current series).*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.

#### OFFICIAL STAMPS.

1. *Executive.*—Denominations, 1, 2, 3, 6, and 10 cents. Value of set, 22 cents.
2. *Department of State.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents, and \$2, \$5, \$10, and \$20. Value of set, \$39.
3. *Treasury Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
4. *War Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
5. *Navy Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
6. *Post Office Department.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
7. *Department of the Interior.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
8. *Department of Justice.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
9. *Department of Agriculture.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cents. Value of set, \$1.03.

#### NEWSPAPER AND PERIODICAL STAMPS.

1. *Issue of 1865.*—Denominations, 5, 10, and 25 cents. Value of set, 40 cents.
2. *Issue of 1874.*—Denominations, 2, 3, 4, 6, 8, 9, 10, 12, 24, 36, 48, 60, 72, 84, 96 cents, \$1.92, \$3, \$6, \$9, \$12, \$24, \$36, \$48, and \$60. Value of set, \$204.66.

The 1847 and 1851 stamps are obsolete, and no longer receivable for postage. The subsequent issues of ordinary stamps are still valid. The newspaper and periodical stamps of 1865 are also uncurrent; those of the issue of 1874 can be used only by publishers and news agents for matter mailed in bulk, under the Act of June 23, 1874. The official stamps cannot be used except for the official business of the particular Department for which provided.

All the specimens furnished will be *ungummed*; and the official stamps will have printed across the face the word "Specimen," in small type. It will be useless to apply for *gummed* stamps, or for official stamps with the word "Specimen" omitted.

The stamps will be sold by sets, and application must not be made for less than one full set of any issue, except the State Department official stamps and the newspaper and periodical stamps of the issue of 1874. The regular set of the former will embrace all the denominations, from 1 cent to 90 cents, inclusive, valued at \$2; and any or all of the other denominations (\$2, \$5, \$10, and \$20) will be added or sold separately from the regular set, as desired.

The newspaper and periodical stamps will be sold in quantities of not less than two dollars' worth in each case, of any denomination or denominations that may be ordered.

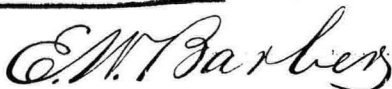
*Under no circumstances will stamps be sold for less than their face value.*

Payment must invariably be made in advance in current funds of the United States. Mutilated currency, internal revenue and postage stamps, bank checks and drafts, will not be accepted, but will in all cases be returned to the sender.

To insure greater certainty of transmission, it is strongly urged that remittances be made either by money order or registered letter. Applicants will also include a sufficient amount for return postage and registry fee, it being desirable to send the stamps by registered letter. Losses in the mails or by any mode of transmission must be at the risk of the purchaser.

Applications should be addressed to "THE THIRD ASSISTANT POSTMASTER GENERAL, WASHINGTON, D. C."

Specimens of stamped envelopes will not be furnished in any case.



Third Assistant Postmaster General.

Figure 3. Initial Post Office Department notice of 1875 offering specimens for sale to the public (courtesy of Dr. Al Staubus)

were often on a paper which was not only different than the original stamps, but also different than the first "specimens" which had been supplied. These are just some of the reasons which argue that the "specimens" were not specifically intended to be identical with the original stamps.

On the plus side, we have the interesting and fairly well documented story involving the 1¢ 1851 Franklin Carrier stamp. Apparently one sheet of this stamp was printed on hard white paper and perforated and submitted for approval as a "specimen." It was rejected for the stated reason that the paper used for the original stamp was pink, and not white, but also possibly because it was perforated. So, after some consideration, a stock of the original pink paper was located and was used for the "specimen" stamp, which was then issued imperforate. In this particular case, because the original paper was used, and the original plates were also used, separating the "specimen" from the original stamp is not easy. This same situation exists for the higher denominations of the 1874 Newspaper and Periodical stamps, where the paper is almost exactly identical, and where the shades of color are also almost identical. The most striking example of the "specimens" and the original stamps being similar probably can be seen with the 1865 large Newspaper and Periodical stamps. The newly ordered "specimen" copies of these stamps were delayed, and the Post Office Department found that they still had some stocks of the original stamps. So they supplied 750 copies of these original stamps to the Office of the Third Assistant Postmaster General for sale to the public as "specimen" stamps. Of course, these cannot be discriminated from the original stamps, because there is no physical difference.

So, some of these "specimens" were not exactly like the original stamps, and some were. We have no idea what the intentions of the Post Office Department were, assuming that they did have some. But whatever their intentions were, it seems that they did not really pay much attention to the printing companies, and the production of these "specimen" stamps. One example of this is that while the stamps were supposed to be un gummed, the issue of 1861-1866 and the issue of 1869 were gummed, and there is no evidence that the Post Office Department complained, or required the printer to replace the stamps with un gummed examples. Further evidence of the casualness with which the Post Office Department treated this program was that, although they had originally announced that only complete sets or quantities of stamps totaling \$2.00 or more would be sold, they abandoned this practice and regularly sold stamps in amounts as small as one penny. They did this at the same time as issuing a revised sale notice in 1882, as shown in Figure 4, which contained the original stipulation about the minimum purchase quantities.

#### ORDINARY STAMPS FOR USE OF THE PUBLIC.

1. *Issue of* 1847.—Denominations, 5 and 10 cents. Value of set, 15 cents.
2. *Issue of* 1851.—Denominations, 1, 3, 5, 10, 12, 24, 30, and 90 cents; also two separate designs of 1-cent carrier stamps. Value of set, \$1.77.
3. *Issue of* 1861.—Denominations, 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.92.
4. *Issue of* 1869.—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
5. *Issue of* 1870, (*current series*).—Denominations, 1, 2, (brown,) 2, (vermilion,) 3, 5, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.07.

**Figure 4. Revised notice of 1882 [*sic*] offering specimens to the public (courtesy of Dr. Al Staubus)**

In any event, the initial orders placed in early 1875 produced stocks of "specimen" stamps which could mostly be identified as such, either because this was the intention of the Post Office Department, or because there was not a great deal of attention given to make the stamps exactly the same. As an example, the various expertizing committees usually have little or no difficulty in identifying the "specimens," except in some very

exceptional cases, so long as the stamps involved are from the first group which was ordered in early 1875.

One might expect that only “specimens” of stamps which were obsolete, or had been superseded, would be included in this program, but for reasons which are not apparent, the program included “specimens” of stamps which were then in current use, and which could be purchased at any post office. The rationale for this is unknown, but it easily could have been that the Post Office Department saw an opportunity to sell stamps at face value, which would then not be used for mailing letters, and the profits resulting from this would accrue to the government. This idea is supported by the fact that the stamps were to be supplied without gum, making it more difficult to use them for mailing. But whether this reason has any validity or not, one could purchase “specimen” stamps of the then current issue. This is not much different than the present Postal Service marketing stamps to collectors. It is a very good way to make money.

