

THE CHRONICLE February 2005 (No. 205)

The
Chronicle
of the U.S. Classic Postal Issues

February 2005

Volume 57, No. 1

Whole No. 205

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

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

WHAT WOULD YOU LIKE TO SEE?

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

MAY WE HEAR FROM YOU?

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

Jack E. Molesworth, Inc.

APS
BIA
UPSS

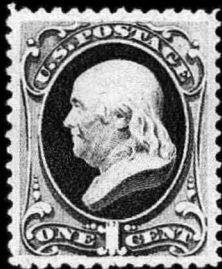
88 Beacon Street
Boston, Mass. 02108-3319
Phone: 617-523-2522
Fax: 617-523-2265

CSA
USPCS
CCNY

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

World Class Collections Deserve "FIRST CLASS" Treatment...

Scott #192, unused, PFC
Catalog Value: \$27,500.00
Realized Price: \$93,500.00
The highest price ever paid
for this Special Printing -
sold in Shreves May 2004 sale.



Scott #5, used PFC
Catalog Value: \$45,000.00
Realized Price: \$165,000.00
This remarkable realization achieved
in Shreves May 2004 sale is the
highest price ever paid for this classic
rarity - nearly twice its previous
realization just two years ago.

Scott #14, used, PFC
Catalog Value: \$200.00
Realized Price: \$20,900.00
Sold in Shreves May 2004 sale -
this famous plate number example
realized a record \$20,900.00.



Why do so many world class collectors choose Shreves to
sell their U.S. and foreign stamps and covers?
Shreves first class treatment with in-depth philatelic knowledge.
Award-winning marketing expertise. Incomparable personal service.
Unparalleled success.

Dallas & New York
www.shreves.com



800 556 STAMP
800.556.7826

SHREVES
PHILATELIC GALLERIES, INC.

14131 Midway Road, Suite 1250 • Addison, Texas 75001-9829 • 972/788-2100 • FAX 972/788-2788
145 West 57th Street, 18th Floor • New York, N.Y. 10019 • 212/262-8400 • FAX 212/262-8484

SPINK

— FOUNDED 1666 —

CONTINUING TO ACHIEVE RECORD
PRICES AT AUCTION



Left-hand Marginal Multiple from The Governor Cooper Block
Sold for £119,600 on 23rd September 2004
World Record Price for an Australian Philatelic Item Sold at Auction

Our unique blend of leading specialists, a truly international client base,
and excellent catalogues result in outstanding prices at auction.

Our stamp specialists are always happy to discuss any aspect of buying or
selling at Spink.

COINS BANKNOTES MEDALS STAMPS BOOKS

69 Southampton Row, Bloomsbury, London WC1B 4ET
tel: +44 (0)20 7563 4000 fax: +44 (0)20 7563 4085 email: info@spink.com
www.spink.com

The Chronicle of the U.S. Classic Postal Issues

ISSN 0009-6008

February 2005

Published Quarterly, in
February, May, August and November

Vol. 57, No. 1
Whole No. 205

\$4.50 Members *Official publication of the U.S. Philatelic Classics Society, Inc.* *Annual Dues*
\$6.00 Non-Members (Unit 11, A. P. S.) www.uspcs.org *\$27.50*

SOCIETY OFFICERS

WILSON HULME *President*
12 Manette Road, Morristown NJ 07960-6344 whulme@uspcs.org
WADE E. SAADI *Vice-President*
93 80th Street, Brooklyn, NY 11209-3511 wade@pencom.com
DR. CHARLES J. DI COMO *Secretary*
102 Old Pawling Road, Pawling, NY 12564-1212 charles.dicomo@uspcs.org
ROB LUND *Assistant Secretary*
3007 Panaview Blvd., Everett WA 98203-6945 padalund@msn.com
DWAYNE O. LITTAUER *Treasurer*
P.O. Box 750368, New Orleans, LA 70175-0368 DL@kullmanlaw.com

DIRECTORS: JOE H. CROSBY '05; WALTER DEMMERLE '05; DR. CHARLES J. DI COMO '06; WILSON HULME II '05; DWAYNE O. LITTAUER '07; ROB LUND '05; CHARLES J. PETERSON '06; NORVAL RASMUSSEN '07; WADE SAADI '07; CHARLES SOUDER '06; ROY WEBER '06; *ex officio*: THOMAS J. ALEXANDER, THOMAS F. ALLEN, VAN KOPPERSMITH, PATRICIA STILWELL WALKER, RICHARD F. WINTER

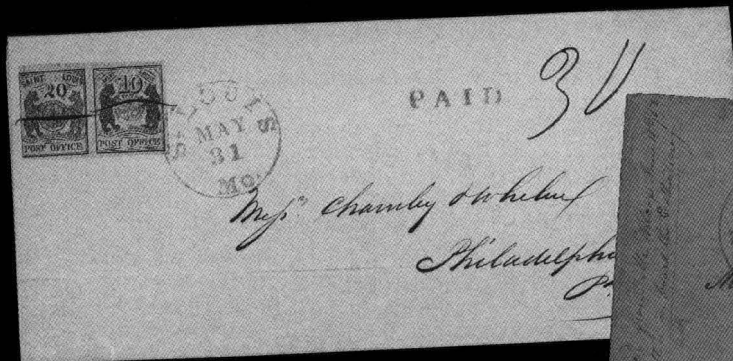
ROB LUND *Membership Chairman*
3007 Panaview Blvd., Everett WA 98203-6945 padalund@msn.com
CHIP GLIEDMAN *Publicist*
9 Hermit Lane, Ridgefield, CT 06877-5230 publicist@uspcs.org
RICHARD M. WRONA *Advertising Manager*
P.O. Box 7631, McLean, VA 22106-7631 richamw@ucia.gov
WALTER DEMMERLE *Publication Sales Chairman*
821 Winthorpe Drive, Virginia Beach, VA 23452-3939 demmerle@cox.net
DALE R. PULVER *Editor of Chairman's Chatter*
7725 Beaver Creek Dr., Mentor, OH 44060-7121 chrisndale@att.net
JEFFREY C. BOHN *Exhibition Photocopy Chairman*
P.O. Box 2301, Columbia, MD 21045-2301 bohnj@nichols.com

EDITORIAL BOARD

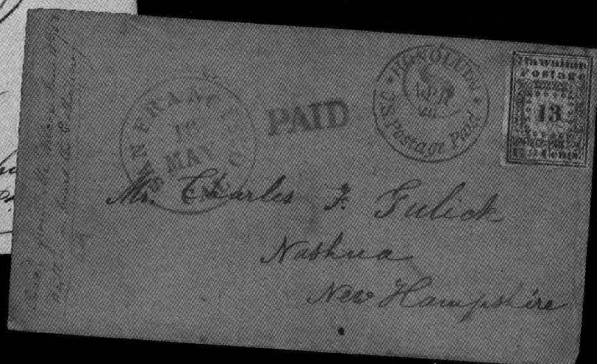
CHARLES J. PETERSON *Editor-in-Chief*
P.O. Box 5559, Laurel, MD 20726-5559 cjp7777@aol.com
JAMES W. MILGRAM, M.D. *Prestamp & Stampless Period*
1352 Estate Lane, Mill Road Farm Manor, Lake Forest IL 60045 milgram@northwestern.edu
GORDEN STIMMELL *U.S. Carriers & Independent Mails*
203 Willow Avenue, Toronto ONT M4E 3K4 Canada stimmell@sympatico.ca
WADE E. SAADI *1847 Period*
93 80th Street, Brooklyn, NY 11209-3511 wade@pencom.com
HUBERT C. SKINNER *1851-61 Period*
P.O. Box 4097, New Orleans, LA 70178-4097 mrnola@excite.com
MICHAEL C. McCLUNG *1861-69 Period*
4809-D Kingshill Dr., Columbus, OH 43229-7215 Mike.Mcclung@scottssco.com
SCOTT R. TREPEL *1869 Period*
% Robert A. Siegel Auctions, 60 East 56th St., 4th Floor, New York, NY 10022-3204
JEFFREY FORSTER, *Assistant* jforstr@pacbell.net
JOE H. CROSBY *Bank Note Period*
5009 Barnsteeple Court, Oklahoma City, OK 73142-5405 joecrosby@cox.net
ALAN CAMPBELL *Officials et al.*
2746 29th Street, San Diego, CA 92105 alanccamp@aol.com
LESTER C. LANPHEAR III, *Assistant* llanphear@earthlink.net
RICHARD F. WINTER *The Foreign Mails*
31 Flagship Cove, Greensboro, NC 27455 rfwinter@bellsouth.net
JEFFREY C. BOHN, *Assistant* bohnj@nichols.com
GREG SUTHERLAND *The Cover Corner*
P.O. Box 24231, Dayton, OH 45425-0231 gregfree@cox.net

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

“Amazing.”
“Spectacular.”
“EXTRAORDINARY.”



Realized \$160,000



Realized \$115,500

NO MATTER HOW YOU SAY IT,
OUR REALIZATIONS
SPEAK FOR THEMSELVES.

Matthew Bennett International created the “Exhibition Collection Sale” series of auctions to showcase specialized collections. The auction catalogue—designed exclusively for your collection—creates a spectacular impression resulting in equally impressive results.

If you have a specialized collection or a collection of gem-quality stamps and are contemplating sale at public auction, please contact us at (410) 453-9784 or toll free (800) 638-4223 in the U.S. to discuss how we can design an auction catalogue for you.



Realized \$412,500

The highest price received
for any mint U.S. stamp



MATTHEW BENNETT INTERNATIONAL

1954 Greenspring Drive · Suite LL18 · Baltimore, MD 21093 · 410.453.9784
e-mail: info@bennettstamps.com · web: www.bennettstamps.com

IN THIS ISSUE

IN MEMORIAM

Kenneth Keiji Taira, *by Wilson Hulme*7

George W. Brett, 1912-2005, *by Hubert C. Skinner*8

THE PRE-STAMP & STAMPLESS PERIOD

Ornamented Mortised Handstamps, *by James W. Milgram, M.D.*
(continued from *Chronicle* 204:237).....10

U.S. CARRIERS & INDEPENDENT MAILS

Playing CSI Portsmouth, *by Gordon Stimmell*34

THE 1851-61 PERIOD

The McAdams Mechanical Stamper Markings, *by Richard B. Graham*42

OFFICIALS *ET AL.*

Official Stamps Added During Transit in the Mail System,
by Lester C. Lanphear III.....48

The "Atlanta" Proofs of the Department of State Dollar Value Stamps:
A Re-Examination of the History, *by George G. Sayers*56

THE FOREIGN MAIL

United States–Grand Duchy of Luxembourg, Postal Communications
by Four Routes, *by James Van Der Linden, RDP*63

Arthur White (Oct. 12, 1921 - Jan. 1, 2005), *by Richard F. Winter*.....73

THE COVER CORNER

Answers to Problem Cover in Issue 20174

Problem Covers for This Issue74

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



Realized \$57,750



Realized \$20,900

We are now accepting consignments for placement in our
future sales. Please contact us whether you have a single rarity
or an entire collection for sale.

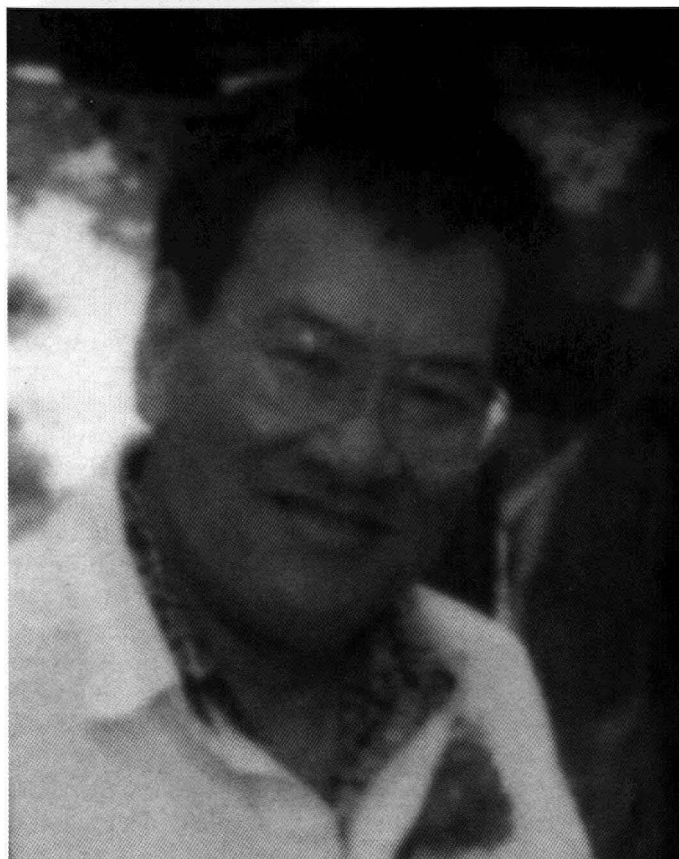
Please visit our website at:
www.rumseyauctions.com

email: srumsey@rumseyauctions.com

Schuyler
Rumsey
Philatelic
Auctions

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

IN MEMORIAM



KENNETH KEIJI TAIRA

I am sad to report that Keiji Taira died on January 21, 2005, after suffering a stroke at home. He was 62 years old.

Keiji (“KG” to all that met him) was a former Director of The U.S. Philatelic Classics Society, winner of the Mortimer Neinken award for distinguished research, a world-class plater, and our good friend. We will miss him.

KG was a catalyst. In Tom Alexander’s words, “It amazes me how a person like KG can impact so many lives—all for the good. He really will be missed by everyone in the Classics Society who watched him (almost single handedly at first) revive interest in our favorite stamp and its postal history.”

He was a brilliant analyst and problem solver. KG believed that the key to solving complex issues was to widely share information. He gathered a group of 3¢ 1851-57 collectors and got them focused on unanswered philatelic questions. Mark Rogers’ comments are typical, “I can’t count the hours I spent on the phone with KG. Seems like almost every night for a very long time . . .” As a direct result of KG’s efforts, there has been major progress in our understanding of early perforations and in plating the Type II stamps.

Keiji is survived by Nina, his wonderful wife of 27 years; Judy Morioka (of Sacramento), his sister; and Tim Taira (of San Francisco), his brother. Stanley Piller spoke at Keiji’s memorial service, which was attended by many of our Society’s members. Keiji

was a member of the Nichiren Buddhist Church in San Francisco, and he is interred at the Japanese Cemetery, Colma, California.

For those who might be interested in donating to an organization in Keiji's name, the following is an organization that took wonderful care of Keiji's mother when she was ill. This is a non-profit group that provides Japanese meals to the elderly:

Kimochi, Inc.
171 Buchanan Street
San Francisco, CA 94115
www.kimochi-inc.org

- Wilson Hulme □



GEORGE W. BRETT, 1912-2005

One of the last of the few truly great philatelists of the 20th century, George W. Brett, was taken from us on January 14, 2005. George, the foremost student/authority on the production of United States stamps, was 92 years young. George was one of my dearest friends and a consummate gentleman who shared freely with me and many others his expertise and insight into all aspects of United States philately—both through personal communication and the published word. His knowledge of stamp production was his best known and most celebrated expertise, earning him the affectionate label “Mr. B.I.A.” for his tireless work on the production, plate varieties and printing of the Bureau Issues and for his more than 70 years of membership, service as an officer of the Bureau Issues Association (joined BIA in 1933 as member No. 474, ex-president, chairman of the board, and chairman emeritus) and author of a long and distinguished list of published works on the Bureau Issues stamps of the United States and the U.S. issues of the Canal Zone and other “United States Colonials.” Less well known was his comprehensive knowledge of the earliest United States adhesives (1840s *et seq.*) for which he was one of the most knowledgeable students and experts. He is known to have written more than 540 published articles and monographs (circa 1930 to date).

No other American philatelist has received more accolades and awards than George W. Brett. Under Postmaster General J. Edward Day, he served as a member of the Citizens' Stamp Advisory Committee, 1961-1963. He was a member of the American Philatelic Society for nearly seventy years (joined 1936, number 14188). He received the Luff Award from the APS in 1978 for meritorious contributions to philately, and was inducted into the Writers Unit Hall of Fame the following year. Until recently, George was a regular fixture at APS annual meetings and frequently was the oldest member present, which gave him the privilege and honor of adjourning the meeting *sine die*. In 1983, George was named recipient of the Cryer Cup by the Awards Committee of the American Philatelic Research Library; subsequently he served with me and Barbara Mueller as a member of this committee until his death. He was named Distinguished Philatelist by the United States Philatelic Classics Society in 1992. Both of these awards are among the most prestigious awards in research philately. The American Philatelic Congress presented George with its McCoy Award in 1989 and the Colby Award in 1993, one for the best article in the APC book for 1989 and the other for the best article published in 1993. The United States Stamp Society (renamed from the BIA in 2000) inducted George into the

USSS Hall of Fame in the year 2000, the first and only time such an honor was awarded to a living philatelist. Earlier, in 1983, he had been selected to receive the Alfred F. Lichtenstein Award from the Collectors Club of New York, another of the most highly prestigious accolades of philately. Finally, on May 22, 2004, the National Postal Museum chose George to receive the Smithsonian's Philatelic Achievement Award, a crowning recognition to eight decades of philatelic endeavor and achievement.

On a personal note, George was a fellow geologist—which fact I treasured—but when we were together we discussed philatelic not geological subjects. George retired from the United States Geological Survey in 1979 and spent his later retirement years in a charming town, Spirit Lake, Iowa.

George W. Brett, distinguished philatelist, accomplished geologist and charming gentleman, will be sorely missed by all who knew and loved him as a patriarch of philately. - Hubert C. Skinner □

United States Stamp Society

(Formerly the Bureau Issues Association)

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

The United States Specialist

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

A stamp collection is
the joy of your life...but
it's *really* so much more.

Often it is an important element in your
longterm financial well-being.

Professional Financial Associates is a partnership of three skilled individuals who have years of experience in business and finance—and philately. Each is an advanced collector in his respective field. They work with individuals and families who have significant assets in philatelic material and other collectibles, and to assist them in the management of their other resources through financial strategies, wealth preservation, estate planning, and insurance options. Jack Harwood, James Mazepa and Peter McCann bring a unique perspective in understanding the value of your assets and needs for both present and future estate planning. Would you like to know more? Please give us a call.

Dr. James Mazepa
Registered
Representative



Jack Harwood
Registered
Representative



Dr. Peter McCann
Registered
Representative



Professional Financial Associates

3097 Willow Green • Sarasota FL 34235-2039
Phone: (941) 379-4608 • 888-366-9935 Ext. 218
E-Mail: info@PFAssociates.com
www.PFAssociatesOnline.com

Branch Office: 9675 4th Street N,
St. Petersburg FL 33702
Securities offered through Legend Equities
Corporation, Member NASD and SIPC

ORNAMENTED MORTISED HANDSTAMPS

JAMES W. MILGRAM, M.D.

(continued from *Chronicle* 204:237)

Type D. Two birds facing a fountain which squirts to their mouths at top, floral with central flower at bottom.

D1. CHICKASAW IOWA “W” missing and date “May 7” written separately (Figure 13). Note the variation in type size and position which suggests that the line of type was composed from separate loose letters of type.

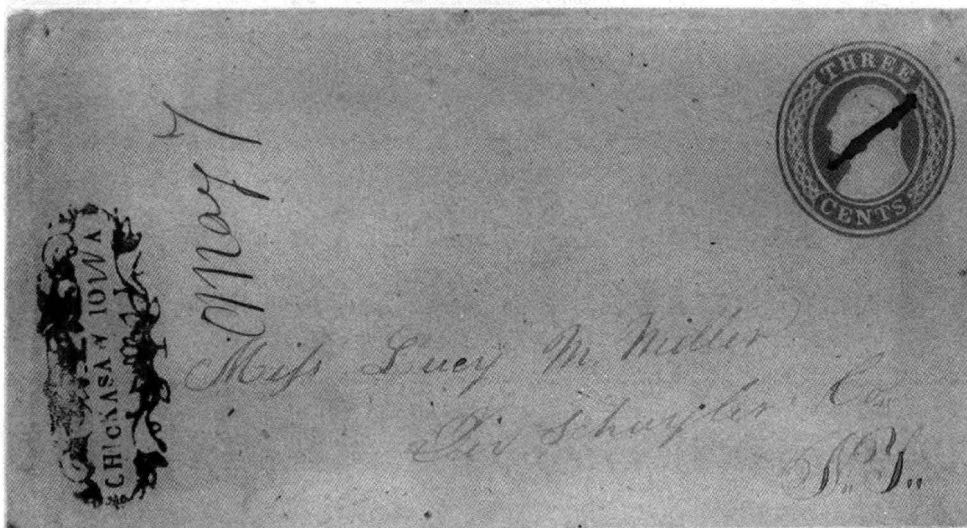


Figure 13. CHICKASAW IOWA (Listing No. D1)

D2. STEAMER DALLAS. Milgram No. 326 and 327 (inverted frame). An example with inverted frame (or actually inverted line of type) is shown in Figure 14 because it is a clearer strike of the red frame showing details of the birds and fountain. The usage is 1847 from the Ouachita River.

Type E. Two birds on leafy boughs facing an enclosed fountain with several spouts at top, bow in center with pair of anchors and leafy boughs at bottom.

E1. LITTLE GUNPOWDER This newly discovered 1844 Maryland cover (Figure 15) has a manuscript date and was sent locally at the 6¢ rate for under 30 miles.

E2. McLEANSBORO. ILL. This 1846 example of the same frame (Figure 16), and with a manuscript date “Oct 24,” was sent at the new 5¢ rate for up to 300 miles. Each of these postmarked examples of Type E is known only from a single example.

Type F. Single bird facing right catching insect, with floral boughs at top, open flowers and leaves at bottom.

F1. GREEN VALLEY DEPO This blue Virginia postmark is struck on an 1843 franked letter to Baltimore. It can be traced back to the Edwin Mayer collection, but the photograph shown (Figure 17) is from the Daniel F. Kelleher auction of March 5, 1991. It is the only known strike of this type frame as a postmark.

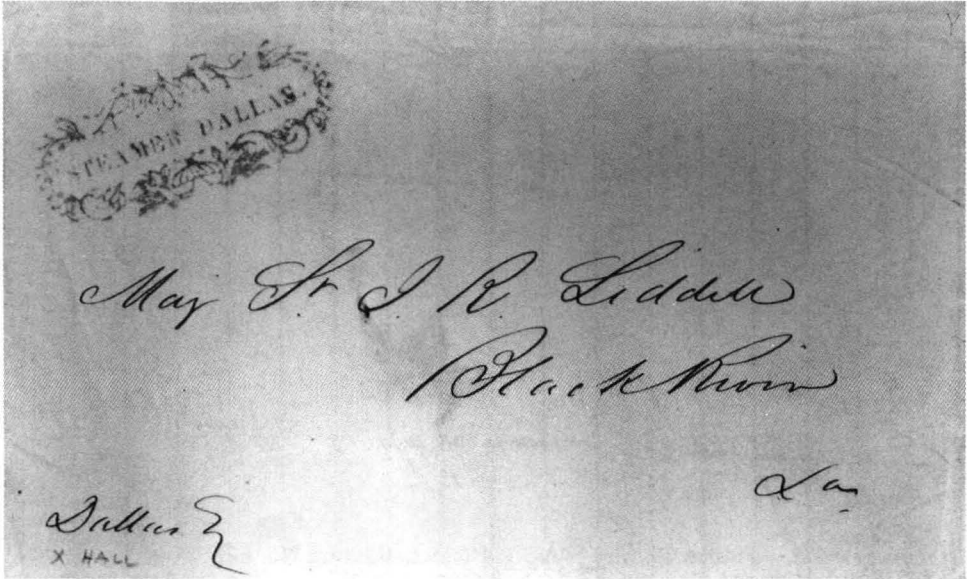


Figure 14. STEAMER DALLAS. (Listing No. D2)

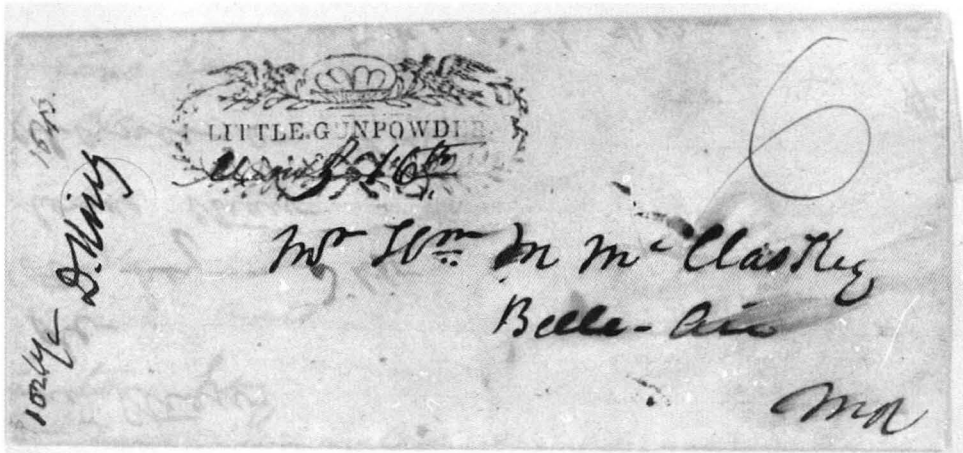


Figure 15. LITTLE. GUNPOWDER. (Listing No. E1)

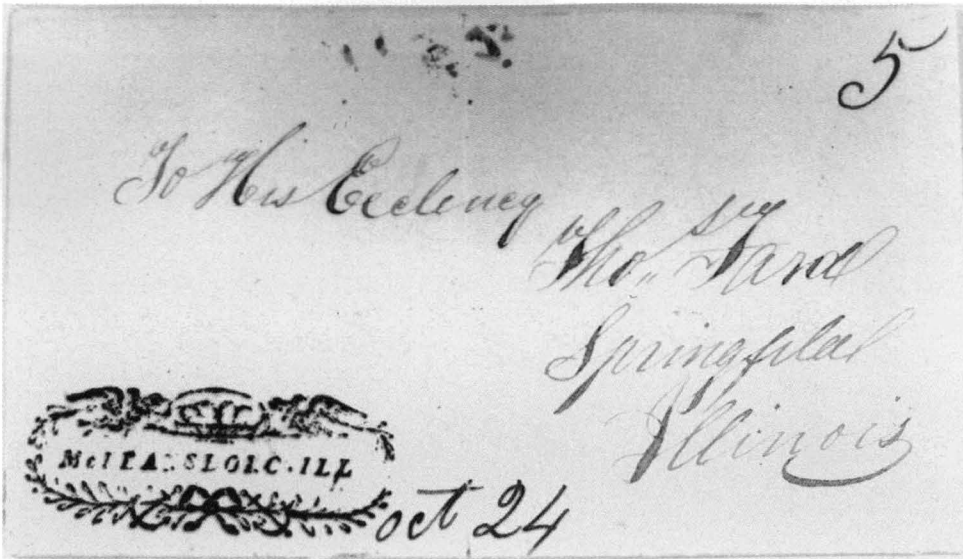


Figure 16. McLEANSBORO. ILL. (Listing No. E2)

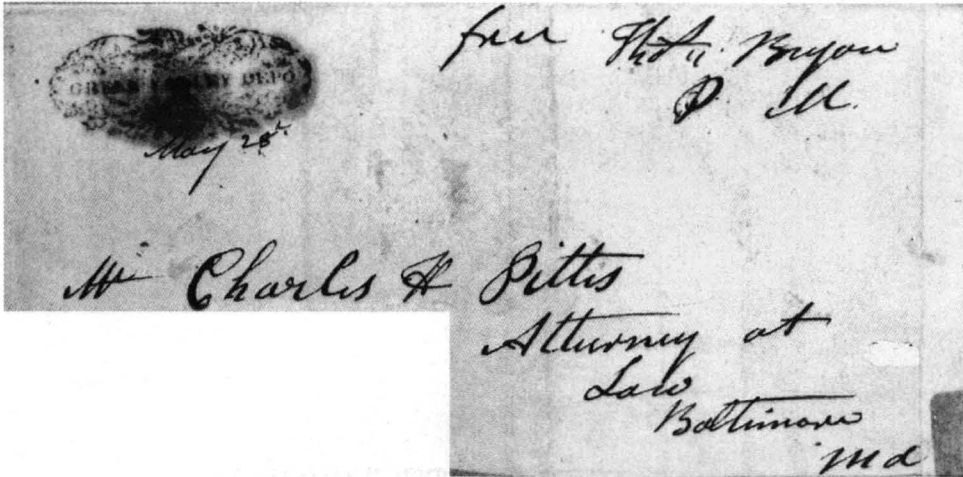


Figure 17. GREEN VALLEY DEPO (Listing No. F1)

A better strike of the frame is shown in *Vessel-named Markings on United States Inland and Ocean Waterways 1810-1890*, in the section on fakes. Item **F-53** in that book has this frame with the words "PACKET HELEN" inserted to the right side of the struck marking. The shown usage from Buffalo to Toledo is an attempt to pass off the marking as a Great Lakes marking. I own another copy in blue with a letter dated January 24, 1865 from the Headquarters 108th U.S.C.T. (U.S. Colored Troops) at Rock Island Barracks in Illinois. The 3¢ 1861 cover was postmarked at Rock Island the following day and went to New York City. No ship usage is possible with these postmarks, and of course this cover has nothing to do with the Great Lakes. The presence of the letter shows the origin of the cover was Rock Island and not another site on the Mississippi River. However, this is a genuine old frame which was used at a later date to produce this fantasy marking.

Type G. Eagle with spread wings holding two arrows in talons at top, field of stars, crossed leafy boughs and paired boughs at sides complete the bottom (handstamp shown in Figures 1 and 2).

