

The

Chronicle

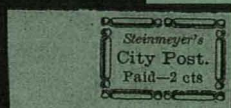
of the U.S. Classic Postal Issues

August 2007

Volume 59, No. 3

Whole No. 215

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.

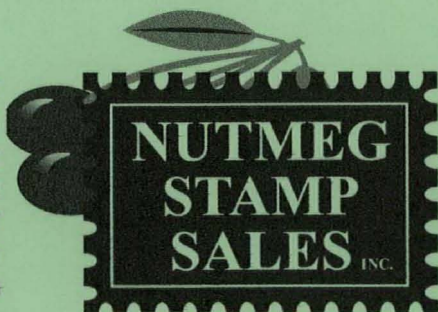
We vitally need every conceivable kind of stamp and/or cover collection. From outstanding 19th and 20th century United States specialized collections and exhibits—to specific country collections and all kinds of worldwide holdings. Nothing is ever too large—and we love to purchase all types of smaller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

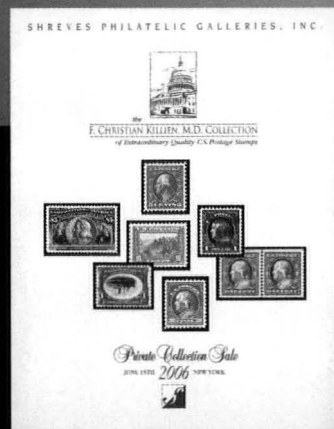
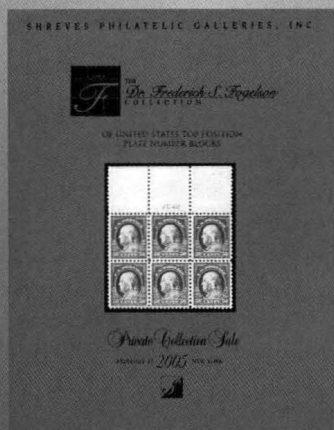
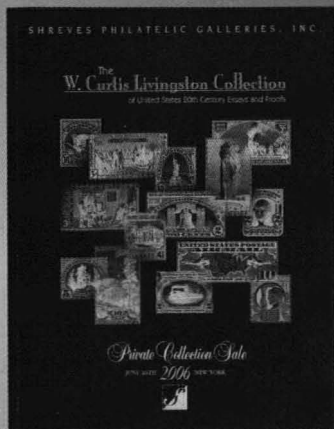


Take a look at the centering and overall quality of this copy of the 4-cent Pan American. Stamps in this condition can easily command well over catalogue value when sold to us.

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 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. Periodicals 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.



OUR CATALOGS SPEAK VOLUMES...

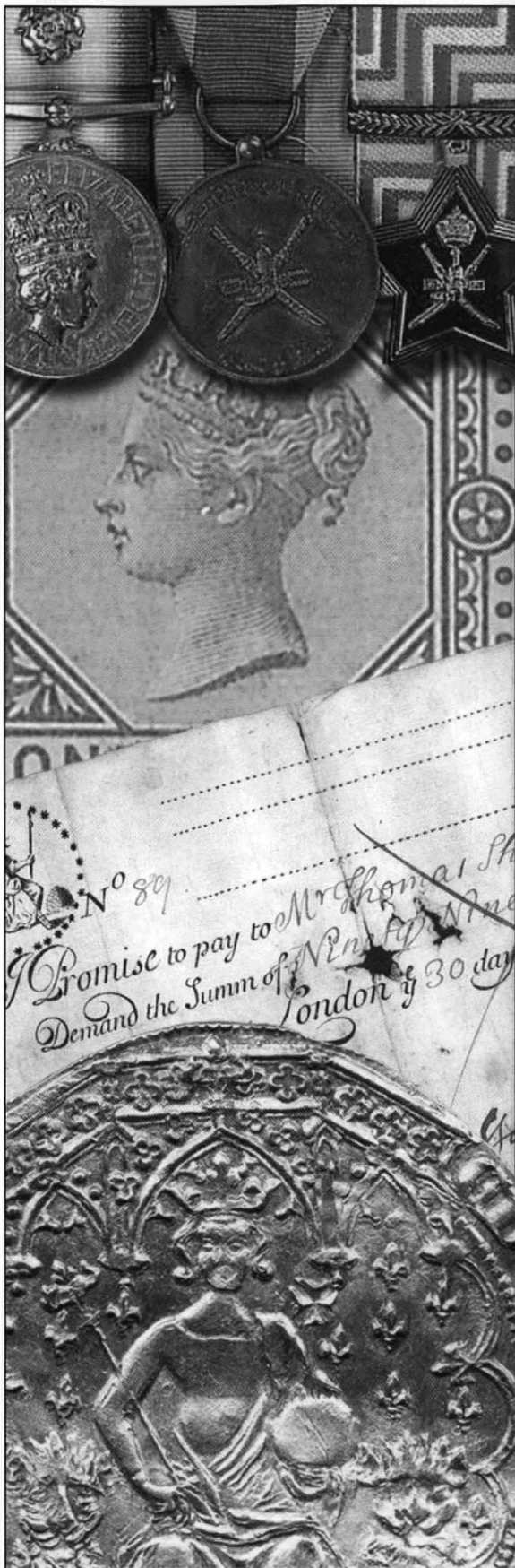
A Shreves auction catalog says a great deal about our company. Unsurpassed attention to detail. In-depth philatelic knowledge. Award-winning marketing expertise. Record-breaking prices realized. Teamed with our famous "First Class" service for every client, Shreves has been able to attract many of the most well-known and acclaimed collections to come on the auction market. Discerning buyers and sellers alike know that high quality U.S. and foreign stamps and covers deserve a superior catalog - and auction firm - that continues to set the standard for excellence.



SHREVES
PHILATELIC GALLERIES, INC.
800 556 STAMP 800.556.7826
www.shreves.com

Dallas & New York

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 —

Since our foundation in 1666, the Spink name has become synonymous with tradition, experience and integrity. Holders of three Royal Warrants and several records for prices achieved at auction, we offer an unparalleled range of services to anyone wishing to start, add to or dispose of a collection.

We have over 30 auctions scheduled for 2007 and are continually seeking consignments.

Come in and visit our specialists whose knowledge in Coins, Stamps, Banknotes, Medals and Books amounts to over 400 years and is unsurpassed in the field of collectables.

Spink are also pleased to offer a new live bidding service - Spink Live. This enables you not only to bid real time but to leave an absentee bid in any of our forthcoming auctions; whilst online you can also see and hear the auctioneer through our powerful and sophisticated software.

THE TRADITION THE EXPERIENCE THE RESULTS

69 Southampton Row, Bloomsbury,
London WC1B 4ET
Tel +44 (0)20 7563 4000
Fax +44 (0)20 7563 4066
email info@spink.com
www.spink.com

The Chronicle

of the U.S. Classic Postal Issues

August 2007

Published Quarterly in
February, May, August and November

Vol. 59, No. 3
Whole No. 215

\$4.50 Members
\$6.00 Non-Members

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

Annual Dues
\$27.50

SOCIETY OFFICERS

WADE E. SAADI		<i>President</i>
93 80th Street, Brooklyn, NY 11209-3511	wade@pencom.com	
JOHN BARWIS		<i>Vice President</i>
12719 Riley St., PMB #125, Holland, MI 49424-9216	jbarwis@charter.net	
CHARLES J. DiCOMO		<i>Secretary</i>
102 Old Pawling Road, Pawling, NY 12564-2121	charles.dicomo@uspcs.org	
ROB LUND		<i>Assistant Secretary/Membership Chairman</i>
2913 Fulton, Everett, WA 98201-3733	robinlund@comcast.net	
DWAYNE O. LITTAUER		<i>Treasurer</i>
P.O. Box 750368, New Orleans, LA 70175-0368	dl@kullmanlaw.com	
DIRECTORS: JOHN BARWIS '09; CHARLES J. DiCOMO '09; JOHN FLANNERY '10; GARY GRANZOW '09; MICHAEL HELLER '08; JAMES E. LEE '08; DWAYNE O. LITTAUER '10; ROB LUND '08; STEPHEN B. PACETTI '08; NORVAL RASMUSSEN '10; WADE E. SAADI '10; CHARLES SOUDER '09; <i>EX OFFICIO</i> : THOMAS J. ALEXANDER, THOMAS ALLEN, VAN KOPPERSMITH, PATRICIA STILWELL WALKER, RICHARD F. WINTER		
CHIP GLIEDMAN		<i>Publicist</i>
9 Hermit Lane, Ridgefield, CT 06877-5230	publicist@uspcs.org	
LAWRENCE J. HUNT		<i>Advertising Manager</i>
P.O. Box 129, Pluckemin, NJ 07978-0129	larrye2004@yahoo.com	
JAMES E. LEE		<i>Publications Committee Chairman</i>
WALTER DEMMERLE		<i>Publication Sales Chairman</i>
821 Winthorpe Drive, Virginia Beach, VA 23452-3939	demmerle@cox.net	
DALE R. PULVER		<i>Editor of Chairman's Chatter</i>
725 Beaver Creek Dr., Mentor, OH 44060-7121	chrisrdale@att.net	

EDITORIAL BOARD

MICHAEL LAURENCE		<i>Editor-in-Chief</i>
324 East 41st St., Apt. 1001-C, New York, NY 10017-4944	plaurance@nyc.rr.com	
JAMES W. MILGRAM, M.D.		<i>Prestamp & Stampless Period</i>
1352 Estate Lane, Lake Forest, IL 60045-3624	j-milgram@northwestern.edu	
GORDON STIMMELL		<i>U.S. Carriers & Independent Mails</i>
203 Willow Avenue, Toronto, ONT M4E 3K4, Canada	stimmell@sympatico.ca	
WADE E. SAADI		<i>1847 Period</i>
93 80th Street, Brooklyn, NY 11209-3511	wade@pencom.com	
HUBERT C. SKINNER		<i>1851-61 Period</i>
P.O. Box 4097, New Orleans, LA 70178-4097	hskinner9@cox.net	
GARY W. GRANZOW, <i>Assistant</i>	garangar@verizon.net	
MICHAEL C. McCLUNG		<i>1861-69 Period</i>
4809-D Kingshill Drive, Columbus, OH 43229-7215	mmcc6767166@aol.com	
SCOTT R. TREPPEL		<i>1869 Period</i>
Robert A. Siegel Auctions, 60 East 56th Street, New York, NY 10022-3204		
JEFFREY FORSTER, <i>Assistant</i>	jforstr@pacbell.net	
JOE H. CROSBY		<i>Bank Note Period</i>
5009 Barnsteple Court, Oklahoma City, OK 73142-5405	joecrosby@cox.net	
ALAN CAMPBELL		<i>Officials et al.</i>
2746 29th Street, San Diego, CA 92105-4909	alancamp@aol.com	
LESTER C. LANPHEAR III, <i>Assistant</i>	llanphear@earthlink.net	
JAMES E. LEE		<i>Essays & Proofs</i>
P.O. Box 36, Cary, IL 60013-0036	jim@jameslee.com	
STEVEN C. WALSKE		<i>The Western Mails</i>
164 Chestnut Hill Road, Chestnut Hill, MA 02467	swalske@myriadllc.com	
RICHARD F. WINTER		<i>The Foreign Mails</i>
31 Flagship Cove, Greensboro, NC 27455-3428	rfwinter@bellsouth.net	
DWAYNE O. LITTAUER, <i>Assistant</i>	dl@kullmanlaw.com	
GREG SUTHERLAND		<i>The Cover Corner</i>
P.O. Box 24231, Dayton, OH 45425-0231	gregfree@coax.net	

Address changes should be sent to Secretary, back issue requests to Publication Sales Chairman, other correspondence to the Editor-in-Chief. Reports of new items or articles should be submitted to appropriate Section Editor or to the Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be carefully guarded but no liability attaches to the Society or to any editor. ISSN 0009-6008.

SCHOLARSHIP + PRESENTATION + MARKETING = RECORD REALIZATIONS

Our handbook-style catalogues serve as a showcase for your philatelic achievements as highlighted here from The Margie Faiman Collection of St. Louis Postmasters' Provisionals. An experienced philatelic staff devotes hours to extensive research and scholarship that goes into award-winning catalogues. Matthew Bennett has had the honor to be the only auction company whose catalogues have received the prestigious Boehret award for excellence in philatelic literature from the American Philatelic Congress. With auctions held in Hong Kong, Zurich, and New York, Matthew Bennett International has divisions in North America, Asia and Europe to serve all of your philatelic needs.



1846: 20c black on greenish (11X3). One of only three known off-cover examples. **Realized \$88,000.**



1846: 20c and 10c black on gray lilac (11X6, 11X5) se-tenant pair. The only recorded se-tenant multiple off cover. **Realized \$99,000.**



MATTHEW BENNETT INTERNATIONAL

UNITED STATES • SWITZERLAND • HONG KONG

1954 Greenspring Drive Suite LL 18 Timonium, Maryland 21093 United States

410.453.9784 phone 410.453.9789 fax

www.bennettstamps.com info@bennettstamps.com

Realized \$68,750.

CONTENTS

THE EDITOR'S PAGE

In This Issue

by Michael Laurence 175

PRESTAMP & STAMPLESS PERIOD

Due Mail from Civil War Soldiers

by James W. Milgram, M.D. 176

CARRIERS & INDEPENDENT MAILS

Wells & Co. Letter Express: Railroad Transit in Michigan

by Cary E. Johnson..... 186

School Stamps: A New Learning Curve

by Gordon Stimmell 193

THE 1847 PERIOD

Mobile, Alabama: 10-cent 1847 Covers Used Domestically

by Van Koppersmith..... 196

THE 1851-61 PERIOD

Very Unusual Postmark of Orfordville, N.H.

by Hubert C. Skinner 199

THE WESTERN MAILS

Across the Sierra Nevada Mountains by Snow-shoe

by Floyd Risvold and Richard Frajola 201

THE 1861-69 PERIOD

The 3-cent 1861 Used as a Revenue Stamp

by Michael C. McClung..... 212

THE 1869 PERIOD

Interpreting Rate Markings on Covers to France During the Phantom Rate Period

by Scott R. Trepel..... 216

OFFICIALS

The Smithsonian Institution and the Fish and Fisheries Commission: 1873 to 1897

by Lester C. Lanphear III 225

THE FOREIGN MAILS

Transatlantic Mail During the Four Pence Rate Period

by Richard F. Winter 239

REVIEW: INDEX TO CHRONICLES 1-200

by Dwayne O. Littauer 248

THE COVER CORNER 250

**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
USSS
UPSS

P.O. Box 638
Winchester, MA 01890
Phone: (781) 729-0381
Fax: (781) 729-0910

CSA
USPCS
CCNY

IN THIS ISSUE

In our Carriers and Independent Mails section, page 186, we welcome a new contributor to the *Chronicle*, Cary E. Johnson, who presents discoveries about the uses of Wells & Co. Letter Express stamps on Michigan railroads. As Johnson explains, Wells & Co. was a predecessor to a much more enduring express by the name of Wells-Fargo. Johnson is a Professor of Pharmacy at the University of Michigan College of Pharmacy in Ann Arbor. He has collected Michigan postal history for more than 25 years, with a focus on Michigan territorial covers, railroads and waterways.

Two formidable postal historians, Richard Frajola and Floyd Risvold, team up in our Western Mails section on page 201. The result of their collaboration, "Across the Sierra Nevada Mountains by Snow-Shoe," provides new insights into the life and works of the legendary Snowshoe Thompson, a Norwegian-born expressman famed for carrying mail across the High Sierras on cross-country skis. The Frajola-Risvold work is a "prequel," in that it chronologically precedes an earlier article ("Across the Gibsonville Ridge by Snow-Shoe Express" by Risvold and James Blaine, *Chronicle* 213).

Two interesting new publications are reviewed in this issue. On page 193, Gordon Stimmell looks at a large and authoritative book on College and School stamps; and on page 248, Dwayne Littauer reviews the long-awaited index to the first 200 issues of this *Chronicle*. For both these works, the author is also the publisher, a growing trend in philatelic literature.

A major contribution from Lester C. Lanphear III, starting on page 225, provides a well-illustrated postal history, for the last quarter of the 19th century, of the Smithsonian Institution and the U.S. Fish and Fisheries Commission. That seems an odd pairing, but as Lanphear makes clear, the two organizations were closely associated for many years.

British covers showing the short-lived four penny domestic rate, in effect for just over a month at the end of 1839, are highly desirable because of their scarcity and historic interest. Transatlantic covers can also depict the 4d rate, though this is sometimes not immediately evident, because of the complexities of the international markings such covers bear. In an article (page 239) that might help sharp-eyed collectors find bargains in dealer cover boxes, Richard Winter, well known for deciphering and explaining transatlantic markings, looks at transatlantic mail from the 4d rate period.

Also helping shed light on obscure markings is 1869 editor Scott Trepel, who devotes his 1869 section this issue (page 216) to interpreting the complex and challenging markings that characterize "Phantom Rate" covers to France from 1870 and 1871. Trepel's article includes four innovative graphic pages that represent something of a departure from traditional *Chronicle* page design.

In our Prestamp & Stampless section, editor James Milgram provides a reprise of soldier due mail from the Civil War, including a comprehensive listing of due markings and a census of known handstamped or preprinted officer certifications. This is all part of a larger book, broadly devoted to federal Civil War postal history, that Milgram is in the process of completing. Publication details will be announced shortly.

Rounding out this issue, Van Koppersmith discusses 10¢ 1847 covers from Mobile, Hubert Skinner provides a show-and-tell about a nifty little 3¢ 1851 cover, and Michael McClung discusses 3¢ 1861 stamps used as revenue stamps. Enjoy!■

DUE MAIL FROM CIVIL WAR SOLDIERS

JAMES W. MILGRAM, M.D.

The Civil War had been declared for several months when Congress, on July 22, 1861, passed a law permitting ordinary soldiers the option of sending letters prepaid or postage due. This law was announced to the troops through War Department General Order No. 49, of 3 August 1861: “[A]ll letters written by soldiers in the service of the United States may be transmitted through the mails without prepayment of postage, under such regulations as the Post Office Department may prescribe, the postage thereon to be paid by the recipients.”¹ Cabeen in his article on demonetization² quoted the *Chicago Tribune* of August 2, 1861 as containing “the order to govern soldier’s letters which allowed them to be carried without prepayment, but postage to be collected from the addressee, provided the envelopes were endorsed ‘Soldier’s Letter’ and bore the signature of the Major or the acting Major with his regiment indicated by number and state. This order did not apply to the letters of commissioned officers.”

Signing letters obviously became a burden for majors so others were permitted to certify soldiers’ letters: lesser commissioned officers, the adjutant of a regiment, the chaplain, and higher officers including the Colonel. In hospitals, where there were no majors, the chaplains and the surgeons were required to sign envelopes to authorize sending a letter with postage due.

It was not until the next year that the soldier’s due letter privilege was passed on to sailors in the form of a sailor’s due letter. Postmaster General Montgomery Blair suggested in his annual report for 1861 “that the privilege conferred upon soldiers, to send letters without prepayment of postage, should be extended to sailors and marines in the actual service of the United States, under such regulations as the department shall provide.”³ On January 21, 1862, Congress passed legislation extending to sailors and marines “in the actual service of the United States” the same privilege as soldiers of sending letters without prepayment of postage.

According to the announcement made by John A. Kasson, First Assistant Postmaster General: “All postmasters are instructed to mail without prepayment of postage all such letters when certified as follows: The envelope must bear the certificate ‘Naval Letter,’ signed by the commanding officer or lieutenant on board the vessel, with the name of the vessel... This privilege does not extend to commissioned officers... All such certified letters must be rated with postage at the mailing office, to be collected at the office of delivery. Letters addressed *to* such sailors and marines must be prepaid as before.”

Listing Of Towns Using Soldier’s Due Postmarks

The postmarks in Table 1 (at the end of this article), listed alphabetically by state, all occur on certified soldier’s letters. These are not just Due 3 or Due 6 markings used during

¹ *Official Records*, Series III, Vol. 1, pg. 383.

² Cabeen, Richard McP., “The Demonetization of Stamps and Stamped Envelopes at the Chicago Post Office During the Early Months of the Civil War,” *Stamps*, November 8, 1952, pp. 194-195.

³ *Report of Postmaster General*, December 2, 1861, pg. 31.

the Civil War period. Each listing represents a marking designating an instance of the special mailing privilege enacted by Congress as an accommodation to soldiers fighting for the Union cause. Not included are postmarks from special military post offices such as Banks Division and Ship Island. Nor does the listing include steamboat markings. Certainly this list can be expanded. The author seeks additions.

The illustrated covers show representative or notable examples.

Figure 1 is a soldier's letter marked "DUE 3" and "CLEVELAND O. OCT 29 1861." It bears a soldier's-letter certification from that period when regiments were first forming near the soldiers' homes. Note the regimental Ohio cavalry unit in the design of the envelope. Soldiers' due letters from states such as Ohio, where there was no military action, are fairly unusual.

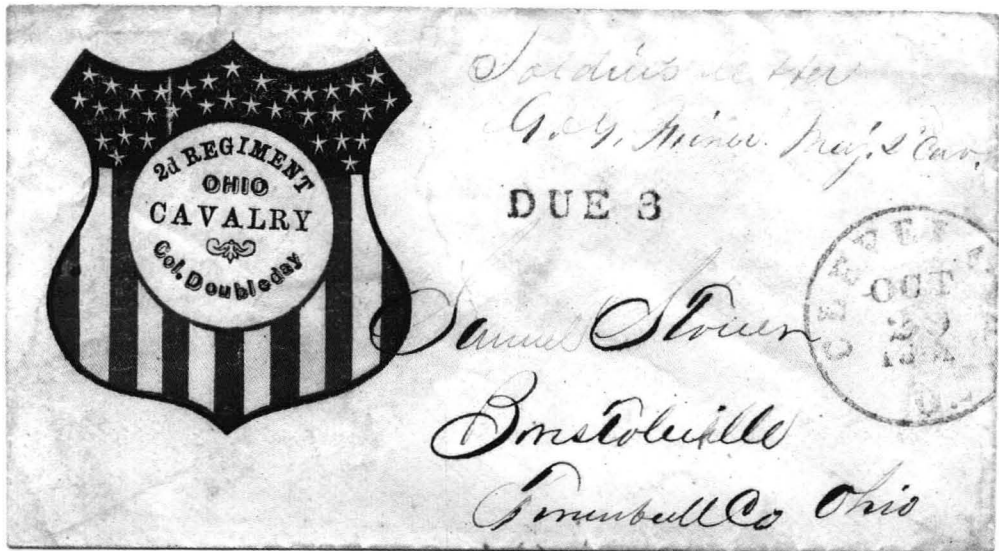


Figure 1. Soldier's letter marked "DUE 3" and postmarked "CLEVELAND O. OCT 29 1861" on an Ohio regimental patriotic cover. This cover was probably sent by a newly inducted soldier in one of his first camps.

The cover in Figure 2 is even more unusual. This is a certified soldier's letter from Boston. It shows "BOSTON MASS MAR 6" and a Boston "Due 3 cents" marking. Either the writer was a newly inducted soldier from Charlestown or was on recruiting detail. The former is more likely because the sender of the letter was not an officer. This same due marking was also used to indicate old stamps not recognized.

The cover in Figure 3 is certified as an "Army Letter" by the major of the 94th Ohio Volunteer Infantry ("O.V.I.") so it qualifies for the soldiers' "DUE 3" rating. The double-circle date stamp reads "NASHVILLE TEN NOV 7 '62." The "Army Letter" certification on this cover represents unusual terminology.

The cover in Figure 4 shows a rare West Virginia patriotic design with a manuscript "Due 3" marking. This certified soldier's letter is postmarked "KANAWHA C.H. Va. JUL 14."

Handstamped Or Printed Certification Markings

Manuscript certification by an officer or later a chaplain was required for most soldier mail to be sent due. When the soldier was wounded and in a hospital, the hospital surgeons as well as chaplains could certify a letter as being from a soldier. And on board a naval

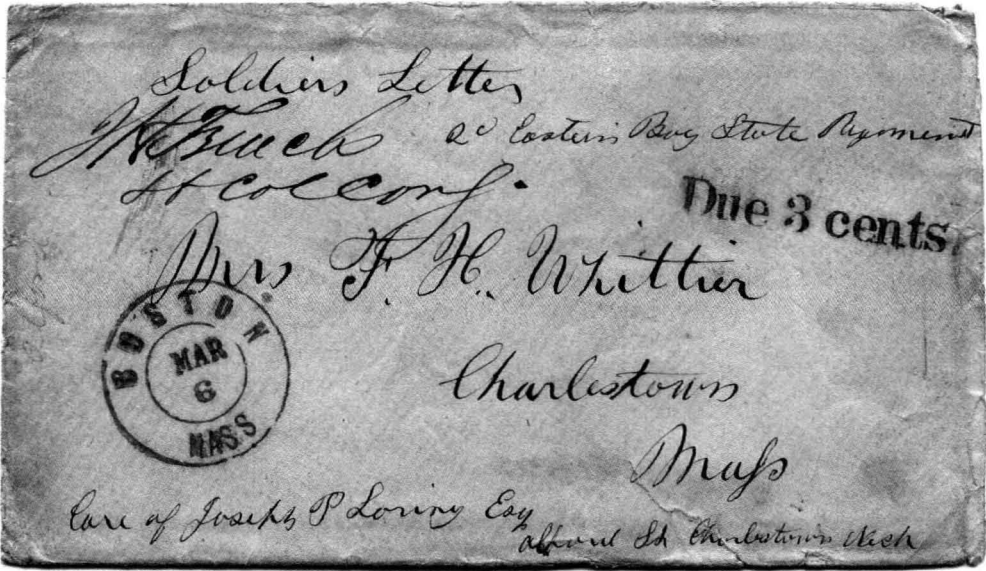


Figure 2. Soldier's letter with "BOSTON MASS MAR 6" and "Due 3 cents" all in black. Boston Soldier's letter uses are scarce; not many soldiers were stationed there.

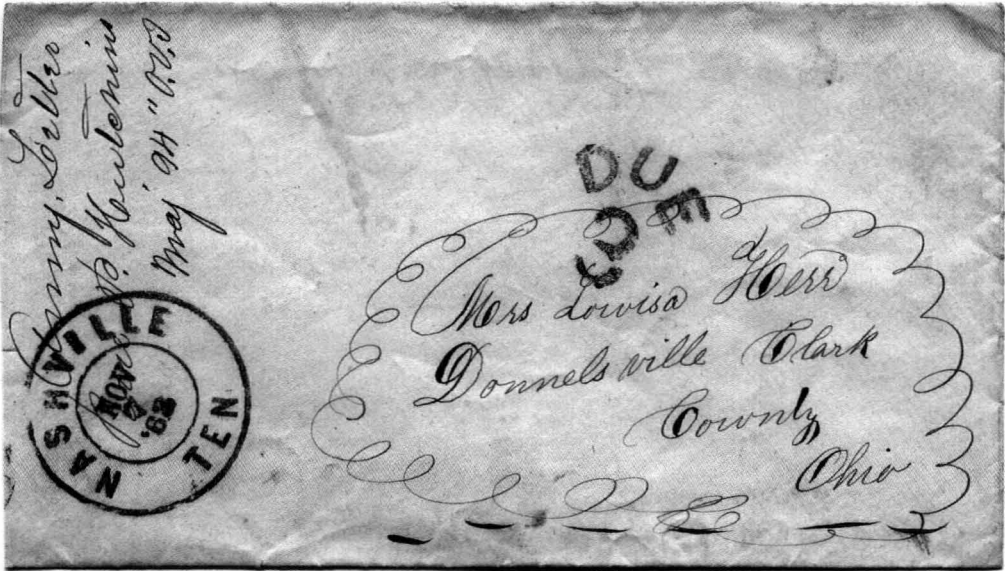


Figure 3. Soldier's letter from Nashville to Ohio. The "NASHVILLE TEN NOV 7 '62" and "DUE 3" are common markings on soldiers' letters, but the certification "Army Letter" is unusual.

vessel, either on the oceans or on the rivers, the executive officer could certify naval letters for the sailors or marines on board his vessel.

The vast majority of soldiers' letters were certified in this manner. But it was obviously a burden for the officers of a regiment to have to inscribe every soldier's letter in order for it to be sent postage due. So it should come as no surprise that certain regiments devised handstamps for the purpose of certifying covers as soldier's letters. Such markings

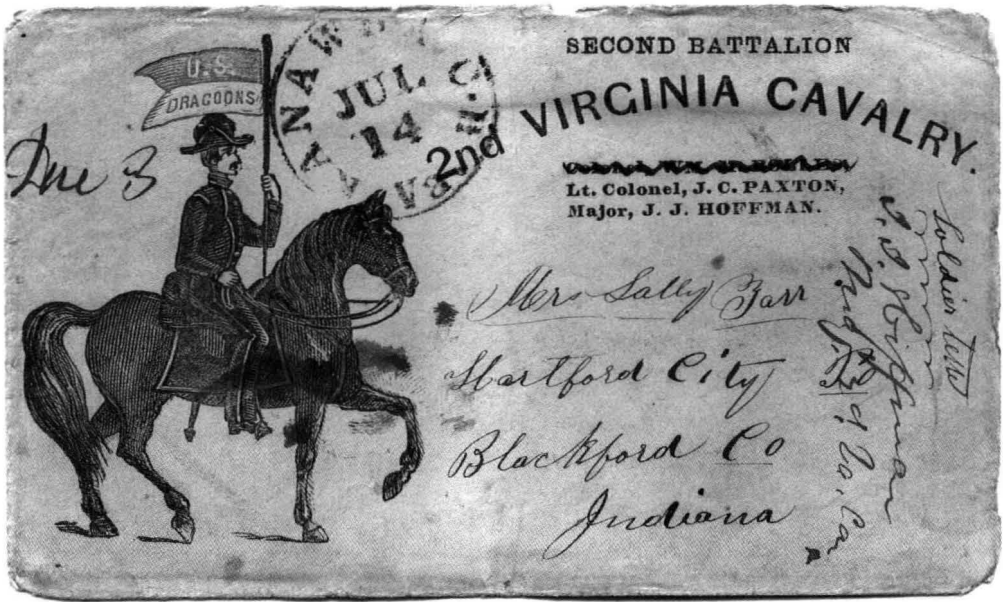


Figure 4. Patriotic cover bearing a regimental design for federal troops from West Virginia. It is certified by the Major of the designated unit shown in the design and was sent as a soldier's letter with manuscript "Due 3" and handstamped "KANAWHA C.H. Va. JUL 14".

could be applied by the regimental postmaster in order to relieve officers from this chore. Tables 2 through 5 list handstamped and printed certifications recorded on soldiers letters. In each case, the wording of the certification is quoted. The first column quotes the text of the certification. The second column describes the size and shape of the certification. The third column provides a scarcity rating, based as follows: R1—more than 25 known. R2—6-25 known. R3—1-5 known. The last column provides notes and references where appropriate.

Table 2 shows certifications that include information about state or regiment. Table 3 shows certifications applied by surgeons and hospitals. Table 4 shows naval certifications. And Table 5 shows certifications with no specific site or regiment named.

The well-known cover in Figure 5 is generally considered to be one of the finest covers showing handstamped certifying postmarks on a soldier's letter. This is an overall patriotic design of the Douglas Brigade. It bears two different Soldier's Letter handstamps, both of Major G.W. Roberts, one with signature, the other with the name printed in the marking. After receiving these handstamps the cover was then put into the post office where it received the blue "CHICAGO Ills SEP 19" circular date stamp and a matching "DUE 3" in a circle.

Federal Civil War Postal History Book

Both of the subjects described in this article, a listing of known soldiers' DUE 3 postmarks by town and state and the handstamped or printed certification markings on soldiers' mail, are sections of a new book being completed by the present writer. One reason for this article is an attempt to gather more listings, so that they can be included in the book rather than discovered afterwards. All of the certification handstamps will be shown in actual photographs. There are at present 53 listings.