Further evidence of this thought comes in the form of the revised announcement from the Post Office Department in 1882. This revision is identical to the first announcement (including the date!), except that to it have been added two additional stamps, which had just then appeared as regular issues (the 2¢ vermillion Jackson, and the 5¢ Taylor, Scott numbers 180 and 181). This is illustrated in Fig. 4. So, for stamp collectors, there were two choices available to get new issue stamps. They could simply buy them at the post office, or they could send an order to the Office of the Third Assistant Postmaster General, where they would be sent the same issues without gum. As might be expected, sales of those “specimen” stamps which were also available at the post office were quite low.

Initially, most of the “specimen” stamps were printed by the National and the Continental Bank Note Companies, and presumably both of these companies had some kind of an understanding about what was expected of them regarding the printing of the “specimens,” if indeed there was any other requirement other than the stamps should not be gummed. Then, in 1879, the contracts were filled by the American Bank Note Company (ABNC). When this happened, changes occurred, and it was just possible that any instructions concerning the “specimens” which may have been given orally by the Post Office Department to the National and Continental were not transmitted to ABNC.

The first change which is apparent is that the paper on which both the regular issue stamps were printed and the “specimens” were printed changed from either hard white or ribbed paper to the soft paper used by ABNC. This change was made with no recorded objection from the Post Office Department, which (if they even noticed the change) apparently considered that the type of paper was not an important factor in having “specimens” available. This is supported by the actions of the printer and those of the Post Office Department. The then current regular issue was first printed by Continental on hard white paper, and when ABNC took over the contract, they printed the same stamps on their soft paper. And, when ABNC printed the “specimens” of that issue, they apparently were simply combined with the hard paper copies then on hand in the Office of the Third Assistant Postmaster General. By combining these, any attempt to use postal records to accurately determine how many of the hard paper issues and the soft paper issues were sold has been doomed.

Two things may be gleaned from this change in printers. The first is that apparently no one seemed to care about the type of paper which was used. The second is that when ABNC took over the contract, there was no real reason to order additional “specimens.” There were plenty of the then current issue in stock at the Office of the Third Assistant Postmaster General, probably because these stamps were the same ones which could be obtained at post offices. But, dutifully, and perhaps like robots, the Post Office Department ordered “specimens” to accompany the regular issues which ABNC was printing. As

mentioned, there was little point in ordering these, and perhaps it was only done because it had become practice to order "specimens" with each order from a printer. Or, perhaps it was just a bit of "frosting on the cake," to give a bit more business to the printer. We just do not know.

By 1879, the "specimen" stamps began to change. The printings of additional copies of the "old" stamps, such as the 1¢ 1869 and the 1¢ State Department, were still easy to identify as "specimens," since they had the distinguishing characteristics of either paper (in the case of the 1869), or SPECIMEN overprint (in the case of the State Department). But "specimen" copies of the then current issues seemed to become increasingly difficult to identify positively.

At this point we must speculate. The program to sell these "specimens" had slowed down, and was never what one might call a rousing success. Whereas the government had ordered up to 10,000 copies of most of the stamps, only a few of them sold in large quantities. In addition, while sales were apparently brisk when the program began, they slowed markedly after a year or two. The 1880 order for what is now Scott 192-202 was for only five sheets of 100 copies of each stamp except for the 2¢, of which there were 10 sheets ordered. One might speculate that orders this small were of less interest to ABNC, and actually more of a nuisance, since they were supposed to be ungummed and were delivered to a different location than the regular issues.

An easy transition in logic could have happened. ABNC (with or without the approval of the Post Office Department) could have reasoned that the "specimens" were really supposed to be like the regular stamps, except for gum. From this reasoning, it is just a small step to deciding to supply the regular issue as "specimens." There are a couple of instances where this appears fairly easy to prove, but the thought also had a precedent, in that 750 copies of each denomination of the regular issue 1865 Newspaper and Periodical stamps had been used as "specimens" in the early portion of the program.

The most notable example of a regular issue being used as the "specimen" stamp is Scott 205C, which was the subject of a previously published article.<sup>1</sup> This stamp had been announced as being available as a "specimen" before the regular issue of it reached the post offices. Stamp dealers accordingly placed many orders for the "specimen" with the Office of the Third Assistant Postmaster General. But these orders went largely unfilled, with the notation to the customers that there was an insufficient supply on hand. The backlog of orders accumulated until the very day on which the regular issue stamps were delivered to the post offices. On that day, all back orders were suddenly filled. It is not a coincidence that this stamp is exceedingly rare, despite the fact that the records show that there were 2,463 of them sold. It is almost a certainty that the regular issue was supplied for most of these stamps, and that even though they were supplied as "specimens," they are indistinguishable from the regular issue.

A second example is the postage due stamps. While there was a reasonable number of the "specimens" sold, there are virtually no positive characteristics by which to determine whether or not the stamp is a "specimen" or just a copy of the regular issue.<sup>2</sup>

This same situation exists with regard to Scott 211B. This stamp suffers from confusion because it has been misidentified as an experimental steam press printing. Instead, the catalog number should represent the "specimen" copy of the 1884 2¢ Washington, of which the records show that 55 copies were sold by the Office of the Third

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<sup>1</sup>William E. Mooz, "Why is this Stamp Rare?," *Chronicle*, Vol. 44, No. 1 (Whole No. 153)(February 1992).p. 40-52.

<sup>2</sup>William E. Mooz, "The Special Printing of the 1879 Postage Due Stamp," *Chronicle*, Vol. 48, No.2 (Whole No. 170)(May 1996), pp. 103-10.

Assistant Postmaster General. Not one single copy of these “specimens” has ever been identified as such.<sup>3</sup> Scott 211D, the 4¢ Jackson, is in a similar situation. The records show that 26 copies of the “specimen” were sold, and there are certified copies in existence. But the distinguishing characteristics are ethereal, and the certificates often rely upon provenance as the sole evidence.

The program came to an end in 1884, perhaps dying a merciful death. The last of the “specimen” stamps were Scott numbers 205C, 211B, and 211D, which were discussed above. At the end, 1,287,611 remaining unsold stamps were destroyed. Of the 211 different stamps which were in the program, half of these sold in quantities less than 100 stamps.

From what one may glean from the available evidence, it seems that the program to sell “specimens” started as a good idea. In the beginning, these “specimen” stamps may have been treated as a special item by the printers. But, over time, as the sales of them lagged, as printing companies changed, and as the program aged, any attention to details seems to have disappeared, and finally the printers did not always print “specimens,” but rather just supplied regular issue stamps in their stead.