G1. Ft. KEARNEY O.R. This 1852 blue marking is lightly struck on blue paper and reproduces poorly (Figure 18) (Matthew Bennett, November 1, 2003). Here it cancels a stamp with June 5, 1852 dating. It is also shown in color as a stampless usage in the David Jarrett sale (Christies, October 9-10, 1990). The O.R. indicates Oregon Route and Ft. Kearny was one of the first outposts reached by overland Californian emigrants. There are at least four examples known.



Figure 18. Ft. KEARNEY O.R. (Listing No. G1)

G2. *Jordans Valley* This Tennessee marking is shown as a drawing in Simpson's *U.S. Postal Markings 1851-61*. However, a 3¢ red on buff entire bearing this marking with manuscript dating, ?July 4, is shown as lot 1529 of Robert A. Siegel's auction, February 13, 1973. Another cover (Figure 19) shows an August 20th dating. In *Postal Markings*, November 1938 there is a drawing of this marking with manuscript April 15 dating. The name of the town is in script typeface.

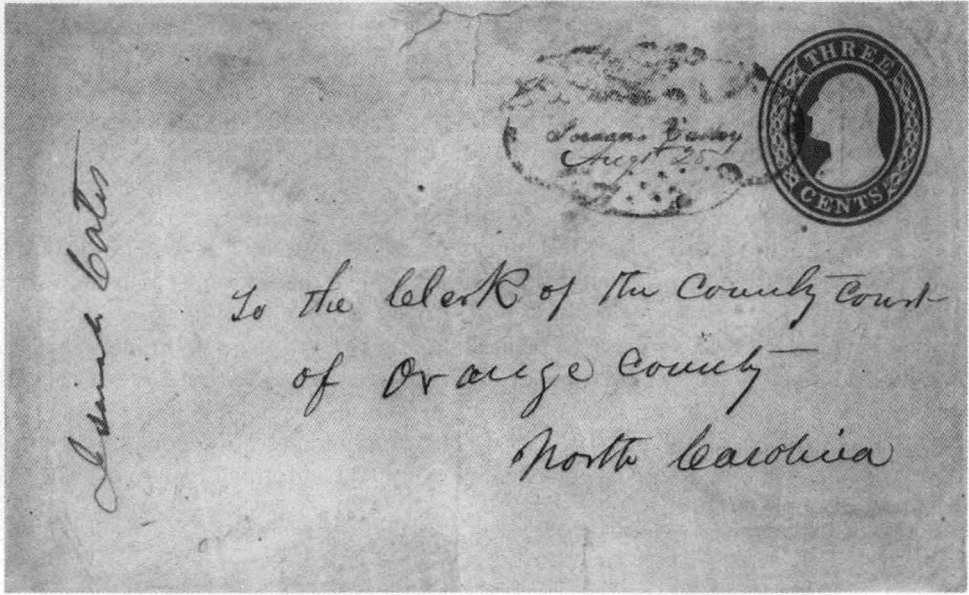


Figure 19. Jordans Valley (Listing No. G2)

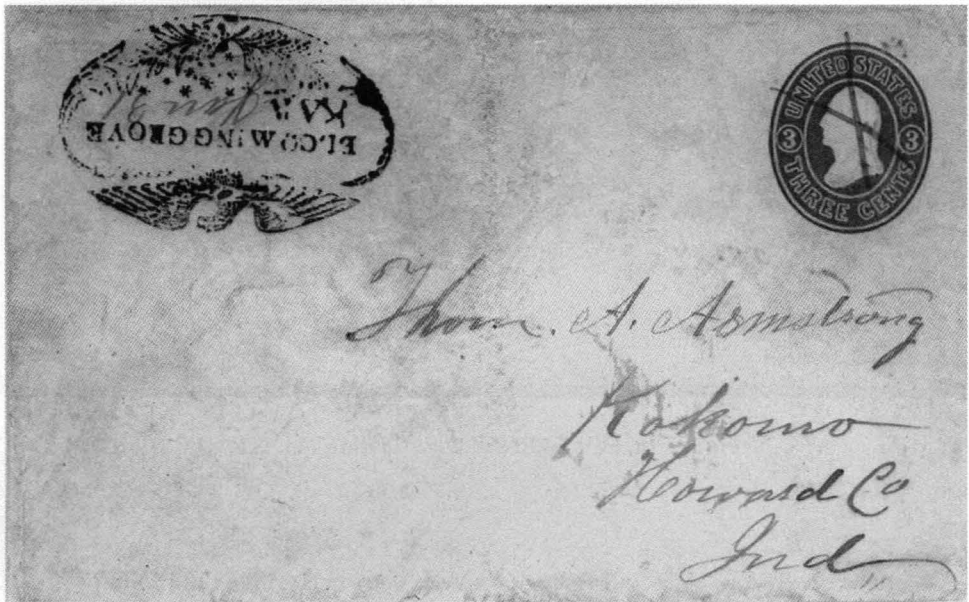


Figure 20. ELCOMING GROVE KAN (Listing No. G3)

G3. ELCOMING GROVE KAN (with E and L reversed) This is the latest known postmark with this type of handstamp (Figure 20) and is in true brown ink. Besides the misspelling of the town's name (Lecoming Grove), the state name has been added in primitive lettering as a second line of type. The date was added also in pen. The year date is unknown.

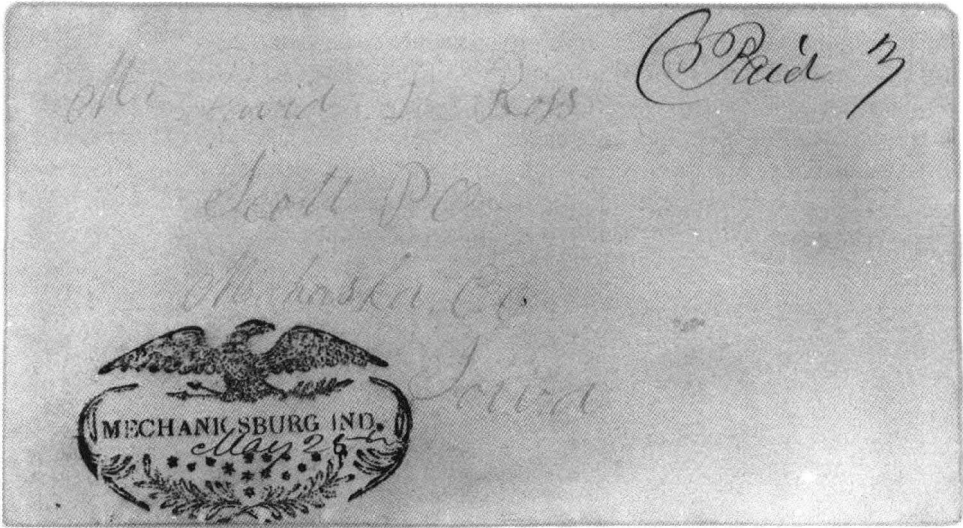


Figure 21. MECHANICSBURG IND. (Listing No. G4)

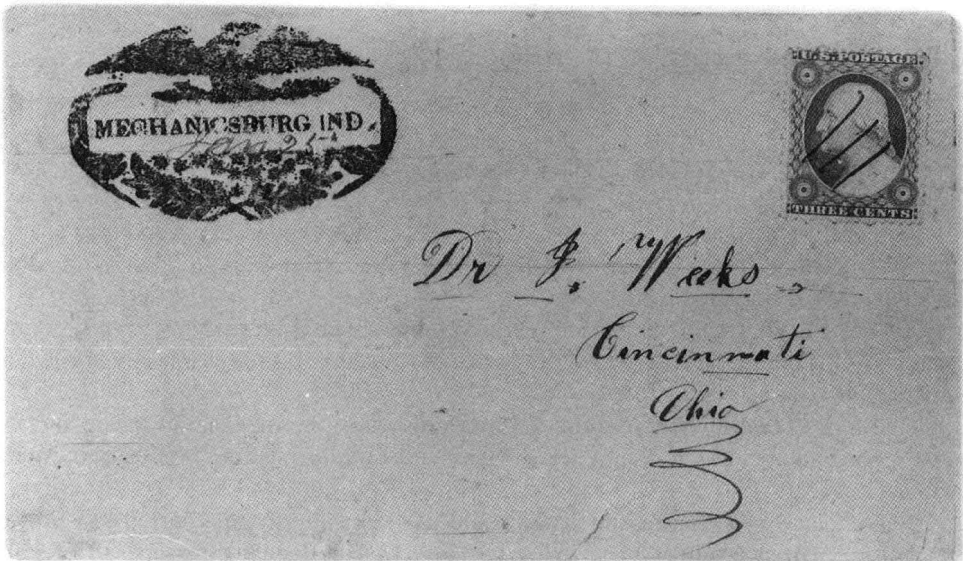


Figure 22. MECHANICSBURG IND. (Listing No. G4)

G4. MECHANICSBURG IND. This well-struck example (Figure 21) of this blue postmark was sent as a stampless usage at a time when stamps could have been used. It probably was 1859. Most examples of this marking are found on covers bearing the 1857 or even the 1861 3¢ stamp and are not very clear (Figure 22). This is the most common ornamented mortised frame postmark, with probably close to 24 copies in existence. A patriotic usage on a Lincoln campaign cover (AL-56) is shown with February 15, 1861 usage in *Abraham Lincoln Illustrated Envelopes and Letter Paper 1860-1865*. Another example from the same correspondence on a patriotic cover dated April 16, 1862 is shown as lot 234 in Robert G. Kaufmann's 10th Sale. A series of eight covers from one correspondence was sold in the Robert A. Siegel auction of December 13, 1995, with photographs of all covers. The auctioneers represented the last cover in the series as a different handstamp, but the features they describe are just due to wear. The series did include a different handstamp which is described below as **Listing No. J2**. Also, two 1858 examples in this series, lots 1043 and 1044, are struck in black ink.

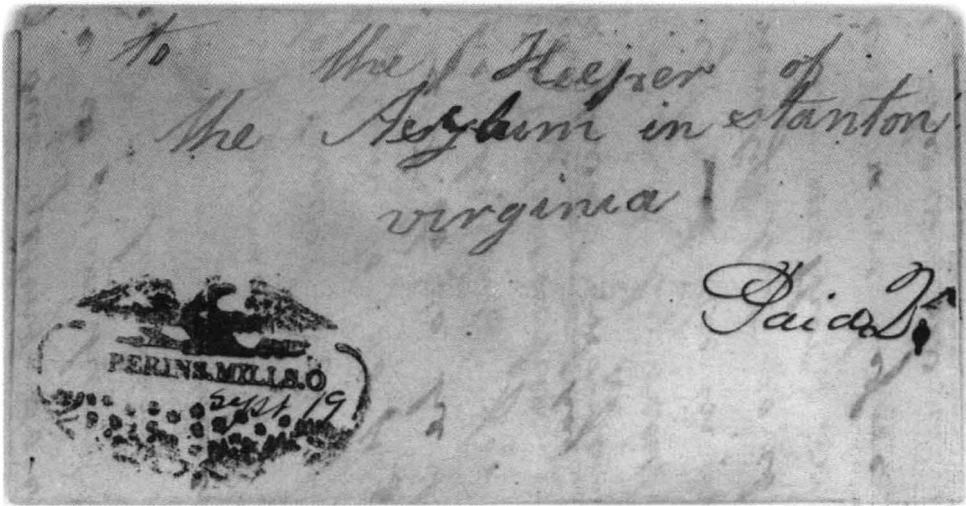


Figure 23. PERINS. MILLS. O (Listing No. G5)

G5. PERINS. MILLS. O This 1843 stampless cover (Figure 23) is an early usage of the eagle handstamp (only known example). It has manuscript dating and contains a very interesting letter about a lost son.

G6. UPPER.DUBLIN. This 1852 Pennsylvania cover (Figure 24) with ms. "August 12" dating holds the record for the highest price bid for an example of these markings as a postmark. It is a fairly good strike.

G7. REGISTERED This marking is upside down in the handstamp frame and is an auxiliary handstamp used at Chickopee, Massachusetts during the 1850s. The cover is illustrated as Figure 151, **R-CK-1**, in *United States Registered Mail 1845-1870*. Since the cover is an undated 1853 entire, the usage could have been during the period of Unofficial Registration, or if after July 1, 1855 (it is dated March 30), it could be an officially registered cover paying the 5¢ registration fee in cash. I lean towards the earlier usage since the cover bears no registration number, which was required during Official Registration.

The Type G handstamp was used by a number of different steamboats and certainly qualifies as among the most fancy handstamps on steamboat covers. Since the existing examples are quite rare, one can only surmise that it was used on other vessels from which no examples of such handstamped markings have survived.

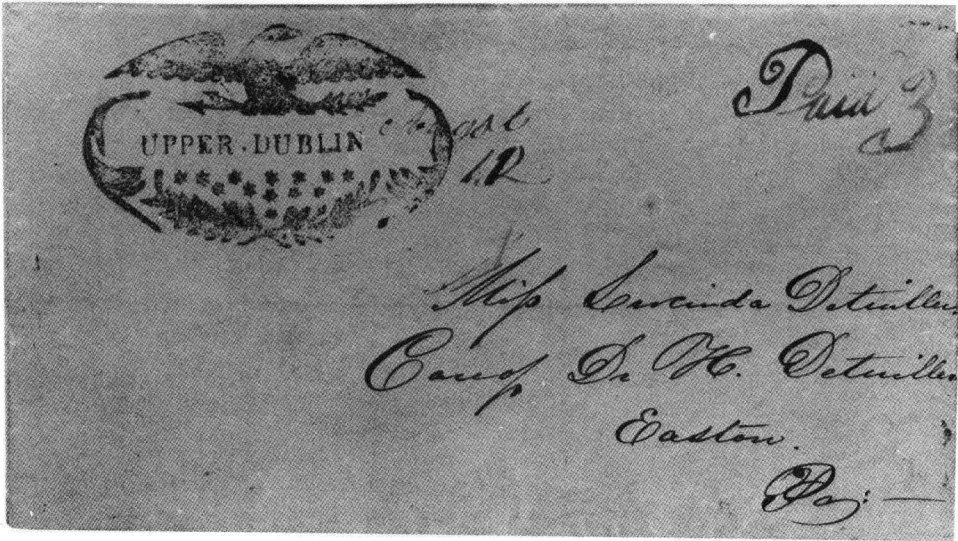


Figure 24. UPPER. DUBLIN (Listing No. G6)

G8. BEESWING Milgram No. 99. 1845 usage in black.

G9. *Steamer Cote Joyeuse* Milgram No. 296. This marking (Figure 25), only seen in blue ink, dates from the early period of steamboat handstamps, 1845. A shield can be seen on the chest of the eagle.

G10. *STEAMER DUBUQUE* Milgram No. 368. 1850 usage in red. The italic lettering is unusual.

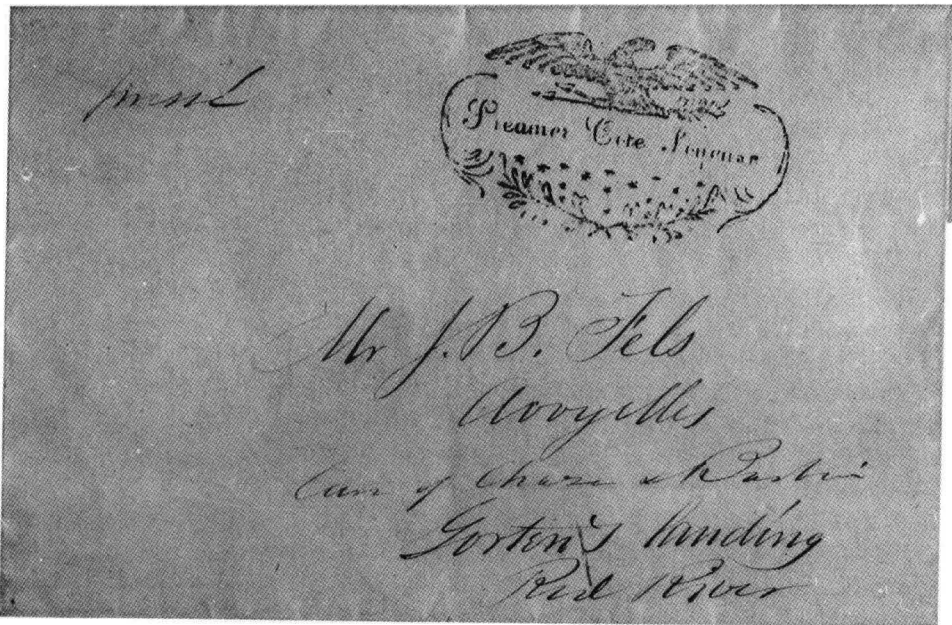


Figure 25. *Steamer Cote Joyeuse* (Listing No. G9)

- G11. S.B. EMPIRE Milgram No. 414. 1847 in black.
 G12. S.B. EMPIRE Milgram No. 415. 1847 in red.
 G13. GREY EAGLE Milgram No. 563. 1849 in red.
 G14. Per St. Bt. MARIA Milgram No. 847. 1846 in red.
 G15. Per St. Bt. MARIA Milgram No. 847A. 1846 in brown.
 G16. OLD HICKORY Milgram No. 1023. 1847 in red.
 G17. PAUL JONES Milgram No. 1063. Shown in Figure 26, this 1844 example is one of the eagle handstamps on a steamboat. Also the illustrated example is a very clear strike of the handstamp. If the reader compares it to the MECHANICSBURG IND postmark in Figure 21, it is apparent that this is actually a slightly different handstamp design (compare the bottom boughs). But the differences are minimal, so they are grouped here as one type.

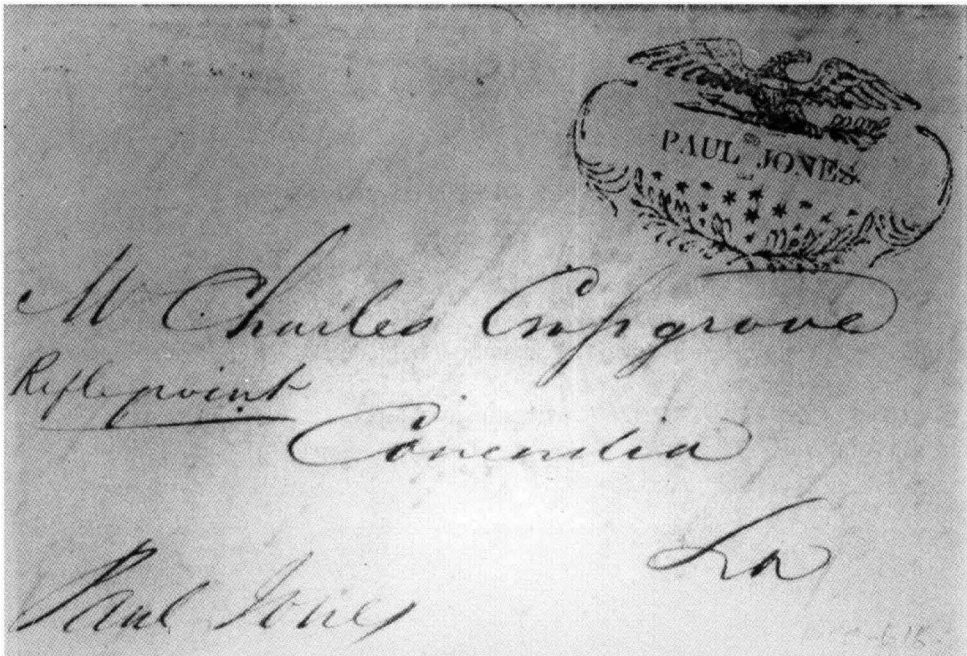


Figure 26. PAUL JONES Listing (No. G17)

G18. PIKE NO 9 TUCKER MASTER (2 lines) Milgram No. 1108. This 1851 black marking contains the name of the captain of the vessel.

G19. TUSCUMBIA Milgram No. 1391. 1849 in red, shown usage is to California with 40¢ rate marking.

G20. STEAMER TUSCUMBIA Milgram No. 1391A. 1849 in red. This cover from the William Semsrott collection is illustrated in the supplement, *Postal History Journal* No. 98 (June 1994).

G21. STEAMER TUSCUMBIA Milgram No. 1391B. 1849 in bronze ink. This cover, which was also illustrated in *Postal History Journal* No. 98, was sold at auction as being in gold ink because of the gold rush. The cover has nothing to do with a western usage and the ink is bronze, not gold. It is just a coincidence that **No. G19** shows a western postal usage. The vessel was simply a New Orleans to St. Louis steamboat on the Mississippi River.

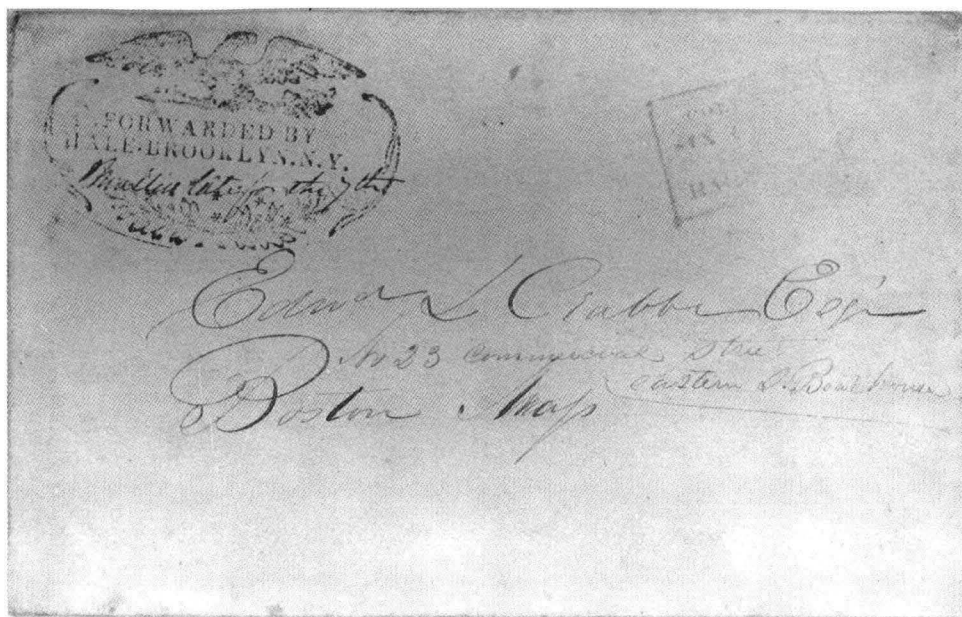


Figure 27. FORWARDED BY HALE. BROOKLYN. N.Y. (Listing No. G24)

G22. BRANCH POST OFFICE. This 1847 red marking is from Swart's Post Office Co.; it is illustrated in the *ASCC*, Vol. 2, with two examples recorded. A cover with the marking is illustrated as lot A1523 in the Robert A. Siegel auction of November 16, 1999.

G23. CUMMING'S CITY POST This red handstamp is found on an undated cover from the collection of Frank Hollowbush. It is illustrated as lot 265 in John A. Fox auction, August 15, 1966. The strike is quite clear. The marking is listed with a date of 1846 in *ASCC*, Vol. 2. A poorer strike in black ink is lot 533, Richard C. Frajola sale of the Middendorf collection.

G24. FORWARDED BY HALE. BROOKLYN. N.Y. (2 lines) There is additional ms. "mailed late for the 7th" and a red Hale's COLLECT SIX CENTS marking (Figure 27). This is an 1845 usage of the fancy frame by an independent mail company, a very choice usage. At least one other example is known.

G25. Cherry Henderson & Co. This red example (Figure 28) is found on the reverse of an 1850 stampless steamboat cover with a different red handstamp "FROM STEAMER OSCEOLA" on the face. The marking was used on a letter from this firm, and thus it is a type of handstamped corner card. It is from an original correspondence found by the writer and has not been illustrated before. It could have been used to indicate forwarding as so many other similar oval handstamps were used for that purpose.

G26. W A J FINNEY *Pittsylvania Co. Va.* (two lines) This (Figure 29) is a second personal handstamp and is unusual in that there are two lines of type held by the screw. Also the second line is in italic letters.

G27. J. N. THOMPSON. This marking is struck four times on a folded letter datelined Flat Lick, La. February, 1855. It is lot 328 in Robert G. Kaufmann auction, April 28, 1981.

G28. W H P UST This marking is on a star die entire with a nearly unreadable Sherman, Texas postmark addressed to a Missouri town. There is a sender's notation "via the overland mail," and the March 10, 1861 letter refers to the overland mail through

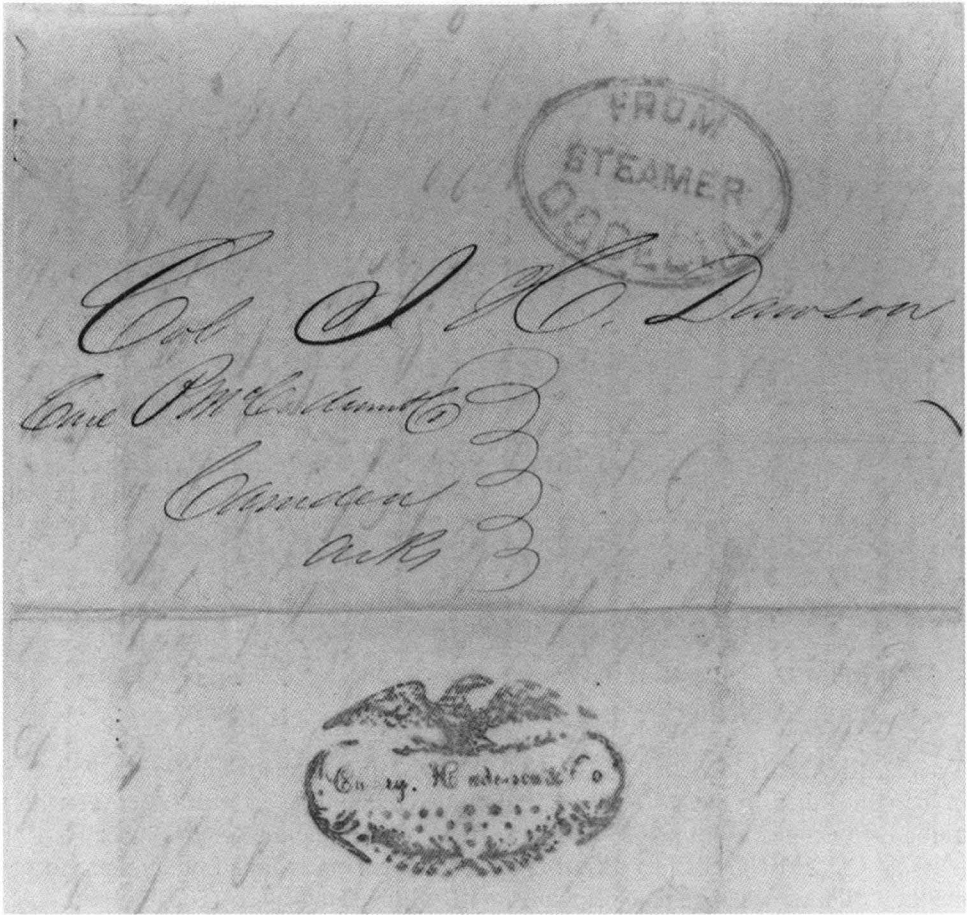


Figure 28. Cherry Henderson & Co. (Listing No. G25)

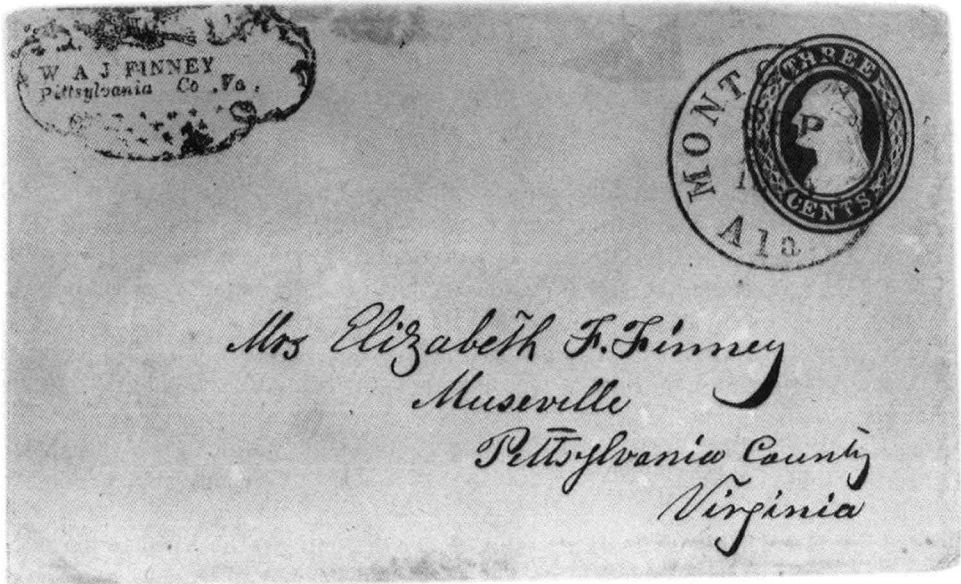


Figure 29. W A J FINNEY Pittsylvania Co. Va. (Listing No. G26)

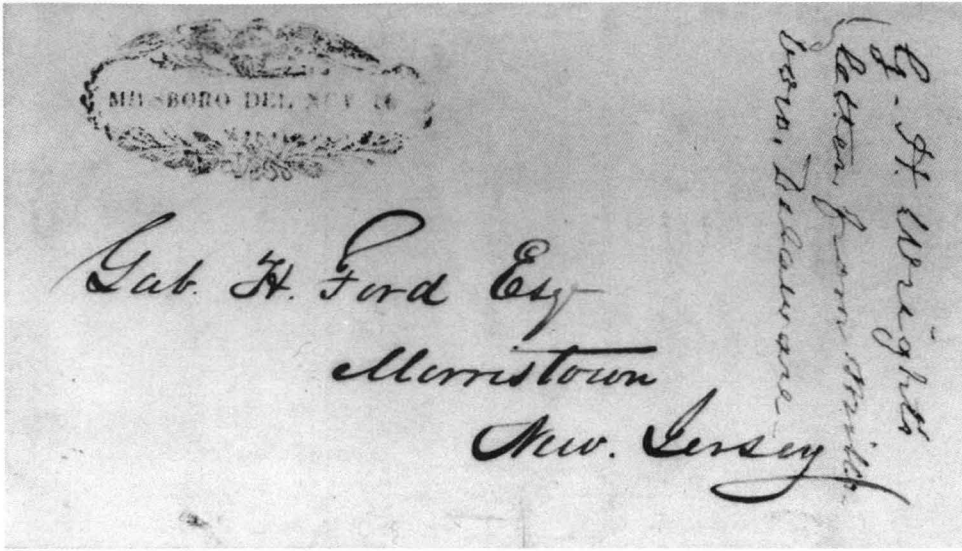


Figure 30. MILSBORO DEL NOV 10 (Listing No. H1)

Texas. I first encountered this cover in John A. Fox's office when I saw it as part of one of Charles Meroni's collections. No one including Meroni himself had any idea of the significance of the marking, whether it was postal or not. I remember that Meroni bought it at another Fox auction years before. It was touted as a Confederate packetboat cover in lot 908 of the Meroni Confederate sale, but there is no good evidence for this. I think it is just a name handstamp that found its way onto this piece of paper. It was also illustrated in catalog of the Robert A. Siegel auction, April 24, 1982, as lot 81 and has appeared in other sales since then.