The book includes 19 chapters and discusses all aspects of the postal markings associ-



Figure 5. This is the only recorded cover with two different certification handstamps, both for Major Roberts of this Chicago regiment. The patriotic cover is a regimental design and bears “CHICAGO Ills SEP 19” and “DUE 3” postmarks. There’s a similar patriotic cover with just one handstamp.

ated with the federal troops. Correspondence is invited, with photocopies sought for new listings. Please address correspondence to James W. Milgram, M.D., 1352 Estate Lane, Lake Forest, IL 60045. Email: j-milgram@northwestern.edu.■

Table 1. Towns using soldier’s due postmarks (alphabetically by state)

Town, state and handstamp type	Due marking	Remarks
Mobile, AL, double cds	DUE 3, sl, black	
Los Angeles, CA, cds	DUE 3 CTS, oval, black	3 is in manuscript
	DUE 10 CTS, oval black	10 is in manuscript
	DUE 20 CTS, oval, black	shown in <i>AP</i> , 10/69
New Haven, CT, cds	DUE 1, sl, black	soldier’s drop letter
Washington, DC, double cds	DUE 3, 2 sl, black	
Washington, DC, cds	DUE 3, 2 sl, black	Soldiers’ Mission cc.
	DUE 3, sl, black	tiny letters
	DUE 3, circle, black	
	ms. due 3	
Washington, DC, cds	attached DUE 6	penalty rate
Washington, DC, double cds	DUE 6, circle, black	DUE in arc
Key West, Fla.	DUE 3, circle, black	
	DUE 3, sl, black	
Jacksonville, FL, arch	ms. due 3	
Jacksonville, FL, double cds	Due 3, sl, black	Due 6 also known
	DUE 3, circle, black	
Pensacola, FL, cds	Due 3, sl, black	
Pensacola, FL, double cds	Due 3, sl, black	
	Large 3, black	
	ms. due 3	
St. Augustine, FL old cds	DUE 6, circle, black	lacks certification
St. Augustine, FL double cds	DUE 3, circle, black	DUE in arc
Warrington, FL cds	Due 3	attached grid on cds
Evansville, IN, double cds	Due 3	
Cynthiana, KY, cds	DUE 3, sl, black	
Lebanon, KY, cds	Due 3, sl, black	
Lexington, KY, cds	DUE 3, sl, black	
Paducah, KY, double cds	DUE 3, oval, black	

Town, state and handstamp type	Due marking	Remarks
Cairo, IL, cds	DUE 3, circle, black	
Chicago, IL, double cds	DUE 3, circle, blue	DUE in arc
Mound City, IL, cds	DUE 3, sl, blue	
Springfield, IL, double cds	ms. due 3	
Coatsville, IN, cds	Due 3, sl, black	
Evansville, IN, cds	ms. due 3	
Evansville, IN, double cds	Due 3, sl, black	
Indianapolis, IN, cds	DUE 3, sl, blue	
Jeffersonville, IN, double cds	Due 3, sl, black	
Fort Scott, KS	DUE 6, circle, black	DUE in arc
Bardstown, KY, cds, blue	DUE 3, 2 sl	
Bowling Green, KY, double cds	ms. due 3 cts	marking in blue
	ms. due 3	3, blue
Burkesville, KY	ms. 3 due	
Cave City, KY, ms.	ms. due 3 cts	
Columbia, KY, cds	ms. due 3	
Crab Orchard, KY, cds	ms. due 3	
Elizabethtown, KY, cds	Due 3, circle, black	
Hustonsville, KY, cds	Due 3, sl, black	
Louisville, KY, double cds	DUE 3, sl, blue	
	<i>DUE</i> 3, circle, black, blue	
Henderson, KY, double cds	DUE 3, oval, black	
Lebanon, KY, cds	Due 3, sl, black	
Lebanon Junction, KY, cds	ms. due 3	
Molin, KY, ms.	DUE 3, oval, black	
Mt. Vernon, KY, ms.	ms. due 3	
New Haven, KY, cds	DUE 3, oval, black	
New Haven, KY, ms.	ms. due 3	
Nicholasville, KY, cds	Due 3, oval, black	
Nicholasville, KY, double cds	DUE 3, oval, black	
Perryville, KY, cds	ms. due 3	
Paducah, KY, cds	DUE 3, oval, black	
Point Pleasant, KY, cds	ms. 3 (due)	
Somerset, KY, cds	ms. due 3	
	ms. due 6	no certification
New Orleans, LA, double cds	3, black and blue	
	6, black,	no certification
New Orleans, LA, double cds	DUE 6, circle, black	no cert., penalty rate
Annapolis, MD, cds	DUE 6 circle, black	
Annapolis Junction MD, cds	DUE 3, circle, black	
Baltimore, MD, cds	DUE 3, circle, blue	DUE in arc
Cumberland, MD, double cds	DUE 3, circle, blue	DUE in arc
Cumberland, MD, cds	DUE 3, circle, blue	DUE in arc
Frederick, MD, cds	DUE 3, circle, blue	DUE in arc
Pilots Knob, MD, cds	ms. due 3	
Point Lookout, MD, cds	Due 3, oval, black	
Point of Rocks, MD, cds	DUE 3, sl, black	
Poolsville, MD, cds	Due 3, sl, black	
	DUE 3, circle, black	
Salisbury, MD, cds	ms. due 3	
Williamsport, MD, cds	DUE 3, circle, black	
Boston, MS, red cds	Due 3 cents., sl, black	
Boston, MS, black cds	Due 3 cents., sl, black	
Vicksburgh, MS, double cds	DUE 6, sl, black	no certification
Cassville, MO, ms.	ms. due 3	
Jefferson Barracks, MO, cds	ms. due 3	
Jefferson City, MO, cds	ms. due 3	no certification
Jeffersonville, MO, cds	ms. due 3	
Lebanon, MO, ms.	ms. due 3	
Otterville, MO, cds	DUE 3, 2 sl, black	
Rolla, MO, cds	Due 3, sl, black	
Sedalia, MO, cds	ms. due 3	
	Due 3, oval, black	
Smith City, MO, ms.	ms. due 3	
Springfield, MO, cds	Due 3, sl, black	
Springfield, MO, double cds	Due 3, sl, black	
St.Louis, MO, cds	DUE 3, sl, black	

Town, state and handstamp type	Due marking	Remarks
St. Louis, MO, double cds	DUE 3, sl, black	
Tipton, MO, ms.	ms. due 3	not certified, patriotic
Warrenton, MO, cds	DUE 3, oval, black	
Warsaw, MO, cds	DUE 3, sl, black	
Newark, NJ, cds	DUE 3, sl, black	not certified, patriotic
Fort Craig, NM, cds	ms. due 10	
Santa Fe, NM, cds	DUE 3, sl, black	
Boonville, NY, double cds	Due 3, oval, black	
Elizabethtown, NY, cds	DUE 3, circle, black	
Fort Schuyler, NY, ms.	ms. due 3	
New York, NY, double cds	Due 3, sl, black	
Newbern, NC, cds	Due 3, oval, black	
Newbern, NC, double cds	3, black	
Camp Dennison, Miamiville, Ohio, cds	Due 3, oval, black	
Cincinnati, OH, double cds	DUE 3ets., blue	
Cleveland, OH, cds	DUE 3, sl, black	
Findlay, OH, cds	ms. 3 due	
Gallipolis, OH, cds	3 DUE, sl, black	
	Due 3, sl, black	
	Due 3	
Gallipolis, OH, double cds	Due 3, sl, black	
Miamiville, OH, double cds	ms. due 3	
New Burley, OH, cds	DUE 3, 2 sl, black	"soldier's letter"
Chester, PA, cds	DUE 3, circle, black	
	Due 3, sl, black	
Chestnut Hill, PA, cds	DUE 3, sl, black	
Gettysburg, PA, double cds	DUE, 3 (separate), sl, blue	
Kingsessing, PA, cds	Due 3, oval, black	
Lancaster, PA, cds	DUE 3, sl, black	
Philadelphia, PA, cds	DUE 3, sl, black	ship letters
	Due 3, sl, black	
Phila, PA, cds	Due 3, sl, black	
Philadelphia, PA, cds	Due 3, sl, black	
Pittsburgh, PA, cds	3, black	
Portsmouth Grove, RI, cds	DUE 3, sl, black	
Beaufort, SC, cds	Due 3, sl, black	
Port Royal, SC, double cds	DUE 3, sl, black	
Chattanooga, TN, double cds	DUE 3, circle, blue	
Clarksville, TN, cds	Due 3, sl, black	
Cumberland Gap, TN, cds (blue)	ms. due 3	
Gallatin, TN, cds	DUE 3, circle, black	
	Due 3, arc, black	
	Due 3, sl, black	
Memphis, TN, cds	Due 6, sl, black	
Memphis, TN, double cds	DUE 3, circle, black	
Murfreesboro, TN, double cds	Due 3, sl, black, blue	
Nashville, TN, double cds	DUE 3, circle, black	DUE in arc
	DUE 6, circle, black	DUE in arc
	DUE 6, sl, black	
	DUE 3, arc, black	
	Due 3, sl, black	
	ms. due 3	
Shelbyville, TN double cds	Due 3, sl, black	late use
Austin, TX, double cds	DUE 3, oval, black	
Alexandria, VA, double cds	DUE 3, oval, black	
Alexandria, VA, cds	Due 3, sl, black	
Eastville, VA, cds	Due 3, oval, black	
Harpers Ferry, VA, double cds	ms. due 3	
Huttonsville, VA, ms.	DUE 3, sl, black	
	ms. due 3	
Kanawha C.H., VA, cds	DUE 3 cts, sl, black	
	DUE 3	
Manassas, VA, cds	ms. due 3	
New Creek Station, VA, cds	Due 3, sl, black	
	Due 3, sl, black, blue	
Norfolk, VA, cds	Due 3, sl, black	
Old Point Comfort, VA, cds	DUE 6, circle, black	
	ms. due 3	
Staunton, VA, cds	DUE 3, circle, black	DUE in arc
Weston, VA, cds		

Town, state and handstamp type	Due marking	Remarks
Wheeling, VA, cds	DUE 3, circle, black	
Winchester, VA, cds	DUE 3, sl, blue	
Winchester, VA, double cds	Due 3, sl, black	
Martinsburg, WV, cds	DUE 3, circle, blue	
Wauzeka, WI.	ms. due 3	
ADAMSTOWN B. & O. R.R.	Due 3, oval, black	

Table 2. Handstamped or printed soldier's letter certifications by state and regiment

Certification text	Type	Color	Rarity	Remarks
SOLDIER'S LETTER J.H. BRADFORD CHAPLAIN 12th C.V.	3 SL	blk	R3	
SOLDIER'S LETTER [blank] Chaplain 13th Conn. Vol., Col Birge 1st Regt. Douglas Brigade	Printed	blk	R3	Illustrated in 28th <i>Congress Book</i>
SOLDIER'S LETTER G.W. ROBERTS [name printed] MAJOR U.S.V. 1st Regt. Douglas Brigade	circle 34mm	blk	R3	
SOLDIER'S LETTER G.W. ROBERTS [names handwritten] MAJOR U.S.V.	circle 34mm	blk	R2	
SOLDIERS LETTER 2D IND. CAV. Saml. Hill, MAJR.	oval 34x21 mm	blue	R3	
Soldier's Letter/36 Regiment Indiana Volunteers		blk	R3	Blank with signature box
Soldier's Letter 6th Mass. Reg.	2 SL 28x5	blk	R3	
SOLDIER'S LETTER 24TH REGT. MASS. VOL./N.E.G.	circle 33mm	blk	R1	
E F Jones Colonel Mass 26th	2 SL 80x25	blk	R1	
SOLDIER'S LETTER 44th Regt. MASS. VOL./N.E.G.	circle 30mm	blk	R1	
SOLDIER'S LETTER [facsimile signature] 1st Lieut and Adgt. 55th Regt. Mas. Infantry.	4 SL 42x17	blk	R3	
SOLDIER'S LETTER [Blank with signature] 1st Lieut and Adgt. 55th Regt. Mas. Infantry.	3 SL 42x17	blk	R3	
Soldier's Letter/A.J.M./Col. 26th N.J.V.	oval	blk	R3	
SOLDIER'S LETTER 1ST L.I. VOLS [Manuscript signature]	stencil arc01	blk	R3	
Soldier Letter, /? D. Moriarity Major 4th Regiment/Excelsior Brigade	4 SL 53x22	blk	R3	
SEWARD INFANTRY 103TH REGIMENT/N.V.S.V.	circle 26mm	blk	R2	
141 N.Y.L.B.P.M. SOLDIER'S LETTER	fancy arch	brn	R3	
SOLDIERS LETTER 141 N.Y.	arch 32x15	blk	R3	

Certification text	Type	Color	Rarity	Remarks
SOLDIERS LETTER E.W.BRADY CHAPLAIN 118 O.V.I.	3 SL 42x7	blk	R3	
Soldier's Letter G.C. McCabe Chaplain, 122d Regt./O.V.I.	rectangle	blk	R3	Illustrated in <i>Chronicle</i> 66
SOLDIER'S LETTER [blanks for name and rank] 97th Regt. Pa. Vols.	printed	blk	R3	Illustrated in <i>Chronicle</i> 117
SOLDIER'S LETTER 10th REGIMENT WISCONSIN VOLUNTEERS/...Major	printed	blk	R2	Separate flag

Table 3. Handstamped or printed soldier's letter certifications by surgeons and hospitals

Certification text	Type	Color	Rarity	Remarks
SOLDIER'S LETTER [blank line]/CHAPLAIN, U.S.A. Brown U.S. General Hospital	printed	blk	R3	U.S. Christian Commission envelope
[blank] Hospital Chaplain, USA BROWN'S HOSPITAL LOUISVILLE, KY.	printed 3 SL	blk	R3	U.S. Sanitary Commission corner card
Soldier's Letter [blank] Chaplain U.S.A. Campbell Hospital, Wash., D.C.	printed	blk	R3	two corner cards
Soldier's Letter/[blank] HOSPITAL CHAPLAIN USA DOUGLAS USA GENERAL HOSPITAL	printed	blk	R3	separate corner card
LEWIS M. EASTMAN ASST. SURG. U.S.A. IN CHARGE U.S. GEN HOSP. STEWARTS MANSION	4 SL 38x15	red	R3	
J.H. FRANTZ ASSIST. SURGEON/U.S.A.	oval 38x24	blk	R3	
S.D. FREEMAN, U.S.VOLS SURGEON IN CHARGE	2 SL 44x18	blk	R3	
SOLDIER'S LETTER [signature], Chaplain U.S.A. Jefferson Hospital JEFFERSONVILLE, INDIANA	printed	blk	R3	
SOLDIER'S LETTER [blank space], Chaplain, U.S.A. Joe Holt Hospital JEFFERSONVILLE, INDIANA	printed 40x23	blk	R3	
R.B. McCay/SURGEON/U.S.V.	oval 32x22	blue	R2	
E McCLELLAN	32x8	blk	R2	script handstamp
SOLDIER'S LETTER [blank space], Chaplain McClellan U.S. General Hospital	oval 60x31	blk	R3	
SOLDIER'S LETTER McClellan U.S.A. Gen. Hospital PHILADELPHIA, PA. [signature], Chaplain U.S.A.	printed, four lines	blk	R3	

SOLDIER'S LETTER McClellan U.S.A. Hospital, Philad. [signature] Chaplain	printed rectangle	blk	R2	corner card on Christian Commission envelope
DE WITT C. PETERS ASST. SURG U.S.A. IN CHARGE U.S. GEN HOSP STEWARTS MANSION	4 SL 39x14	red	R3	
GEORGE REX SURGEON U.S.A. IN CHARGE OF HOSPITAL	3 SL 40x11	blue	R3	
SOLDIER'S LETTER Satterlee U.S.A. Gen. Hospital West Philadelphia, Pa. [Chaplain's printed signature]	printed rectangle	blk	R2	
POST OFFICE. Satterlee U.S.A. Gen'l Hospital William Alexander Buckley, Hospital Steward, Postmaster	printed 4 SL	blk	R3	
U.S. Army <i>General Hospital</i> SUMMIT HOUSE	3 SL 32x13	blk	R3	
SOLDIER'S LETTER [signature], Chaplain U.S.A. Gen Hosp Broad & Cherry, Phila.	3 SL 35x17.5	blk	R3	
SOLDIER'S LETTER [blank], Chaplain U.S.A. U.S. GENERAL HOSPITAL, NEW ALBANY, IND.				printed with U.S. Sanitary Comm. corner card

Table 4. Handstamped or printed soldier's letters with naval certifications

Certification text	Type	Color	Rarity
NAVAL LETTER U.S. Gun Boat "ITASCA" [blank] Executive Officer	printed 3 SL	blk	R3
NAVAL LETTER U.S. Steamer "Kansas" [blank] Ex. Officer.	printed 3 SL	blk	R3

Table 5. Handstamped and printed certifications with no site or name of regiment

Certification text	Type	Color	Rarity	Remarks
Soldier's Letter J.F. Haverson Chaplain			R3	handwritten label
SOLDIER'S LETTER [blank] Chaplain	2 SL 64x20mm	blk	R3	
SOLDIER'S LETTER J.W. Blythe	3 SL 70x15	blk	R3	
Soldier's Letter [blank] HOSPITAL CHAPLAIN, U.S.A.	40x16	blk	R3	printed
SOLDIER'S LETTER [blank] Regt. [signature] Major		blk	R3	printed cornercard

WELLS & CO. LETTER EXPRESS: RAILROAD TRANSIT IN MICHIGAN

CARY E. JOHNSON, RA 2421

On February 22, 1844, Henry Wells, Daniel Dunning and William Fargo organized Wells & Co. Express to run a daily express from Buffalo to Detroit and intermediate places served by steamboats on Lake Erie during the regular navigation season. This express route had been previously operated, beginning in March of 1843, by Charles H. Miller & Co. and was purchased by Wells & Co. in January, 1844. Prior to Miller & Co., the route had been operated by Hawley & Co. during the navigation season of 1842.

By the early 1840s, the general public was very unhappy with the high government postal rates and was eager for an alternative. Court cases brought by independent mail companies, notably American Letter Mail Company, challenged the post office mail monopoly. For protection, some express companies divided their operations into letter mail and express operations. Wells & Company formed their "Letter Express" with no reference to the parent company name. The firm offered fast and efficient service at letter rates less than half the government rates on most routes. Based on July 12 and July 19, 1844 advertisements in the

Cleveland Herald, the Letter Express operations between Buffalo, Cleveland and Detroit began around mid-July, 1844. Chicago was added to the route by the end of the month, perhaps earlier.

Figure 1 is a sketch map showing the general Great Lakes waterway area served by the Letter Express between Buffalo and Chicago. Although not all shown on the map, the Great Lakes ports listed in a Wells & Co. advertisement in the August 5, 1844 *Chicago Weekly Journal* included (east to west) Buffalo, Dunkirk, Erie, Conneaut, Ashtabula, Fair-

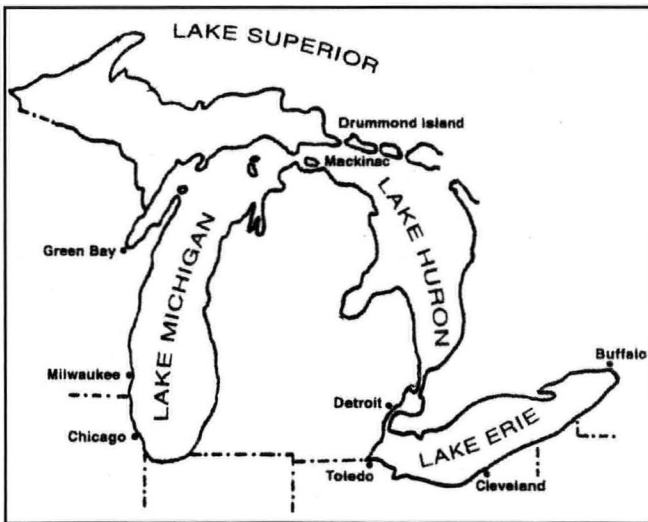


Figure 1. Sketch map of the Great Lakes area served by the Letter Express between Buffalo and Chicago.

port, Painesville, Cleveland, Huron, Sandusky City, Toledo, Monroe, Detroit, Mackinac, Milwaukee, Racine, Southport and Chicago.

The same advertisement also provided letter rates. Rates were 6¼¢ per single sheet anywhere on the Wells & Co. route between Chicago and Buffalo. Each additional letter sheet or enclosure was charged an additional rate. For letters sent beyond Buffalo to New York and intermediate places, the rate was 12½¢ with the additional service provided by

Pomeroy & Co., which received 6¼¢ as its share of the express fee. For letters sent to Philadelphia, Boston, Portland or other New England states where a third independent carrier was needed, the rate was 18¾¢. Wells & Co. issued its own gummed stamps for sale to the general public in two denominations, 6¼¢ and 12½¢. If these adhesive stamps were purchased by the dollar, the cost per stamp was discounted to 20 for \$1 or 10 for \$1, respectively. This was noted on the stamps. Bisects of the “10 for a dollar” stamps were permitted to add flexibility. Wells & Co. could also provide delivery service to the addressee, using independent city delivery services such as Boyd’s City Express in New York and the Penny Post in Cleveland.

The Wells & Co. office in Detroit opened in C. Morse’s Bookstore at 127 Jefferson Avenue, very near the steamboat docks at the foot of Woodward Avenue on the Detroit

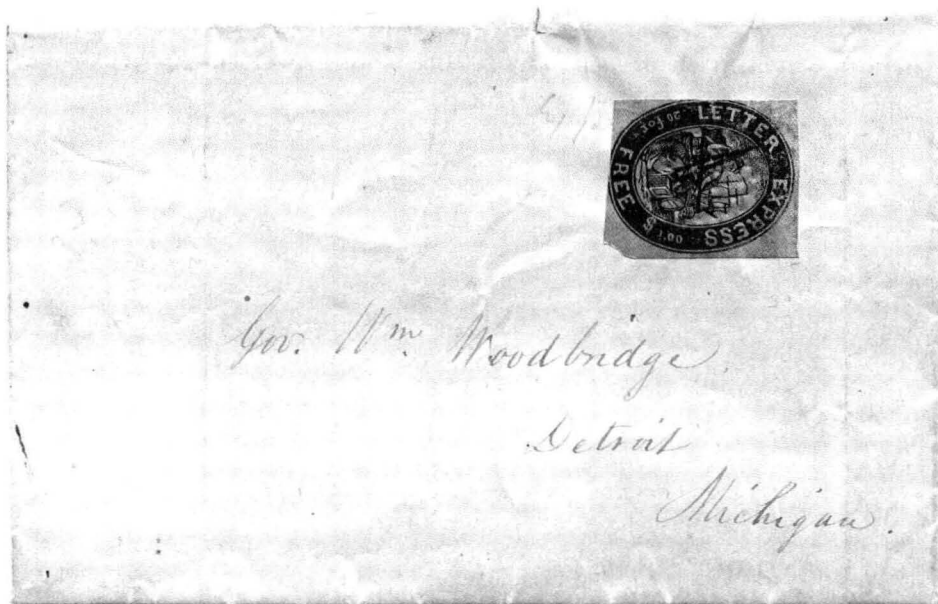


Figure 2. Letter Express, Scott 96L2, 6¼¢ black on green stamp, paying the single letter sheet rate on Wells & Co. Express route via steamboat from Cleveland to Detroit, August 3, 1844. Earliest known westbound use to Detroit.

River. The earliest known eastbound Letter Express letter from Detroit is dated August 1, 1844. Figure 2 shows the earliest westbound letter to Detroit, dated August 3, 1844. This was sent from Cleveland franked with a 6¼¢ black on green stamp, Scott 96L2. Westbound Letter Express letters to Detroit have been recorded in significantly fewer numbers than eastbound examples.

With the building of the Central Railroad west of Detroit by the state of Michigan and with the beginning of regular railroad business operations soon after the line reached Ypsilanti in February, 1838, year-round express service could be provided to stations along the route. The main line reached Ann Arbor on October 17, 1839. Charles H. Miller & Co. had opened an express office there and in Ypsilanti to connect to Detroit and from there to Buffalo and the east. These inland express offices were also part of Miller’s business sale to Wells & Co. However, little was done to promote the railroad express business until the Central Railroad reached Marshall on August 10, 1844. Figure 3 is a sketch map of the Central Railroad main line with dates of several extensions. Although not all shown on the map, Wells & Co. Express offices listed on the main line of the Central Railroad included

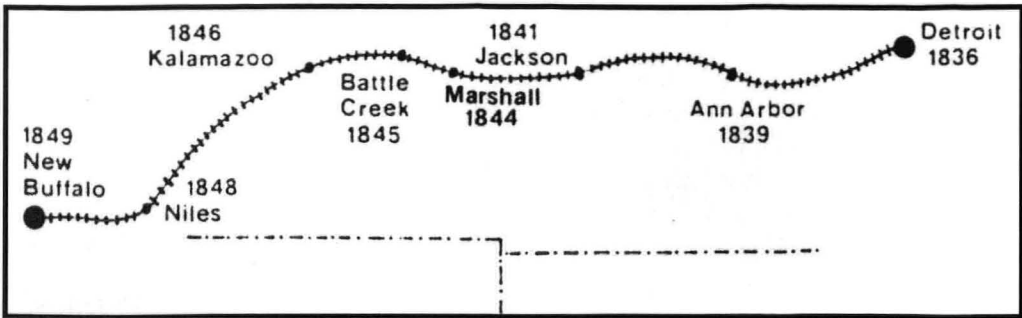


Figure 3. Sketch map of the Central Railroad main line west from Detroit, with dates of several extensions.

(east to west) Detroit, Ypsilanti, Ann Arbor, Dexter, Grass Lake, Jackson, Albion, Marshall and by 1846, Battle Creek and Kalamazoo.

The informative advertisement shown in Figure 4, appeared in the *Marshall Statesman* beginning on September 5, 1844 and continued weekly until May 6, 1845.¹ A nearly identical advertisement (without the express schedule) was published in the Ann Arbor

Wells & Co. Express.

THE Proprietors of this Express having extended their Express line as far as Marshall, over the Central Rail Road, passing through all the different villages upon the line of this Road. will receive and forward, three times per week, on this route, Packages, Parcels, and Bundles of Goods, Packages of Law Papers, and Bills of Lading, and will attend to the collection and payment of Notes and bills of accounts, and such other business as may be entrusted to their care. The Express connects daily from Detroit with the Eastern Expresses, passing through all the important places on the Lake and the Rail Road route through the state of New York. WELLS & CO. Detroit.

B. VERNOR, Agent, Marshall.

The Agent leaves Detroit on Mondays, Wednesdays and Fridays, and Marshall, on Tuesdays, Thursdays and Saturdays, on the Central Railroad.

Figure 4. Wells & Co. advertisement in the *Marshall Statesman* for September 5, 1844.

Michigan State Journal beginning on August 28, 1844 and repeated weekly until December 11, citing F.J.B. Crane as the express agent. The advertisement was also found in the *Ypsilanti Sentinel* beginning August 29, 1844 and repeated weekly at least through October 3 with B. Follett as the agent. A much more complete description of the Wells & Co. Express operations from Detroit appeared in the *Detroit City Directory* for 1845. This is shown in Figure 5.

It is interesting to note that the Letter Express operation was not specifically mentioned in any of these

advertisements. No other advertisements were found in a search of all Ann Arbor and Marshall newspaper issues for 1844 and 1845. In searching the 1844 issues of several Detroit newspapers, I failed to find the one that carried Wells & Co. advertisements for that city. Other Detroit newspapers were either unavailable or incomplete at the three reference libraries I consulted.

According to the advertisement in the *Marshall Statesman*, a Wells & Co. “agent leaves Detroit on Mondays, Wednesdays and Fridays, and Marshall on Tuesdays, Thursdays and Saturdays, on the Central Railroad.” It was certainly possible for the agent to also provide Letter Express service to the stations along the route.

¹ Newspaper archive, Bentley Historical Library, University of Michigan, Ann Arbor.



WELLS & CO'S.

Buffalo, Cleveland, Detroit and Chicago Express.

The Proprietors of this Express, will receive and forward daily, specie, bank notes, packages, parcels and bundles of goods, packages of law papers, invoices and bills of lading, and will attend to the collection and payment of notes, bills and accounts, and such other business as may be intrusted to their care.

This Express connects with Pomeroy & Cos. Eastern and Canada Expresses at Buffalo, and by this arrangement packages &c. can be forwarded from Detroit as soon, and often in advance of the mails, to Cleveland, Erie, Buffalo, Batavia, Rochester, Canandaigua, Geneva, Auburn, Syracuse, Oswego, Sackett's Harbor, Ogdensburgh, Utica, Schenectady, Troy, Albany, New-York, Boston, Philadelphia, Baltimore and Washington, and various other towns and villages on the line; also, to Toronto, Hamilton, Kingston, Montreal and all the important places in the Canadas. Unsealed orders will be forwarded free to any of the above places, and returns made by first express. Merchants, Booksellers, and others, wishing to order small lots of goods from the east, will find this a cheap and expeditious way to get them on. Careful and competent messengers will accompany each express, with responsible agents, at the different towns on the route. Making this as safe a method for doing business as can be offered to the public. An express will leave Buffalo for Chicago three times a week, and will receive and deliver packages at the intermediate places, on the upper and lower lakes.

The Express leaves Detroit every Monday morning for Buffalo, Albany, New-York and Boston, through on the American side, touching at all the intermediate points on the route. On the opening of navigation the Express will leave for Chicago three times per week, through on the Central railroad.

Packages and parcels should be handed in on Saturday to ensure their going each week.

PROPRIETORS.

HENRY WELLS, partner Pomeroy & Cos. express, Buffalo.
D. DUNNING and **WM. G. FARGO**, late messengers of Pomeroy & Co.

WELLS & CO. Office at Morse's Bookstore.

Figure 5. Wells & Co. advertisement in the *Detroit City Directory*, 1845. Courtesy David Stanbury.

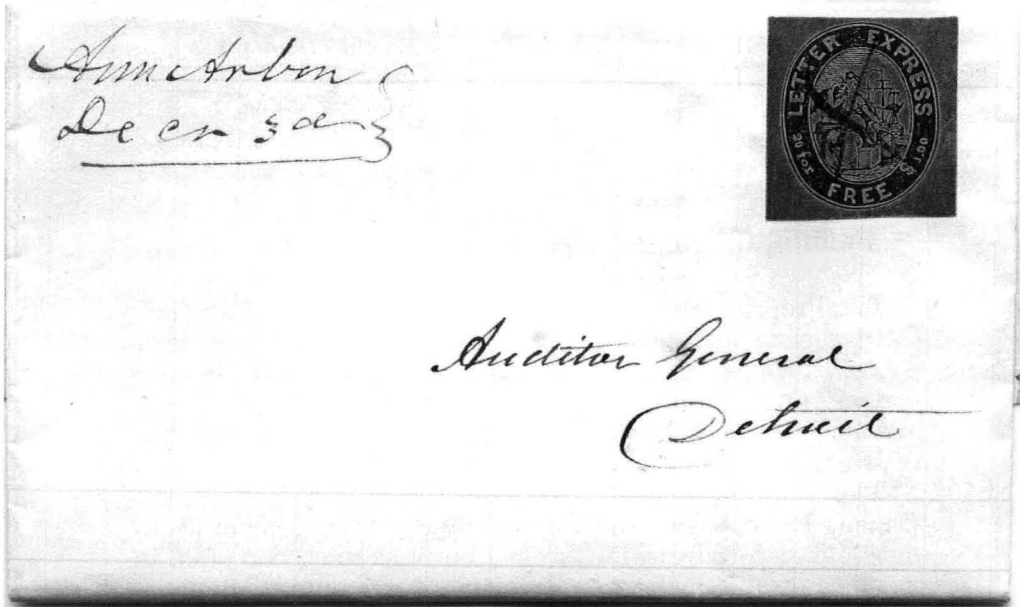


Figure 6. Letter Express, Scott 96L1, 6¼¢ black on pink, single letter sheet rate on Wells & Co. Express route via the Central Railroad from Ann Arbor to Detroit, December 3, 1844.

Figure 6 is a newly discovered Letter Express letter carried on this route. This was certified genuine by the Philatelic Foundation in August, 2006. This single folded letter sheet, franked with a 6¼¢ black on pink Letter Express stamp (Scott 96L1), is a land tax report, datelined at Ann Arbor on November 30, 1844 by a noted attorney. It was dated by the Wells & Co. Express Agent on December 3, 1844 (Tuesday) for delivery by the Wells & Co. conductor to Detroit on the Tuesday train from Marshall.

Figure 7 shows a Wells & Co. \$100 money letter, from Ann Arbor to New York City, dated December 17, 1844 (Tuesday). The rate was Paid 63¢: 25¢ Express fee plus 37½¢

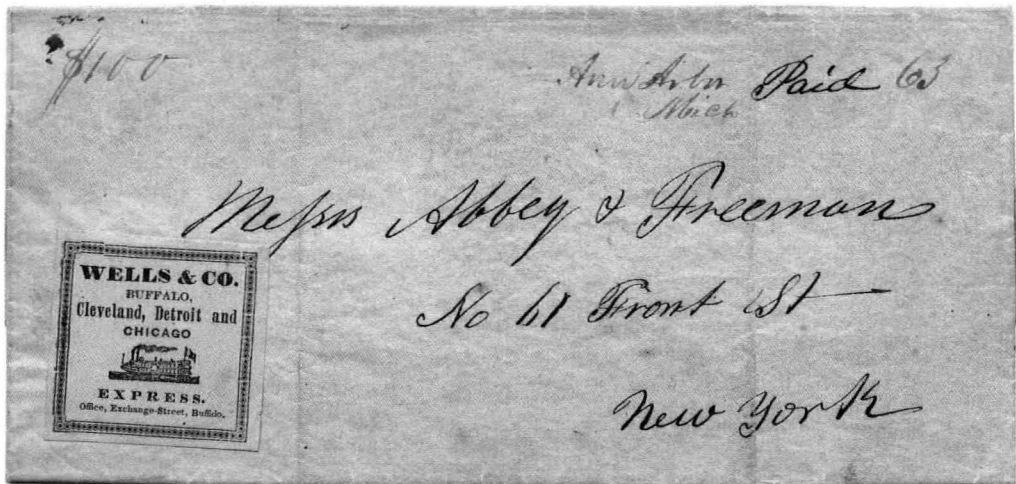


Figure 7. Wells & Co. \$100 money letter from Ann Arbor to New York City, December 17, 1844. The 63¢ prepayment presumably represented 25¢ express fee plus 37 1/2¢ insurance (rounded up), with delivery to the addressee at 61 Front Street included.

insurance (rounded up) with delivery to 61 Front Street included. The Wells & Co. Buffalo office express label was most likely applied at Buffalo and the letter transported from there to New York over the Pomeroy Express route then owned by Livingston, Wells & Pomeroy. This money letter also shows the Ann Arbor manuscript town origin. Comparing the handwriting on these letters to the handwriting on Figure 8, a June 6, 1838 manuscript free franked letter of F.(Flavius) J.B. Crane as the traveling postmaster from Howell, Michigan, shows a good match. I was fortunate to have both these reference covers in my collection.