The way in which the program was conducted has resulted in both philosophical and practical difficulties for the philatelists of today. Philosophically, one faces the dilemma of whether a stamp which was a portion of the regularly issued stamp stock, but which was sold as a “specimen” by the Office of the Third Assistant Postmaster General, should be classified as a regular issue or a special printing. If a stamp can be shown to have originated from a sale by the 3rd Ass’t PM General, is this automatically evidence that it is a special printing? If so, the first sales of the 1865 Newspaper and Periodical stamps, which are known to have originated from the remainder stocks of the regular issue, would legitimately be “specimens.” Proof of origin might be an accompanying receipt, or a provenance which traces the stamp back to its origin at the Office of the 3rd Ass’t PM General.

If it is accepted that any stamp which had its origin with the Office of the 3rd Ass’t PM General should be classified as a special printing, then the practical problem surfaces. It is how one can distinguish a special printing from the regular issue, in those cases where the differences might be either ephemeral or non-existent. This poses special problems for expertizing committees who may be faced with attempting to decide about an alleged 1879 Postage Due special printing, or an alleged copy of the 1882 5¢ Garfield, Scott #205C, neither of which was accompanied by an acceptable provenance. It also poses special problems for catalog publishers who attempt to include details about the numbers of stamps issued or sold. The best example of this is the 1882 5¢ Garfield, where it is reasonably clear that about 300 of the true “specimen” stamp were printed and delivered, and that the remainder of the 2,463 stamps sold were actually from the regular issue stock. Although the number of 2,463 has been verified with the records, one must wonder whether this number should be shown in the catalog, since the vast majority of these stamps have disappeared into anonymity, because they cannot be distinguished from the regular issue.

Despite these anomalies (or perhaps because of them), the collection of special printings from this program offers challenges and great rewards, because of the rarity of the stamps. □

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<sup>3</sup>William E. Mooz, “Why is this Stamp (Scott #211B) Not Rare?,” *Chronicle*, Vol. 45, No. 3 (Whole No. 159)(August 1993), pp. 195-205.

## **WANTED...**

...for our web site, [www.uspcs.org](http://www.uspcs.org). We are in need of short and brief synopses for the following issues;

1851 - 1860  
1¢ and 24¢

1861 - 1868  
1¢, 2¢, 3¢, 5¢, 10¢, 12¢, 15¢, 30¢ and 90¢

Banknotes

1¢ through 90¢ - A single synopsis covering the entire banknote issue may be appropriate rather than individual ones.

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If you are comfortable in your understanding of any of these issues and you would like to give back something to the Society, please contact me. I will assist in any way necessary; from helping you organize your facts to simply editing it. You can check the web site to see what has already been written and join a prestigious group of those who helped construct the best philatelic home page on the Internet.

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**THE HAVANA MARKINGS OF SAVANNAH, GEORGIA, AND  
CHARLESTON, SOUTH CAROLINA, USED ON  
INCOMING STEAMSHIP MAIL**

**YAMIL H. KOURI, JR., M.D. AND THERON J. WIERENGA**

(continued from *Chronicle* 199:230)

Figure 12 shows the evolution of the straightline HAVANA. marking used at Savannah. The gradual changes that it suffered, after being in use for more than a decade, can be appreciated. Even though the handstamp's appearance in 1859 is clearly different than in 1848, this is most likely due to its wear, misalignment, and dirt build up rather than to the existence of separate postmarks. Table 1 summarizes the covers known to the authors with Savannah's straightline HAVANA. marking.

**The Charleston Markings**

While Savannah started using the straightline HAVANA. marking immediately after the creation of contract steamship mail and throughout the 1848-1859 period when the *Isabel* was running between Charleston, Savannah and Havana, Charleston did not begin use of a HAVANA marking until mid 1854. It would appear that both cities were responding to a need to explain why a higher rate was being applied to these letters, but it is not known why Charleston decided to wait five years to follow Savannah's example. The simple word "Havana" quickly told the addressee the reason for the steamship rate.

The first reaction of the Charleston post office to the new steamship rates was the use of manuscript markings to indicate the amount of postage due, followed by the very brief use of a separate "12½" handstamp in late 1848 and early 1849. Later on it started using two different cds markings with the integral 12½ rate. The first one was 32 mm in diameter and is known used from March 1849 to May 1850, and the second one, 35 mm, is known used between December 1850 and May 1851. Both of these handstamps were always applied in red.

After the steamship rate for Cuban letters was reduced to 10¢ per ½ ounce, Charleston used its regular circular date stamps with the integral 10¢ rate. These can be found in red, blue, and black ink.

As Charleston handled much more contract steamship mail from Cuba than Savannah did, it eventually incorporated both the 10¢ rate marking and the word "HAVANA" into a large circular townmark. This marking made it easier to rate letters as only one strike from a single instrument was required as compared to the three different markings Savannah used.

In mid-1854, a new style of circular townmark, which reads **CHARLESTON S.C./10/HAVANA**, was put into use on mail coming from Havana. The "10" rate appears just above the word "HAVANA," in a slight arc. This marking was used in blue and black ink, the former far more common. Figure 13 illustrates a cover struck with this marking in blue, dated July 25 [1854], and inscribed to the *Isabel*.

Another example of this marking is found in Figure 14, an item of special interest to collectors who enjoy ship inscriptions on covers. The letter is datelined "Havana 7 Sept 1854," and the **CHARLESTON S.C./10/HAVANA** marking is dated September 12. What makes this cover unusual is that the cover was inscribed to and was carried by the "St 'Gov Dudley'" from Havana to Charleston. The steamship *Governor Dudley* was a small, 408-ton steamer that made seven trips in substitution for the *Isabel* during 1854 while the *Isabel* was in New York for annual repairs. The *Isabel* was overhauled every year, during

HAVANA.	October 1848
HAVANA.	February 1850
HAVANA.	November 1850
HAVANA.	November 1850
HAVANA.	March 1854
HAVANA.	April 1854
HAVANA.	November 1855
HAVANA.	July 1856
HAVANA.	October 1858
HAVANA.	December 1858
HAVANA.	January 1859
HAVANA.	March 1859
HAVANA.	July 1859

Figure 12. Evolution of the straightline HAVANA marking used at Savannah.