G29. W.M. EDY This cover was found by the author in his own collection after the first version of this article was written. It is among other letters within a large Civil War complete soldiers' correspondence, that of Henry Edy and his brothers to their parents. This letter was written at Nashville General Hospt No. 14 [the building number] Ward 5 October 2, 1864. The envelope bears a strong clear strike of the handstamp in the center of the envelope. A stamp is tied by a "NASHVILLE TEN OCT 3 1864" postmark. To the side of the handstamp is a manuscript address "East Springfield Erie Co. Pa." I believe that this handstamp was available within the hospital, and different letter writers used it to send letters home. The name of the addressee was entered in moveable type each time it was used. There were no other letters with the handstamp in the correspondence, which included later letters from Henry Edy to his parents.

Type H. Eagle with spread wings at top, floral branch in talons, bottom shows floral design.

H1. MILSBORO DEL NOV 10. This 1841 stampless cover design (Figure 30) is one of two usages of this frame, a very early usage for a frame. Two examples are known, the other, said to be a partial cover, displays the correct spelling "MILLSBORO."

H2. PAID. This marking is on a cover with matching red "ST. FRANCISVILLE La. SEP 15" (no year date) with ms. "12½" to New Orleans (Figure 31). The cover also bears a manuscript notation to charge the postage to a postal box. The illustration is from the Robert A. Siegel auction, September 20, 1974 (lot 127). One might imagine that such a



Figure 31. PAID (Listing No. H2)

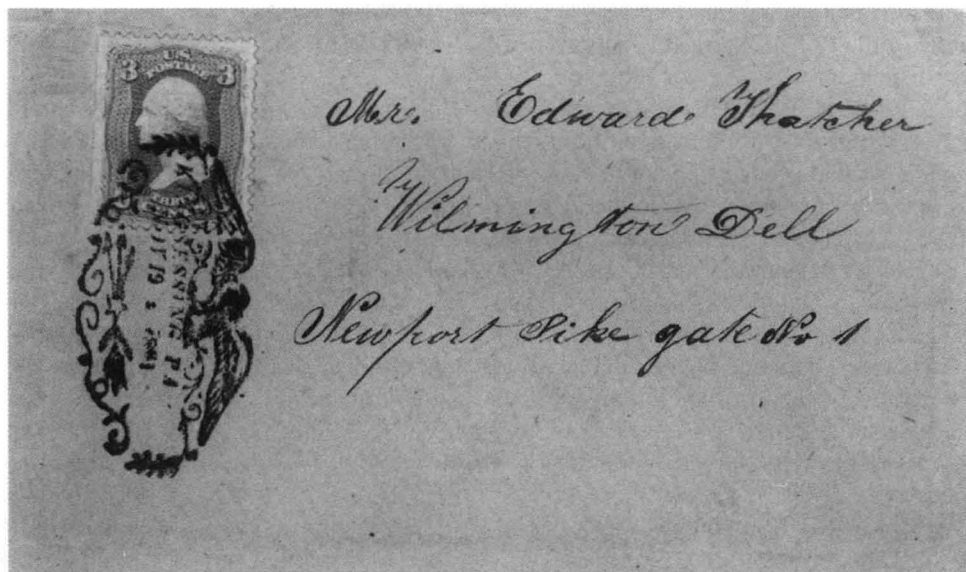


Figure 32. KINGSESSING PA NOV 19 1861 (Listing No. I1)

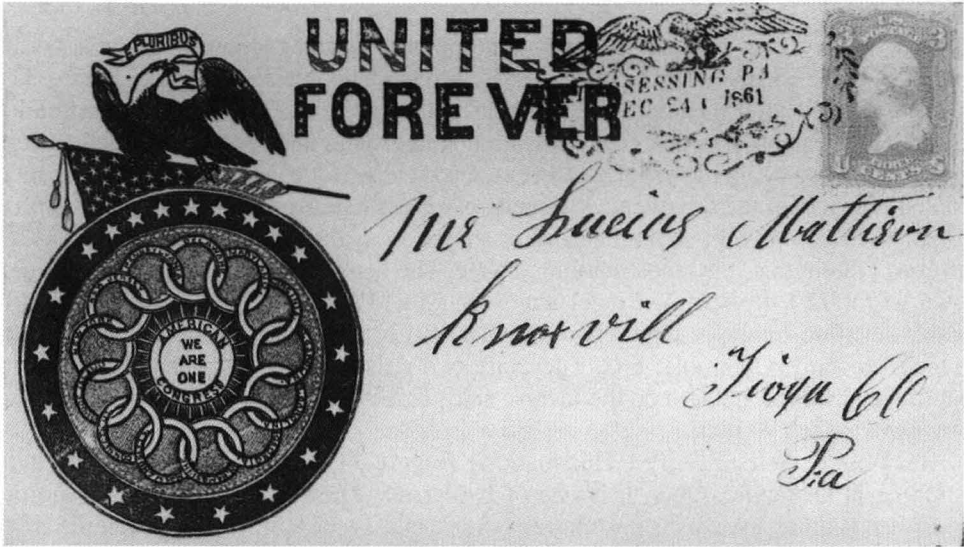


Figure 33. KINGESSING PA DEC 24 1861 (Listing No. 11)

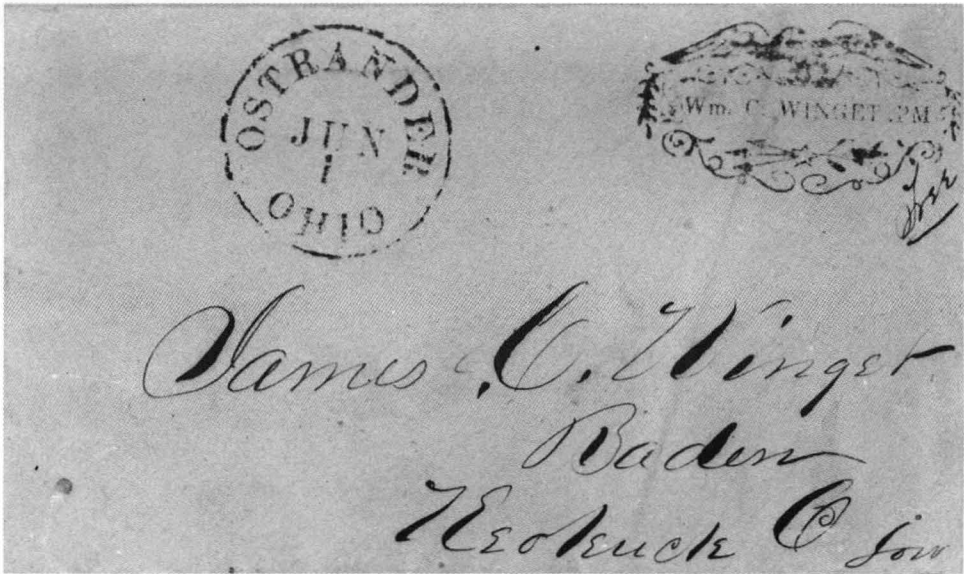


Figure 34. Wm. C. WINGET. PM (Listing No. 13)

fancy handstamp might be employed by a box holder to signify that the postage should be paid. However, we have not seen other examples that would support such a theory. Arguing against such a usage, there is no other "PAID" handstamp and the color matches that of the postmark. So it seems to be a postal marking, pre-July 1, 1845 from the postal rate.

Type I. Eagle with bowed head facing right at top, arrows and geometric design at bottom.

11. KINGSESSING PA NOV 19 1861 (2 lines) This black postmark (Figure 32) is known from 1861 after the country was at war. It may therefore be a patriotic postmark. In fact, the letter enclosed in this cover is from a soldier who had recently enlisted. Another example is known tying the same 3¢ 1861 stamp on a patriotic cover (Figure 33). It should be noted how few of the ornamented framed postmarks date from the 1850s-early 1860s.

12. ARSENAL S.C. This marking is shown by Simpson, but is not in the *ASCC*. However, I doubt that it is a postmarking device. The listing is apparently based on a cover shown as lot 740, Robert A. Siegel auctions, May 19, 1970. This is an entire with a circular dated postmark in blue, "BENNETTSVILLE S.C. (date illegible)," addressed to Arsenal Academy, Columbia, S.C. There are two strikes of the eagle handstamp on the front of the envelope and two on the reverse side. This is certainly not a postmark but more likely a private school mark.

13. Wm. C. WINGET. PM This marking (Figure 34) is a handstamped frank by the postmaster at Ostrander, Ohio. It is one of two covers known with ornamented morticed framed handstamps used as a postmaster's frank and is the only known example of this type.

14. SENATOR Milgram No. 1267. This 1858 cover (Figure 35) is later than most of the other eagle handstamps on steamboat covers. It was used on the Alabama River rather than the Mississippi and its tributaries.



Figure 35. SENATOR (Listing No. 14)

15. CINDERILA. PUTNAM./ STONY. FORK./ TIOGA. CO.PA. This spectacular cover is shown as lot 418 in John A. Fox auction, December 12, 1960. The handstamp, a personal stamp, is struck three times on the front of an envelope, spaced more to the right as well as lower on the envelope with each successive strike. The envelope, a patriotic with colored red and blue trim, has a 3¢ stamp tied “WAYNESBORO PA MAY 2 1861”, and it is almost certainly intended to be a patriotic usage with this dating and the use of an eagle stamp. This item reinforces the possible patriotic purpose for the “KINGSESSING” handstamp as discussed above. Note also the use of a period to provide spacing between each word.

16. DOCTOR B.W. FREEMAN, two line corner card on cover with 3¢ 1861 tied “COLUMBUS O DEC 12”[1864].

17. CAPT. R. E. HINES A.Q.M. This handstamp was used January 15, 1865 on a Confederate stage pass from Albany to Quincy, Georgia. This is a very unusual Confederate usage for a person’s name.

Type J. Flowers and 2 leafed branches with a narrow space at top, central lyre, two anchors and flowering branches across bottom.

J1. LOACHAPOKA A JAN 6 This 1855 dated stampless cover (Figure 36) is the only example and has two strikes of the marking, one inverted. It was dated by someone later “1855 Lee Co. Ala.”. The usage is unpaid postage 10¢ to Washington, D.C.

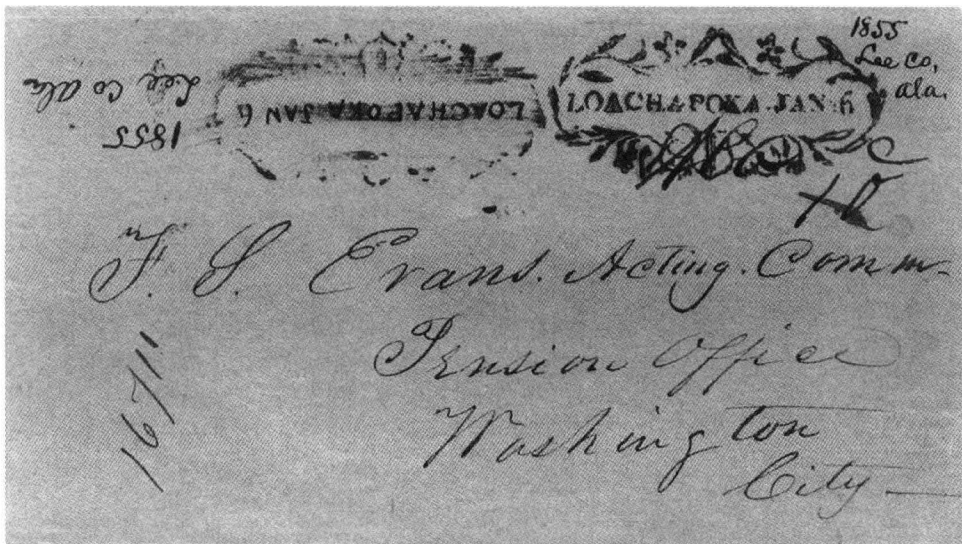


Figure 36. LOACHAPOKA JAN 6 (Listing No. J1)

J2. MECHANICSBURG IND. This listing comes from a cover dated “April 11” in manuscript. The enclosure dates it as 1857 so it predates the better-known Mechanicsburg eagle **Listing No. G1**. It is lightly struck; it is shown in color as lot 1042 in Robert A. Siegel auction of December 13, 1995 (Figure 37).

J3. T P BROWN P M (inverted lettering) The example of this marking (Figure 38) was used at New Prospect, Mississippi; the *ASCC* lists a town marking, 1850-1851. The postmaster used the marking as a frank with a separate “FREE.” Technically this was against postal regulations. This is one of two usages of ornamented handstamps for postmaster’s franks. The other is **Listing No. I3**.

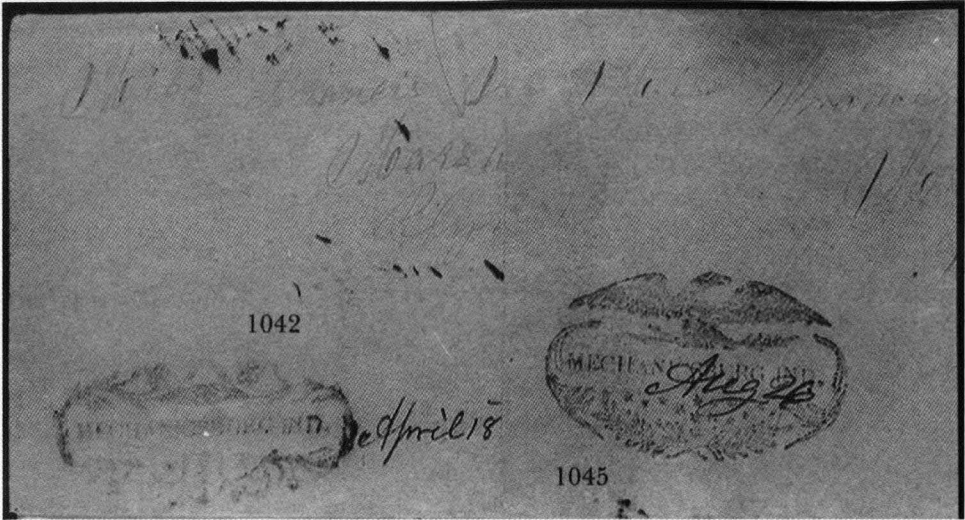


Figure 37. MECHANICSBURG IND. (Listings No. J2 and G1)

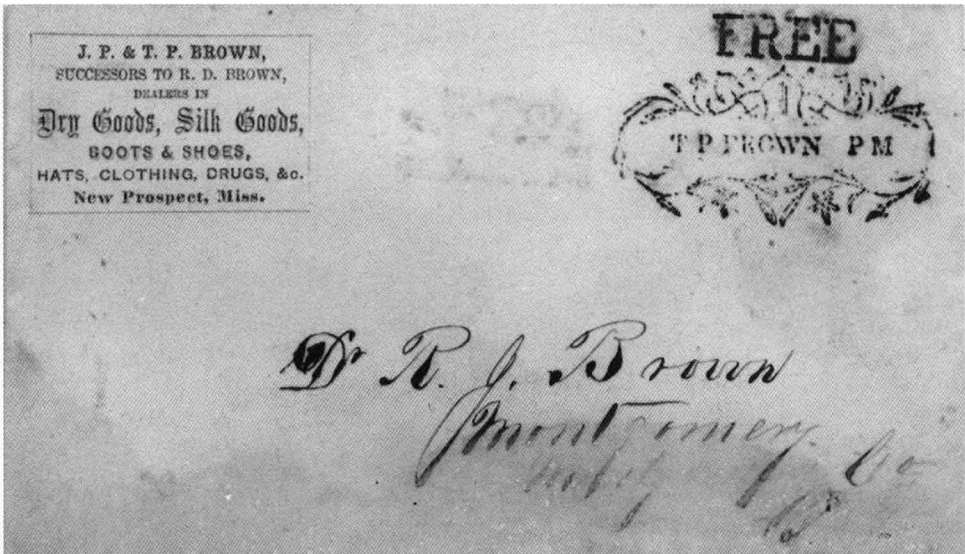


Figure 38. T P BROWN P M (Listing J3)



Figure 39. PAID (Listing No. J4)

J4. PAID This fancy “PAID” was used during the Confederacy at Galveston, Texas, with a separate rating handstamp. The illustrated example (Figure 39) is an early usage (Oct. 20, 1861) with a clear strike. However, the usual strike is very blurry. Because of its usage at a large town, this handstamp is among the most plentiful of the ornamented frames used as postmarks.

J5. ALHAMBRA Milgram No. 27. This 1845 marking is usually fairly lightly struck, but it is a good example of this frame being used for a steamboat vessel-named marking.

J6. DUROC Milgram No. 376. This marking from 1849 is rare with only two examples known.

J7. STEAMER. HOMER. Milgram No. 611. This cover (Figure 40) shows a lovely example of the handstamp from 1847, a “B/L” (bill of lading) cover without postmarks.

J8. SHAMROCK Milgram No. 1271. This 1850 marking has only been seen on covers postmarked at New Orleans. It is quite rare. Known examples have not been well struck.

J9. TEXAS Milgram No. 1359. Only one example of this marking has been recorded, a fairly light strike dated 1850.

J10. PRINTED SHEET This usage (Figure 41), which is in blue, was to indicate to the postmaster that the contents were printed and qualified for the circular rate. The 1¢ 1851 stamp is tied by a Mobile, Alabama postmark. Whether the handstamp was applied by the printer or his patron, the firm responsible for the circular, is uncertain, but it probably is not a postal marking applied at the post office.

Type K. This is an all floral marking with a space at the top and an open flower at bottom center.

K1. BROOKFIELD CT This blue marking (Figure 42) can be identified as this type comparing the partial frame to better examples of the frame. The cover from which the illustration was obtained had no year date. No better example is known.



Figure 40. STEAMER. HOMER. (Listing No. J7)

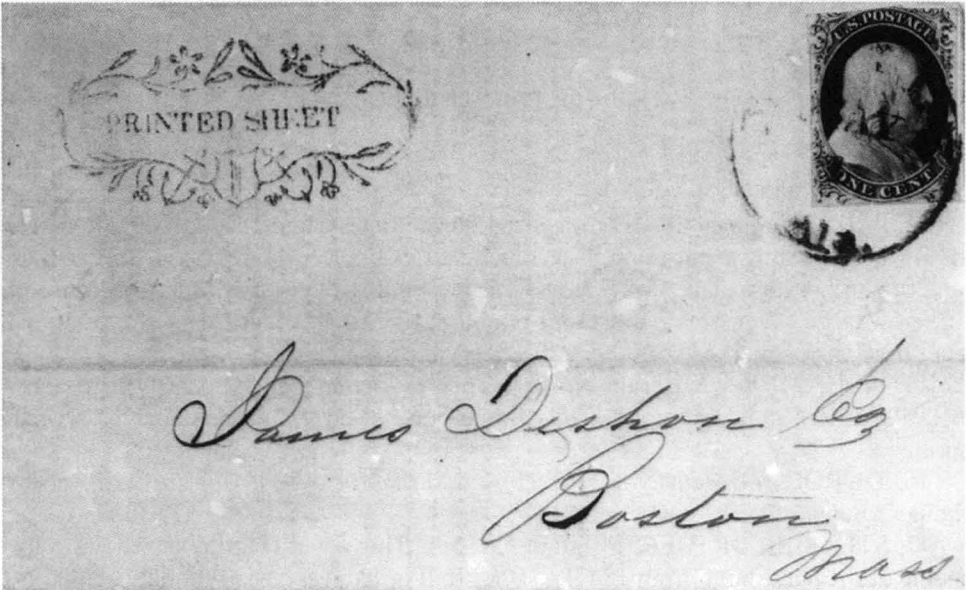


Figure 41. PRINTED SHEET (Listing No. J10)

K2. GILSUM N H [MONTH DAY] This marking (Figure 43) is known from 1842 and 1843 and has been seen in red and brown inks. The illustrated example, dated MAR 9, is different from the one illustrated in the *ASCC*, Volume 1. A better-struck example dated JUNE 10, from the auction catalog of the John Fox December 14, 1954 sale, is shown at Figure 43A. These are early usages for fancy framed postmarks. Probably less than six examples exist.

K3. MT. EATON O. FEB. 8 The "Paid 5" postal marking on this cover (Figure 44) signifies a usage in the 1845-51 period; the date is 1849 and the color is black. The only example known was folded so the bottom of the marking was not shown in the *ASCC*. The present photograph has the cover refolded and shows the full marking. Interestingly, this same town also used a straightline from 1831 which is one of a handful of stampless covers with county designations in a straightline device.

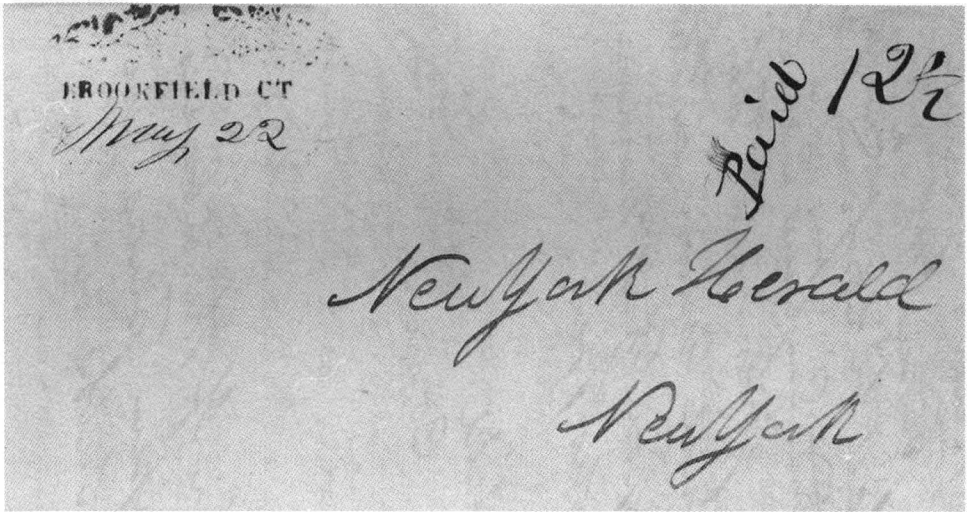


Figure 42. BROOKFIELD CT (Listing No. K1)

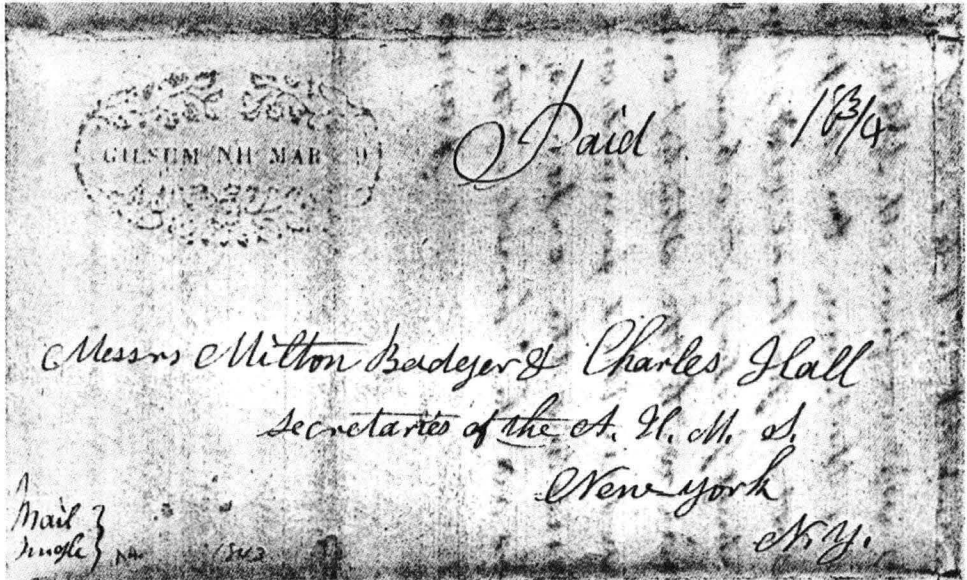


Figure 43. GILSUM N H MAR 29 (Listing No. K2)

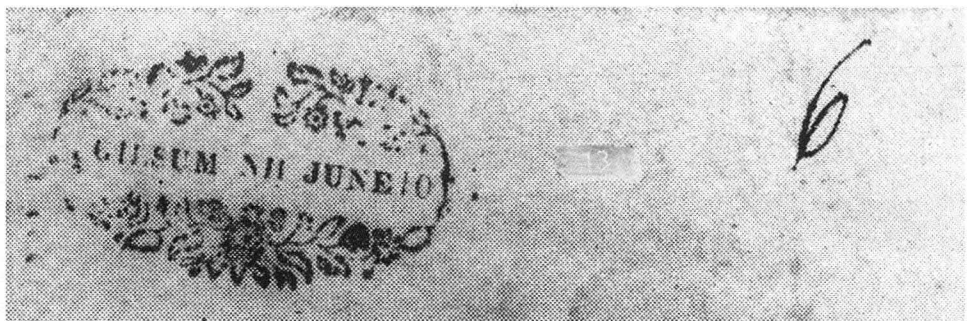


Figure 43A. GILSUM N H JUNE 10 (Listing No. K2)

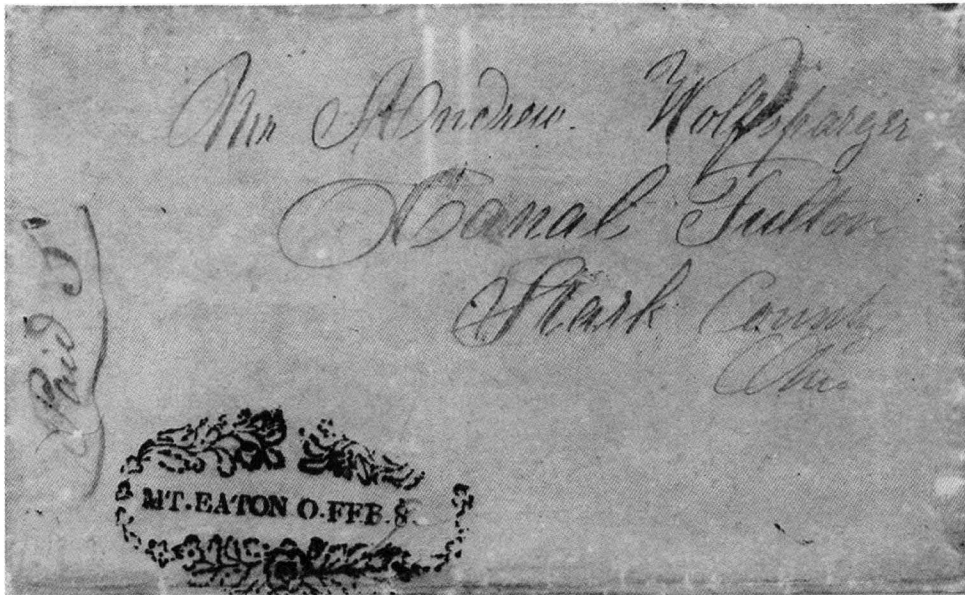


Figure 44. MT. EATON O. FEB. 8 (Listing No. K3)

K4. Houston Oct 9th in manuscript, device struck upside down. This marking (Figure 45) is known from two examples. The other is illustrated as lot 434 in the Samuel C. Paige auction of December 4, 1959 and has the same date and handwriting. As a young collector, I purchased one of them (this cover I think) in the 1960s for \$125 from John A. Fox. It was sent to the Philatelic Foundation which called it a fake, so I returned it for my purchase price. However, the Philatelic Foundation changed their minds, too late for me alas. It is the only one of these frame postmarks with a manuscript postmark.

Mr. Colby used my **Type F** handstamp to embellish certain covers before I purchased it from him; he applied it around manuscript postmarks. He told me he never sold those covers as being genuine handstamps. But I have seen that same handstamp on a 3¢ 1861 cover purporting to be a postmaster's handstamp with manuscript text, an obvious fake.

