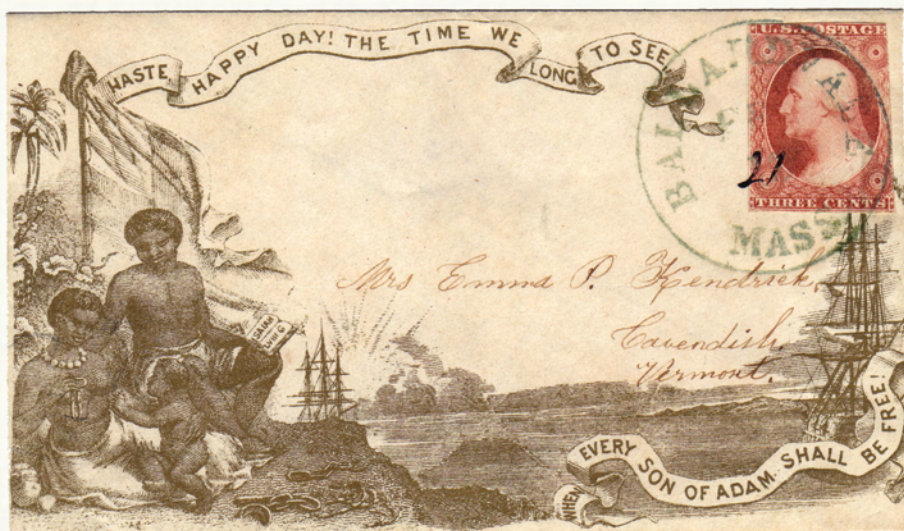


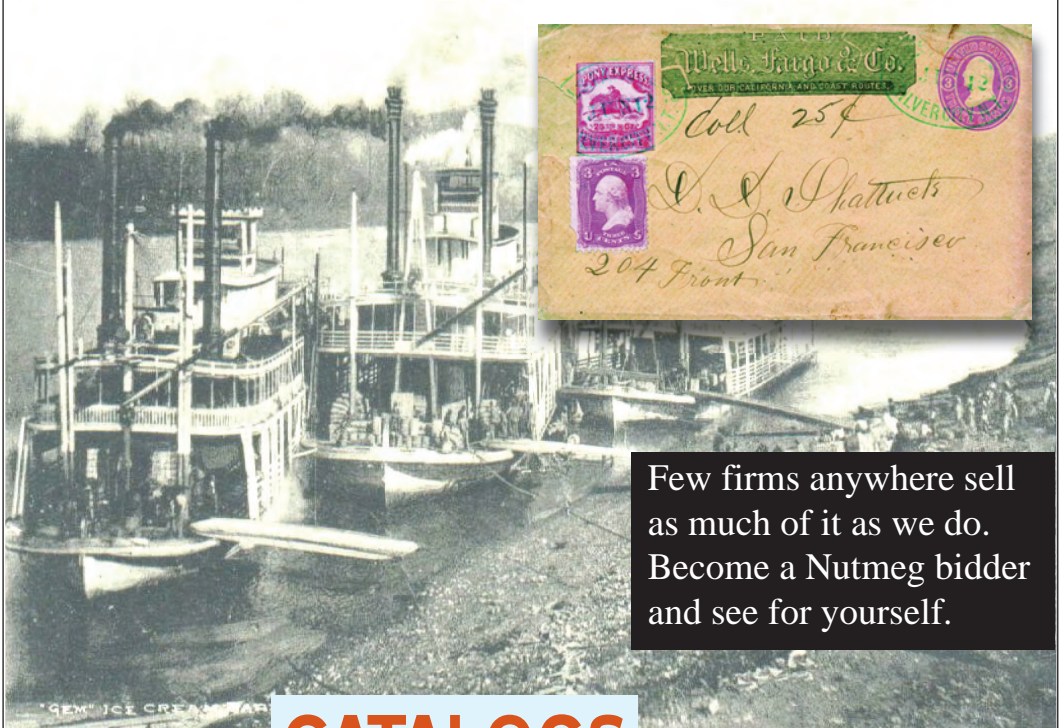
The Chronicle

of the U.S. Classic Postal Issues



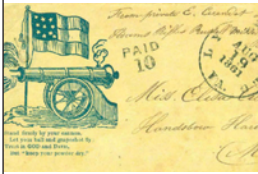
Imperforate 3¢ 1851 stamp on a British anti-slavery cover, printed in gold ink and postmarked in olive green at Ballardvale, Massachusetts. One of many fascinating items discussed by David L. Jarrett in a broad survey article on U.S. propaganda covers.

Is U.S. postal history your cup of tea?



Few firms anywhere sell as much of it as we do. Become a Nutmeg bidder and see for yourself.

CATALOGS
They're yours
FREE always.



Special Note to Buyers of Great Material: Someone told us recently that there are still some serious collectors who haven't availed themselves of the rather fantastic opportunity to become a bidder in Nutmeg's world famous Mail Auctions.

What? How can that be?

Here's the deal. Find a postal card (or get on your computer) right now and send us this message: "Send catalog." Two little words.

Those two little words might just be the best ones you've uttered since you said, "I do!" They'll open up doors you never dreamed of. Why? Because no one consistently offers the kinds of fabulous stamps and covers we do!



U.S., U.S., U.S. and more U.S.
Thousands of lots. All the time.
(But wait. We do foreign, too!)

Call Toll Free
1-800-522-1607
for your free catalog.

Nutmeg Stamp Sales

5 Francis J. Clarke Circle
Bethel, CT 06801
Email: info@nutmegstamp.com



Look for us on the Web: www.nutmegstamp.com

THE CHRONICLE of the U.S. Classic Postal Issues is published quarterly in February, May, August and November by the U.S. Philatelic Classics Society, Inc. at P.O. Box 750368, New Orleans, LA 70175. Periodicals-class postage paid at Madrid, IA 50156 and additional mailing office. Subscription price \$24. Printed in the U.S.A. POSTMASTER: Send address changes to 102 Old Pawling Road, Pawling, NY 12564.

U.S. Postal History.

When selling or buying, come to the firm that has been a key purveyor of America's great classic covers since our inception in 1940.

Are you on our catalog mailing list?



Your collection deserves the attention of the Harmer expert philatelists and auctioneers. Call us to learn the many ways we can help you achieve the highest possible value when you are ready to sell.



H.R. Harmer, Inc.

www.hrharmer.com

Our New Address: 5 Francis J. Clarke Drive
Bethel, CT 06801 USA

Phone: +1.203.702.8490 | Fax: +1.203.702.8491

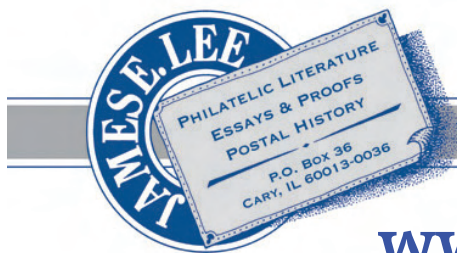
E-Mail: hrharmer@hrharmer.com

Unsurpassed Quality.
Let us build your great collection.



63-E13a

Orange-brown Bowsby die essay pulled on india paper and die sunk on card. Very scarce.
(EP48-15) **\$1,750.00**



Phone: (847) 462-9130 • Email: jim@jameslee.com

www.JamesLee.com

The Chronicle

of the U.S. Classic Postal Issues

November 2008

Published Quarterly in
February, May, August and November

Vol. 60, No. 4
Whole No. 220

\$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

EDITORIAL BOARD

- MICHAEL LAURENCE (plaurance@nyc.rr.com)..... *Editor-in-Chief*
324 East 41st Street, Apartment 1001-C, New York, NY 10017
- JAMES W. MILGRAM, M.D. (j-milgram@northwestern.edu)..... *Prestamp & Stampless Period*
1352 Estate Lane, Lake Forest, IL 60045
- GORDON STIMMELL (stimmell@sympatico.ca)..... *U.S. Carriers & Independent Mails*
203 Willow Avenue, Toronto, ONT M4E 3K4, Canada
- WADE E. SAADI (wade@pencom.com)..... *1847 Period*
93 80th Street, Brooklyn, NY 11209
- HUBERT C. SKINNER (hskinner9@cox.net)..... *1851-61 Period*
P.O. Box 4097, New Orleans, LA 70178
GARY W. GRANZOW, *Assistant* (grangar@verizon.net)
- MICHAEL C. McCLUNG (mmcc767166@aol.com)..... *1861-69 Period*
4809-D Kingshill Drive, Columbus, OH 43229
- SCOTT R. TREPPEL (strepel@siegelauctions.com)..... *1869 Period*
Robert A. Siegel Auctions, 60 East 56th Street, New York, NY 10022
JEFFREY FORSTER, *Assistant* (jforstr@pacbell.net)
- MATTHEW KEWRIGA (matt@kewriga.com)..... *Bank Note Period*
7 Tracy Lyn Road, Holliston, MA 01746
- ALAN CAMPBELL (alanccamp@aol.com)..... *Officials*
2746 29th Street, San Diego, CA 92105
LESTER C. LANPHEAR III, *Assistant* (llanphear@earthlink.net)
- JAMES E. LEE (jim@jameslee.com)..... *Essays & Proofs*
P.O. Box 36, Cary, IL 60013
- STEVEN WALSKY (swalsky@myriadllc.com)..... *The Western Mails*
164 Chestnut Hill Road, Chestnut Hill, MA 02467
- RICHARD F. WINTER (rfwinter@bellsouth.net)..... *The Foreign Mails*
31 Flagship Cove, Greensboro, NC 27455
DWAYNE O. LITTAUER, *Assistant* (dl@kullmanlaw.com)
- GREG SUTHERLAND (gregfree@cox.net)..... *The Cover Corner*
P.O. Box 24231, Dayton, OH 45425

SOCIETY OFFICERS

- WADE E. SAADI (wade@pencom.com)..... *President*
93 80th Street, Brooklyn, NY 11209
- JOHN BARWIS (jbarwis@charter.net)..... *Vice President*
12719 Riley Street, PMB #125, Holland, MI 49424
- CHARLES J. DICOMO (charles.dicomo@uspcs.org)..... *Secretary*
102 Old Pawling Road, Pawling, NY 12564
- ROB LUND (robinlund@comcast.net)..... *Assistant Secretary/Membership Chairman*
2913 Fulton, Everett, WA 98201
- DWAYNE O. LITTAUER (dl@kullmanlaw.com)..... *Treasurer*
P.O. Box 750368, New Orleans, LA 70175
- DIRECTORS: JOHN BARWIS '09; CHARLES J. DICOMO '09; JOHN FLANNERY '10; GARY GRANZOW '09; MICHAEL HELLER '11; JAMES E. LEE '11; DWAYNE O. LITTAUER '10; ROB LUND '11; STEPHEN B. PACETTI '11; NORVAL RASMUSSEN '10; WADE E. SAADI '10; CHARLES SOUDER '09; *EX OFFICIO*: THOMAS J. ALEXANDER, VAN KOPPERSMITH, PATRICIA STILWELL WALKER, RICHARD F. WINTER
- ALEXANDER T. HAIMANN (bretalex1@aol.com)..... *Publicist*
3965 Kirkland Court, Bloomfield Hills, MI 48302
- JAMES ALLEN (stampmole@sbcglobal.net)..... *Advertising Manager*
4608 Oakridge Drive, Midland, MI 48640
- WALTER DEMMERLE (demmerle@cox.net)..... *Publication Sales Chairman*
821 Winthorpe Drive, Virginia Beach, VA 23452

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.

Highlights from Our New York Sale November 2008



1c blue, type V (Scott 24),
Plate block of 10,
Very Fine, NH



1851, 1c blue, type II
(Scott 9), Superb Jumbo
"Single" on piece



1894, 10c Special Delivery
(Scott E4), P.S.E. graded
XF-Sup 95]



1857, 3c rose,
type I (25), irregular
block of ten with
original gum



8c "I.R." Provisional
(Scott R156)
Extremely Fine used



1851, 1c blue type IIIa
(Scott 8), P.S.E. graded XF90



10c Panama-Pacific
(Scott 400A), P.S.E. graded Gem 100

Please contact us or visit our website for more details.



MATTHEW BENNETT INTERNATIONAL
An Arthur Maury Company

UNITED STATES • CHINA • FRANCE • SWITZERLAND

200 Rector Place, Suite 41-D New York, NY 10280
800.638.4223 toll-free 212.842.0425 phone 212.217.9331 fax
www.bennettstamps.com info@bennettstamps.com

CONTENTS

THE EDITOR'S PAGE	
In This Issue	
<i>by Michael Laurence</i>	255
PRESTAMP & STAMPLESS PERIOD	
Colorful Markings of St. Clairsville, Ohio	
<i>by Millard Mack</i>	257
THE 1847 PERIOD	
Quaker Dated and Forwarded Cover with 5¢ 1847 Stamp	
<i>by Gordon Eubanks</i>	265
THE 1851-61 PERIOD	
Kentucky Military Institute: A Postal History	
<i>by Louis Cohen and James W. Milgram, M.D.</i>	267
THE WESTERN MAILS	
Deconstructing the Jackass Mail Route	
<i>by Richard Frajola and Floyd Risvold</i>	275
THE 1861-69 PERIOD	
More on the Washington Experimental Postmarks of December 1862	
<i>by Richard B. Graham</i>	283
The 3¢ Rose 1861, Strip of Nine on Cover from Pottsville, Pennsylvania, 1868	
<i>by Edwin J. Andrews</i>	286
THE 1869 PERIOD	
1869 Covers to Norway	
<i>by Jeffrey M. Forster</i>	289
THE BANK NOTE PERIOD	
The Arthur Gwinner Correspondence	
<i>by Walter A. Demmerle</i>	297
ESSAYS AND PROOFS	
Early Trial Color Die Proofs of the 15¢ Large Bank Note Stamp	
<i>by Stephen M. Tedesco</i>	301
SPECIAL FEATURE	
U.S. Propaganda Covers	
<i>by David L. Jarrett</i>	308
OFFICIALS	
Constant Plate Varieties of the 1873 Official Stamps: Executive Department	
<i>by George G. Sayers</i>	323
THE FOREIGN MAILS	
An Unrecorded Cunard Mail Sailing	
<i>by Richard F. Winter</i>	328
THE COVER CORNER	333

We Buy and Sell Revenue Stamps

- U.S. Revenues
- Canada Revenues
- Telegraphs
- Local Posts
- Cinderellas

Eric Jackson

P.O. Box 728, Leesport, PA 19533
610-926-6200 Fax: 610-926-0120
eric@revenueer.com

www.ericjackson.com

THE EDITOR'S PAGE

MICHAEL LAURENCE

IN THIS ISSUE

I'm pleased to announce the appointment of Matthew Kewriga as the new editor of the Bank Note section of the *Chronicle*. Well-known for his exhibition collection focusing on the 2¢ Jackson Bank Note stamp, Kewriga brings youth, enthusiasm and a lot of expertise to our pages. Please join me in wishing him every success in this important assignment. The first Bank Note section under Kewriga's editorship, starting on page 297, features Walter Demmerle's discoveries, some of them made on-line, about the source of a number of folded-down package wrappers franked with 90¢ Bank Note stamps.

Returning to our pages after a long absence is David L. Jarrett, a collector who is known within the stamp community for his fastidious taste. In a special feature commencing on page 308, Jarrett discusses one of his collecting favorites: illustrated propaganda covers. The impeccable condition of the covers he illustrates (all of which are from his own collection) show that his reputation is not undeserved.

Another veteran returning to our pages is Millard Mack. In our stampless section, starting on page 257, Mack showcases the interesting and highly colorful postmarks used at St. Clairsville, Ohio, through the late 1840s. This is a study he began 50 years ago.

More and more philatelic researchers are taking advantage of high-resolution computer scanning and improvements in color printing to show stamp features that heretofore could not be illustrated in print. In our essay-proof section, starting on page 301, Steven M. Tedesco presents convincing evidence in support of his discovery of two new trial-color die proofs of the 15¢ large Bank Note stamp. It's likely that more such items exist. Tedesco presents the information necessary to enable collectors to identify them. His illustrations on pages 304-306 are excellent examples of how desktop computer technology can be used to advance philatelic knowledge.

In our western mails section this issue, starting on page 275, two formidable postal historians, Richard Frajola and Floyd Risvold, join forces to examine one of the most colorful and least understood of the western mail routes, the short-lived "Jackass Mail" from San Antonio to San Diego. The Frajola-Risvold article is noteworthy for its scholarship, the covers it shows and its accompanying maps.

The Kentucky Military Institute, source of some interesting postal history artifacts and one stunning fancy postmark, is explored at length in our 1851 section (page 267), in an article written jointly by Louis Cohen and Dr. James W. Milgram.

In the 1869 section, starting on page 289, Jeffrey M. Forster presents his findings based on a wide-ranging census of 1869 covers to Norway, a difficult destination throughout the classic era, and one that's especially tough with 1869 stamps. Forster has located 13 covers, including some interesting and colorful frankings.

Rounding out our content is a short article by Gordon Eubanks (page 265) discussing the only known 1847 cover with a Quaker-dated postmark; further notes from Richard Graham (page 283) on the Washington D.C. experimental machine markings of December, 1862; an article by Edwin J. Andrews on a cover bearing a strip of nine 3¢ 1861 stamps (page 286); a continuation of George Sayers' exploration of plate varieties on Official stamps (page 323); and an article by Richard F. Winter (page 328) with new information about a previously unrecorded Cunard line mail sailing. ■

Don't leave money on the table. Talk to Heritage before selling.



#295a Inverted Center PSE Graded F70 OGP
Lightly Hinged Only. Very Fresh Gum.
One of Only Six copies Graded. Est: \$60-70K

Q: How can you choose the right firm to auction your stamp collection?

A: Simple. Choose the company that will not only market your stamps to the hardcore collector, but also to 500,000 collectors outside the field, many of whom eagerly buy across multiple categories.

That's what Heritage Auction Galleries – formerly Ivy, Shreve & Mader – gives you that no one else can. Heritage wants to put your stamps before a worldwide audience of discriminating stamp collectors, as well as half a million more (general collectors) ready to buy.

Please contact Steve Crippe for a no-obligation proposal for your collection with a minimum pre-auction estimate of \$5,000.

Receive a free copy of a catalog from any Heritage category. Register online at HA.com/USPC15384 or call 866-835-3243 and mention reference USPC15384.



Steve Crippe, Director,
800-872-6467, ext. 1777
or StevenC@HA.com

Annual Sales Exceeding \$600 Million • 400,000+ Registered Online Bidder-Members
3500 Maple Ave, 17th Floor • Dallas, Texas 75219 • 800-872-6467 ext. 1777 • HA.com

TX licenses: Samuel Foose 11727; Robert Korver 13754; Andrea Voss 16406; This auction is subject to a 19.5% buyer's premium. 15384

HERITAGE HA.com
Auction Galleries

The World's Largest Collectibles Auctioneer

COLORFUL MARKINGS OF ST. CLAIRSVILLE, OHIO

MILLARD MACK

My interest in St. Clairsville, Ohio, postal markings started almost 50 years ago when I helped Dr. Philip Grabfield of Milton, Massachusetts, prepare an article that was published in the *Postal History Journal* of June, 1960.

Located 11 miles west of Wheeling, West Virginia, St. Clairsville was incorporated on June 23, 1807. Originally it was known as Newellstown—named after David Newell, a cousin of General Arthur St. Clair, the first governor of the Northwest Territory. Newell laid out the village in 1801. The post office was established shortly before October 1, 1801, the first deputy postmaster being a man named John Marshall. Evidently one of the duties of the early deputy postmaster was to haul the mail from Wheeling to Lancaster, Ohio. This was done on horseback. Andrew Marshall, presumably a relative, assumed the contract sometime before October 1, 1805, to haul the mail by wagon.

The town name was changed to St. Clairsville in 1802, five years before its formal incorporation. But for some years afterwards it was still called Newellstown. It was named the county seat of Belmont County on September 1, 1801.

Dr. Grabfield stated in his 1960 article that no manuscript markings were known from St. Clairsville. Since then several manuscript markings have come to light, including a choice item representing a second-day-of-statehood use. This cover, dated March 2, 1803, is shown in Figure 1. Ohio was incorporated March 1, 1803, and this is the earliest known Ohio cover (as distinguished from the Northwest Territory, which preceded). The Figure 1 cover now reposes in the comprehensive Ohio collection of Matt Leibson of Cleveland. The addressee is William Creighton of Chillicothe, Ohio's first Secretary of State, who served

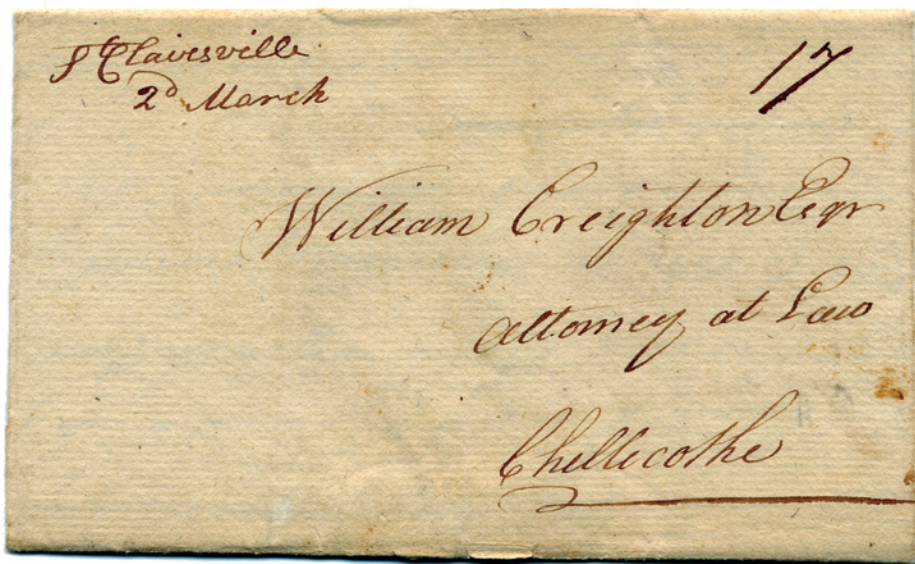


Figure 1. “St. Clairsville, 2d March” [1803], second day of Ohio statehood, on a cover addressed to Ohio’s first Secretary of State, William Creighton. Due postage of 17¢ was collected in Chillicothe. Cover courtesy of Matt Leibson.



Figure 2. Rimless circular date stamp, in red, dated June 24 [1820]. The wide spacing gives “St. Clairsville” the appearance of an arc. Fifty cents was prepaid on this two-sheet letter to New York City, representing twice the 25¢ rate for a distance over 400 miles.



Figure 3. Double oval handstamp in blue enclosing “St. Clairsville” on the top and “Ohio” on the bottom with the date in manuscript in the center—February 27, [1821]. This is a single-rate cover from the same correspondence as Figure 2.

from 1803 to 1808. The 17¢ due postage, marked in manuscript at upper right, was collected in Chillicothe, 17¢ being the rate in 1803 for a single-sheet letter traveling a distance of 150 miles to 300 miles.