Table 1 - The Savannah HAVANA. Markings

Date	Color	Townmark	HAVANA.	Rate	Comments
10/28/1848	Red	C-27, stars STEAM-BOAT	2½ mm height	12½, ms.	Kouri
1/15/1850	Red	C-27, stars	2½ mm height	12½, ms.	Wierenga
11/25/1850	Red	SAVANNAH Ga./6	2½ mm height	6 in townmark	Wierenga, to Kennebunk Port, Me.
11/25/1850	Red	SAVANNAH Ga./6	2½ mm height	6 in townmark	Kouri, to Topsham, Me.
3/26/1854	Black	C-27, stars		10, DOC - 18 mm	Arthur White, to Augusta, Ga.
4/11/1854	Black	C-27, stars	2½ mm height	10, DOC	Wierenga
11*7*1855	Black	PRINTED CIRCULAR	2½ mm height	2, DOC	Goldsmith
10/27/1858	Black	C-27, stars		10, 8 ½ mm	Ex. Ibanez to NY
12/28/1858	Black	C-32, year date	3½ mm height	30 in circle	Goldsmith
1/13/1859	Black	C-32, year date	3½ mm height	30 in circle	Wierenga
2/12/1859	Black	C-32, year date	3½ mm height	10, straightline	Goldsmith
2/28/1859	Black	C-32, year date	3½ mm height	10, straightline	Wierenga
3/12/1859	Black	C-32, year date		10, 8 ½ mm	Ex. Iglesias to NY
3/12/1859	Black	C-32, year date	3½ mm height	15 in circle, ms. 10, ms. 12 decimes	Kouri
3/28/1859	Black	C-27, stars	3½ mm height	10, straightline	Wierenga
5/23/1859	Black	C-27, stars	3½ mm height	20, straightline	Goldsmith
7/31/1859	Black	C-27, stars	3½ mm height	15, 16¢ in stamps	McDonald

which time a replacement vessel was used to carry the mails to Havana, either a small steamer or sailing schooner. This cover arrived in Charleston on *Governor Dudley's* second return voyage. The *Governor Dudley* was renamed *Catawba* on May 8, 1857 (not to be confused with the 1,643-ton *Cahawba* which began running the New York–Havana–Mobile route in early 1854 with the *Black Warrior*).<sup>11</sup>

Figure 15 illustrates a blue **CHARLESTON S.C./10/HAVANA** marking inscribed “pr ‘Granada,’” and was docketed “June 7, 1855.” Despite the routing endorsement on the letter, it was probably carried by the *Isabel* into Charleston. Any cover from the Caribbean

<sup>11</sup>W.M. Lytle and F.R. Holdcamper, *Merchant Steam Vessels of the United States 1790-1868*, revised edition (Staten Island, New York: Steamship Historical Society of America, 1975), p. 87.

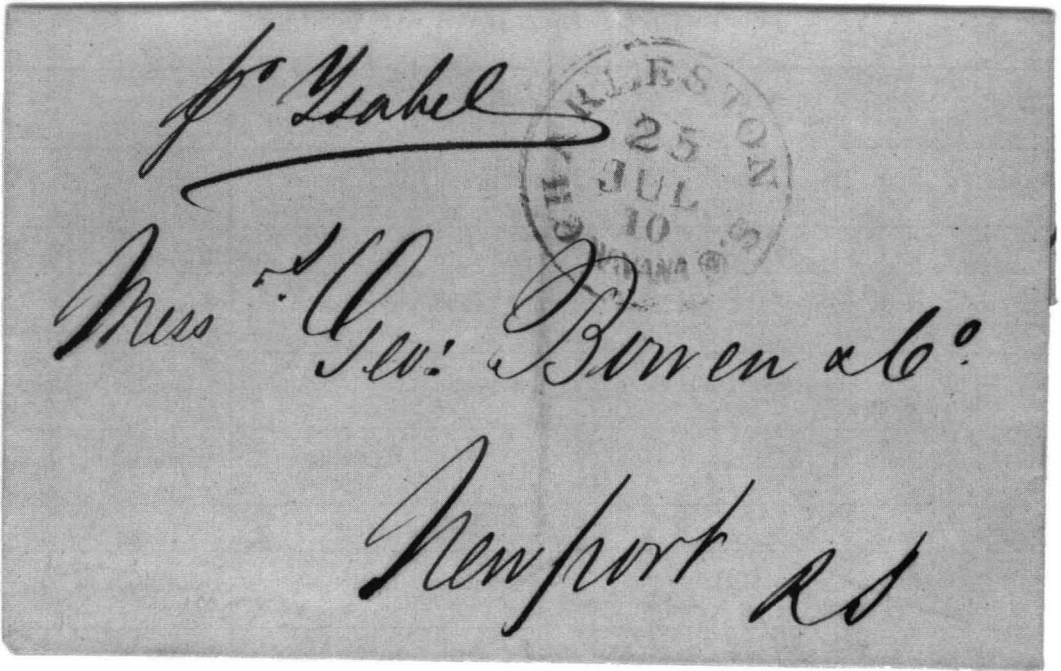


Figure 13. The blue CHARLESTON S.C./10/HAVANA, put into use in 1854 on mail coming from Havana.

