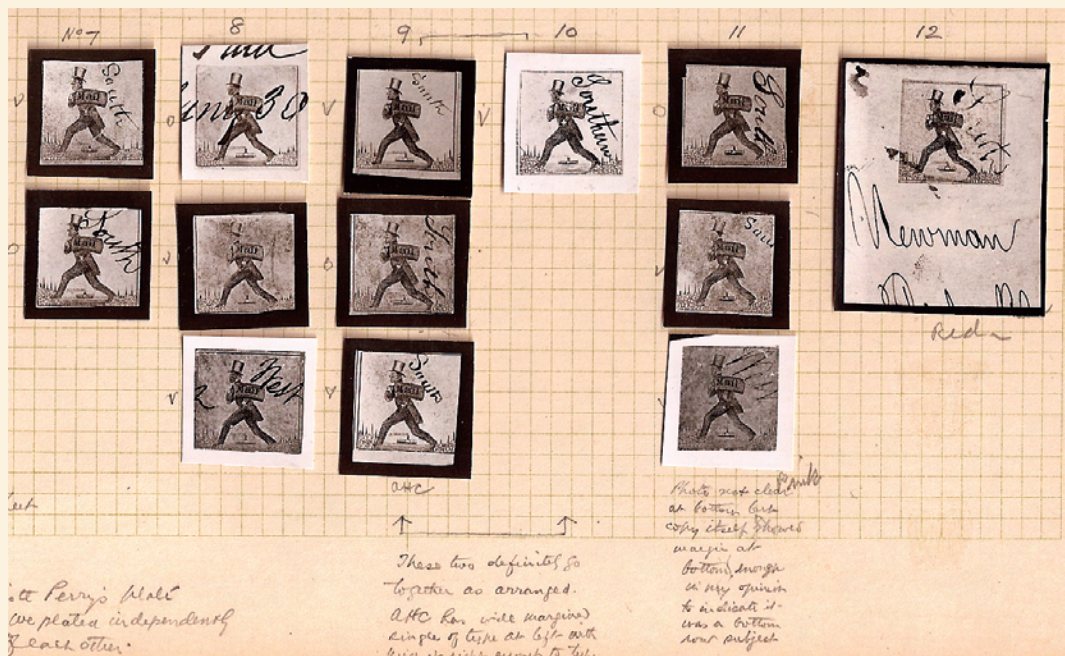


# The Chronicle

of the U.S. Classic Postal Issues



Detail from George Sloane's photo plating of the scarce and primitive Hartford Mail Route stamp, Scott 80L1 and 80L3, from an article on the uses of this stamp (1844-1845) by Gordon Stimmell and John Bowman in our Carriers and Independent Mails section, page 119.

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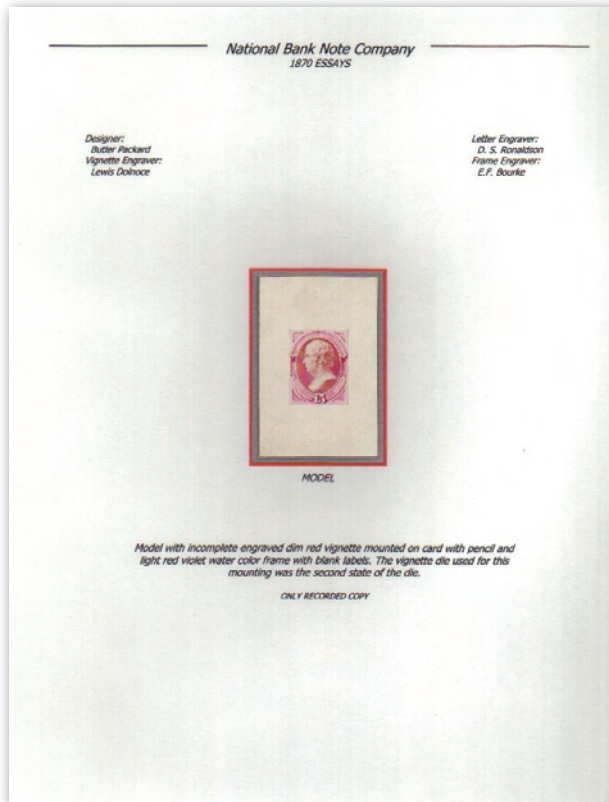
*Beverly Hills, California*