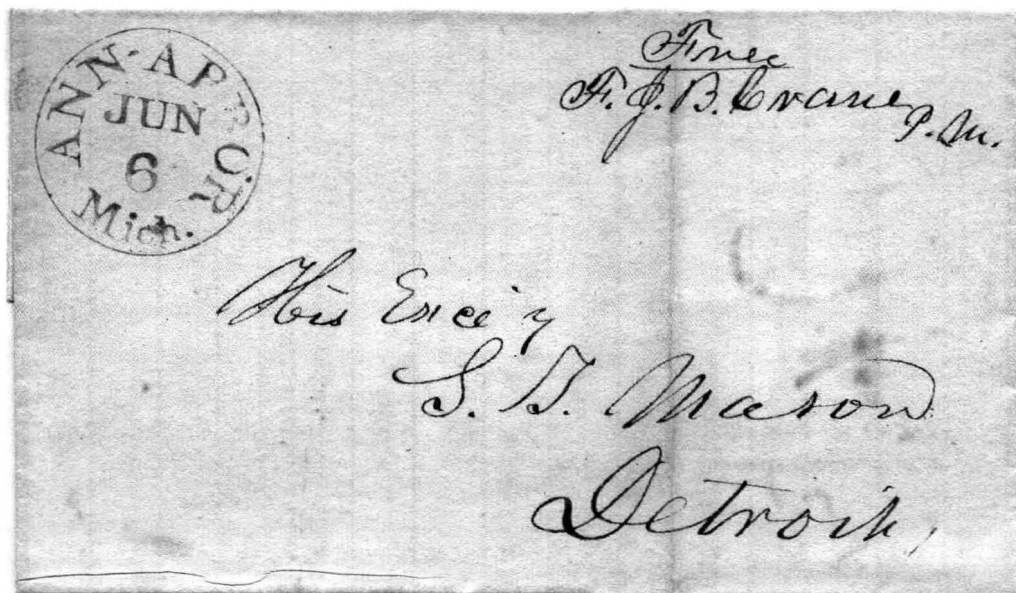


Figure 8. Free franked folded letter of F.J.B. Crane as traveling postmaster of Howell, Michigan, posted at Ann Arbor on June 6, 1838.

Through the early fall of 1844, the contract steamboat operators, which provided transit for the Wells & Co. conductors between Buffalo and Chicago, were receiving increasing pressure from the government to stop the competitive Letter Express operation under threat of fine and/or loss of their government mail contract. Wells & Co. held out by using non-contract steamboat carriers, but finally succumbed and indicated (in a notice in the *Cleveland Herald* dated November 11, 1844) that the Letter Express had ceased operation and "in no case will any mailable matters be transported in this Express, or by its conductors." However, Letter Express stamped letters dated as late as November 29, 1844, are documented from Detroit to Buffalo. The real end of this service probably coincided with the end of the 1844 navigation season.

The inland Letter Express operations west of Detroit via the Central Railroad seem to have had fewer pressures from the Government. The Central Railroad received a government mail contract by early October, 1844 for six trips per week between Detroit and Jackson. But Wells & Co. may have been able to continue their opposition mail service on this route, since without complaints or specific newspaper advertisements, the Postmaster General may not have been aware of the Letter Express conflict. The number of transported letters was undoubtedly very small. Figure 9 shows the second and latest known Letter Express letter carried on the Central Railroad. This is also an attorney letter, datelined at Detroit 18 February 1845, addressed to Jackson, Michigan and franked with a 6 $\frac{1}{4}$ ¢ black on green Letter Express stamp (Scott 96L2) affixed with a wax wafer. This cover was certified

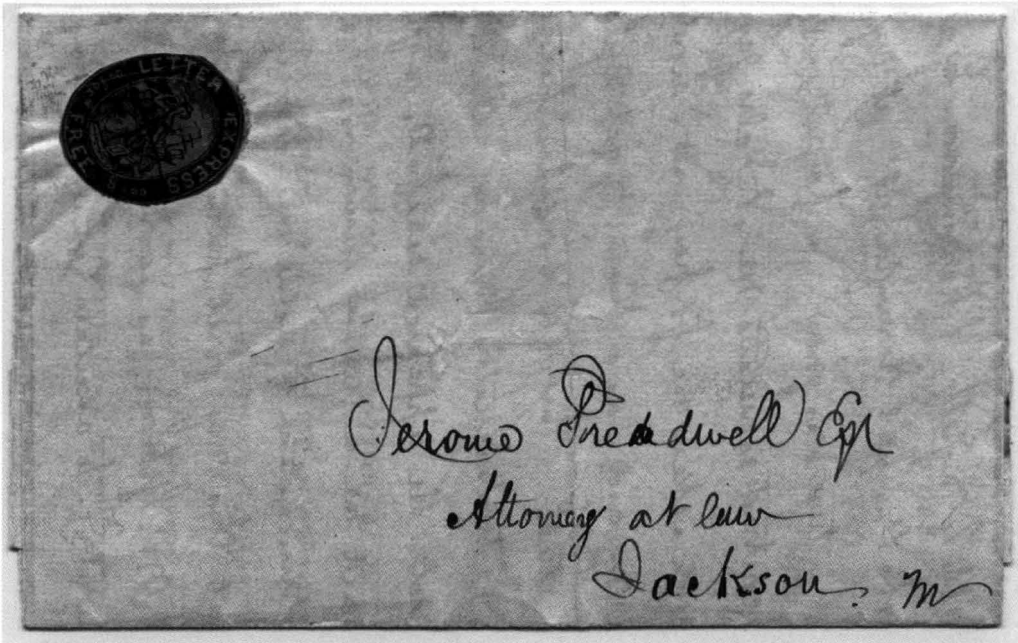


Figure 9. Letter Express, Scott 96L2, 6¼¢ black on green (affixed with wax wafer), single letter sheet rate on Wells & Co. express route via the Central Railroad from Detroit to Jackson, Michigan, datelined February 18, 1845.

as genuine by the Philatelic Foundation in August, 2006.

The Central Railroad was sold by the state of Michigan to private investors to become the Michigan Central Railroad on March 28, 1846. The main line was extended to Kalamazoo and Niles and reached New Buffalo in 1849, with steamboat and stage connections from there to Chicago. Trains did not operate into Chicago until May 21, 1852. A Wells & Co. Express office was also listed in Adrian, Michigan, a station on the state-owned Southern Railroad (later Michigan Southern RR and Lake Shore & Michigan Southern RR) operating northwest from Toledo, Ohio. Letter Express letters carried on this railroad line may be discovered in the future.

Thanks in large part to the successful competition from the independent mail companies, the Act of March 3, 1845, effective July 1, 1845, significantly reduced government postal rates. It also specifically prohibited the carrying, outside of the mail, of any letter not directly related to the cargo over a Government post route. The primary business of the independent express companies, transporting packages and money letters via steamboat, rail and stagecoach, was not affected by the new postal regulations.

Wells sold his interest in the express company in 1847 to his partners William Fargo and William Livingston, in order to take over management of the original Pomeroy & Co., now called Livingston, Wells & Co. In March 1850, Wells & Co. (previous Livingston, Wells & Co.) and the firm of Butterfield & Wasson joined with Livingston, Fargo & Co. to form the American Express Co. The eastern express operated under the name of Wells, Butterfield & Co. and the western express continued to use the name Livingston, Fargo & Co.

On March 18, 1852 at a meeting in New York City, Wells, Fargo, Livingston and others formed Wells, Fargo & Co. to become the largest and most enduring express business in the west, including the brief operation of the Pony Express. As a small part of the Wells, Fargo story, the discovery of these two Letter Express railroad-transit letters has revised the timeline for the Letter Express operation and added to Michigan railroad postal history.

In researching the background information for this article, I relied heavily on newspaper advertisements and four other references. A sub-section on the Wells & Co. Letter Express, by Thomas Allen, in *19th Century Cleveland, Ohio, Postal Markings*, provided early history and newspaper documentation of service dates along with information on the Cleveland Express office. A chapter on the Letter Express in an unpublished manuscript written by noted collector Pitt Petri also provided newspaper advertisements with listings of Wells & Co. offices, rates and other insights. Additional information on independent carriers in general and Wells & Co. specifically, was obtained from the *American Stampless Cover Catalogue*, Volume II. The history of the Central Railroad was documented by Willis Dunbar in his book detailing the history of Michigan railroads. Auction catalogs for the Hall and Golden collections by Robert A. Siegel Auction Galleries, Inc. provided photos of many Letter Express covers along with other general information. A special thanks to Richard C. Frajola for his consultation and for providing the Petri manuscript.

References

Allen, Thomas: "Carriers: Private, Semi-Private and Governmental," sub-section in *19th Century Cleveland, Ohio Postal Markings*, centennial handbook publication of the Garfield Perry Stamp Club, 1991, pp. 106-107.

Petri, Pitt: "Letter Express," unpublished manuscript, courtesy Richard C. Frajola, Chapter 14, pp. 65-70.

Phillips, David G.: "Independent Mail Service Markings," *American Stampless Cover Catalogue*. David G. Phillips Publishing Co., North Miami, Florida, 1987, pp. 3-34.

Dunbar, Willis F.: *All Aboard! A History of Railroads in Michigan*, Eerdmans Publishing Co., Grand Rapids, Michigan, 1969.

SCHOOL STAMPS: A NEW LEARNING CURVE

GORDON STIMMELL

James N. Drummond's welcome new book, *College and School Stamps*, turns out to be a fascinating learning experience.

Business school adhesives have long been an enigmatic backwater for philatelists, compounded by the regular surfacing of new types never before encountered or recorded.

The origin of these stamps stemmed from the changing economic dynamic of late 19th century America. The creation of a white-collar clerical work force after the Civil War was the catalyst for the creation of hundreds of commercial business colleges in large cities and major towns.

Business colleges prided themselves in creating a microcosm of the real work place. Students learned accounting practices, shorthand, phonography, calligraphy, telegraphy, and correspondence, plus typewriting skills, bookkeeping and all the latest essentials to walking fully prepared into an office job after graduation.

As Drummond points out, the better schools had facades erected within classrooms "with partitions for a bank, post office, or express office. The students took turns being a bank, a postmaster, a merchant, or a customer." Some schools had classes in business letter-writing, which included placing a stamp properly on an envelope, which is where business school stamps come into the picture.

Many of the colleges had stamps printed up that fit in with the simulated business environment of the classrooms. These were pretend stamps that students pasted on business envelopes and revenue forms that mimicked the correspondence and legal documents used by shipping, banking, railroad and other firms of the 1860-1910 period. Thousands of these

stamps of course, wound up in wastebaskets so we owe the survival of the stamps to the saving grace of a few students and teachers who kept them as mementoes.

Students of locals and carriers encounter these when buying large lots of forgeries. The field is full of imitation and bogus college stamps issued by S. Allan Taylor and other stamp dealers in the 1860s and placed in their packets for sale to collectors.

The more common bogus creations were depicted by the late Sherwood Springer in his series of handbooks of North American Cinderella Stamps. Until Drummond's book, Springer was a main resource for students of this at times baffling field.

Drummond's book includes two boarding schools that issued stamps actually used for supplemental postage to the mails: Friends' Boarding School in Ohio and Westtown in Pennsylvania. Both are listed in the Scott's *Specialized Catalogue of United States Stamps & Covers*. These Quaker school stamps actually pre-paid fees for carriage of student letters by horse-drawn wagons to the post office, with a label affixed in addition to a U.S. stamp. So these are true locals, not business-school stamps.



Figure 1. A sampling of school stamps. At left: Moore's College Postage, 3 cents green, Atlanta, Georgia, 1878, two examples known. Center: Quaker City Business College, 2 cents red, Philadelphia, 1869, the only known copy. Right: Nelson's Business College, no value, red, Cincinnati, circa 1865, seven colors recorded.

As well, Drummond includes stamps from a number of British universities that were used mainly for dormitory mail between students and to local businesses. These thread throughout the book. I would have preferred them in a separate addendum or section away from the U.S. stamps.

Included also are the stamp dealers' creations, some of which imitated real business school stamps while others were pure flights of fancy produced to feed the appetite of the growing number of stamp collectors in the 1860-90 period. Drummond's inclusion of these is useful, because he separates out the fanciful and imitations from the "real" business-school stamps.

The design elements widely vary. Many imitated revenue stamps of the day that were actually used on legal documents. Some were inspired by U.S. postage stamps in use at the time, and this can provide a clue to roughly dating the school stamp when the date is in doubt. Others showed portraits of George Washington, or the school founder or principal. Some showed Greek mythological or allegorical figures. One series even seems to depict William Shakespeare. The stamps shown in Figure 1 are representative examples. At left is a 3 cent green stamp of Moore's College Postage, Atlanta Georgia, 1878, one of two examples known. At center is a 2 cent red stamp from the Quaker City Business College of Philadelphia, Pennsylvania, from 1869, the only known copy. At right is a red stamp from Nelson's Business College of Cincinnati, circa 1865. Seven colors are recorded.

Laced throughout the book are wonderful collateral items gathered by the author as well as contributed by leading students of the field, including William Sammis, Michael McBride, Jim Kesterson and George Norton. Their collections, says Drummond, turned his original idea for a small 40 page booklet two years ago, into the sprawling 236-page

goldmine of information just published.

Fascinating collateral images include classrooms of students at their appointed business tasks, images of the schools, business-college bogus paper currency, revenue-stamped bank checks with college revenues attached, surviving accounting documents processed by students learning their future trade, as well as stamps that survive on practice envelopes.

All of the stamps are depicted in color as are most of the lavish illustrations derived from the 86 business colleges listed alphabetically in the book, which is printed with cardboard backing and an acetate front binding. With each college entry, rough market prices are given, both for the stamps and for examples found on surviving letters or documents.

Drummond feels that at this point he has captured fully 90% of the known emissions, but of course he's eager to learn of unlisted items. Some stamps have not as yet been linked to any known school in a particular town or city. A few of the stamps are thus far known to exist as unique items – and for a few, photo images have yet to surface. *Chronicle* readers are urged to transmit any additional data they may have at hand. A second edition is in the planning stages and submissions from collectors will be vital to this updated catalogue.

This book was a revelation to me, because despite 20 years of study, the book presented dozens of stamps I had never encountered before. This tome is as ground-breaking as Bruce H. Mosher's recent *Catalog of Private Express Labels and Stamps* (reviewed by me recently in the *Chronicle*), in which thousands of express items have been recorded and catalogued, many for the first time.

To share information on new school stamp discoveries or to purchase his book (for \$60 postpaid), you can contact the author directly: James N. Drummond, 19335 Pauma Valley Drive, Porter Ranch, CA 91326-1701. The book is also available from philatelic literature dealers, two of whom advertise in this *Chronicle*. ■

You built your collection one stamp
at a time.

Why not sell it one stamp at a time?

Let me show you how.

Alan E. Cohen

P. O. Box 929 • Cathedral Station • New York, N. Y. 10025

Telephone: (212) 280-7865 • Fax: (212) 280-7864

Email: alanecohen@mindspring.com

Online at: www.alanecohen.com

Classics Society, Collectors Club of New York, United States Stamp Society,
American Revenue Association, USPSSS
Board Member of the Philatelic Foundation, Board Member of the Carriers and Locals Society

MOBILE, ALABAMA: 10¢ 1847 COVERS USED DOMESTICALLY

VAN KOPPERSMITH

Mobile received three-quarters of the 20,500 10¢ 1847 stamps sent to the entire state of Alabama.¹ It is interesting to note that of the 93 surviving Alabama 10¢ 1847 covers recorded by Thomas J. Alexander in his census, 63 (68%) were postmarked at Mobile.² At first glance, the survival rate of Mobile covers seems to be similar to the stamp distribution rate – 68% vs. 75%. But there's more to this story, as we'll see.

Uses of the 10¢ stamp from Mobile to other towns in the Deep South are quite scarce. Only three examples are recorded, and they are all shown here. Of the three, one is a double-weight cover to New Orleans, which is only 120 miles west of Mobile. This cover, postmarked December 8, 1850, is shown in Figure 1. It is remarkable for several reasons.

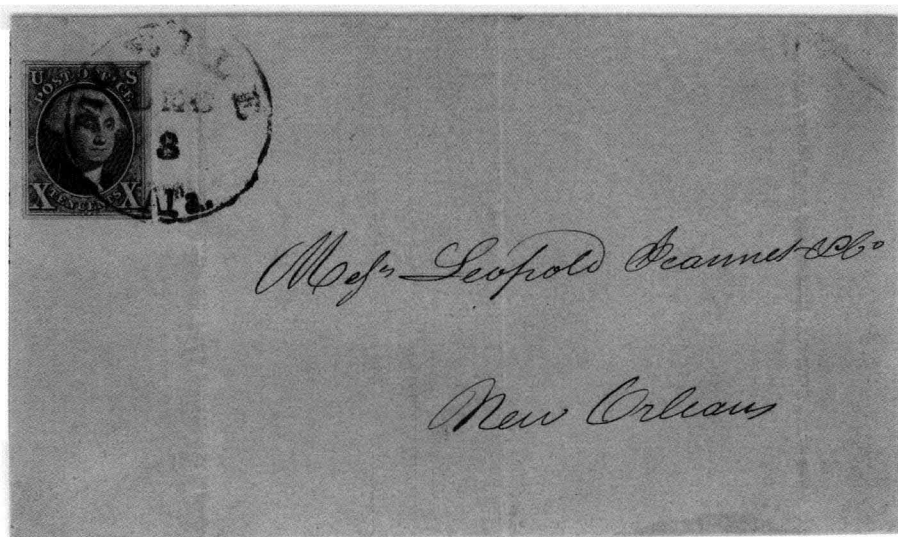


Figure 1. U.S. 10¢ 1847 stamp on a double-weight cover from Mobile to New Orleans, which is 120 miles west of Mobile. Postmarked December 8, 1850. The stamp is tied by a black Mobile circular datestamp, unusual for Mobile.

First, it is the only use of a 10¢ stamp from Mobile to pay the double rate by weight. (The domestic rate was 5¢ for distances under 300 miles, 10¢ over 300 miles.) Second, Mobile canceled virtually all 1847 stamps with a seven-bar circular grid handstamp, but the stamp on the cover in Figure 1 was canceled by the postmark, a circular date stamp. Third, Mobile

¹ Mannel Hahn, editor, *Postal Markings of the United States 1847-1851* (Chicago, Illinois: William R. Stewart, 1938), pg. 7 and pg. 10.

² Thomas J. Alexander, *United States 1847 Issue Cover Census* (Austin, Texas: U.S. Philatelic Classics Society, Inc., 2001), pp. 1-12.

used red, blue or orange ink to cancel 1847 stamps in all cases except this one, which shows black ink.

A more typical 10¢ 1847 cover from Mobile is shown in Figure 2. Here Mobile used blue ink for the postmark and the seven-bar circular grid. This cover is addressed to Key West, Florida, a very unusual destination for correspondence originating at Mobile. It was postmarked November 26, 1849.

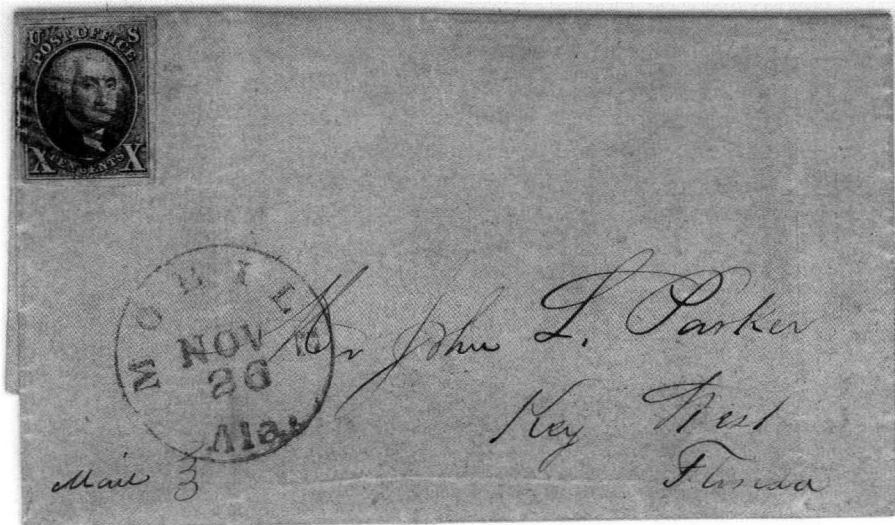


Figure 2. A more typical 10¢ 1847 cover from Mobile, postmarked November 26, 1849. Here Mobile used blue ink for the postmark and canceled the stamp with a seven-bar circular grid. The Key West destination is unusual.

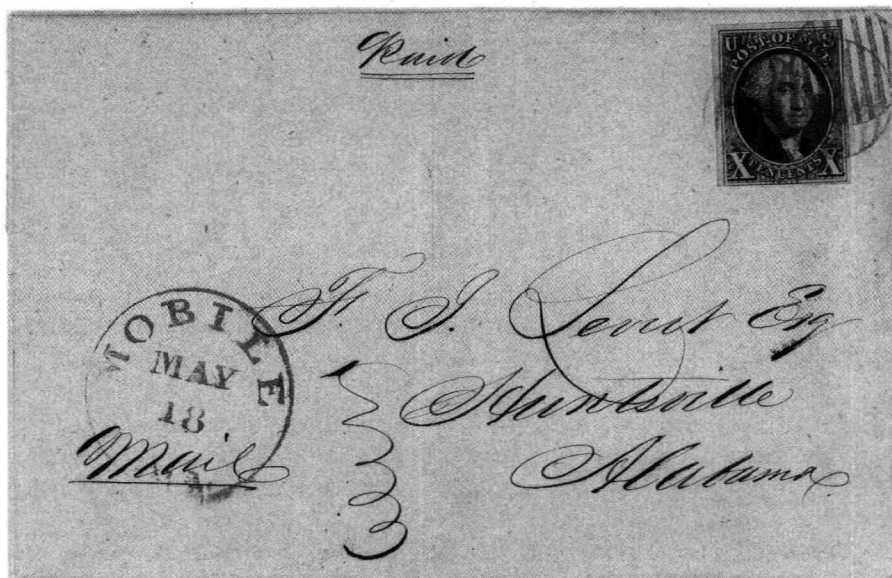


Figure 3. Mobile to Huntsville, Alabama, near the Tennessee border. Since Mobile and Huntsville are over 300 miles apart, 10¢ was required to prepay the single rate. Postmarked May 18, 1850, the stamp was canceled three times by the seven bar circular grid. All the markings on this cover are in red ink.

The third and final Deep South destination is Huntsville, Alabama. Mobile and Huntsville are over 350 miles apart, with Mobile on the coast and Huntsville near the Tennessee border. This cover, shown in Figure 3, is the only in-state use of a 10¢ 1847 stamp from Mobile. Postmarked May 18, 1850, the stamp was canceled three times by the seven bar circular grid in red ink. Red is the most common ink color used in Mobile at this time.

If only three of the 63 surviving 10¢ 1847 covers postmarked in Mobile remained in the Deep South, where did most of the other covers go? By far, the most popular destination was Philadelphia, Pennsylvania. There are 22 covers addressed to E. S. Whelen & Co. or the predecessor company, Charnley & Whelen. (The correspondence of this firm is best known as one of the major sources of covers bearing the St. Louis provisional stamps.)

It is interesting to note that all 22 Mobile covers to Philadelphia originated in New Orleans and were handled in Mobile as way mail. There is no indication of this on the covers themselves, but it is clear from the content that the letters originated in New Orleans. It was common practice during this era that mail originating in New Orleans, destined to travel via Mobile to destinations in the north and east, was gathered in way bags and sent via steamboat to Mobile for marking there. For some reason, during the lifetime of the 1847 stamps, such covers did not receive way ratings or markings. This is a complex subject that I intend to explore further in a future article.

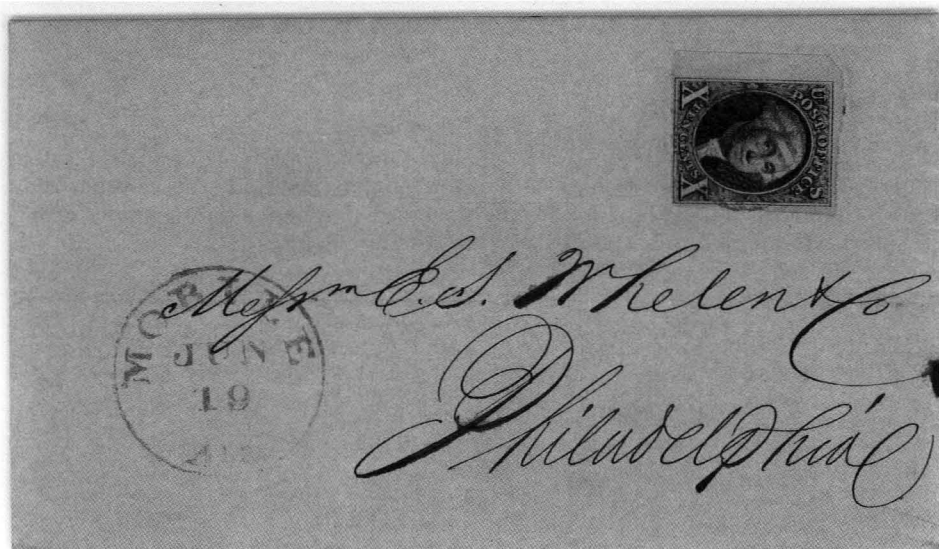


Figure 4. Despite the red Mobile markings, this cover originated at New Orleans, as did many 1847 covers bearing Mobile postmarks. The stamp on this cover is a corner margin copy from Position 1R1, which shows a double transfer.

A good example is shown in Figure 4. The content is datelined New Orleans (as are all these Whelan covers), but the cover shows no way rating or marking. The markings are all red. The stamp happens to be a corner margin copy from Position 1R1, which shows a double transfer variety (Type A).

Because of all those way covers from New Orleans, the actual number of 10¢ 1847 covers originating at Mobile and surviving today is at least 22 fewer than earlier indicated. Furthermore, there are several other 10¢ 1847 covers postmarked Mobile that also originated in New Orleans. Without the New Orleans origin covers, fewer than 40 10¢ 1847 Mobile covers would be recorded today. ■

VERY UNUSUAL POSTMARK OF ORFORDVILLE, N.H.

HUBERT C. SKINNER

There are many varieties of town markings from the earlier years of postmarking and handling letter mails, especially in the years prior to the Civil War. Some of the earliest town markings are straight line postmarks, many of them typeset from printing fonts. Some are charmingly abbreviated, cryptic and difficult to identify. Others are arranged in an arc, such as the one described and illustrated here.

The essential elements necessary to identify and handle an intercity letter are a postmark showing the town of origin and the postage required to carry and deliver the letter. The postal markings are messages from the original point of mailing to all postmasters



Figure 1. 3¢ 1851 stamp from Orfordville to Nashua, New Hampshire, matching arc townmark and PAID 3, both struck in blue.

or clerks receiving, transmitting or delivering the letter to its recipient. Drop letters often lack town marks: there is no message to another post office because only local delivery is required. Additional markings, classified as auxiliary markings, may be present to indicate forwarding, advertising, or other added services. After adhesive postage stamps made their appearance, a canceling device was required to obliterate the stamp and prevent it from being soaked off and used again. In many cases rate markings or “PAID” or the town mark itself were used as obliterations, especially in the early years of adhesive postage stamps. The cover shown in Figure 1 is an example of this practice.

The Figure 1 cover originated in Orfordville, New Hampshire, and is addressed to George W. Palmer in Nashua, New Hampshire. It is franked with a 3¢ stamp from the

1851 issue which prepaid the single letter rate between the two towns. The postage stamp is obliterated with a "PAID/3" in an arc which Orfordville commonly used as a canceller at this time. The town marking is a bold "ORFORDVILLE, N. H." also in an arc. Both handstamps are struck in blue on this handsome folded letter. The month and day of mailing ["Feb 21"] appears in manuscript within the arc-shaped postmark. The business letter within, signed Austin Palmer, is headed with the full date "Feb 21/53."

Both these handstamped markings are illustrated in the cancel volume, *United States Cancellations, 1845-1869*, by Hubert C. Skinner and Amos Eno, published in 1980. The town marking, designated PM-TA 2, is listed and illustrated on page 345, and the rate marking, designated PM-PNc 4, is shown on page 328.

Covers such as this one are rather scarce, especially in this condition. However, this writer has seen a small number over the years and they cannot be considered rare. This cover is a fine example with a premium quality 3¢ stamp with all its outer frame lines intact. ■

Collecting classic US Postal History?

Check our stock online at:

www.antoniotorres.com



**A comprehensive worldwide stock
with many better postal history items to / from USA**

✉ P.O.Box 46092, London W9 1UZ, Great Britain
(International) Tel/ Fax: + 44 20 7266 4924
Email: admin@antoniotorres.com

ACROSS THE SIERRA NEVADA MOUNTAINS BY SNOW-SHOE

FLOYD RISVOLD and RICHARD FRAJOLA

A previous article¹ told the story of three express operators who carried mail on skis, commonly referred to as “Norwegian snow-shoes,” across the Gibsonville Ridge between Downieville and La Porte, California, in the mid 1860’s. This article will examine the covers carried by their more famous predecessor, “Snowshoe” Thompson, in the period before 1860.

Born in Norway, Jon Thorsen Rue became famous as “Snowshoe Thompson.” His life and exploits have been extensively documented.² Thompson arrived in the United States in 1837 and he joined a Wisconsin company that traveled to El Dorado County, California, in 1851. His mail carrying activities during the 1850’s will be documented here. Later, between 1870 and 1874, he served as a government contract mail carrier on the route between Silver Mountain and Genoa, Nevada, before passing away in 1876.

This article will attempt to unravel the various mail-handling activities of Snowshoe Thompson in the context of the changing mail contracts that were in place during the 1850s. This is important because Thompson acted as an independent private express as well as a sub-contractor to George Chorpensing. Chorpensing used Thompson to handle mail on a section of his overland mail route between Salt Lake City and California during at least two winter seasons and also as a sub-contractor for the branch-line government mails that served Carson Valley, Utah Territory (Genoa, Nevada) during the period when the area was not on the overland route.

The Chorpensing overland mail routes

The map in Figure 1 shows the principal Chorpensing routes between Salt Lake City and San Francisco during the 1850’s. Although Snowshoe Thompson operated primarily on the segment between Genoa to Placerville, an understanding of the larger scope of the various routes in use is helpful. Some background is also necessary.

In 1851, Absalom Woodward and George Chorpensing were awarded the contract for a monthly mail service connecting California and Salt Lake City. The eastbound service commenced from Sacramento on May 1, 1851. After difficulty crossing the snow-laden Sierra Nevada Mountains, Chorpensing arrived in the Carson valley and established a station that later became the town of Genoa. The official name of the post office, established in the town of Genoa on December 10, 1852, but serving the surrounding area, was Carson Valley,

¹ Floyd Risvold and James Blaine, “Across the Gibsonville Ridge by Snow Shoe Express,” *Chronicle* 213 (February 2007), pp. 71-76.

² The two most useful summaries are: “Snowshoe Thompson: Fact and Legend” by Kenneth Bjork in *Norwegian-American Studies and Records* XIX (1956), pp. 62-68; and “Demythologizing A Mail Hero: Snowshoe Thompson, 1827-1876,” by E. John B. Allen in *Postal History Journal*, No. 63, February 1983, pp. 20-24. For an excellent overview of the early history of skiing in the Sierra Nevada Mountains, from the same author, see *From Skisport To Skiing, One Hundred Years of an American Sport, 1840-1940*.

Utah Territory. In 1863 the post office name was changed to Genoa, Nevada Territory.

After setting up the station at Genoa, Woodward and Chorpenning continued on with the mail (1851-1854 route on map), arriving at Salt Lake City on June 5, 1851. Later that same year Woodward was killed by Indians. Chorpenning carried out the remaining mail contract without a partner.

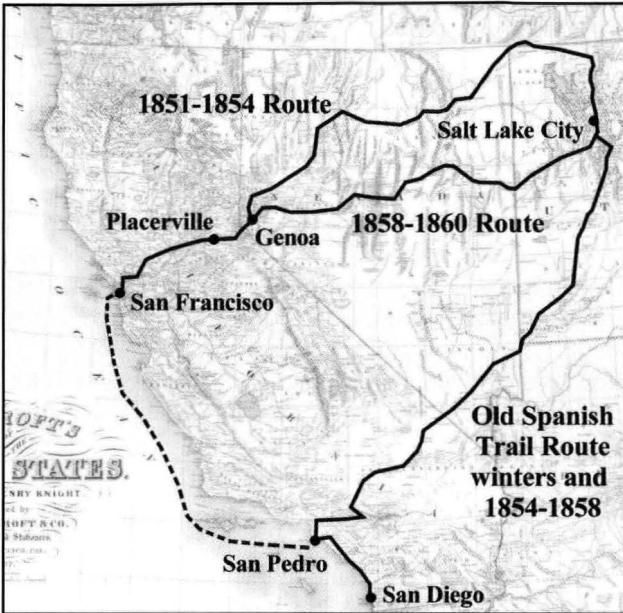


Figure 1. The Chorpenning routes between Salt Lake City and San Francisco.

reverted again to the Old Spanish Trail Route to fulfill his overland mail contract, utilizing steamer service between San Francisco and San Pedro. Also, Chorpenning provided a branch-line mail service between Placerville and the Carson Valley post office. It is reported that Fred Bishop and “Daddy” Dritt were the first carriers of this branch mail and that in the spring of 1853 they performed the service between Placerville and Genoa utilizing Canadian style snow-shoes rather than skis over the pass.³ Chorpenning employed the same system of summer mails by the original route and winter mails via San Pedro during the following year.

In July, 1854, Chorpenning secured a new four-year contract for the monthly overland mail service. A route change for both summer and winter mails was approved and the new termini were Salt Lake City and San Diego. By using the Old Spanish Trail, Chorpenning was relieved of the additional expense of the ocean link between San Pedro and San Francisco. Apparently Chorpenning retained the post office contract for the branch route between Placerville and Carson Valley.

In the winter of 1854-1855, express and probably mail service was provided, although the contractor’s name is not known. It is possible that George Pierce succeeded Bishop and Dritt, who had provided service using snow shoes in 1852-1853. Another possibility is that Jack C. Johnson, who is also known to have preceded Thompson, and who is credited with opening the route called Johnson’s Pass, did service on the route. These individuals are mentioned in the Appendix to Chorpenning’s Petition to Congress (1889) and it would

The 1851-1852 winter mails presented additional problems for Chorpenning. The eastbound December and January mails for Salt Lake City were taken back to Sacramento because of snow. The February mails finally made it across the mountains after being packed across Beckworth Pass much further north of the route to Carson Valley. After this, Chorpenning received permission from the San Francisco postmaster to send the March mails by steamer to San Pedro and thence by the Old Spanish Trail to Salt Lake City. Summer 1852 mails were again carried on the original route, via Placerville and Genoa.