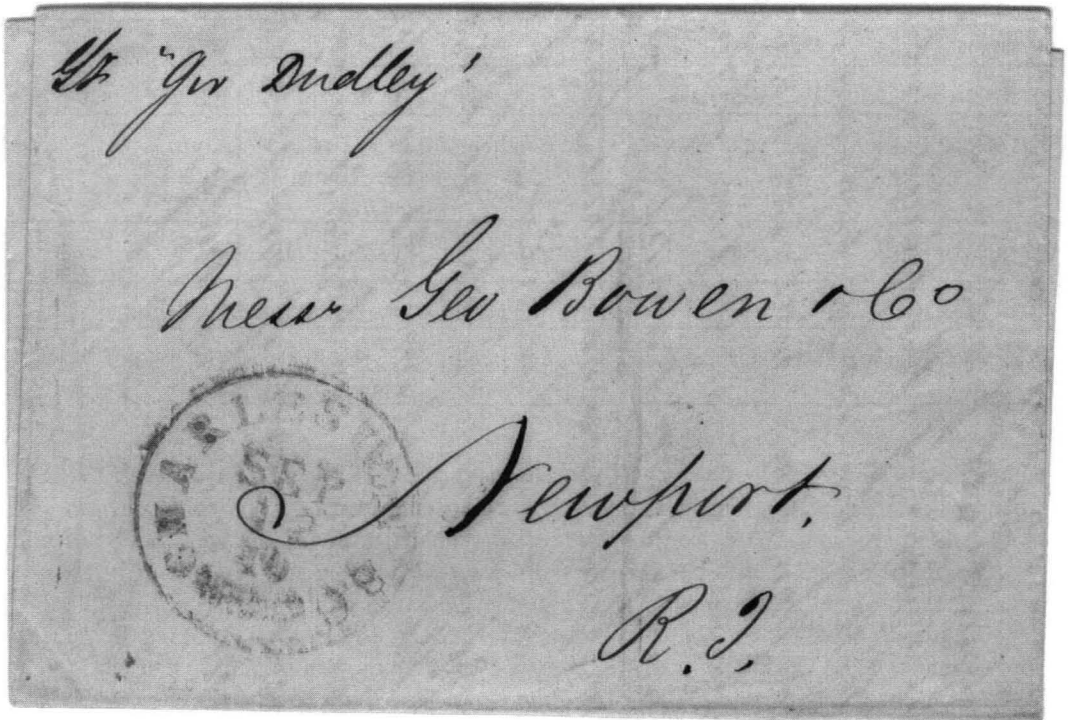
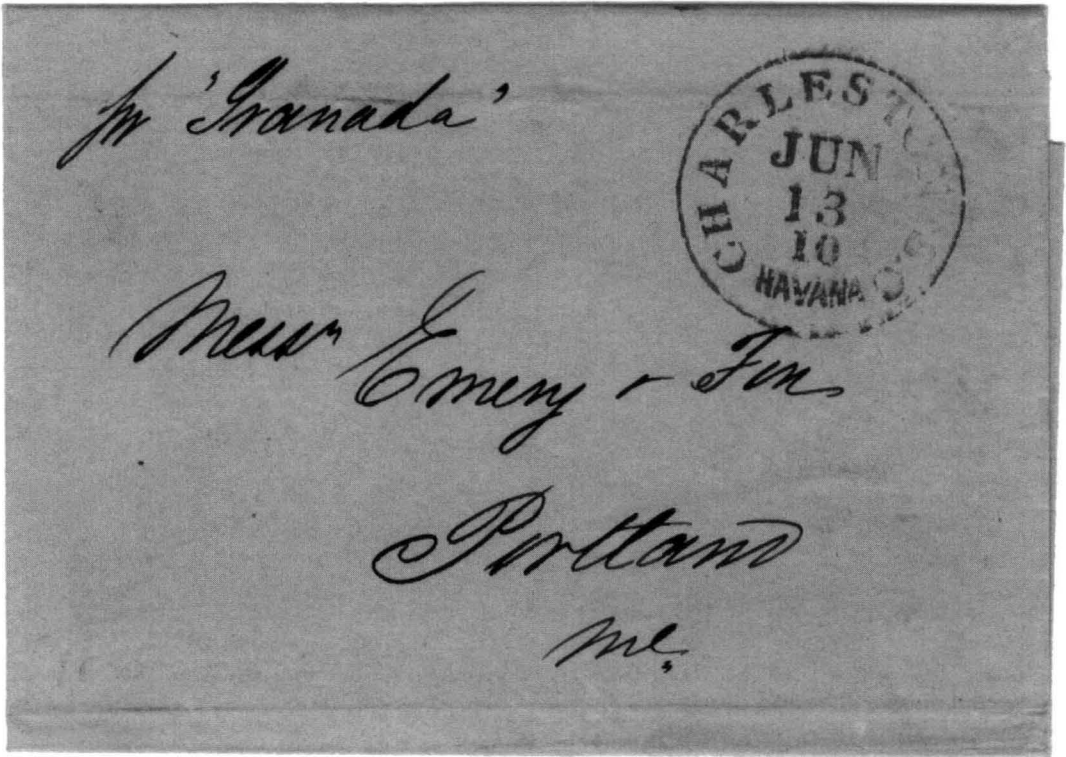


Figure 14. The blue CHARLESTON S.C./10/HAVANA marking on a cover carried by the steamship *Governor Dudley* while the *Isabel* was being overhauled.



**Figure 15. The CHARLESTON S.C./10/HAVANA marking, in blue, on a cover inscribed to the *Granada*, but carried by the *Isabel*, after the *Granada* had an accident to her machinery.**

arriving by steamship at Charleston and inscribed to a steamship other than the *Isabel* requires further research. In this case, the *New York Herald* of July 14, 1855, reported that the *Granada* broke her cylinder head on June 6 as she left New Orleans for Havana. She returned to New Orleans on June 7 under tow. Evidently, this Cuban letter was marked in anticipation of the arrival of the *Granada*, and then was sent by the *Isabel* a few days later.

The **CHARLESTON S.C./10/HAVANA** marking is also known with the "HAVANA" slug inverted in the marking. Two examples have been recorded by us, and they were both applied on the same day. A very nice example is shown in Figure 16. This stampless folded letter is datelined "Mats 19 Nov 1855." On the letter face is a black **CHARLESTON S.C./HAVANA/10**, with the "HAVANA/10" portion inverted. The face also has poor strike of the earliest type of Matanzas cds (known as "Baeza") in blue, and a matching numeral **1** handstamp for one real internal fee prepayment, which was struck over the left side of the Charleston marking. One real was the Cuban internal fee from Matanzas to Havana. The cover is inscribed "Ocean Bird," an unusual ship name for a cover carried into Charleston. The *Ocean Bird* was a 1,476-ton wooden, paddle steamship originally laid down for North Atlantic service, a service that she never entered. For a brief time in 1855 and 1856, she operated on the route between New York and New Orleans, via Havana.<sup>12</sup> In 1856 she was sold to Cuban owners and renamed *Pajaro del Oceano*, i.e., *Ocean Bird*.<sup>13</sup> The November 28 date in the Charleston marking confirms that this cover

<sup>12</sup>*New York Herald*, August 7, 1855 and November 3, 1855.

<sup>13</sup>N.R.P. Bonsor, *North Atlantic Seaway*, 6 vols. (New York: Arco Publishing Company, 1975-80), Vol. 1, p. 326.



**Figure 16. A black CHARLESTON S.C./10/HAVANA marking with the “HAVANA” slug inverted and inscribed to the *Ocean Bird*.**

was carried into Charleston by the *Isabel*.<sup>14</sup> The *New York Herald* supplied the information that helped answer the question why the letter was inscribed for the *Ocean Bird*. The *Ocean Bird* arrived in New York on November 25, having left New Orleans on the 15th and Havana on the 20th. The letter, which was written on November 19, apparently did not get to Havana in time to connect with the *Ocean Bird*. Instead, it was put on board the *Isabel* a few days later and entered the United States mails at Charleston.<sup>15</sup>

Of all the steamship markings with the word “HAVANA,” the cds from Charleston is by far the most frequently recorded. Even though this type of postmark offered a great deal of convenience to the post office, it could only be used on single weight letters addressed to the United States. Multiple weight letters, or those addressed abroad, required a different type of handstamp and rate assessment. During the mid to late 1850s, Charleston used a straightline **HAVANA** marking measuring 26x4mm. This very scarce marking was used with a regular cds, and usually manuscript rate marks, although rate handstamps sometimes also were used.

There are much fewer examples of the **HAVANA** straightline markings from Charleston than that of Savannah. The former handstamp has been recorded in blue ink from 1854 to mid 1855, and in black ink between 1855 and 1856 (at least).