The datestamp on the cover in Figure 2 is the first of many remarkable handstamps used in St. Clairsville in the first half of the 19th century. This is a rimless circular date

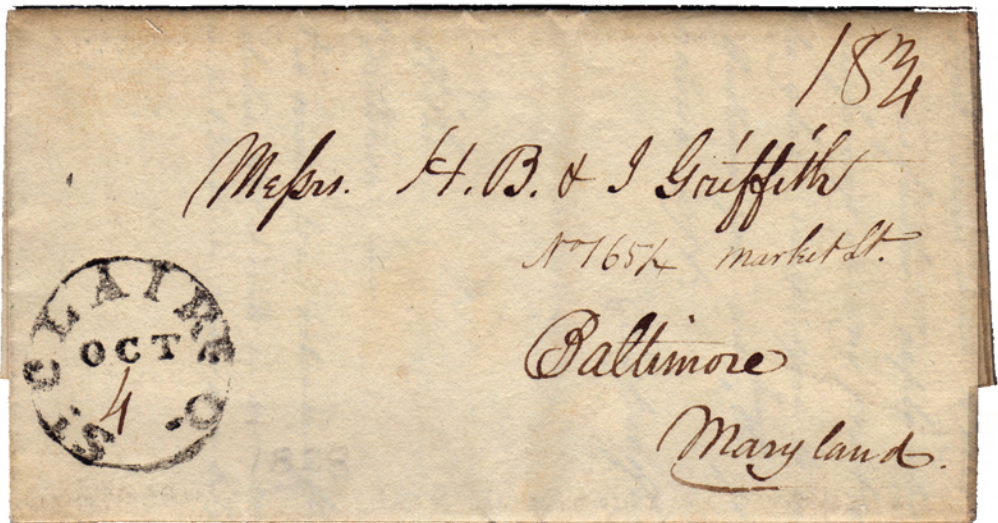


Figure 4. Crude circular date stamp enclosing “St. Claire O.” The month is printed with the day of the month added in manuscript—October 4, [1828]. The letter was sent unpaid so the recipient, a mercantile house in Baltimore, had to pay the 18¾¢ letter rate for a distance of 150 to 400 miles.

stamp, with the town name and month formed by delicate, serifed, italic capital letters. The wide spacing gives “St. Clairsville” the appearance of an arc. The marking is in red and dated June 24. The year is 1820. Several of these markings are known, all used between March and October, 1820. They are considered scarce. The cover was prepaid 50¢, representing twice the 25¢ rate (a two-sheet letter) for a distance more than 400 miles.

The next handstamp used at St. Clairsville is shown in Figure 3. This is a double oval in blue enclosing “St. Clairsville” on the top and “Ohio” on the bottom with the date in manuscript in the center—February 27, [1821]. From the same correspondence as the previous cover, the Figure 3 cover is prepaid 25 cents, the proper rate for a single letter sheet.

The next handstamp used at St. Clairsville is shown in Figure 4. This is a rather crude circular datestamp, shown here in black, enclosing “St. Claire O.” The tops of the letters touch the rim. The month is printed and the day of the month is rendered in manuscript—October 4, [1828]. The letter was sent unpaid. The recipient, a mercantile house in Baltimore, paid the 18¾¢ single letter sheet rate for a distance of 150 to 400 miles. This marking is also recorded in red prior to October 15, 1825.

The circular datestamp shown in the remaining illustrations was used between 1838 and 1852 on a great variety of colorful and interesting covers. This is the 32-millimeter circular datestamp, enclosing “St. Clairsville, O.” and showing month and date.

The cover in Figure 5, addressed to Washington, D.C., shows the marking in red, with a matching FREE and the manuscript notation “Free, J. Alexander Jr.” James Alexander, Jr. (1789-1846) served one term in the House of Representatives (1837-39) representing Ohio’s 11th congressional district. He is buried in St. Clairsville.

Figure 6 shows the marking in green, again with matching FREE, here on a letter to W.L. Marcy, Secretary of War, Washington, DC. The free franking privilege was granted to cabinet heads as well as Congressmen, and applied both ways, whether the franker sent the letter or received it. This particular letter was written by a surgeon who had served with the army in Mexico.

The following group of markings represent the most colorful of all the St. Clairsville



Figure 5. "St. Clairsville O." circular datestamp with "FREE" on a letter to a Washington editor bearing the franking signature of James Alexander, Jr. (1789-1846), who served in the House of Representatives between 1837 and 1839.

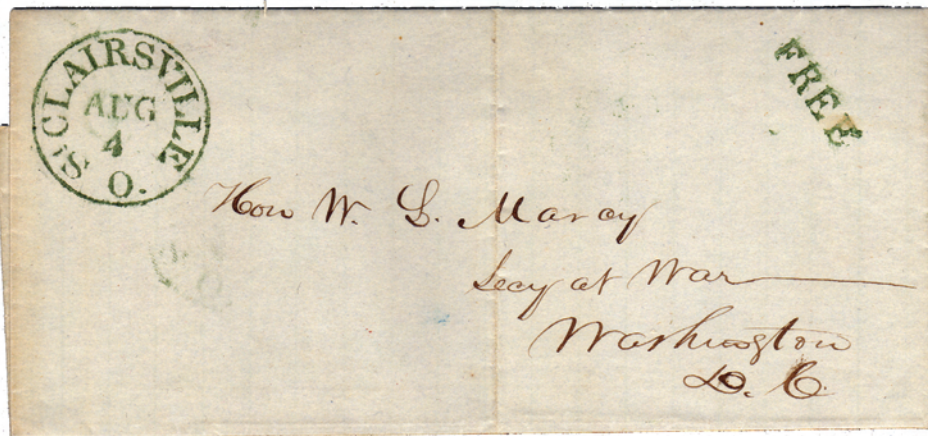


Figure 6. The Figure 5 marking in green, again with matching FREE, here on a letter to W.L. Marcy, Secretary of War, Washington, D.C.

covers. These involve the negative rating markings used at St. Clairsville in the late 1840s, after letter rates had been simplified and reduced. The raters were solid circles enclosing the denomination and surrounded by an outer circle. The denominations were "5" and "10"—the 5¢ being for distances up to 300 miles and 10¢ for distances over 300 miles. In addition, some markings had stars within the solid circles while others did not.

The earliest known use of these colorful raters is November 22, 1845. The latest known use is April 13, 1849. The Postmaster at St. Clairsville during that period was Wilmeth Jones, who must have been a master of cork and wood carving. The markings were used in five different colors: black, red, brown, green and blue. The green is found in various shades. Considering the denominations, the colors, the presence or absence of stars and whether postage was prepaid or unpaid, there are at least 40 possibilities to collect!



Figure 7. Green negative “5” rater, with matching PAID and circular datestamp, on a prepaid letter to Steubenville, Ohio, dated December 6, 1846.



Figure 8. Green negative “10” rater on an unpaid double-rate cover from St. Clairsville to Waynesborough (now Waynesboro), Pennsylvania. This is a double rate cover, as the distance was under 300 miles.

A few of these possibilities are presented herewith.

Figure 7 shows a green negative “5”, with matching PAID and cds, on a prepaid letter to Steubenville, Ohio, dated December 6, 1846. The letter, to an attorney, discusses a court case.

Figure 8 shows an unpaid letter, also in green, bearing a negative “10” marking dated February 26, year unknown, to Waynesborough, Pennsylvania. This was a double-rate cover, as the distance from St. Clairsville to Waynesborough (now Waynesboro) is well under 300 miles. The recipient, Mrs. Logan, had to pay the 10¢ postage to receive the letter.

Figure 9 shows an unpaid letter bearing a negative “5” marking with stars in the back-



Figure 9. Unpaid letter with red negative “5” rating marking showing stars in the background. This cover was posted December 27, 1848 to Columbus, a distance of less than 300 miles, hence the 5¢ rating.



Figure 10. Negative “10” rater, without stars, on an unpaid cover dated December 26 and addressed to Richmond, Virginia. Both handstamps are struck in a very unusual brown ink.

ground. Both markings are struck in red. This cover was posted December 27, 1848 to the Treasurer of the State of Ohio in Columbus, a distance of less than 300 miles, hence the 5¢ rating. The writer of the letter was the Treasurer of Belmont County, discussing a certificate of deposit for \$10,000 in a branch bank of the state in St. Clairsville. This was a substantial sum of money at that time.

Figure 10 shows a negative “10” rater without stars, in brown, on a cover dated December 26 and addressed to Richmond, Virginia. Brown is a very unusual color for a handstamp in this or any era. Sometimes the illusion of brown is created when a marker is struck consecutively on black and red inkpads. But both handstamped markings on the Figure 10 cover (and other St. Clairsville covers from this era) are definitely brown, with golden



Figure 11. Negative “5” rating marking, in blue, to Meadville, Pennsylvania, February 14, 1847.

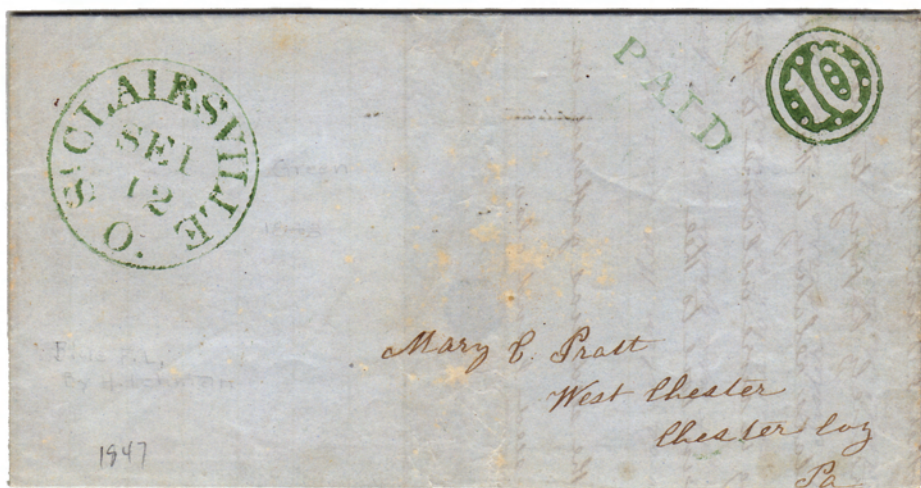


Figure 12. Green negative “10” marking with stars and matching “PAID,” on a cover to West Chester, Pennsylvania, dated September 12, 1847.

overtones. There’s no hint of black.

Figure 11 illustrates a prepaid negative “5” marking, in blue, to Meadville, Pennsylvania. The date is February 14, 1847. The manuscript initials at upper left may indicate an account to which the postage was charged.

Figure 12 shows a “10” with stars in background, along with a handstamped “PAID,” on a cover dated September 12, 1847 to West Chester, Pennsylvania. All three markings are struck in green. The contents are a lengthy letter about family matters.

Collecting “hometown” stampless covers, with their varying rates and (sometimes) varying colors, is an appealing and affordable challenge. The material is out there. The main requirement is patience. ■

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

QUAKER DATED AND FORWARDED COVER WITH 5¢ 1847 STAMP

GORDON EUBANKS

Figure 1 shows a cover with lots of interesting characteristics. It is a forwarded cover with a red Quaker-dated double-circle town postmark; the 5¢ 1847 stamp is cancelled with a blue Baltimore town cancel and all of this is on an embossed envelope. This is also the only known 1847 cover with a Quaker-dated postmark. Quaker-dated postmarks are known on 1851, 1857 and 1869 covers, where their appearance is more frequent. In addition, the Figure 1 cover represents the only known use of an 1847 stamp from Sandy Spring, Maryland, and it is one of just two 1847 covers known with Montgomery County postmarks. (The other is also a forwarded cover.) There is no record of any 1847 stamps being sent to Montgomery County.



Figure 1. 5¢ 1847 stamp cancelled with blue Baltimore circular datestamp on a cover to Sandy Spring, Montgomery County, Maryland. Forwarded to Washington with red 5¢ due rating and red Quaker-dated double-circle town postmark. This is the only 1847 cover known to show a Quaker-dated postmark.

The Figure 1 envelope originated in Baltimore, addressed to Miss Mary and Mrs. Mary Robbins in Sandy Spring, Montgomery County, Maryland. Sandy Spring was a Quaker farming community growing tobacco and corn. The farmers began meeting near a bubbling spring, which by 1750 was known as Sandy Spring. In the early 1800s a meeting house and post office were built.

At Sandy Spring, postmaster Edward P. Stabler forwarded the cover to Washington City, which was in the District of Columbia. As required by the postal regulations, five



Figure 2. Contrast-enhanced enlargement of the Quaker-dated marking on the Figure 1 cover.

cents was charged to the recipient, as indicated by the red “5” applied at Sandy Spring. Stabler also applied the Sandy Spring town postmark. An enlargement of this marking is shown in Figure 2.

As a Quaker, Stabler used the “Quaker dating” format in his postmarks. The Quakers did not use the names of the months and days, since many were derived from names of pagan gods, celestial objects or Roman emperors. Instead, they used numbers to represent the months of the year and the days of the month. For example, 1 was January, 2 February etc. Thus the “7 Mo 28” in this postmark represents the seventh month and the 28th day, hence July 28. This style of dating postmarks was used in a number of towns. See Delf Norona’s *Cyclopedia of United States Postmarks and Postal History* for more examples.

Besides being postmaster of Sandy Spring for over 50 years, Stabler was an innovative farmer, inventor of a seed drill and corn-husking device, and organizer of a mutual fire insurance company. He taught himself the art of seal making to supplement his income. Using a superior press of his own invention, he struck seals for the United States Senate, House of Representatives, Treasury, Post Office, Supreme Court and many others. (When former Secretary of State Dean Acheson moved into the house that Stabler had once lived in, he discovered a seal Stabler had made for the Department of State.) Stabler remained postmaster of Sandy Spring until his death in 1883.■

**FREEMAN's
Established 1974**

**BUYING & SELLING
WORLDWIDE POSTAL HISTORY**

Bourse Table at Many Shows as Global Philatelic Associates – Schedule on web site

WWW.GREGFREE.COM

**Greg Sutherland
POB 24231
Dayton, OH 45424-0231**

**KENTUCKY MILITARY INSTITUTE:
A POSTAL HISTORY**

LOUIS COHEN AND JAMES W. MILGRAM, M.D.

From the middle to the end of the 19th century, letters from schools and universities provide a number of different types of lettersheets, illustrated envelopes, and postmarks. The earliest lettersheets, beginning in the 1840s, were large school illustrations lithographed on double-page sheets. These were sent as stampless covers and later, during the 1850s, in envelopes. A sample group of lettersheets (1840-1860) in the second author's collection includes Yale College (1840); Cortland Academy (Homer, N.Y. 1860); University at Lewisburg, Union County, Penn. (1855); Miss Draper's Seminary (Hartford, Conn., 1860); and Jefferson Medical College, Philadelphia (1846, in bronze ink). The earlier examples were sent as stampless covers; the later examples were sent in envelopes. Illustrated lettersheets were precursors of illustrated envelopes and are every bit as important items of postal history as any envelopes.

In the 1850s, illustrated lettersheets from schools and universities were followed by illustrated envelopes, which often contained smaller-size illustrated letter paper. Illustrated covers are more common than the early illustrated lettersheets.

Probably most interesting to collectors are the postmarks that were used from schools that had post offices. Towns with postmarks reflecting the name of a school can be found from the pre-stamp period continuing for 50 years, finally fading away in the 1890s. School postal markings from the 1850s include Irving College, Tenn., in manuscript and hand-stamped; "Rappk. Acady, Va." in manuscript (1854); Central College, Ohio (late 1850s); College of St. James, Md. (1849 with 5¢ stamp and 1850s on 3¢ entires); University of Virginia (1858 use, three 10¢ stamps to Europe); and "Hamp. Sidney College, Va." (strip of three of 1¢ 1857 stamps).

This article will describe and illustrate the postmarks and illustrated stationery used at the Kentucky Military Institute (K.M.I.) when it was located near Frankfort, Kentucky, in the 1850s.

West Point was the leading military school in the United States (Annapolis, of course, was the corresponding institution for the Navy), but in 1839 the Virginia Military Institute at Lexington opened, to be followed by the Kentucky Military Institute at Farmdale. Chapter 61 of the 1848 Laws of Kentucky enabled this school, then called Western Military Institute, to organize with trustees to teach cadets military discipline. The act also allowed the school to store weapons and to grant commissions.

The school had been established two years earlier by Colonel Robert T.P. Allen, a graduate of West Point. The property he chose for the school was on the Farmdale Road six miles from Frankfort. He actually opened the school in 1846 and received his charter on January 15, 1848. The school had a reputation for excellent instructors, a demanding course of study and strict discipline. It was one of the first schools to teach modern languages rather than Latin and Greek. It was strong in science and mathematics.

A circular headed "Kentucky Military Institute, April 2, 1852" describes how the first class entered in 1851, and the number of students jumped from 40 to 130 within a year. This document is signed in type by R.T. P. Allen and E.W. Morgan, Superintendents. This



Figure 1. Earliest known use of the first of four marking types from the Kentucky Military Institute: “MILITARY INSTITUTE KY SEP 24,” here with manuscript “5” for the unpaid postage rate, on an 1851 cover to Urbana, Ohio.



Figure 2. Illustrated lettersheet depicting the Kentucky Military Institute in 1853-54. The cadets are seen in formation on the parade ground. Part of the 3¢ entire envelope that carried this letter, cancelled with the Type 1 marking, is also shown.

is important because Morgan's name is associated with a special postmark later on. A Report for Cadet J.C. Williams, for the session ending June 15, 1853, mentions that tuition, board, lodging, washing, fuel, lights and medical attendance cost \$204 per annum.

Farmdale had a post office as early as 1841 for a few months. Early letters from K.M.I. are postmarked at Frankfort, Kentucky. A post office was established at the school on February 7, 1848. It was discontinued April 3, 1851. Postmark evidence indicates the post office was open again from at least September, 1851, to February, 1855. The period from March 1855 to August 1858 is uncertain. Evidently the post office was relocated to a site off the school grounds in 1856, but on August 20, 1858, the Military Institute post office was re-established. It worked very closely with the Farmdale office. Both offices closed in October-November, 1861. After the war, the Farmdale post office functioned from July 24, 1865, to October 30, 1920.

The first postmark, Type 1, is a 31-millimeter circular datestamp reading "MILITARY INSTITUTE, KY." The earliest recorded use of this marking appears on the 1851 stampless cover shown in Figure 1, addressed to Urbana, Ohio. The date in the marking is September 24. The manuscript "5" represents the unpaid postage due.

Another cover with the Type 1 marking, franked with an orange brown 3¢ stamp, is postmarked OCT 6 and contains a letter dated 1851. Several covers with the Type 1 marking bear "PAID" handstamps. One shows a "V" for unpaid postage. The majority of the known covers are 3¢ 1853 entire envelopes, mostly undated since they lack contents.

Figure 2 shows a double-page illustrated lettersheet showing cadets in formation in front of the school buildings. The known examples indicate this sheet was used in 1853-54. A portion of the 3¢ 1853 entire envelope that carried this lettersheet, bearing an example of the Type 1 postmark, is included in Figure 2. The lettersheet is dated March 20 [1854].

The next letter from the cadet who sent the Figure 2 cover was sent in a 3¢ entire envelope which bears an embossed shield-shaped corner card reading "KY MIL INSTITUTE FRANKLIN CO KY COL. R.P.T. ALLEN, SUPT." This is shown in Figure 3. It too bears the Type 1 postal marking.



Figure 3. Another cover from the same cadet who sent the Figure 2 letter. This entire envelope has an embossed, shield-shaped cornercard mentioning Supt. Allen, again with Type 1 postmark.



Figure 4. Type 2, the striking Eagle and Banner handstamp, here used as a postmark on a 3¢ 1853 entire envelope.



Figure 5. The fancy Type 2 marking was struck as a cornercard but also used as a post office marking on this entire envelope addressed to Louisiana and dated "Feb 9." A circular "PAID 3" marking cancels the envelope imprint.

Some time afterwards, after Col. Morgan had assumed the Superintendent's position at the school (as well as being postmaster), the school used an ornate illustrated eagle-and-banner handstamp. This elaborate handstamp is the Type 2 postmark. It was used both as a postmark and as a corner card. The legend in the banner reads "MILITARY INSTITUTE/FRANKLIN CO./KY./COL. E.W. MORGAN/SUPT." An example struck clearly in black on a 3¢ 1853 entire envelope is shown in Figure 4. No examples of this marking are known



Figure 6. A cornercard use of the Type 2 handstamp, on a cover with a 3¢ 1851 stamp tied by a "FRANKFORT Ky. JAN 15" (1857) postmark.



Figure 7. The Type 2 handstamp struck in blue (with manuscript "Sept 27" dating) tying a 3¢ 1857 stamp on a cover to Louisiana.

with a definite year date. The cover in Figure 4 probably dates from 1856.

Figure 5 shows the same marking struck as both a postmark (note the manuscript, "Feby 9") and a corner card. A "PAID 3" in circle cancels the envelope stamp. The Type 2 marking is one of two Kentucky postmarks that used a county name in the 1850s. The other was Lodge, Fulton Co., Ky., found on stampless covers and covers with 1850s stamps. A single example of a different printed postmark with county name is known on a cover bearing a 3¢ 1851 stamp.

E.W. Morgan was the postmaster as well as the Superintendent of the Kentucky Military Institute. The post office was in one of the school buildings. The Type 2 handstamp was used to cancel stamps. However, a cover discovered last year documents the Type 2

handstamp used as a corner card with a “FRANKFORT, Ky. JAN 15” marking canceling a 3¢ 1851 stamp. This cover, franked with a 3¢ 1851 stamp and addressed to Pennsylvania, is shown in Figure 6. It contains a four-page letter from Edward Morgan, signed by initials and dated “K.M.I. Jany 15, 1857.” Morgan was in charge of the institute from late 1856 to 1861. After the war he taught mathematics at Lehigh University until his death in 1869.

Figure 7 shows the only known cover with the Type 2 handstamp struck in blue. Because the stamp is the perforated variety, this use must be from 1857 or later. Like the example in Figure 5, this cover bears a manuscript date: “Sept 27.” A better strike in blue is known on an off-cover stamp. This is shown in Figure 8, as it appears in a collector’s album, with missing surrounding portions of the design filled in. A second off-cover stamp with portions of the text from the marking is also known; this was shown to the authors by Rob Lund. The Figure 8 stamp was reported by Carroll Chase in the *American Philatelist* in 1925 (Volume 38, page 677). That was the first report of the eagle-and-banner postmark.

Only three strikes are known of the Type 3 postmark, a 34-mm circular datestamp. An example, dated “NOV 14” on a 3¢ 1857 cover addressed to Chapel Hill, North Carolina, is shown in Figure 9. All known examples of the Type 3 postmark are on 3¢ 1857 stamps or entires, none with a year date. We guess the year to be 1859.

Of the final Kentucky Military Institute postmark, Type 4, only one example is known. This is shown on cover in Figure 10, franked with a perforated 3¢ 1857 stamp. The marking measures 25 millimeters in diameter and is dated NOV 19. The year is presumed to be 1860, since by November, 1861, this handstamp would not be in use. The marking on the



Figure 8. An off-cover 3¢ 1851 stamp with the Type 2 marking struck in blue and the remainder of the postmark drawn in.



Figure 9. The Type 3 postmark, a large single-circle “MILITARY INSTITUTE KY NOV 14,” ties a 3¢ 1857 stamp on this cover to Chapel Hill, N.C.

cover in Figure 10 represents the latest recorded postmark bearing the school name.

The *New York Times* reported that much of the school burned on March 30, 1860, but it was rebuilt and the school continued, although the post office at the school was closed. Later correspondence from the school shows postmarks from Farmdale, Kentucky.