When the winter season of 1852 arrived, Chorpenning

³ LeRoy R. Hafen, *The Overland Mail*, pg. 65 and Bjork, *op cit*.

be logical to assume that Chorpenning had sub-contracted these individuals to provide the branch-line mail service.

An example of an eastbound cover carried by Chorpenning on the Old Spanish Trail route to San Diego, and thence by steamer to Panama, is shown in Figure 2. Sent in the winter of 1855-1856, this cover from Salt Lake City to New Jersey is endorsed “Via California” and was franked at an unofficial nine-cent rate. Apparently the postmaster at Salt Lake City based his rate calculation for mail over this route as three cents for service to California (under 3,000 miles) plus six cents for the rate from California to New Jersey (over 3,000 miles). This is a 3¢ Nesbitt entire additionally franked with a pair of 3¢ 1851 stamps. Another example of this unofficial rate calculation is in the Risvold collection and is illustrated on page 327 of *Simpson’s U.S. Postal Markings, 1851-61*, Second Edition, by Thomas J. Alexander. This is a double-weight cover from Salt Lake City to Washington, franked with a pair of 3¢ 1851 stamps and a single 12¢ 1851 stamp.

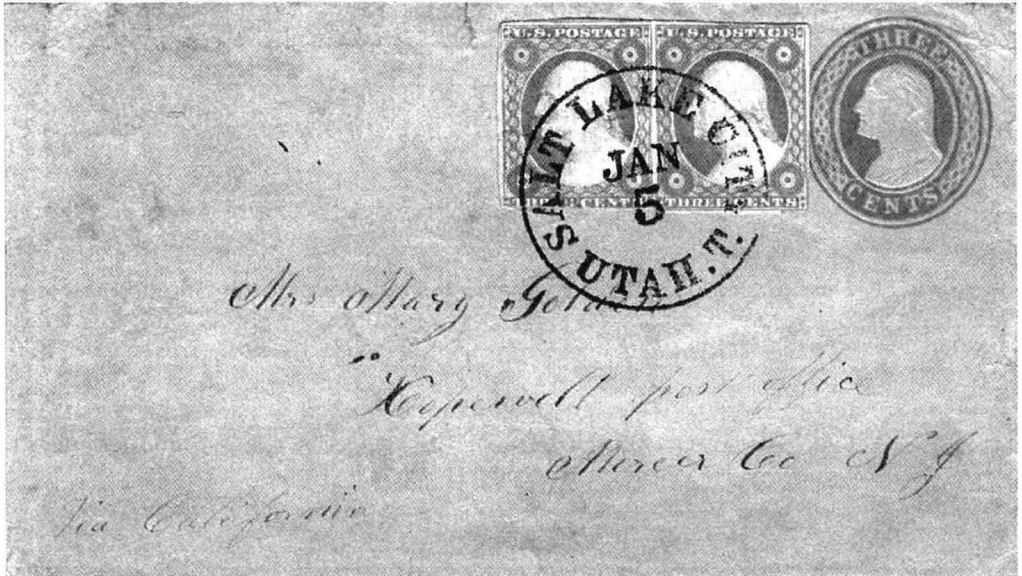


Figure 2. Cover posted January 5, 1855 from Salt Lake City, “via California” and Panama to New Jersey, showing application of the unofficial nine cent rate.

An example of a cover carried the next year in the opposite direction, on the same route via San Diego, is shown in Figure 3. This cover originated in Honolulu, Hawaii, on November 3, 1855, with Hawaiian postage paid by the 5¢ blue Kamehameha III stamp of 1853 (Scott 5). The cover was rated 5¢ due at San Francisco, representing 3¢ overland postage to Salt Lake City plus a 2¢ ship fee. It was transmitted from San Francisco to San Diego on December 1, 1855 and was carried over the Old Spanish Trail to Salt Lake City.

Thompson in the winter of 1855-1856

The winter of 1855-1856 is the season that provides us with the first documented trip by Snowshoe Thompson between Placerville and Carson Valley. A *Sacramento Union* news article that appeared on January 19, 1856 notes:

“Mr. John A. Thompson, who resides on Putah Creek, in Yolo County, left Carson Valley on Tuesday morning last, and reached this city at noon yesterday. Mr. Thompson is engaged in conveying an express to and from the Valley. . . . [He] was three days and a half in coming through . . . and used on the snow the Norwegian skates, which are manufactured

of wood, and some seven feet in length. He furthermore states that he found the snow about five feet deep between Slippery Ford and the summit, a distance of eight miles, and on the average elsewhere in the mountains, three feet deep.

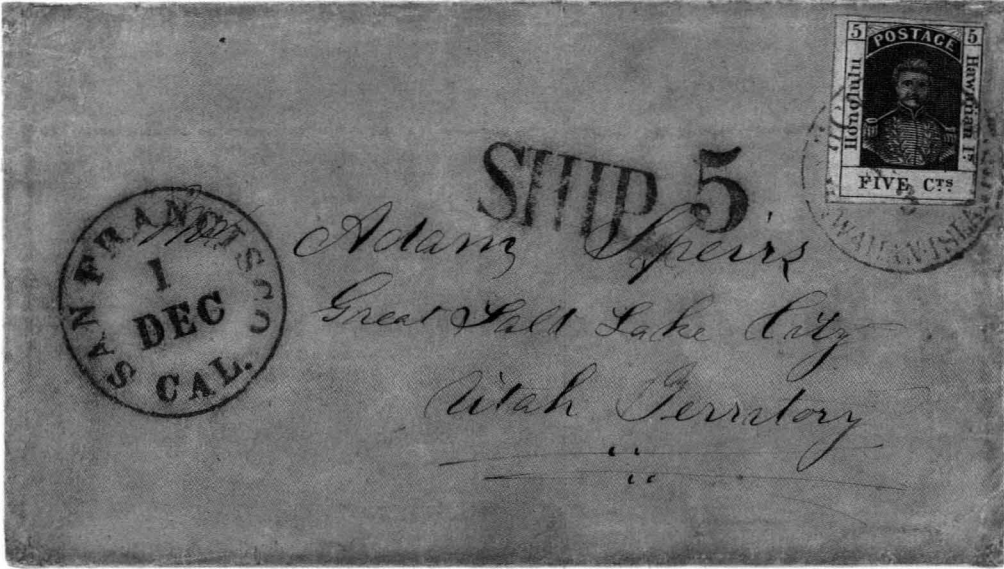


Figure 3. 1855 cover from Honolulu to Salt Lake City. Prepaid with Hawaii five cent stamp for Hawaiian postage and rated five cents due in San Francisco, three cents overland postage to Salt Lake City plus two cent ship fee (courtesy Steve Walske).

“Mr. Bishop, who carried over the Salt Lake mail in December, consumed eight days in crossing, and before getting through, was badly frozen. Mr. Thompson left Placerville for Carson Valley on January 3d, and leaves again on his transmontane trip this day.”

An additional notice appeared in the same newspaper on February 4, 1856 that the expressman (Thompson) had again arrived from Carson Valley and that: “any letters or papers to be forwarded by him should be left at the St. Charles Hotel, on I street, and in Placerville at the Placer Hotel.”

The language used in these notices, which appeared over the winter of 1855-1856, indicates that Thompson was operating as an independent expressman rather than as a government mail contractor.

Thompson in the winter of 1856-1857

In the November 17, 1856 issue of the *Sacramento Union* readers were informed that “communications with Carson Valley will be kept open by Mr. Thompson, who will run an express all winter.”⁴

Allen reports that Thompson made 31 trips between Placerville and the Carson Valley that winter, and that on each trip he carried 50 to 100 pounds.⁵ Two different routes were used, as shown on the map in Figure 4. The first route was via Johnson’s Pass directly south of Lake Tahoe; the second, slightly longer route, was via Luther’s Pass farther south.

In February 1857 Thompson submitted what amounted to a publicity release to the

⁴ Bjork, *op. cit.*, pp. 62-68.

⁵ Allen, *op. cit.*, pp. 20-24.

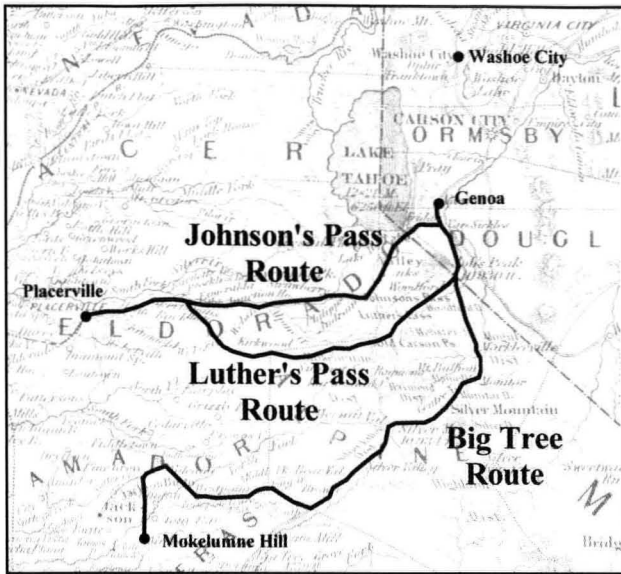


Figure 4. Map of the routes connecting Genoa, Placerville and Mokelumne Hill.

San Francisco News Letter and *Hutchings's California Magazine*. These early published reports did much to ignite the legend of the Norwegian who carried mail on skis. The illustrated report found in the March 5, 1857 edition of the *San Francisco News Letter* is shown in Figure 5 with the text transcribed around it.

Issues of the *San Francisco News Letter* were often sent to eastern correspondents and the folded sheet containing the Figure 5 report is shown in Figure 6. It was sent as printed matter by steamer from San Francisco via Panama to Boston, franked with a single 1¢ 1851 stamp.

MR. THOMPSON THE MOUNTAIN EXPRESS MAN, has again arrived at Sacramento City, and has forwarded to us the subjoined sketch of himself, wearing the celebrated Norwegian snow shoes, seven feet long, by which alone he is enabled during the late severe winter to accomplish his perilous journey over the Sierra Nevada, and deliver to our readers in Carson Valley the *San Francisco News-Letter*. He says the snow-drifts were 50 feet deep – but that our friends were all well in the valley.

Mr. Thompson, the Carson Valley Expressman, left Placerville on Wednesday, February 18th, on his return trip. The Placerville American says he was accompanied by an assistant, whom he found necessary to employ to relieve him of a part of his load, which the requirements of the people on the other side of the mountain had increased to the weight of eighty pounds. The only way in which the people of Carson valley can procure in the winter season, the *San Francisco News Letter*, or the *California Advertiser*, and such other articles as they may happen to need, is through the agency of Mr. Thompson. Not an individual has visited the Valley over any other route, during the present winter. Mr. Thompson, however, has made regular trips, and has sometimes carried upon his broad shoulders over the entire route a load weighing fifty pounds. Seven pounds weight being the *San Francisco News Letters*. He has heretofore performed the journey alone, except when his protection and guidance have been sought by persons desirous of crossing the mountains; but in order to keep pace with the increasing wants of the people of the Valley has found it necessary to employ an assistant.



Figure 5. Wood engraving of a mountain skier and an account of Snowshoe Thompson's exploits that appeared in the March 5, 1857 issue of the *San Francisco News Letter*.

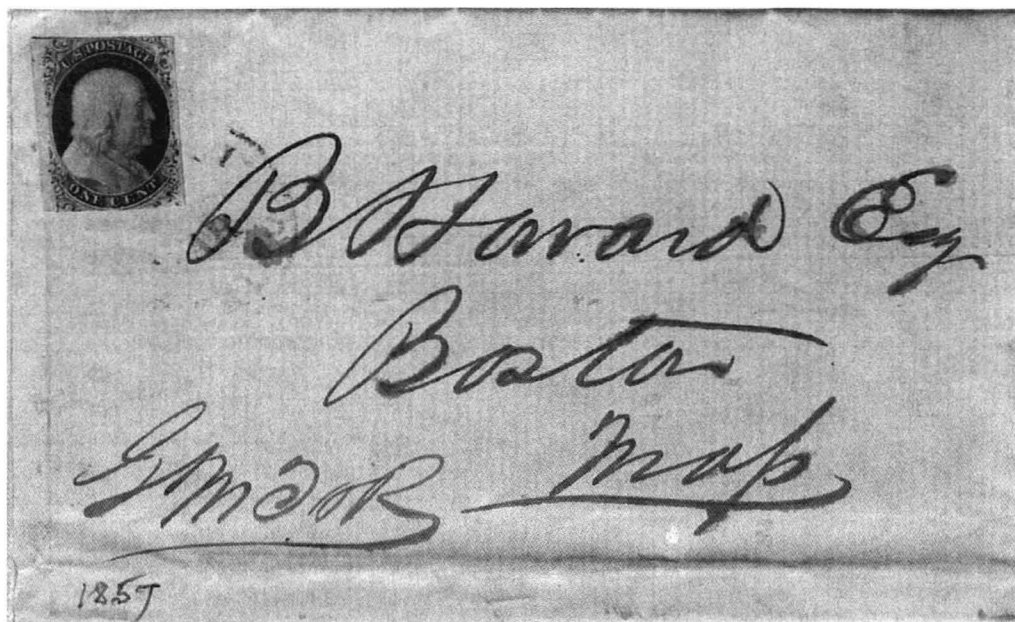


Figure 6. Address leaf of the *San Francisco News Letter* shown in Figure 5.

Thompson in the summer of 1857

An advertisement in the June 11, 1857, *Sacramento Union*, shown in Figure 7, announced that “Thompson’s Carson Valley Express” was starting between Mokelumne Hill and Genoa, Carson Valley, via the Big Tree Road (see Figure 4). The *Calaveras Chronicle*

THOMPSON'S CARSON VALLEY EXPRESS—The undersigned will hereafter run a weekly Express between MOKELUMNE HILL and GENOA, CARSON VALLEY, via The Big Tree Road. Those wishing to send Letters or Packages, by forwarding them through the mail or Wells, Fargo & Co.'s Express, and directed to my care, will be strictly attended to.
J. A. THOMPSON. jll-1m

Figure 7. Advertisement for Thompson’s Carson Valley Express dated July 11 [1857].

had previously reported that the Big Tree Road between Carson’s Valley and Murphy’s Camp had been completed (August 23, 1856). This was likely a “summer” route that utilized stage coaches.

Thompson desired to expand his business and attempted to secure a mail-carrying contract from the post office for the branch service to Carson Valley. Allen reports that, according to the Post Office Department, “In 1857 he [Thompson] was unsuccessful bidder for services on Route 12573, Placerville, California to Carson Valley, Utah.” His bid was “for service on Norwegian Snowshoes from December to April and on horseback for the remainder of the year.” This was during the period that the Chorpenning overland mail route bypassed Carson valley completely.

Thompson in the winter of 1857-58

The successful bidder for the postal route connecting Placerville and Carson Valley is not known. However, it is probable that Chorpenning held the contract and that he sub-

contracted at least the winter service to Thompson. A first-hand account of the winter mail service arrangement is included in the letter shown in Figure 8.

This letter, from the Pardon Brown correspondence (see Richard Frajola, Inc. auction 39, 13 January 1989) is dated “Washaw [sic] Valley Utah Ter., December 17, 1857,” and mentions that “the wether now is warm and pleasant, rather cold nights, the mountains are completely closed for the season, the mail (is) fetched acrossed once in two weeks on snow-shoes”. The letter was posted at the Carson Valley post office and transmitted on December 24, 1858. It was carried across the Sierra Nevada Mountains to Placerville by Thompson on skis in his role as a Chorpenning sub-contractor. Like most of this correspondence, the letter was then carried, via San Francisco and Panama, to its eastern destination.

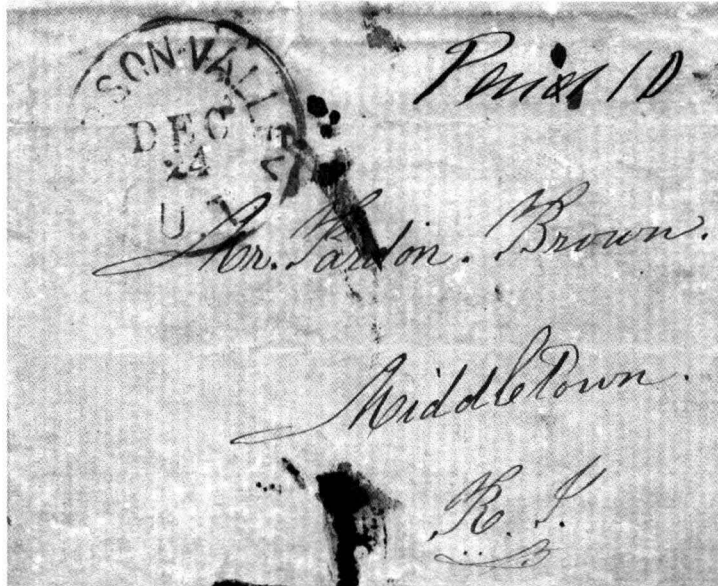


Figure 8. An 1858 letter from Carson Valley, Utah Territory, to Middletown, R.I., manuscript “Paid 10” rate, carried by Snowshoe Thompson while a sub-contractor in branch-line service (courtesy Gordon Nelson).

A notice that mentions Thompson as both a former expressman on the Big Tree route, and as a mail-carrier, dated Placerville, January 29, appeared in the *Sacramento Union* issue of January 30, 1858:

“Yarnold, the Carson Valley Expressman, arrived this afternoon, having left Genoa on Monday last, January 25. On account of the wet weather his trip has been longer than he usually makes. Yarnold says that on the summit of the Sierras the snow is now about five feet deep, but rapidly melting, and that the road will open this season much earlier than usual.

“The recent snow storm in the mountains was heavier on this side than the other, which seems to be somewhat singular. Yarnold was accompanied by Thompson, the former Expressman for the Big Tree route. They both used Norwegian skates (skis) in crossing the mountains. Thompson leaves for the Valley as soon as the Atlantic mail arrives”

The earlier of the two reported “Thompson’s Carson Valley Express” handstamped covers, sent towards the end of the winter season, is shown in Figure 9. This cover, also from the Pardon Brown correspondence, enclosed a letter dated at “Washoe Valley” on

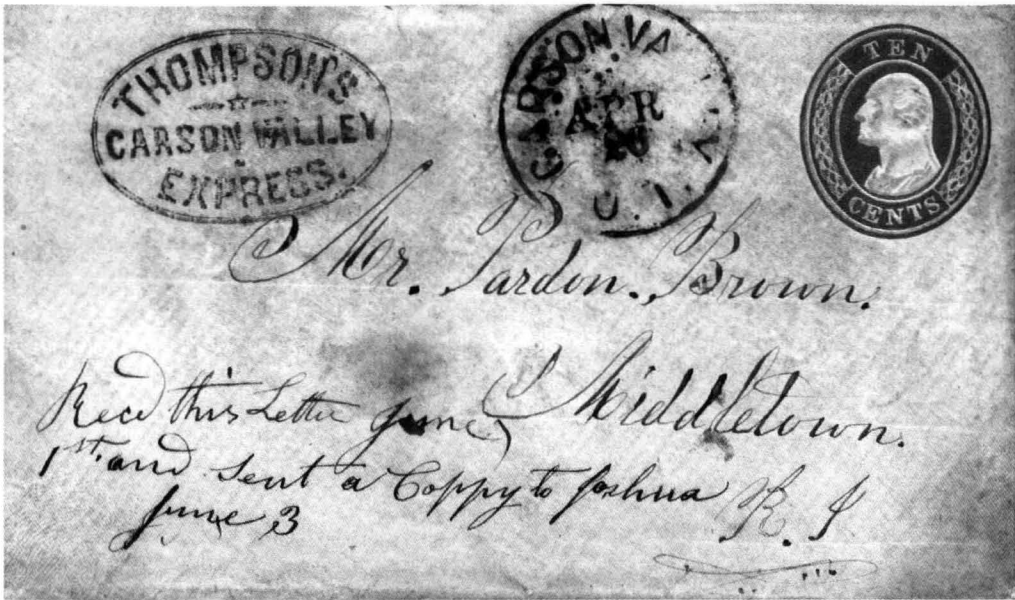


Figure 9. Thompson's Carson Valley Express handstamp in black on ten cent entire that entered the mails at Carson Valley, Utah Territory (courtesy Gordon Nelson).

March 27, 1858 (see Washoe City location in Figure 4). It was carried to the Carson Valley post office by Thompson and bears the only reported example of the "Thompson's Carson Valley Express" handstamp applied in black. It was transmitted from the Carson Valley post office on April 26 and carried by Thompson again, this time in his role as a Chorpenning's sub-contractor for the mails, from Carson Valley to Placerville.

Overland mail route changes in the summer of 1858

On July 1, 1858 a new Chorpenning contract with the Post Office Department went into effect. The contract re-established the Salt Lake City to Placerville route and required weekly trips until it was reduced to semi-monthly trips from July 1, 1859. In the interim, on September 15, 1858, the new Butterfield route between Memphis/St. Louis and San Francisco was inaugurated. This service, over a southern route, was semi weekly and the bulk of the transcontinental mails began to be sent by this route immediately. Mail from San Francisco to the East, unless specifically endorsed to go by another route, was also transmitted on the Butterfield route.

During the summer of 1858, Thompson was again making trips between Placerville and Carson Valley. A report from Placerville that appeared in the *Sacramento Union* of May 11, 1858, mentions: "Thompson ... left Genoa at four P.M. on May 9th, and arrived here [Placerville] this evening (May 10) at seven P.M." This trip would have been by the Johnson's Pass route and the 27-hour time span provides a useful comparison with the winter trips.

Thompson in the winter of 1858-1859

Mack⁶ reports that "during the winter of 1858 Thompson and J. S. Child began a new stage line between Placerville and Genoa, using sleighs between Strawberry Station and

⁶ Effie Mona Mack, *Nevada: A History of the State from the Earliest Times through the Civil War*, pg. 340 (Glendale, California, 1936).

Carson Valley. By these means the road was open all winter for the first time.” Actually, the partner of Thompson is more accurately identified as John Chiles. Two letters in the Risvold collection, one from John Chiles to General J. W. Denver and one from George Chorpenning to Col. J. Chiles, confirm this. In addition to keeping the road open, Thompson was evidently serving as a Chorpenning sub-contractor on the Placerville to Carson Valley route. Regarding this service it is worth quoting Bjork at length:

“The [Sacramento] *Union* also stated that ‘there has been some misunderstanding between the mail contractor and Thompson.’ Because the contractor had failed to ‘comply with his portion of the agreement,’ Thompson had abandoned the road and gone home to his ranch. A correspondent at Placerville, however, wrote that ‘the failure, in this instance, was unavoidable. Thompson has just arrived from Carson Valley, and informs me that matters have been so arranged that he can immediately commence operations.’ Three days later the news appeared: ‘We are glad to learn that Thompson . . . has determined to go ahead with the contract. The difficulty about terms has been adjusted.... We do not doubt his ability to keep the road so far clear of snow as to permit stages to pass throughout the Winter. For some weeks, though, the mail and passengers may have to be carried on runners.’”

According to the *Union* of January 12, 1859: “Thompson has two sleighs and two teams of mules with which he travels the road daily. His headquarters are in Lake Valley, and his plan is to start one team west and the other east. That traveling west comes over the summit and as far as Silver Creek, where it strikes the new road down the American River. To that point wagons manage to haul goods, and there Thompson takes them on his sleigh and runs them over to Lake Valley. The next morning the team for the mouth of Carson Canon is harnessed to the sleigh upon which the goods are loaded; the other starts back to Silver creek for another load. The sleigh for the mouth of Carson Canon delivers its freight at Woodford’s, which is twelve miles from Lake Valley, and from there it is hauled to Genoa, eleven miles further, in a wagon. It is about thirteen miles from Lake Valley to Silver Creek, which makes the distance traveled on snow twenty-five miles.”

These reports are important for a number of reasons. They show clearly that Thompson was acting as a sub-contractor to Chorpenning and that different routes were used. The route by Johnson’s Pass was used on eastbound trips and the route by Luther’s Pass was used on westbound trips. Both are shown on the map in Figure 4. Later claims filed by Thompson for compensation from the Post Office Department may have been mis-directed.

The other recorded cover bearing the “Thompson’s Carson Valley Express” handstamp is shown in Figure 10. This cover, with the handstamp in red rather than black, is on a Wells, Fargo & Co. franked Nesbitt entire envelope used to Auburn, California. The 3¢ indicium is a replacement for the original. This cover was picked up by Thompson at an unknown location, probably in the Carson Valley, and carried by him to the post office. It entered the mails at Carson Valley, Utah Territory, on October 8, 1858 and was carried on the mail run to Placerville during the period Thompson was Chorpenning’s sub-contractor for the government mails on the overland route. Wells Fargo provided no service.

Bjork reports, based on an account of Dan De Quille (the pen name of William H. Wright), that Thompson carried the United States mails for two years.⁷ If that statement is correct, those two years included the winter seasons of 1857-1858 and 1858-1859 and refer to his service as a sub-contractor to Chorpenning. The first season would have been on branch service between Placerville and Carson Valley while the second season would have been as part of Chorpenning’s overland mail route.

⁷ Bjork, *op. cit.*, pp. 62-68.

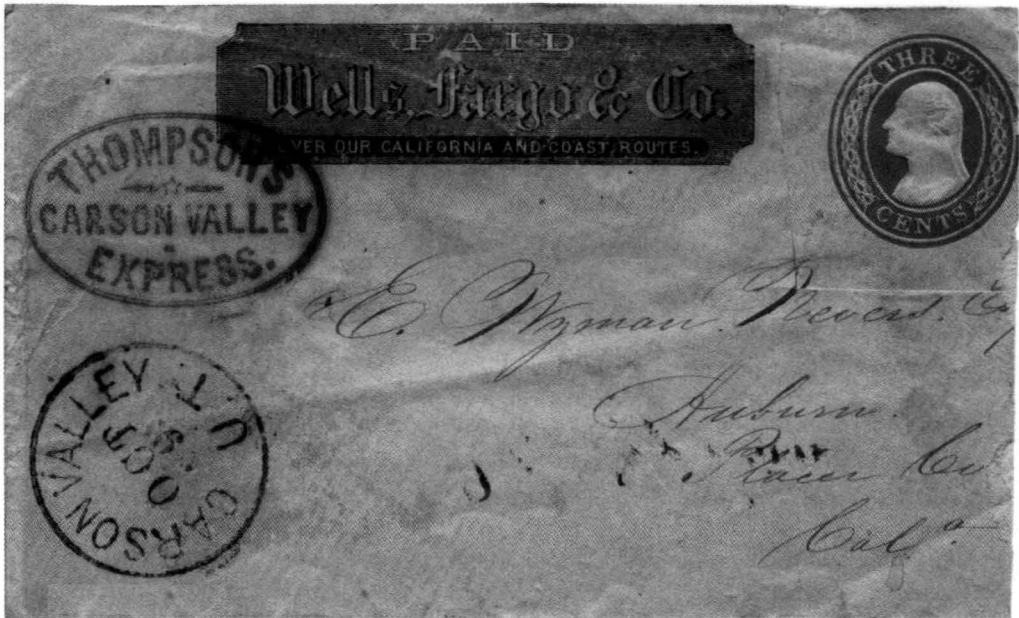


Figure 10. Thompson's Carson Valley Express handstamp in red on franked entire to Auburn, California, that entered the mails at Carson Valley, Utah Territory.

Summary

Any covers carried on the Chorpenning overland route between Salt Lake City and Placerville during the winter of 1858-1859, as well as any covers sent between Carson Valley and California during the prior season (such as several of the Pardon Brown correspondence covers) can properly be considered to have been carried by Thompson or one of his employees.

An example of a cover that fits into the first category is shown in Figure 11. This cover

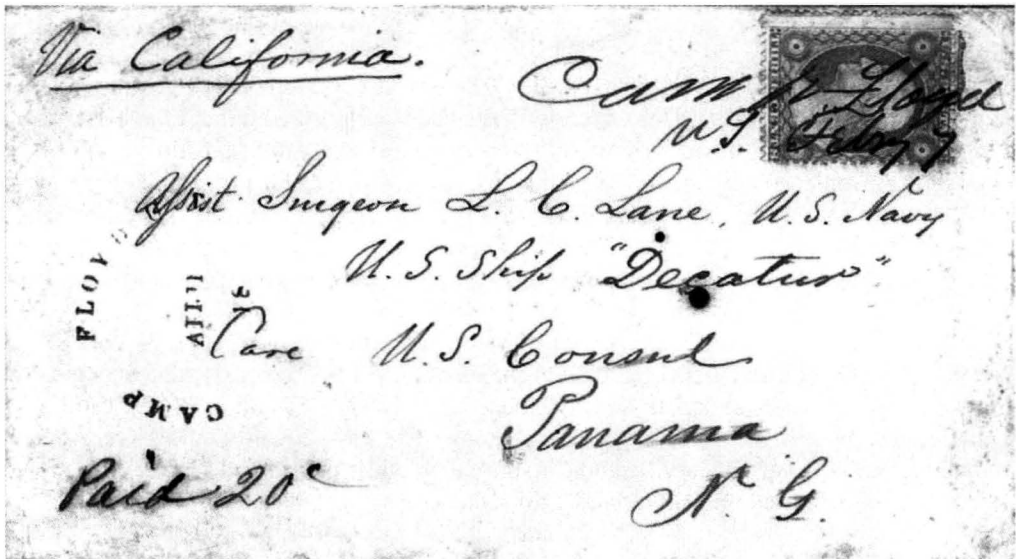


Figure 11. Camp Floyd, Utah Territory to Panama, New Grenada, handled by Thompson on the overland route between Genoa and Placerville

is addressed to a surgeon onboard the *U.S.S. Decatur* at Panama, New Grenada. It was originally posted with only a 3¢ 1857 stamp, which was overwritten with the manuscript Camp Floyd, Utah Territory postmark on February 7 (1859). The cover was then held for additional postage and was transmitted on April 18, 1859 with additional manuscript "Paid 20c" which reflects the correct prepayment required. At that time, the cover was struck with the newly introduced Camp Floyd handstamp postmark.

It is possible that Thompson also carried mail during the following season, but no supporting documentation has been found. The authors would welcome reports of additional covers that may have been handled by Snowshoe Thompson.

The other Thompson's Express

We should note another rare California express that includes the Thompson name, but has nothing to do with Snowshoe Thompson. Figure 12 illustrates one of fewer than five

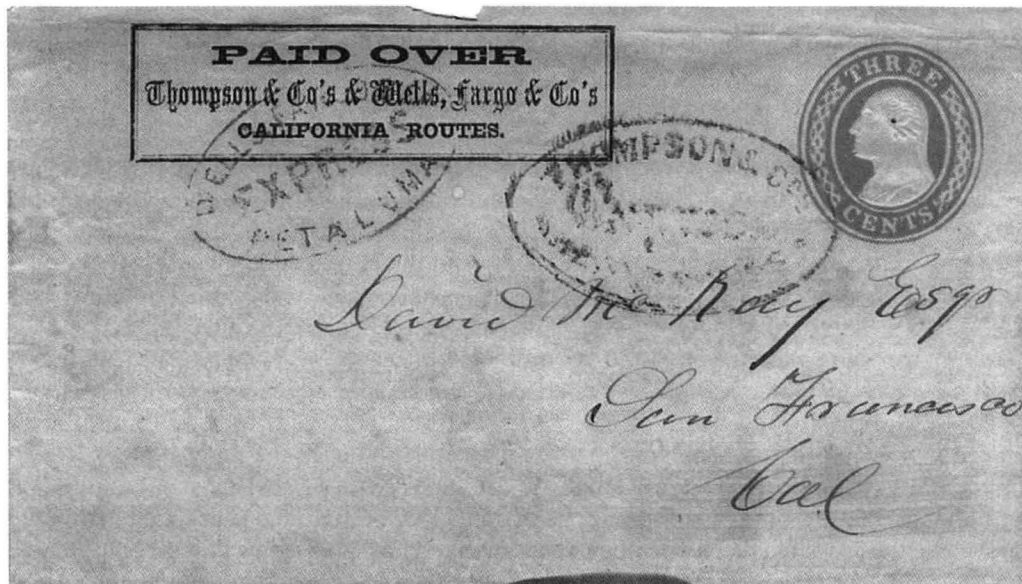


Figure 12. Thompson & Co's Express Healdsburg oval on franked cover to San Francisco. This is not a frank of Snowshoe Thompson.

reported covers bearing the frank of E. B. Thompson's Express. This express operated well away from Carson Valley; between Petaluma, Santa Rosa and Healdsburg. An advertisement and notice that service was commencing, with E. Swift as messenger, appeared in the *Sonoma County Journal* on July 10, 1857. This frank is incorrectly associated with Snowshoe Thompson in Jesse Coburn's *Letters of Gold* (page 218). The Figure 12 cover bears a "Thompson & Co. Healdsburg" oval origin handstamp for service to Petaluma, where it was turned over to Wells, Fargo & Co. for carriage to the San Francisco destination.

The authors would like to thank Jim Blaine for his assistance in the preparation of this article.■

THE 3¢ 1861 USED AS A REVENUE STAMP

MICHAEL C. McCLUNG

To help defray the cost of the Civil War, Congress passed the Act of July 1, 1862, effective October 1, 1862, requiring that federal tax be paid on certain documents and proprietary items. The Internal Revenue Service then had special stamps printed, in various denominations, for sale to the public. These stamps, in appropriate face values, were to be affixed to taxable documents and items as proof that the tax had been paid. Different stamps were made to match different documents, such as checks, certificates, insurance policies, etc.

At first, the stamps were required to match the type of documents upon which they were placed; this is known as compulsory matching usage. But on December 25, 1862, this was abandoned as unfeasible. After that date, documentary stamps of any title could be used on any type of document, as long as they paid the correct amount of tax. However, proprietary stamps were not valid for documentary taxes; they were limited to proprietary articles only. Failure to comply with this law could result in a fine of \$50.