Figure 17 provides an example of the straight-line **HAVANA** marking of Charleston in blue ink. The letter is headed “Duplicate Origl p Philadelphia,” and datelined “Havana 23d April 1855.” The Charleston townmark is dated April 28. The manuscript “20” was the postage due for a double-rate steamship letter from Cuba.

The cover shown in Figure 18 is the outer sheet of a folded letter that originated in Havana on July 22, 1854, and was addressed to London. It was carried by the steamship

<sup>14</sup>*New York Herald*, December 2, 1855.

<sup>15</sup>*Ibid.*, November 26, 1855.



Figure 17. The blue straight-line HAVANA on a double weight letter.



Figure 18. The blue straight-line HAVANA on a 29¢ rate cover to London.

*Isabel* into Charleston, where the post office applied a circular datestamp of July 25 and a straight-line **HAVANA** marking, which denoted the origin of the letter, both in blue ink. The letter was sent to New York where a red **NEW.YORK/A<sup>M</sup>. PACKET.** marking dated July 31 was applied to the reverse. New York also struck the black **26** marking on the face, the debit to Great Britain for a letter to be carried across the Atlantic by an American contract vessel. The New York and Havre Steam Navigation Company steamship *St. Louis* carried this cover to Southampton, departing from New York on her maiden voyage on August 1, 1854.<sup>16</sup> The red crayon “34” is a bit of a puzzle. It may have been applied at Charleston to denote the total unpaid letter rate of 10¢ + 24¢. This was incorrect, however, since the 10¢ steamship rate was intended to be substituted for the 5¢ inland postage, making the total rate on this letter 29¢. It is quite possible that the Charleston postmaster did not understand this. Whatever the meaning of the red crayon “34,” it did not affect the treaty accounting between the United States and Great Britain. The British receiving mark on the reverse was dated August 14, 1854, and was consistent with the arrival of the *St. Louis*. The pen scrawl just to the left of “London” in the address was marked in London and was a statement of the postage due, “1/2 1/2” (1 shilling 2 1/2 pence), the equivalent of 29¢.

The cover in Figure 19 shows an uncommon use of the **HAVANA** postmark on a letter sent from a sugar mill in Cuba on November 4, 1854, originally addressed to Erie, PA. Charleston applied its cds along with the straightline marking and a large “10,” each in blue ink. However, in Erie the letter was forwarded to a postmaster in Cleveland, Ohio and re-rated as **FREE**. There is only a handful of reported free covers that originated in Cuba, as either ship or steamship mail.

Figure 20 shows an example of Charleston’s straightline **HAVANA** in black. It’s a heavy letter addressed to New York that originated in Havana on December 22, 1855, and was received in Charleston on December 28. It was inscribed to the *Quaker City*, but was carried into Charleston by the *Isabel*. The *Quaker City* had just been placed on the New York to Mobile via Havana route. The *Isabel* departed Havana on December 25, while the *Quaker City* did not depart until December 27. This letter has the typical Charleston cds in black and a manuscript “60” in pencil. This is one of the highest rates seen on incoming steamship letters from Cuba, a sextuple weight. The letter’s brief content explains its high weight. It simply reads “Gutierrez and Casal beg you to forward them.” The enclosures no doubt consisted of several letters to Europe. The addressee, J. M. Ceballos, was a well known Cuban forwarding agent in New York.

Our last cover, Figure 21, shows another very unusual usage of this marking. This letter was sent from Havana to Dundee, Scotland. Charleston applied its cds on December 28, 1855 (the exact same day as the previous cover!), and the straightline **HAVANA** handstamp, both in black ink. It was then sent to Boston, where it arrived on January 2 [1856] in time to catch the Cunard steamer *Asia* to Liverpool. Boston applied its black cds, along with the “5” and the small “10.” The 5¢ debit marking was first applied for an unpaid letter from the United States. It was over-struck with the 10¢ debit marking when it was realized that the letter was from Cuba. The letter arrived in Liverpool on January 14 where the scarce **ART-2** and **AMERICA/ LIVERPOOL** cds were applied in black. It reached the addressee the following day, who was charged one shilling two and a half pence, equivalent to 29¢.

Table 2 summarizes the covers with Charleston’s straightline **HAVANA** known to the authors. At around the time of the outbreak of the American Civil War, both Savannah

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<sup>16</sup>Walter Hubbard & Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, 1988), p. 115.



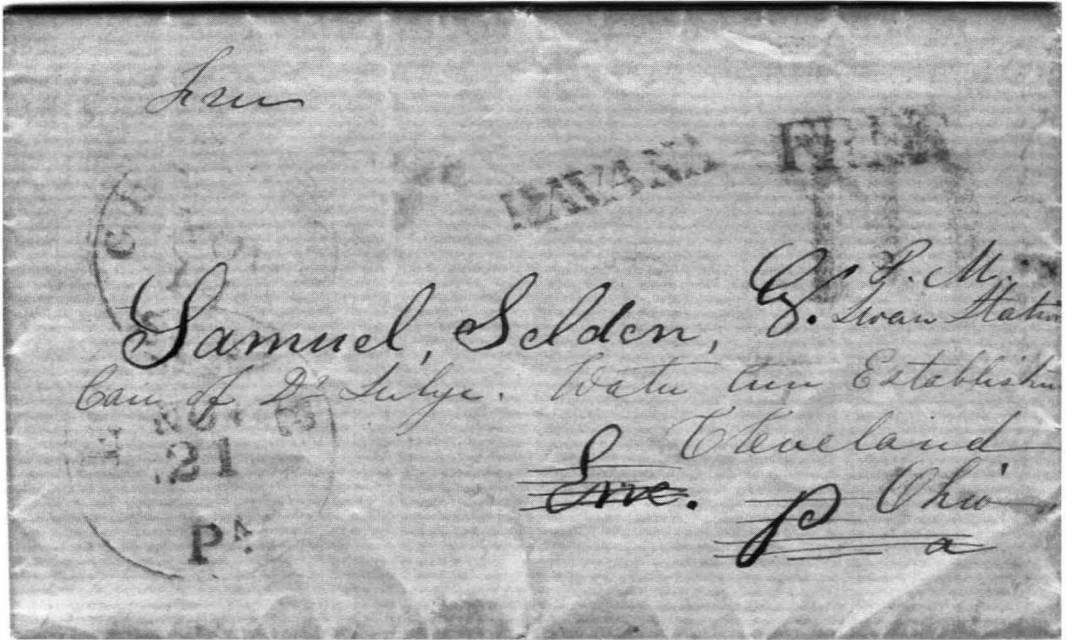


Figure 19. A cover showing both the blue straight-line HAVANA and a FREE marking.