Figure 11 shows an engraved illustration, apparently steel engraved, on the reverse of an envelope from the early 1870s. The address side is franked with a 3¢ 1869 stamp. Note that the superintendent was again R.T.P. Allen (Robert Thomas Prichett Allen). Allen

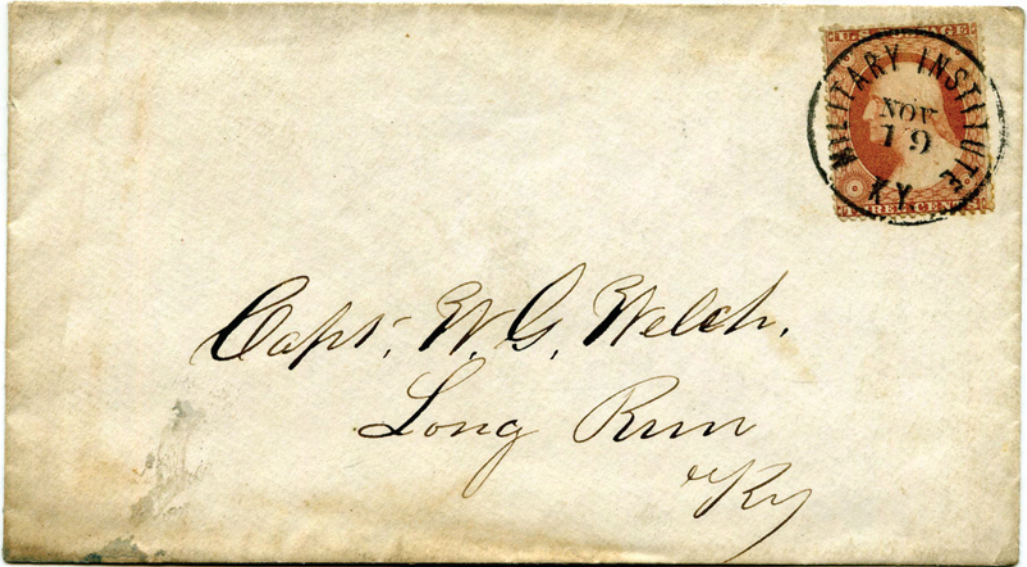


Figure 10. The Type 4 marking, a small circular “MILITARY INSTITUTE KY. NOV 19,” is the latest known postmark from the school. So far this strike on a perforated 3¢ 1857 stamp is the only recorded example.



Figure 11. Ornate steel engraving showing a view of KMI, on the reverse of an envelope postmarked at Farmdale, Kentucky, and franked with a 3¢ 1869 stamp.



Figure 12. At top, a simplified wood engraving of the scene shown in Figure 11. This smaller cornercard was used in 1880s on circulars and letters postmarked Farmdale, Ky. Here the circular rate is paid by a 1¢ Bank Note stamp. Below it is an overall cornercard of the school from the early 1880s, franked with a 3¢ Bank Note stamp.

served three terms. His son, Robert D. Allen, was Superintendent at a later date.

Figure 12 overlaps two additional cornercards used in the Bank Note era. The upper cover is postmarked at Farmdale and franked with a 1¢ Bank Note stamp. This envelope must have carried a printed circular. The corner illustration is the same view as in Figure 11, but smaller and apparently a wood engraving. This same illustration has been seen on a letterhead dated September, 1874. This is in the collection of Sonny Hill. The lower cover in Figure 12 is a third type of illustrated cornercard, an overall design. This envelope is franked with a 3¢ Bank Note stamp and also bears the Farmdale postmark. Note, from the facsimile signature, that Robert D. Allen is now Superintendent. In 1881 there was a dated purple oval handstamp used as cornercard “Kentucky Military Institute/ FARMDALE, FRANKLIN CO., KY. / DEC 12 1881”

The school went into bankruptcy in 1887. It reopened later at Mt. Sterling, Kentucky and in 1896 moved to Lyndon, Kentucky. In the 20th century it moved to Venice, Florida, where it continued to operate until 1973. ■

DECONSTRUCTING THE JACKASS MAIL ROUTE

RICHARD FRAJOLA AND FLOYD RISVOLD

Officially known as route number 8,076, or the San Antonio to San Diego route, but more widely known to collectors as the “Jackass Mail” route, the first single-contract overland mail route to California has received little notice in the pages of the *Chronicle*. This oversight can be partially attributed to the paucity of surviving covers. Also, the pioneering accomplishment of James E. Birch, in establishing the mail route in 1857, was overshadowed by the Butterfield line. Butterfield usurped a portion of Birch’s line and rapidly became the dominant overland mail carrier to California before the Civil War. This article will rectify at least some of the neglect that the “Jackass Mail” route has suffered.

From 1850 the Post Office Department issued a series of contracts for carrying mail over portions of the California Trail, but no through service was provided. Two major overland postal routes were in operation: one connected Missouri and Salt Lake City and another connected Salt Lake City and California. Most trans-continental mail used steamers via the Isthmus of Panama.

In response to clamoring by residents of California for improved mail service, Congress enacted a postal bill to establish a through-mail route between San Antonio, Texas, and San Diego, California, on August 18, 1856. Further, the Act of December 19, 1856 authorized construction of a military road from El Paso to Fort Yuma and the military posts needed to protect the route. With connections onward from both termini to the major points in both California and the East, it was hoped this route would be faster and less costly.

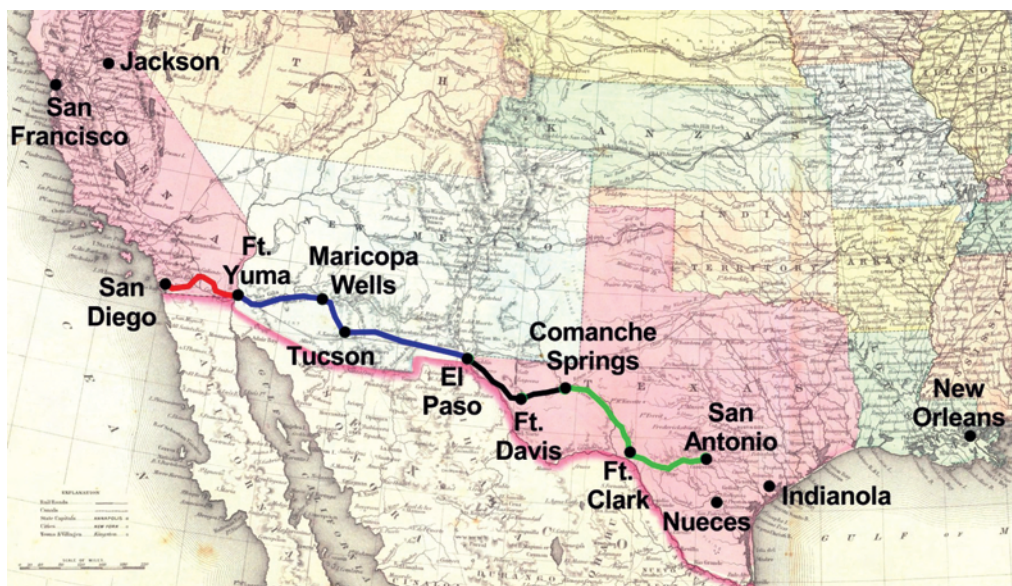


Figure 1. Map showing the entire San Diego and San Antonio (Jackass Mail) route, with various segments coded in color (see text).

The military road was soon completed and the Post Office awarded a mail contract to Birch on June 22, 1857, effective for four years, from July 1, 1857. The contract for route 8,076 called for two trips per month between San Antonio and San Diego at \$149,800 per annum. The 1,476 mile route, shown in Figure 1, was to be traversed in 30 days.

State 1: The Original Route (7/1/1857—10/27/1858)

The route seems conceptually sound. Both termini had relatively frequent communication with points beyond. From the eastern terminus at San Antonio, there was a daily stagecoach mail to Indianola which connected with five-times-a-week steamers to New Orleans. From the western terminus at San Diego, the California Steam Navigation Company steamers operated to San Francisco, albeit only semi-monthly. There was a pre-existing postal route in operation that connected San Antonio and El Paso. This was incorporated into the new through route and needed only minor upgrades.

The new portion of the route that connected El Paso and San Diego required more substantial upgrades. The military road bill noted above pertained only to the portion between Fort Yuma and El Paso. Mail transportation across the Colorado Desert lying between Fort Yuma and San Diego was certainly the biggest challenge facing the new contractor. This was the section where mules were used to carry the mail, resulting in the “Jackass Mail” moniker.

For operational purposes, the route between El Paso and San Diego was divided into sections. The first, between El Paso and San Antonio, was operated as a round-trip unit. The remaining section utilized mail carriers from each end, El Paso and San Diego, who met in the middle at Maricopa Wells and returned. The mail schedule called for simultaneous departures from San Diego and El Paso on the 9th and 24th of each month. Eastbound and westbound carriers were to meet at Maricopa Wells on the 16th, where the mails were exchanged.

The first westbound mail under the Birch contract departed San Antonio on July 9, 1857. George H. Giddings, the agent for Birch and prior mail contractor for the route connecting San Antonio and El Paso, placed James E. Mason in charge. A second westbound mail departed on July 24 under Captain Skillman’s supervision. Mason was delayed in Texas by Indian attacks and was able to proceed only after being joined by Skillman near El Paso. As a result, the first and second mails arrived at San Diego together on August 31, 1857. The first eastbound trip departed San Diego on August 9, 1857.

James Birch left San Francisco for the East on August 20, 1857 before the completion of the inaugural trips. He was lost at sea on September 12 when the steamship *Central America* (the famous gold treasure ship salvaged in 1987) sank in the Gulf of Mexico. Isaiah Wood, previously his agent in California, and George Giddings continued the business. Effective January 1, 1858, the post office transferred the contract for route 8,076 to George Giddings at the same compensation. Birch’s estate sold the line to the firm of G.H. Giddings and R.E. Doyle in May 1858.

Giddings and Doyle improved the line and expanded their business to include passengers, thereby becoming the first transcontinental, overland passenger service. A newspaper advertisement, under a banner illustrating a four-horse stage coach, proclaims: “Overland to the Pacific, the San Antonio and San Diego Mail Line” and further mentions (emphasis added):

This Line which has been in successful operation since July 1857 is ticketing passengers through to San Diego, and also all intermediate stations. Passenger and Express matter forwarded in NEW COACHES drawn by six mules over the entire length of our Line, excepting the Colorado Desert of one hundred miles, which we cross on mule back. Passengers guaranteed in their tickets to ride in coaches, excepting the 100 miles, above stated.

A following paragraph includes this ominous sentence: “An armed escort travels

through the Indian country with each mail train, for the protection of the mails and passengers.” The line was soon referred to by passengers and newspapers as the “Jackass Line” and our guess is that the appellation was not intended to be flattering.

Approximately forty trips were made over the entire route under the original contract. The Postmaster General reported postal receipts on the route of \$601 with a loss of \$195,399.

State 2 (10/27/1858—2/1/1860): The Loss of the El Paso–Fort Yuma Section

The first deconstruction of the line occurred on October 27, 1858 when the post office ordered Giddings to discontinue the section between El Paso and Fort Yuma (shown in blue on the map in Figure 1). The firm was also ordered to increase service on the remaining portions of the route to weekly trips. Further, the post office ordered a \$59,131 deduction from the annual compensation, reducing it to \$196,448 from January 1, 1859.

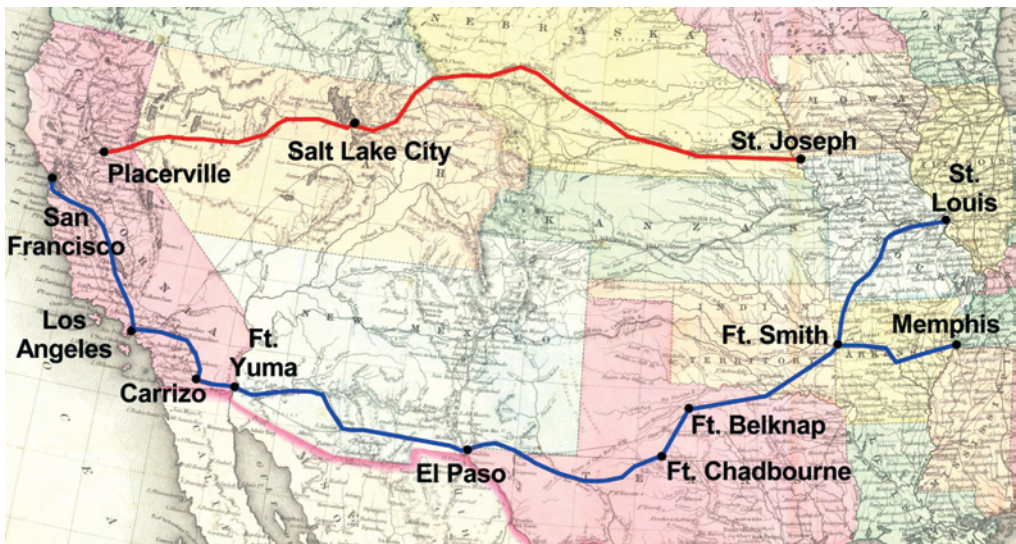


Figure 2. Map showing the Butterfield southern overland route (blue) and the central overland route (red).

This major alteration was the result of the letting of a contract for route 12,578 to handle transcontinental mail from St. Louis, Missouri, and Memphis, Tennessee converging at Fort Smith, Arkansas, and traveling onward to San Francisco twice weekly. The contract for this route, as shown in Figure 2, was effective from September 16, 1858 and became famous as the Butterfield, or Southern Overland route. Service was directed to be performed in four-horse stages or a “celerity wagon.”

The new Butterfield route, which actually joined the old San Diego to Fort Yuma section at Carrizo, California, was heavily promoted by congressmen from the South. It rapidly became the major overland mail-hauler before the start of the Civil War.

State 2a: Reduction of Service

The utility of the Jackass route to the postal service diminished significantly, if not almost entirely, after the heart of the route was lost to Butterfield. On April 14, 1859 the post office ordered a reduction in service on the route to semi-monthly trips, taking off 28 of the weekly trips per annum, at a deduction of \$76,448 per annum from June 7, 1859.

State 3 (2/1/1860—3/12/1860): Loss of the Fort Yuma–San Diego Section

On February 1, 1860 the route was further reduced when service between San Diego and Fort Yuma (shown in red on the map in Figure 1) was ordered to be discontinued by the post office, effective from April 1, 1860. The post office reduced the compensation due Gidding and Doyle by a further \$28,695 per annum. This left the line operating only the coach-route between El Paso and San Antonio, and eliminated the service by mule. By all meaningful definitions, the “Jackass Mail” route was terminated at this point.

State 4 (after 3-12-1860): Loss of the Comanche Springs–El Paso Section

Not yet through performing surgery on the route, on March 12, 1860 the post office ordered the line to discontinue service between Comanche Springs and El Paso, Texas (shown in black on the map in Figure 1) effective May 1, 1860, at a deduction of \$37,599 per annum. This order left the route a semi-monthly service from Comanche Springs to San Antonio (shown in green on the map in Figure 1) with payment of \$53,276 per annum from May 1, 1860 to expire on June 30, 1861. There is a memo on the March 22, 1860 Post Office Department Route Summary document presented in the Frajola-Kramer-Walske Pony Express book (page 147) that states that the Postmaster General reserves the right to curtail service if “if any other route should be put under Contract that shall cover this in whole or in part.”

With the Civil War looming, Butterfield service on the Southern route was suspended on March 12, 1861 and moved to the Central route (shown in red on map in Figure 2). The San Diego and San Antonio mail line then merged their interests into the Overland Mail Company which began their daily mail service over the central route on July 1, 1861. All mail service provided by the United States in the state of Texas was suspended from May 27, 1861.

The Postal Artifacts

Covers carried on the Jackass mail route were to be endorsed “via San Diego and San Antonio” or similar. The authors record ten covers endorsed to be carried on the route. Additional covers carried within Texas, or between Texas and the East on the portion of the

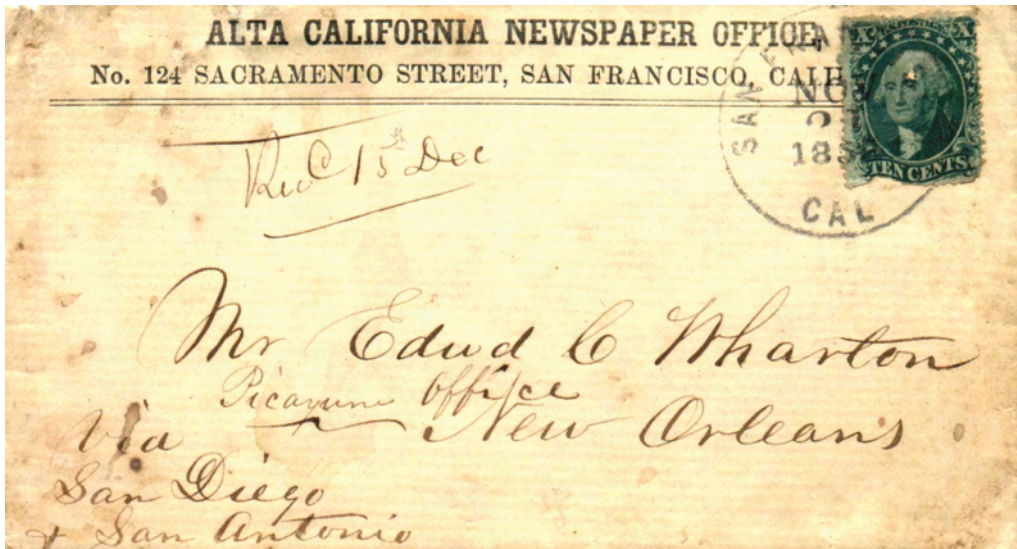


Figure 3. Imprint envelope of the Alta California newspaper, endorsed “via San Diego and San Antonio,” posted November 21, 1859, and sent from San Francisco to New Orleans over the entire length of the “Jackass Mail” route. The 10¢ 1857 stamp is Type V.

route that utilized stage coaches, are known but are not considered to be “Jackass Mail” route uses. The few survivors that are properly endorsed emanate from just three correspondences.

Figure 3 shows what is certainly the most spectacular of the Jackass Mail covers, addressed to Edward C. Wharton at the office of the *Picayune* newspaper at New Orleans. It bears a full endorsement “Via San Diego & San Antonio.” This cover is an imprint envelope of the *Alta California* newspaper office, franked by a single ten-cent 1857 stamp, type V.

The franking represents an overpayment of the three-cent rate for carriage less than 3,000 miles (the total route was roughly 2,500 miles). The cover, sent during State 2 of the route, includes a most interesting original letter on matching imprint stationery. The letter, dated November 18, 1859, states:

Dear Sir, We wish you would upon receipt of this ascertain the time of departure of mail from your city via San Antonio and send us a short weekly letter, with the latest telegraphic news etc. by that route. The agents of the Company think they will be able to make time at least 3 days ahead of the St. Louis line. We will notify you of the success of the experiment.

Respt, Yours, F. MacCrellich & Co.

The cover is docketed as having been received on December 15th, a trip of fewer than 30 days even if counted from the date the letter was written on November 18th. It was evidently held at San Francisco and postmarked to correspond with the date of the steamer departure for San Diego on November 21.

This cover is the only example known to the authors that we are sure was carried over the entire route between San Diego and San Antonio.

There are two additional covers reported that were endorsed to be carried on the San Antonio and El Paso portion of the route. Both of these originated in Jackson, California and are addressed to Nueces Town, Texas, in the spring of 1860. This is a wonderful pair of covers as they were actually handled differently.

The earlier of the two, shown in Figure 4, is endorsed “Via San Antonio and El Paso” at the top and franked at double the three-cent rate for under 3,000 miles. It has a red Jack-



Figure 4. Cover endorsed “via San Antonio and El Paso,” sent February 5, 1860 from Jackson, California to Nueces Town, Texas. The two perforated 3¢ 1857 stamps pay double the three-cent rate for a distance under 3,000 miles.

son, California postmark dated February 5, 1860 and was carried late in the State 3 period of the route. Instead of going via San Diego, the cover was carried on the portion of the Butterfield overland route, via San Francisco, Los Angeles, and Fort Yuma to El Paso. There it was transferred to the still-surviving segment of the Giddings and Doyle route from El Paso to San Antonio and then onward to Nueces Town, Texas.

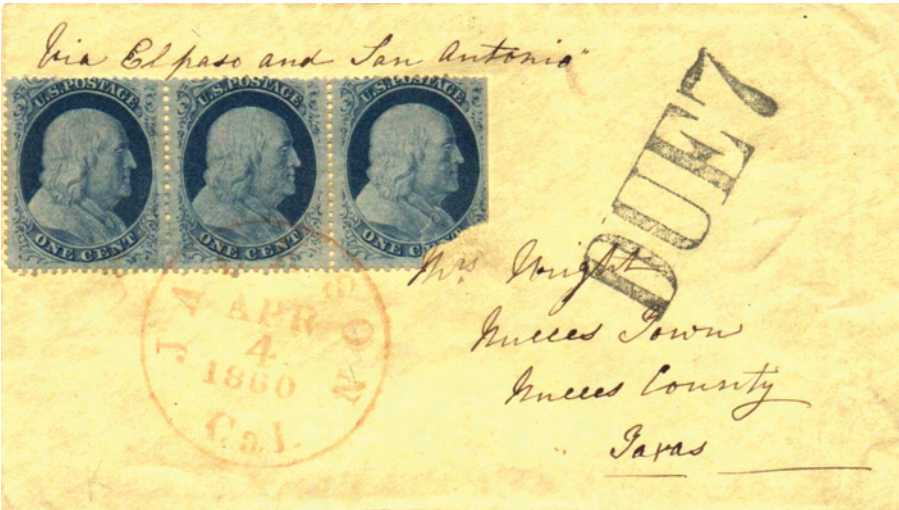


Figure 5. Cover endorsed “via El Paso and San Antonio,” sent April 4, 1860 from Jackson, California to Nueces Town, Texas, franked at the single rate to 3,000 miles with a strip of 1¢ perforated 1857 stamps. Instead of being put into the Butterfield overland mail like Figure 4, it was routed via the Panama steamer departing on April 5.



Figure 6. Cover to Fort Yuma endorsed “via San Diego,” franked with imperforate 1851 stamps and sent September (1857) from West Point, New York.

The second cover of the pair, shown in Figure 5, is endorsed “Via El Paso and San Antonio,” a different town order. It was franked at the single rate to 3,000 miles with a strip of the one-cent perforated 1857 issue and postmarked at Jackson on April 4, 1860 after the

beginning of State 4 of the route. This cover was apparently routed contrary to the endorsement when it arrived at San Francisco. Instead of being put into the Butterfield overland mail like the previous example, it was routed via Panama by steamer departing on April 5. Because the mileage by that route was in excess of 3,000 miles, it was struck with their "Due 7" handstamp to make the correct total rate of ten cents.

The majority of surviving covers endorsed to be sent by the Jackass mail route are addressed to Lieutenant Beekman DuBarry of the 3rd Artillery, U.S. Army, while he was stationed at Fort Yuma, California. At least six covers endorsed "Via San Diego" to DuBarry while stationed at Fort Yuma are known. Dating these covers is aided by knowing that the DuBarry's unit was re-posted away from Fort Yuma in June 1858.

One of two reported DuBarry correspondence covers endorsed "Via San Diego" and bearing adhesives, is shown in Figure 6. This cover was sent from West Point, New York, in September 1857 with the 10¢ steamship rate paid by a strip of three 3¢ 1851 stamps a single 1¢ imperforate stamp. This cover was carried via New York City, Chagres, and Panama to San Francisco on the regular steamship route. From San Francisco it was carried by the California Steam Navigation Company to San Diego and then over the mule-mail route to Fort Yuma during State 1 of the route.