The revenue stamps were sold by the government to banks, stationers, attorneys, clerks of courts and other businesses which had occasion to use them or to sell them. Rarely, the local supply of revenue stamps would dry up, and postage stamps were substituted. This was illegal, but it probably seemed a reasonable option at the time. Better to show an attempt at compliance than no compliance at all. The use of postage stamps, although improper, would indicate intent to pay the tax and perhaps help the user avoid a sizeable fine. Also, it is possible that some documents received postage stamps out of convenience, not necessity, with the idea that, if they were ever needed in court, they could be given the proper stamps to make them legal and thereby admissible.

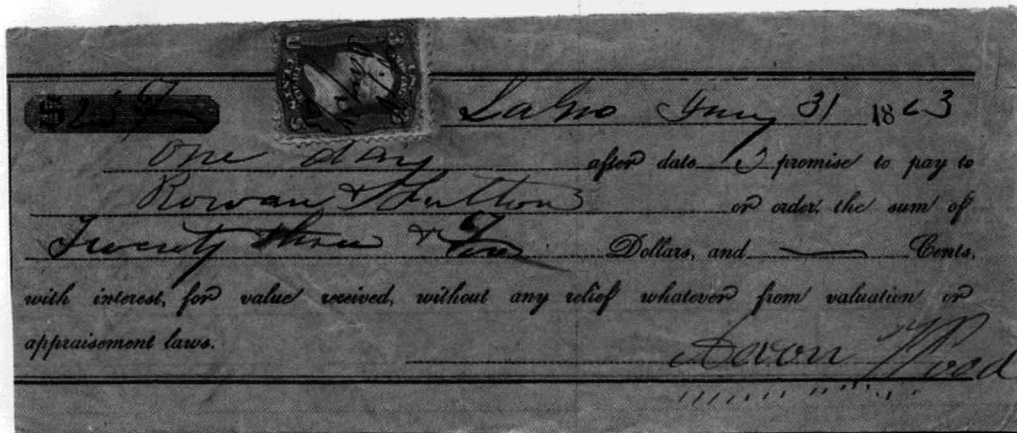


Figure 1. 3¢ 1861 postage stamp used as a revenue stamp on a promissory note dated January 31, 1863.

The most common postage stamps used as revenues were 2¢ Blackjacks (Scott 73) because the most commonly used documents—receipts, bank checks and sight drafts—required a flat 2¢ tax. The 3¢ 1861 postage stamp (Scott 65) was used less often as a revenue stamp because there were very few documents that required a 3¢ tax. But the 3¢ 1861 postage stamp was about the same color as the 5¢ revenue stamps (R23-29), for which it was sometimes substituted.

Figure 1 shows a good example of this. This is a promissory note for not over \$100, so the tax should have been 5¢. However, a 3¢ postage stamp was used. In this case, the attempted tax payment was illegal and the amount was wrong. This is also a very early use: January 31, 1863. This was barely a month after the end of compulsory matching use.

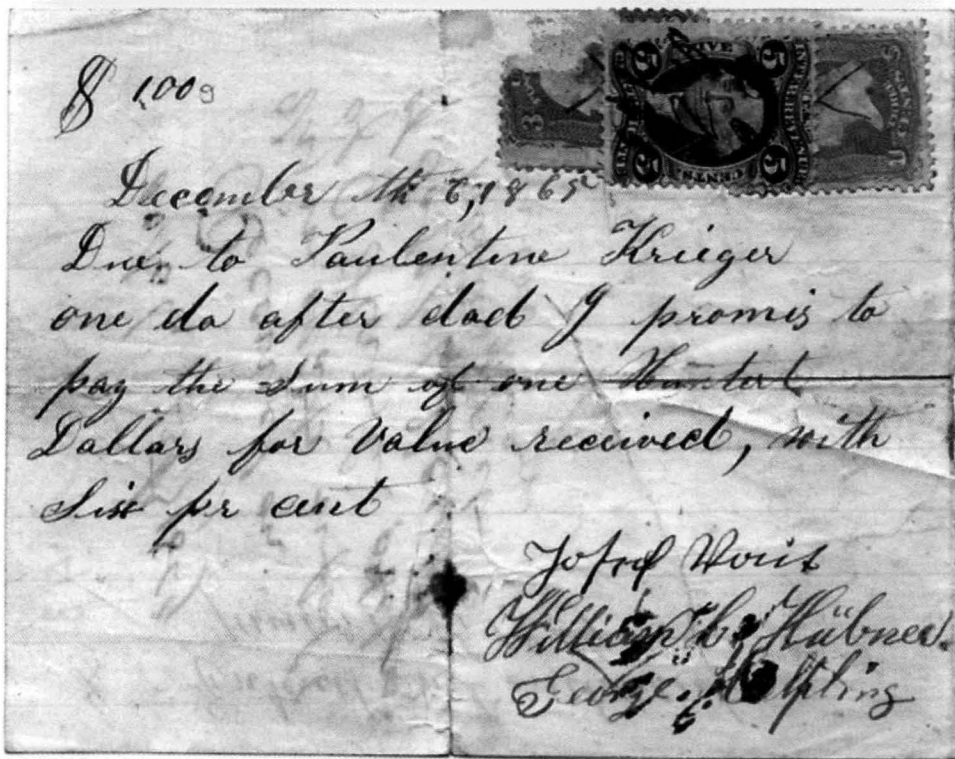


Figure 2. 5¢ Certificate revenue stamp placed over a pair of 3¢ postage stamps to make a promissory note legal, dated December 6, 1865.

Figure 2 is another promissory note; this one for exactly \$100, so the tax should have been 5¢. Originally, two 3¢ postage stamps were affixed – a 1¢ overpayment, but still illegal. Later, an attempt was made to tear off the postage stamps, and a 5¢ revenue stamp (5¢ red Certificate stamp, Scott R24c) was added to make the document legal. It is possible that the holder of this note had to sue to collect on it, so he needed to make the document legal before he could obtain its benefit in a court of law.

Figure 3 is a bank check with a 3¢ postage stamp – also a 1¢ overpayment and also illegal.

Figure 4 is a marriage certificate. This required 5¢ tax (after March 3, 1863) but it received a 3¢ postage stamp. The back of this document was marked “Filed” and signed by the clerk of court, indicating acceptance of the stamp. At that time, the wedding certificate was taxable, but the marriage license, to which it had been attached, was not.

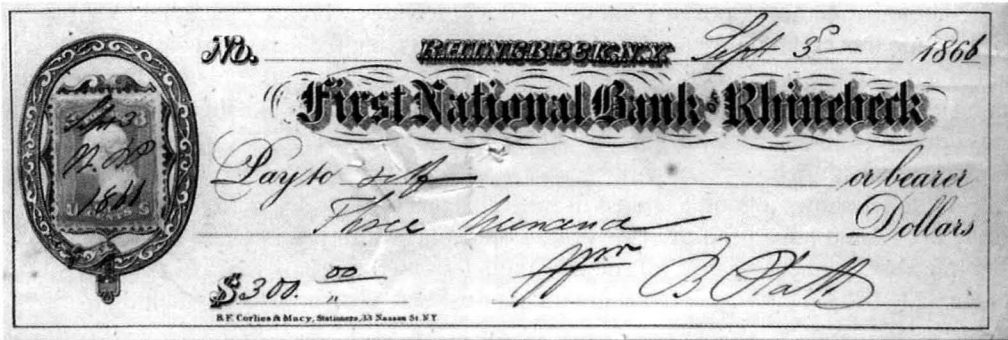


Figure 3. 3¢ 1861 stamp used as a revenue on a bank check, September 3, 1866.



Figure 4. 3¢ stamp used as a revenue on a marriage certificate, September 5, 1865.

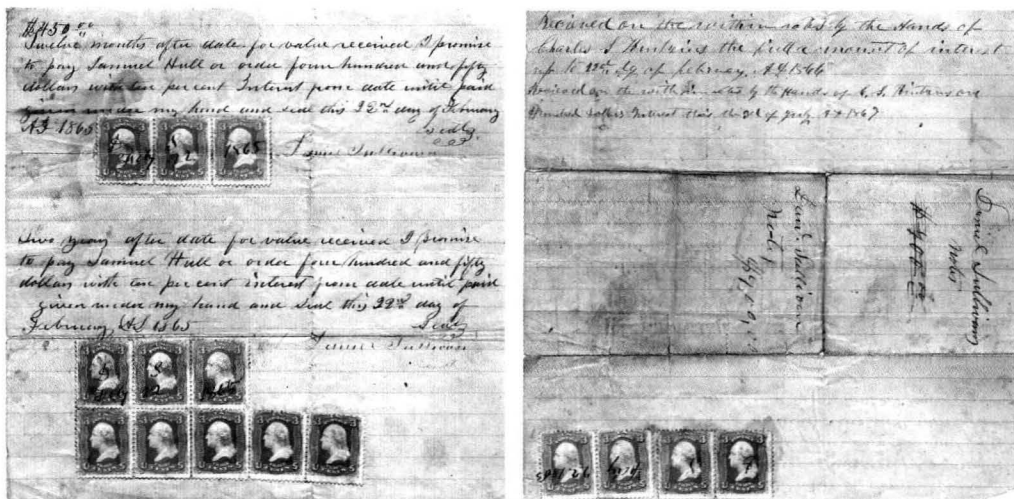


Figure 5. Both sides of a multi-purpose document. At left: irregular block of eight and a strip of three 3¢ postage stamps on two promissory notes, dated February 22, 1865. At right: reverse of the same document, with two pairs of 3¢ postage stamps and two receipts, dated February 22, 1866 and July 3, 1867.

Figure 5 shows both sides of a sheet of paper bearing four documents and 15 randomly placed 3¢ postage stamps. The top side (at left) contains two promissory notes, each for \$450. One of the notes was due one year from date; the other was due in two years. The

tax rate for promissory notes was 5¢ per \$100 or fraction thereof, so each note should have been taxed 25¢, for 50¢ total. The notes were required to be taxed separately, even though they were on the same piece of paper. However, because the total face value of the two notes, \$900, would have called for a tax of 45¢ (5¢ per \$100), 15 3¢ stamps, totaling 45¢ were applied – an underpayment of 5¢.

The other two documents on the back side (at right in Figure 5) are receipts for payment in full of the two notes. Since the receipts are on the same sheet of paper as the notes, they were not taxed. If they had been on separate sheets, they would have been taxed at the rate of 2¢ per receipt.

In the search for 3¢ postage stamps used as revenues, one finds that grilled stamps are disproportionately scarce compared to ungrilled examples. This may be because of improved distribution of revenue stamps by late 1867, when the grilled stamps came into distribution.

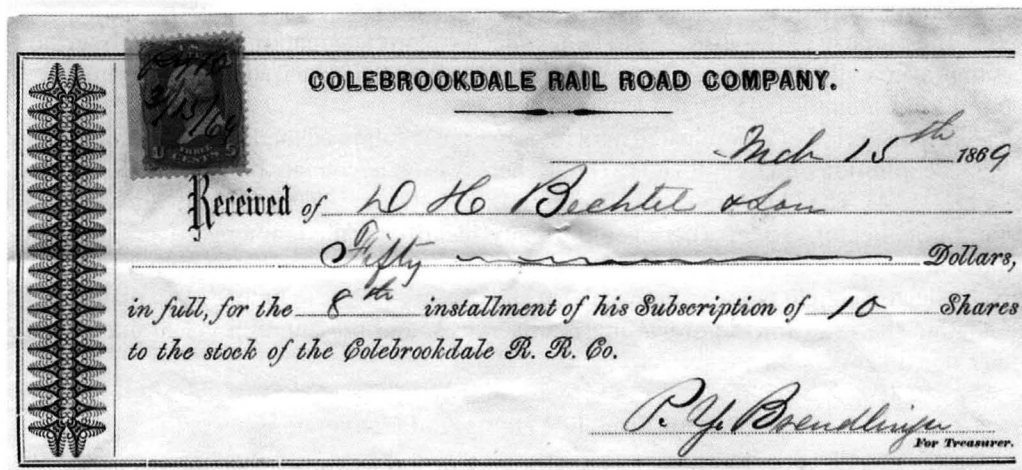


Figure 6. 3¢ postage stamp with “F” grill (Scott 94) used as a revenue on a receipt dated March 15, 1869.

Figure 6 shows one of the elusive grilled 3¢ postage stamps on a receipt. The stamp is an “F” grill, Scott 94. The use represents a 1¢ overpayment of the 2¢ flat tax on receipts of \$20 or more.

Of the other denominations of the 1861 issue used as revenues, the 1¢ and 10¢ seem about as scarce as the 3¢. The 5¢ along with the 12¢, 15¢, 24¢ and 30¢ are rare, and the 90¢ is unknown. The reason the 5¢ is seldom found on a document is that many smaller communities, where revenue stamps were most likely to run out, did not have 5¢ stamps in their post offices. There was no domestic rate that required a 5¢ postage stamp, so this item was usually stocked only by larger post offices.

With a bit of searching, collectors of 1861, 1869 and Banknote issues can find their stamps used as revenues on documents. They are scarce enough to make the hunt challenging, but they are obtainable, and it’s possible to assemble a representative collection.

Thanks to Mike Morrissey for providing technical help and critical review for this article. Morrissey has been writing a column on revenue stamps for *Linn’s Stamp News*, since 1999. ■

INTERPRETING RATE MARKINGS ON COVERS TO FRANCE DURING THE PHANTOM RATE PERIOD

SCOTT R. TREPEL

The purpose of this article is to help collectors correlate markings on 1869 Issue covers to France with the weights, rates and credits in effect during the so-called Phantom Rate period from January 1, 1870, to October 28, 1871.

A long period of complicated mail rates to France followed the 1857 US-French postal treaty's expiration on December 31, 1869. There was no new treaty until April 1874 (effective 8/1/1874). The Phantom Rates (from 1/1/1870 to 10/28/1871) are very scarce and valuable, but collectors often experience difficulty identifying them among covers to France which bear myriad frankings and route/rate markings. In this article the author intends to give collectors a field guide to help analyze and classify covers to France by explaining and tabulating the rates for the prevailing mail services, and presenting a visual guide to the markings on covers for each service.

U.S. And French Weights And Conversions

The French postal system weighed letters in grams (one half-ounce equals 14.18 grams). US post offices were only equipped to weigh letters in ounces (quarter and half-ounce increments). The New York foreign-mail exchange office used metric scales to comply with the 1857 US-French postal treaty. The difference in weight standards affects the analysis of postage paid, credits and postage due. Rate charts must synchronize the progression of US and French weight-based increments. The charts in this article serve that purpose.

Collectors should be aware of a subtle variation in the amounts of postage due collected in France, which occurs at the half-ounce threshold when the French due rates progress at 7.5-gram increments. Specifically, a US double-rated letter which weighs more than 14.18 grams (half-ounce), but less than 15 grams, would be treated as a double-rate letter (under 15 grams) at both ends. However, if the weight reached 15 grams, the "15 grams and under 22.5 grams" triple-rate category applied. Therefore, a cover with correct double-rate US postage could have French markings indicating either a double or triple rate, depending on the weight in grams.

The Phantom Rates (1/1/1870 To 10/28/1871)

Following the expiration of the US-French mail treaty on December 31, 1869, the announced rates to France were as follows:

- 1) 4¢ part-prepaid (per half-ounce) by British Open Mail; 5 decimes (per 7.5 grams) due from addressee (See Reference Note 1);
- 2) 10¢ part-prepaid (per half-ounce) by Direct Mail to French border; 8 decimes (per

10 grams) due from addressee (the French postage due was reduced to 5 decimes per 10 grams, effective 7/1/1871) (Note 2).

However, the New York foreign-mail exchange office responsible for verifying postage and applying credits was aware of and employed unannounced fully-prepaid rates to France via Great Britain (GB). Because the fully-prepaid British-mail rates to France were unannounced (until 10/28/1871), they are known to collectors as Phantom Rates.

Between January 1, 1870, and October 28, 1871 (the day the fully-prepaid rates to France were announced) the Phantom Rates and corresponding credits to GB were reduced. This reduction took effect on July 1, 1870. Collectors refer to the first and second Phantom Rates either by the prepaid single rates (12¢ or 10¢) or by the credits to England found on single-rate covers (8¢ or 6¢). One reason for referring to the credits instead of the fully-paid rates is that the amount of postage on the cover rarely corresponds to the rate; for example, a 15¢ 1869 stamp applied by the sender for the defunct treaty rate could overpay the 12¢ Phantom Rate assessed at the New York City foreign-mail exchange office. Referring to the credits eliminates some of the confusion caused by the frankings.

The 12¢ single Phantom Rate provided an 8¢ credit to GB for transit to France. The 8¢ credit corresponds to the Anglo-French rate of 4 pence per 7.5 grams (approximately one quarter-ounce in the US). The progression of escalating rates and credits follows a pattern that can be confusing, because the GB share of US postage increased by 8¢ for each 7.5 grams (or quarter-ounce), yet the US share of 4¢ increased for each additional half-ounce only. (Note 3)

Effective July 1, 1870, the rate on transit mail from GB to France was reduced to 3 pence per 10 grams (both the rate and weight basis changed), which consequently lowered the US credit to GB from 8¢ to 6¢ per third-ounce (roughly equivalent to 10 grams). Therefore, the 12¢ Phantom rate became 10¢ on July 1, 1870 (Note 4). The 10¢ Phantom Rate increased by 6¢ for each 10 grams (one-third ounce), while the 4¢ US share continued to increase for each half-ounce increment. (The change to third-ounce increments caused problems for US mail clerks, who used scales with quarter-ounce increments). This rate structure remained in effect after the fully-prepaid rate to France via GB was announced on October 28, 1871. In essence, the mask was taken off the Phantom, but the rates were the same before and after October 28, 1871.

Phantom Rate Markings

The markings applied to Phantom Rate covers indicate:

1) The US credit to GB for its share of the postage (New York exchange-office markings characteristic of the British open mails: "New York Paid All Br. Transit" circular date stamp and New York handstamp or manuscript numeral credits to GB for its share of postage);

2) GB's acceptance of the letter as fully prepaid (red London "Paid" circular date-stamp and red oval "PD" Paid-to-Destination handstamp); and

3) France's tacit acceptance of prepayment on mail received from GB (the absence of due markings and "Angl." [Angleterre] entry datestamp).

After the USPOD's October 1871 announcement of the fully-prepaid rates to France, the same markings were applied to fully-prepaid covers sent to France via GB. To be a Phantom Rate, the cover must be postmarked at New York prior to October 28, 1871 (as well as having the required markings for packet service via GB).

Because both 1869 and 1870 Large Bank Note stamps were in circulation during the Phantom Rate period, it is possible to have either issue paying Phantom Rate carriage, but Large Bank Note covers are not appreciated as much as 1869 Pictorial covers and are rarely correctly described as Phantom Rates.

TABLE 1 — 4¢ BRITISH OPEN MAIL RATE
US 4¢ per ½ oz.; France 5 decimes per 7.5 grams

WEIGHT		POSTAGE		
Ounces (US)	Grams (FR)	US	GB	France
> <=	>= <	Prepaid 4¢ per ½ oz.	Credit (none)	Due 5 dcme per 7.5gr
0- ¼	0- 7.5	4¢ (1x)	0	5 (1x)
¼- ½	7.5- 14.18	4¢ (1x)	0	10 (2x)
½- ¾	14.18- 15	8¢ (2x)	0	10 (2x)
½- ¾	15- 22.5	8¢ (2x)	0	15 (3x)
¾- 1	22.5- 30	8¢ (2x)	0	20 (4x)
1- 1¼	30- 37.5	12¢ (3x)	0	25 (5x)
1¼- 1½	37.5- 45	12¢ (3x)	0	30 (6x)

4¢ US (British Open Mail)

"5" decimes due applied in France (7.5 grams)

"Angl." (Angleterre) French entry datestamp indicating mail received from GB

"GB/40c" oval tray mark applied in GB to indicate bulk rate on British Open Mail to France per Anglo-French convention



8¢ US (2x British Open Mail)

"15" decimes due applied in France (15-22.5 grams)

Other markings the same

8¢ US (2x British Open Mail)

"20" decimes due applied in France (22.5-30 grams)

Other markings the same

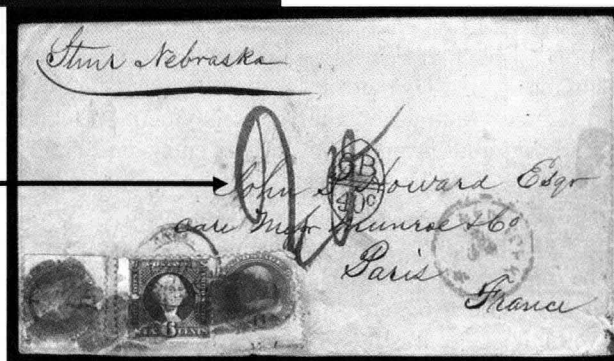


TABLE 2 — 10¢ DIRECT MAIL RATE

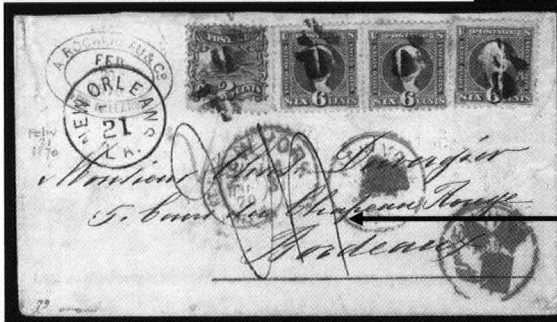
US 10¢ per ½ oz.; France 8 decimes per 10 grams (until 6/30/1871; 5 decimes after)

WEIGHT		POSTAGE		
Ounces (US)	Grams (FR)	US	GB	France
> <=	>= <	Prepaid 10¢ per ½ oz.	Credit (none)	Due 8 dcme per 10gr
0- 1/3	0- 10	10¢ (1x)	0	8 (1x)
1/3- 1/2	10- 15	10¢ (1x)	0	16 (2x)
1/2- 2/3	15- 20	20¢ (2x)	0	16 (2x)
2/3- 1	20- 30	20¢ (2x)	0	24 (3x)
1- 1 1/3	30- 40	30¢ (3x)	0	32 (4x)
1 1/3- 1 1/2	40- 45	30¢ (3x)	0	40 (5x)
1 1/2- 1 2/3	45- 50	40¢ (4x)	0	40 (5x)
1 2/3- 2	50- 60	40¢ (4x)	0	48 (6x)

10¢ US (Direct Mail Rate)

French entry datestamp (Cherbourg)

“8” decimes due marking (<10 grams) applied in France

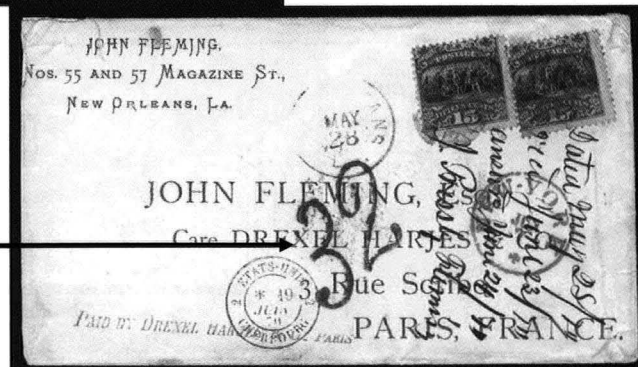


20¢ US (2x 10¢ Direct Mail Rate)

“24” decimes due marking applied in France (20-30 grams)

30¢ US (3x 10¢ Direct Mail Rate)

“32” decimes due applied in France (30-40 grams)



**TABLE 3 — 12¢ PHANTOM RATE (FULLY PREPAID VIA GREAT BRITAIN)
US 4¢ per ½ oz. plus credit to GB 8¢ per 7.5 grams (1/1/1870 to 6/30/1870)**

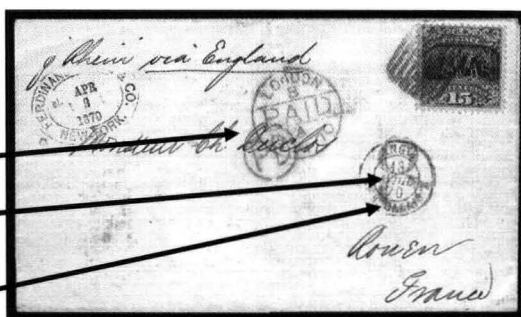
WEIGHT		POSTAGE		
Ounces (US)	Grams (FR)	US	GB	France
> <=	>= <	Total (US Share)	Credit 8¢ per 7.5gr	Due (none)
0- ¼	0- 7.5	12¢ (4¢)	8¢	0
¼- ½	7.5- 15	20¢ (4¢)	16¢	0
½- ¾	15- 22.5	32¢ (8¢)	24¢	0
¾- 1	22.5- 30	40¢ (8¢)	32¢	0
1- 1¼	30- 37.5	52¢ (12¢)	40¢	0
1¼- 1½	37.5- 45	60¢ (12¢)	48¢	0

15¢ US (12¢ Phantom Rate overpaid 3¢)
Phantom Rate covers are usually stamped for other rates, such as the old 15¢ treaty rate

London "Paid" and "PD" Paid-to-Destination oval always present on Phantom Rate covers

"8" cents credit (to GB) applied in NY

"Angl." (Angleterre) French entry datestamp indicating mail received from GB

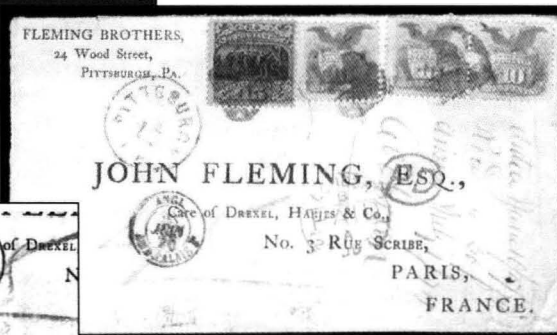
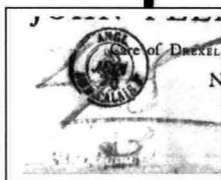


20¢ US (20¢ Phantom Rate)

"16" cents credit (to GB) for 7.5-15 grams weight class

45¢ US (Underpaid 60¢ Phantom Rate)
Stamped at 3x 15¢ treaty rate but credited by NY office as a fully-prepaid Phantom Rate. Possibly part of a larger group of letters from same sender, some having overpayments, thus the underpayment on this letter was accepted.

Red crayon "48/3" credit indicates 48¢ credit to GB (37.5-45 grams) and triple US weight class (1-1½ oz.)



**TABLE 4 — 10¢ PHANTOM RATE (FULLY PREPAID VIA GREAT BRITAIN)
US 4¢ per ½ oz. plus credit to GB 6¢ per 10 grams (7/1/1870; announced 10/28/1871)**

WEIGHT		POSTAGE		
Ounces (US)	Grams (FR)	US	GB	France
> <=	>= <	Total (US Share)	Credit 6¢ per 10gr	Due (none)
0- 1/3	0- 10	10¢ (4¢)	6¢	0
1/3- 1/2	10- 15	16¢ (4¢)	12¢	0
1/2- 2/3	15- 20	20¢ (8¢)	12¢	0
2/3- 1	20- 30	26¢ (8¢)	18¢	0
1- 1 1/3	30- 40	36¢ (12¢)	24¢	0
1 1/3- 1 1/2	40- 45	42¢ (12¢)	30¢	0
1 1/2- 1 2/3	45- 50	46¢ (16¢)	30¢	0
1 2/3- 2	50- 60	52¢ (16¢)	36¢	0

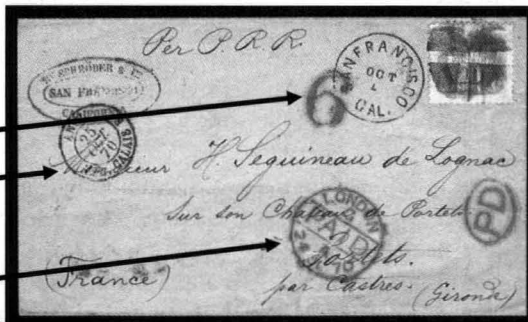
10¢ US (10¢ Phantom Rate)

Although correctly prepaid for Phantom Rate, this was stamped for 10¢ Direct Mail rate.

“6” cents credit (to GB) applied in NY

“Angl.” (Angleterre) French entry datestamp indicating mail received from GB

London “Paid” and “PD” Paid-to-Destination oval always present on Phantom Rate covers



20¢ US (2x 10¢ Phantom Rate)

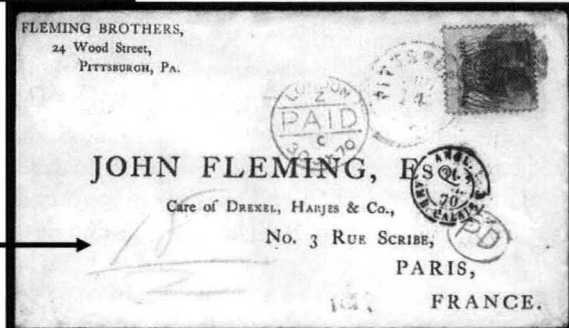
Stamped for double 10¢ Direct Mail rate (½ to 1 oz.).

“12” cents credit (to GB) applied to both 1/3-1/2 oz. and 1/2-2/3 oz. US weight classes, but the double 10¢ postage indicates over 1/2 oz. and 15-20 grams.

30¢ US (26¢ Phantom Rate overpaid 4¢)

Stamped for another rate (probably 2x old 15¢ treaty rate) but credited by NY office as a fully-prepaid Phantom Rate.

Red crayon “18/2” credit indicates 18¢ credit to GB (20-30 grams) and 8¢ double US rate (½-1 oz.)



Correlating Markings With Rates

The charts presented in Tables 1-4 synchronize the US and French weight categories with the US postage, GB credit (if any) and French postage due (if any) for the basic services effective after December 31, 1869. These are the 4¢ British Open Mail rate, 10¢ Direct Mail rate (the different steamship services with their distinctive French entry datestamps are not identified separately – Note 5), 12¢ Phantom Rate and 10¢ Phantom Rate. French postage due rates in the 4¢ British Open Mail and 10¢ Direct Mail charts are based on the rates effective until June 30, 1871 (on July 1, 1871, France reduced the charge on Direct Mail letters from 8 decimes to 5 decimes; the British Open Mail charge remained the same – Note 4).

The first step in analyzing a cover is to identify the service used. The presence of a “GB/40c” oval Anglo-French accountancy “tray” mark immediately identifies the service as British Open Mail. The 40-centimes marking (4 decimes) refers to the bulk charge on transit mail from GB to France, not to the charge on a single letter (Note 1). Using the 4¢ British Open Mail Rate chart (Table 1), the US postage should match one of the twin increments (4¢, 8¢, 12¢ and so on), and the French due marking (a large numeral stating the amount in decimes) should match one of the 7.5-gram increments under the column heading “France/Due”. The chart shows the rate progression based on half-ounce increments in the US and 7.5-gram (approximately one quarter-ounce) increments in France.

Distinguishing between Direct Mail rate covers and Phantom Rates is very easy. Direct Mail covers never entered the GB postal system and thus do not have GB markings (for example, the London “Paid” or “PD” oval). The French entry datestamp does not have “Angl.” (Angleterre). The French due marking (decimes in large numerals) corresponds to the 8 decimes per 10 grams rate on letters (or 5 decimes per 10 grams, beginning 7/1/1871 – Note 2). The 10¢ Direct Mail Rate chart (Table 2) shows the rate progression based on half-ounce increments in the US and 10-gram (third-ounce) increments in France.

Phantom Rate covers are immediately identifiable by the presence of GB markings, usually applied in red, indicating the letter is fully prepaid to its destination (London “Paid” and “PD” Paid-to-Destination oval). The US credit to GB, either a handstamp or red crayon marking, should correspond to the 8¢ per 7.5 grams or 6¢ per 10 grams Anglo-French transit postage.

The 12¢ Phantom Rate chart (Table 3) shows the progression of rates based on the 8¢ per 7.5 grams credit to GB (from 1/1/1870 to 6/30/1870). The 10¢ Phantom Rate chart (Table 4) shows the progression of rates based on the 6¢ per 10 grams credit to GB (7/1/1870 to 10/28/1871, the end of the Phantom Rate period, although the same rates continued until 7/31/1874).

The least reliable basis for identifying Phantom Rate covers is the stamp franking. Even if the correct amount of postage was applied, it was invariably intended to prepay another rate. For example, a Phantom Rate cover with a 10¢ 1869 and 6¢ credit to GB has the correct amount of postage, but since the sender and originating post office would have no knowledge of the fully-prepaid rate to France prior to October 28, 1871, the 10¢ stamp was intended to pay the Direct Mail rate (with postage due in France). Only the New York foreign-mail exchange office was in a position to treat the letter as fully prepaid and bag it for prepaid service via the British mails. To the best of the author’s knowledge, not one 1869 Issue cover has been found with postage that was unquestionably intended to pay the Phantom Rate. Mailers didn’t know the rate existed.

Conclusion And Acknowledgments

There are many 1869 Issue (and Large Bank Note) covers to France which can be collected to show the complexities of US-French mails during the interim period between the

end of one treaty (12/31/1869) and start of another (8/1/1874). Collectors who have thrown their hands up at the enigmatic frankings and puzzling rate markings can use the charts in this article to identify the applicable service and weight category (in the US and France) for any given cover.

The author is grateful to Steven C. Walske (a specialist in US-French mails) and Michael Laurence for their input and review of this article.

Reference notes:

1. The 4¢ per half-ounce British Open Mail rate consisted of 2¢ US inland and 2¢ US packet postage. It was set by the 12/14/69 US-GB Convention. The French 5 decimes per 7.5 grams due charges consisted of 1 decime GB transit (the "GB/40c" tray marking is a bulk debit to France per 30 grams, or four 7.5-gram letters at 10 centimes per letter) plus 4 decimes (or 4 pence) per 7.5 grams French inland charge per the 9/24/56 French-GB Convention.

2. The 10¢ per half-ounce Direct Mail rate was set by the 7/1/64 US Act regarding mail on regularly-scheduled steamers to countries with whom the US had no postal treaties (the "blanket rate"). The 8 decimes per 10 grams French due was set by a 12/22/69 Imperial Decree. The 7/1/71 French rate reduction to 5 decimes per 10 grams was set by a 4/21/71 French Law.