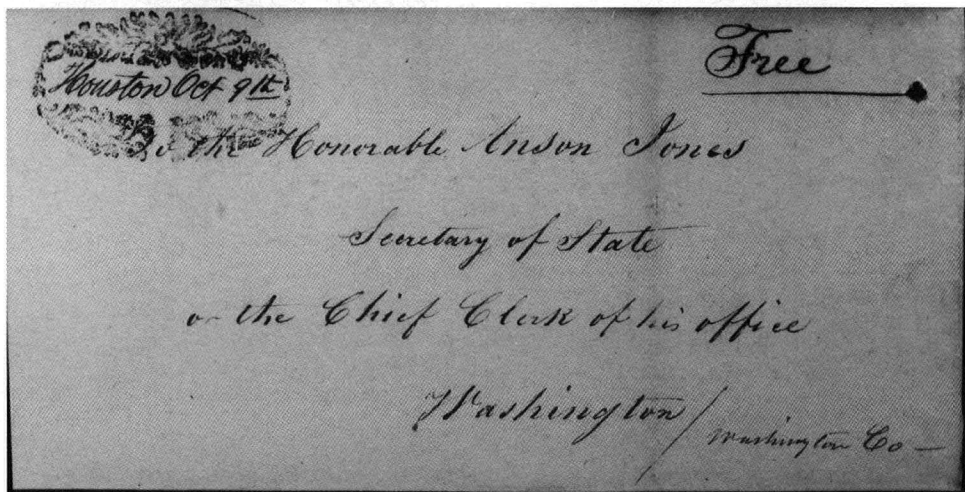


Figure 45. Houston Oct 9th (ms.) (Listing No. K4)

K5. *Presbyterian Fair* This marking in blue contains lettering in script form. It is on an addressed poem without street, city or date. Based on the other usages of this handstamp, the year is probably in the 1840s. It appears to be a private handstamp, not a postal marking. It is illustrated as lot 257 in Richard C. Frajola's auction of May 30, 1993.

K6. BOOKED. This marking was mounted with the frame inverted. It is found on a cover with the 3¢ 1861 stamp tied by a "MONTICELLO IND." and "M" initial. The significance of the handstamp is obscure, but it does not seem to be postal. The cover is lot 187 in Robert G. Kaufmann's auction of September 29, 1991.

Type L. This mortised marking consists only of curved lines, top and bottom.

L1. PINE SWAMP Pa. This marking is shown as a drawing in Simpson's *U.S. Postal Markings 1851-61*. The frame is inverted in comparison to the next listed marking here.

L2. *Jordans Valley* This Tennessee listing is shown as No. 207 in Alexander's book, but it is not listed in the *ASCC*. I have not seen a photographic example of this Jordan Valley fancy straightline.

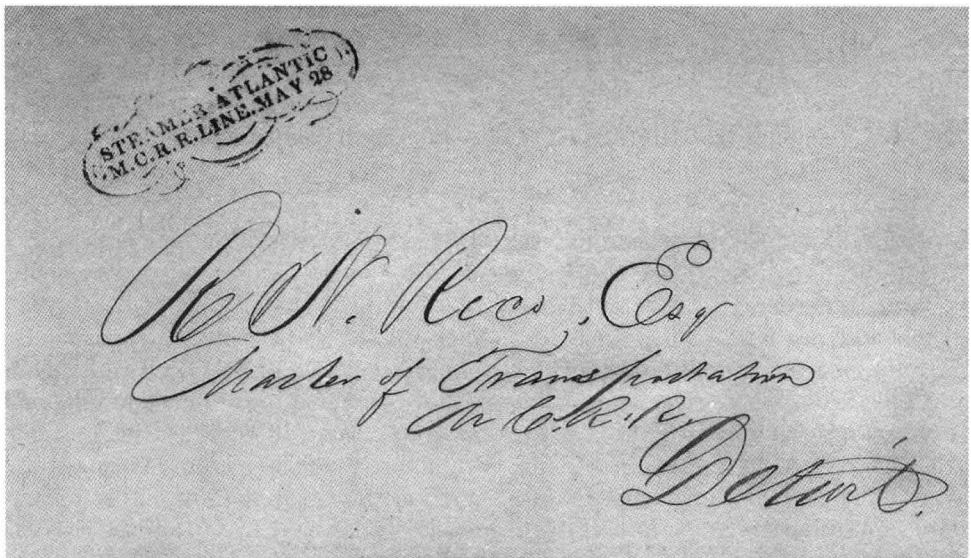


Figure 46. STEAMER ATLANTIC M.C.R.R. LINE. MAY 28 (Listing No. L3)

L3. STEAMER ATLANTIC M.C.R.R. LINE. MAY 28 Milgram No. 78. In Figure 46 is the only known example of this marking, an 1849 Great Lakes steamboat marking. The initials signify "Michigan Central Railroad Line" which owned both trains and vessels. This cover was an official business letter carried outside of the mails.

L4. STEAMER NEW ERA. Milgram No. 987 and 988 (inverted frame). This marking was issued in 1864 and was struck in red ink on 3¢ entires. The illustration (Figure 47) shows the inverted frame type with two strikes of the marking. It is pretty scarce either way.

L5. FRANKLIN HOUSE. No. 105, Chestnut St. Phil'a. This is a hotel handstamp, the only one with a fancy mortised frame that I have seen. The cover bears a blue Philadelphia postmark with usage to Washington, D.C. but is undated. A very fine strike is shown in lot 329 of Richard C. Frajola's auction, January 27, 1995.

There are a number of other framed straightline postmarks which seem to have fancy ornamented frames, but the examples known are so poorly struck that one cannot discern enough detail to classify the particular marking by frame. The Robert A. Siegel sale of

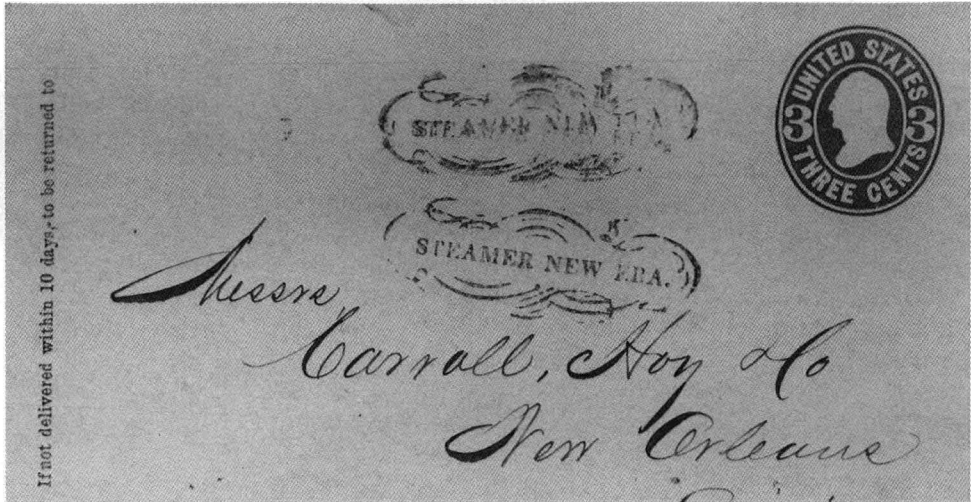


Figure 47. STEAMER NEW ERA. (inverted) (Listing No. L4)

August 17, 1965 illustrated a marking “AUGUSTA MISS. MAR.” in two lines with ms. “8” for the date as lot 39. The frame appears to be entirely floral, but I am unable to characterize it further. The letter dates this black marking as 1846. Since the *ASCC*, Vol. 1, dates this marking as 1847, there may be another example in existence. It appears to be a different frame from those listed. Another cover bears a “DOWNERS GROVE ILLINOIS” in two lines with manuscript dating “May 5.” But the frame is so light that one cannot characterize it. A later marking used as a town marking on an 1855 cover with 3¢ stamp is “HINCKLEY O. MAY 25” all in one line tying the stamp. The marking is shown as lot 382 in the catalog of Richard C. Frajola’s auction, June 15, 1985. Another example, heavily struck, appears in the Robert A. Siegel sale of January 12, 1961, as lot 1047. This shows the frame to be entirely geometric shapes, perhaps intended to represent vines. Still another difficult to characterize frame is “AUBURN MILLS N.Y.” in black on 1860 envelope with 3¢ 1857 tied by separate manuscript dating. It is shown as lot 369, Richard J. Frajola auction of March 19, 1994. There appears to be a sun in the center of the bottom with branches to the sides. The top is not fully struck on the envelope.

The deficiency in these markings is that the rectangular shape does not allow for easy changeable dating as is needed with a postmark. Perhaps that is why they were used more on steamboats and less frequently at post offices. In any event, as a group, they are considered among the most desirable postal markings from the two decades when they were employed in the United States.

I would be very interested in additional listings and more information on listed items.

Acknowledgements

Warren F. Kimball, Jr., Van Koppersmith, Frank Mandel, Donald G. Thompson, and the Smithsonian Institution made illustrations available to me.

USA, Confederate States, & Possessions

Stamps & postal history at
NAPEX, McLean, VA June 3-5
APS, Grand Rapids, MI August 4-7

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

Phone 01144-208-390-9357
Fax 01144-208-390-2235
Email: staylor995@aol.com
www.stephentaylor.co.uk

Your American dealer in Britain



**KRISTAL
KARE, INC.**

Protective Pouches

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

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



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

- Pouches for philatelic covers.
 - Pouches for page & document protection.
 - Pouches for exhibit pages.
 - Folders & Pouches for document preservation.
- kristalkar@aol.com
☎ 516-822-2562

Bibliopole
Since 1965

PHILATELIC BIBLIOPOLE

<http://pbbooks.com>

Authoritative Philatelic Literature

US, CSA, Maritime, Forgery, GB and the Empire, etc.

Purchaser of major and minor philatelic libraries, stocking new titles from
over 100 publishers. 144 page Stock Catalog: \$3 to a US address, Foreign by air \$5.

PB Blank Pages, Mylar and Page Boxes

The state of the art for both archival preservation and appearance, our pages are 100% cotton
rag, neutral pH and buffered; blank and quadrille. Custom steel engraved page heads and
paneling available. Will run on most Laser Jet Printers. All made exclusively for us in the US.
Page Sampler: \$3 to a US address. Foreign by air \$7.

Leonard H. Hartmann

P.O. Box 36006, Louisville, KY 40233
Phone (502) 451-0317, Fax (502) 459-8538



PLAYING CSI PORTSMOUTH
GORDON STIMMELL

It's an exciting prospect when a new trove of U.S. #1s on cover surfaces for the first time on the marketplace after 157 years of being hidden in the hands of one family and their descendants. Even more thrilling is the fact these eight U.S. Post Office covers were all addressed to or via the City Despatch Post in New York City, a private post. No other covers have previously been discovered bearing the first issue stamps of the United States with City Despatch notations. All eight covers were mailed from Portsmouth, NH to New York City. Six of the covers bear Portsmouth CDS markings and two have Eastern Railroad handstamps. All were marked either "Care of" or "Via" the City Despatch Post with the destination address of 303 W. 21st St. in NYC. U.S. covers directed to a local post are very rare, but U.S. #1 covers directed to a local post supposedly did not exist. Until now. In fact, Thomas Alexander, whose census of 1847 usages on covers is the most comprehensive study to date, confirms: "I do not have a record of any City Despatch Post stamp in combination with a US #1 on cover." The circular date stamps fall into a narrow cache of time. The dates are Aug. 14, Aug. 22 (Eastern R.R.), Aug. 29, Sept. 2, Sept. 14 (2x#1), Sept. 26 (Eastern RR), Oct. 3 and Oct. 6—barely a two month period. Since all the stamps are the same red brown shade and fineness of printing, it looks like this was a single cluster of time, in one year. My first question when I saw them, was what was the year of usage? Was it 1847, 1848 or later? The reason is simple: I wanted to know which of two City Despatch Post owners handled these letters. Was it Charles Coles in the 1848-49 period? Or could it have been his predecessor, Cummings and Wright in 1847? All my hopes sank when the dealer who sold them told me the vendor he bought them from said the family removed the ancestral letters inside the envelopes before selling them. I spent several months, including a visit to Concord, New Hampshire last summer where the original owners allegedly lived, trying to play CSI Portsmouth. To no avail. Either the family desired strict anonymity, or the original dealer did not want the family to find out what they ultimately were worth. So I was on my own, playing philatelic detective. With the help of fellow postal historian colleagues, of course. The key to unlocking the time puzzle ultimately narrowed down to the two Eastern Railroad usages. However, I began my quest with the stamps themselves. Were they the earliest 1847 printing of the Franklin 5¢ stamp? Covers I had encountered over the years which were sent in the July-November 1847 period bore stamps with crisp impressions, almost a raised-grain feel to them. Subsequent printings begin to show slight wear on the plates. All these stamps were of the same shade, of a fine impression, but not sharp, more in line with the second printing of March 15, 1848 (or possibly the third in March 23, 1849) rather than the original June 3, 1847 printing. All seem to have been cut from the same original sheet. Two key philatelic works on U.S. #1 stamps, Elliott Perry's *Pat Paragraphs* (BIA, 1981, pp. 46-47) and Thomas Alexander's 1847 issue *Census* (pp. 314-316) show Portsmouth received 4,300 5¢ stamps but the exact date is not specified. Perry does note: "The number of New Hampshire covers (from all cities) bearing 1847 stamps (including 5¢ and 10¢ stamps) is estimated at less than thirty." Alexander's exhaustive census records 24 5¢ covers, not including the eight under discussion. Of particular note, Alexander says the earliest Portsmouth cover is dated 09/17/49, with none recorded as going to New York state or city. Further, Alexander notes three bisect 10¢ covers from New Hampshire, making the 5¢ rate, of which two are to Boston. A breakdown of dates is provided by Alexander of deliveries of the first issue of U.S. stamps to Portsmouth:

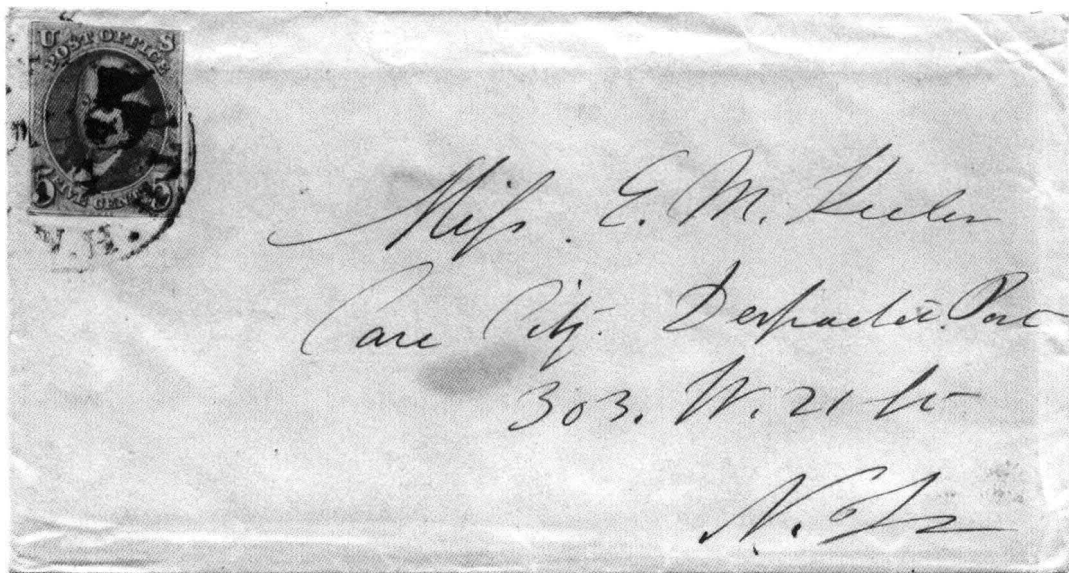


Figure 1. Scott U.S. #1 on cover, Portsmouth, NH to New York City, addressee in care of New York City Dispatch Post, August 14 [1848]

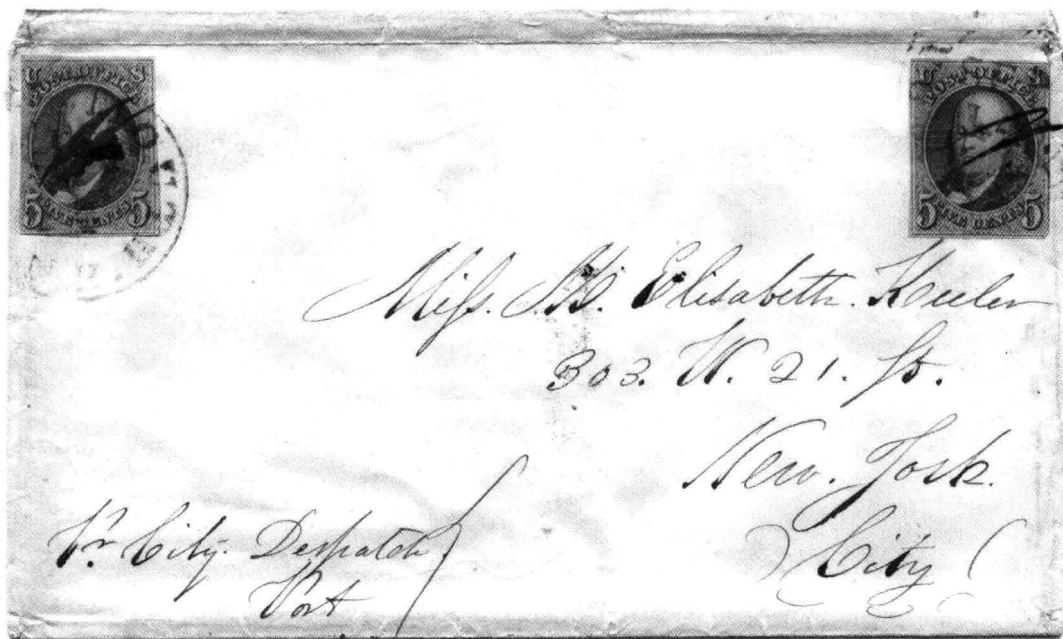


Figure 2. Two Scott U.S. #1 on presumed double-weight cover, Portsmouth, NH to New York City, annotated via New York City Dispatch Post, September 14 [1848]



Figure 3. Scott U.S. #1 on cover, Portsmouth, NH to New York City, annotated per New York City Despatch Post, October 3 [1848]

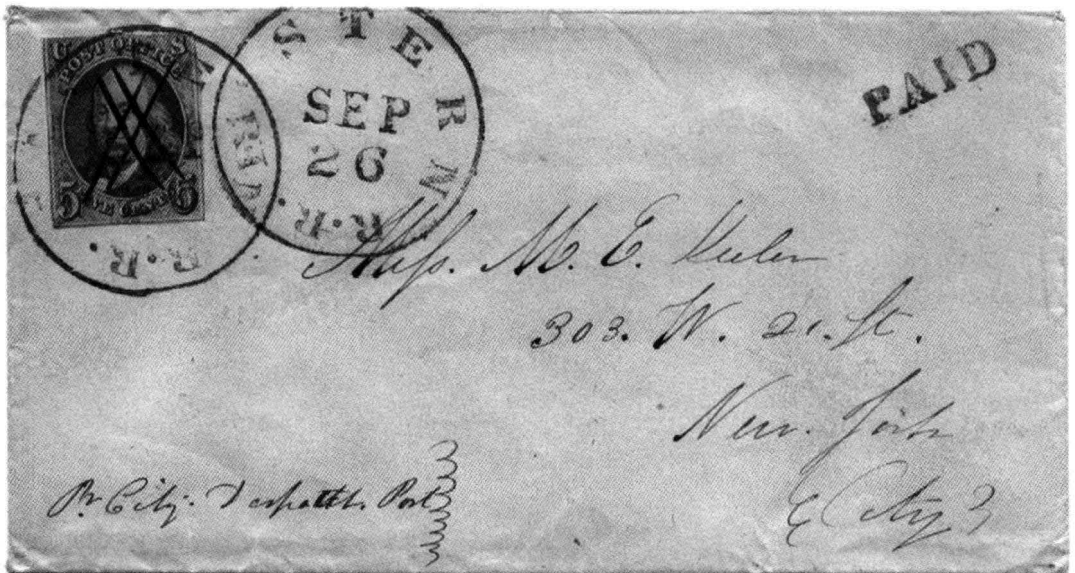


Figure 4. Scott U.S. #1 on cover, Portsmouth, NH to New York City, annotated per New York City Despatch Post, Eastern R.R. CDS dated September 26 [1848]

First, the "Official Record Book" or "Old Record Book," as it is sometimes referred to, shows six stamp deliveries to Portsmouth:

Date Shipped	Date Received	Five Cent	Ten Cent
05-19-49	05-22-49	400	100
08-14-49	08-17-49	600	100
11-27-49	11-29-49	800	100
04-11-50	04-15-50	1,000	100
09-28-50	10-01-50	1,000	100
04-12-51	04-15-51	500	0

It's interesting to note that the only surviving uses of the ten cent stamps are in the form of bisects.

The distance from Portsmouth to NYC is 258 miles by modern highways. All the discovery covers are the 10¢ rate, but only one has two U.S. #1s on it. The others were mostly sent 5¢ due, with one stamp having the "5" (cents due) socked on the nose. Why was the postage 10¢, which applied to 300 miles or more? Alexander notes:

I am sure none of these covers except the one with two 5¢ stamps was rated 10¢. This one exception was probably caused by weight rather than distance, since it was sent from Portsmouth. This is the largest envelope in the lot and appears to have horizontal creases at top and bottom indicating a bulky enclosure.

I would submit that since several of the covers have lingering impressions on the outer envelope of a former bulky enclosure, perhaps several of these were double rated. Many postal historians have noted, in addition, some confusion in the transition between the old world of stampless cover markings and the new universe of adhesives which signaled 5¢ or 10¢ paid in and of themselves. Says Alexander,

I would give some consideration to the following possibilities. In this whole process, we have assumed that the stamps originated at the Portsmouth post office and with the route agent. What gives me pause is the cover bearing two 5 cent stamps. If the postmaster had unsold 10 cent stamps on hand, why go to the trouble of cutting apart two fives? It may be possible that the sender was on a business trip and carried his own stamps - all 5s. In that case, the year date might very well be 1847.

I too have wondered the same thing. The 5¢ stamps had already achieved currency by late 1847. Portsmouth was not some isolated inland town, but on the main route paralleling shipping lines on the busiest part of the Eastern seaboard. Perhaps no records survive of shipments of the earliest printings of 1847s to Portsmouth. And what of the Eastern Railroad usage on two of these covers? Could it be helpful? Siegel Auction Galleries president Scott R. Trepel has extensively studied the City Despatch Post from its birth as a private post in February 1842 through government ownership (August 1842 to November 1846) after which it reverted to private hands again under Abraham Mead. His chronology is based on research on the Leonard Kapiloff and other dispersed collections. He pinpoints the Cummings and Wright ownership from March 20, 1847 to late October 1847 and the subsequent Coles period from late October 1847 to about June 1850. So I was hoping known usages of Eastern RR handstamps would help narrow the search. Eastern Railroad first is recorded in Maurice C. Blake's book, *Boston Postal Markings to 1890*, as a manuscript notation on a cover dated 12/17/1845. The rail line is graphically depicted on an 1846 map in Dickinson's Boston Almanac as a line running along the seacoast north from Portsmouth and linking to the Maine Rail Road to Portland, Maine. Eastern RR in that map links to other lines running south to Boston. This 1846 map is reproduced on the dustjacket of Blake's seminal Boston book. Alexander's *Census* records 53 known 5¢ #1 covers with the Eastern Railroad handstamp (p. 678) with the note: "Two route agents on the Eastern Rail Road received 1,500 5¢ stamps." Of the 53, the earliest is dated 10/12/48 (from Boston to Bangor, ME). However, the earliest of the three 5¢ Eastern RR covers identified as going to NYC is dated 01/25/49. None is identified as a local post item (pp. 689-92). The earliest Eastern RR 10¢ cover is recorded as 06/26/49. According to Towle's *U.S. Route and Station Agent Postmarks* (MPOS, 1986), Eastern Railroad

commenced service 7/7/1848 between Boston MA and Portland ME, 107 miles. While our 1846 map seems to belie this fact, Alexander says:

My impression is that the names assigned to routes traveled by route agents may or may not have been the same as the official names of the railroads over which each agent operated. The problem is that one agent, serving two cities, such as Boston and Portland, may have traveled on two or more different railroads to get between those two points. So even though there may have been a railroad named the "Eastern" that ran between Portsmouth and Portland, if the route agent was moving between Boston and Portland, via Portsmouth, on multiple lines, the POD would have called the entire route the "Eastern Railroad" for the purposes of its mail contracts and route agent handstamps.

Initially Towle says there were two route agents, appointed 7/7/48: (1) G.W. Clark, whose appointment lasted through 2/1/50; and (2) E.A. Bodwell, whose appointment lasted through 8/7/48. Bodwell was succeeded by Cyrus King, who lasted through 12/31/60. A third route agent was added 10/6/48: (3) F.W. Nichols, who was succeeded on 10/2/49 by W.W. Graves, who was replaced on 5/18/53. (page 319). Three styles of Eastern R.R. handstamps are shown on Plate 34 (p. 66) of the Towle book, with Towle 4-A-1 at 32mm, that of 4-A-2 at 31.5mm. Handstamps come with red, blue and black ink—a green ink marking is also listed, as scarce. All Eastern Railroad markings are shown as used from 1848-61. (p. 67). Alexander notes:

No stamps were shipped to any railroad route agent before August 18, 1848. On July 7, 1848, G. W. Clark was appointed route agent for the Eastern Railroad, the route operating from Boston to Portland, ME. Clark was appointed at Boston. On August 19, 1848 he was sent 500 five cent stamps and 100 ten cent stamps. They arrived at Boston on August 22, 1848. It would be great to be able to prove that the August 22 cover from the route agent was a first day of use of any stamp on the Eastern Railroad.

Blake records the earliest Eastern RR handstamp as 10/12/48 for the 31.5mm handstamp and 09/22/49 for the 32mm, which is the one found on the two covers here. All this seems to definitively rule out an 1847 City Despatch usage, with 1848 to 1849 the likely period of use, and that would fall under the Charles Coles proprietorship which was known officially as Coles' P.O. City Despatch. The Coles ownership spanned 31 months and coincides squarely with the use of the first U.S. postage stamp. But why don't any covers exist with Coles' stamps and #1; or with Coles' company handstamps and #1? Certainly several covers exist with Coles' "CC" adhesives (Scott 40L4 [green]; 40L5 [grayish]; 40L6 [vermillion] and 40L8 [yellowish buff]). Some Coles stamps on cover even exist alongside U.S. NYC post office circular date stamps, showing cooperation to the post office from the private post. The location of Charles Coles' post is noted in Donald Scott Patton's *Local Posts of New York* (p. 120) as 492 Broadway near the corner of Broome Street. This was his residence as well as his office. Patton says Coles "also had a city despatch depot at 38 Wall Street, about a mile and a quarter further south." I have not found any record of the 303 W. 21st Street address in connection to Coles. In the *New York Directory* for 1848-49 a brief advertisement read: "C. COLES POST OFFICE, 492 B'way. For the reception of Mail and City Letters." So, obviously, Coles did receive letters from the U.S. mails. And these 8 #1 covers are important evidence of such an arrangement actually being fulfilled. Perhaps there was a tacit agreement that Coles—as a successor private post previously under government ownership—was never to use his private despatch stamps on a cover with the new first official U.S. postage stamp. If these incoming covers passed through Coles' hands, why wasn't the Coles circular handstamp used? Or some kind of carrier rate marking used, the going rate being 2¢ in 1848? Some kind of complicit arrangement was certainly made, or there would be U.S. #1 and City Despatch stamped covers in existence. Other local posts, such as Swarts and Boyd and Messenkope in New York, and Blood and Carter in Philadelphia, are found with both their local post stamps or handstamps and U.S. #1 or #2 stamps on cover. Alexander seems to concur with me on my surmise about lack of U.S. #1s on City Despatch covers:

My limited knowledge about the City Despatch Post has always led me to believe that the reason there are no stamps used by this operation as a local in conjunction with 1847 or any other U.S. stamps on covers coming into NYC and addressed to a street address was that this was the one source of competition that the POD could control before its absolute postal monopoly was established by designating city streets as post roads. I thought before that time only competitive rates could partially prevent the locals from controlling intra-city mail pickups and deliveries and mail picked up from a local's letter box and delivered to the post office for entry into the mails. Thus, the directing of these out-of-town covers to the City Despatch Post when it was a local for delivery to a street address baffles me. Since there are no local markings or rates, is it possible that by this time the NY carrier system had been re-instituted? If so, where is the evidence of payment of the carrier fee? Do you think Miss Keeler had to go to the post office to pick up her mail?

What Alexander is referring to is that in February 1849, the new 1¢ carrier fee went into effect, with U.S. semi-official carrier stamps issued in several cities. In Boston, covers bearing U.S. #1s and semi-official carriers stamps (3LB1) are not excruciatingly rare. The same applies in New York City and in Philadelphia where their cities' 1849 carrier adhesives do survive alongside #1s on cover. So why no Coles' CC stamps or company handstamps with U.S. #1s? What part did the addressee, Miss Keeler, play in all of this? Both Alexander and I wonder whether she worked at the City Despatch Mail offices. However, the address, 303 West 21st Street, is not recorded in history as a depot for Coles' private post. And why did the covers collected in New York City all those years ago wind up back in New Hampshire with the descendants? At least three covers with NY Postmaster provisional stamps survive in combination with the 6LB5 Carrier Stamp (two are illustrated in Elliott Perry and Arthur C. Hall, *One Hundreds Years Ago 1842-1942*, pp. 40-41). That's when both posts were governmental operations about 1845. These newly discovered Portsmouth covers go part way to bridging the utter black hole in known usages between the newly privatized City Despatch Post and official 1847-49 first stamp mail operations. The author would love to hear of any more usages showing cooperation between the private City Despatch and official Post Office operations in the 1847-49 period, or of any covers specifically directed to any local post in that time frame. Scott Trepel records two usages after the period under discussion, when a final owner, Edward N. Barry, attempted to revive the then defunct (by one year or more) City Despatch Post in late 1851 to early 1852. He records two very late combinations of the CC local post issues with the 1851 3¢ U.S. issue, which he believes are genuine. Which just adds another layer to the mystery. □

Specialized Mail Sales. Specialized Buyers.