The other endorsed, stamped cover to DuBarry was sent to him at Benecia, California and forwarded to Fort Yuma. It originated in Philadelphia, franked with 1857 adhesives.

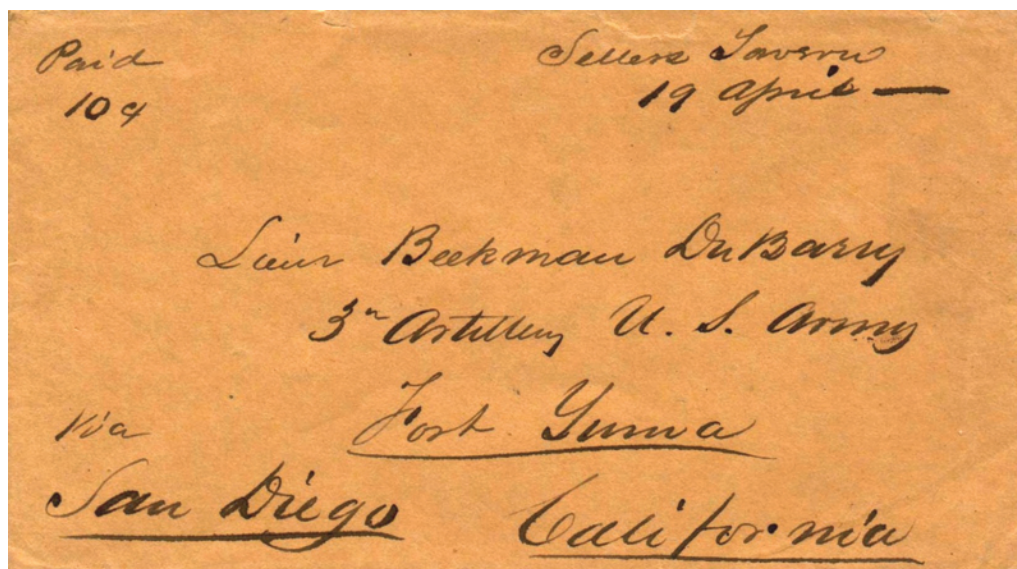


Figure 7. Prepaid stampless cover endorsed "via San Diego," sent April 19 (1858) from Sellers Tavern, Pennsylvania to Fort Yuma, California.

One of the four stampless DuBarry covers is shown in Figure 7. This cover, endorsed "Via San Diego," was sent from Sellers Tavern, Pennsylvania on April 19 and was prepaid for the correct ten-cent rate. Like the previous 1857 cover, this 1858 use was carried via New York City, Chagres, and Panama to San Francisco on the regular steamship route. From San Francisco it was carried by the California Steam Navigation Company to San Diego and then over the mule-mail route to Fort Yuma during State 1 of the route. The authors record two similar stampless covers from Sellers Tavern, Pennsylvania, from this correspondence, both mailed in the first half of 1858. The final stampless DuBarry use is a forwarded cover addressed to DuBarry while still at Benecia and forwarded.

A tenth cover has been recently identified. It is cover from Painesville, Ohio, used in the fall of 1857 with a 10¢ imperforate 1855 stamp, type I. The cover is addressed to “Delos E. Goldsmith, Fort Yuma California, Junction of the Gila & Colorado Rivers” and in parenthesis “San Diego P. Office” indicating that it was to be carried via the San Diego post office. This is an 1857 use during State 1, carried only on the mule portion of the route between San Diego and Fort Yuma. It arrived in California via the Panama route to San Francisco.

There are covers known carried from forts in Texas, addressed to the East, that would have been carried on the portion of the route between El Paso and San Antonio. These cannot accurately be termed “Jackass Mail Route” covers even though they were carried by Giddings and Doyle as contractors.

The authors would appreciate learning of any further covers endorsed to be carried via San Diego, or via San Diego and San Antonio. ■

Bibliography

Frajola, Richard C., George J. Kramer, Steven C. Walske, *The Pony Express, A Postal History*. New York: The Philatelic Foundation, 2005.

Hafen, LeRoy R., *The Overland Mail 1849-1869: Promoter of Settlements, Precursor of Railroad*. Cleveland, Ohio: Arthur H. Clark Company, 1926.

Lake, Stuart N., “Birch’s Overland Mail in San Diego County,” in *The Journal of San Diego History*, April 1957, Volume 3, Number 2.

McCumber, Norma L., “Early Mails Services in California, Part 3: By Jackass,” in *Western Express*, October 1987.

Pearce, Basil C., “Overland to the Pacific, The San Antonio and San Diego Mail-Line,” in *Western Express*, April 1962.

<p>Bibliopole Since 1965</p>	<p>PHILATELIC BIBLIOPOLE http://pbbooks.com Authoritative Philatelic Literature</p>	
<p>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.</p>		
<p>PB Blank Pages, Mylar and Page Boxes</p>		
<p>The state of the art for both archival preservation and appearance, our pages are 100% cotton rag, neutral pH and buffered; blank and quadrille. Custom steel engraved page heads and paneling available. Will run on most Laser Jet Printers. All made exclusively for us in the US. Page Sampler: \$3 to a US address. Foreign by air \$7.</p>		
<p>Leonard H. Hartmann</p>	<p>P.O. Box 36006, Louisville, KY 40233 Phone (502) 451-0317, Fax (502) 459-8538</p>	

**MORE ON THE WASHINGTON EXPERIMENTAL POSTMARKS
OF DECEMBER 1862**

RICHARD B. GRAHAM

Chronicle 210, the special Washington, D.C. issue of May 2006, included an article by me about some unusual Washington duplexed postmarks used in early December, 1862. These markings, believed to be the first duplexed postmarks used at Washington, appeared simultaneously and then disappeared after about a week, not to be seen again.

For various reasons discussed in the 2006 article, the late machine-cancel guru Bob Payne and I had agreed these were markings applied in tests of two mechanical stampers, intended to duplicate the postmarking functions of “stamper clerks” in large post offices. As was indicated in a news item in the *U.S. Mail and Post Office Assistant* of February, 1863, a test of the McAdams mechanical stamper at New York was conducted around January 27, 1863. It took two men to operate the McAdams stamper. One trained “stamper clerk” could postmark letters at a much higher rate. Thus, the McAdams mechanical stamper was not considered a satisfactory replacement for hand postmarking.

I reported on the McAdams mechanical stamper tests in *Chronicle* 205 (February, 2005). My later article, about the Washington tests of duplexed postmarking devices, did not report one incomplete research aspect. This was a reference in an article by Kay Horowicz in the *Philatelic Journal of Great Britain* of March 1969, which reads as follows:

“The postal historian, Morris Ludington, was asked to help in the search [for references to canceling machines of the 1860s] in the U.S.A. He found, in an unpublished history of the United States Post Office in typescript form, which is in the possession of the Smithsonian Institute [sic] that the Postmaster General, Montgomery Blair, who took office in March 1861, was quite an innovator in his attempts to improve the postal service. From the early days of his administration, he instituted experiments in cancelling mail by machine, and wrote a report on his findings toward the end of 1862 which stated that none of the machines proved satisfactory.”

I showed this reference to the late Wilson Hulme at the Smithsonian, and he conducted an extensive search in both the Smithsonian and the Post Office archives, but did not find the Blair report. I hope that it still exists and would very much like to see a copy of it. Possibly, the report was borrowed by a researcher and never returned. Let’s hope it still survives.

November 1862 through March 1863 was a period of extensive testing of duplexed postmarking devices and mechanical stampers at both New York and Washington. The duplex markings produced by the handstamps of Marcus P. Norton were being checked out in New York, although other large post offices worked up duplexes on their own. The McAdams mechanical stamper was tested at New York in January, 1863. As discussed in my article in *Chronicle* 210, Postmaster General Blair, in his annual report of 1862, indicated

that, as of November 1862, two machines were being constructed to cancel stamps.

No additional covers with the McAdams handstamps applied to regular mails at the New York post office have been reported as a result of my two articles. However, reports of covers with the Washington markings established earlier dates of use for both the markings discussed. These are shown in Figures 1 and 2. All the illustrated covers bear 4 December 1862 postmarks; these extend the recorded range of use by one day.

Although Payne opined that the McAdams marking on a cover postmarked at New York on January 17, 1863 (illustrated in *Chronicle* 205) was the earliest use of a mechanical stamper machine cancel in the United States, if the 4 December 1862 uses of the two



Figure 1. Eccentric balloon duplex postmark, used briefly at “Washington City, D.C.” in December 1862, possibly as part of an early experiment in mechanical cancelling. The December 4 use on this cover is currently the earliest recorded strike of this marking.

types of Washington duplexes in Figures 1 and 2 are also mechanical stamper markings, as theorized by both Payne and myself based on several factors, then these are the earliest such markings struck in the U.S. Obviously, further evidence is desired.

The cover shown in Figure 1 displays a nicely struck example of the Washington, DEC 4 [1862] eccentric balloon duplexed postmark, the earliest date so far reported. I acquired this cover from Guy Purington, who bought it on the Internet after reading my article in *Chronicle* 210.

Figure 2 shows two covers with the Washington “waffle iron” attached killer, both dated December 4, 1862. As stated in the article in *Chronicle* 210, which illustrated the patriotic cover as Figure 6 and considered it either a December 4 or a December 14 date, the waffle-iron killer was evidently attached locally to one of the several similar “Washington City” handstamps, which then may have had its handle removed and the marking attached to the plunger of a mechanical stamper. Several other examples of the Washington City, without “D.C.” were in use at the Washington post office in 1862-63, one or two with rate markings attached for use on postage-due soldier letters.

The last few years I have been compiling a census of covers showing these two Washington postmarks. To date, I record 14 covers with the eccentric balloon postmark (Figure

1) and ten with the waffle iron duplex (Figure 2). The earliest date for each, as stated, is now December 4, 1862. My record indicates that the latest date of the eccentric balloon postmark is December 11 and of the waffle iron, December 8. I am delaying publication of



Figure 2. A pair of covers with the “Washington City” duplexed “waffle iron” killer, dated December 4 [1862]. December 4 is currently the earliest recorded use of this marking.

the two records, thinking I have recorded only a small percentage of the covers that exist with these markings. Suspecting that at least the latest dates for each can be extended, it seems reasonable to await more data.

This thought is based upon Washington Postmaster Sayles Bowen’s letter to Civil War historian Benson J. Lossing, dated 22 July 1866, wherein Bowen commented: “...for months, we received and sent an average of 250,000 military letters per day.” To me, that is a very large number, even though it includes letters that passed to and from the Army of Potomac’s 150,000 men, plus other troops. The volume of mail handled by the military department of the Washington Post Office greatly exceeded the civilian mails.

This would also suggest that these two experimental postmarks were used in the military department. Several of the covers in the record are soldier’s letters. This includes two collect letters with the eccentric balloon marking and a cover from a military hospital with a Congressional free frank. Other covers fit the soldier correspondence pattern quite well.

In recording covers with the markings, I include the address and any unusual features, such as a patriotic design, in terms of Weiss or Walcott numbers, unit designations, or docketing. I also include the source of the report, usually but not always the owner. Further submissions with this data will be appreciated. ■

**THE 3¢ ROSE 1861, STRIP OF NINE ON COVER
FROM POTTSVILLE, SCHUYLKILL COUNTY, PENNSYLVANIA, 1868**

EDWIN J. ANDREWS

The 3¢ rose of the 1861 issue was the stamp of choice for domestic postage during the Civil War era and most of the decade of the 1860s (1861-1869). The domestic postage rate when the stamp was issued in 1861 was 3¢ per half ounce (on mail that did not cross the



Figure 1. Horizontal strip of nine and a single, 3¢ rose stamp of 1861, on cover dated May 14 [1868], from Pottsville, Pennsylvania to Boston.

Rocky Mountains) and 3¢ for each additional half ounce. In 1863 the distance restriction was removed, and 3¢ became the letter rate throughout the U.S. The stamp was designed by James MacDonough and engraved for the National Bank Note Company by Joseph P. Ourdan (Washington's portrait), Cyrus Durand and William D. Nichols. The earliest recorded use was August 17, 1861. Approximately 1.7 billion 3¢ stamps were issued until the introduction, in 1867, of the grilled issues in the same design, of which an additional 300 million were produced.

There are a number of reports of used blocks of 10 and 12 stamps¹ as well as an example of 10 single stamps used on cover to pay the 30¢ Prussian Closed Mail rate to Bremen, Germany. The record shows eight single stamps used on registered mail.² However, there is no record of a strip of nine used on cover.

Figure 1 shows a large cover made of heavy paper, measuring 9¾ by 4¼ inches. The cover is franked with a horizontal strip of nine stamps plus one single, making up a 30¢ rate. The stamps are canceled by 19 mm segmented cork obliterations, and the date stamp is a 22-millimeter single circle from Pottsville, Pennsylvania.

All of the stamps are of the "THREB" worn-plate variety and the far right stamp has a natural straight edge. The Pottsville marking is dated 14 MAY, with no year date. However, on the left of the cover a 22-mm steel-die ribbon hand stamp of the Peter W. Schaefer firm dates the cover to 1868. An enlargement is shown in Figure 2. Figure 3 shows the manu-

¹ *Linn's U.S. Stamp Facts, 19th Century*, Linn's Stamp News, Sidney, Ohio, 1999, pg. 54

² *Chronicle* 53 (October 1966), pg. 134.



Figure 2. Enlarged from the left of the Figure 1 cover.

Schuylkill County, in which Pottsville is located, was included in what was originally Chester, later part of Lancaster and finally Berks Counties from which it was formed. Governor Simon Snyder signed an act creating the county on March 18, 1811 from a large

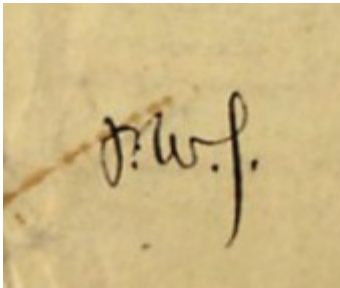


Figure 3. Manuscript initials of Peter W. Schaefer.

portion of Berks and lesser portion of Northampton Counties. The name Schuylkill refers to the Schuylkill River and Schuylkill Township, then in Berks County. The name is a derivation of the Dutch *Skokihl* meaning “hidden stream”, the name given to it by the Dutch navigator, Arendt Corssen. Pottsville was laid out in 1816 and named for the Potts family. In 1788 Samuel Potts had been granted a patent by the Commonwealth of Pennsylvania for several tracts of land, one of which was named “Pomona.” In 1808 through various conveyances, parts of these tracts became vested in John Potts, Samuel’s son, who in 1816 laid out the Pomona tract to become the original plot of Pottsville. The Pottsville post office initiated service January 11, 1825 under Thomas Syliman; its first postmaster. Pottsville was designated the county seat on December 1, 1851. The Pottsville post office remains in service today as zip code 17901. ■

script initials “p.w.s.” from the lower left of the cover. I assume this indicates the cover was sent personally by Peter W. Schaefer. Schaefer was an attorney, surveyor and land speculator in Schuylkill and surrounding Pennsylvania counties.³ He is credited with having mapped Lycoming County, Pennsylvania, and with laying out the town of Shenandoah in Schuylkill County. He also wrote a book on the history of Pennsylvania.

Given the domestic rate of 3¢ per half ounce, and assuming the cover was not overfranked, the weight of the cover and its contents was just over four ounces. The size of the envelope, as well as the franking, suggests it carried legal or survey documents. The addressee was a Boston attorney, Thomas T. Lee, Esq.

part of Berks and lesser portion of Northampton Counties. The name Schuylkill refers to the Schuylkill River and Schuylkill Township, then in Berks County. The name is a derivation of the Dutch *Skokihl* meaning “hidden stream”, the name given to it by the Dutch navigator, Arendt Corssen.

³ *History of Schuylkill County Pennsylvania, with Illustrations and Biographical Sketches of Some of its Prominent Men and Pioneers.* New York, N.Y., W.W. Munsell & Co, 1881.

KRISTAL KARE, INC. For Philatelists, Numismatists, Ephemerists, Archivists, Collectors and Savers.

Protective Pouches

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

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

FREE SAMPLES KRISTAL KARE, INC. P.O. Box 396 Hicksville, NY 11802 ☎ 516-822-2562 kristalkar@aol.com

STANLEY M. PILLER & ASSOCIATES

Quality Classic U.S. Stamps and Postal History



Simply Stated

We Build...

We Buy...

We Sell...

Great Collections

Established 1968

Stanley M. Piller & Associates

Office: 800 S. Broadway, Suite 201 • Walnut Creek, CA 94596

Mailing Address: P.O. Box 559 • Alamo, CA 94507

Phone: 925-938-8290 • Fax: 925-938-8812

Email: stmpdlr@aol.com • Web: www.smpiller.com



CSA



CLASSICS SOCIETY
CCNY

1869 COVERS TO NORWAY

JEFFREY M. FORSTER

This is the second in a planned series of articles describing postal rates from the United States to various foreign countries during the era of the 1869 pictorial stamps. The first article, discussing 1869 covers to Greece, was published in *Chronicle* 199. As readers will know, the 1869 issue was available at post offices for only about ten months. The most frequent foreign destinations are France, Germany and Great Britain. Covers to more exotic countries exist, but their numbers are limited. Covers with 1869 stamps to Norway, our subject here, are scarce. By my records and investigation, 13 such covers exist. This article presents a census of these covers and uses the census data to discuss rates and routes from the United States to Norway during the 1869 era.

During the period under discussion, all covers from the U.S. to Norway had to pass through the North German Union (NGU) mails. Commencing July 1871 there was at least theoretically available a direct American packet service from New York to Norway, but no 1869 covers are known. The foundation of the NGU service was a new mail convention, effective 1 January 1868, between the United States and the North German Union.

The NGU mail service had been formed under Prussia's leadership after Prussia defeated Austria and acquired postal rights and facilities from the princes of Thurn and Taxis.¹ The NGU treaty provided two ways for covers from the U.S. to access the German mails. Covers could travel on transatlantic steamers from New York all the way to the German port (the "direct" route) or they

Effective	via England	Direct
May 1868	21¢	16¢
August 1869	20¢	15¢
July 1, 1870	15¢	12¢
October 1, 1871	12¢	11¢

Table 1. Rates, U.S. to Norway, 1869-1871.

could cross from New York to England and travel to Germany from England via ferry and train (the "via England" route). Rates via both routes were reduced during the 1869 era, so it's possible to collect covers in several different categories.

Table 1 shows the rates from the U.S. to Norway (per 15 grams or ½ ounce) that were in effect between 1868 and 1871.² The table shows rate development over the two routes. The rates via England, faster and thought to be more secure, were always more expensive. In the "via England" category, we begin with a rate of 21¢ per half ounce, effective May 1868 until August 1869, when it was reduced to 20¢. This rate was reduced to 15¢ effective 1 July 1870 and to 12¢ on 1 October 1871.

The "direct" column begins with a rate of 16¢ effective until August 1869. A rate of 15¢ was then in effect through 30 June 1870. After that, the direct rate was 12¢ until 1 October 1871, when it was reduced to 11¢. The 12¢ direct rate was hardly available, because the Franco-Prussian War curtailed direct service for most of the rate period.

¹ Allan Radin, "The Prussian Closed Mail," *The American Philatelist*, December 1979, pp. 1079-1086.

² From Charles Starnes, *United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU*, revised edition (Louisville, Ky.: Leonard Hartman, 1989), pg. 33.

Covers Showing Direct Transit

Figure 1 shows a cover with a 10¢ 1869 stamp and two 3¢ 1869 stamps that illustrates the 15¢ direct rate. This cover was posted August 14, 1869 at Madison, Wisconsin, addressed to Bergen, Norway. This is the earliest known 1869 cover from the U.S. to Norway. The 15¢ direct rate became effective just a few weeks before this cover was mailed. It's likely the sender franked the letter at the preceding 16¢ rate. This cover was bagged up for direct service at the Chicago exchange office, which applied its red "5" handstamp marking (just below the 10¢ 1869 stamp) representing 5¢ credit to the North German Union for carrying the cover beyond Germany to Norway. This credit was restated as 2 silbergroschen



Figure 1. 10¢ and two 3¢ 1869 stamps, overpaying 15¢ direct rate from Madison, Wisconsin to Bergen, Norway, 14 August 1869. The 5¢ credit to Germany (for carriage beyond Germany to Norway) was expressed by the red handstamped "5" applied at the Chicago exchange office; this was restated in silbergroschen as "2Wf." at Hamburg.

(the "2 Wf." marking) when the cover entered the German mails at Hamburg. These German restatements are usually accompanied by the letter "f", abbreviating "franco" (meaning "paid") or by "Wf," "Wfr," or "Wfco" abbreviating "Weiter Franco" ("paid beyond").³

The date on the boxed Hamburg entry marking is not clear, but the Christiania receiving mark is dated September 2, 1869. For the direct mail service, the Hamburg office used rectangular box markings of at least two types, inscribed Hamburg, the date, and FRANCO, applied in red. The Bremen office used a similar box inscribed Bremen, the date, and FRANCO.⁴

Interestingly enough, the Figure 1 cover has never appeared at public auction in the United States or in Europe. A British stamp dealer found it at a small Norwegian stamp show several years ago.

Figure 2 is another 15¢ direct-rate cover to Norway. Here the 15¢ postage is properly paid with 10¢, 3¢ and 2¢ 1869 stamps. On this cover, the circular date stamp is incompletely struck. The date is illegible but the town name appears to be "Carbondale, Illinois." The circular Chicago exchange office marking at left includes a credit "5" and is dated "MAY

³ George E. Hargest, *History of Letter Post Communications Between the United States and Europe 1845-1875*, reprint edition (Lawrence Mass.: Quarterman Publications, Inc., 1975) pg. 151.

⁴ *Ibid.*, pg. 151.



Figure 2. The 15¢ direct rate was properly prepaid on this cover from Carbondale, Illinois to Thym, Norway, but two rates were apparently required. The Chicago credit 5 is here included in a circular datestamp, dated May 12 [1870].

12.” This is a different Chicago marking than the marking seen on the cover in Figure 1, but it serves the same purpose. At some point beyond Chicago, this cover was apparently found to be overweight, requiring double rating. Note the blue crayon “2” at upper left. The red crayon markings are Norwegian due markings.

The direct covers to Norway could pass through any of the U.S. offices designated in the treaty to exchange direct mails with Germany. During the 1869 era these offices were Boston, Chicago, New York and Philadelphia. My census of 1869 covers to Norway, presented in Table 2, shows eight direct covers. Of the eight direct covers, seven originated in the Midwest and passed through the Chicago exchange office. The origins of these letters reflect the pattern of Norwegian settlement in the United States.

Covers Showing Transit via England

The sole U.S. exchange office for the route via England was New York, which on these covers to Norway used various marking devices to indicate the credits to Germany

Posted	Origin/destination	Stamps	Rate	Reference
08/14/69	Madison, Wisc/Bergen	114(2), 116	15¢ Direct	Figure 1
8/?/69	?/Christiana	114(2), [116]	15¢ Direct	116 missing
10/17/69	Mobile, Ala/Tramso	119	15¢ Direct	794 RAS 608
11/24/69	Moscow, Wisc/Cristiana	116, 95	15¢ Direct	Laurence collection
12/22/69	Norfolk, Va/Egersund	98, 115	20¢ via England	Figure 3
1/14/70	Norway, Mich/Stavanger	112, 113(7)	15¢ Direct	320 Bennett 222
1/22/70	New York, NY/Arendal	113, 114, 116	15¢ Direct	Soler y Llach 7/7/03
2/1870	Decorah, Ia./Christiana	119	15¢ Direct	PFC 404277
5/12/70	Carbondale, Ill./Thym	113, 114, 116	2x15¢ Direct	Figure 2
8/10/70	Otsego, Wisc./Bergen	119	15¢ via England	911 RAS 286
9/5/70	Shabbona, Ill./Bergen	117, 146(2)	15¢ via England	948 RAS 448
9/10/70	Clermont, Ia./Hamar	119	15¢ via England	Figure 4
1/17/71	Clermont, Ia./Hamar	121	2x15¢ via England	Figure 5

Table 2. 1869 covers to Norway.