3. The 12¢ Phantom Rate was contained in an 11/29/68 US-GB Convention and was a composite of two rates. The 4¢ per half-ounce US portion was the same as the 4¢ British Open Mail rate. The 8¢ (equivalent to 40 centimes or 4 pence) per 7.5 grams credit to GB was set by Article XIII of the 9/24/56 French-GB treaty. In effect, this article of the treaty required France to impose a lower inland postage (30 centimes versus 40 centimes) than on British Open Mail letters.

4. The July 1, 1870, rate reduction to 3 pence (or 3 decimes) per 10 grams was set by the 9/21/69 French-GB Convention.

5. The usual distinction is between American direct packets (French entry at Cherbourg) and French direct packets (French entry at Havre or Brest). There are no rate distinctions between direct packets, but the embarkation and entry markings are quite different. ■

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

Selling Your Stamps?

Call Mystic... Buyer of Your Great Collection!

If you're ready to sell your great stamp collection – large or small, award-winning, U.S. or worldwide, topical or First Day Cover – contact Mystic today.

We Pay More and We Pay Now

We pay more because our retail needs are so large. We know you expect top dollar and we have the resources to pay you what your stamps are really worth. No waiting months for auctions, no middleman, just top prices paid on the spot.

Honest Dealings

Mystic buyers treat you the way we like to be treated – with respect, candor, and honesty. It's the only way we do business.

We've been serving collectors and dealers since 1923. Put our experience to work for you today. Over 80 years of honest and fair dealing have given Mystic a spotless reputation money

can't buy.

So contact Mystic today and speak with a buyer. You'll be glad you did.

We Pay More for Your Stamps Call 800-835-3609

Name _____

Street _____

City _____ State _____ Zip _____

Phone Number (include area code) _____

United States Worldwide Collection Accumulation

Approximate value _____

Based on _____

Brief description of stamps _____

Mystic Stamp Company

Attention: Buying Department

9700 Mill Street, Camden, N.Y. 13316-9111

Phone: 1-800-835-3609 Fax: 1-800-385-4919

StampBuyer@MysticStamp.com

BA853

Mystic

America's Leading Stamp Dealer



Copyright © 2007 by Mystic Stamp Company, Inc.

1873 TO 1897: THE SMITHSONIAN INSTITUTION AND THE UNITED STATES FISH AND FISHERIES COMMISSION

LESTER C. LANPHEAR III

Independent commissions and other small offices of the Executive branch of the federal government are an intriguing and little understood area. Included in this category are the Smithsonian Institution, Fish and Fisheries Commission, National Board of Health, Government Printing Office, Civil Service Commission, Commerce Commission, Washington Monument, various exposition committees, Department of Labor, Office of the Secretary of the U.S. Senate, Library of Congress and the Government of the District of Columbia.

Of these organizations only the Smithsonian Institution and the Fish and Fisheries Commission used both Official stamps and penalty-clause mail. Neither organization had department status and as such no set of Official stamps was produced for either organization.

This article covers the time frame from 1873 to 1897, embracing both the Official-stamp and the initial penalty-clause periods. Although in their early years Smithsonian and Fish and Fisheries had a close relationship, each will be discussed separately.

During the time period of this article there are five distinct postal periods:

1873-1877: Official stamps only

1877-1879: Penalty-clause mail authorized for Washington, D.C. only

1879-1884: Penalty-clause mail authorized for field offices

1882-1884: Field-office penalty use to private citizens discontinued

1884-on: Penalty-clause mail for all Executive offices, Official stamps discontinued

Smithsonian Institution

Upon his death in 1829, James Smithson (Figure 1), a naturalized Englishman born in France, was found to have left an unusual will. One of the provisions was that his entire estate, minus a small annuity for his servant, would go to the United States government if his nephew had no heirs upon his death. Six years later the nephew died heirless and that provision was invoked. Of course it took a representative of the U.S. government to go to England, sue in the British Chancery Court and grind through the legal process before the provision was carried out.

Ultimately, the sum of \$508,318.46 was released in gold bullion for transfer to the United States. Once the funds arrived, there was much debate as to what should be done with the money. Of course, there were different opinions (as there would be today) about whether to create a museum or another university. Fortunately for posterity, the government chose to



Figure 1. Portrait of James Smithson, taken from the Smithsonian Institution website.

create a unique institution for all to enjoy. The specific wording of the Smithsonian will was “to found at Washington, under the name of the Smithsonian Institution, an Establishment for the increase and diffusion of knowledge among men....” By an Act of Congress in 1846, the Smithsonian Institution was established.¹

The Smithsonian was never authorized to use the free-frank privilege and no Official stamps were produced for the institution’s exclusive use. From the philatelic record we know that from 1873 to 1879 the Smithsonian used Department of the Interior stamps with just one exception: a cover with a 3¢ Treasury stamp paying the first-class rate. This is shown in Figure 2.

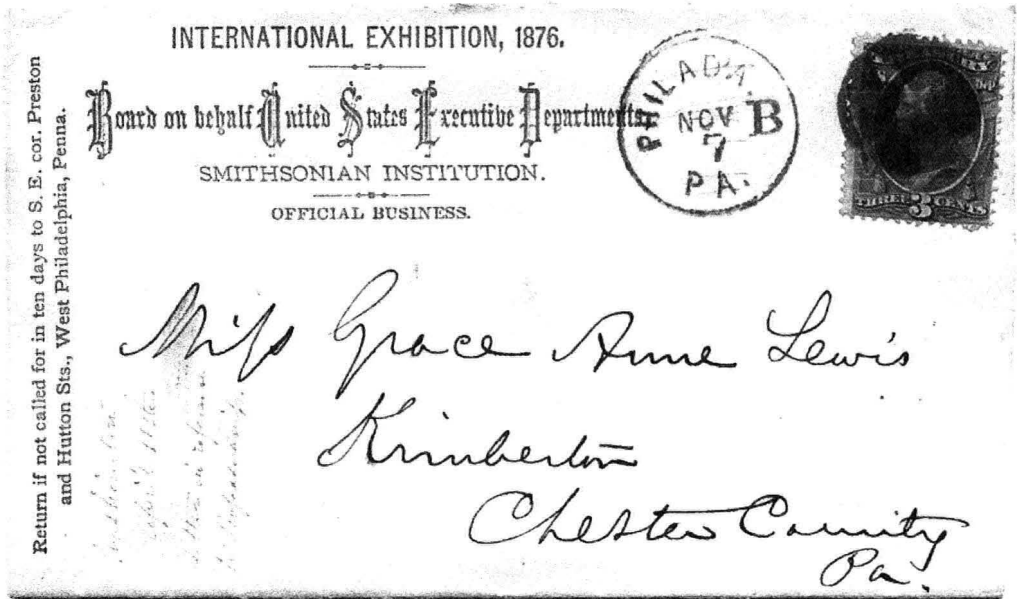


Figure 2. Only recorded use of a Treasury stamp by the Smithsonian, on a cover posted at Philadelphia during the 1876 International Exhibition. Cover shown through the courtesy of Dennis W. Schmidt.

One can only speculate as to why the Smithsonian used Interior stamps. The organization had a budget to purchase stamps before 1873 and this practice would have continued during the Official-stamp period. The Smithsonian had many interactions with the Department of Interior over the years, working closely with the Bureau of Indian Affairs in the acquisition of items for the collection and with the Bureau of Ethnology on Indian languages. By using Official stamps purchased from the Interior Department, the Smithsonian made it difficult for the staff to use stamps on personal mail.

The most interesting covers are the foreign destinations and illustrated envelopes. All of the Smithsonian foreign-destination covers with Officials bear Interior stamps. There are eight foreign destination covers, to five different countries, as listed below:

East Indies: 1¢ + 3¢ strip of 3, Washington, D.C., 1878, tied violet quartered cork, to Batavia, Java, East Indies, Smithsonian Institution handstamp (ex-Ehrenberg).

Belgium: 2¢ + 3¢, Washington, D.C., 1878, tied violet quartered cork, to Belgium, Smithsonian Institution handstamp, very thin paper (ex-Markovits).

Belgium: 3¢ pair, Washington, D.C., 1878, tied violet quartered cork, to Belgium,

¹ Paul H. Oehser, *The Smithsonian Institution*, 1970, pp. 13-15.

Smithsonian Institution handstamp, also on very thin paper.

England: 3¢ pair, 14 December (1876), Prof. John Tyndall, Royal Institution, London, England," illustrated Smithsonian Institution seal (ex-Markovits).

Germany: 3¢ pair, July (1875), Washington, D.C., "Prof. H. Schaeffer, Gena, Prussia," c/c "Smithsonian Institution, Washington, D.C." Shown in Figure 3.

Germany: 3¢ pair, 24 May 1877, "Dr Gregos C. Urttig, Leipzig, Germany," illustrated Smithsonian Institution seal (ex-Markovits).

Germany: 6¢ Washington, D.C., 27 April, tied, N.Y. transit mark, "Professor Dr. Adolph Kussmand, Freiburg, Germany," c/c "Smithsonian Institution, Washington, D.C."

Italy: 6¢ Washington, D.C., 13 April 1876, "M. G. Bellavitis, Padua, Italy," c/c "Smithsonian Institution, Washington, D.C." (ex-Markovits).

Figure 3 shows one of these covers, a Smithsonian cover to Prussia from July, 1875, franked with a pair of 3¢ Interior stamps. This was mailed just after the Universal Postal Union was created. Before 1 July 1875 the rate to Prussia was 6¢ or 7¢ depending on the route. The Smithsonian mailroom may not have understood the new UPU rates and applied 6¢ instead of the proper 5¢ to this cover.

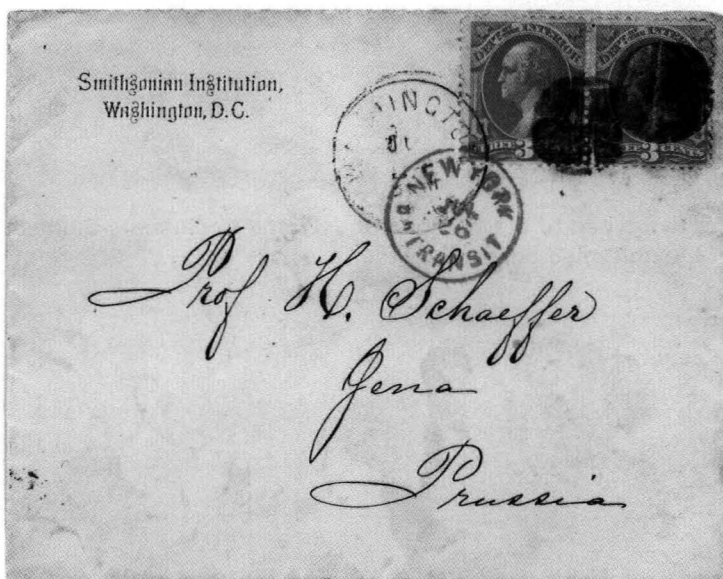


Figure 3. A pair of 3¢ Interior stamps on a Smithsonian cover overpaying the 5¢ UPU rate to Germany. The new, lower rate went into effect just a few weeks before this cover was posted.

During the Official-stamp period two different illustrated corner cards were produced using a bust of Smithson. Both types are shown in the overlapped domestic covers presented in Figure 4. The top cover shows a bust of Smithson in an oval frame with the words "Smithsonian Institution, Organized A.D. 1846." This is known in black or blue with the blue on the back flap of legal envelopes. The lower cover shows the unframed bust, which is known only in black. Just two examples of the unframed bust are recorded, both with 3¢ Interior stamps paying domestic postage. The bust with oval frame is also recorded used before the period of this article.

For some reason there are many covers from the Smithsonian Institution that do not have printed corner cards. To compensate for this lack of printed envelopes, two approaches

were used to add the Smithsonian name to outgoing covers. One approach involved small labels applied to the upper left corner. Figure 5 shows two covers with such labels. The small label at far left is recorded on two covers. The larger label is known only on the cover shown. An address label with return address is also known used with Official stamps.



Figure 4. The two types of the Smithson bust used to illustrate Smithsonian covers. Examples of the unframed bust are scarce.

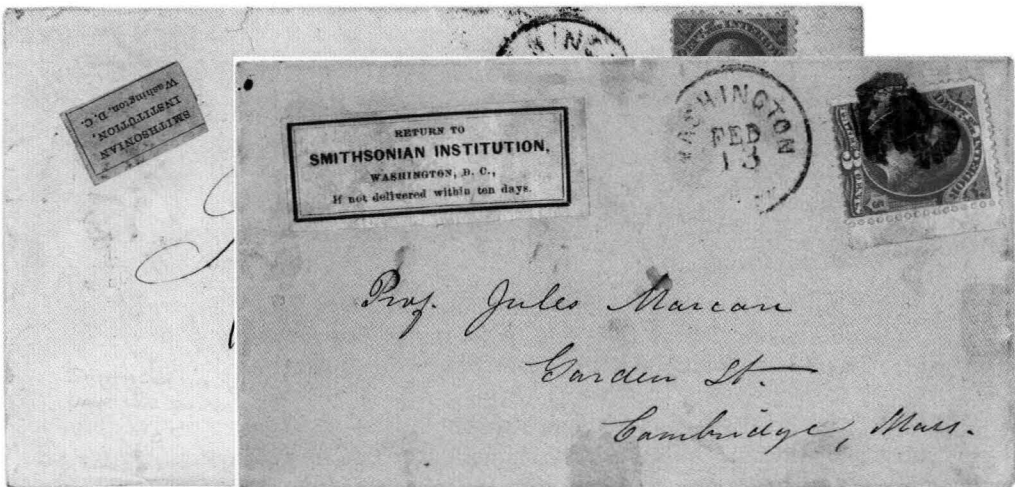
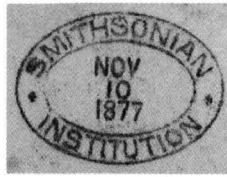


Figure 5. Domestic covers showing two types of labels used by the Smithsonian during the Officials period. Both are scarce.

The other approach involved various handstamps applied to covers. Examples are shown in Figure 6. Each of these handstamps has few known examples. Both the labels and the handstamps seem to have been used primarily during the Official-stamp period, although a label is known used earlier on a stamped envelope.



SMITHSONIAN INSTITUTION.

Figure 6. Examples of handstamps used on covers from the Smithsonian during the Official-stamp period.

The Smithsonian was a major participant in the 1876 Centennial Exhibition and created two different fancy corner cards for the exhibition. Both types are shown in Figure 7. Few examples of these are recorded. The upper cover in Figure 7 is the only recorded example of this style. The more common type is shown at bottom. Another example is shown in Figure 2, posted at Philadelphia, where the exhibition took place.

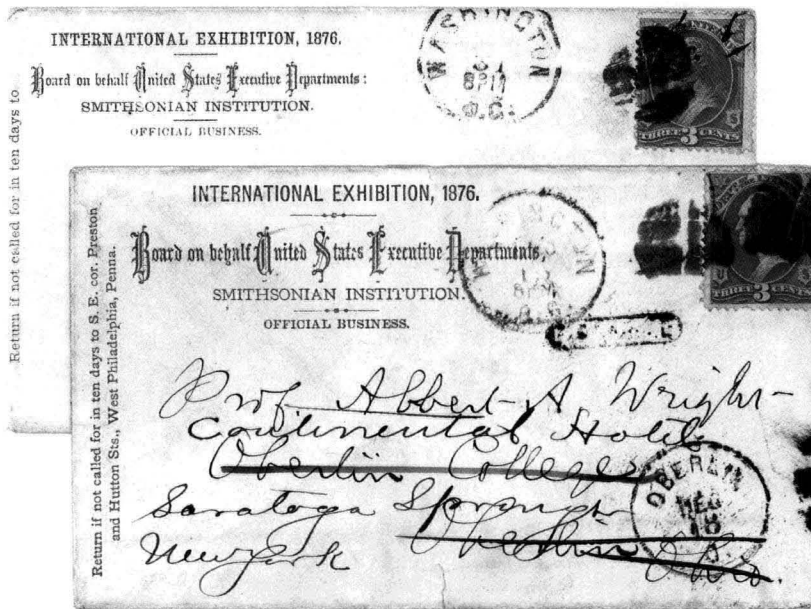


Figure 7. Fancy corner envelopes prepared by the Smithsonian to acknowledge its participation in the 1876 Centennial Exposition in Philadelphia. The upper cover is the only recorded example of this style.

Among the Smithsonian covers are two bearing noteworthy cancels. Figure 8 shows a cover posted in February, 1879, franked with a strip of three 1¢ Interior stamps paying the first-class postage. The cover bears multiple strikes of the Cooper patent cancel, which was in use for just two months. This is the only example of this marking known with Official stamps.

The second noteworthy cover, shown in Figure 9, is one of three examples of the Palmer and Clark machine cancel recorded on Official covers. The Figure 9 cover, which bears a 3¢ Interior stamp cancelled on November 22, 1876, represents the first day of use of that marking in Washington, D.C. The canceling machine moved from city to city.

In March 1879 the Smithsonian was authorized to use penalty imprints, which had

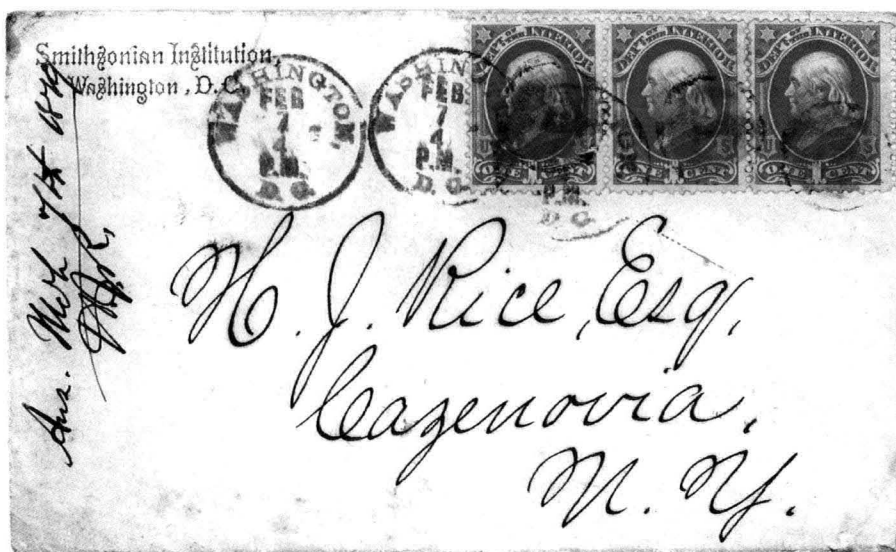


Figure 8. Franked with three 1¢ Interior stamps posted in February, 1879, this cover bears multiple strikes of the Cooper patent cancel and is the only known use of this short-lived marking with Official stamps.

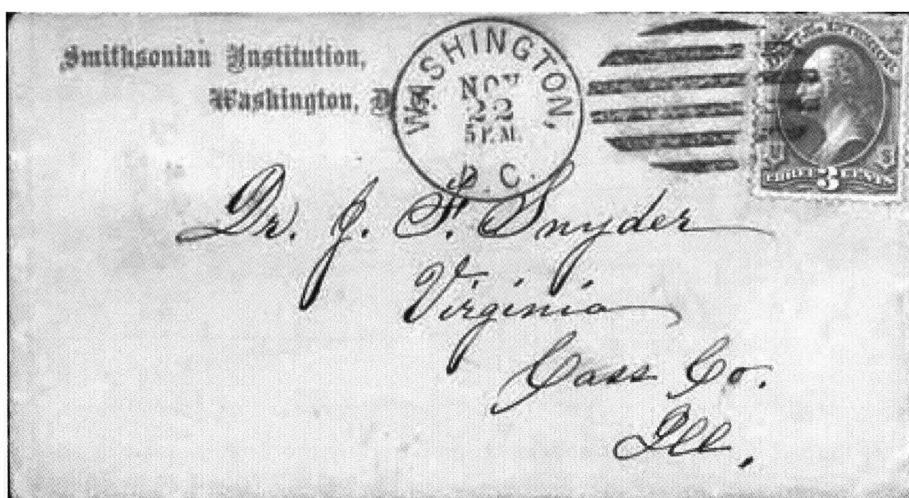


Figure 9. November 22, 1876: Smithsonian corner card with a 3¢ Interior stamp, crisply tied by a Palmer and Clark experimental machine cancel on its first day of use in Washington, D.C. Courtesy of Alfred E. Staubus.

been implemented for the Executive Branch in 1877.² Use of this broader implementation of the penalty clause began on 1 May 1879.³ The earliest recorded penalty-clause use by the Smithsonian was on May 4. This is the cover shown in Figure 10. A handstamp was used on existing envelopes to convert them to Smithsonian use. Printed penalty clauses for the Smithsonian first appeared in 1881.

² *Postage Rates 1789-1930*, 1930, pg. 45.

³ From a Post Office official announcement in the authors' possession.

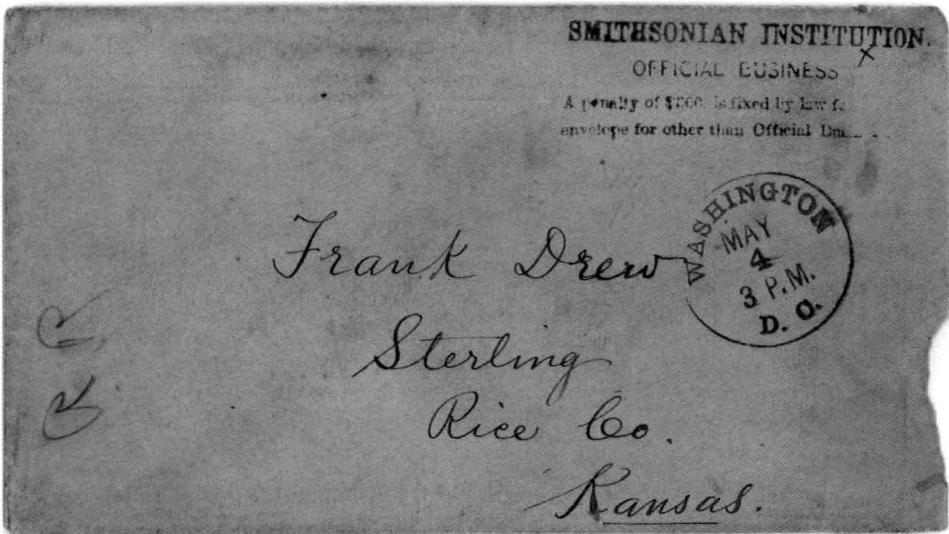


Figure 10. The Smithsonian was authorized to use penalty imprints in 1879. This May 4, 1879 cover is the earliest recorded penalty-clause cover from the Smithsonian Institution.

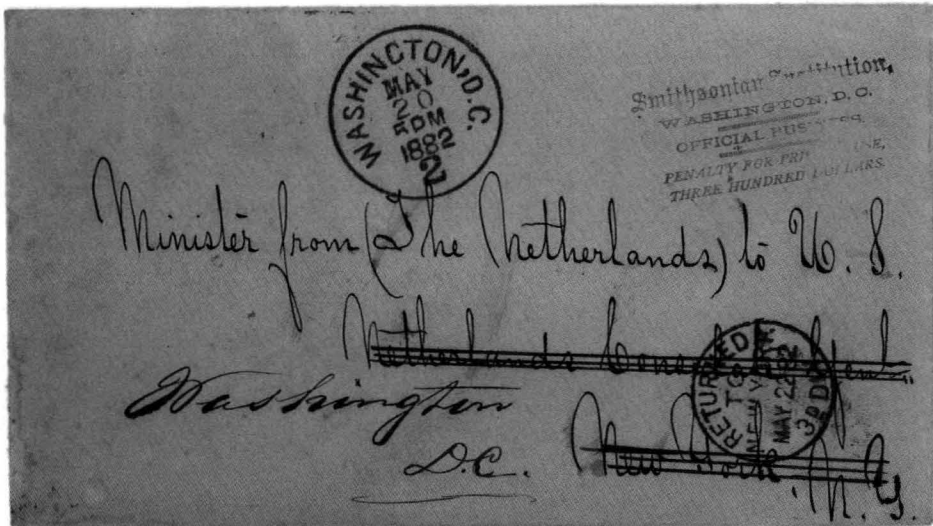


Figure 11. The earliest use of a shortened penalty clause, from any government entity, appears on this card sent by the Smithsonian on 20 May 1882.

The earliest use of a short penalty clause by any government entity is on a card printed for the Smithsonian in 1882 and handstamped “official business, penalty for private use, three hundred dollars.” This is shown in Figure 11. This clause is more common in later years using “\$300” instead of “three hundred dollars” spelled out.

Although most of the Smithsonian penalty-clause covers are visually uninspiring, there is one exception. The Bureau of Ethnology used various styles of arrowheads at the four corners of a rectangle containing the penalty clause. Three examples of these fancy corner ornaments are shown in Figure 12.

The Smithsonian received many publications from around the world and used 2¢

postal cards to acknowledge receipt of these publications. The cards were printed with basic information. Date and name of the received publication was filled in by hand. Cards have been seen sent to many destinations worldwide.

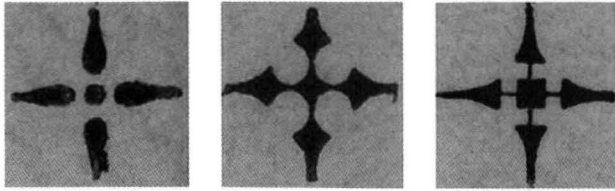


Figure 12. Different types of stylized arrowheads used as corner ornaments decorating the penalty text on covers from the Smithsonian's Bureau of Ethnology.

In 1885 the Smithsonian Institution had 169 full- and part-time employees in Washington, including the Bureau of International Exchange. Today the Smithsonian is still an independent organization, recognized around the world for its accomplishments. Smithsonian would be proud of what has evolved from his bequest to a country he never visited.

The United States Fish and Fisheries Commission

The United States Fish and Fisheries Commission (hereafter referred to as "Fish and Fisheries") was established on 9 February 1871 with Spencer F. Baird as its first director. Baird, whose portrait is shown in Figure 13, wore many hats at the time, including serving as the Assistant Secretary of the Smithsonian. Baird was responsible for persuading Congress to create the commission, in response to a perceived decline of coastal fisheries in southern New England. He immediately established Woods Hole in Massachusetts as a fish laboratory.

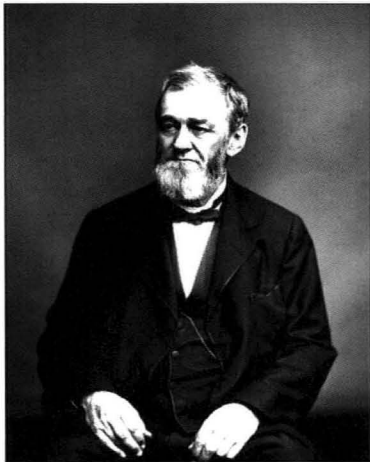


Figure 13. Spencer F. Baird, first director of the U. S. Fish and Fisheries Commission. Photo taken from the website of the National Oceanic and Atmospheric Administration (NOAA).

Fish and Fisheries used the same administrative staff as the Smithsonian Institution until 1888, when they established their own offices.⁴ Like the Smithsonian Institution, Fish and Fisheries was never authorized to use the free-frank privilege. They used Treasury Department stamps on their mail from 1873 to 1879, with only two covers recorded bearing Department of Interior stamps.

Fish and Fisheries did not have the extensive foreign correspondence that the Smithsonian had. Only one cover is recorded bearing Official stamps and sent to a foreign destination. Shown in Figure 14, this cover was mailed on 11 April 1878 from Washington, D.C. to London, with a pair of 3¢ Treasury stamps overpaying the 5¢ UPU rate.

One of the two Fish and Fisheries covers franked with Interior stamps is shown in Figure 15. This was mailed at Portland, Maine, with 1¢ and 2¢ Interior stamps paying the 3¢ domestic rate. The reason for the Portland origin is not

⁴ Websites: <http://www.nefsc.noaa.gov/history>; www.nefsc.noaa.gov/history; last viewed 8 April 2007.

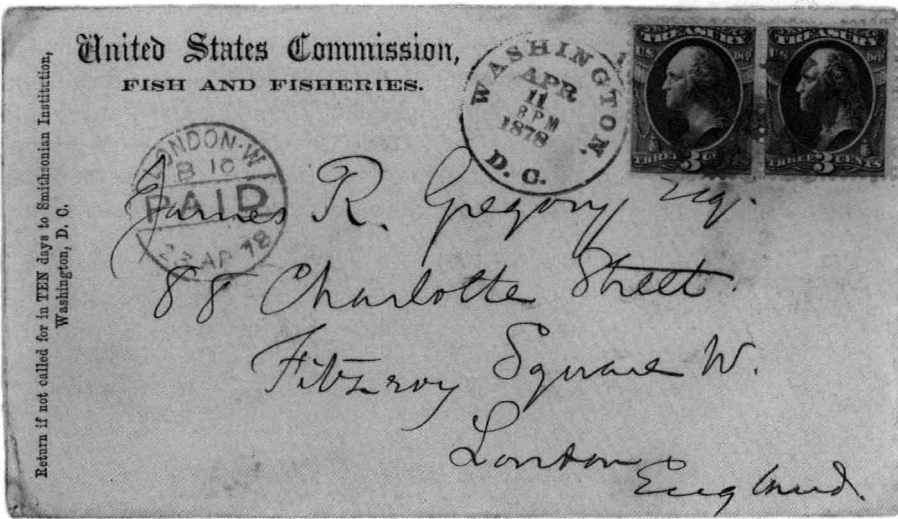


Figure 14. Pair of 3¢ Treasury stamps overpaying the 5¢ UPU rate to London. This is the only Fish and Fisheries cover bearing Official stamps to a foreign destination.

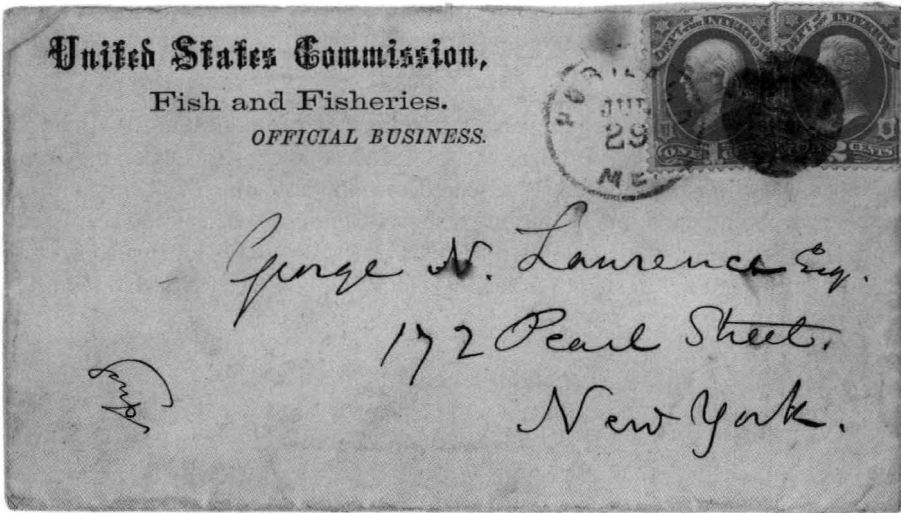


Figure 15. Posted at Portland, Maine, this cover represents an unusual use of Interior stamps on Fish and Fisheries business. Fish and Fisheries normally used Treasury stamps.

clear, but Fish and Fisheries did much research in the Gulf of Maine. The Interior stamps were probably sent out by accident instead of the normal Treasury stamps. Most originated in Washington, D.C., but Fish and Fisheries covers are known from Wisconsin and Michigan franked with Treasury stamps.

Earlier we gave a likely reason why Smithsonian used Interior stamps. Fish and Fisheries had the need for different stamps so that the joint staff could properly account for each organization's separate postal needs. Aside from the Department of the Interior, Treasury was the only department with which Fish and Fisheries had some immediate connection. Before acquiring their own vessels, Fish and Fisheries chartered ships for their research

from Treasury's Coastal Survey.

Considering that the Smithsonian and Fish and Fisheries had separate budgets but the same administrative staff, one comes to the following conclusion regarding their use of Official stamps: the Smithsonian Institution bought stamps from the Department of Interior and Fish and Fisheries bought stamps from the Treasury Department. This made accounting easy for the joint staff, who just applied the appropriate stamps for whichever department was sending the mail. The few exceptions are either errors or emergency expedients.

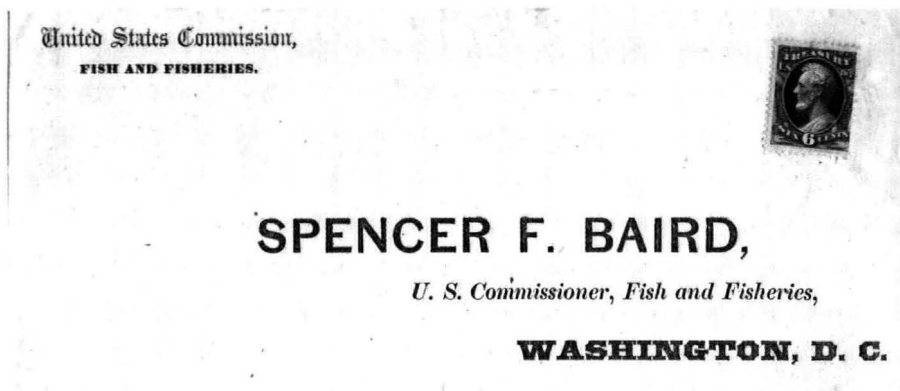


Figure 16. This Fish and Fisheries pre-stamped reply envelope, franked with a 6¢ Treasury stamp, contained a fish-consumption survey that was never completed and returned. Courtesy of Alfred E. Staubus.

Some departments provided mail-back envelopes when requesting information. Fish and Fisheries provided mail-back during the 1880 and 1890 censuses when they sent a survey to census takers, probably one per city, to determine how much fish (including lobster and oysters) was being consumed. Figure 16 shows an unused pre-stamped reply envelope with a 6¢ Treasury stamp. This is known to be an artifact of the fish-census effort, since it contains an unreturned fill-in sheet. A penalty-clause reply envelope is also recorded.