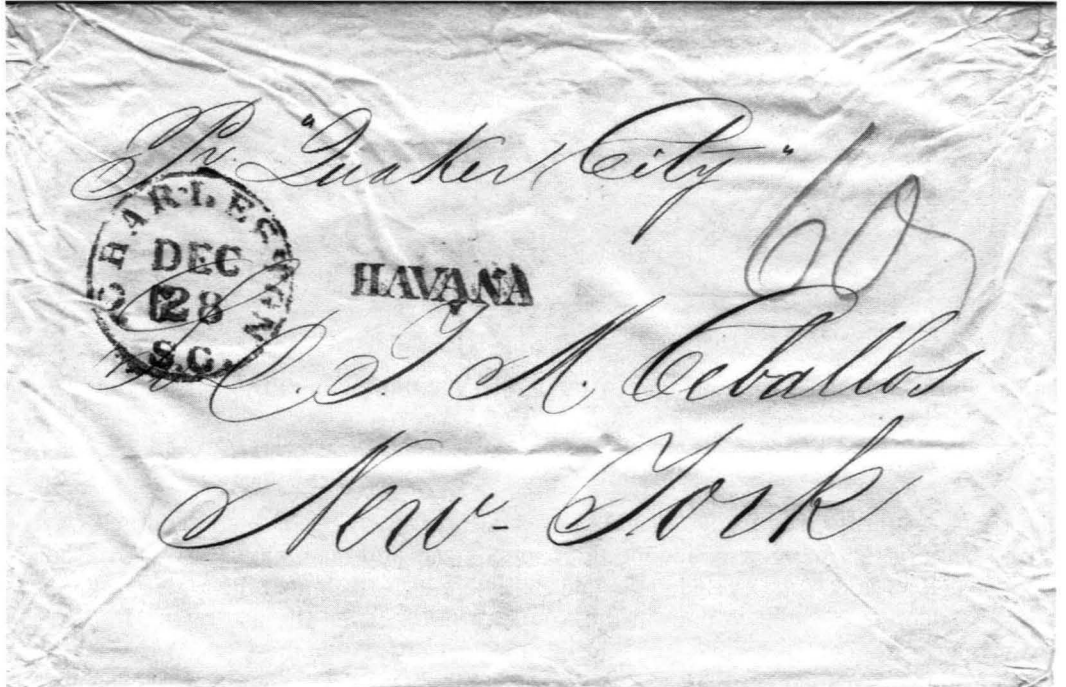


Figure 20. A sextuple weight letter with a black straight-line HAVANA marking of Charleston.



Figure 21. A black straight-line HAVANA on a 29¢ rate cover to Dundee, Scotland.

and Charleston stopped using their **HAVANA** postmarks. Also, in the second half of the 19th century the majority of incoming contract steamship mail started arriving in other ports such as New York, Philadelphia and Baltimore. It is likely that the gradual, and then abrupt, decline in mail volume in the Southern ports ended the use of the **HAVANA** markings, although there may have been other reasons. After the Civil War very little steamship mail came via Charleston or Savannah. In fact, there are no recorded steamship markings from these two ports after the post-bellum period. The only other American port that used a handstamp with the word "Havana" for contract steamship mail before the Universal Postal Union was Baltimore, which applied a small circular **FROM/HAVANA** between 1869 and 1871.

Table 2 – The Charleston HAVANA Markings

Date	Color	Rate	Comments
07/25/54	Blue	34, 26 debit	Wierenga
11/14/54	Blue	FREE over 10	Kouri
2/14/1855	Blue	ms. 20	Arthur White to Portland, Me.
04/28/55	Blue	ms. 20	Wierenga
12/28/55	Black	ms. 20, pencil	Ex. Iglesias to NY
12/28/55	Black	ms. 60	Kouri
12/28/55	Black	29, 10 debit	Kouri

□

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### ANSWERS TO PROBLEM COVERS IN ISSUE 197-198

With regard to the POST PAID markings illustrated in as Figures 1-3 in Issue #200, Route Agent Tim O'Connor now agrees that these markings were applied in London. However, he did mention that Philadelphia used a very similar marking, which is illustrated here as Figure 1. He wonders if the markings for both cities are identical, and why none of the other major colonial cities had the handstamp. Can anyone provide answers?



Figure 1. Philadelphia to Lancaster cover, "POST / PAID" in circle

### ANSWERS TO PROBLEM COVER IN ISSUE 200

As we received no answers for the problem cover of the last issue, we'll carry it over until next issue. Here's the puzzle:

Two U.S. stamps—a 5¢ Jackson and a 3¢ Washington—are apparently the only postage paid on this cover from Canada submitted by Route Agent Ron Burns (Figure 2). As shown by a boxed "C.W.RY.STATION P.O. / MY 5 80 / HAMILTON" on the front, and a MY 5 80 CDS of Hamilton, Canada on the reverse (not illustrated), it entered the mails in Canada. Addressed to San Francisco, Cal., it arrived on May 12 as indicated by a second CDS (not shown) on the back.

Agent Burns' questions are:

1. Why 8¢ postage? A convenience overpayment? An attempt to pay the 5¢ Registered fee of Canada? (He notes the 3¢ stamp was placed on the envelope first, for the 5¢ overlaps the 3¢.)
2. Were U.S. stamps allowed for use in Canada for any purpose at this late date?
3. Why no postage due markings?

### PROBLEM COVER FOR THIS ISSUE

Route Agent James W. Milgram, M.D., submitted the transatlantic cover in Figure 3, addressed to Berlin, Prussia. It features two 1¢ 1851 issue stamps affixed in the upper left corner, with black manuscript PAID 22 over the stamps and a two line "Washington Mo Oct 21" in the upper right corner. The remainder of the front of the cover should be clear