OUR CLIENTS...

The

- Unlimited global reach
- Worldwide marketing efforts
- Live internet bidding
- Strategic corporate locations
- Vast philatelic knowledge
- Award-winning catalogs
- Signature "First Class" service



SPINK SHREVES
— FOUNDED 1862
SHREVES COMPANY

At Spink Shreves, our clients have always been our top priority. By earning the trust of collectors around the world, we have grown to be the only philatelic auction firm with the unlimited global reach and resources to consistently achieve "record-breaking" prices. We proudly offer unsurpassed attention to detail and vast philatelic knowledge.

STAMPS BANKNOTES M

800 556 STAMP 800.556.78

ey Mean the
World.



SPINK
EST. 1666
GALLERIES

Award-winning color catalogs and strategic worldwide marketing efforts. Numerous domestic and international locations. And most importantly, our signature "First Class" service for every client. In this ever-changing world, you can be confident Spink Shreves will continue to go to the ends of the earth to set the standard for excellence.

MEDALS COINS BOOKS

212 675-3226 www.spinkshreves.com

120 West 57th St., 18th Floor New York, N.Y. 10019 212/262-8400 FAX 212/262-8484

of 5¢ per rate. These mails were carried in closed bags from New York to Liverpool or other British ports. From there, they crossed England by rail to a channel port from which they went by ferry to Ostend, Belgium, and then by rail across Belgium through the Verviers-Coeln (Cologne) railway post office to the Aachen, Prussia, exchange office. The Aachen exchange office was located on the train, where the bags were opened and the mail processed. Until mid-1870, prepaid mail was marked with a four-line Verviers-Coeln FRANCO handstamp.



Figure 3. The 20¢ rate via England, modestly overpaid by a 15¢ Lincoln “F” grill and a 6¢ 1869 stamp, on cover to Egersund, Norway, from Norfolk, Virginia, posted 22 December 1869. The bold circled credit “5” was handstamped at New York. Photo courtesy Robert A. Siegel Auction Galleries.

Figure 3 shows a cover from Norfolk, Virginia, to Egersund, Norway, franked with a 15¢ Lincoln “F” grill (Scott 98) and a 6¢ 1869 stamp, an unusual combination. The Norfolk circular datestamp reads DEC 22. No year date is evident on this cover, but the year must be 1869, because 1868 is too early for the 6¢ stamp and 1870 is too late for the Verviers-Coeln FRANCO marking. Last seen as lot 1983 in Siegel sale 889 (8 December, 2004) this cover represents a 1¢ overpayment of the 20¢ closed-mail rate, effective less than a year, from August 1869 through 30 June 1870. According to the catalog description, the 6¢ stamp has been moved slightly but did originate on this cover.

The circled 5 marking on the Figure 3 cover is the credit to the North German Union, applied by the New York exchange office, for the 5¢ required to take the cover from Germany to Norway. This was restated by the Aachen exchange office as “Wfco2,” the bold, script-like handstamp applied directly on top of the stamps. The date portion of the four-line Verviers-Coeln marking reads 5-1-3, indicating January 5. The significance of the third number in the sequence (3 in this case) is not known. As the census data in Table 2 indicates, this is the only cover in this survey that shows the 20¢ via-England rate.

As Table 1 shows, a major rate reduction took place on July 1, 1870. The direct rate to Norway was reduced from 15¢ to 12¢, and the rate via England was reduced from 20¢ to 15¢. The outbreak of the Franco-Prussian War that same month eliminated direct service. The only remaining route to Norway was the route via England, which under the new rate structure now had the same 15¢ rate that previously applied to the direct service.

Table 2 lists four covers sent to Norway after 30 June 1870. All of them are from the



Figure 4. 15¢ rate via England, from Clermont, Iowa (10 September 1870) to Hamar, Norway, franked with a 15¢ Type II stamp. The 5¢ paid-beyond postage was expressed by the New York credit 5 datestamp (faint at top center) and restated in Germany with the bold script “Wfco2” marking.



Figure 5. Double-rate to Norway, 17 January 1871, from the same correspondence as the Figure 4 cover, 2x15¢ postage paid by a 30¢ 1869 stamp, red New York crayon “10” credit restated in Germany (blue crayon) as “wf4.”

Midwest, all reflect the 15¢ rate via England, all passed through the New York exchange office and all have similar markings.

Two covers are from the same correspondence, from Clermont, Iowa, to Hamar, Norway. The earlier of these, pictured in Figure 4, was posted on 10 September 1870 and shows the 15¢ via-England rate paid by a Type II 15¢ 1869 stamp. This cover bears an

indistinct circular credit 5 marking that appears at first glance to be a Chicago marking. But as we have noted, Chicago was not an exchange office for these via-England covers. The credit marking on the cover in Figure 4 is a New York circular credit 5 marking, similar (but not identical) to Hubbard-Winter marking #252.⁵ The large script handstamp “Wfco 2” (the same marking that appears on the via-England cover in Figure 2) was applied by the Aachen exchange office on the Verviers-Cologne train.

The second cover from the same correspondence, shown in Figure 5, was posted four months later, on 17 January 1871. Heavier content required the double rate of 30¢, which was paid by a 30¢ 1869 stamp. Note the penned manuscript “2” at upper left. New York did not use its “10” handstamp on this cover, but indicated the credit (“10”) in red crayon and handstamped the cover NEW YORK PAID ALL (Hubbard-Winter #233).⁶ In Germany the 10¢ credit was restated in blue-green crayon as “wf 4.” Norwegian receiving markings show Christiana Feb. 15 and Elverum Feb. 18 on front and Christina Feb. 14 on reverse.

Conclusion

When I began to research 1869 covers to Norway several years ago, I believed that there were only two covers, the cover from the Jon Rose collection (Siegel sale #794) and the cover from the Elliott Coulter collection (Siegel sale #911), which was illustrated in the Hargest book. Since then, I have been able to locate and track down, through other collectors, auction catalogs and offerings from private dealers, the 13 covers listed in this census. If readers know of 1869 covers to Norway that are not listed here, I would be happy to add them to the census in a follow-up article.

⁵ Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings, 1840-1875* (Canton, Ohio: U.S. Philatelic Classics Society, 1988), pg. 367.

⁶ *Ibid.*, pg. 366.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

United States Postal Service, Form 3526: Statement of Ownership, Management and Circulation. 1. Publication Title: The Chronicle of the U.S. Classic Postal Issues. 2. Publication Number: 0560-680. 3. Filing Date: 5 October 2008. 4. Issue Frequency: Quarterly. 5. Number of Issues Published Annually: 4. 6. Annual Subscription Price: \$27.50. 7. Complete Address of Known Office of Publication: % Dwayne Littauer, P.O. Box 750368, New Orleans, LA 70175. 8. Complete Mailing Address of Headquarters or General Business Office: % Dwayne Littauer, P.O. Box 750368, New Orleans, LA 70175. 9. Full Names and Complete Mailing Addresses of Publisher, Editor and Managing Editor. Publisher: None. Editor: Michael Laurence, 324 East 41st St., Apt. 1001-C, New York, NY 10017. Managing Editor: None. 10. Owner: The U.S. Philatelic Classics Society, Inc., % Dwayne Littauer, P.O. Box 750368, New Orleans, LA 70175. 11. Known Bondholders, Mortgagees and Other Security Holders: None. 12. Tax Status: Has not changed during preceding 12 months. 13. Publication Title: The Chronicle of the U.S. Classic Postal Issues. 14. Issue Date for Circulation Data: August, 2008. 15a. AVERAGE NUMBER OF COPIES EACH ISSUE DURING PRECEDING 12 MONTHS: (a) Total Number of Copies (Net Press Run): 1,275. (15b.) Paid Circulation: (15b.1) Mailed Outside County: 1,089. (15b.2) Mailed In County: 0. (15b.3) Paid Distribution Outside the Mails: 74. (15b.4) Other classes of mail: 0. (15c) Total Paid Distribution: 1,163. (15d.3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS: 87. (15f) Total Distribution: 1,250. (15g) Copies Not Distributed: 0. (15h) Total: 1,250. (15i) Percent paid: 93%. 15a. NUMBER OF COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE: (a) Total Number of Copies (Net Press Run): 1,250. 15b. Paid Circulation: (15b.1) Mailed Outside County: 1,089. (15b.2) Mailed In County: 0. (15b.3) Paid Distribution Outside the Mails: 74. (15b.4) Other classes of mail: 0. (15c) Total Paid Distribution: 1,163. (15d.3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS: 87. (15f) Total Distribution: 1,250. (15g) Copies Not Distributed: 0. (15h) Total: 1,250. (15i) Percent Paid: 93%. (16) This information to be published in the November, 2008 issue of the publication. (17) Signed (x), Michael Laurence, Editor.

THE BANK NOTE PERIOD

MATTHEW KEWRIGA, EDITOR

NOTE FROM THE SECTION EDITOR

I am honored to have been asked to edit the Bank Note section of the Chronicle. I have been collecting Bank Note subjects, first the Officials and then the 2¢ Jackson Bank Note issues of 1870-79, for more than 15 years. I have always found this era fascinating due to the intricate nature of the stamp designs and the long period of their usage. The large Bank Notes were used from 1870 through the 1880s, producing an amazing array of uses and frankings. Major changes occurred to the international postal laws and rates with the advent of the General Postal Union in 1875 and the later Universal Postal Union.

This section is also devoted to the small Bank Note stamps of 1890 and the Columbian stamps of 1893, equally fascinating issues. I hope this section will delve into new subjects and discoveries. I personally have a few articles planned, including one on the 2¢ Jackson Imperforate of 1875 and another on two new 2¢ plate variety discoveries. Two interesting articles have been promised on the subjects of Bank Note uses from Chinese Treaty Ports and Bank Note mails to Mexico. My hope is to induce the numerous Society members collecting or studying the Bank Note period to contribute future articles. It is my job to make sure we have a vibrant section, with numerous contributors expanding the Bank Note knowledge base. Please help if you can. I look forward to working with prospective contributors.—M.K.

THE ARTHUR GWINNER CORRESPONDENCE

WALTER A. DEMMERLE

Back in May 1980, Richard Searing provided updated census information about the rare 90¢ large Bank Note stamps on cover.¹ He noted that many of the items in his census, most of them dated from the late 1880s, were package or parcel pieces, on blue paper, registered, with a printed address and phenomenally high postage affixed. These have been cut down or refolded to cover size, with the address specifics (other than the Berlin, Germany, destination) marked out.

The parcels with these address panels were sent at the Universal Postal Union rate of 5¢ per ½ ounce plus a 10¢ registration fee. Searing asked if anyone had additional information about this correspondence and its provenance. At the time, these items comprised 11 of the 30 recorded 90¢ Bank Note covers.

I have attempted to update the census as additional items came to my attention, but I have never seen a response to Searing's question. In the process, I acquired several of the listed items and have viewed others in dealer stocks and in auction catalogs. This article reports what I've been able to discover about these items so far.

A fragment, not previously reported and obviously cut from a much larger package cover, is shown in Figure 1. This bears three carmine 90¢ stamps (Scott 191) and a 30¢ stamp (190) paying 58 times the 5¢ UPU rate plus the registry fee. The New York double-oval registry marking is dated August 10, 1887. It is not included in the cover census because it is cut down close to the stamps, removing nearly the entire address and routing information leaving only a bit of the printed "Berlin." This is the only such fragment noted.

¹ Richard M. Searing, "Ninety Cent Bank Note Company Stamps on Cover," *Chronicle* 106, pg. 124.



Figure 1. August 10, 1887, small fragment of package cover: three carmine 90¢ Bank Note stamps and a 30¢ stamp, paying 58 times the 5¢ U.P.U. rate plus a 10¢ registry fee.

But since only the large pieces have been tracked, there may be other similar fragments out there.

The addresses on the larger pieces are often obliterated with a heavy black marker but can be made out by viewing in strong light. The full address reads “Riess and Itzinger, Berlin, Germany.” This is evident, at least in part, from the example in Figure 2. This is a refolded package cover, New York date 8-1-1889, with two purple 90¢ stamps (plus a 5¢ Garfield) paying 35 times the first class rate plus the 10¢ registry fee.

The Robert A. Siegel “Mercedes” sale of Bank Note stamps and covers (Siegel sale 922, 19 October 2006) contained (as lot 1334) a complete cover in the same preprinted



Figure 2. August 1, 1889, refolded package cover: two purple 90¢ stamps plus a 5¢ Garfield paying 35 times rate plus 10¢ registration. Part of the address is blacked out but still readable.



Figure 3. April 11, 1890, the discovery cover, four times 5¢ rate, with complete address that led to details of the provenance of the “Riess & Itzinger” fragments.

format, but not blue, dated 1890, franked with a 5¢ indigo Garfield stamp (Scott 216) and a 15¢ red orange Bank Note stamp (189). Both stamps are tied by New York Apr. 11, 1890 duplex cancels. This quadruple-rate cover, not registered, is shown in Figure 3. Fortunately, it includes the name of an individual at Riess and Itzinger—Arthur Gwinner. This was my first substantial clue about the origin of the correspondence, a clue that sent me to the internet search engines.

A website describing the history and development of Deutsche Bank has a biography of Dr. Arthur von Gwinner, whose photo, taken from the website, is shown in Figure 4. Scion of a leading German family, Gwinner served a 10-year banking apprenticeship, working in international finance in England, France and Spain. In 1888 he acquired the banking and investment firm, Riess and Itzinger, continuing to run it under that name. In 1894, Gwinner sold off the assets of this bank and became a member of the board of managing directors at Deutsche Bank, where one of his principal partners was Georg von Siemens. Charismatic and fluent in several languages, Gwinner was extraordinarily successful. He received recognition from the Kaiser, including membership in the Prussian House of Lords, for his many achievements, which included international railroad construction and development of the oil business.²



Figure 4. Arthur von Gwinner, German capitalist and collector, who acquired the Riess & Itzinger firm in 1888 and subsequently rolled it up into Deutsche Bank.

A note on this site saying that Edward D. Adams was the agent in New York City for American Deutsche Bank (and probably agent for Riess and Itzinger as well) sent me back to Google. Excerpts from a book on inter-

² http://www.banking-history.com/02_02.html, Historical Association of Deutsche Bank, last viewed 8-27-2008.

Date	Stamps (Scott #s)	Postage	Reference
Aug 2, 1887	189,190,191(2), 209	\$2.35	Eagle (1922) lot 393
Sept 3, 1887	190,191,209(2)	\$1.40	<i>Chronicle</i> 88
Nov 16, 1887	191,205	\$0.95	H. Rooke 11/70:54
Feb 22, 1888	189,190(2),191	\$1.65	Braus lot 445 (ex Krug)
Mar 24, 1888	189,190,191	missing stamp	14 Rumsey 1417
Dec 28, 1888	216,218	\$0.95	14 Rumsey 1416
Aug 1, 1889	216,218(2)	\$1.85	Figure 2
Aug 28, 1889	209(2), 218	\$1.10	<i>Chronicle</i> 88
Oct 12, 1889	209(2),216,217(2),218	\$1.75	Ashbrook II
Oct 16, 1889	216,217,218	\$1.25	Braus lot 533
Dec 21, 1889	209(2),217,218	missing stamp	906 Siegel 2104
? 13, 1889	209(2),217(2),218	\$1.70	Braus lot 534
? ? 1889	218(block 4)	\$3.60	Perry (1935)
? 13, 1890	216,217,218	\$1.25	109 Metro 84

Table 1: Census of 90¢ Bank Note covers from the Arthur Gwinner correspondence.

national banking³ provided information about how over the years, Adams and von Gwinner had become close associates and even friends—and documented that Adams often sent packages containing items for his friend’s many collecting interests. These included books on mineralogy, botany and numismatics. Upon his death, Gwinner’s collections were left to various institutions. His large mineral collection is still at the University of Bremen. Footnotes in the international banking book indicate that a researcher and author, Dr. Harm Schroter, discovered copies of correspondence from Adams in the archives of the Siemens Corporation, that constituted primary source material for the book. Perhaps this is also the source of the covers listed in Table 1.

Although it is likely that the majority of the hundreds of parcels Adams sent contained stocks, bonds and investment instruments, I would like to imagine that it was the collectibles that required the high rates of postage.

Table 1 updates Searing’s census of these important covers. After 28 years, there are now 14 Gwinner covers recorded in my census, including the 11 reported in Searing’s original articles. These are still pretty rare items. Examining the table, it is interesting to note that the first five mailings (August 2, 1887 to March 24, 1888) bear the 1879 90¢ carmine stamp (Scott 191), and the remaining mailings (from December 28, 1888) bear the 1888 90¢ purple stamp (218). The earliest documented use of the 1888 90¢ purple is September 1888. This gives chronological confirmation that these stamps were used in period. The Gwinner covers are not philatelic in nature. Additions to this listing as well as new items for the overall 90¢ cover census are welcome and will be posted in the member’s domain at our Society website.■

³ Rondo Emmett Cameron, *International Banking, 1870-1914*, Princeton University Press, 1961.

**A NEW DISCOVERY:
EARLY TRIAL COLOR DIE PROOFS
OF THE 15¢ LARGE BANKNOTE STAMP**

STEPHEN M. TEDESCO

Introduction

Having established a foundation in a previous *Chronicle* article by recording the various die states leading up to the finished design for the 15¢ Webster stamp of 1870,¹ the author would like to announce the discovery of two new trial color die proofs for this stamp. Previously, the 15¢ and 30¢ values of this series did not have trial color proofs recorded from the 1870 National printings.

The story began when I purchased a cut-down die proof with a certificate that read, “Brazer 152E-BF, die on proof paper, with shading on corner panels.” The opinion pronounced the item to be genuine.

Brazer 152E-BF translates into 152-E8 in Scott’s *Specialized Catalogue of Stamps and Covers*. But this essay does not have the completed crosshatching on the side-whiskers, which the proof I acquired clearly shows. My proof shows the sixth die state which is the finished state, the same as the issued stamp. A pencil notation on the accompanying certificate reads, “unlisted – the whiskers have crosshatching, or really a cut-down Goodall proof.”

Red flags immediately went up. My proof was on India paper and the Goodalls are not. The color was not the same as other items in my comprehensive collection of proofs and essays of this stamp. And the discovery item was not an essay, but an example of the completed design. At the time, I could not imagine that a second trial-color proof would emerge, in another color, to substantiate the claim that early trial-color die proofs for the issued 15¢ National stamp had in fact survived.

This study will focus on two main points. We will first look at color, to ascertain that these new trial color items do not match previously described proofs. (The two well-known groups of proofs that provide a basis for comparison are the Goodall die proofs and the American printing of trial colors.)

Then we will look at die flaws, closely examining two defects found on the hardened die. This will establish that the discovery proofs precede die hardening. (To the student of die evolution, proofs pulled during the creation of a die are far more important than those pulled later for presentation purposes.)

Color

For now we will use two simple color descriptions, brown and green, to describe the newly-identified trial-color die proofs. Since our proofs show the finished state of the die,

¹ Stephen M. Tedesco, “The United States 15¢ Webster Stamp of 1870: From Model to Finished Die,” *Chronicle* 211, pp. 218-229.



Figure 1. From left to right, Goodall die proof in dim green, newly-discovered National trial color in green and an American Bank Note Company trial die proof (1890 printing) in dark green.

if they were not created contemporaneously with the issued stamps, there are only two possible alternative sources.

The Goodall die proofs were printed circa 1879-1880 at the direction of Albert Goodall, then President of the American Bank Note Co., in five colors traditionally described as dim red, dull brown, dim green, dull blue and slate black. We are concerned here with the dull brown and dim green.

Brazer lists this group on proof paper.² His listings match the complete set (plus duplicates) in the author's collection. The discovery trial colors are on India paper. The paper difference alone should be enough to exclude the Goodall printing from consideration as a source. The Goodalls have been included in the color study to eliminate the possibility that the paper types were misidentified.

The second group of possibilities is the 1888-1889 printing of trial colors, done by the American Bank Note Company for the contract of 1890.³ This group was printed in two formats. The first was on India paper, die sunk on card. The second was die sunk directly onto card. Both groups show the same colors: deep green, black, copper brown, orange vermillion, orange brown and dark brown. The author has two complete sets; one cut down on India, and the other a numbered set (43 thru 48) on India paper die sunk on full card; as well as two die proofs printed directly on card in the colors deep green and orange brown.

In Figure 1, the various green examples are shown side by side for a color comparison. The discovery trial color proof, in the middle, does not match either the Goodall (at left) or the American printing (at right).

Next, in Figure 2, the browns are shown. The brown trial color is at center, and the comparison colors rotate around it. They are, clockwise from top left: Goodall die proof in brown, and 1890 printings in copper brown, dark brown and orange brown. Again there is no color match.

All these die proofs were photographed under the same controlled lighting conditions in order to produce accurate color renditions. The items were then merged digitally into single frames.

While the author understands the difficulty of reproducing accurate colors on the printed page, the discovery trial color items show a significant difference that cannot be confused within the other examples. These differences are easily perceived by the naked

² Clarence W. Brazer, "Goodall Trial Color Proof Die Proofs," *Essay-Proof Journal* #37 (1953), pg. 22.

³ Rev. Stephen Knapp, "Color Sampling the Contract of 1890," *1990 Congress Book*, pp. 55-78



Figure 2. National trial color proof at center, surrounded by (clockwise from top left): Goodall die proof in brown, and 1890 printings in copper brown, dark brown and orange brown.

eye. We hope they will show in the accompanying illustrations.

In the author’s collection the only green essay is a “blue green” that does not match the green of the trial color. Also in the essay section are found the colors orange brown, dark brown and brown. The brown comes very close to matching the trial color.

Ron Burns, Bank Note specialist, has kindly compared these two trial color items with his extensive 3¢ material. For the green trial color he has matched a 147P1 (3¢ National) impression from an unhardened die, *circa* January 1870, which has NBNC embossed imprint and is a color match for Milori green. For the brown shade he has a color match in a 147 TC1 red brown *circa* December 1869, and another match in a 147-TC3 in red brown which is a plate proof.

Die Flaws

We will now examine the die in the hardened state, which is the source of the finished design, pointing out die flaws or blemishes that are present in this state. Figure 3 shows a composite image of portions of a die proof of the finished design. At the top of Figure 3, arrows point to locations on each side of the colorless border area under U.S. POSTAGE. The two insets at the bottom of Figure 3 show these areas greatly enlarged, showing the two dots that appear on the hardened die and on every subsequent printing (because the flaw was present on the hardened die itself). These two flaws were probably unintended but after



Figure 3. Portion of a finished large die proof of the 15¢ Bank Note stamp, in orange, in the sixth and final die state, showing characteristic flaws. Arrows in the upper panel point to the flaws, which are shown, greatly magnified, in the two inset panels below.



Figure 4. Enlarged portions of the newly identified trial color proofs in Milori green (top) and red brown (bottom) showing the area under the “U” and “E” of “Postage” (comparable to Figure 3) with no flaws present.