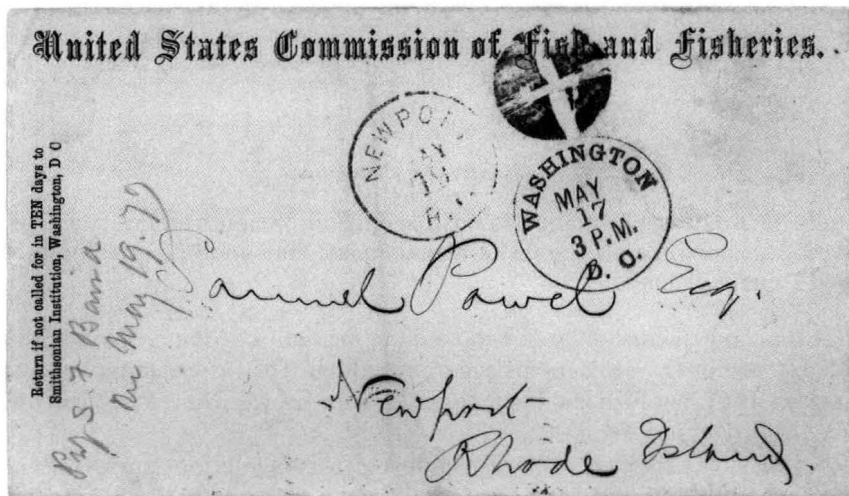


Figure 17. Posted 17 May 1879, this is the earliest recorded penalty-clause use from Fish and Fisheries. As it happens, the penalty-clause handstamp was not applied, but the cover passed through the mail as properly paid.

Like the Smithsonian Institution, Fish and Fisheries was authorized to use penalty-clause mail starting 1 May, 1879. The earliest recorded penalty clause from Fish and Fisheries, shown in Figure 17, is dated May 17 [1879]. This cover has the appearance of free-frank covers from the earlier period, even though Fish and Fisheries never had the franking privilege. A peculiarity of this cover is that it has neither a penalty clause nor a stamp. The clerk apparently failed to apply the penalty-clause handstamp and the letter slipped through the mails as paid. We know that Fish and Fisheries had a handstamp (see below). As early as 1881, Fish and Fisheries used printed penalty-clause envelopes.

Two very interesting penalty-clause items are recorded for Fish and Fisheries. In 1878 or 1879 the Treasury Department produced a penalty-clause handstamp for Fish and Fisheries' use. This was before Fish and Fisheries was authorized to use penalty mail. One of few examples of this use is shown in Figure 18.

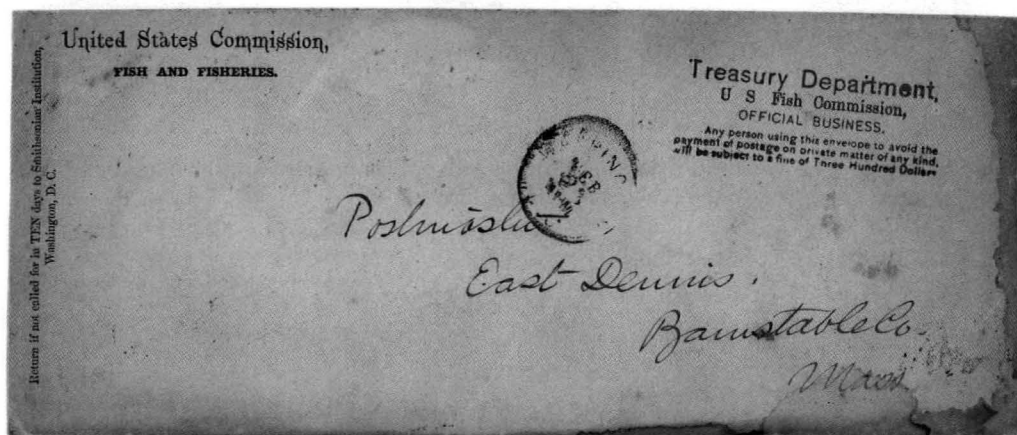


Figure 18. Before Fish and Fisheries was authorized to send penalty-clause mail, the Treasury Department provided a penalty handstamp. Only a few examples of this handstamp are known.

Penalty-clause imprints employed various wording depending on when they were printed and which organization was using them. Some of the clauses contained a word that described how the imprint was being used—on an “envelope,” “wrapper,” etc. Instead of using one of the standard words, Fish and Fisheries sometimes used the word “frank.” An example, cropped from a card, is shown in Figure 19. The legend reads: “Any person using this frank to avoid the payment of postage on private matter of any kind will be subject to a fine of \$300.”

There are a few Fish and Fisheries penalty-clause covers addressed to foreign destinations with supplemental stamps applied to pay the international postage. The penalty imprint did not cover international postage. One of the earlier ones, an 1890 cover from Washington, D.C., to a ship in the Barbados, franked with a 5¢ Garfield stamp, is shown in Figure 20.

Although no illustrated seals were created for Fish and Fisheries, they printed small batches of envelopes in considerable variety. No standard font was used. Figure 21 shows seven different type settings found on Fish and Fisheries covers from 1873 to 1890. This is the most diverse group of typesettings for any government department or independent commission. Two of these were probably printed locally for small regional offices.

By 1885, Fish and Fisheries had 119 full- and part-time employees in Washington, D.C., Virginia, Maryland, Massachusetts, Michigan, California and on board the Steamer

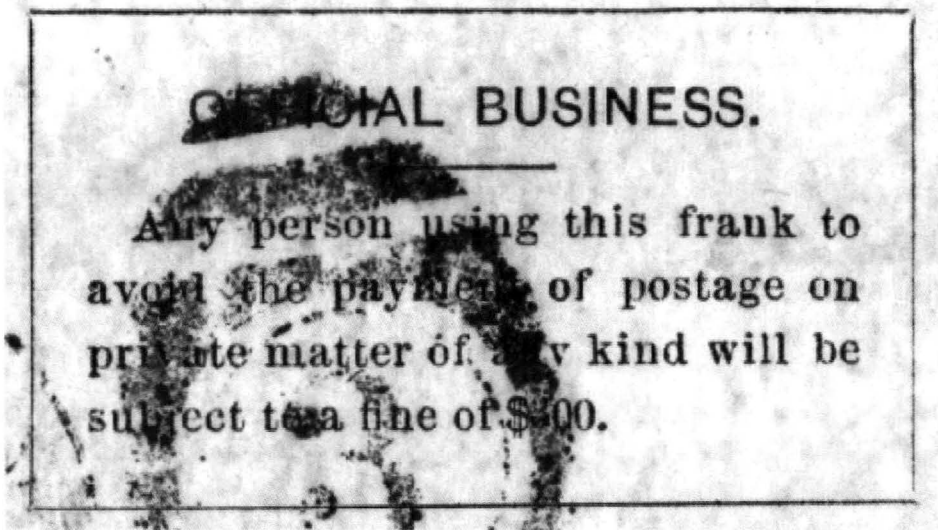


Figure 19. The wording of some Fish and Fisheries penalty imprints included the word “frank.” This example is cropped from a card.

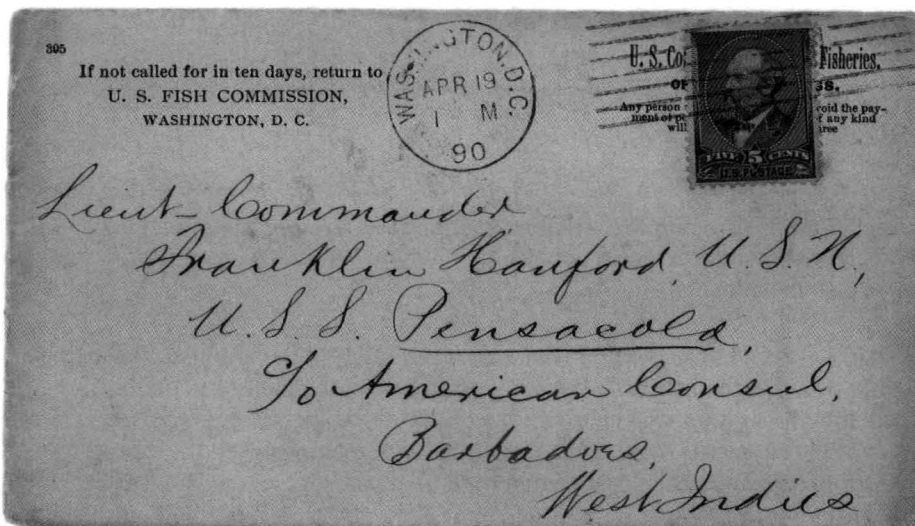


Figure 20. Since penalty-clause franking did not include international postage, a 5¢ Garfield stamp was applied to this 1890 Fish and Fisheries cover to pay the 5¢ UPU rate to “Barbadoes, West Indies.”

Albatross.⁵ Most locations had few employees and the great majority of the surviving covers were mailed from Washington, D.C. We’ve all heard of Woods Hole but only six people worked there at this time.

Fish and Fisheries had a small fleet of ships at their disposal for research and to plant fingerlings in coastal waters. Shown in Figure 22 is a penalty-clause cover mailed from the Steamer *Fish Hawk* in 1897. *Fish Hawk* not only conducted research but also acted as a marine fish hatchery. It was built to specifications provided by Fish and Fisheries. Before

⁵ *Official Register of the United States*, Volume 1, 1885.



Figure 21. Seven of the various type settings found on covers from Fish and Fisheries between 1873 and 1897.

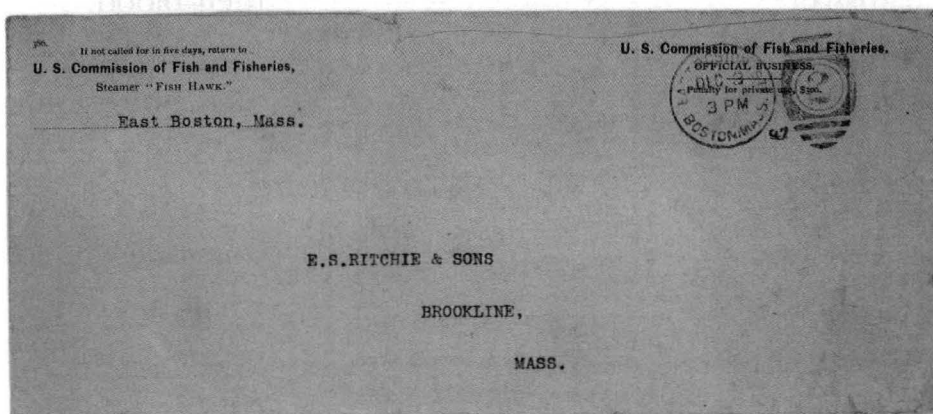


Figure 22. Penalty-clause cover mailed from the Fish and Fisheries steamer *Fish Hawk* in 1897.

Fish Hawk was launched in 1880, Fish and Fisheries used ships supplied by the Navy Department or by the Coastal Survey unit of the Treasury Department. Other Fish and Fisheries ships included *Albatross* and *Grampus*. No penalty-clause covers are recorded from these steamers during this time period, but the *Albatross* has been seen used later.

On 20 January 1888 the administrative relationship with the Smithsonian was terminated. Fish and Fisheries has evolved over the years and is now called the National Fisheries Science Center. It's part of the National Oceanic and Atmospheric Administration (NOAA) at the Department of Commerce.⁶ ■

⁶ Websites: <http://www.nefsc.noaa.gov/history> and www.nefsc.noaa.gov/history; last viewed 8 April 2007.

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

TRANSATLANTIC MAIL DURING THE 4-PENCE RATE PERIOD

RICHARD F. WINTER

Beginning on 10 January 1840 a uniform 1 penny inland rate applied to anywhere in the United Kingdom. Before that a uniform 4 pence inland rate existed for only 36 days. This short-lived 4 pence rate, which replaced inland rates based on distance and number of sheets in a letter, resulted in rates on letters from the United States that are sometimes misunderstood.

Until 5 December 1839, letters arriving in the United Kingdom were subject to a ship letter fee and a variable inland fee from the arrival port to the letter's destination. Since 1815 the ship letter fee had been 8 pence per single letter. A single letter was one consisting of a single sheet of paper. A double letter had one enclosure, a triple letter contained two enclosures, and a quadruple letter contained three enclosures or weighed 1 ounce. In the United States, ship letters were charged 6¢ at the arrival port regardless of the number of sheets of paper and 2¢ plus the inland fee for letters going beyond the port. The inland fee depended on the distance the letter traveled and the number of sheets of paper. This would remain until July 1845, but in the United Kingdom changes began in late 1839.

On 21 November 1839, the General Post Office, London, issued a notice to the public changing how inland rates on letters were calculated.¹ Beginning 5 December 1839, the number of sheets of paper in a letter was no longer a consideration in determining the inland rate. Variable distance rates also were dropped. A uniform rate of 4 pence per ½ ounce was established for anywhere in the United Kingdom. However, for mail within the United Kingdom, this postage had to be paid in advance or double postage would be charged. Letters weighing between ½ and one ounce were charged two rates and those between one ounce and two ounces were charged four rates. There no longer was a triple rate.

When the uniform 4 pence inland fee per ½ ounce went into effect, it was not known how long it would last. The reduction had been explained as "an interim, partial introduction of cheap postage," according to James Grimwood-Taylor.² The duration turned out to be very short. Thirty-six days later, the General Post Office established uniform penny postage throughout the United Kingdom. On 29 December 1839 a Treasury announcement was issued that alerted the public to the introduction of the uniform penny postage that would go into effect on 10 January 1840. This was followed by an undated December 1839 General Post Office, London, notice that provided the details for implementing the new inland fees.³ The uniform ship letter fee of 8 pence was retained, but there was no additional inland fee for a single letter or one weighing up to ½ ounce. The letter weight progression established on 5 December 1839 also was retained, one rate, two rates, and four rates.

When the 4 pence inland rates became effective, letters by government packets to and from British North America were charged 1 shilling per half ounce. Since there were no British government packets operating between the United States and the United King-

¹ M.M. Raguin, *British Post Office Notices, 1666-1899* (Medford, Mass.: published by the author, 1991-93), Vol. 3, pp. 128-29.

² James Grimwood-Taylor, "The Birth of the Postage Stamp," a 12-part article published serially in *The American Philatelist*, June 1989-May 1990.

³ Raguin, *op. cit.*, vol. 3, pp. 134-36.

dom at the time, this packet rate will not be seen on letters directly from the United States. However, there were private ships operating on the route, and the combined 1 shilling rate (8 pence ship fee plus 4 pence inland fee) can be found although it is not often seen. This amount is sometimes confused with the one shilling government packet rate.

A few words must be said about the word “packet.” In the United Kingdom the term was applied to government contract vessels; that is, those vessels carrying government mail. In the United States, the term “packet” had a completely different meaning. It was used to denote a vessel that departed on a regular schedule. A small number of sailing ship lines operated on regular, published schedules between New York and Liverpool or London. Examples are the Black Ball, Red Star, Blue and Red Swallowtail, Dramatic, and Kermit Lines. These vessels carried private letters. The vessels were identified in the *New-York Commercial Advertiser* as “packet,” while other vessels of similar size were called “ship” in this newspaper’s listings of arrivals and departures. The letters carried on the American packets were treated as ship letters on arrival in the United Kingdom. This article will use the American definition of the term “packet.”

During the period of this article, the sailing ships and steamships carrying private letters from New York to Liverpool and London charged an extra fee for each letter. This fee, called a “freight money” fee, was imposed on each letter that was carried. The sailing ship freight money fee was 12½¢ for a single letter, 25¢ for a double letter, and increased 12½¢ for each additional rate. The freight money fee for letters carried to the United Kingdom on the American steamships was 25¢ for a single rate and 25¢ for each additional rate.

Table 1 lists the packet vessels from the United States arriving at Liverpool or London during the period just before the 4 pence uniform inland fee was introduced until just after the uniform one penny inland fee went into effect. The packets going between New York and London often called at Portsmouth inbound and outbound from London. This allowed early delivery of mail from the ships on eastbound voyages or late delivery of outgoing mail to the ships on westbound voyages when the passage through the English Channel and the Thames River might add a few more days depending on the winds. The Table 1 listing also shows the packet vessels that carried private letters between Liverpool and London to New York during this same period. Covers that crossed the Atlantic on the sailings in **boldface** fall into the short-lived 4 pence rate window. Crossings shown in regular typeface are before or after the 4 pence rate period. While it may seem that quite a few sailing ships crossed the Atlantic during this period, examples of the letters they carried are difficult to find. The following are a few examples of covers.

Figure 1 illustrates a letter arriving at the United Kingdom just before the 4 pence-rate period began. This folded letter outer sheet (without the letter contents) originated in Baltimore on 14 November 1839 and was addressed to London. It was endorsed in the upper left corner “2” and “By Steamer Great Western,” to indicate that the letter required two rates and was intended for the pioneer steamship of that name.⁴ A red-orange Baltimore circular datestamp was marked in the upper left corner and a “PAID” handstamp in the same color ink was marked in the center. The letter was paid $2 \times 25¢ = 50¢$ freight money fee plus $2 \times 18\frac{3}{4}¢ = 37\frac{1}{2}¢$ for the inland fee to New York, both marked in the upper right corner. The $18\frac{3}{4}¢$ rate applied to distances between 150 and 400 miles. The letter was sent from Baltimore to New York, where it was placed on board the Great Western Steam Ship Co. steamer *Great Western*, which departed on 16 November and arrived at Bristol, England, on 30 November 1839. Here the letter was marked with a black two-lined handstamp, “BRISTOL/SHIP LETTER” to identify the port in which it entered the British mail system. It was rated in the lower left corner for postage due of 2 shilling 10 pence. This amount consisted of 2

⁴ In 1839 and early 1840, there were only three steamships on the transatlantic route between the United States and the United Kingdom, the *British Queen*, *Great Western*, and *Liverpool*. Each is considered a pioneer steamship.

Table 1. Packet sailings between New York and Liverpool/London during 4d Rate period

Abbreviations: LP = Liverpool; LO = London; PO = Portsmouth

DEPART NY	SHIP	CAPTAIN	LINE	ARRIVE LP/LO	NOTE
1 Nov 1839	<i>Philadelphia</i>	Morgan	Red Swallowtail	25 Nov 1839 (LO)	1
1 Nov 1839	<i>England</i>	Waite	Black Ball	20 Nov 1839 (LP)	
7 Nov 1839	<i>Patrick Henry</i>	Delano	Blue Swallowtail	25 Nov 1839 (LP)	1
10 Nov 1839	<i>Samson</i>	Towsend	Red Swallowtail	4 Dec 1839 (PO)	2
16 Nov 1839	<i>Great Western</i>	Hosken	Great Western SS Co.	30 Nov (Bristol)	
15 Nov 1839	<i>Virginian</i>	Higgins	Red Star	8 Dec 1839 (LP)	
19 Nov 1839	<i>New York</i>	Barstow	Black Ball	14 Dec 1839 (LP)	
20 Nov 1839	<i>President</i>	Chadwick	Red Swallowtail		
25 Nov 1839	<i>Roscius</i>	Collins	Dramatic	14 Dec 1839 (LP)	
2 Dec 1839	<i>British Queen</i>	Roberts	British & American Steam Navigation Co.	25 Dec 1839	
5 Dec 1839	<i>Cambridge</i>	Bursley	Black Ball	3 Jan 1840 (LP)	
5 Dec 1839	<i>Ontario</i>	Bradish	Red Swallowtail	2 Jan 1840 (LO)	
10 Dec 1839	<i>Independence</i>	Nye	Blue Swallowtail	11 Jan 1840 (LP)	
10 Dec 1839	<i>Toronto</i>	Griswold	Red Swallowtail	12 Jan 1840 (PO)	3
15 Dec 1839	<i>Liverpool</i>	Engledok	Transatlantic SS Co.	11 Jan 1840 (LP)	4
19 Dec 1839	<i>Oxford</i>	Rathbone	Black Ball	11 Jan 1840 (LP)	
20 Dec 1839	<i>Westminster</i>	Moore	Red Swallowtail	13 Jan 1840 (LO)	
28 Dec 1839	<i>Siddons</i>	Palmer	Dramatic	15 Jan 1840 (LP)	
DEPART LP/LO	SHIP	CAPTAIN	LINE	ARRIVE NY	NOTE
22 Nov 1839 (LP)	<i>South America</i>	Bailey	Black Ball	21 Dec 1839	
22 Nov 1839 (PO)	<i>Mediator</i>	Pratt	Red Swallowtail	29 Dec 1839	5
3 Dec 1839 (PO)	<i>Wellington</i>	Chadwick	Red Swallowtail	7 Jan 1840	6
4 Dec 1839 (LP)	<i>United States</i>	Fisher	Kermit	5 Jan 1840	
8 Dec 1839 (LP)	<i>England</i>	Waite	Black Ball	5 Jan 1840	
11 Dec 1839 (LP)	<i>Hibernia</i>	Cobb	Black Ball	10 Jan 1840	
16 Dec 1839 (PO)	<i>Quebec</i>	Hebard	Red Swallowtail	23 Jan 1840	7
14 Dec 1839 (LP)	<i>Garrick</i>	Palmer	Dramatic	16 Jan 1840	
26 Dec 1839 (LP)	<i>Patrick Henry</i>	Delano	Blue Swallowtail	31 Jan 1840	
28 Dec 1839 (PO)	<i>Philadelphia</i>	Morgan	Red Swallowtail	8 Feb 1840	8
4 Jan 1840 (LP)	<i>Virginian</i>	Higgins	Red Star	27 Feb 1840	
4 Jan 1840 (PO)	<i>Samson</i>	Towsend	Red Swallowtail	23 Feb 1840	9
7 Jan 1840 (LP)	<i>New York</i>	Barstow	Black Ball	20 Mar 1840	10
15 Jan 1840 (LP)	<i>Europe</i>	Marshall	Black Ball	21 Mar 1840	11
15 Jan 1840 (LP)	<i>Roscius</i>	Collins	Dramatic	15 Mar 1840	
18 Jan 1840 (LO)	<i>Ontario</i>	Bradish	Red Swallowtail	23 Mar 1840	
30 Jan 1840 (PO)	<i>President</i>	Chadwick	Red Swallowtail	21 Mar 1840	12

1. There were two Swallowtail Lines operating from New York, one to Liverpool and the other to London. The New York agent for both lines was Grinnell, Minturn & Co. The house flags flown by the ships of these lines were blue and white for the Liverpool line and red and white for the London line; therefore, they were referred to as the Blue Swallowtail and Red Swallowtail Lines.

2. *Samson* arrived at London 7 December 1839, but mails probably were put off at Portsmouth on 4 December 1839.

3. *Toronto* arrived at London on 14 January 1840, but mails probably were put off at Portsmouth on 12 January 1840.

4. *Liverpool* put into Fayal, Azores on 31 December 1839 for coal and departed there on 4 January 1840 for Liverpool.

5. *Mediator* departed London on 20 November 1839, stopped at Portsmouth, and departed there on 22 December 1839. Mail may have been put on at either port.

6. *Wellington* departed London on 30 November 1839, stopped at Portsmouth, and departed there on 3 December 1839. Mail may have been put on at either port.

7. *Quebec* departed London on 11 December 1839, stopped at Portsmouth, and departed there on 16 December 1839. Mail may have been put on at either port.

8. *Philadelphia* departed London on 20 December 1839, stopped at Portsmouth, and departed there on 28 December 1839. Mail may have been put on at either port.

9. *Samson* departed London on 29 December 1839, stopped at Portsmouth, and departed there on 4 January 1840. Mail may have been put on at either port.

10. After departing Liverpool, *New York* put into Cork, Ireland, on 27 January and stayed there until 1 February, 1840.

11. After departing Liverpool, *Europe* put into Cork on 30 January 1840 and remained there until 2 February 1840.

12. *President* departed London on 11 January 1840, stopped at Portsmouth, and departed there on 30 January 1840. Mail may have been put on at either port.

x 8 pence incoming ship fee plus 2 x 9 pence inland fee to London. A red orange datestamp on the reverse indicated that the letter arrived at London on 2 December 1840.

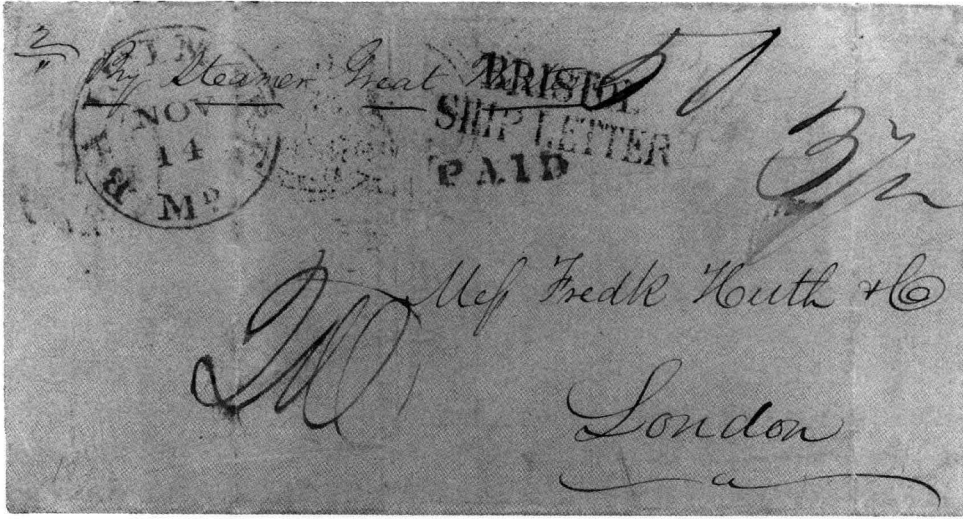


Figure 1. Cover posted 14 November 1839, Baltimore to London, paid 2 x 25¢ = 50¢ steamship freight money fee plus 2 x 18¾¢ = 37½¢ inland fee to New York. Letter carried by the pioneer steamship *Great Western* from New York to Bristol, England, where it was marked for 2 shilling 10 pence postage due (2 x 8 pence ship letter fee plus 2 x 9 pence inland fee).

A most unusual letter arriving in the United Kingdom during the 4 pence-rate period is shown in Figure 2. This folded letter originated in Charleston, South Carolina, on 15 November 1839 and was addressed care of Messrs. Collmann & Stolterfort, Liverpool, to Madeira, an island belonging to Portugal in the Atlantic Ocean. It was endorsed across the top, “p Liverpool packet via NYk,” routing instructions for the sailing packet from New York. The sender applied a black oval forwarder’s handstamp (at left) of Herckenrath & Lowndes, Charleston. In this case the forwarder’s marking was used as a business marking since the letter originated from this company. A faint red orange circular datestamp of Charleston above the oval shows the letter was posted on 22 November. It was paid 25¢ inland postage for a distance of over 400 miles to New York. This rate is shown by a red orange handstamp “PAID” and a red manuscript “25.” The sender also paid 12½¢ for the sailing ship freight money fee, which was marked in red manuscript in the lower left corner to the left of another red orange handstamp “PAID.” The “½¢” of the 12½¢ was indicated only by the flourish after the numeral “2.”

The letter was sent to New York. It was placed on board the Black Ball Line sailing packet *Cambridge*, departing on 5 December 1839 and arriving at Liverpool on 3 January 1840. A Liverpool clerk struck on the reverse a two-line black handstamp “LIVERPOOL/SHIP LETTER,” and marked the front in black ink for 8 pence postage due, the incoming ship letter fee. The Liverpool forwarding agent paid this amount plus the fees to send the letter to Madeira by the Falmouth government packet. He crossed through his address on the letter front and wrote on the reverse, “no. 4 3 Jany 1840 forwarded by/ Collmann & Stolterfort Lpool.” The total of all the fees paid, 2 shilling 8 pence, was marked in red ink, lower left corner. This amount consisted of 8 pence for the incoming ship fee from the United States, 4 pence uniform inland fee to Falmouth, and 1 shilling 8 pence British

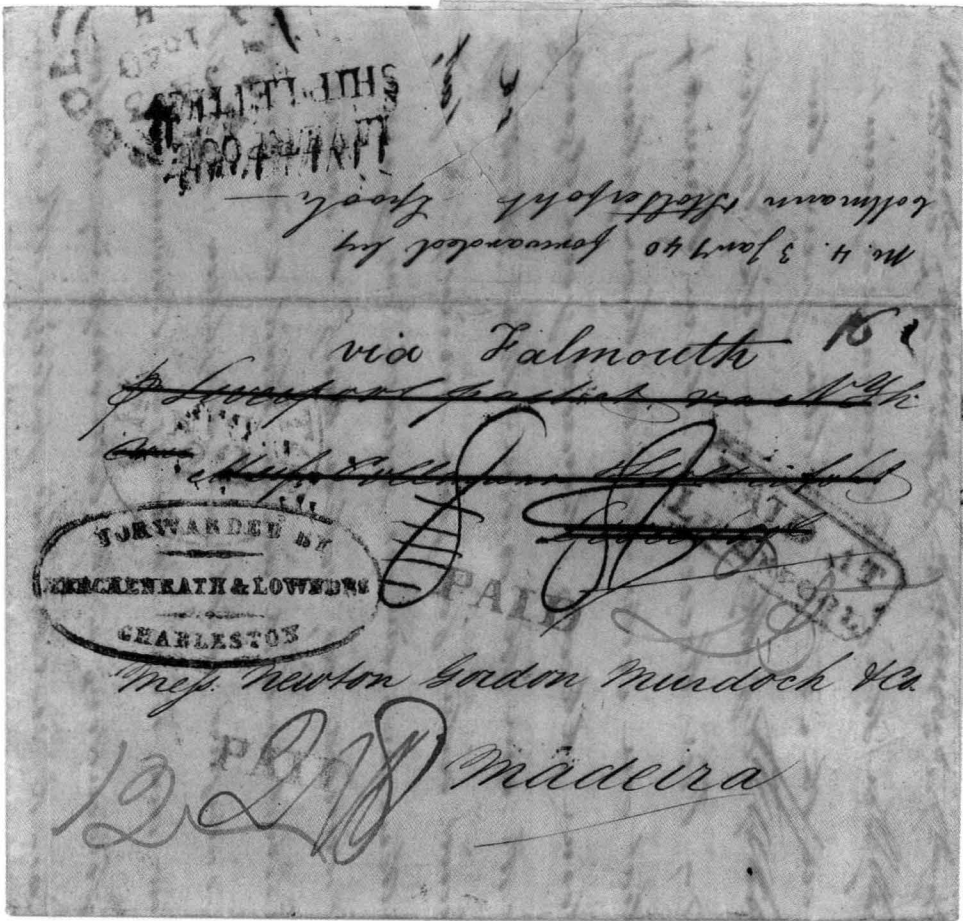


Figure 2. Cover posted 15 November 1839, Charleston, South Carolina, to Liverpool, then reposted by a forwarding agent to Madeira. Sender paid 25¢ inland fee to New York (at right) and 12½¢ sailing ship freight money fee (lower left). Letter carried by Black Ball sailing packet *Cambridge* from New York to Liverpool, where it was marked 8 pence postage due. Agent paid 2 shilling 8 pence for incoming ship fee, uniform inland postage, and Falmouth packet fee to Madeira, where 160 reis postage was due (upper right).

packet rate from Falmouth to Madeira. When it was reposted, the letter received a boxed red orange handstamp “PAID AT/LIVERPOOL” and a circular datestamp on the reverse in the same color ink dated 3 January 1840. It was sent to Falmouth, where on 10 January 1840 the Falmouth packet *Alert* departed for Madeira. A docketing notation on the letter by the recipient shows that it was received on 25 January 1840. The postage due at Madeira of 160 reis was marked in black ink at upper right.

Figure 3 illustrates a letter carried by a steamship during the 4 pence-rate period. This folded letter originated in Philadelphia on 30 November 1839 and was addressed to London. It was endorsed in the lower left corner, “p British Queen/Single,” routing instructions for a single letter to be sent by the pioneer steamship of that name. The letter was posted the same day and received on the left side a blue Philadelphia circular datestamp. In the upper right corner was marked a blue boxed handstamp “PAID” and “37½” to the right in black ink. This represented a payment of 37½¢, 12½¢ inland fee to New York plus 25¢



Figure 3. Cover posted 30 November 1839, Philadelphia to London, prepaid 25¢ steamship freight money fee plus 12½¢ inland fee to New York (total 37½¢). This cover was carried on the British & American Steam Navigation Co. *British Queen* from New York to Gravesend, England. At London it was marked for 1 shilling postage due: 8 pence incoming ship fee plus 4 pence inland fee.

steamship freight money fee. The Philadelphia office was the only American office that combined both the freight money fee and the inland fee into one value written on the letter. At the time the Philadelphia window clerk received the 37½¢ payment he marked it in pencil in the upper right corner. Later, the blue handstamps and the black ink rate marking were applied based on the pencil notation. This technique was used at some of the large post offices to speed the handling of the mail by separating the process of handstamping letters from collecting fees. The letter was sent to New York and placed in the mail bag for the British & American Steam Navigation Co. steamship *British Queen*. The steamer departed on 2 December and arrived at Gravesend, England, the port on the River Thames 20 miles from London, on 25 December 1839. The letter reached London on 26 December 1839 as shown by a red orange circular datestamp on the reverse. It was marked on the reverse with a red orange stepped-boxed handstamp, “SHIP LETTER/GRAVESEND,” to show the arrival port where the letter entered the British mail system. The letter was rated on the front in black ink for 1 shilling postage due. This amount consisted of 8 pence incoming ship fee plus 4 pence uniform inland fee for a single rate letter. *British Queen* was the only steamship to arrive or depart from the United Kingdom during the 36-day period of the uniform 4 pence rate.