Shown here: a sampling of the fine material typically found in Nutmeg Mail Auctions.



With over 200,000 lots per year appearing in our renowned Mail Auctions, our reputation for offering outstanding specialized United States classic material for the medium to advanced collector is unsurpassed. You should be receiving our free catalogs. (Call us toll free at 1-800-522-1607.)

And by the way, right now the market is especially good for sellers—and we have great need for valuable specialized U.S. and Worldwide philatelic properties of all kinds. Sell to us for cash. No need to worry about auction house extensions, market uncertainty, commissions or returns.

We have up to \$10 million available now. Send for our bank letters of credit. Or call right now and set up an appointment so we can come to your home.

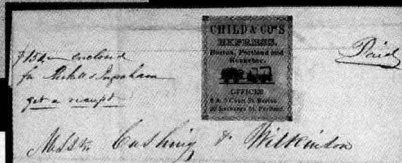
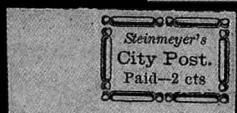
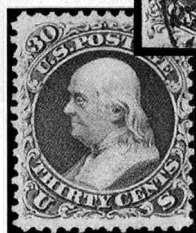


Post Office Box 4547
Danbury CT 06813
(203) 792-3862
FAX: (203) 798-7902
Toll Free: 800-522-1607
info@nutmegstamp.com
www.nutmegstamp.com

Like tens of thousands of philatelists, we'll be at America's giant international stamp show in 2006. How about you?



We are experts when it comes to buying specialized collections and exhibits.



From classic 19th century to quality modern material, we buy it all! In our long experience, we've spent many millions of dollars purchasing great collections. Take a minute now and call us by using our Toll Free number: **1-800-522-1607**.

Our buying power and longstanding reputation are unsurpassed in our hobby. Ask us. We can provide personal references from many sellers.

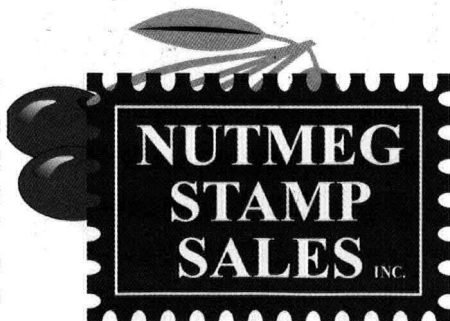
We vitally need every conceivable kind of stamp and/or cover collection. From outstanding 19th and 20th century United States specialized collections and exhibits—to specific country collections and all kinds of worldwide holdings. Nothing is ever too large—and we love to purchase all types of smaller properties, too.

From Nutmeg you'll always receive *full market value* when selling to our expert buyers. Our NUTMEG MAIL SALES require that we be extremely aggressive in buying the widest range of material. Up to \$10 million available. Call today for our bank letters of credit.



Take a look at the centering and overall quality of this copy of the 4-cent Pan American. Stamps in this condition can easily command well over catalogue value when sold to us.

Post Office Box 4547
 Danbury CT 06813
 (203) 792-3862
 FAX: (203) 798-7902
 Toll Free: 800-522-1607
 info@nutmegstamp.com
 www.nutmegstamp.com



THE McADAMS MECHANICAL STAMPER MARKINGS
RICHARD B. GRAHAM

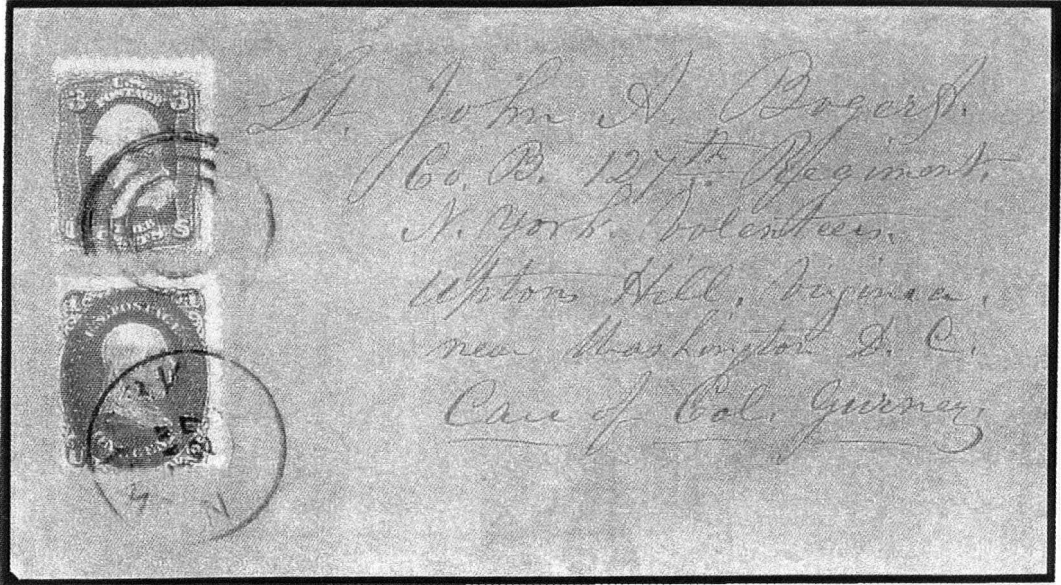


Figure 1. The New York carrier cover postmarked by the McAdams mechanical stamper, Jan. 27, 1863, and discussed in the item taken from the February 1863 *U.S. Mail & Post Office Assistant*, shown in Figure 2

The cover shown as Figure 1 was sent to me on approval by the late cover dealer Henry Spelman, back in 1972. The reasons I bought it were the military address, the good enclosed letter with some discussion of the war and letters being sent and received, and the fact that the stamps, 3¢ and 1¢ 1861 adhesives, displayed carrier service to the New York post office in 1863.

Spelman remarked that he hadn't seen another example of the particular duplex type handstamp previously. Neither had I, but as the New York post office had been running a long series of experimental handstamps in the years 1860-63, Spelman and I agreed this was simply another experimental duplexed handstamp.

The Jan. 27 date in the postmark was shown to have been of 1863 by the enclosed letter dated the same day. The year was confirmed by the history of the unit addressed, the 127th New York, which had only been formed and mustered into Federal service in Sept. 1862. This unit was part of the defenses of Washington, where the cover is addressed, until February 1863, when it was ordered to South Carolina.

Thus, I placed the cover in the New York portion of my Civil War accumulation of covers, with a note in the carrier cover file.

There it remained for about thirty years, the actual nature of the duplexed postmark unrecognized, until a series of events culminated in my receiving a post card from machine cancel guru Robert "Bob" Payne, after I had sent him a copy of the cover. The card read, "Congratulations! . . . I feel your Jan. 27, 1863 cover is now the earliest [postally used] mechanical stamper cover." Just how this happy evaluation developed needs considerable explanation.

MACHINE FOR STAMPING LETTERS.—An ingenious contrivance for post-marking letters and cancelling postage stamps, has been in operation in the New York office recently. It is kept in motion with the foot, and requires two persons to operate it—one to arrange the letters, and the other to adjust them for receiving the stamp. It is as much work to feed it as it would be to feed a small family of children.— This prevents it from stamping with sufficient rapidity to answer the purpose, in large offices at least, where despatch is so essential. In fact one of the experienced stamping clerks, on a race with the machine, stamped three to its one with the common hand-stamp.

If all letters were uniform in size, and the postage stamps always in the same place, there would be less difficulty in inventing a machine to do this important part of post office labor.

Figure 2. Report of the test of the "Machine for stamping letters," from the *U.S. Mail & Post Office Assistant* of February 1863.



Figure 3. Mechanical stamper postmarks of machines offered for test at Washington or New York in the 1860s: (Above) The McAdams duplex postmark, as on the cover in Figure 1; (Below) British style postmarks recorded as made in England to be used in tests of the Pearson Hill machine at Washington or New York in 1861 or later

Machine cancel experts identify “mechanical stampers” as (usually) desktop machines being hand fed with no stacker for canceled covers. Such machines duplicate the stamping action of a clerk rather than rolling cancels on covers passing through the machine in a flow.

Some years after buying the cover, I noted an item in the February 1863 issue of the *U.S. Mail & Post Office Assistant*, reprint edition, captioned “Machine for Stamping Letters” (Figure 2). The item described a test at the New York post office, and implied the test did not recommend use of the machine.

I sent a copy of that item to Bob Payne, with the idea that perhaps the machine tested was the British Pearson Hill “Parallel Motion” mechanical stamper, invented in the late 1850s by a son of the Rowland Hill of Penny Black fame. It is known that one of the Hill machines was acquired by the U.S. Post Office Department in 1861 for testing, and postmarking dies reading “Washington” and with dates in March 1861, in the British style; they are recorded in the British book of postmark impressions in London.

Payne indicated that the Pearson Hill machine was a table top design, and not very adaptable for foot pedal operation, as the machine tested at New York was so described.

After hearing from Payne, I ran an article in the *Chronicle* of November 1989 (No. 144), including a cut showing the item and also the British style Washington postmarks, an example of which is shown here in Figure 3. No covers were reported with the markings, nor have any been seen since.

In the meantime, the cover shown in Figure 1 remained in my Civil War collection for another decade, out-of-sight/out-of-mind. However, Bob Payne commenced to look for New York covers from the late 1862-early 1863 era that suggested they had been canceled by a mechanical stamper. He had considerable success, identifying John McAdams as the entrepreneur who provided the machine to the New York post office and finding envelopes addressed to him that had additional handstamps similar to those on the cover in Figure 1 (of which a tracing is shown in Figure 3).

This all came out at a meeting of the Machine Cancel Society in 1997, which I attended and at which Payne made a presentation. A summary of his presentation appeared in the Oct. 1997 issue of *Machine Cancel Forum*, organ of the Society.

Payne has made his data and research available for this article, which, we both hope, will bring additional examples of the McAdams marking on postally used covers canceled at the New York post office. To date, the only example found that was postmarked at the New York post office is the cover that reposed, unidentified, in my Civil War collection for over 30 years. But, there were test covers.

Taking in chronological order the items assembled by Payne, the earliest are what appear to be test covers run through the machine by McAdams on letters received by him at 132 Chatham St. All are addressed to John McAdams, two covers being sent from Boston on April 13 and June 15, 1862, evidently from the same person, and another, from Cincinnati, originally postmarked there in February 1862. The June 15 cover from Boston is shown here as Figure 4. It bears at least three strikes, all dated Dec. 16, of the same duplex marking with five ring target cancel as found on Jan. 27 New York cover shown in Figure 1.

The same marking, with the same Dec. 16 date, is also struck several times on the other two covers, leading to the conclusion they were test strikes applied by inventor McAdams, at his shop or home at 132 Chatham St., New York City, in December 1862.

Much of Payne’s data was developed from items that appeared in *U.S. Cancellation Club News* in 1998 and 1999, from contributions by Richard Nunge and editor Roger Curran. Still another item was mentioned and quoted in those articles, a cover with an enclosed letter, shown in Figures 5 and 6. This item dates from May 1863, after the cover

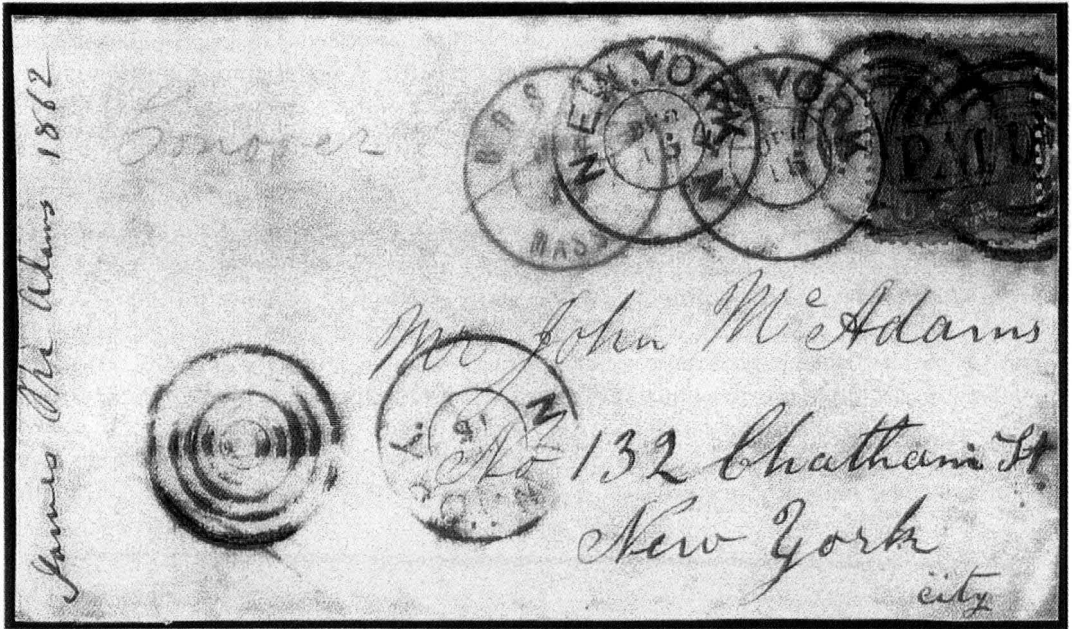


Figure 4. A test cover, previously sent from Boston in June 1862 to John McAdams at 132 Chatham St., New York, later used to test markings made by the McAdams mechanical stamper with dates of Dec. 16; the markings are duplex style, probably to conform to tests then being conducted at the New York post office

postmarked on Jan. 27, 1863 (Figure 1), and subsequent to the appearance of the news item (Figure 2) in the February 1863 issue of *U.S. Mail & Post Office Assistant*.

The letter, shown in Figure 5, is dated at the New York post office, May 13, 1863, and signed by the cashier of that office. It reads, "Will Mr. McAdams please call at this office and sign proper voucher for payment on letter stamping machine."

The envelope, Figure 6, is addressed to John McAdams in Brooklyn, Corner Kent and DeKalb Aves. It bears a red oval "POST OFFICE/FREE/BUSINESS" handstamp, plus a New York postmark dated 13 May 1863.

Whether the voucher was for the purchase of the machine or, perhaps, the cost of the postmarking dies used in the test, is not stated. However, referring to the Pearson Hill machine supplied to Washington in 1861, the U.S. Post Office Department did pay £12/12 to the British post office for a Pearson Hill "parallel motion" mechanical stamper in 1860 although the British style town post-mark dies are dated in 1861.

In later years, the U.S. Post Office Department established policies of testing only machines that had been patented or at least had a patent application on file, and of requiring inventors to furnish machines for testing without compensation. Most inventors were only too happy to furnish a machine for test, as that was the only route to having their inventions adopted by the Post Office Department.

Machine cancel authority Reg Morris has made a patent search for a mechanical stamper in McAdams' name, but found only one unrelated patent granted him in 1858, as reissue #523 of that year, for an improvement in machines for numbering pages of account books. While this deals with paper items, and may have some vague relationship to McAdams' mechanical letter stamper, no patent showing that machine appears to have been granted. Thus, since patents are the main source of knowledge on how such machines worked, we have little idea as to its features other than it was foot treadle operated.

The item in the Feb. 1863 *U.S. Mail* tells us that two men were required to operate it, which makes it very doubtful that the machine had either a feeder to insert letters in the machine, or a stacker to handle them after being canceled. A major complaint of the time stemmed from Postmaster General Joseph Holt's order of July 23, 1860, banning use of the town postmark to cancel stamp and requiring a separate canceler for that purpose; compliance with that order doubled the time needed to postmark letters. Thus, either additional stamping clerks had to be used to get mails out to make the trains, or the mails were delayed. This led to the development of duplex canceling devices by various postmasters in larger post offices such as Cleveland, Chicago, Buffalo and New York City.

Coupling this situation with the need to assure the legibility of town postmarks led to a long series of experiments at both New York and Washington involving Marcus P. Norton, who had patented a duplex style handstamp tested at Troy, N.Y., in 1859. The tests involved duplex style handstamps with various styles of killers, including types of cancels intended to cut or punch the stamps.

The Norton handstamps were the subject of a series of articles by this writer and Thomas J. Alexander in the *Chronicle*, beginning in the May 1985 issue (No. 126), with

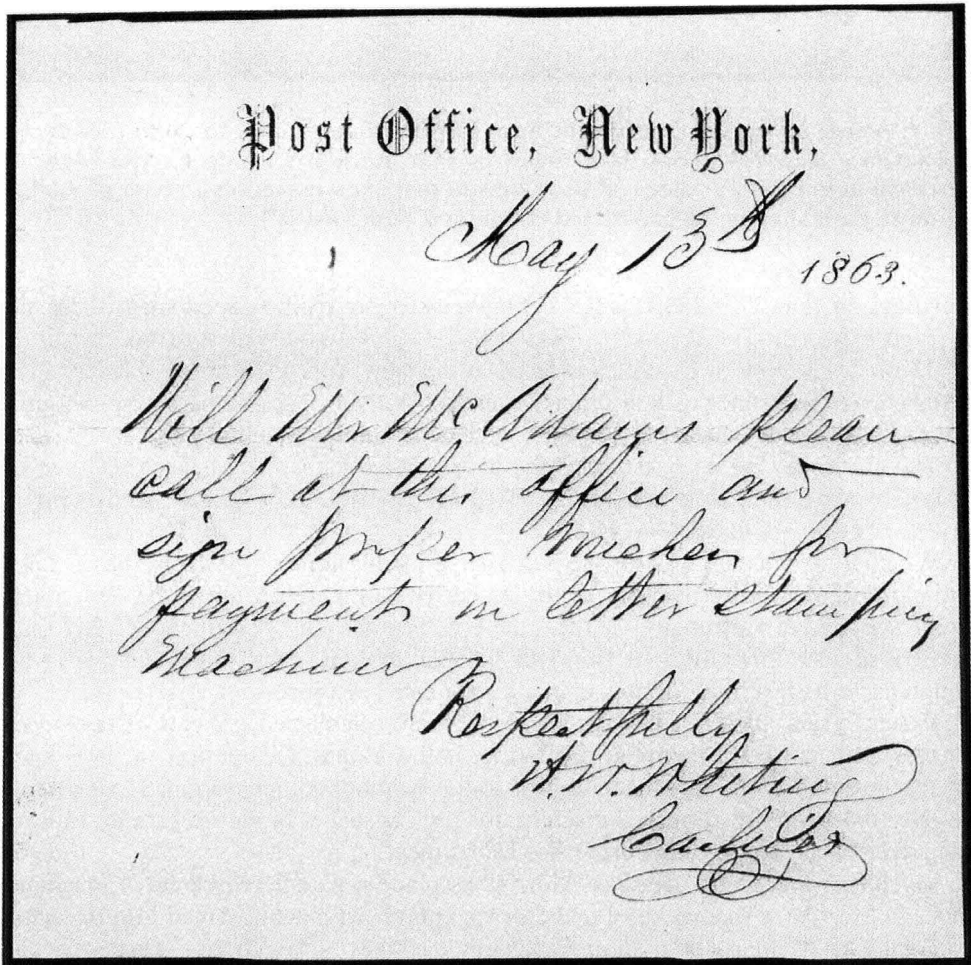


Figure 5. A note from the cashier of the New York Post Office, enclosed in the official envelope shown in Figure 6, asking John McAdams to call at the New York post office to sign a voucher for payment on letter stamping machine

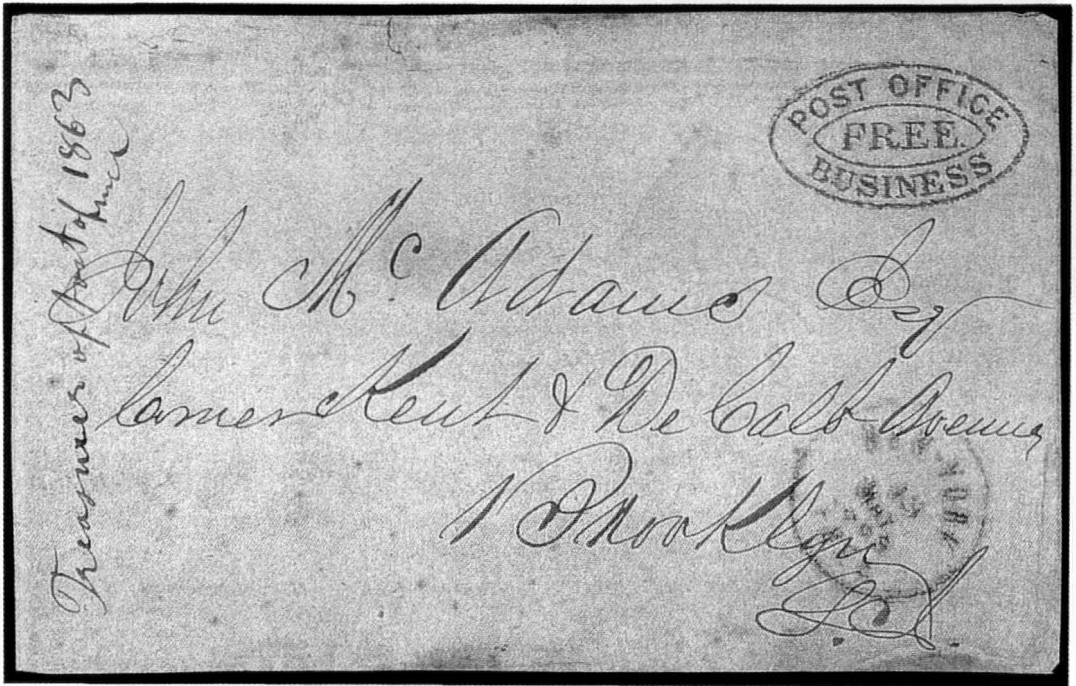


Figure 6. Official envelope addressed to John McAdams in Brooklyn, with New York free postmark of May 13, 1863, enclosing note illustrated at Figure 5

further installments in August and November 1991 (Nos. 151 and 152), November 1992 through May 1993 (Nos. 156-158), and November 1993 (No. 160).

The final article reviewed the voiding of Norton’s patents for his duplex handstamp, which had been repeatedly revised and reissued. This was the first element of the 1881 decision of the U.S. Supreme Court in *James vs. Campbell* and two interrelated suits.

Hubert C. Skinner, 1851-1861 Period Editor, elaborated on the subject in an article in the August 1994 *Chronicle* (No. 163), adding to and amending what was said in my articles on the subject of patent cancels. Skinner is the current expert on that subject, carrying on the efforts of 1930s collector Fred Schmalzreidt.

The experiments in canceling and postmarking devices at New York and Washington led to the adoption of the devices whose modern counterpart is found in post offices today. However, the item in the *U.S. Mail* noted that a single clerk stamped three covers to just one done by the machine using two men. While I doubt that such a pace could be maintained over a period of much time, it does explain why the McAdams machine was used but briefly. It probably also suggests why, if the Pearson Hill parallel motion machine was tested at Washington on outgoing mail in the early 1860s, no covers with the British style markings (as shown in Figure 3) have been discovered.

The cover shown in Figure 1 remains a landmark cover in the Post Office Department’s progress toward more rapid and cost-effective post-marking of outgoing letter mail. As noted previously, the recognition of its true nature is due to the data collected and further research done by Robert J. Payne and his colleague, Reg Morris. Their published works have identified the many machines developed by various inventors and tested in post offices during the classic period, as well as those in the 20th century.

They, as well as this writer, would greatly appreciate reports of other covers bearing 1857 or 1861 issue stamps with the markings shown in Figure 3.

OFFICIAL STAMPS ADDED DURING TRANSIT IN THE MAIL SYSTEM
LESTER C. LANPHEAR III

Introduction

U.S. Official stamps were used from 1873 to 1884 after the demise of the free frank privilege. During this time, there were some special circumstances when official stamps were added to both official and unofficial correspondence covers while in transit in the mail system. We will look at each of these different circumstances one at a time regardless of the department involved. By definition, I exclude mail which was carried outside the normal mail system, such as diplomatic pouch mail.

Mail Rerouted Overseas or Incorrect Foreign Postage

Both the Department of State and the Navy Department deployed personnel overseas. The Navy Department did this routinely and, depending on the circumstances, friends and family often did not know where the sailor was going or even if he was overseas. Department of State personnel were posted overseas for long periods of time and before leaving they had time to notify their family and friends where they were being sent. In both of these circumstances, mail sent to these people sometimes required additional postage to reach its final destination. Official stamps were added to these covers to pay for any deficiency, thus bringing the total amount to that required to cover the postage to the foreign destination. Most of the Navy stamps were added in Washington, D.C., as for security reasons only the staff at headquarters knew where the ships had been sent. Letters sent to other locations in the United States were sent outside the mails to Washington, D.C., where a new address in red ink and the additional postage were added. The cover then was reentered into the mail stream.

To keep the cost down a special handstamp was sometimes used at the U.S. Government Despatch Agency in New York asking the recipient to notify the sender where they were so that future covers would be properly rated. (Figure 1)

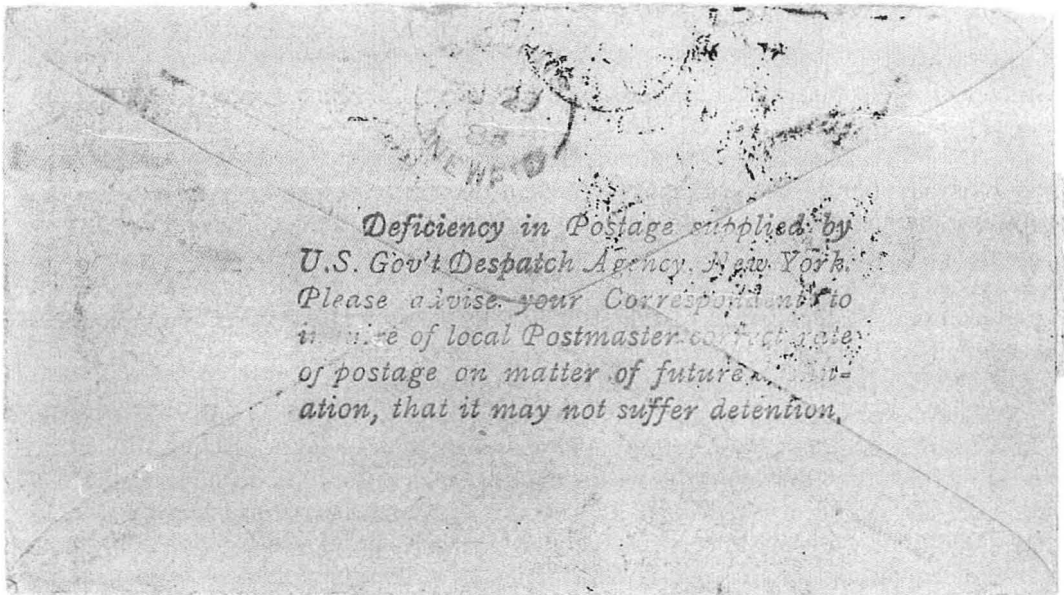


Figure 1. "Deficiency in Postage" handstamp

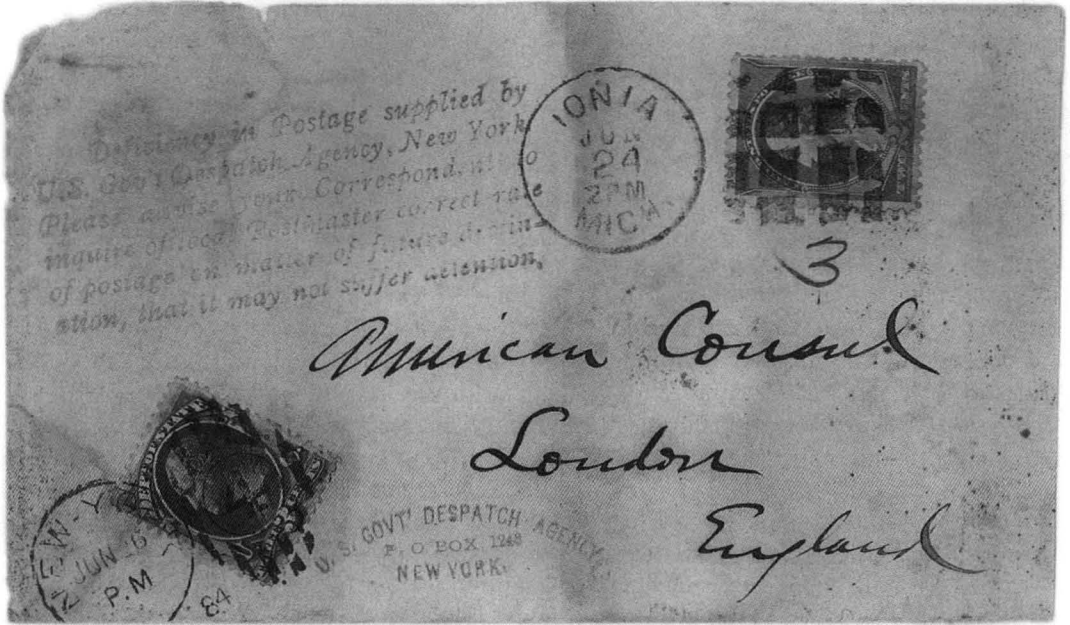


Figure 2A. 3¢ State added to cover with a 2¢ Bank Note stamp paying the UPU single rate to England, June 24, 1884.