Figure 5. Portions of a proof impression from National Plate 20, Position 9L, enlarged to show that the dot defects from the die have been transferred to the plate.

hardening they were part of the completed design.

Figure 4 shows enlargements of the same areas from the discovery trial color proofs, whose colors we can now describe as Milori green (top) and red brown (bottom), clearly showing that there are no flaws present.

By way of comparison, Figure 5 shows a portion of Position 9L from a proof impression from National Plate 20, with the dot flaws enlarged and highlighted in the same manner as in Figure 3. These flaws occur on every position of the 200-subject National plate, as they must, having been present on the hardened die itself. Every die proof pulled hereafter will have these flaws present.

Figure 6 shows that the flaws remained on the die as late as 1889. Shown at top in Figure 6 are the salient areas from an American die proof printing of 1889. At bottom are the same areas from the Goddall printing of 1879-1880. In both cases, the dot flaws show clearly.

Actually there are proofs pulled later than 1889, by Bureau of Engraving and Print-

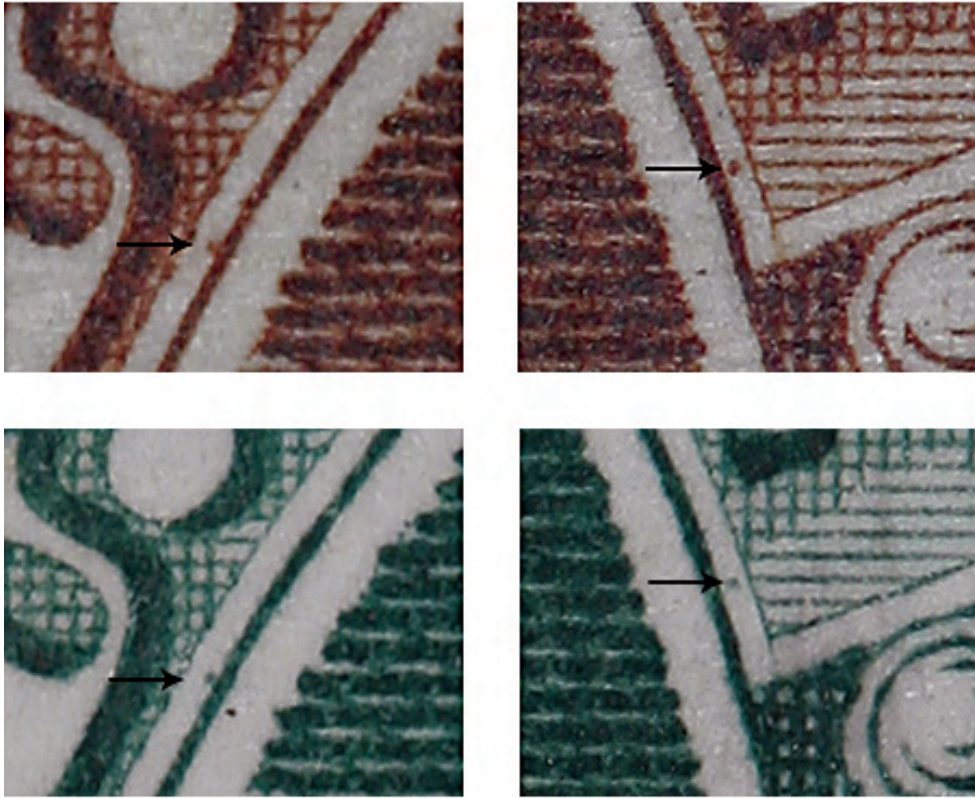


Figure 6. The same areas from the two traditionally acknowledged sources of trial color proofs, all showing the characteristic dots. The panels at top are from an American die proof printing of 1889. The panels at bottom are from the Goodall printing of 1879-80.

ing. The “Roosevelt” small die proofs of 1903 and the “Panama-Pacific” small die proofs of 1914 both show the flaws.

Last, the Continental Bank Note Co entered Plate No. 31, the only other plate used for the entire printing of the 15¢ stamp, sometime in early May of 1873 (dating according to the sequence of plate numbers). Whether Continental used National’s transfer roll or made a new roll from the National die is not known. If CBNC made a new transfer roll from the National die, then the flaws were taken up from the die block. If the National transfer roll was used, then the flaws were already on the transfer roll. Impressions from Plate 31 shows both flaws on all positions the author has examined.

Conclusion

After the completion of the side-whiskers, trial color proofs were pulled in various colors. The die flaw is not present on these trials nor did it exist on any previous earlier die state in the engraving of the 15¢ design. Sometime after the trial-color proofs were pulled, perhaps when the National imprint was added to the die and before the die was hardened, the flaws first appear. Whenever the flaws were caused, they pre-date the transfer roll take-up, making them obviously a National product. Future copies found with completed side-whiskers and without the die flaws should now stand out. ■

New From the Mystic Rare Stamps Vault!

Highest Graded Used #38 with Large Margins!

Barely canceled leaving the brilliant design fully visible & perfectly centered amid huge margins. This stamp is the complete opposite of all other examples of the 30c Issue – showcasing large margins, which is almost unheard of! Accompanied by a 2006 PSE graded certificate – XF-Sup 95 Jumbo. Highest-graded used example of the 1860 30c Issue.
Scott #38 1860 30c Orange Franklin Used Single MRS 395.....\$5,500.00



Jumbo Superb-Centered #220 on Webster Advertising Cover

Duplex cancel on Webster's International Dictionary advertising cover sent to the publishers of the dictionary in Springfield, Massachusetts. The inaugural year for Webster's International Dictionary was the same year this cover was sent – 1890! Excellent in every respect, especially the jumbo superb-centered 2c stamp.
Scott #220 1890 Webster's International Dictionary Advertising Cover Sent From D.C. to Mass. ...MRS 573\$100.00



Scarce 1855 Cover with Rare Southern Cancel

Single on cover with green December 11th Randolph Macon College, Virginia, circular date stamp cancel addressed to Petersburg, Virginia. Cover still with enclosed letter from the Secretary of the Washington Literacy Society. A scarce item combining the green cancel and rare Southern college origin.



Scott #11 1855 3c Washington On Cover To Petersburg...MRS 513\$225.00

Bank Note Issue with Extremely Fine Centering

Small Bank Note Issue 90c orange Perry used single – light registered mail cancels & extremely fine centering.

Scott #229 1890 90c Orange Perry Used Single XF 90 2007 PF Graded Cert MRS 531\$350.00



Striking #278 with Desirable Even Margins

Nice even margins & extremely fine centering. One of the most striking of all the high-value 19th century regular issues.

Scott #278 1895 \$5 Dark Green Marshall Mint Hinged Single, XF 90 2007 PF Graded Certificate...MRS 189\$4,950.00



100s of Rare U.S. Stamps, Postal History, Essays, Proofs and Specimens are offered at MysticRareStamps.com

Stamps

Scott #266 1895 2c Carmine Type II Washington Mint Never-Hinged Plate Block. Fresh impression & very nicely centered, 2006 PF Certificate...MRS 515\$725.00

Scott #320b 1906 2c Scarlet Type I Washington Mint Hinged Plate Block of Six. Beautiful, 2006 PF Cert...MRS 340.....\$295.00

Covers

Scott #295 1901 2c Pan American Issue On Multicolored Exposition Cover. Beautiful multicolored cachet...MRS 480.....\$185.00

Scott #328, 329, 330 1907 Jamestown Exposition Set On Registered Cover To Michigan. A beautiful item in every respect MRS 180.....\$275.00

Essays

Scott #26P3 1851-60 3c Red Type II Washington Plate Proof On India Paper. Very fine margins and rich deep color, 1986 PF Cert MRS 136.....\$875.00

Toll-Free: 1-800-606-3101 • Fax: 1-800-385-4919

Email: info@MysticRareStamps.com

Mail: Mystic Rare Stamps

9700 Mill Street, Camden, NY 13316

or visit www.MysticRareStamps.com

Mystic Rare Stamps

U.S. PROPAGANDA COVERS

DAVID L. JARRETT

Introduction

The 1850s and 1860s in the United States saw a great proliferation of propaganda covers, preprinted covers whose illustrations or legends advocated various reforms and causes reflecting the mind-set of the nation at the time. Propaganda covers in the U.S. often followed or paralleled advocacy activities occurring in England. Britain was the birthplace and the wellspring of illustrated propaganda covers, going back to the Mulready envelope and its caricatures in 1840.

A definitive 332-page book and catalog of propaganda and related covers, *British Pictorial Envelopes of the 19th Century*, by Bodily, Jarvis and Hahn, was published by the Collectors Club of Chicago in 1984. This book discusses in depth the origins of many of the British and U.S. propaganda covers.

One man was behind a number of related movements and causes that were promoted on propaganda covers. He was an American named Elihu Burritt. A blacksmith by trade, Burritt (1810-1879) studied widely and came to be known as “the learned blacksmith.” He was the founder of the League of Universal Brotherhood and its supporting societies. In



Figure 1. British-printed anti-slavery cover printed in gold ink and postmarked in olive green at Ballardvale, Massachusetts, during the early 1850s.

books and pamphlets he advocated many reforms, including ocean penny postage, peace, the brotherhood of man, the settlement of disputes between nations by arbitration rather than war, temperance and anti-slavery. Many of the propaganda covers of this era, both British and American, promote causes related to Burritt's activities. Some advocate more than one of these reforms simultaneously.

The purpose of this survey article is to provide an overview of the various types and designs of U.S. propaganda covers that can be collected. While most of the propaganda covers posted in the United States were designed and printed domestically, a limited number of British-made propaganda envelopes were imported by enthusiasts and used in the U.S. Beautiful and highly ornate, these make a good starting point for general discussion.

British Propaganda Covers Used in the United States

Figure 1 is an fine example. This is an exquisite small cover, printed in gold ink and postmarked in olive green at Ballardvale, Massachusetts, during the early 1850s. The anti-slavery theme is clear and eloquent. The inscription ("Haste, Happy Day! The time we long to see...when every son of Adam shall be free!") surrounds an African family, seated and unchained, with a sailing vessel in the distance. The man holds in his left hand a Bible, referencing Isaiah 58:6: "...loose the bands of wickedness, undo the heavy burdens, let the oppressed go free and break every yoke...."

The British cover shown in Figure 2 is a peace propaganda cover. The inscription reads "Peace, the parent of prosperity, the companion of the truth and love." A draped female figure, presumably Britannia, rests on an anchor within a grouping of artistic and agricultural equipment atop the remnants of destroyed weapons of war. In the background a multicultural group of oddly dressed individuals engages in animated but friendly exchange. The British origins of this cover are attested by the script printer's credit line across the bottom. Franked with an imperforate 3¢ 1851 stamp and addressed to Connecticut, this cover was posted at Worcester, Massachusetts, on February 20. The year date is uncertain, but the cover surely dates from the 1852-57 era.



Figure 2. British-printed peace propaganda cover, franked with an imperforate 3¢ 1851 stamp and posted at Worcester, Massachusetts, during the 1852-57 era.



Figure 3. Multi-theme propaganda cover, franked with an imperforate 3¢ 1851 stamp and posted at Farmington, Ohio, in the early 1850s. A legend on the envelope indicates it was engraved and published by J. Valentine of Dundee, one of the most talented and prolific creators of British propaganda envelopes.

Figure 3 is an intricately engraved multi-theme propaganda cover, franked with an imperforate 3¢ 1851 stamp and posted at Farmington, Ohio, in the early 1850s. A legend on the envelope indicates it was engraved and published by J. Valentine of Dundee, one of the most talented and prolific creators of British propaganda envelopes. The three visual elements at the top of the envelope promote arbitration for war, universal brotherhood, and freedom of commerce (free trade).

The juxtaposition of these thematic elements is highly representative of the reformist mood of the day. Inspired by Adam Smith, the British free-traders of the 1840s reasoned that world-wide free trade would create a global web of mutual dependence that would foster universal brotherhood and make war unthinkable. The visual element at upper left on the cover in Figure 3 shows a Greek-style building with “Congress of Nations” inscribed on the pediment. This is a very early reference to the modern concept of a world governing body.

Figure 4 is another British propaganda cover, here supporting ocean penny postage and universal brotherhood. Per a legend on the backflap, it was printed by the London office of the League of Brotherhood. This cover was posted at Boston, Massachusetts, in the early 1850s. The imperforate 3¢ 1851 stamp is tied by the distinctive Boston PAID marking. A red 23 x 17 millimeter design on the backflap shows two clasping hands. The propaganda theme on the front, with various foreign-looking people surrounding an allegorical figure of peace, suggests that inexpensive ocean postage would contribute to the world-wide brotherhood of man. An ocean steamship, an image frequently encountered on these covers, trails smoke in the background.

Figure 5 expresses the same theme more explicitly. This is another creation of Valentine of Dundee, printed in England but mailed in the U.S. in the late 1850s. The perforated 3¢ 1851 stamp is postmarked North Brookfield, Massachusetts, November 5. The printed legend clearly expresses the expected benefits of inexpensive international postage: “Britain! Bestow this boon, and be in blessing blest. Ocean Penny Postage will link all lands



Figure 4. British propaganda cover supporting ocean penny postage and universal brotherhood, posted at Boston in the early 1850s. Per a legend on the backflap, this envelope was printed by the London office of the League of Brotherhood.

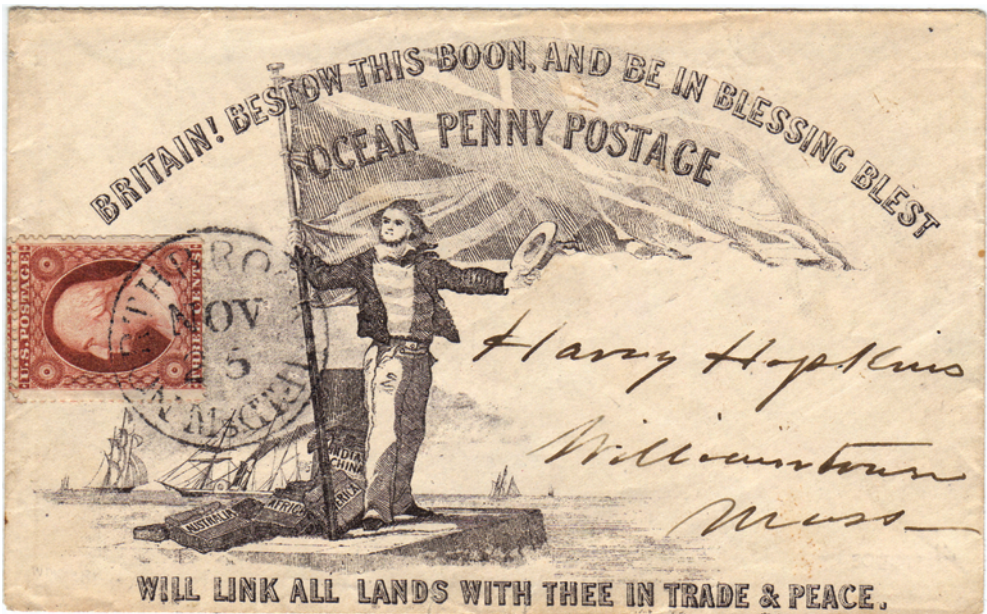


Figure 5. Another creation of Valentine of Dundee, mailed in the U.S. in the late 1850s. The perforated 3¢ 1851 stamp is postmarked North Brookfield, Massachusetts. The legend expresses the expected benefits of inexpensive international postage.

with thee in trade & peace.” Mailbags from India, China, Australia, Africa and America are spread at the feet of a sailor (the prototypical Jack Tar) who holds aloft the staff of a Union Jack. Again, there’s a steamship (along with several sailing vessels) in the background.

Propaganda Covers Created in the U.S.

Having established the British background, we now turn to propaganda covers that were created in the United States. These are most frequently collected by topic. I have been collecting postally-used pre-1870 U.S. propaganda covers for almost 40 years. My experience over that time suggests that the covers fall roughly into 15 or 20 different thematic categories. Any subject-based categorization of covers is arbitrary and arguable, but the following categories (in alphabetical order) are what I've arrived at: anti-conscription; anti-post office monopoly; anti-slavery; Civil War patriotics; free trade; land reform; mail carriage via Panama or Nicaragua; ocean penny post; overland mail; peace; political campaigns and related political causes; religion; temperance, universal brotherhood and Valentine's day. Examples illustrating some of these topics are presented herewith.

The cover in Figure 6 shows one of the best-known U.S. propaganda designs, advocating cheap inland and ocean mail postage. This overall design was copyrighted in 1851 by Barnabas Bates, secretary of the N.Y. Cheap Postage Association. The envelopes were printed by a local New York printer. This example is franked with an imperforate 3¢ 1851 stamp postmarked Havana, New York, on March 25 [1854].



Figure 6. One of the best-known U.S. propaganda designs, Barnabas Bates' envelope advocating cheap inland and ocean mail postage. The Bates design derives from British antecedents (see Figures 4 and 5), but it has its own distinctively American elements and was printed in New York City. The visual symbols of postal reform on the Bates cover were subsequently repeated on the 1869 pictorial stamps.

The Bates design clearly derives from British antecedents (see Figures 4 and 5), but it has its own distinctively American elements, most notably the eagle and shield, and the petition to Congress: "We ask of Congress cheap inland and ocean postage." This envelope design was very popular with the public. Its three major pictorial elements came to symbolize the cause of postal reform in the United States. These icons were subsequently adopted by the U.S. Post Office and incorporated into the 1869 pictorial stamps—the steam locomotive on the 3¢ stamp, the eagle and shield on the 10¢ and 30¢ stamps, and (on the 12¢ stamp) the ubiquitous side-wheel ocean steamship.

Figure 7 illustrates a propaganda cover advocating a trans-continental railroad. Franked with a perforated 10¢ 1857 stamp, this cover was posted at San Francisco in 1859,



Figure 7. Propaganda cover advocating a U.S. trans-continental railroad. Franked with a perforated 10¢ 1857 stamp, this cover was posted at San Francisco in 1859, a decade before its cause came to fruition.



Figure 8. Highly detailed overall illustrated design advocating temperance. This cover is franked with a perforated 3¢ 1857 stamp. The postmark is unclear, but the engraver's signature at bottom reads "Lith by R. Burger & Co., Detroit."

a decade before its cause came to be realized. The inscription "PER OVERLAND MAIL STAGE, VIA LOS ANGELES, IN HOPE OF THE..." is placed directly above an illustration of a steam locomotive with passenger cars.

Figure 8 is a cover with an extraordinary overall-illustrated design advocating the cause of temperance. On the left side of the envelope are arrayed elements of sin. The "licensed free & easy saloon" offers temptation, drunkenness and dissolution. At upper left a volcano erupts the words "no hope." The road in front of the saloon is labeled "the wages of sin is death" and leads to a devil hidden in an adjacent cave. At center and right, healthy citi-

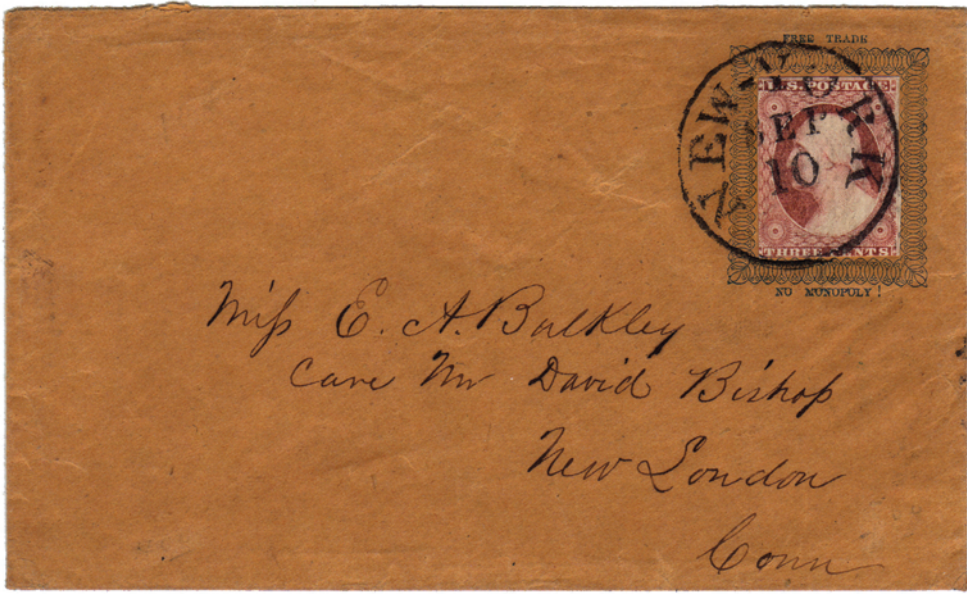


Figure 9. The propaganda message on this cover is the printed collar surrounding the 3¢ 1857 stamp. The collar legend reads “FREE TRADE / NO MONOPOLY.”



Figure 10. Confederate cover, franked with a 10¢ blue stamp and posted in 1864, with a printed legend promoting the free trade.

zens gather under a tree whose trunk and branches extol the benefits of temperance: purity, righteousness, love, peace and domestic happiness. This cover is franked with a perforated 3¢ 1857 stamp. The postmark is unclear, but the engraver’s signature at bottom reads “Lith by R. Burger & Co., Detroit.”

The propaganda message on the cover in Figure 9 is contained in the printed collar that surrounds the 3¢ 1857 stamp. The collar legend reads “FREE TRADE / NO MONOPOLY!” In the 1850s, many northern states sought heavy tariffs on imported foreign

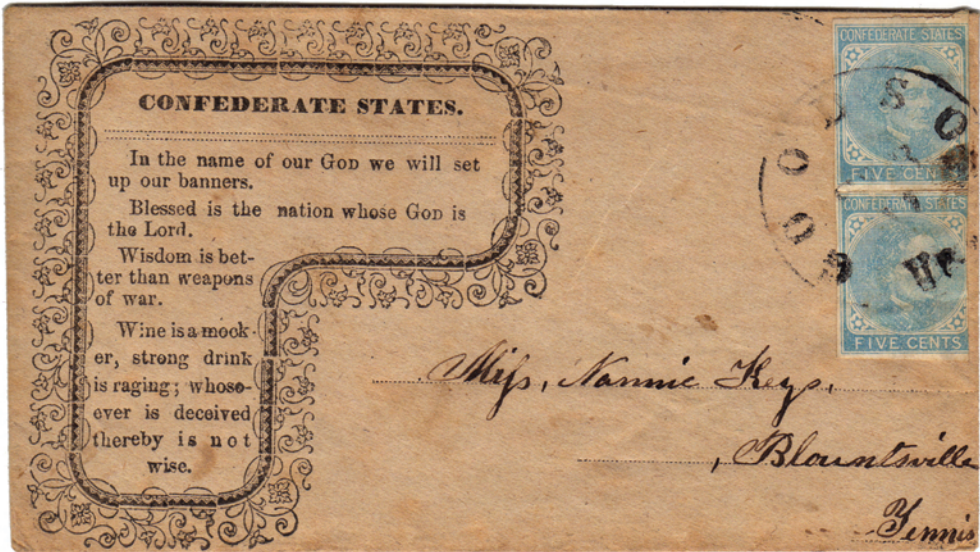


Figure 11. Confederate propaganda cover promoting three causes that were widely advocated during the middle of the 19th century: religiosity, peace and temperance. Franked with two 5¢ Jefferson Davis stamps, this cover was posted in Goodson, Virginia (now Bristol), probably in 1862.

goods, so that the agrarian southern states would be compelled to buy goods from the more industrialized north. Southern states (and northern supporters such as the sender of this cover) favored free trade, which enabled southern planters to sell their produce to England in exchange for less expensive British manufactured goods. Along with slavery, disagreement over free trade was one of the unreconcilable issues that culminated in the Civil War.