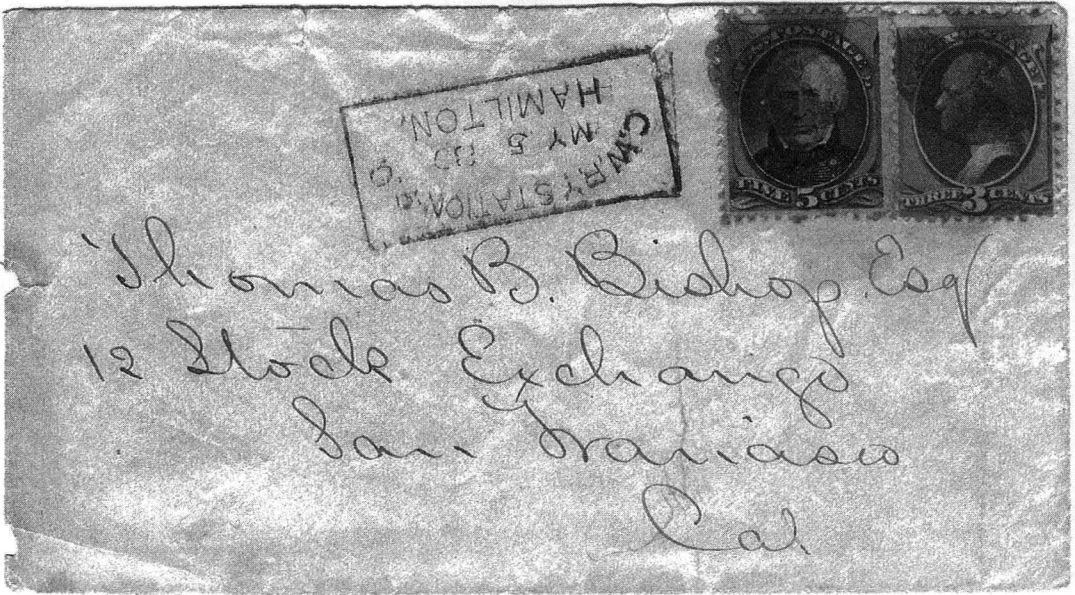


Figure 2. Canada to San Francisco, boxed "C.W.RY. STATION P.O. / MY 5 80 / HAMILTON" plus Hamilton My 5 80 CDS on reverse, 8¢ U.S. postage

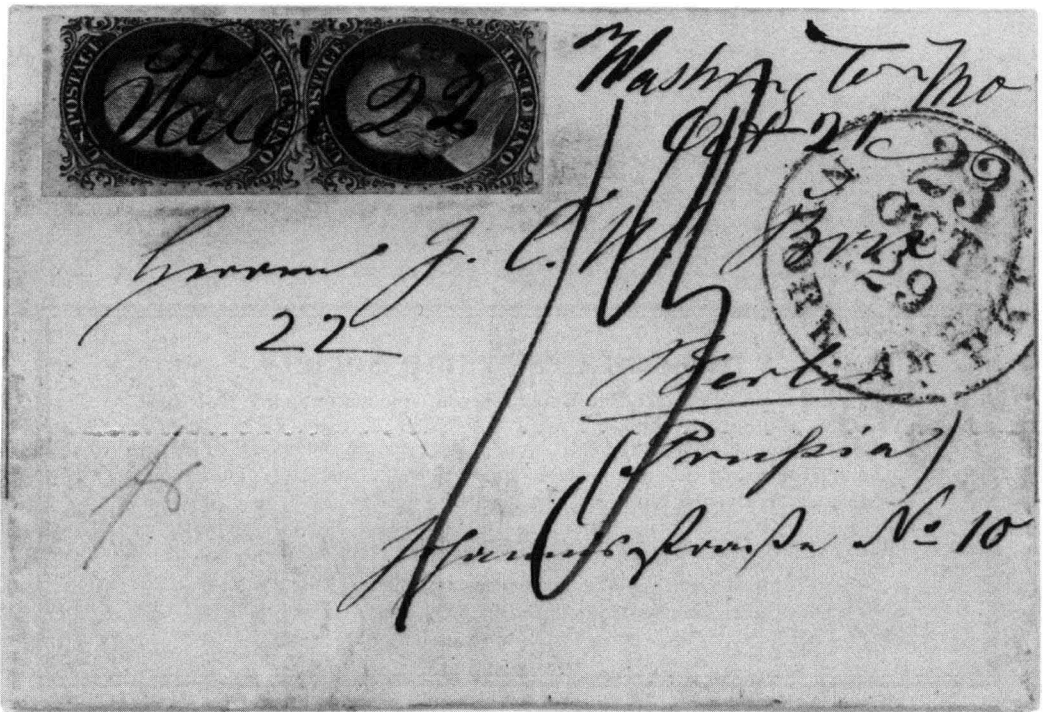


Figure 3. Washington, Mo. transatlantic cover to Berlin, OCT 29 NYC CDS

enough to discern. There is a red Aachen 10-Nov transit marking and a black 11-Nov receiving CDS on the reverse. This cover poses many questions, not least of which is whether the 1851 stamps are original to this cover. Anyone care to hazard a guess at this point? Can the cover be year dated? Under which postal convention was it handled? What do the black New York exchange CDS, manuscript blue 13 and Aachen transit markings have in common?

\* \* \* \* \*

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 May 2004 Cover Corner is April 15, 2003. I can receive mail at 605 Maple Trace, Cincinnati, OH 45231-4166 and via an e-mail address: RWCARLIN@aol.com.

New examples of problem covers are always needed for The Cover Corner. High resolution copiers, either black and white or colored images, have proven to be quite successful in reproducing covers. Please send two copies of each cover including the reverse if it has significant markings. It is also important to identify the color of markings on covers submitted in black and white. Thanks.

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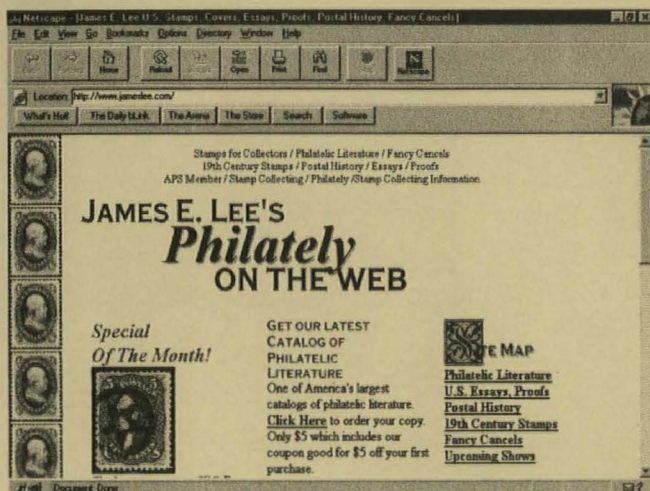


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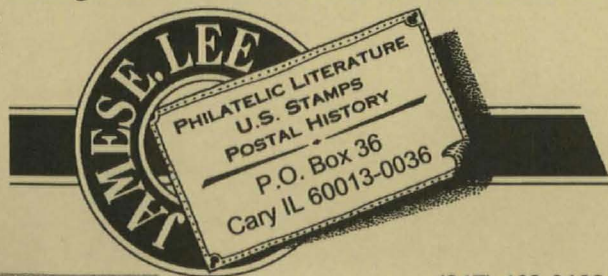
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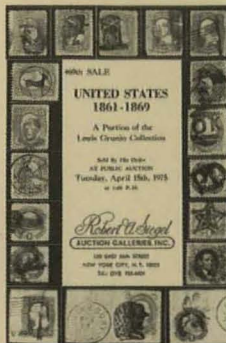
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