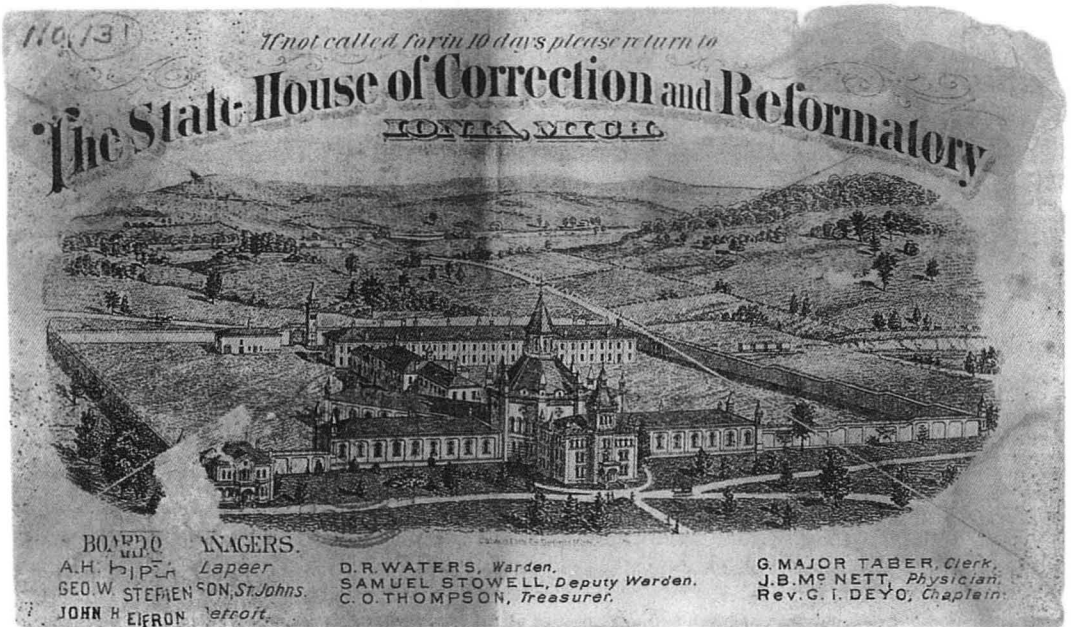


Figure 2B. Illustrated back of Figure 1.

There are only two covers with State stamps added in this category. Both covers were addressed to overseas locations with insufficient postage. Figure 1 is addressed to the Consulate in London, England in 1884 with a 2¢ Bank Note paying the then current 2¢ domestic rate. The U.S. Government Despatch Agency added a 3¢ State stamp to pay the 5¢ UPU postage along with two Despatch Agency handstamps. This cover also has the only overall advertisement of any official cover. Figure 2 shows the back of the cover, a birds-eye view of the State House of Correction and Reformatory in Ionia, Michigan. The other cover was in the Markovits exhibit and recent sale (lot 3145)¹. This cover was addressed in 1883 to the USS *Pensacola* stationed off South Africa. The dispatch agent in New York added a 10¢ State stamp to the cover to pay the 10¢ deficiency as the sender had applied a 5¢ Bank Note stamp not knowing that the treaty rate to Cape Town by British Mail via Southampton was 15¢ at the time. No Despatch Agency handstamps were applied to this cover. Both of these covers were sent after official stamps were technically no longer valid on mail to UPU countries. Since the dispatch agent still had a supply of State official stamps, he continued to use them as forwarding postage.

For the Navy Department, there are eight covers recorded with Navy stamps added to pay the additional postage to a foreign destination. Seven of these covers had their addresses changed in Washington, D.C. and the new foreign destination added to the cover in red ink. Additional postage was added to the covers to pay the deficiency to reach the correct foreign rate. Figure 3 shows a cover addressed to the U.S. Steamer *Hartford* in Norfolk, Virginia and carried outside the mails from there to Washington, D.C., where the new address was added in red ink along with a 7¢ Navy stamp to bring the total postage to the 10¢ single foreign UPU rate to Brazil in 1877.

The star-in-circle killer has sometimes been referred to as a Washington, D.C. foreign mail cancellation, although it is also found on domestic rate covers. Note, this cover was not handled by either the despatch agent or foreign office in New York.

Figure 4 is a Navy cover that was mailed to Newfoundland. Because of a misunderstanding in the rates, a 2¢ Navy stamp was added by the U.S. Government Despatch Agency in New York for a total of 7¢ which would cover the 6¢ rate to Canada, 1¢ overpaid. At this time Newfoundland was not part of Canada and the rate to Newfoundland was 5¢, the original postage paid. The U.S. Despatch Agency also added the same agency handstamps shown in Figure 1.

Inbound Foreign Letters Forwarded

This is a classification that only involves the Navy Department. There are four covers of foreign origin where the new address and correct postage was added in Washington, D.C. A new address was added in red ink on three covers and in black on the fourth. Three of these were forwarded to locations inside the United States and had a 3¢ stamp added, and two of these had all or part of the foreign stamps removed. Figure 5 shows a cover inbound from France in 1875 that was carried outside the mails from New York to Washington, D.C. where the correct address was applied and a 3¢ Navy stamp added to send the cover to Port Royal, South Carolina. Figure 6 is arguably the most fascinating piece of postal history bearing official stamps. It is an inbound cover from Yokohama, Japan, via San Francisco to the USS *Plymouth*, care of the Navy Department in Washington, D.C. The new address and the standard "FORWARDED" handstamp were added there, along with a 6¢ Navy stamp to pay the postage to Aspinwall, Columbia, overpaying by 1¢ the 5¢ treaty rate via American packet direct mail. In all cases the foreign postage was not counted when the covers were reentered into the mail system.

¹Illustrated in Alan C. Campbell, "New York Foreign Mail Cancellations on Official Stamps, 1873-1874," *Chronicle* No. 203 (August 2004), Figure 8, p. 230.



Figure 3. 7¢ Navy added to cover with a 3¢ Bank Note stamp paying the 10¢ UPU single rate to Brazil, October 15, 1877.



Figure 4. 2¢ Navy added to cover with 5¢ Bank Note stamp overpaying the 5¢ UPU single rate to Newfoundland, August 20, 1883.

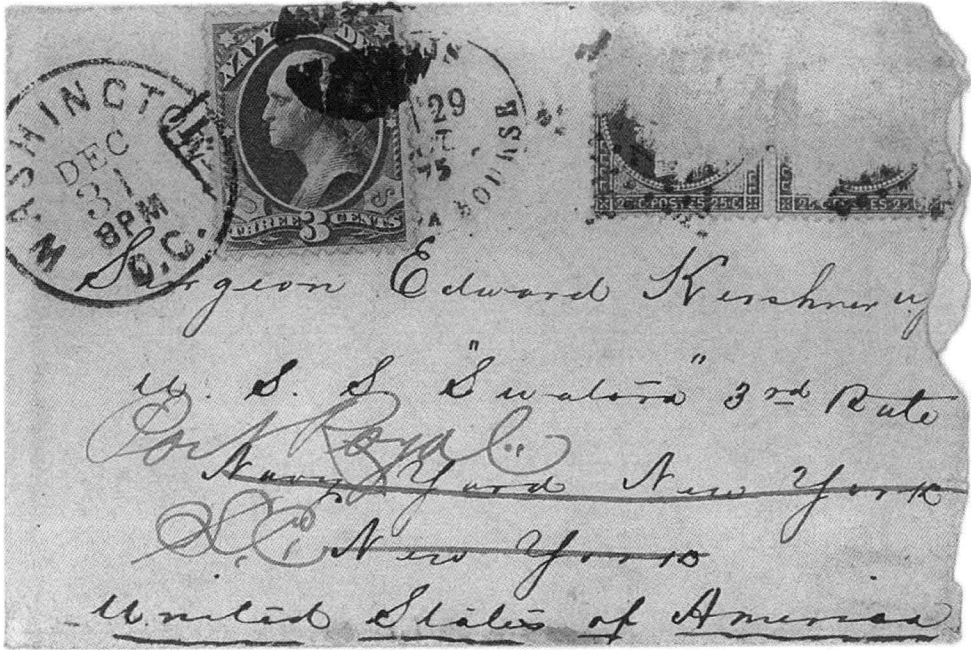


Figure 5. 3¢ Navy added to cover from France paying the single domestic rate, December 29, 1875.



Figure 6. 6¢ Navy added with 1¢ overpayment to cover from Yokohama, Japan paying the 5¢ single treaty rate to Aspinwall, Columbia, November 5, 1875 or 1876.

Inbound SHIP Letters Forwarded

Figure 7 is the only recorded cover that entered the United States as an unpaid ship letter and had official stamps added in order to enter the mail stream. It was marked in New York with a "DUE 10, US Currency" handstamp indicating that the ship captain was paid 10¢ by the U.S. Post Office. There is no indication on the cover if the 10¢ steamship fee was paid in cash in New York, but it appears that this is the case. The cover is addressed to Washington, D.C. where a new address in red ink and a 3¢ Navy stamp were added. The steamship cancellations found on off-cover official stamps were probably removed from similar covers.

Official Stamps Added to Penalty Mail In Transit To Pay The Required Foreign Postage

In 1877, the penalty mail clause was introduced and then in 1884 replaced the use of official stamps. The clause only paid domestic postage and postage to countries where there were special agreements, such as Canada and Mexico. All correspondence between postal officials of different countries only required that the appropriate domestic postage be applied and thus Post Office penalty mail covers to foreign destinations on official business required no postage. Four penalty clause covers and one cut corner are recorded showing the addition of official stamps to reach their foreign destination. Figure 8 is a Post Office penalty clause cover to Norway from Philadelphia with no initial postage. The U.S. Government Despatch Agency in New York determined that the letter was not to a postal official and therefore required postage. A 6¢ State stamp was added, overpaying by 1¢ the 5¢ UPU rate in 1883 along with a large block handstamp from the Despatch Agency on the back of the cover as seen in Figure 1. The numeral in vertical-barred ellipse is typical of foreign mail cancels of the period. At this time, by UPU regulations official stamps were no longer valid for postage to foreign destinations, but the agency still had stamps and continued to use them. The second cover is a Postal Service penalty embossed envelope to the Chief of the Bureau of Justice in Paris, France.² The U.S. Government Despatch Agency determined that this was not on official business between post offices and therefore added a 15¢ Post Office stamp to pay the triple UPU rate in 1883. The third is a large package front to Germany in 1882 with what appears to be a penalty clause handstamp, but without a Washington, D.C. postmark.³ Department of State stamps were added by the Despatch Agency to the package in New York, but apparently it was not handled by the foreign department since the cancellations are the standard numeral in horizontally barred ellipse used on domestic first class mail. This is one of the greatest official covers as it bears a \$2, 10¢ and seventeen 30¢ stamps. The fourth cover is a War Department penalty envelope posted without stamps in Washington, D.C.⁴ The Post Office stamps were added in New York and canceled by the foreign department of the main NYPO. The cut corner is from the Department of the Interior and has a 6¢ State stamp added in New York in 1883. No destination is shown on this small piece. After 1879, official stamps were not valid for use on UPU mail but were used anyway on these items.

Cover Summary For Each Of The Areas

In all there are nineteen covers and one piece that show these very interesting aspects of postal history involving official stamps. These are listed below, broken into the four respective categories. Fortunately for today's collectors, none of these covers were in the stolen Charles Starnes collection.

²*Ibid.*, Figure 11, p. 234.

³Illustrated in Alan C. Campbell, "High Value Official Stamps on Cover," *Chronicle* No. 188 (November 2000), Figure 2, p. 288.

⁴Illustrated in Campbell, "New York Foreign Mail Cancellations on Official Stamps, 1873-1874," Figure 6, p. 230.



Figure 7. 3¢ Navy added to inbound steamship cover with “DUE 10, US Currency” handstamp applied, May 12, circa 1875-77.

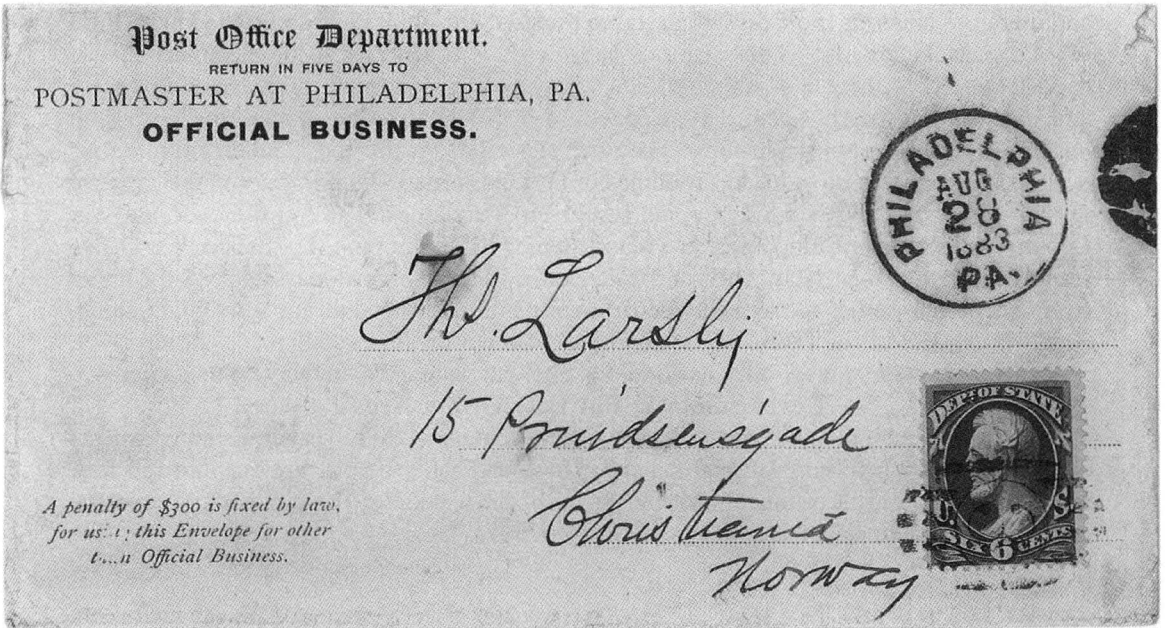


Figure 8. 6¢ State added to penalty clause cover paying the 5¢ UPU single rate to Norway with 1¢ overpayment, August 28, 1883.

Rerouted Overseas or Incorrect Overseas Postage

- 1. 3¢ State + 2¢ Bank Note to England from Michigan, 1884 LCL (ex-Stone)
- 2. 10¢ State + 5¢ Bank Note to South Africa from Ohio, 1883 RLM lot 3145
(ex- Ehrenberg)
- 3. 1¢ (2) Navy + 3¢ Bank Note to Columbia from Brooklyn RLM lot 3338
- 4. 2¢ Navy + 5¢ Bank Note to Newfoundland from Baltimore, 1883 LCL (ex-RLM)
- 5. 2¢ Navy + 3¢ Bank Note forwarded to B. F. Stevens in London and reforwarded to France, 1879 RLM lot 3342
- 6. 2¢ Navy + 3¢ Bank Note forwarded to B. F. Stevens in London and reforwarded to Spain, 1883 Siegel #867,
11/13/04, lot 1363
- 7. 1¢ + 6¢ Navy + 3¢ Bank Note to Brazil from Washington, D.C., 1878 RLM lot 3354
- 8. 7¢ Navy + 3¢ Bank Note to Brazil from New York, 1877 LCL (ex-Stone)
- 9. 7¢ Navy + 3¢ Bank Note to Brazil from Maryland, 1878 RLM lot 3355
- 10. 24¢ Navy + 3¢ stamped envelope U164 forwarded to Uruguay and returned to the sender in New York, 1878 Bennett #230,
1/20/01, lot 697

Inbound Foreign Letters

- 11. 3¢ Navy + 2 French stamps forwarded to Port Royal, South Carolina, 1875 LCL
- 12. 3¢ Navy + France # 93 forwarded to Athol, Massachusetts, 1879 RLM lot 3351
- 13. 3¢ Navy + 5pf German postal card with original 20pf stamp removed, forwarded to Brooklyn, New York, 1875 RLM lot 3352,
(ex- Ehrenberg)
- 14. 6¢ Navy + Japanese stamp forwarded to Aspinwall, Columbia, 1875 or 1876 LCL

Inbound SHIP Letters

- 15. 3¢ Navy + "Due 10 US Currency" forwarded to Newport, Rhode Island, circa 1875-77 LCL

Penalty Mail With Official Stamps Added In Transit

- 16. 6¢ State + penalty clause to Norway, 1883 LCL (ex-RML)
- 17. \$2 + 10¢ + 30¢ (17) State on large package front to Germany, 1882 RLM lot3147
- 18. 15¢ Post Office + Postal Service penalty clause envelope to France, 1883 DLS
- 19. 2¢ (2) + 6¢ Post Office on War penalty clause envelope to Germany, 1878 ?
- 20. 6¢ State on small Interior penalty clause piece, 1883 LCL

The provenances cited are derived from the following major sales of official covers:

Ehrenberg	Rae Ehrenberg, R. S. Siegel #577, 1981
Stone	Marshall Stone, R. S. Siegel #728, 1990
RLM	Robert L. Markovits, Bennett #273, 2004
Key to initials:	DLS Dr. Dennis L. Schmidt
	LCL Lester C. Lanphear III



**THE "ATLANTA" PROOFS OF THE DEPARTMENT OF STATE
DOLLAR VALUE STAMPS: A RE-EXAMINATION OF THE HISTORY**

GEORGE G. SAYERS

A New Discovery

John Luff noted in 1902¹ that E.D. Bacon reported each of the ten positions on the sheets of the \$5, \$10 and \$20 Department of State stamps to be unique. In 1912, Bacon detailed the specific method of production of the frame plates which caused this result,² based on his studies of the Earl of Crawford's collection. Many authors have noted that the dollar value State stamps can be plated, but until recently no plating aids have been published.

During 2003, the author developed plating diagrams from complete sheets of India proofs of the four State dollar value stamps,³ with the intent of beginning a census of these stamps. The \$5, \$10 and \$20 frame plates were produced using separate transfer rolls for the frame top and value tablet, and the hand engraving of the join between the two transfers is unique and readily identifiable for each position. The \$2 frame plate was produced from a single transfer roll; the positions are identical except for a few layout dots and extraneous marks, and the \$2 value was found to have only five readily identifiable positions. The first test of these plating diagrams was an attempt to plate stamps and proofs from illustrations in auction catalogs and on line. Examination of a series of "Atlanta" proofs⁴ revealed, surprisingly, two proofs of the same color combination which unquestionably were from the same position. These two proofs are illustrated below.

Figure 1 is an example of the \$20 Department of State "Atlanta" trial color plate proof on card with the blue frame and green vignette. This copy is position 6 from the sheet of ten, as identified by the green dots just above the right top corner (which are damages on the vignette plate recurring on every position 6) and the ornaments at the top corners of the value tablet on the frame plate (the details of which are unique to position 6). This proof has APEX certificate #158269, which specifies it is "Scott No. 071P4TC, 'Atlanta' proof, blue frame, green center, Pos. 6, genuine in all respects." This proof also shows the layout dot outside the upper right corner between positions 6 and 7, which serves to distinguish it from the example in Figure 2.

Figure 2 is a similar example of the \$20 Department of State "Atlanta" trial color plate proof on card, blue frame, green vignette from position 6, with APEX certificate #158270 which specifies this copy as "Scott No. 071P4TC, 'Atlanta' proof, blue frame,

¹John N. Luff, *The Postage Stamps of the United States* (New York: The Scott Stamp & Coin Co., Ltd., 1902), p. 204.

²E.D. Bacon, "The Earl of Crawford's Collection of the 1895 Plate Impressions of United States Stamps on Cardboard," *London Philatelist*, Vol. 22, (1913), pp. 56-57. Bacon's paper presented to the Royal Philatelic Society, London, Oct. 24, 1912, containing a discussion of the dollar value Department of State stamp plates.

³George Sayers, *Departmentals Plate Varieties* (Tucson, Arizona: The Author, 2004), Section 4: Plating Diagrams for the \$ State Stamps, available at the American Philatelic Research Library.

⁴"... in 1881 the Post Office Department had printed by the American Bank Note Company and exhibited at the International Cotton Exposition held at Atlanta, Georgia one pane of each stamp issued prior to that time, printed on thin white cardboard . . . The bicolored 1869 and high value State Department stamps were printed in . . . various combinations of colors. This emission of plate proofs are called the Atlanta Trial Colors." Clarence W. Brazer, "Varieties of U.S. Essays and Proofs," *The Essay-Prof Journal*, Vol. 4, #2 (April 1947), pp. 149-54.

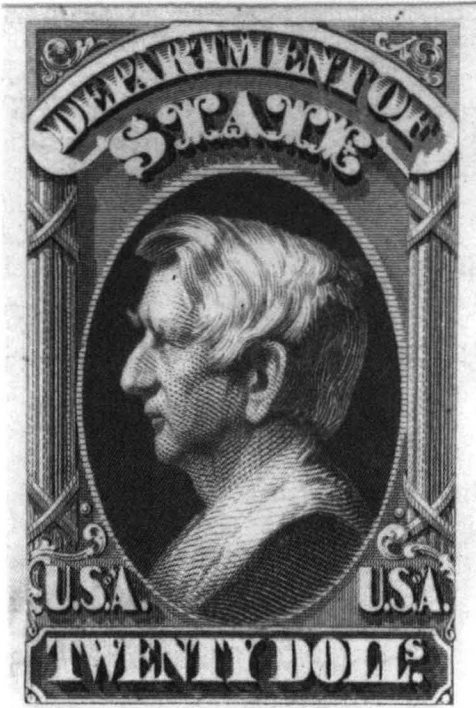


Figure 1. Twenty Dollar Department of State, 071P4T "Atlanta" card proof, blue frame, green center, Position 6; APEX Certificate #158269

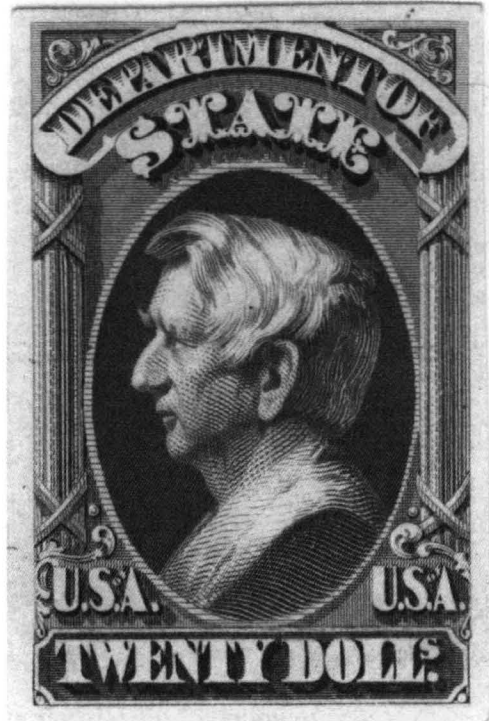


Figure 2. Twenty Dollar Department of State, 071P4T "Atlanta" card proof, blue frame, green center, Position 6; APEX Certificate #158270

green center, Pos. 6, genuine in all respects." This pair of proofs confirms, with as much certainty as is possible in philately, that there were (at least) two sheets of this proof color combination printed and later released into the philatelic market. This is the first step in disproving the philatelic myth that James A. Petrie rescued the "Atlanta" proofs.

The fall and winter of 2003-2004 was an unusual period for U.S. proof philately. In four auctions and on the Internet,⁵ more than 80 "Atlanta" proofs of the State dollar value stamps were for sale. Dozens of articles in the philatelic press over many years have stated that only one sheet of each of seven color combinations were printed for each of the four values, 28 sheets in all.⁶ If this were true, it would mean that more than 30% of all the State dollar value "Atlantas" ever printed came up for sale in a period of four months—a phenomenally unlikely event, considering there are no reported multiples, and some attrition must have occurred over 120 years.

⁵Weiss Auction 149, 10/4/03 (9 proofs); Weiss Auction 150, 2/21/04 (3); Matthew Bennett, Inc. Auction 269, 1/20/04 (28); Matthew Bennett Auction 273, 2/7/04 (28); James Lee website (15); and a few auctions with one proof.

⁶Contemporary descriptions of the Atlanta exhibit indicated eight color combinations of the four State dollar value stamps were exhibited, including a green frame/black center "normal colors" combination. Eight combinations were listed in the *Scott Specialized Catalogue* for several years but no examples of the green/black proofs were found, and they were delisted. The seven listed color combinations, the same for all four values, are scarlet frame, black center; scarlet frame, blue center; brown frame, black center; brown frame, blue center; green frame, brown center; blue frame, brown center; blue frame, green center.

Most proofs of the \$5, \$10 and \$20 are easily identified as to plate position from auction catalog illustrations or online scans. For these three values, four of the 21 proof color combinations were represented by two examples from the same plate position in the 2003-04 sales. Examination of illustrations from other earlier auctions, including the R.A. Siegel sale of Clarence Brazer's collection (Sale #726, June 27-29, 1990), revealed two more same-position pairs. Statistical analysis of the number of "pairs" discovered with the same value, color combination and plate position, relative to the total number of proofs examined, is consistent with random selection of individual proofs from **two** sheets of every value/color combination for the \$5, \$10 and \$20 proofs. Since the \$2 proof sheet shows only five readily identifiable positions, this value will require a larger sample for analysis.

In conclusion, six of the 21 proof color combinations of the \$5, \$10 and \$20 State Department "Atlanta" proofs show examples of the same position from two sheets. With one possible exception, it is likely two sheets of ten of every value/color combination were printed and found their way into the philatelic market. How many of these still exist is unknown, although the apparent survival rate extrapolated from the 2003-04 sales would have to be well over 50%. The possible exception is the \$5 scarlet frame/blue vignette, which the auction realizations indicate is scarcer than the other State dollar value "Atlantas," and only one sheet may have survived. This proof was missing from the auction of Brazer's collection mentioned above. This probably does not mean that Brazer didn't have one, but that his copy was sold by private treaty outside the auction, which is likely an additional indication of relative rarity.

A Re-examination of the History of the State Dollar Value "Atlanta" Proofs

For eighty years, it has been part of philatelic lore that the "Atlanta" Exposition proofs were saved from destruction by Mr. Petrie as the 1881 Atlanta International Cotton Exposition closed. The source of this story is not clear. In an unattributed one page article in the *Essay Proof Journal* in 1945,⁷ the statement is made, "The story told to us about 1925, of how these Atlanta trial color proofs became available to philatelists follows. It is said that Dr. J.A. Petrie . . . went to Atlanta at the close of the Exposition and found a colored man about to burn up all these sheets. The 1c. Post Office sheets of five colors had already been destroyed and consequently are not now known to philatelists." This report was made twelve years after Petrie's death in early 1913.

The source of this story is possibly John Klemann of Nassau Stamp Co., who was selling the "Atlanta" proofs at the time. However, the author has found no indication in the

⁷"U.S. Atlanta Trial Color Proofs," *The Essay-Proof Journal*, Vol. 2, #1 (1945), p. 26. The article is not attributed. Some philatelic authors have adopted the convention of attributing all unsigned articles in *The Essay-Proof Journal* to Clarence W. Brazer, Sc.D. This author disagrees. Dr. Brazer wrote and claimed credit for articles in three formats: the direct byline Clarence W. Brazer; the indirect byline "The Editor," which was his title on the masthead; and the closing initials "C.W.B." There were several other advanced collectors of essays and proofs listed as assistant and associate editors who contributed to the journal. There are several unattributed articles in each volume of the journal, particularly those discussing routine information such as auction realizations. It is likely that a group of editors discussed these topics, and one agreed to write up a brief article summarizing the group's knowledge. This author believes it is inappropriate to assign the cachet of veracity associated with Dr. Brazer's name to these anonymous articles. This article in particular is a good example of the problems that can result. In the article, the reference to the story of Petrie's rescue of the "Atlanta" proofs is not presented as a historical fact, but as a story. Yet it has been repeated in the philatelic literature innumerable times with varying degrees of credulity, frequently with Dr. Brazer's name attached. It is worth noting that in Dr. Brazer's bylined article, "Varieties of U.S. Essays and Proofs," *The Essay-Proof Journal*, Vol 4, No. 2, (April 1947), pp. 149-154, the section on page 153 headed "The 'Atlanta' Trial Color Plate Proofs" contains no mention of Petrie.

historical record that Petrie ever made this claim, or in fact ever handled any of the “Atlanta” proofs. No mention of the more than eight hundred panes of “Atlantas” which he is supposed to have held for more than twenty years occurs in Petrie’s known advertisements. Petrie’s counterfeiting of Confederate provisionals during the 1870s and his involvement in the 1903 sale of proof sheets to the Earl of Crawford were in the philatelic press at the time the story was in circulation,⁸ which suggests it may have been a marketing ploy to attach Petrie’s notoriety to the “Atlanta” proofs.

The State dollar value “Atlantas” appear to have a different history from the rest of the more than eight hundred panes of special proofs displayed at the 1881 Exposition. Of all the 500+ “Atlanta” dollar value State proofs printed (if you accept two sheets of each), there are no multiples reported, not one block, not one pair, and not one identifiable margin single with or without some part of the imprint or plate number. This is in complete contrast with the balance of the proofs supposedly handled by Mr. Petrie, all of which are known in large multiples.