Figure 10 is a Confederate cover, franked with a 10¢ blue stamp and posted in 1864, with a printed legend promoting the same sentiments: “SOUTHERN CONFEDERACY: FREE TRADE with all the world.” This cover was posted in Savannah, Georgia, and sent to Marietta.

Figure 11 is another Confederate propaganda cover, promoting three different themes. As we have seen, combined advocacy like this was fairly common in British propaganda covers. It is much scarcer on U.S. covers. The legend on the Figure 11 cover paraphrases biblical verses promoting belief in God (“Blessed is the nation whose God is the Lord”), opposition to war (“Wisdom is better than weapons of war”) and temperance (“Wine is a mocker, strong drink is raging; whosoever is deceived thereby is not wise”). Franked with two 5¢ Jefferson Davis stamps (Scott 6), this cover was posted in Goodson, Virginia (now Bristol), probably in 1862.

Civil War Patriotic Covers

The most frequently encountered examples of U.S. propaganda covers are Civil War patriotic covers and political campaign covers. Both categories are sufficiently familiar that they don’t require much elaboration. There are thousands of designs to choose from. We present here a few selected examples.

Figure 12 is a colorful overall illustrated Civil War patriotic design, showing Union troops at a military camp. This is one of many striking multi-color Civil War patriotic envelopes created by Charles Magnus of New York City. The Attleboro, Massachusetts, 1865 town-mark and matching patriotic shield killer on the 3¢ 1861 stamp add to the cover’s visual appeal.



Figure 12. Colorful overall illustrated Civil War patriotic design, showing Union troops at a military camp. This is one of many striking Civil War patriotic envelopes created by Charles Magnus of New York City.



Figure 13. Dual-portrait political campaign prepared for the election of 1864. General McClellan, the candidate of the Democratic Party, lost to incumbent Abraham Lincoln. George Pendleton, the Democratic vice presidential candidate, hailed from Cincinnati, where this cover, franked with a 3¢ 1861 stamp, was posted.

Figure 13 illustrates a dual-portrait political campaign cover (picturing the Presidential and the Vice-Presidential candidate) prepared for the election of 1864. General McClellan, the candidate of the Democratic Party, lost to Abraham Lincoln, the incumbent. Franked with a 3¢ 1861 stamp, this cover was posted at Cincinnati (hometown of George Pendleton, the Democratic vice presidential candidate) in June, 1864. Tiny type under Mc-



Figure 15. Anti-draft propaganda cover. On this hand-painted cover, franked with a 3¢ 1861 stamp, the illustration and captions oppose the cause of military conscription. The draft had been instituted just weeks before this cover was created in 1863.



Figure 16. The Philadelphia local stamp on this cover qualifies as a propaganda statement opposing post office monopoly. The stamp pictures a Blood's messenger leaping over the Merchant's Exchange Building, which housed the U.S. post office. The clear implication is that the Blood private local mail service was superior to the U.S. post office.

near Tennallytown April 4th 1863” and the cover is postmarked Tennallytown D.C. APR 6. The letter has wonderful contents concerning the draft, states that “drafted men are sent to the front” and makes comments about desertion.

The cover in Figure 16 is an unusual type of anti-post-office monopoly cover, in

that the propaganda statement is made by the stamp itself. On the folded letter-sheet is a privately-printed Philadelphia Dispatch Post adhesive stamp that was surcharged in manuscript "D. O. B. & Co." by D. O. Blood & Co. after Blood purchased the Philadelphia Dispatch Post operations. The stamp paid postage to the Philadelphia post office, where it was postmarked September 22, 1845. The stamp pictures a Blood's messenger leaping over the Merchant's Exchange Building, which housed the U.S. post office in Philadelphia. The clear implication is that the Blood private local mail service was superior to the U.S. post office. In these early days, private mail-carrying companies competed aggressively with the U.S. post office. Eventually, the private carriage of mail was curtailed through restrictive laws and regulations. The final blow came in 1863, when Congress passed a bill declaring that all the streets of a city or town were post roads, on which competition with the post office was forbidden.

On the cover in Figure 17 the propaganda statement is made by an advertising handstamp. This is a mail-route propaganda cover, with an oval handstamp containing the



Figure 17. Mail-route propaganda cover, with the propaganda statement made by the advertising handstamp: "VIA NICARAGUA IN ADVANCE OF THE MAILS."

wording "VIA NICARAGUA IN ADVANCE OF THE MAILS." This cover was handed to a private mail service in San Francisco, which arranged for it to be carried by steamer to Nicaragua, across Nicaragua to the Atlantic side and by steamer up to New York, where the cover finally entered the U.S. mails for carriage on to Virginia. The private San Francisco mail handler used this handstamp to make the statement that his coast-to-coast service was a speedier and more reliable alternative to the government mails.

On the cover in Figure 18, the propaganda statement is actually made by the government postmark. This is a most unusual. This folded letter-sheet, dated 1819, bears an ordinary-looking circular datestamp that reads KENNEBUNK MS. FEB 26. The state designation "MS" is actually a political propaganda statement protesting the separation of the District of Maine from Massachusetts.

Maine was politically attached to the Commonwealth of Massachusetts from colonial times up to March, 1820, when it finally became a separate state. There never existed a town by the name Kennebunk in Massachusetts; it was always in the District of Maine. From the late 1700s, agitators attempted to separate the District of Maine from Massachusetts, with



Figure 18. Stampless folded letter sheet, dated 1819, with circular datestamp reading KENNEBUNK MS. FEB 26. The state designation “MS” is actually a political propoganda statement, protesting the separation of the District of Maine from Massachusetts.

special separation conventions held, commencing in Falmouth, Maine, in May of 1786.

Most of the inhabitants of Kennebunk (a village located in the town of Wells, District of Maine) did not want the expense of supporting a new government and felt close economic ties to Massachusetts. Repeated separation efforts were made over the next 30 years, but the town consistently voted against separation. In May 1819, concern that separation would soon succeed caused the citizens of Kennebunk to petition the legislature of New Hampshire, requesting annexation, but that request was doomed to failure. By act of Congress, Maine became an independent state on March 15, 1820. I wrote a detailed article on this subject in *Chronicle* 88, November 1975, pages 202-206.

Figure 19 shows another instance where the propoganda statement is made by the postmark. This is an 1844 stampless folded letter from Newark Valley, New York, addressed to Binghampton. The wonderfully ornate oval postmark, with two kissing doves and entwined hearts, was used by the local postmaster around Valentine’s Day. These particular handstamps were available for purchase by postmasters and were sometimes used as a substitute for a manuscript town-mark or a plain circular handstamped town-mark.

Greatest U.S. Propaganda Cover?

Figure 20 is in my opinion the greatest U.S. propaganda cover. Here the propaganda statement represents an early expression of a powerful message, whose fulfillment would ultimately result in the formation of the United States of America.

This is a folded letter addressed by Stephen Moylan to William Bartlett of Beverly (Massachusetts). The letter was written on Christmas day, 1775, from Cambridge, Massachusetts, headquarters for the Continental Army during the siege of Boston (19 April 1775 to 17 March 1776, at which time the British army evacuated). The Battle of Lexington and Concord on April 19, 1775, had brought militia forces from all over New England to the area surrounding Boston. These men remained and their numbers grew. The new



Figure 19. 1844 stampless folded letter from Newark Valley, New York, addressed to Binghamton. The wonderfully ornate oval postmark, with two kissing doves and entwined hearts, was used by the local postmaster around Valentine's Day.



Figure 20. Folded letter written on Christmas day, 1775, from Cambridge, Massachusetts, securing supplies for George Washington's army, then forming. Endorsed "on the Service of the United Colonies."

Continental Army under General George Washington (who arrived 3 July 1775 to take command) had surrounded Boston to prevent the movement of the British army garrisoned there. The siege of Boston was the opening phase of the Revolutionary War. It played an important role in the creation of the Continental Army and in promoting the unity of the 13 colonies. Commenting on the siege, British General Gage wrote of his surprise at the

number of rebels who had surrounded Boston: “the rebels are not the despicable rabble too many have supposed them to be....In all their wars against the French they never showed such conduct, attention, perseverance, as they do now.”

Stephen Moylan (1733-1811), who was born in Ireland and was one of the few Roman Catholic generals in the American Revolution, was a successful Philadelphia merchant. He was among the earliest to enlist in the revolutionary cause and hurried to join the insipient Continental Army stationed in Boston in 1775. He was placed in the commissary department, in which capacity he was operating when he wrote the letter in Figure 20. In March of 1776, Washington made him one of his aides, and in June he was named Quartermaster-General by Congress. He was at Valley Forge in the winter of 1777-78, on the Hudson River in 1779 and in Connecticut in 1780. He accompanied General Wayne on the exhibition to Bull’s Ferry and subsequently was in the Southern campaign. He retired at the close of the war as a brigadier general. He was a zealous patriot desiring to unite the colonies and separate from England.

The simple seven words penned by Moylan on the address leaf of this folded letter (which was carried privately) are powerful, poetic and prophetic: “on the Service of the United Colonies.”■

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, NY 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 and of the Carriers and Locals Society

OFFICIALS

ALAN C. CAMPBELL, EDITOR

CONSTANT PLATE VARIETIES OF THE 1873 OFFICIAL STAMPS: THE EXECUTIVE DEPARTMENT

GEORGE G. SAYERS

Introduction

This is the second of nine studies documenting the constant plate varieties currently reported and verified in the philatelic literature both public and privately distributed, for the 1873 Official stamps. Definitions and historical references are found in the introduction to the series at the beginning of the first article.¹ Most plate varieties not illustrated but described in these studies can be found as printed, enlarged scans in the author's book, *Departmentals Plate Varieties*² at the American Philatelic Research Library. These studies are intended to be informative and useful to the interested non-specialist collector. Suggestions to further these goals are welcomed.

The dark ink used in the Executive stamps allows identification of some smaller and less significant plate markings created in the plate layout and production. The author's study of some large proof multiples indicates there were at least four procedures used to locate position dots for the 1873 Officials, and the layout lines and dots were erased on some plates to a varying degree. Some plates show partial vertical lines and one or more dots in the margin between columns five and six; partial horizontal lines in the margin between rows five and six; and a dot or dots in the geometric center of the plate at the intersection of these two lines. It is beyond the scope of these studies to identify these markings by position, although the author may comment on them. For those collectors fortunate enough to find them, all of the documented plate varieties occur on the issued stamps and on the 1875 *et seq.* Special Printings, as no new plates were required.

Executive Department: 1¢ (Scott O10)

Correction of top and bottom plate number error. While this correction does not meet the technical definition of a plate variety, it is too interesting to be ignored. The plate number 81 was entered above Position 6 and below Position 96 of this plate. Then it was realized that number 81 had been assigned to the 30¢ War plate. The correct number 82 was entered above Position 7 and below Position 97. Both "81"s were crudely "X"-ed out by hand with an engraver's knife. This corrected error is additional evidence that the 1873 Officials plates were hastily made by several teams of engravers.

¹ *Chronicle* 220, pp. 218-220.

² George G. Sayers, *Departmentals Plate Varieties*, privately published, 2nd Edition, two volumes, 2005.



Figure 1. 1¢ Executive, 1875 second special printing, top margin block, Positions 6-7, 16-17, showing plate number correction, number “81” (which had been assigned to the 30¢ War Department plate) scratched out. Courtesy of William E. Mooz.

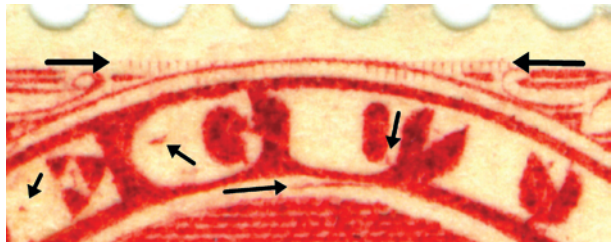


Figure 2. 2¢ Executive, Position 40: foreign entry. The “herringbone” pattern at the top is the unerased transfer of vertical shading lines from the 6¢ Agriculture design. Arrows show other prominent markers.



Figure 3. 2¢ Executive, 1875 special printing, Position 40: diagonal line through the “N” of “CENTS” and the slight double transfer in the base of the “2”.

The top correction above Positions 6 and 7 is shown in the block presented as Figure 1. While this variety must have been noted by early collectors, the first report the author has found in the philatelic literature was by Cloudy French in 1974.³ Copies of this correction exist for all three of the 1875 *et seq.* Special Printings of this stamp. However, the author has not found any report of copies of this correction for the original printing.

In the margin between columns five and six, dots and vertical lines may be found.

Executive Department: 2¢ (Scott O11)

The catalog-listed foreign entry of the 6¢ Agriculture at Position 40 was previously illustrated in this publication.⁴ The main foreign entry features of the top and bottom are shown in Figures 2 and 3. The “herringbone” pattern at the top in Figure 2—the series of vertical dashes along the top border of the design—is the unerased transfer of the top of the vertical shading lines from the 6¢ Agriculture stamp that had been mistakenly entered in this position. Small arrows indicate a few of the other prominent markers. Figure 3 illustrates part of the bottom right of Position 40, showing the characteristic diagonal line through the “N” of “CENTS” and the slight double transfer in the base of the “2”.

While this variety was originally reported as a double transfer as early as 1932,⁵ it was not identified as a foreign entry until W. V. Combs identified the underlying impression in 1964.⁶

³ Cloudy French, “Plate Varieties,” *The United States Specialist*, February 1974, pg. 65.

⁴ Alan C. Campbell, “Plating the Official Stamps,” *Chronicle* 175, pg. 202.

⁵ Harry M. Konwiser, “U. S. Department Specimen Stamps,” *American Philatelist*, June 1926, pg. 599; “Red line through ‘N’ of ‘ONE’ [meant to be ‘CENTS’] and line through ornament at right....” *Scott Specialized Catalogue*, 1933, (New York, N. Y.: Scott Stamp & Coin Co., 1932), pg. 152.

⁶ W. V. Combs, “2¢ Executive Official: a New Double Entry,” *American Philatelist*, December 1964, pp. 900-01.



Figure 4. 2¢ Executive, card proof, Position 16: Small plate scratch beginning below the “N” of “CENTS” extending downwards into the bottom margin.

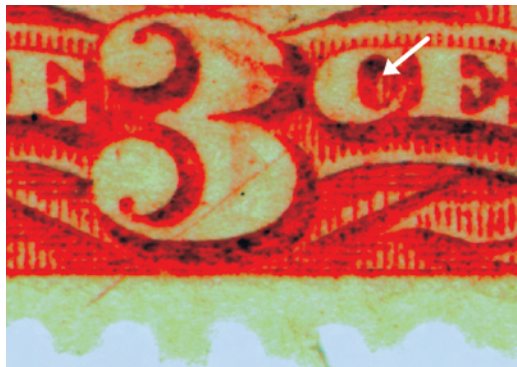


Figure 5. 3¢ Executive, 1875 special printing, Position 50: plate scratch beginning in “C” of “CENTS” extending through the “3” and through the margin into the upper left corner of position 60 (see Figure 6).

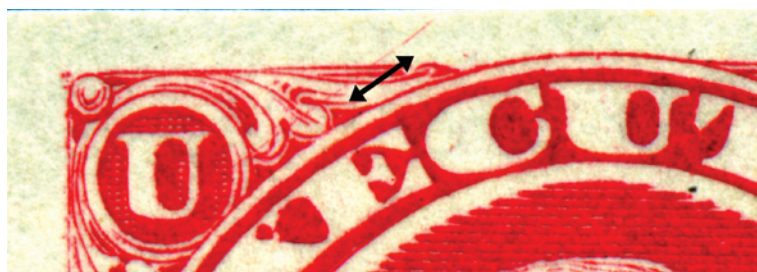


Figure 6. 3¢ Executive, India proof, Position 60: Diagonal plate scratch beginning in position 50 (Figure 5) and extending into the upper left corner of Position 60, shown here.

The following plate varieties were first reported by Charles J. Phillips⁷ from examination of the top half of an India proof sheet: There is a small plate scratch in and below Position 16 extending downward from below the “N” of “CENTS” into the margin. The author has identified this variety on a card proof, shown as Figure 4; however, this variety has not been reported on a stamp. The author has not verified Phillips’ report that Position 39 has a thin diagonal line across the broad tail of the “2”, and Positions 5, 6, 8, 9, 10, 12, 14, 20, 30 and 47, “show slight double transfers at the top or bottom of the stamps.”

Executive Department: 3¢ (Scott O12)

A plate scratch beginning in the “C” of “CENTS” of Position 50 and extending down and to the left into the “U” in the upper left corner of Position 60 is illustrated in Figures 5 and 6.⁸ Phillips also reported a re-entry at the bottom of Position 61 that the author has not been able to verify.⁹

Executive Department: 6¢ (Scott O13)

The catalog-listed double transfer at Position 6 extends into Position 7. Both varieties

⁷ Charles J. Phillips, “U. S. Departmental Stamps—Plate Varieties,” *Collectors Club Philatelist*, July 1931, pg. 243.

⁸ *Ibid.*

⁹ *Ibid.*

are illustrated in the author's article in *Chronicle* 212.¹⁰

Twenty-eight positions show apparent small scratches through or near the "S" in the upper right corner of the design. These marks are transfer defects caused by a small fiber stuck in the raised transfer relief. The study and identification of these varieties is far from complete. A few positions have been confirmed and illustrated in the author's article referenced above with the help of the Perry negatives¹¹ for this stamp, courtesy of Alfred E. Staubus.

Positions 9, 10, 20 and 30 show small erasures of the lower left corner, identified using the Perry negatives.

There is an oval spiral plate scratch below and to the right of Position 100 which was illustrated as Figure 17 in the author's article referenced above.¹²

Comparison of two proofs of Position 91 confirms a triple transfer of the top of that position, and suggests that an unconfirmed double transfer found at Position 92 of an India proof block is probably a constant plate variety.

Two early reports¹³ describe a short transfer of the entire left side of one position. However, careful examination of the Perry negatives shows no such plate variety.

In the margin between columns five and six, a few dots can be found.

Executive Department: 10¢ (Scott O14)

The erasure/short transfer of the bottom left corner of Position 20 is illustrated as Figure 7.¹⁴

Phillips states Positions 99 and 100 have slight double transfers at the top.¹⁵ The author's careful examination of India proofs of these positions shows a slight double transfer of the top of Position 100, particularly the right top, and lesser double transfers at Positions 98 and 99. These double transfers are not likely to be identifiable on most production stamps from these positions. When the printing plate is in perfect condition, and the ink, paper, wipe and printing pressure are optimum, proof-like stamps can be printed in the normal course of production. These will show, as would a good proof, every constant variety. However this event occurred rarely in the hurried production of the 1873 Official stamps.



Figure 7. 10¢ Executive, India proof, Position 20: bottom left corner short transfer/erasure.

¹⁰ George G. Sayers, "The 1873 Official Stamps: Roll-to-Plate Transfer Defects from Foreign Fibers," *Chronicle* 212, pp. 278-287. The double transfers are shown as Figures 12 and 13 on page 285.

¹¹ Campbell, *Loc. cit.*

¹² Sayers, *Loc. cit.*, pg. 287.

¹³ "Executive Dept. 6 Cents," *The Philatelic Gazette*, Vol. 2, (December 1911), pg. 122; Harry M. Konwiser, "U. S. Department Stamps," *Mekeels*, July 19, 1937, pg. 431. "We have within the past year seen two different copies of this stamp showing a defective cliché. The entire left side of the stamp, about 1 mm. wide, was left blank showing no traces of the printing."

¹⁴ Phillips, *Loc. cit.*, pg. 243.

¹⁵ *Ibid.*

There are parts of a vertical line between columns five and six, parts of a horizontal line between rows five and six and a double dot at the intersection of the lines at the center of the plate.

Caveat

With the exception of the two catalog-listed major varieties and the unique 1¢ plate number corrections, the constant plate varieties noted in this study of the Executive stamps are small and relatively unimportant (unless of course you own one). They are included and illustrated to offer the student some perspective on the scale of the details of philatelic literature citations from the late 1920s and early 1930s. That era was the initial period of excitement and discovery for paper, perforation and constant plate varieties of U.S. stamps, begun by the first publication of Scott's *Specialized United States Stamp Catalogue* in 1923, and spurred the listings of constant plate varieties in that catalog beginning in 1924. ■

VISIT OUR WEBSITE



www.uspcs.org

Here you'll find valuable information on current and past Society news, publications, annual meetings, award winners—and useful philatelic and research links, including member websites. Accessible only to Society members is the Members' Domain section of the website, your Society's online gathering place for sharing unpublished manuscripts, studies-in-progress, exhibits, monographs and supplements to the *Chronicle*. Special features include online copies of the first 44 *Chronicles*, fake-cover images in the Stamp and Cover Repository and Analysis Program archive (SCRAP) and a listing of earliest documented uses (EDUs) including scans of many EDU covers. The Members' Domain also includes an up-to-date membership directory with member email addresses and collecting interests. All these files are easily downloaded as PDF's.

AN UNRECORDED CUNARD MAIL SAILING

RICHARD F. WINTER

Sometimes a very ordinary cover, such as the one shown in Figure 1, will come along and lead to unexpected, new information. This happened in January 2008 when a non-member collector from Italy asked for assistance in determining which steamship carried this letter from New York to England on 8 March 1851. *North Atlantic Mail Sailings, 1840-75*, shows no sailing from New York on 8 March 1851 of a British mail steamer.¹ We know this unpaid letter was sent under the United States–United Kingdom Postal Convention of 1848 on a Cunard steamship because of the 5¢ debit to the United Kingdom in the New York datestamp. This was the proper U.S. debit for an unpaid letter carried on a British contract



Figure 1. 8 March 1851 folded letter from New York to Ringwood, Hants. (Hampshire), England, sent unpaid on unrecorded mail sailing of Cunard *Cambria* from New York. A New York clerk debited the United Kingdom 5¢ and a Liverpool clerk marked 1 shilling postage due.

mail steamer to England and the Cunard steamers were the only British mail steamships on the route. Even more perplexing was the routing instruction written in the upper left corner, “per Steamer *Cambria*,” a Cunard steamship. No steamer of this name was listed in the published sailing data for 8 March 1851. At the time, a Cunard steamer departed every two weeks alternatively from New York and Boston. The sailing tables showed a sailing from New York on 26 February and from Boston on 12 March. There was no reason to believe the regular sailing data was incorrect. There must have been an additional mail sailing that

¹ Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988), pg. 29.