Another letter by steamship during the 4-pence-rate period from the same crossing as Figure 3 is shown in Figure 4. This folded letter originated at Wellington Square near Hamilton, Upper Canada, on 22 November 1839 and was addressed to London. The letter was endorsed in the upper left corner, “Per Steam Ship/*British Queen*.” It was posted at the Hamilton post office the next day, 23 November, and received in the lower left corner a black circular datestamp of that office. The Hamilton postmaster indicated his accounting of the payment in red ink. He wrote in the upper right corner, “paid 25” for the 25¢ steam-

ship freight money fee. Underneath he struck a black handstamp “PAID” and wrote to the right, “25,” the U.S. postage of 25¢ for a distance of over 400 miles from the Canadian border to New York. Underneath this he wrote “4½” for the Canadian postage of 4½ pence Canadian currency. At this time, in addition to inland postage the Canadian offices collected the American inland and the freight money fees, which were sent to the United States. The letter was forwarded to New York and placed in the mail bag for the British & American Steam Navigation Co. steamship *British Queen*. As noted in the last example, the steamer departed on 2 December and arrived at Gravesend, England, on 25 December 1839. A red orange circular datestamp on the reverse shows the letter reached London on 26 December 1839. It was marked on the reverse with a red orange stepped-boxed handstamp, “SHIP LETTER/GRAVESEND,” to show the arrival port. The letter was rated in black ink for 1 shilling postage due. This amount consisted of 8 pence incoming ship fee plus 4 pence uniform inland fee for a single rate letter.



Figure 4. Cover dated 22 November 1839, Wellington Square, Upper Canada, posted at Hamilton, to London. Prepaid 25¢ steamship freight money fee, 4½ pence Canadian currency inland fee, and 25¢ U.S. inland fee to New York, each marked in red ink. Like the cover in Figure 3, it was carried on the British & American Steam Navigation Co. *British Queen* from New York to Gravesend, England. At London it was marked for 1 shilling postage due: 8 pence incoming ship fee plus 4 pence inland fee.

Figure 5 illustrates a letter from Canada by sailing ship during the 4 pence rate period. This folded letter originated at Amherstburg, Upper Canada, on 7 November 1839 and was addressed to Chelsea, London. It was endorsed across the top, “Via New York per Great Western,” a reference to the non-contract steamship scheduled to depart from New York to England. The Amherstburg postmaster used a red orange handstamp in the upper right corner that had a place for both the British and American internal fees with the word “PAID” alongside to the left. It was marked in red ink “11d” for British (Canadian) postage in Ca-

nadian currency and “25 ct” for the American postage. Underneath was written “2N2” to show the total of these two inland fees, 2/2d Canadian currency. The 25¢ fee was equivalent to 1 shilling 3 pence Canadian currency, which was added to 11 pence Canadian currency, for a total of 2 shilling 2 pence Canadian currency. On the reverse was written in the same red ink “Steamers Charge 1/3d paid.” This amount was equivalent to 25¢, the steamship freight money fee. The Amherstburg postmaster was the only Canadian postmaster to show the freight money fee on the reverse.

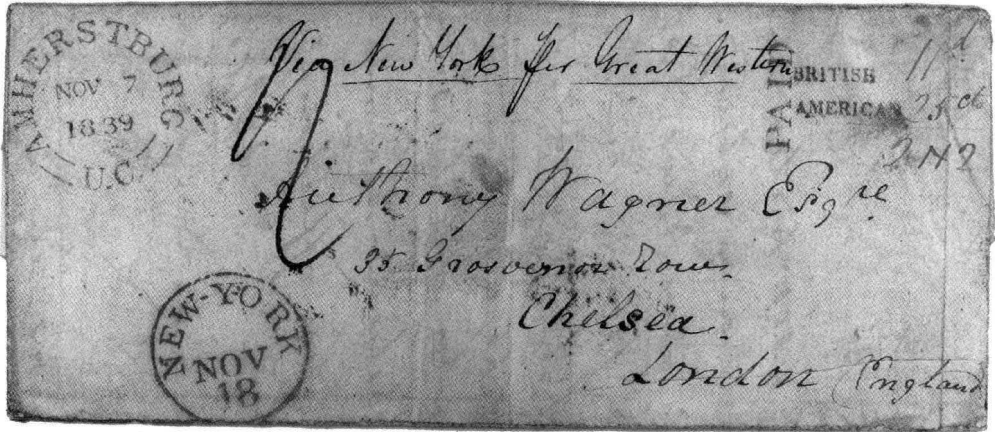


Figure 5. Cover posted 7 November 1839, Amherstburg, Upper Canada, to Chelsea, London, prepaid 25¢ steamship freight money fee (marked on reverse as 1 shilling 3 pence Canadian currency), 11 pence Canadian currency inland fee, and 25¢ U.S. inland fee to New York, each marked in red ink. The letter arrived after the steamship left and was placed on the Black Ball Line sailing packet *New York* to Liverpool, where it was marked for 1 shilling postage due (8 pence incoming ship fee plus 4 pence inland fee).

The letter arrived in New York two days after *Great Western* had departed. In cases like this, in which there was an overpayment of the freight money fee since the letter was to go by a sailing ship for which the freight money fee was only 12½¢, the New York postmaster returned the overpayment to Canada. The letter was placed on board the Black Ball Line sailing packet *New York*, which departed on 19 November and arrived at Liverpool on 14 December 1839. A Liverpool clerk struck a black handstamp “LIVERPOOL/SHIP LETTER” on the reverse. Since the letter arrived during the 36-day period of the 4 pence uniform inland fee, the postage due on the letter was 4 pence inland fee plus 8 pence incoming ship letter fee or 1 shilling, which was marked in black ink at upper left, to the right of the Amherstburg postmark. The letter was delivered in London by the two-penny post on 16 December 1839, marked on the reverse in red orange ink.

Our last example, Figure 6, is a letter by steamship that arrived just after the uniform one penny inland rate was placed into effect in the United Kingdom. This folded letter originated in Philadelphia on 13 December 1839 and was addressed to London. It was endorsed in the lower left corner, “p Steamer ‘Liverpool’,” which was a routing instruction for the transit across the Atlantic. The letter was posted the same day and received in the upper left corner a blue circular datestamp of the Philadelphia office. To the right was marked a blue boxed handstamp “PAID” and to the right of that, “150” in black ink. Above this was marked “quadruple” to indicate that the letter was composed of four pieces of paper (three enclosures) and required four rates. The payment of \$1.50, represented $4 \times 12\frac{1}{2}\text{¢} = 50\text{¢}$

inland fee to New York (80 to 150 miles distance) plus $4 \times 25\text{¢} = \$1.00$ steamship freight money fee. As mentioned earlier, the Philadelphia office combined the inland and freight money fees into one value written on the letter. The letter was sent to New York and placed in the mail bag for the Transatlantic Steam Ship Co. steamer *Liverpool*, which departed



Figure 6. Cover posted 13 December 1839, Philadelphia to London, prepaid $4 \times 25\text{¢} = \$1.00$ steamship freight money fee plus $4 \times 12\frac{1}{2}\text{¢} = 50\text{¢}$ inland fee to New York (total \$1.50). This cover was carried on the Transatlantic Steam Ship Co. *Liverpool* from New York to Liverpool, where it was marked for 1 shilling 4 pence postage due, 2 x 8 pence incoming ship rate. The letter was a quadruple rate in the United States because of the number of enclosures but only a double rate in the United Kingdom because of the weight.

New York on 15 December and arrived at Liverpool on 11 January 1840; one day after the new rates went into effect in the United Kingdom. A Liverpool clerk struck a black hand-stamp “LIVERPOOL/SHIP LETTER” on the reverse. In the lower right corner of the front he marked the postage due in black ink, 1 shilling 4 pence. This represented 2 x 8 pence incoming ship letter fee, the only postage due since inland postage was no longer added to ship letters. Because the letter weighed less than 1 ounce it required only two rates. The uniform inland rates introduced in the United Kingdom on 5 December 1839 made the number of sheets irrelevant even though this was still a factor in determining inland rates in the United States. An orange circular datestamp on the reverse shows the letter arrived in London on 13 January 1840.■

INDEX TO CHRONICLES 1-200**DWAYNE O. LITTAUER**

At long last, we have the updated comprehensive index to the *Chronicle*, Joseph J. Geraci's *Annotated Cumulative Subject Index to The Chronicle of the U.S. Classic Postal Issues*, released in late April. The last index the Society published was created in 1971 by Susan McDonald. This was 28 pages and it indexed only *Chronicles* 42 to 72. In addition to annual indices the Society has published sporadically since then, Geraci lists six other *Chronicle* indices that covered various ranges of issues. None approach the breadth and depth of his new index.

Geraci's massive work, almost 600 pages and over 15 years in the making, is organized into six sections. The lack of section identification headings at the top of each page requires the user to refer repeatedly to pages 13 and 14, the "Layout of the Index, Showing Only Major Categories." This is where any search of the printed index must start.

Section 1, "Countries and Subjects in Alphabetical Order," forms the bulk of the index at 442 pages. This includes 179 pages on U.S. postal markings. For example, references to "21/ N. York Am Pkt" are included in the 10-page listing of New York markings. Foreign postal markings are indexed by country. The Aachen exchange office markings, for instance, are under "German States" and "Germany, Postal Markings." Similarly, town markings are listed by country.

Any difficulty in locating a marking or most anything else is quickly resolved by searching the electronic version. A CD-ROM of the entire text of the index, easily searchable word-by-word on a personal computer, accompanies every printed version. The value of an electronic search can be illustrated by reference to Charless Hahn's 1978 *Chronicle* article on freight money covers. This was not found indexed under "United States, Transatlantic and Foreign," but an electronic search revealed it was listed elsewhere six times. One listing was under United States, but that was not apparent from the Layout of the Index, since this entry was not listed among the major categories.

Section 2 contains 11 pages of "Corner Cards and Addresses, Printed or Handstamped [Includes foreign]." This can be useful in linking covers from the same correspondence. This section lists senders, not addressees. Thus, the huge Lanman & Kemp correspondence is not listed in this section. An electronic search showed Lanman & Kemp covers listed in Section 1 under "Correspondences, Famous Finds" and in Section 3 under "Micchelli, Richard" (the man who made the find).

Each entry in the 93-page Section 3, "People [Mostly Postal] and Business Firms," begins with brief information about the individual. For example John Luff is identified as "author/dealer," Susan McDonald as "1847's on cover to Canada and Nova Scotia/U.S.-B.N.A. cross border mails to 1875/*Chronicle* editor," and Walter Hubbard by his collecting interest "transatlantics." Oddly, Geraci does not provide an author index. He explains that he has not finished it. But authors might be found in Section 3 if their article was mentioned in the text of another article (but not if the mention was in a footnote).

The 24-page listing of ship names in Section 4, "Ships, Naval and Merchant," is organized based on whether the vessel was powered by steam or sail, and based on where it sailed (domestic or ocean). There's also a very useful listing of articles compiling sailing and arrival dates.

The book ends with Sections 5 and 6, "Steamship Companies and Shipping Lines" (6 pages) and U.S. Philatelic Classics Society (4 pages).

This work will be indispensable to every student of classic U.S. philately because it makes information in back issues of the *Chronicle* much more accessible. It is well worth its price.

Annotated Cumulative Subject Index to The Chronicle of the U.S. Classic Postal Issues, Journal of the U.S. Philatelic Classics Society, for Issue Numbers 1 through 200 by Joseph J. Geraci. Published April 2007 by the author, P.O. Box 4129, Merrifield, Virginia 22116. Softbound 8½" x 11" format, 591 pages, including a CD-ROM of the entire text. From the author for \$75 plus \$10 shipping in the U.S. Also available from major philatelic literature dealers.■

**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

USA, Hawaii, & Possessions covers & postal history

ASDA Mega Event, Madison Square Garden, New York, NY, Oct.25-28

Stephen T. Taylor

Your American dealer in Britain

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

ANSWER TO PROBLEM COVER IN CHRONICLE 213

We're pleased to have received multiple answers for our problem cover in the previous issue, shown again here as Figure 1. This is a cover bearing a 3¢ 1861 stamp, addressed to North Dartmouth, Massachusetts. All markings are in black. The markings on the front are a New London, Connecticut, double circular datestamp year-dated 1864, a DUE 6 and an oval SHIP marking. The only marking on reverse is a balloon North Dartmouth receiver dated OCT 6. Questions to be answered were: Why was this marked for collection of 6¢? Where was the due marking applied? Did the cover enter the mail at New London from a ship or did it go by ship from New London to North Dartmouth?

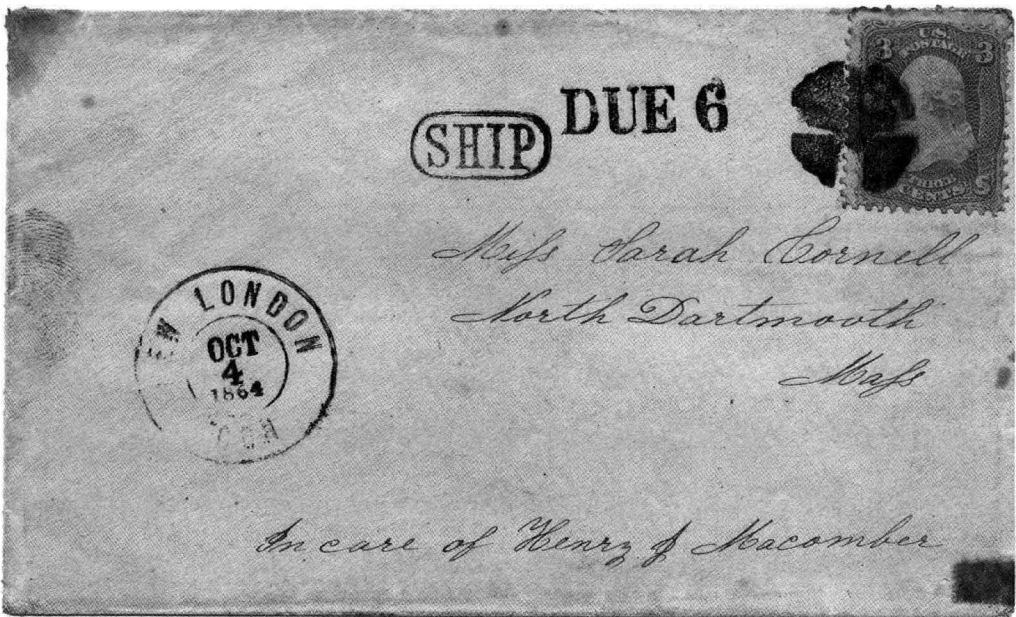


Figure 1. Problem cover from the previous issue: This was a ship letter, partially prepaid during the period in which the penalty for underpayment was double the unpaid postage. Since the ship rate was 6¢, the cover was underpaid by 3¢, thus the “DUE 6.”

Route Agent James W. Milgram provided the first answer as follows: “Regarding the cover shown in the May, 2007 issue in the Chronicle No. 214, this is a non-military example of the ship rates charged during the period of the penalty rates (as of July 1, 1863). The three markings on the front of the envelope and the postmark on the stamp were all applied at New London, a port. The marking on the reverse is a receiving marking. The ship rate was six cents. During the penalty period, if one prepaid a ship letter with a single 3¢ stamp, the unpaid postage of 3¢ was doubled. So to partially pay a ship letter during the period of the penalty rate was to throw money away.”

Route Agents Douglas N. Clark, Anders Olason, and Steve Pacetti provided essen-

tially the same information. Clark and Olason also pointed out that the explanation to the cover was serendipitously provided in Michael C. McClung's article, "The 1863-1865 Penalty Period," in that same issue of the *Chronicle*.

Thanks to all for participating.

PROBLEM COVER FOR THIS ISSUE

A stampless transatlantic cover is our problem cover for this issue. The cover in Figure 2 was mailed from Mantanzas, Cuba, to New York, New York, with forwarding to London, England, in 1849. All routing and rates on the front are black. There's a manuscript

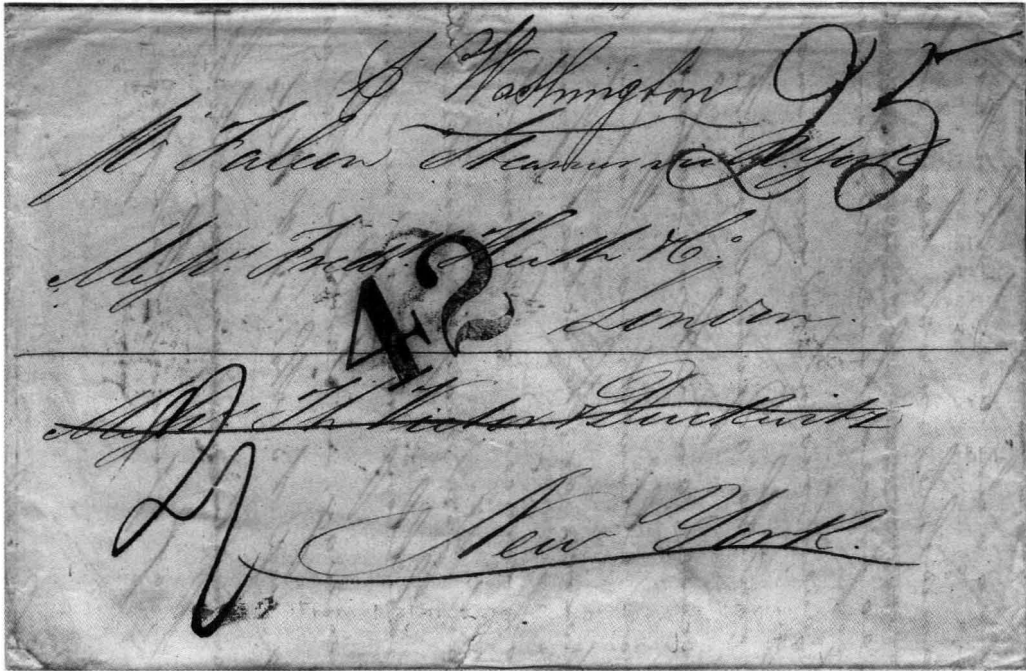


Figure 2. Our problem cover for this issue, a stampless cover from Havana to London, via New York. All markings are black. What do the numerical markings mean? Where were they applied? What rates do they represent? Where were the rates paid?

"p Washington" routing across the top, a manuscript "25" in the upper right corner, a hand-stamped "42" in the middle, and a manuscript "2/" in the lower left corner. A circular British receiving marking ("AW 6 JU 6 1839") is struck in red on the reverse. The cover is addressed to Frederick Huth & Co., care Th. Victor & Duckwitz in New York.

Please answer the following questions: What do the numerical markings represent and do they correspond? Where were the rates paid? ■

The U.S. Philatelic Classics Society

**presents a wonderful new book on CD-ROM
coordinated & written by Roy Weber**

U.S. Three Cent 1851 Essays for Postage Stamps (And Related Topics)

328 lavishly illustrated (many in full color) pages on a special CD-ROM.

With 328 pages in a Microsoft Word file, this formidable CD-ROM is a study of the No. 11-E2 Essay subsequent to when the original hand engraved steel die was purchased by thirteen collectors and donated to the Smithsonian National Postal Museum in 2003. It has evolved into a study of all the three-cent 1851 essays and the companies that engraved and printed them. There are virtually too many illustrations (scores of them in full color) to count...but suffice to say that this incredible CD-ROM is a "must have" for every member of the Classics Society.

The book, coordinated and written by Roy Weber with the valuable assistance of those listed below, contains 21 chapters including, but not limited to, the following topics: What is an Essay, Anyway? The Correct Engraving and Printing Fundamentals, Historical Efforts to Catalog the Essays, Bank Note Engravers, The Paper and Ink, The Smillie Scrapbook, The Schernikow Prints and so much more. We can't emphasize enough the significance and sheer volume of research (and its results) contained in this outstanding work.

The Principal Researchers

Tina Bayer, Dick Celler, Charles J. DiComo, Wilson Hulme, Larry Hunt, Roy Weber, Stephanie Weber

SPECIAL NOTE:

Checks only unless you order directly from our website:
This CD can be ordered online at the "Classics Store" at: www.uspcs.org by using PayPal (Credit Cards).

Place your order now!

USPCS Product Order
P. O. Box 750368

New Orleans, LA 70175-0368

Checks only, (drawn on a U.S. bank) payable to:
The U.S. Philatelic Classics Society, Inc.
(Quantity Pricing Available - at above address)



The Editors

Dick Celler, Stephanie Weber

The Contributors

Tom Alexander, Jim Allen, Daniel Bagby, Tom Bane, Tina Bayer, Michael Bean, Barry Boggio, Roger Brody, Dick Celler, Charles J. DiComo, Barbara Ford, Mark Friedman, Wayne Gehret, Gary Granzow, Bruce Hagen, Sonny Hagendorf, Bob Hegland, Tom Hipschen, Wilson Hulme, Larry Hunt, Eric Jackson, William Langs, Jim Lee, Barbara Mueller, Arthur Morowitz, Mike O'Reilly, Dave Petruzelli, Stanley Piller, Wade Saadi, William Snyder, Mark Tomasko, Herb Trenchard, George Tyson, Arlyne Weber, Roy Weber, Stephanie Weber, William Weiss, Jr., & John Zuckerman.

Order this important CD-ROM now...

\$24.95 Including shipping and handling

Fill in and mail this coupon

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

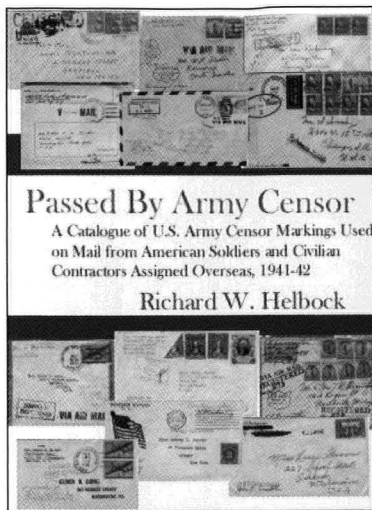
Phone: (____) _____

Fax: (____) _____

E-Mail Address: _____

Enclosed is my check for \$_____. Please send me _____ copy(ies) of U.S. Three-Cent 1851 Essays for Postage Stamps (And Related Topics)

Another one of Bill Helbock's wonderful books on modern era United States postal history...



Passed By Army Censor

A Catalogue of U.S. Army Censor Markings Used on Mail from American Soldiers and Civilian Contractors Assigned Overseas, 1941-42

Richard W. Helbock

Passed By Army Censor

By Richard W. Helbock

Pre-publication price is \$40.00 until Dec. 1st. \$45.00 thereafter. Plus \$5.00 shipping. Foreign orders shipping: \$15.00.

A catalogue of censor markings used on mail from American soldiers and War Department civilians assigned overseas in 1941 and 1942.

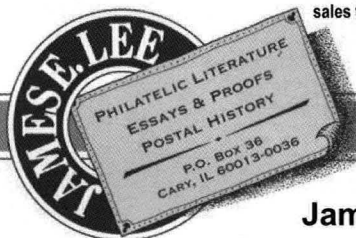
The book is organized chronologically and geographically according to the major world regions in which U.S. Army and Air Corps personnel were assigned during 1941-42. Here's just a sampling of the chapters:

The first three chapters examine censor markings applied to mail from Army and Air Corps personnel—as well as civilian contractors working for the U. S. government—at the Lend-lease bases in Newfoundland, the Caribbean, Iceland and Greenland. The next five chapters examine mail originating from the four above listed possessions and the Philippines.

The assignment of American forces north to Canada to assist in the establishment of the North Atlantic Ferrying Route was a major focus of Army activity in 1942. Chapter 10 describes these efforts and examines associated censor markings.

There were over 170 thousand American military personnel in Britain. Chapter 11 discusses the build-up and presents details of U. S. Army censor marking used in Great Britain. Chapters 12 and 13 examine the development of the South Atlantic Ferrying Route through South America and sub-Saharan Africa.

Illinois residents add 6.5% sales tax.



Dealers call for quantity discounts.

**James E. Lee, LLC • Phone: (847) 462-9130
Fax: (847) 462-9140 • Email: jim@jameslee.com**

www.JamesLee.com

VISA • ORDER FORM •		MasterCard
Quan.:	Title:	Price:
	Passed by Army Censor	
	Shipping Additional	\$5.00
TOTAL:		\$
<input type="checkbox"/> Check Enclosed		
Charge to: <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard <input type="checkbox"/> Discover		
Card No. _____		
Expire Date: _____		
Name: _____		
Street Address: _____		
City: _____		
State: _____ Zip Code: _____		
Phone: _____ Fax: _____		
E-Mail: _____		

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. I. MENICH COLLECTION

JUNE 22, 2000

Charles G. Firby
AUCTIONS



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.....	172
Alan E. Cohen.....	195
Charles G. Firby.....	254
H. R. Harmer, Inc.....	256
Leonard H. Hartmann.....	223
Kristal Kare, Inc.....	249
James E. Lee.....	253
Jack E. Molesworth, Inc.....	174
Mystic Stamp Company.....	224
Nutmeg Stamp Sales, Inc.....	Inside Front Cover
Schuyler Rumsey Philatelic Auctions.....	Inside Back Cover
Shreves Philatelic Galleries, Inc.....	169
Robert A. Siegel Auction Galleries, Inc.....	238, Back Cover
Spink.....	170
Stephen T. Taylor.....	249
Antonio Torres.....	200
United States Philatelic Classics Society, Inc.....	252

CLASSIFIED

WANTED: CONFEDERATE VETERAN & REUNION IMPRINTS—MEDALS; POSTWAR COVERS; Varina Davis, McClellan, Breckinridge, Beauregard & Slidell. Also CONFEDERATE usage Breckinridge Campaign Cachet. Frank Freeman CSA#519, P.O. Box 163, Monrovia, MD 21770. (217)

WANTED: CENTENNIAL 4-POST ALBUMS (preferably with slip cases) suitable for Centennial or Elbe Governor pages (9-1/2" x 11-3/8" without hinged portion). Centennial pages also desired. John A. Lange Jr. 373 Root Rd., Ballston Spa, N.Y. 12020-3227; email, johnalangejr@aol.com. (217)

WANTED: COLORADO POSTAL HISTORY. Covers bearing scarce or unusual Colorado postmarks from the pre-Territorial (before 2/28/1861) and Territorial (28 February 1861 through 31 July 1876) periods. Particularly, covers bearing the 1861-67 1¢ Franklin (63, 86, 92). Steve Pacetti, 12751 W. Alameda Dr., Lakewood, CO 80228-2801. Scans via email are most welcome. Email: sbp57@comcast.net (217)

LITERATURE WANTED: Auction catalogs including worldwide name sales like Worthington, Seybold, Ackerman, Col. Green, Emerson, Sweet, Krug, etc; house runs including early Siegel, Paige, Morgenthau, Harmer Rooke, D.F. Kelleher, H.R. Harmers, John Fox, Robson Lowe; buying singles and libraries. Matthew Kewriga, 519 W Pratt St., Apt 309, Baltimore, MD 21201, Email: matt@kewriga.com. (217)

WANTED: Stampless covers from Bellefonte, PA; Gettysburg, PA; and Baumstown, PA. Must be VF or better with no file folds. Also covers with enclosures discussing Indian relics, fossils, butterfly collecting, rock collecting or other hobbies or scientific work. Write first. Stan Rough, 4217 Eighth Avenue, Temple, PA 19560-1805. (216)

QUALITY PRE-1940 U.S. STAMPS at competitive prices. If it's U.S. stamps, Pete can't be beat! Serving philately since 1968. Peter Mosiondz Jr., Dept. CC, 26 Cameron, Laurel Springs, NJ 08021. Or visit our website www.mosiondz.com. (218)

STILL AVAILABLE: Hale & Co. Independent Mail Co., 1843-1845, 368-page hard-bound book covering Hale's Foreign Mail service, Package Express Service and Independent Mail Service. Includes offices, routes, agents, adhesives, rates, handstamps, manuscript and precancel markings, postal history by state and town with EKUs and LKUs. 350 monochrome images plus 26 pages in color. \$75 postpaid in the U.S. from author Mike Gutman, PO Box 1108, Mashpee MA 02649. Payment with order please. (216)

YOUR AD HERE FOR 50¢ A LINE: Send ad copy and payment to: Lawrence Hunt, P.O. Box 129, Pluckemin, NJ 07978. Deadline for next (November) issue: October 5, 2007. Subsequent deadlines January 5, 2008, April 5, 2008, July 5, 2008, October 5, 2008.

In 1946, H.R. Harmer Inc. of New York was selected to sell President Franklin D. Roosevelt's stamp collection.
The rest is history.



A jumbo margined Never Hinged No. E4. 2005 PSE graded XF-S 95J & 2002 PF certificates. Catalogue: \$1,900. From the Richard Baron Cohen collection sold by Harmers on June 24, 2005 for the world record price of \$29,900 including the buyer's premium.

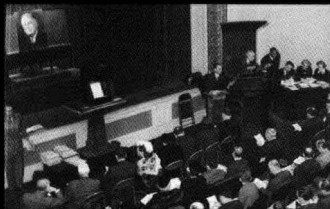


A stunning Never Hinged \$5.00 Columbian. Catalogue: \$9,000. 2002 & 2005 PSE graded XF-S 95 & 2002 PF certificates. From the Richard Baron Cohen collection sold by Harmers on June 24, 2005 for the world record price of \$77,625 including the buyer's premium.



The renowned Four Dollar Black Pony Express Cover with Blue Running Pony Handstamp. From the Alfred Lichtenstein collection sold by Harmers on May 13, 2004, for \$603,750 including the buyer's premium. A world record price for a Pony cover.

An amazing plate no. single of the \$1.00 Trans-Mississippi issue. Catalogue: \$3,250. 2005 PSE graded XF 90 and 1993 PF certificates. Realized \$13,800 including the buyer's premium in the Richard Baron Cohen collection sold by Harmers on June 24, 2005.



Harmers Roosevelt public auction, 1946.

Since 1940, Harmers has been selected frequently to sell many of the finest American stamp collections ever formed, including the monumental collections of Alfred H. Caspary and, in a series of 25 sales held from 1968 to 2004, those of Louise Boyd Dale and Alfred F. Lichtenstein. Great auctions happen at H.R. Harmer, Inc. To participate either as a buyer or seller, please contact us.



H.R. Harmer, Inc.
www.hrharmer.com

775 Passaic Avenue • West Caldwell, NJ 07006
Phone: (973) 882-0887 • Fax: (973) 882-3499
E-Mail: hrharmer@hrharmer.com

H.R. Harmer, Inc. is an ESCALA GROUP Company.
NASDAQ Symbol: ESCL



Three icons of American philately whose collections, when sold by Harmers, helped set the standard for 65 years of name sales, record-setting prices, and overall excellence.

Alfred H. Caspary

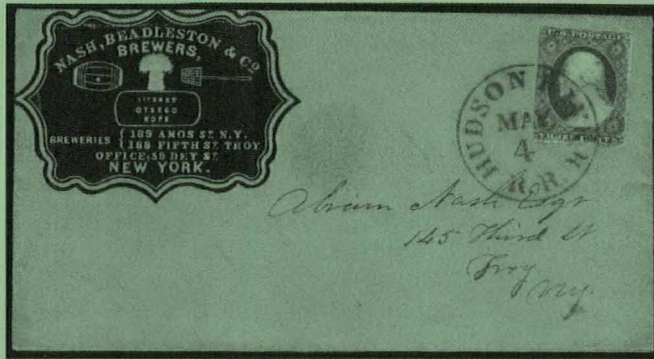


Alfred Lichtenstein



Louise Boyd Dale

The finest collections are built with passion and precision.




Please visit our website at:
www.rumseyauctions.com
email: rumsey@rumseyauctions.com

Schuyler
Rumsey
Philatelic
Auctions

47 Kearny Street
San Francisco
California 94108
t: 415-781-5127
f: 415-781-5128

The SALE

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



At Public Auction
THURSDAY, APRIL 26th, 2 p.m.

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018

Hale 1954

2066 SALE

EMERSON C. KRUG
Collection of
UNITED STATES
COVERS

AT PUBLIC AUCTION
Wednesday and Thursday
MAY 21 and 22, 1958
AT 2 P.M. EACH DAY

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Krug 1958

2066 SALE

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

AT PUBLIC AUCTION
WEDNESDAY, FEBRUARY 11th, 1959
AT 2 P.M.

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Hill 1959

The
NEWBURY
Collection

Part I

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Newbury 1962

THE JOSIAH K. LILLY
COLLECTION

PART I

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Lilly 1967

2066 SALE

UNITED STATES
POSTAL HISTORY COVERS

From the Award Winning Collection of
Mrs. Katherine Matthies

AT PUBLIC AUCTION
Tuesday, Wednesday
May 29th, 30th, 1969

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Matthies 1969

2066 SALE

The
MORTIMER L. NEINKEN
Collection

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

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Neinken 1970

2066 SALE

UNITED STATES
1861-1869

A Portion of the
Lucas Grunin Collection

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

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Grunin 1975

2066 SALE

THE ANARD WERNING
POSTAL HISTORY COLLECTION
OF
J. DAVID BAKER

Offered by order of the donor
AT UNRESERVED PUBLIC AUCTION

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

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018

Baker 1978

2066 SALE

UNITED STATES
POSTAL HISTORY

FROM THE
MARC HAAS COLLECTION

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018

Haas 1980

2066 SALE

Ex-Sheriff

PART I
SATURDAY, JULY 11, 1987

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018

Sheriff 1985

2066 SALE

CLASSIC UNITED STATES
STAMPS AND COVERS

A PORTION OF THE PHILIP C. RUST COLLECTION

JUNE 15, 1987

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018

Rust 1987

2066 SALE

UNITED STATES 1847 ISSUE
The Award Winning Agapoff Collection



Robert A Siegel
AUCTION GALLERIES, INC.


40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Kapiloff 1992

2066 SALE

HONOLULU
ADVERTISER
COLLECTION

PART I



Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Honolulu Advertiser 1995

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

CLASSIC UNITED STATES STAMPS
OF
EXTRAORDINARY QUALITY AND COLOR

Sale 793

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

Robert A Siegel
AUCTION GALLERIES, INC.

40 FIFTH AVENUE NEW YORK, N.Y. 10018
Tel. MU 2-5000

Morris 1997

Great collections have one name in common.