An Historical Revision

It has been for many years common practice in the printing industry to print an intentional excess over the customer order. Virtually every printing order involves multiple production steps—printing, cutting, gumming, perforating for stamps; printing, folding, trimming, stitching, binding for books—and each step inevitably results in some loss. The labor of cleaning the printing press, preparing and setting the plate, preparing and checking the ink color, followed by breakdown and cleanup is very costly, especially if it has to be done a second time to fill an order. The extra cost of printing a few extra sheets on the first setup is small in comparison, and generally eliminates any need for a second printing. For something as “mission critical” as the color combinations of the dollar value State proofs—the Post Office Department would want the same color combinations for each value, for a neat exhibit—there is a clear need to plan for spare copies, not just for production mishaps, but also for exhibit preparation errors. Printing two or more sheets of each is good business practice.

A rational production sequence for each of the values is: print four, plus probably an extra sheet of the frame in scarlet, clean the plate and press, then print and clean four plus an extra of the frame in green, blue and brown. Two of the scarlet frame sheets and two of the brown frame sheets get a blue vignette, followed by cleaning of the plate and the press. Similarly, *two* of the green frame sheets and two of the blue frame sheets get a brown vignette. The rest of the blue frame sheets get a green vignette and the *rest of the sheets* get black vignettes—six to nine sheets, the green, scarlet and brown frame sheets. The green frame, black vignette “Atlanta” proofs were listed as part of the Post Office exhibit in 1881, but have not been identified since.⁹ Therefore, there is the possibility that more than two sheets of some color combinations were printed.

It is not known at this time where and how the exhibit frames for the Atlanta Exhibition were prepared. There is some indication in the historical record that the Department paid the printing companies or individuals (in some fashion) to mount and frame their stamp exhibits for events both before and after the 1881 exhibit. Specifically, a contemporary report in the *American Journal of Philately* states that the ABNC printed

⁸Stanley M. Bierman, *The World’s Greatest Stamp Collectors* (Sidney, Ohio: Linn’s Stamp News, 1990), pp. 184, 191-92.

⁹*The Essay Proof Journal*, Vol 2, #1 (1945), p. 26. “Scott’s U.S. Catalogue lists each of these four values [the dollar value State Departments] in eight color combinations but we doubt that these four values exist in green frame with black center, which are the normal colors. . . . We have not seen any of these four green and black proofs on this thin (.0075”) cardboard in a yellow-green.” In other philatelic literature this article is incorrectly attributed to Clarence W. Brazier, see footnote 6 above.

and framed exhibit proofs for the Chicago Columbian Exposition in January 1893 which were again shown in 1895 at the Atlanta Exposition.¹⁰ It is reasonable to consider that this portion of Post Office exhibits was printed, mounted and framed at the ABNC shop, the frames boxed and shipped to the Post Office's custody in Atlanta, and at the close of the exposition the exhibit shipped back to New York. There the frames were disassembled and the stamp sheets placed in the ABNC archives¹¹ with the duplicate panes and sheets, likely a set of over 1,700 panes.

In February 1894, the Bureau of Engraving and Printing took over the contract for printing United States postage stamps. By July 1, 1894, the inventory of over 600 million stamps, along with the dies, transfer rolls and plates to produce them, had been transferred to Washington, D.C.¹² The American Bank Note Company printing operations in New York for the U.S. Post Office were over.¹³ The building leased for the purpose in 1873 was being vacated.¹⁴ At the same time, the Post Office Department was in the middle of giving away 17,000 sets of card plate proofs printed in 1893—over 200,000 proofs, representing every U.S. stamp ever issued—giving away hundreds of die proofs, and giving away publicity sets of India proofs on “blotter” paper.

Under these circumstances, the files and archives of the ABNC were, arguably, waste paper. Henry G. Mandel, a vice-president at the ABNC who for several years had been in charge of quality control and ink research, and who had traveled the world studying pigments and ink systems, apparently rescued and stored these archives. Included in this material would be the “Atlanta” proofs, the duplicate proof panes/sheets from the 1895 “Atlanta” exhibit, the extra “SAMPLE” sheets for the 1890 contract including the pre-overprint extras, the 1869 and State invert proofs, the overage from the 1885 UPU “SPECIMEN” distribution, thousands of sheets of India proofs from ordinary production quality control, extra sets of all of the card proofs printings in the original envelopes, hundreds of die and plate proofs of foreign stamps that Mandel had gotten from foreign engravers through exchange and purchase on his travels for ABNC, and more.

¹⁰Joseph S. Rich, “Stamps at the Atlanta Exhibition,” *American Journal of Philately* (Dec. 1895), p. 602. states, “The frame prepared by The American Bank Note Co., and exhibited at the World’s Columbian Exposition and which attracted so much attention there, occupies a prominent place here.” This author notes that this statement conflicts with the report by Dr. Brazer, “Distribution of the 1890 Proofs,” *The Essay-Proof Journal*, Vol. 6, No.3 (July 1949), p. 133, which attributes preparation of the P.O.D. exhibit for the Columbian Exposition to “C.F. Rothfus [sic.]”.[C.F. Rothfuchs was a prominent Boston dealer.] Mr. Rich notes that there were several sections of the P.O.D. exhibit, and the answer may be that Mr. Rothfuchs completed a different section of the exhibit. Research continues in the contemporary literature.

¹¹Job shop printers have kept archives (samples of all print jobs) since there were customers. There are two reasons for this: First, it allows a technical reference library of how print jobs were done in the past, including color standards, which is important in an industry where graphic artists, technical people and printers change companies with some frequency. Second, it provides an important customer relations tool. The reader would be surprised how often a customer (or senator) calls with a request for a sample of a job printed several years ago (say for an important constituent). Being able to pass a clean sample along in a day or two frequently wins additional business.

¹²Editors’ articles (see footnote 7 above) in *The Essay-Proof Journal* refer several times to the ABNC archives as a source of “Atlanta” proofs, e.g., “The Atlanta Trial Colors on Card,” Vol. 1 (1944), pp. 27-28; and “U.S. Atlanta Trial Color Proofs,” Vol. 2 (1945), p. 26.

¹³Luff, *The Postage Stamps of the United States*, pp. 136-37, details the transition in a report by the 3rd Asst PMG.

¹⁴Philip H. Ward, Jr., “U.S. Notes,” *Mekeel’s* (March 5, 1954), p.74, quotes the report of the “3rd Asst P.M. Gen’l” on inspection of the building leased for U.S. stamp manufacture by CBNC in 1873: “The building secured for the purpose belongs to the Equitable Life Insurance Co., and is situated on the corner of Broadway and Cedar Street.”

As part of the turn-of-the-century celebration at ABNC, Mandel was asked to produce presentation books of the last century's production as souvenirs for the Board of Directors. Likely included in these books were displays of the very colorful dollar value State "Atlanta" proofs, and arguably all of these proof sheets available were cut up into singles for the books. The material for these books is reported to have come from the ABNC "archives" in Mandel's possession, and is known to have included many of the "Atlanta" proofs.^{15,16}

Mandel is also credited with preparing the Post Office exhibit for the 1900 Paris Exposition in part from this material, and this exhibit was also sent to the Pan-American Exposition at Buffalo in 1901. Included were "complete sheets of cardboard proofs."¹⁷ After Mandel died on May 29, 1902, apparently all of the archives that remained, along with Mandel's personal collection, ended up in the hands of J.W. Scott.

The "Atlanta" proofs of the State dollar stamps first appear in the philatelic record as part of the auction of the William Alexander Smith, Jr. collection by Scott-Morgenthau, beginning Oct. 26, 1903.¹⁸ Bierman states, without reference, "While designated as the William Alexander Smith sale, there is little doubt that material in the proof section of the Scott auction was all ex-Mandel."¹⁹ From time to time, the Directors' presentation books have come into the philatelic market²⁰ and been broken up, adding to the dollar value State "Atlantas" available.

The above proposed sequence of events suggests a plausible alternative to Petrie's magical rescue scenario, and is consistent with the historical record. □

¹⁵Clarence W. Brazer, "Famous Proof Collections. Henry G. Mandel," *The Essay-Proof Journal*, Vol. 2 (1945), pp. 13-14, states, "He is credited with preparing the large books of essays and proofs that were about 1900 made up for officers and directors of the American Bank Note Co. from duplicates in the files." and "In 1900 he arranged for the U.S. Post Office Department its creditable exhibit of U.S. stamps at the Paris Exposition including complete sheets of card board proofs. . . . Virtually the same exhibit was sent to the Pan American Exposition at Buffalo the following Year."

¹⁶"U.S. Atlanta Trial Color Proofs," *The Essay-Proof Journal*, Vol. 2 (1945), Page 26, states, "As the P.O.D. only exhibited one pane of each color, there were extra panes remaining some of which were about 1900 cut into singles and mounted in books of proofs prepared for the trustees and directors of the American Bank Note Co. Several of these books have been sold by the heirs."

¹⁷Brazer, "Famous Proof Collections. Henry G. Mandel."

¹⁸Clarence W. Brazer, "The Collection of the Late William Alexander Smith, Jr.," *The Essay-Proof Journal*, Vol. 14, No. 52 (1957), p. 239.

¹⁹Stanley M. Bierman, *More of the World's Greatest Stamp Collectors* (Sidney, Ohio: Linn's Stamp News, 1990), p. 40.

²⁰"U.S. Atlanta Trial Color Proofs," *The Essay-Proof Journal*, Vol. 2 (1945), Page 26.

Looking for a professional who shares your passion for collecting?

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

The answer?

We love stamps.

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

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

So, how can our passion benefit you?

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

Sports, music, medicine...stamps.

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

experience will work for you.

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

Passion.



Robert A. Siegel

AUCTION GALLERIES, INC.

Scott R. Trepel, President

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

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

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

E-mail: stamps@siegelauctions.com

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

www.siegelauctions.com

**UNITED STATES- GRAND DUCHY OF LUXEMBOURG,
POSTAL COMMUNICATIONS BY FOUR ROUTES**

JAMES VAN DER LINDEN, RDP

Section Editor's Note: Mail between the United States and the very small country of Luxemburg is quite scarce. In studying the foreign mails for more than thirty years, I have seen less than a dozen covers. This article by one of Europe's most recognized postal historians, James Van der Linden of Belgium, examines the subject of mail between the United States and the Grand Duchy of Luxemburg. To my knowledge, this is the first time that a postal history article has been written on this subject. Van der Linden illustrates and discusses mail by four different postal routes to and from Luxemburg. While there is little chance that most of us will ever own one of these covers, it is important to understand what they look like and how they were rated. We have Van der Linden to thank for that.

I. Historical Outline

Postal communications between the United States and the Grand Duchy of Luxemburg, hereafter referred to as the Grand Duchy, were not very frequent before, and even after, the Universal Postal Union period. An agriculture structure with a lack of industrial enterprises prevented any significant exports. A small rural population living in an isolated region surrounded by powerful neighboring nations (France, Germany and Belgium) also added to the scarceness of foreign correspondence. Without any direct outlet to a seaport, the postal administrations in the Grand Duchy were forced to exchange overseas correspondence by way of the neighboring countries, and were thus subject to the postal conventions of those countries.

The "Ancien régime" and French period

The "ancien régime" lasted until 1792, and was ruled under the Thurn and Taxis postal administration, which had postal relations with Great Britain and North America by way of Ostend (Flanders). After 1806, all communications with Great Britain were suspended by the French. Postal communications resumed again in 1814 by way of Ostend during the short-lived Thurn and Taxis restitution.

The "intermediate" period: "Gouvernement Général"

The fate of the Grand Duchy and Belgium was sealed by the Vienna agreement of 12 February 1815. In addition to the Belgian provinces between the North Sea and the Meuse river, where William I had been General Governor since 1 October 1814, the Allies unified the old Austrian territory, which the Austrians did not want back, and the Liege territory on the right bank of the Meuse, thus forming the Kingdom of the Netherlands.

William I, called back by the provisional government after twenty years of exile in Fulda (Hesse), was proclaimed Prince of the United Provinces on 2 December 1813.

On the 21st of July 1814, Prince William of Orange succeeded Baron de Vincent as General Governor of Belgium. Later, on 16 March 1815, by a tacitly advanced confirmation of the Allies, he proclaimed himself King of the Netherlands and Duke of Luxemburg, the latter attribution still to be settled.

Because of a transfer to Prussia of William's four Principalities in Nassau, the Grand Duchy, of which William was Duke, was excluded from the new Kingdom of the Netherlands and attributed to him as Prince of Orange, but not as King of the Netherlands. These stipulations were recaptured in Articles 67 and 68 of the Vienna Congress Act of 9 June 1815. Two sequences of these articles were important for the Grand Duchy's postal future:



Figure 1. William I (1772-1843) according to a painting by G. Kruseman, collection of the House of Oranje-Nassau, The Hague.

The Grand Duchy of Luxemburg, in compensation for the Principalities of Nassau, Dillenburg, Siegen and Dietz will be constituted as one of the States of the German Confederation, and the Prince, King of the Netherlands, will enter the system of that confederation as the Grand Duke of Luxemburg with all prerogatives and privileges as accorded to the other German princes.

And further on:

The town of Luxemburg will be considered in a military view as a fortress of the confederation.

It should be noted, that William was not only opposed to the inclusion of the Grand Duchy in the German Empire but also to the Prussian occupation of its capital, Luxemburg; however, his objections were documented on February 13th, the day before the signing of the Luxemburg protocol, and it was too late to prevent the change.

Under Netherlands rule

The Grand Duchy, together with the Belgian provinces of Luxemburg, Liege and Limburg, was created as the fifth postal district under the Netherlands postal administration on 1 March 1815. Letters from the Grand Duchy to the United States by ship could now be sent under the same rules as for the Netherlands. The first change of existing regulations that affected the Grand Duchy was Dutch Circular No. 72 of 5 February 1816, which introduced a sea tariff of 8 stuivers regardless of the letter weight, which included 2 stuivers captain's fee. The inland rate had to be added to this ship fee and the inscription on letters of "Zeebrief" was obligatory. This was again changed by Circular No. 77 of 9 April 1816, which raised the fee to 12 stuivers for a combined sea and inland rate. The captain's fee was now 3 stuivers regardless of the letter weight. The weight progression started at 1 lood (15 grams) for the single rate, to which one half rate for each additional half lood was added.

Circular No. 112 of 4 March 1818 dealt with the treatment of correspondence to and from the colonies and overseas countries, including North America, but excluding Great Britain. The ports of Ostend, Antwerp, Rotterdam and Amsterdam were responsible for the dispatch of the oversea letters. Outgoing correspondence for North America and the colonies was to be prepaid 4 stuivers to the port of embarkation. Incoming letters were rated at 12 stuivers.

In Circular No. 125 dated 26 August 1818, Articles XXX and LXX mentioned the communications to foreign colonies and overseas territories by way of France. Letters had to be prepaid to Bordeaux regardless of the actual French port used. The prepayment for the French portion was 9 stuivers per 6 grams, which was increased by the Netherlands inland rate to Bergen (now Mons), the exchange office with France of Bergen. The organization of American sailing packets between New York and Le Havre was announced in Circular No. 205 of 6 February 1826, with three weekly departures. Prepayment to Bordeaux remained compulsory.

The Belgian regime

From the 1830 outbreak of the Belgian revolution until 1839, the Grand Duchy was divided politically and administrative in two parts. The town of Luxemburg was protected by the troops of the German Confederation, but was administrated by the Dutch. The rest of the Grand Duchy was declared on 18 October 1830 by the Belgian provisional government to be a Belgian province. The postal administration on each side was under the separate control of the two governments. There was no change in the town of Luxemburg from earlier times since the Dutch administration was still in power; however, for the more rapidly transmission of their letters, inhabitants of the town of Luxemburg posted their letters at the Belgian office of Eich, a small suburb at the town's doorstep and an office upgraded on 1 November 1836 to "perception" (a more important post office).

Under the Belgian rule, international service was restructured. Overseas letters required a prepayment of the inland rate plus the sea rate of 5 decimes per single letter. The Belgian-France postal convention of 1 October 1836 provided an opportunity to correspond with the overseas countries by way of France.

During the time periods discussed so far, letters to or from the United States and the Grand Duchy are unknown.

The Grand Duchy postal administration

The Belgian postal administration ceased control of the Grand Duchy territory on 22 June 1839. The Grand Duchy's postal administration was created by the Hague convention of 9 November 1841 and started on 1 January 1842. Up to that time, the former regulations were still applicable. A law dated 26 December 1848 introduced a new currency system to come into force on January 1, 1849 (see Table 1). Rates were set in francs, decimes and centimes; the Netherlands Cent was fixed at 2 centimes. The new inland rates in the Grand Duchy were 10 centimes for weights up to 10 grams, 20 centimes for weights between 10 to 20 grams, and 10 centimes additional for each 10 grams up to 50 grams, then 20 centimes above 50 grams.

An additional convention on 15 March 1850 added new provisions to those of 1841. It opened the way for overseas letters from and to the Grand Duchy via Belgium, at a uniform rate of 50 centimes per 10 grams of which 10 centimes went to the Grand Duchy.

On 6 November 1851, a convention was agreed to with Prussia and the Grand Duchy became a member of the German Austrian Postal Union (GAPU). From that date on, postal relations with the United States were made possible via Bremen, in accordance with the postal treaty between that city state and the United States. From the start of the United States-Prussian convention of 1852 it was also possible to exchange correspondence with the United States by the Prussian closed mail. Also, from 1856 mail could be forwarded by way of Hamburg under conditions similar to those of Bremen.

The first opportunity to send fully prepaid letters to destinations in the United States and vice versa by way of France was realized when the French concluded the treaty of April 1857 with the United States.

II. The Mail Routes

A. By Way of Belgium

The Belgium-British Agreement

On 19 October 1844, Great Britain and Belgium concluded a new postal treaty, effective 1 December 1844. Great Britain agreed to forward Belgian correspondence to colonies and overseas destinations by regular packets at the same rate British subjects were charged. With this convention in place, unpaid letters could now be sent from the United States through the British postal system to Belgium. By a provisional convention of 27 June 1839, Belgium had accorded the Grand Duchy the transit of correspondences to foreign countries by this route if the Belgian and foreign fees were paid.

TABLE 1 -CURRENCY EQUIVALENTS FOR LUXEMBURG LETTER RATES

Spanish/Austrian Government, Thurn & Taxis postal administration:

In sols

French occupation:

1795 – 21 March 1799

French sols (20 sols = 1 livre) up till August 1800

August 1800 - 1814

French currency: 1 franc = 10 decimes or 100 centimes

Thurn & Taxis restitution 1814 – 1815

French currency

Dutch administration

1815 – 1826

Dutch currency: 1 florin = 100 Cents (equivalent to 200 centimes French or Belgium after 1 January 1835)

Letter ratings in units of 5 Cents called “stuivers”

Conversion in Prussian currency 1817 – 1826: 1 gutegroschen = 7 ½ Cents; 1 stuiver = 1 ½ gutegroschen

1.1.1827 – 31.12.1841

Dutch currency: 1 florin = 100 Cents (equivalent to 200 centimes French or Belgium after 1 January 1835)

Letter ratings noted in Cents or “centièmes” (hundredth of a florin)

Conversion in Prussian currency 1826 – 1849: 1 silbergroschen = 6 Cents

Grand Duchy administration

1.1.1842

Dutch currency: 1 florin = 100 Cents (equivalent to 200 centimes French or Belgium after 1 January 1835)

Letter ratings to be noted in Cents or “centièmes” (hundredth of a florin)

1.1.1849

Luxemburg currency: 1 franc = 10 décimes = 100 centimes

1 franc = 47.25 centièmes of a florin

Legal rating conversion: 1 Cent (centième de florin) = 2 centimes

6 November 1851

GAPU. currency: 1 thaler = 30 silbergroschen; 1 silbergroschen = 12.5 centimes

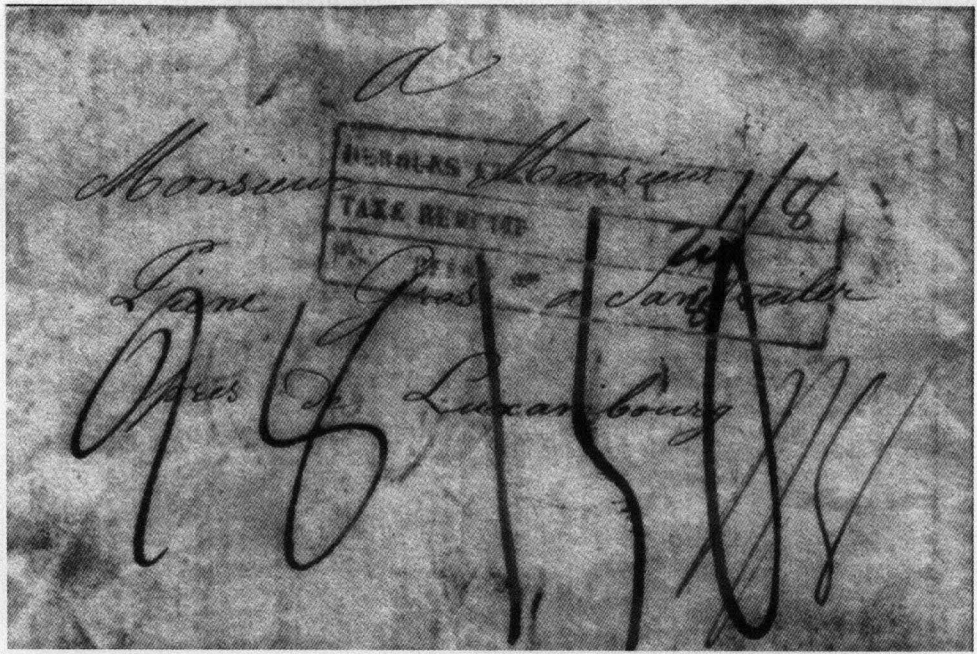


Figure 2. Unpaid letter of 23 June 1846, Albany, NY to Sandweiler near the town of Luxemburg, carried from Boston to United Kingdom by Cunard *Caledonia*. London debited Belgium 1s8d. Belgians marked 28 decimes debit to Luxemburg, where 150 centièmes postage due marked.

Figure 2 illustrates a letter originating in Albany, NY dated 23 June 1846 and addressed to Sandweiler, a small town in the Grand Duchy near the town of Luxemburg. There is a faint red datestamp "ALBANYs..." and a hand stamp "5" showing the 5¢ paid to Boston, where the Cunard steamer *Caledonia* departed on 1 July, arriving at Liverpool on the 13th. The letter reached London where the postal clerk noted 1s8d debit to Belgium (1 shilling transatlantic fee + 8 pence British transit). The Ostend exchange office marked the red accounting cachet **DEBOURS ETRANGER.../ TAXE REDUITE.../ PORT BELGE...** and noted in blue ink the British debit on the first line. On the second line the conversion of the British debit was noted as 20 decimes (equivalent to 20 pence). The third line was marked with an additional Belgian transit rate of 8 decimes totaling "28" decimes. In Luxemburg the letter was rated 150 centièmes (hundredths of a florin) = 300 centimes or 30 decimes, 28 decimes for Belgium and 2 decimes or 10 centièmes Luxemburg inland rate. (Alpaca collection).

The Belgium - United States agreement

In order to regulate the mail between both countries, the United States and Belgium signed a postal convention, placed in effect on 1 March 1860. The letters passed through Great Britain in closed mail bags. The basic rate was 1 F 40 c. or 27¢ for the half ounce or a 15 gram letter. Belgium was charged for Channel transportation fees and British transit. The transatlantic transportation fee by American or British packet was at the expense of the United States. The basic rate was divided 5¢ for the United States, 15¢ sea rate, 4¢ British transit and 3¢ for Belgium. On each letter the United States was entitled to 20¢ and Belgium 7¢. The accounting between the two offices was carried out in American currency.

Figure 3 shows a Liberty Flag patriotic cover dated 3 May 1862 from St. Louis to Redange in the Grand Duchy, with a circular date stamp, **ST. LOUIS/MAY/3/1862/MO.**

The routing instruction, implied by the unpaid rate of 30¢ in the upper right corner, was by Prussian closed mail. The New York clerk marked the letter with the black accounting marking **N.YORK.BR.PKT/MAY/7/20**, showing that the letter would be sent unpaid by the Belgium convention. The Cunard steamship *Persia* departed on that day and arrived at Queenstown on 16 May. After passing London, the bag was opened at Ostend where the rate of “15” decimes was noted in red ink (14 decimes + 1 decime Belgian transit). In Luxemburg 10 centimes internal rate was added and the total fee was noted as “160” centimes. (Siegel sale 875, lot 386).



Figure 3. Unpaid patriotic envelope, 3 May 1862, St. Louis to Redang in Grand Duchy, carried on Cunard *Persia* from New York to United Kingdom in Belgium convention mail. New York debited Belgium 20¢ and Belgium debited Luxemburg 15 decimes, where 160 centimes postage due marked.

B. By Way of Germany

Bremen

In 1851, Luxemburg concluded a convention with Prussia and on 6 November entered the German Austrian Postal Union. This opened the way for mail exchange with the United States via Bremen. In 1847, the city state of Bremen had reached a postal agreement with the United States as an intermediate exchange office for the German States through a regular packet service to New York. Even after the founding of the German Austrian Postal Union, this treaty was not wholly recognized by all German States. Some states did not accept a German fee of 2 silbergroschen or 6 kreuzer (equivalent to 5¢) for internal German transit to Bremen. This led to an additional convention between the United States and Bremen of 4 August 1853, which provided three different rates:

1. Letters to Bremen were rated 10¢ or 4½ silbergroschen per half ounce.
2. Letters to German States beyond Bremen were rated at 15¢ of which 5¢ was for the German Austrian Postal Union transit. This was only for those states that accepted the fee of 2 silbergroschen or 5¢ transit fee to Bremen.
3. Letters to the other German States, Danish possessions in Germany, Thurn and Taxis, Wurttemberg, Baden and Luxemburg were liable to an international fee of 15¢ instead of 10¢ (6¾ silbergroschen) increased by a 7¢ German transit fee. The rate for an

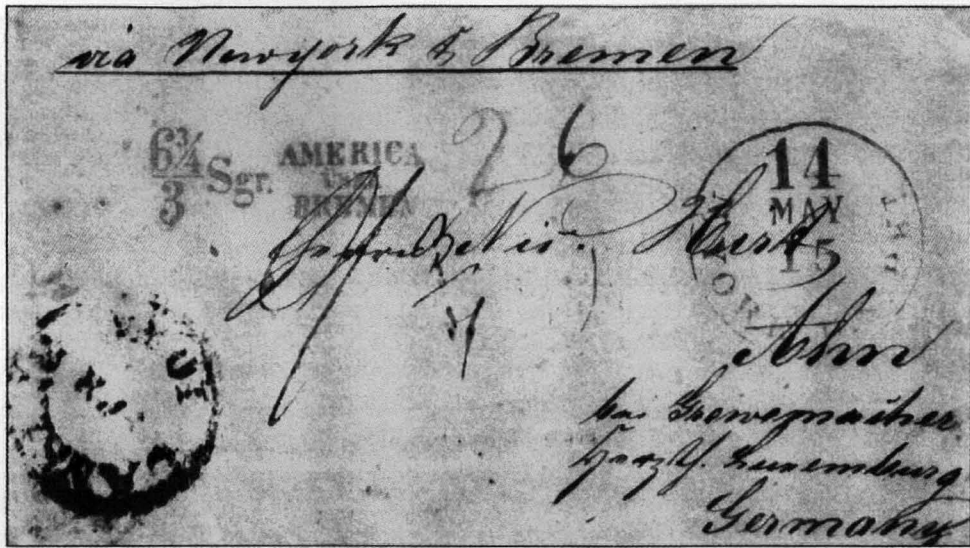


Figure 4. April 1858, Lansing, Iowa to Ahn near Grevenmacher in Grand Duchy, unpaid letter sent from New York to Bremen on Vanderbilt European *Ariel*. New York debited Bremen 14¢ and Hanover office in Bremen debited Luxemburg 9¾ silbergroschen.



Figure 5. Letter of 8 October 1857, Ozaukee, Wisconsin to Redange in Grand Duchy, paid 30¢ for Prussian closed mail rate. Letter carried by Cunard *Arabia* from New York to United Kingdom. New York credited Prussia 7¢.

American letter to the Grand Duchy was 22¢, and in Germany 9 ¾ silbergroschen or 33 Rhenish kreuzer. Letters to the locations using the silbergroschen currency were marked at the Hanover exchange office at Bremen with the 6¾/3 accounting marking. Since the regions using this currency at the 22¢ rate were so few, this is a very rare marking. Only one cover to the Grand Duchy and none to other locations is known with this cachet.

The unpaid letter illustrated in Figure 4 was dated in April 1858 from Lansing, Iowa to Ahn, near Grevenmacher in the Grand Duchy. It was endorsed “via New York & Bremen” and received the New York accountancy marking **14/MAY/15/N.YORK U.S. P^{KT}** in black showing a 14¢ debit to Bremen (5¢ American + 9¢ transatlantic fee). The letter was forwarded by the *Ariel*, a steamer of the Vanderbilt European Line, leaving New York on 15 May and arriving at Bremen on the 31st. The Hanover exchange office in Bremen marked the red **6¾/3 Sgr. AMERICA/ÜBER/BREMEN** handstamp showing the postage due for this unpaid letters. The letter was forwarded to the Grand Duchy by the Prussian “Bahnpost” (train post office). The cachet “MINDEN/DEUTZ” of that office and a confirmation of the postage due, “9¾” in blue ink were noted on the reverse. The postage due of 9¾ silbergroschen was written in blue ink on the front. The manuscript “26” is not believed to be a postal marking. (George Mehrtens collection).