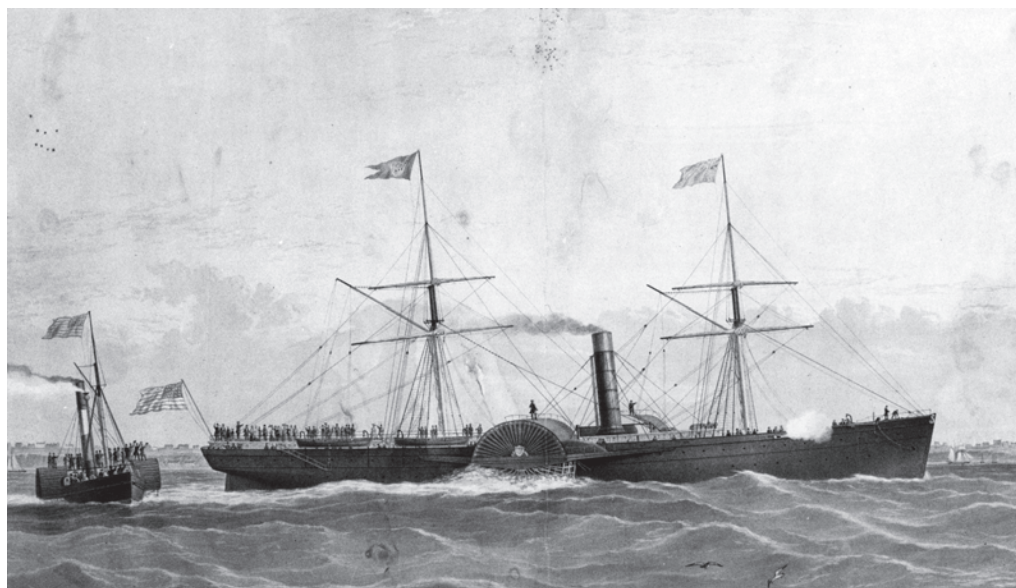


Figure 2. Collins Line steamship *Atlantic* arriving at Liverpool after transatlantic voyage, shown firing a salute to the harbor from a bow salute cannon and trailed by a British steam tug to assist her in mooring.

had not been recorded. A new search of the contemporary newspapers provided the explanation, which was the result of events that had occurred several weeks earlier.

On 7 December 1850, the Collins Line steamer *Atlantic*, an American contract steamship, departed New York for Liverpool, England, with a regular mail. She arrived on 19 December 1850. Figure 2 illustrates the steamer arriving in England, firing a gun salute from the bow. Behind is a steam tug boat escorting her to her mooring. Nine days later, on 28 December 1850, she departed Liverpool for the return voyage to New York, carrying 28 cabin passengers, a large cargo, and the normal mail.² The steamer was in good condition and there was no apprehension about a safe voyage among her officers, despite the fact that she headed out into a strong gale, one that was too strong to land her pilot. The next evening she passed the light-house on Cape Clear, the most southern headland of Ireland, and commenced the voyage across the Atlantic in a high gale and heavy seas.

Eight days later on 6 January 1851, the *Atlantic* suffered a severe casualty to her machinery, a broken main shaft. There was no possibility that she could continue to use her engines on the voyage. The steamer was located 897 miles from Halifax and 1,400 miles from New York. After breaking out her storm sails and making an unsuccessful attempt to clear the storms by heading south toward Bermuda, the captain decided to head east back toward Europe. The *Atlantic* was able to reach the harbor of Cork, Ireland, arriving sixteen days later on 22 January 1851. When news reached Liverpool that the *Atlantic* safely reached the Cork harbor and was anchored there, the agent of the Cunard steamship company immediately offered assistance to the agent for the Collins Line in Liverpool, Messrs. Brown, Shipley & Company.

Captain West of the *Atlantic* sent the mail to Liverpool to be put on board the Cunard steamship *Africa*, the next steamer to leave for New York on 1 February 1851. The passengers and heavy cargo could not be accommodated on the Cunard steamer, but another Cunard steamship, the *Cambria*, was offered under charter to take the cargo and passengers of

² *New-York Commercial Advertiser*, 17 February 1851.

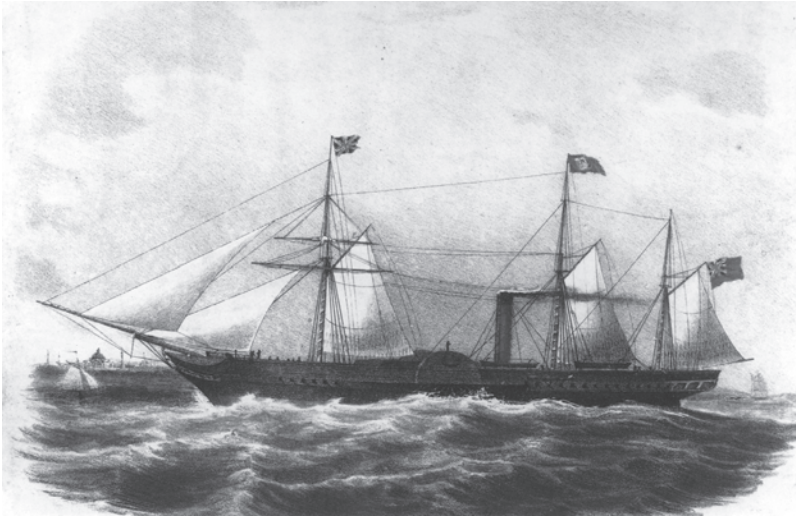


Figure 3. Cunard steamer *Cambria* underway on a mail voyage to America. This wooden-hulled, side-wheel steamship carried transatlantic mail for the line since January 1845.

Atlantic to New York. *Atlantic's* mail arrived at New York on 15 February by the *Africa* and shows a New York datestamp of 16 February 1851.³ The *Africa* was wildly greeted at New York since she also brought the news about the *Atlantic's* safe return to Ireland, news of a vessel feared to have been lost having been more than five weeks overdue in New York.

After receiving a letter of 30 January 1850 from the British Post Office Department, presumably carried by the *Africa* to New York, United States Postmaster General Nathan K. Hall responded as follows:⁴

Post Office Department
February 20th 1851
To Lieut Col W.L. Maberly
Secretary of the British P.O. Dept., London

I am in receipt of your letter of 30th Ultimo, communicating the gratifying intelligence of the safe arrival, at Cork, of the American Steam Packet "Atlantic" (prevented by an accident to her engine from performing her regular trip to New York), and advising me that His Lordship, the Postmaster General, had given directions for her mails to be forwarded from Liverpool by the British contract Packet "Africa," on 1st February, "with the amount of sea postage, chargeable upon the letters, credited to the United States Post Office, as if the mails had been conveyed to their destination Port by an United States Packet."

This Act of kindness and liberality is duly appreciated; and for the prompt and generous manner in which it has been done. You will be pleased to make my acknowledgments and to tender my thanks to the Postmaster General, at the same time assuring him that under similar circumstances, I should not only feel it my duty, but that it would afford me peculiar satisfaction to pursue a like liberal course towards his Department.

I have the honor to be, Sir,
Respectfully, Yr Obs
N. K. Hall
Postmaster General

The British had decided to allow *Atlantic's* mail to be accounted for as mail carried on an American packet, even though it was carried to New York on a British packet. This was

³ Hubbard and Winter, *op. cit.*, p. 29.

⁴ *Letters Sent by the Postmaster General*, Volume Y-1, Record Group 28, Records of the Post Office Department, The National Archives and Records Administration, pg. 182.

a kind act but one that also saved a considerable amount of work in adjusting post office accounting for the mail on this voyage had they decided otherwise.

The chartered Cunard steamship *Cambria* departed Liverpool on 4 February 1851 and called at Cork for the passengers and cargo of the *Atlantic*. Figure 3 illustrates the *Cambria*, an early, wooden-hulled, side-wheel steamship that had been making mail voyages for Cunard since January 1845. She arrived at New York on 20 February 1851. A representative of the Cunard Line wasted no time in contacting the New York Postmaster to see if a mail could be carried back to England since they had been chartered for a non-mail voyage to New York. Postmaster General Hall decided to authorize an extra mail voyage for *Cambria's* return and sent the following letter to the British Post Office Department.⁵

Post Office Department, February 26, 1851
Lieut Col W.L. Maberly, Secretary of the British P.O. Dept., London

Being advised through a letter addressed by Mr. E. Cunard, Jr. to the Postmaster of New York, that the Steamship "Cambria" will leave New York for Liverpool on the 8th Proximo, and that Captain Shannon is willing to take charge of a mail, should one be made up to be sent by this ship, I have given directions to the Postmasters of New York and Boston to make up and forward a mail accordingly.

I have the honor to be
Respectfully Yr Obs
N. K. Hall, Postmaster General

This is the mail voyage that carried the folded letter in Figure 1, a mail voyage not previously recorded in *North Atlantic Mail Sailings, 1840-75*. The letter was addressed to Mr. William Kingsbury, Ringwood, Hants (Hampshire), Old England.⁶ As mentioned earlier, it was sent unpaid. Of the 24¢ treaty rate, the United States could debit the United Kingdom only 5¢. Since the letter was to be carried to England on a British packet, under the postal convention the United Kingdom was entitled to the 16¢ sea postage plus 3¢ internal postage. Figure 4 shows a portion of the reverse of the letter. A clear Liverpool date stamp indicates it arrived there on 21 March 1851.⁷ On the front, the Liverpool clerk struck to the left of the New York datestamp a black handstamp indicating that 1 shilling postage was due, equivalent to 24¢. The letter reached London the next day, 22 March 1851, shown by an orange datestamp also on the reverse. A faint datestamp of Ringwood struck on the front in the upper left corner shows the arrival there on 23 March 1851. The datestamps of this letter showing the dates of departure from New York and arrival at Liverpool identify this unrecorded Cunard Line mail sailing.

A second cover from this same unrecorded mail voyage was illustrated and described by Jack Hilbing in his article, "An Upper Alton Transatlantic Cover," which appeared in the August 2008 *Illinois Postal Historian*, the journal of the Illinois Postal History Society. This cover, addressed to Bern, Switzerland, was written on 18 February 1851 and was sent to New York for onward transit in the British open mail. Since the proper open mail rate had been paid and no credit or debit marking was required, the New York clerk did not place a datestamp on the cover; however, it has on the reverse the same orange London datestamp of 22 March 1851.■



Figure 4. The reverse of the Figure 3 cover shows a clear Liverpool date stamp confirming the mail voyage arrival in the UK.

⁵ *Ibid.*, pg. 187.

⁶ Ringwood is located 17 miles southwest of Southampton.

⁷ Colin Tabcart, *Robertson Revisited* (Limassol, Cyprus: James Bendon, 1997), pg. 149, Liverpool packet letter marking P5.

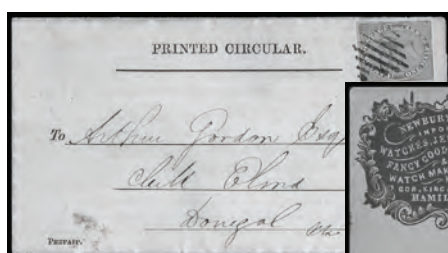
WE ARE STILL NUMBER ONE in the record setting business.

We have done it before and
with your collection we can do it again

After 20+ years of being the top British North American philatelic auction firm, our recent offering of the Warren S. Wilkinson **Canadian Pence Period Postal Rates** collection once again, affirms our leadership status.

In fact, this 344 lot auction, conducted June 14, 2007, which realized in excess of US\$2.5 million, exceeded all of our previous auction realizations and was **the highest grossing Canadian Philatelic auction ever conducted.**

Some more highlights:



REALIZED \$9,775.00



REALIZED \$7,475.00



REALIZED \$16,100.00



REALIZED \$18,400.00

Philatelic Trader
35+ Years



REALIZED \$19,550.00



REALIZED \$2,875.00

Philatelic Auctioneer
20+ Years

Go to FirbyAuctions.com to view the entire sale.

If you have a collection that requires the *Masters* touch **contact Charles at your earliest convenience** to discuss how he can help you realize your goal, or to order one of the few remaining Wilkinson special trend setting handbook/catalogues with prices realized: Only US\$120.00 including shipping.

6695 Highland Road, Suite #101
Waterford, MI 48327-1967 USA
(248) 666-5333 • Fax (248) 666-5020
Toll Free (888) FirbyUS

Admin@FirbyAuctions.com www.FirbyAuctions.com

Charles G. Firby
AUCTIONS



NO RESPONSES TO PROBLEM COVER IN CHRONICLE 219

No answers for the problem cover illustrated in the last issue have been received thus far. Consequently, it will be carried over until the next issue. Please respond if you can.

We did receive additional information on the theme of the “NOT TO BE ADVERTISED” covers featured in *Chronicle* 218. Route Agent Leonard Piszkiwicz has added the following comments to the mix:

1. James Milgram’s response to the problem cover in *Chronicle* 218 is a *tour de force* in explaining the exceptions to advertising conditions of the Postal Laws and Regulations, and almost more than you’d ever want to know on the subject. There is, however, one clarification that should be made in his explanation. Milgram states: “The earliest known date is July, 1866. For reasons I will present here, I believe the earliest possible use for a ‘NOT TO BE ADVERTISED’ marking is mid-June, 1866, which is when the Act of June 12, 1866, effective July 1, 1866, was passed by Congress.”

There is one notable exception to this, and that is drop letters. As I stated in my book *Chicago Postal Markings and Postal History* (page 413), the Chicago NOT TO BE ADVERTISED marking is known used during 1863-66. Two 1866 examples from Chicago are shown as Figures 2 and 3 accompanying Milgram’s explanation. An 1863 example appeared in the catalog for Christie’s Robson Lowe New York auction (RLNY 38) of March 15, 1988. The lot description is as follows:

“1101. 1c Blue (63), tied by blue cork on 1c Blue Star Die entire, blue Chicago City “OB” carrier d.s., small cork auxiliary h.s. and “Not to be Advertised” straightline, very fine, rare usage. Photo est. \$100.”

The lot sold for \$308. The catalog illustration shows a part of the postmark with letters CITY very lightly struck and barely visible in the lower left corner. The description as a CHICAGO CITY circular datestamp with “OB” unquestionably dates the cover from 1863; see my book, pages 28-29, 32, for usage data and a discussion of the CHICAGO CITY marking. The illustration shows (and the description confirms) 2¢ postage, the drop letter rate at the time. This is a true drop letter, for pick-up at the post office. It can’t be a local delivery letter, since Chicago did not begin free city delivery until August 25, 1864.

Advertised letter lists published weekly in the *Chicago Tribune* during 1863 routinely carried the following statement at the end of the “list of letters remaining uncalled for in the Chicago Post Office”: “Persons wishing drop letters advertised must affix a three cent stamp.” (from *Chicago Tribune*, 19 October 1863, page 3). The effect of this statement is that drop letters prepaid at the 2¢ drop letter rate were not to be advertised (hence the handstamp), but unclaimed drop letters franked 3¢ would be advertised. This distinction may explain the occasional drop letter of the era that can be found with 3¢ postage affixed. (Has anyone ever seen a drop letter with 3¢ postage affixed that has been advertised?)

Thus, “not to be advertised” markings did indeed exist before the Act of June 12, 1866.

2. Milgram’s Figure 3 cover, shown on page 243 of *Chronicle* 219, is described as posted in 1866. But the Chicago postmark on the cover is the type used during 1862-63. The blue ink of the Chicago markings is correct for 1862-63. The Chicago post office



Figure 1. Repeating our problem cover from *Chronicle* 219: Two 3¢ 1851 stamps struck by New Orleans “Way” cancels, with faint New Orleans April 1 [1855] circular datestamp.

stopped using blue ink in late 1864, with the exception of the occasional supplementary mail cancel in 1865. Chicago did not use any blue in 1866. Also, the RETURNED TO WRITER marking is identical to another I have recorded used 18 June 1862 in blue on a very similar-looking Springfield-to-Chicago returned cover shown in my Chicago book on page 457 (also shown in the color section in the book).” [End of Piskiewicz comments.]

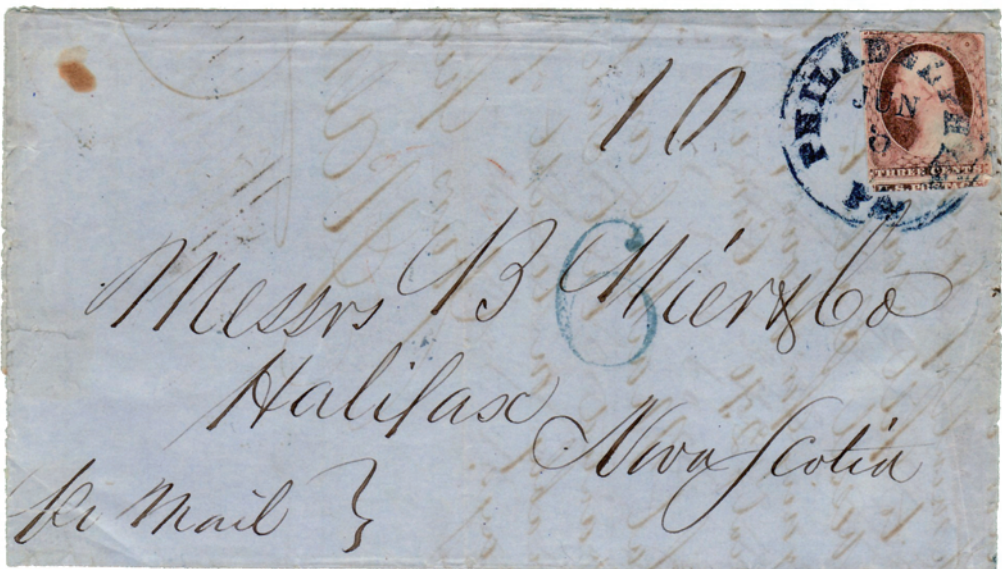


Figure 2. Imperforate 3¢ 1851 stamp on an 1853 cover from Philadelphia to Halifax with black manuscript 10 and handstamped blue 6. The questions are: What rate, if any, did the stamp pay? What is meant by the manuscript 10 and the hand-stamped 6?

PROBLEM COVER FOR CHRONICLE 219

In the absence of any response, we repeat here as Figure 1 the problem cover from last issue. The cover has two 3¢ 1851 stamps affixed in the upper right corner, both struck with New Orleans “WAY” cancels. It also shows a faint red New Orleans “APR 1” circular datestamp at upper left. The docketing on reverse reads “1855 Arch d Gracie Mobile 31 Mch Recd–1st April...” which confirms the faint date in the New Orleans CDS.

The questions are: What rate was paid here, and what is meant by the Way cancel? Does the 1 April 1855 date have any significance? Send your answer via letter post or email. Contact information appears in the masthead on page 251.

PROBLEM COVER FOR THIS ISSUE

Figure 2 shows our problem cover for this issue, a cover from Philadelphia to Halifax, Nova Scotia, in 1853. The 3¢ 1851 stamp is tied by a blue PHILADELPHIA, Pa. circular datestamp with a black manuscript “10” adjacent, and hand-stamped blue “6” in the middle. On reverse are a blue “St. ANDREWS N.B. JU14 1853” marking intertwined with a black “ST.JOHN.NEW-BRUNSWICK JU15 1853” transit on the left side, with a partial black oval H JU17 1853 receiving hand-stamp in the upper right quadrant.

The questions are: What rate, if any, did the stamp pay? What is meant by the manuscript 10 and hand-stamped 6?■

FEDERAL CIVIL WAR POSTAL HISTORY

A SUPER NEW BOOK by James W. Milgram, M.D. A large full-color book with over 750 big illustrations, 19 chapters on all aspects of postal usages and patriotic stationery. Includes excerpts from dozens of exciting original letters.

A GREAT READ! A VALUABLE REFERENCE with detailed bibliography!

20% prepublication discount: \$72 plus \$5 S&H (U.S.) from:

James W. Milgram, M. D.

1352 Estate Lane

Lake Forest IL 60045

847-735-0055 Ph & Fax, j-milgram@northwestern.edu

ADVERTISER INDEX

Matthew Bennett, Inc.	252
Alan E. Cohen.	322
Charles G. Firby	332
Freeman's (Global Philatelic Associates)	266
H. R. Harmer, Inc.	249
Leonard H. Hartmann	282
Eric Jackson	254
Kristal Kare, Inc.	287
Heritage Auction Galleries.	256
James E. Lee	250
James W. Milgram, M.D. (Federal Civil War Postal History)	335
Mystic Stamp Company	307
Nutmeg Stamp Sales, Inc.	Inside Front Cover
Stanley M. Piller & Associates	288
Schuyler Rumsey Philatelic Auctions.	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	264, Back Cover
Spink Shreves Galleries	292-293

CLASSIFIED

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, johنالangejr@aol.com. (221)

WANTED: N.C. POSTAL HISTORY—Covers bearing postmarks from western North Carolina. Please send scans to scott_steward@hotmail.com or call Scott Steward at 301-283-0022. (223)

WANTED: COLORADO POSTAL HISTORY.

Covers bearing scarce or unusual Colorado post marks from the pre-Territorial (before 2/28/1861) and Territorial (2/28/1861 - 7/31/1876) periods. Particularly, covers bearing the 1861-67

1¢ Franklin (63, 86, 92). Steve Pacetti, 12751 W. Alameda Dr., Lakewood, CO 80228-2801, sbp57@comcast.net. Scans via email are most welcome. (223)

YOUR AD HERE FOR 50¢ A LINE: Send ad copy and payment to: Jim Allen, 4608 Oakridge Drive, Midland, MI 48640. Deadline for next (February) issue: January 5, 2009. Subsequent deadlines: May 2009 issue: April 5, 2009; August 2009 issue: July 5, 2009; November 2009 issue: October 5, 2009.

WE'RE MOVING! These classified ads are moving to the *Chatter* and to the USPCS website. The move will be completed by January, 2009. Expanded services! New rates! Read your November *Chatter* or visit the USPCS website (www.uspcs.org) for details!

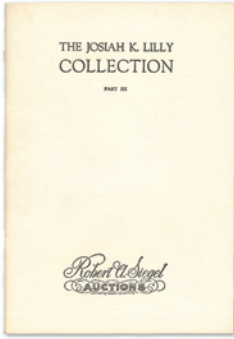
The finest collections are built with passion and precision.



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



Lilly 1967



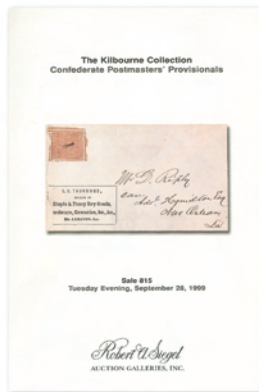
Kapiloff 1992



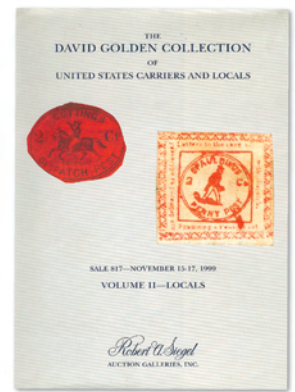
Honolulu Advertiser 1995



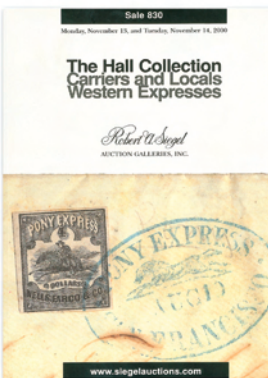
Zoellner 1998



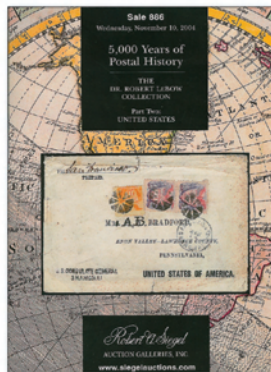
Kilbourne 1999



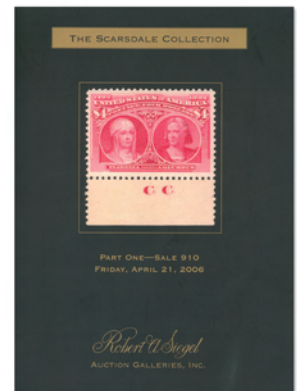
Golden 1999



Hall 2001



LeBow 2004



Scarsdale 2006

Great collections have one name in common.