Prussia

A second German route for a postal exchange with the United States was made possible when Prussia concluded a convention with the United States, the “Prussian closed mail” treaty. Since 1851, Prussia had tried to come to an agreement with the North American states for an exchange of mail in closed bags. The route over England and Belgium would shorten the crossing with a substantial advance in time over the slower Bremen route, but the high British transit fee caused delays in the talks. An agreement became more hopeful after a November 1851 meeting in London between the Prussian Secretary of Commerce and the British and Belgian representatives, leading to a convention between the United Kingdom and Prussia to reduced rates between the two countries. Soon thereafter, the United States and Prussia signed a convention to become effective in October 1852 for a closed mail between the two countries via the United Kingdom and Belgium. The Collins line steamer *Baltic* from New York on 30 October 1852 carried the first Prussian closed mail bags on board. The rate was 30¢ per half ounce where 5¢ was for the United States, 20¢ for sea-British-Belgium transit and 5¢ for Prussia.

Figure 5 shows an 8 October 1857 letter from Ozaukee, Wisconsin to Redange, “Grand Duché de Luxembourg,” prepaid with 30¢ in adhesives. The letter was sent via New York, where the exchange office marked the accountancy datestamp **N.YORK 7 B^R-PK^T/OCT/14/PAID**, crediting Prussia 7¢. Prussia was entitled to 5¢ plus 2¢ for Belgian transit. The Cunard steamer *Arabia* left New York on 14 October and arrived at Liverpool on 25 October 1857. After passing London and Ostend, the closed bags were opened in the railway office on “Bahnpost No. 10” from Verviers to Köln, where the red marking **AACHEN 27 10/FRANCO** was applied to confirm the prepayment.

C. By Way of France

As part of the 5th postal district, correspondence could be forwarded by way of France under Netherlands postal administration. After the Havre blockade was lifted in 1814, maritime communications between that port and New York were established by American sailing ships. In addition to this regular line starting about 1822, there was also communication by commercial ships with cheaper rates but unreliable departures.

The only recorded letter sent to the Grand Duchy by a commercial ship is illustrated in Figure 6. It originated at New York in January 1854 and was addressed to Redin in the Grand Duchy. The letter was endorsed “via Havre” and sent from New York to Havre by the sailing ship *St. Denis*. The Havre circular datestamp, **OUTRE-MER/2/FEVR./LE HAVRE**, was applied on front upon arrival. On the same day the letter was forwarded by train to

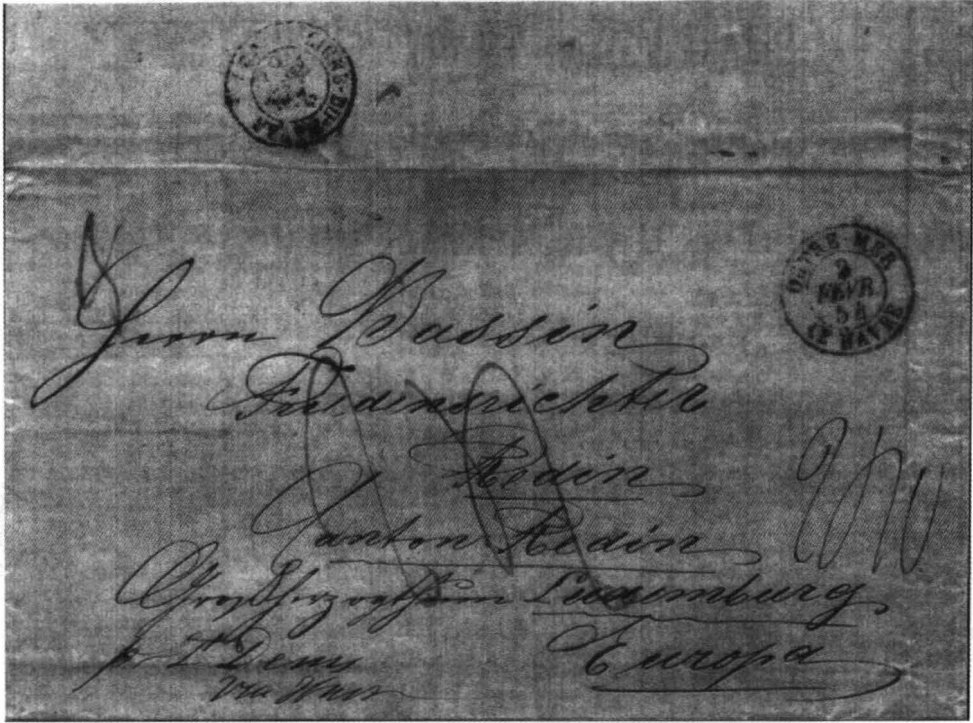


Figure 6. January 1854, New York to Redin in Grand Duchy, unpaid letter sent from New York to Havre on commercial sailing ship *St. Denis*. French marked letter required three rates and 24 decimes postage due, which was restated at destination as 240 centimes.

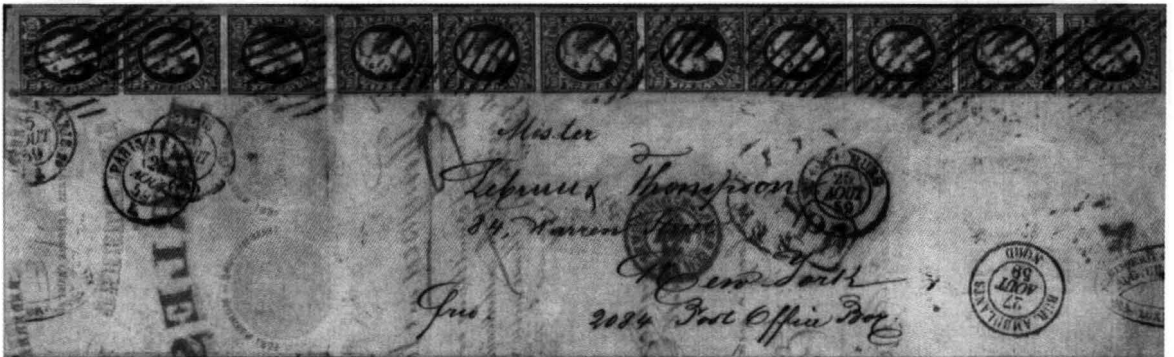


Figure 7. 25 August 1859, Luxemburg to New York, letter paid 110 centimes with Grand Duchy adhesives for the French mail rate to United States. Paris credited 9¢ and New York marked letter paid. Letter carried by Vanderbilt European *Ocean Queen* from Southampton to New York.

Paris and backstamped with the circular marking "LIGNE DU HAVRE." The triple weight was marked in the upper left corner. The single rate was 6 decimes ship letter fee + 2 decimes France/Luxemburg = 8 decimes x 3 = 24 decimes, written as postage due on the front and restated at destination as 240 centimes (Alpaca collection).

The United States-France postal convention of 1857 mentions Luxemburg in a group of other European countries in the Table B: "*indiquant les conditions auxquelles seront échangées, entre l'Administration des Postes de France et l'Administration des Postes des Etats-Unis les lettres expédiées des Etats-Unis et de leur territoires pour les Pays auxquelles la France sert d'intermédiaire, et vice versa*" (Instructions for the exchange conditions between the French and the United States postal administrations for letters forwarded from the United States and their Territories to countries for which France serves as go-between, in both directions). For these countries prepayment to destination was optional. The rate was 110 centimes or 21¢, 6¢ = 32 centimes for transit between France and the concerned country and 15¢ for the transit between the United States and France: 3¢ = 16 centimes for France, 9¢ = 48 centimes sea rate directly between France and the United States, and 3¢ = 16 centimes for the United States.

Figure 7 shows a letter (an invoice of the firm Aug. Charles & Co) posted in Luxemburg, where the circular date stamp of 25 August 1859 and an additional "PD" (Payé Destination) marking were struck. It was addressed to New York and prepaid with 110 centimes in adhesives of the Grand Duchy, a payment to destination by way of France. The French entry marking **LUXEMBOURG AMB. FORBACH/26/AOUT/59/A** (VdL No. 1946), placed with the other transit cachets on front of the letter, indicated that the letter entered France at Forbach from Luxemburg and was processed on the train to Paris. A credit to the United States of 9¢ (6¢ for American packet service from the United Kingdom + 3¢ for the United States) was noted in red ink at Paris. The letter was carried from Southampton to New York by the Vanderbilt European Line steamship *Ocean Queen*, where a faint New York marking shows the arrival date of 14 September and that the letter was paid (Jakubek Auction, August 1987, reduced size).

Bibliography

J.P. Reis. *Histoire des P.T.T du Grand-Duché du Luxembourg*. 1897.

Heinrich Stephan. *Geschichte der Preussischen Post*. Revised and expanded by Karl Sautter, 1928.

Albert Calmes. *Naissance et débuts du Grand-Duché 1814-1830* (Luxembourg: ISP, 1971).

J. Giphart and C. Muys. "Tweehonderd jaar postverbinding Nederland - Verenigde Staten van Amerika," *Catalogus 4*, NVPH Exhibition (s'Gravenhage: NVPH, 1982).

Walter Hubbard and Richard F. Winter. *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988).

Claude Delbeke. *De Nederlandse Scheepspost 1600-1900*, Volume 1 (Aalter, Belgium: C.J.P. Delbeke, 1998).

Dieter Basien and Fernand Hoffkamp. *Tarife der Briefpost in Luxemburg 1851-2002* (Luxembourg: Enterprises des postes et télécommunications, 2002).

Drs. J.J. Havelaar "Port betaald" (Zutphen, Netherlands: Walburg pers, 2002). □

ARTHUR WHITE (Oct. 12, 1921 - Jan. 1, 2005)

Route Agent Arthur White passed away from a heart failure at the start of this year, in his early 80s. He lived in Wakefield, Massachusetts, ten miles NNE of Boston, one of the many small towns surrounding that large city. Besides being an Honorary Life Member of the U.S. Philatelic Classics Society, Arthur was a long-time member of the Boston Philatelic Society, whose letterhead indicates incorporation in 1891. This group, also referred to as the Philatelic Group of Boston and still active to this day, was the place where many knowledgeable postal historians gathered to exchange information and covers, including George Hargest, a previous editor-in-chief of the *Chronicle* and editor of a section in the *Chronicle* called the Transatlantic Mails. I corresponded with Arthur for many years answering his questions about covers in his collection. From the many hundreds of photocopies of his covers that he sent me over the years for my reference collection, I reached the conclusion that he was no ordinary collector. I am certain that he formed many different collections, but his transatlantic collection was of most interest to me. I don't believe there exists anywhere a larger or more comprehensive collection of transatlantic covers than that which Arthur built and was still adding to when he died. Whenever I wrote about a subject and needed a difficult-to-find example to illustrate, Arthur would always have one or more items from which to choose. He took great delight in carefully researching each of his covers and in documenting everything that he learned on individual pages for each cover, which also included hand drawn sketches of all the markings on the cover. Over the years he learned a great deal about his collection and the various postal arrangements that accounted for the rates on his covers. I will miss his frequent letters with information for my records and questions about covers that he was researching. I always learned much by answering his questions, one of the reasons that I have not hesitated to respond to other requests for assistance. I met Arthur just a couple of times when the society held one of its infrequent annual meetings in Boston. He was always a very kind and gracious person, and eager to help if he could. I will always be pleased that he allowed me to become a friend.

- Richard F. Winter □

THE COVER CORNER
GREG SUTHERLAND, Editor

I served as the assistant editor of the Cover Corner since August 1999, and was appointed editor at the beginning of this year following Ray Carlin's retirement. I would just like to point out that Ray did a great job, and I hope I can measure up to his standards. Many of you know me from stamp shows as a postal history dealer (Freeman's or Global Philatelic Associates), but for those of you that don't know me, I have been a stamp/postal history dealer since 1974 when I retired from the USAF. At that time I gave up stamp collecting in favor of collecting philatelic literature, which I continue to collect to this day.

ANSWERS TO PROBLEM COVER IN ISSUE 201

We received no answers to the questions regarding Figure 3 in the February 2004 issue (Figure 1), which was submitted by Route Agent James W. Milgram. We asked: Are the 1851 stamps original to this cover? Can the cover be 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?

Since there were no answers, Dr. Milgram shares his opinion that this was mailed under the then current 24¢ rate to England as evidenced by the 2¢ franking to which the notation "Paid 22" (in cash) was added. This was ignored in New York where the then standard N.YORK A^M PK^T 23¢ debit marking associated with Prussian closed mail was hand-stamped, and manuscript 13 silbergroschen (30¢ U.S.) due marking noted on arrival. It's also possible the franking isn't original to the cover, particularly since the cover would stand on its own merit without it. Anyone else like to add something?

PROBLEM COVERS FOR THIS ISSUE

Route Agent Alex Gundel sends the cover illustrated in Figure 2, postmarked Brooklyn, N.Y., Aug 6, 1895, with what he describes as a gray brown Paquebot marking intertwined. As can be seen, there is a Brussels 15 Aug 1895 receiving CDS in the upper left corner. The text on the reverse reads "I depart on the 'Friesland' from here tomorrow. I hope that everybody whom I will meet in 10 days is well." Card is endorsed "Per S.S. St. Louis" on the left side. Can anyone explain where the Paquebot marking was applied, and if it is a genuine marking?

Route Agent James W. Milgram has submitted 2 additional covers for comment. Figure 3 illustrates an 1856 cover from Salt Lake City, Utah Territory to Wurttemberg with a blue "SALT LAKE CITY UTAH.T. MAY 1" CDS, blue double line circle "48" cents rate, plus black "N. YORK Br. PKt JUL 9" exchange CDS containing a "46" cents debit on the right side. How was this rated in Salt Lake City, and does it correspond to the New York exchange CDS? What mail service actually applied? Figure 4 contains a "DETROIT Mich PAID SEP 24" CDS in the lower left corner, octagonal "60" cents rate in the upper right corner, "NEW YORK Am. PKT OCT 3 PAID" exchange CDS with a "14" cents credit, and framed "AACHEN 16 10 FRANCO" transit marking in the middle. All markings are in red, save for a pencil "60" superimposed over the previously mentioned octagonal 60 hand-stamp. How was this rated, and under what mail service? Both covers have a paramount feature in common, neither of which is listed in a standard reference, and might suggest a future study for some enterprising soul.

Send your answers to: Greg Sutherland, Freeman's, P.O.B. 24231, Huber Heights, OH 45424-0231 or gregfree@coax.net. □

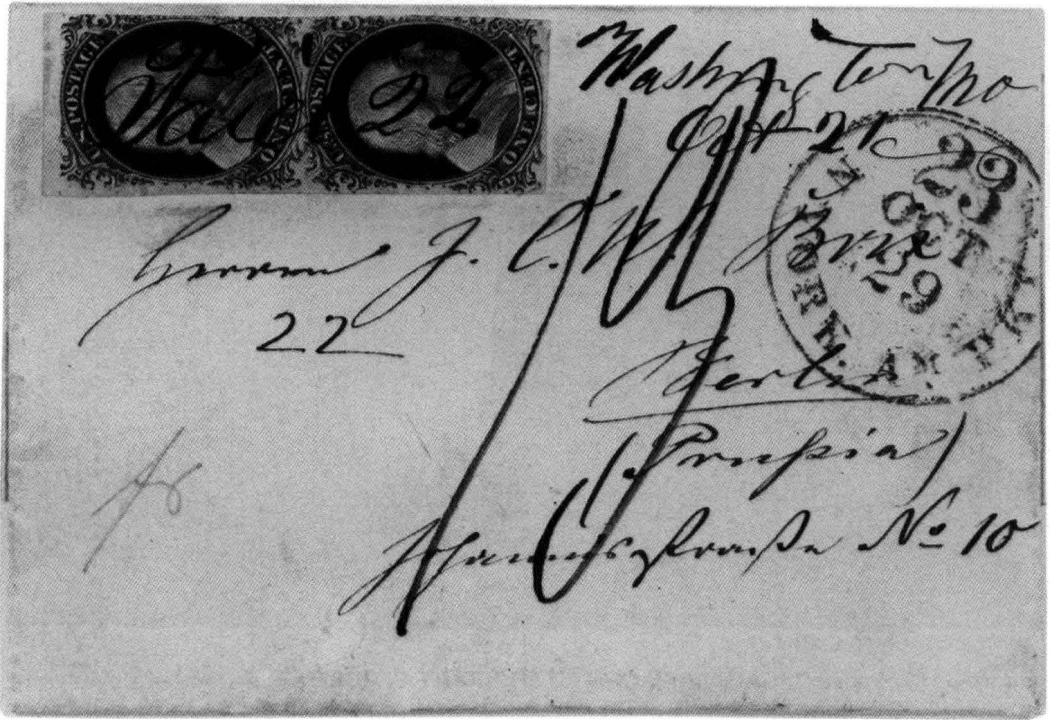


Figure 1. Washington, Mo. transatlantic cover to Berlin, OCT 29 NYC CDS

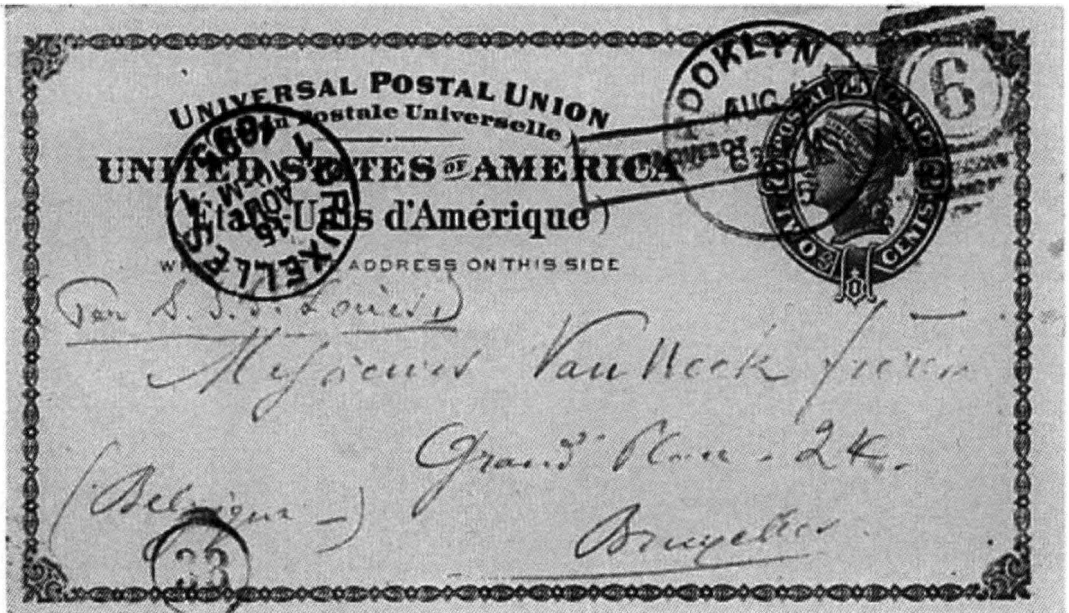


Figure 2. Postal card, Brooklyn NY Aug. 6, 1895, to Brussels, PAQUEBOT marking, endorsed "Per S.S. St. Louis"



Figure 3. 1856 cover, "SALT LAKE CITY UTAH T. MAY 1" CDS, to Württemberg, "48" rate marking in circle and "46 N. YORK Br. PKt JUL 9" exchange office CDS

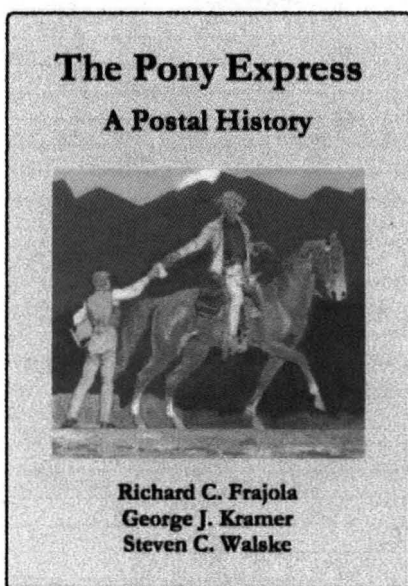


Figure 4. "DETROIT Mich PAID SEP 24" CDS on cover to Berlin, "14 NEW YORK Am. PKT OCT 3 PAID" exchange marking, "AACHEN 16 10 FRANCO" boxed transit marking, plus handstamped "60" rate marking in octagon with "60" pencil manuscript marking superimposed

The Philatelic Foundation announces our 60th Anniversary Publication

First-ever
image census
of all recorded
Pony covers

Complete
Pony Express
trip listings



Details of
postal and
historical
operations

Breakout
of all six
rate periods

Hardbound Limited Edition
176 pages in full color - 8.5" x 11" format

Available by mail from our offices: \$45+\$5 S&H; or directly from the following dealers:
Leonard H. Hartmann, James E. Lee, Schuyler Rumsey, Subway Stamp Shop, and Stanley M. Piller.



The Philatelic Foundation
70 West 40th Street, 15th Floor
New York, NY 10018
(212)221-6355

Experience • Excellence • Tradition

Judge an Auction Firm by the Customers it Keeps

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

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

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

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

Charles G. Firby
AUCTIONS

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



1
BEST OF CLASS

CANADIAN POSTAL HISTORY OF THE VICTORIAN ERA

THE S.J. MENICH COLLECTION
JUNE 22, 2000
Charles G. Firby AUCTIONS

VISA
MasterCard

USPS
APA
CSDA

To Consign or Subscribe to our Auctions – just give us a call
E-Mail: Admin@FirbyAuctions.com
Ph. (248) 666-5333 or Fax 666-5020

ADVERTISER INDEX

Matthew Bennett, Inc.	4
Charles G. Firby	78
H.R. Harmer, Inc.	80
Leonard H. Hartmann.....	33
Kristal Kare, Inc.	33
James E. Lee	Inside Back Cover
Jack E. Molesworth, Inc.	Inside Front Cover
Nutmeg Stamp Sales, Inc.	40-41
The Philatelic Foundation.....	77
Professional Financial Associates	8
Schuyler Rumsey Philatelic Auctions	6
Shreves Philatelic Galleries, Inc.	1
Robert A. Siegel Auction Galleries, Inc.	62, Back Cover
Spink.....	2
Stephen T. Taylor	33
United States Stamp Society	8

CLASSIFIED

FREE: OUR NEXT PUBLIC AUCTION CATALOGUE including your specialties. Provide your name, address, dealing or other collecting interests and Classic Society membership. JACQUES C. SCHIFF, JR. INC., 195 MAIN STREET, RIDGFIELD PARK NJ 07660. (207)

#65 PA COVERS NEEDED. Especially need cancels of Clarion, Milford, Scranton, Somerset, Tionesta and Waynesburg. Any Pennsylvania towns considered. Ed Andrews, 803 Hessian Circle, West Chester PA 19382. (610) 793-9714 or Afacinc@yahoo.com. (206)

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

WANTED: New Haven postmaster provisional reprints, signed and unsigned. Also, Annapolis, provisional hand-stamped covers, used locally and as postmark. Please contact Mike Poellot, Tel. (408) 867-3602 or Email: jmichael@poellotgolfdesigns.com. (205)

YOUR AD HERE FOR 50¢ A LINE
Send payment to: Richard M. Wrona, P.O. Box 7631, McLean, VA 22106-7631. Next Deadline: July 15, 2005.

H.R. HARMER, INC.

H.R. Harmer, Inc. is one of the grand names in philately. Conducting public auctions since 1940, the company has a tradition of offering many important and valuable single owner collection sales.

The tradition continues...
with renewed energy and enthusiasm.

While Keith Harmer remains actively involved with the company, Andy Kupersmit now serves as its President.

If you wish to be actively involved in the continuing tradition of important philatelic auctions, either as a bidder or a consignor, please contact H.R. Harmer, Inc.

The company has actively assisted in the formation and sale of a wide variety of collections, and will work very hard to assist you any way it can.

Three auctions containing some exciting material will be offered in the second half of the year, and you are encouraged to participate.

Auction catalogues will be sent to US Classics Society members without charge.



3 East 28th Street, 7th floor New York, NY 10016
Phone: 212-532-3700 • Fax: 212-447-5625
hrharmer@hrharmer.com
www.hrharmer.com

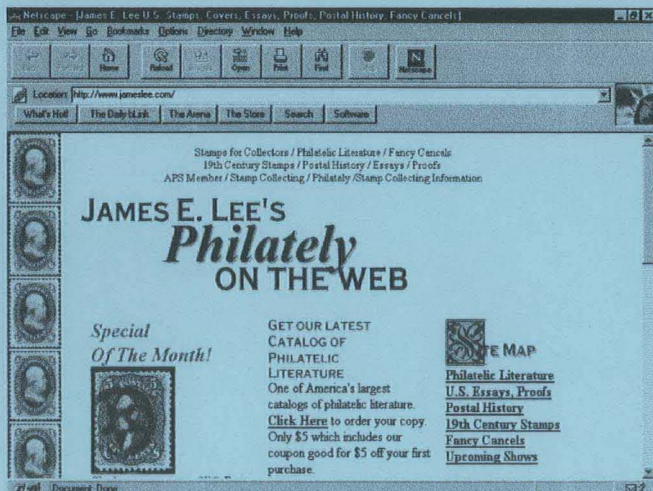


Important news for the specialist in U.S.
19th Century Classics and Philatelic Literature...

WE'RE YOUR KEY RESOURCE ON THE INTERNET...

We're Internet-driven, but
with the kind of *personal
touch* you've come
to expect from us.

Visit our website regularly to
view and purchase from our
large stock of 19th century
stamps, fancy cancels, postal
history, essays & proofs, and
philatelic literature.



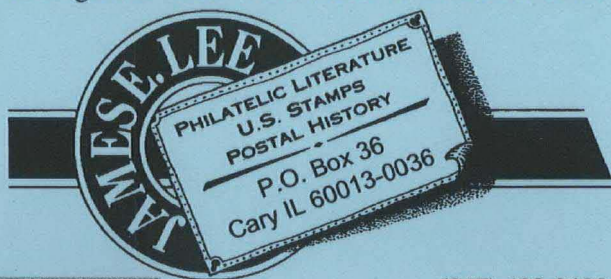
www.jameslee.com

A visit to our Internet website
is much more than just "click" and "buy".

Unlike many websites, ours has become a major resource for the collector of America's classic philately and literature. For not only does our site offer countless examples of outstanding philatelic material and literature, you'll also find important information, articles and resources (including our quarterly newsletter—both the current issue and back issues).

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

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




**We've Moved! Please note our New
Address and Phone and Fax Numbers
and our New E-mail Address.**

(847) 462-9130
Fax: (847) 462-9140
E-Mail: jim@jameslee.com
Website: www.jameslee.com

17th SALE

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



At Public Auction
THURSDAY, APRIL 25th, 2 p.m.

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK CITY

Hale 1954

20th SALE

EMERSON C. KRUG
Collection of
UNITED STATES
COVERS

AT PUBLIC AUCTION
Wednesday and Thursday
MAY 21 and 22, 1958
AT 1 P.M. EACH DAY

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. BR 9-3838

Krug 1958

26th SALE

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

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

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. BR 9-3838

Hill 1959

The
NEWBURY
Collection

Part I

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. BR 9-3838

Newbury 1962

THE JOSIAH K. LILLY
COLLECTION

PART I

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. BR 9-3838

Lilly 1967

31st SALE

UNITED STATES
POSTAL HISTORY COVERS

From the Award Winning Collection of
Max Mathies Member

AT PUBLIC AUCTION
Tuesday, Wednesday
May 20th, 21st, 1969

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. BR 9-3838

Mathies 1969

36th SALE

The
MORTIMER L. NEINKEN
Collection

AT DISCREET PUBLIC AUCTION
Thursday Afternoon, November 20th, 1970 at 1:00 P.M.
Friday Afternoon, November 26th, 1970 at 1:00 P.M.

Robert A. Siegel
AUCTIONEER

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. BR 9-3838

Neinken 1970

39th SALE

UNITED STATES
1861-1869

A Portion of the
Louis Grunin Collection

Sold by the Order
of Public Auction
Tuesday, April 15th, 1975
at 1:00 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 50th STREET
NEW YORK CITY, N.Y. 10022
Tel. BR 9-3838

Grunin 1975

41st SALE

David & Robert
Award Winning
Collection of 19th Century
United States Stamps & Covers
Sold on 10/19/77

ROBERT A. SIEGEL
AUCTION GALLERIES, INC.

Rohloff 1977

52nd SALE

THE AWARDED WINNING
POSTAL HISTORY COLLECTION
OF
J. DAVID BAKER

Offered by order of the owner
AT DISCREET PUBLIC AUCTION

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

Robert A. Siegel
AUCTIONEER

100 EAST 50th STREET NEW YORK, N.Y. 10022

Baker 1978

53rd SALE

UNITED STATES
POSTAL HISTORY

FROM THE
MARC HAAS COLLECTION

Robert A. Siegel
AUCTION GALLERIES, INC.

Haas 1980

55th SALE

Ex-Sheriff

PART I
DECEMBER 11, 12, 1983

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 50th STREET
NEW YORK CITY, NY 10022

Sheriff 1985

68th SALE

CLASSIC UNITED STATES
STAMPS AND COVERS

A PORTION OF THE PHILIP C. RUST COLLECTION

JUNE 25, 1987


Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 50th STREET
NEW YORK CITY, NY 10022

Rust 1987

54th SALE

UNITED STATES 1847 ISSUE
The Award-Winning Kapiloff Collection




Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 50th STREET
NEW YORK CITY, NY 10022

Kapiloff 1992

HONOLULU
ADVERTISER
THE HONOLULU
COLLECTION
HAWAII



Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 50th STREET
NEW YORK CITY, NY 10022

Honolulu Advertiser 1995

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

CLASSIC UNITED STATES STAMPS
EXTRAORDINARY QUALITY AND COLOR

Sale 793

Friday Evening at 6:00 p.m.
September 26, 1997

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 50th STREET, 10th Floor - 10 EAST 50th STREET
NEW YORK, N.Y. 10022 (BR 9-3838) - TEL. (212) 750-8667

Morris 1997

Great collections have one name in common.