9478 W. Olympic Blvd., 2<sup>nd</sup> Flr  
Beverly Hills, CA 90212

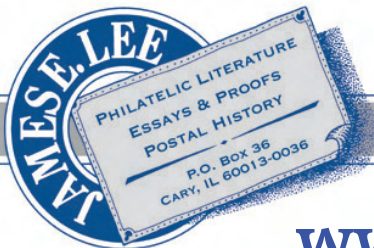
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# The Chronicle

## of the U.S. Classic Postal Issues

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## THE EDITOR'S PAGE

MICHAEL LAURENCE

### IN THIS ISSUE

This *Chronicle* is a fat one, filled with new information. In our Carriers and Independent Mails section (page 119), Gordon Stimmell and John Bowman join forces to examine uses of the Hartford Mail Route stamp, those scarce and tiny yellow local stamps that Scott lists as 80L1 and 80L3. Working with previously unseen covers supported by plating research assembled by George Sloane and Elliott Perry, Stimmell and Bowman prove beyond any doubt that the primitive Hartford strider stamps are among the world's first precancels.

Our 1869 section this issue (page 144) features Scott Trepel's forensic analysis of a 30¢ 1869 cover that whistle-blower Stanley Ashbrook labeled a fake more than half a century ago. The sophisticated scanning apparatus and filtering software that Trepel uses to build his case didn't exist in Ashbrook's day, but they support Ashbrook's conclusion: the cover is indeed a fake, from which a low-value stamp was removed and a higher-value stamp substituted. Finishing up the 1869 section is a short feature by Jeffrey Forster (page 148) heralding the reappearance of a 24¢ 1869 cover to China that hasn't been seen since the Knapp sale in 1941.

In the Foreign Mails section, Dwayne Littauer re-examines the will-o-the-wisp 12¢ Bremen-Hamburg rate to Oldenburg. This rate was first listed in old-time rate charts, then excluded on the grounds that it was a typographical error, then included again. Littauer's evidence suggests that while the rate may have had its genesis as a printer's error, it was briefly accepted—and now there's at least one cover to prove it. See page 169.

Researching in the National Archives, Michael Plett encountered an exchange of letters that shed new light on the Garfield memorial essays of 1882 (Scott 205-E2), explaining why this may be “the most common large die essay of all time.” Plett's discoveries are featured in his article in our Essay-Proof section, beginning on page 155.

Our Bank Note section this issue (page 150) takes a look at the 1890 Small Bank Note stamps of the American Bank Note Company, with an article by Peter Stafford that illustrates uncatalogued side-margin inscription stamps whose very existence was questioned, decades ago, by such sophisticated collectors as Carroll Chase.

In our Prestamp and Stampless section (page 97), the prolific James W. Milgram continues his exploration of integral rate markings on stampless covers. Milgram's subject this time is markings from the 1851-55 period, the years in which the domestic letter rate was 3¢ prepaid and 5¢ unpaid. Milgram also populates our 1851 section this issue (page 130), showcasing a newly discovered circular from postmaster-entrepreneur E.S. Zevely. Completing the hat trick, Milgram's new book on federal Civil War postal history is reviewed by Charles Snee on page 179.

And there's more: In our 1861 section (page 139) Michael McClung presents some unusual covers from New Bern, North Carolina, during the Union occupation. In the 1847 section (page 127) Harvey Mirsky offers a surprising observation about the scarcity of 1847 covers that passed through the mailstream underpaid and undetected. And Richard Graham reviews a new book from the Confederate Stamp Alliance (page 179).

We conclude on a sad note: Our old friend and this *Chronicle's* long-time 1851 editor, Hubert Skinner, died in New Orleans at the end of February. Dwayne Littauer provides an obituary tribute on page 180.■

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**DOMESTIC POSTMARKS SHOWING INTEGRAL RATE  
WITHIN THE CIRCULAR TOWNMARK, 1851-1855 PERIOD**

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

This continues a series of articles describing dated town markings containing information about the postal rate or prepayment, as found on U.S. stampless covers. The first two articles, in *Chronicles* 213 and 214, listed and discussed attached rate markings—those on which the rate indicator (or PAID or FREE) is part of but outside the circular date stamp. A third article, in *Chronicle* 216, began a discussion of integral rate markings, on which the rate information is contained within the marking. The *Chronicle* 216 article was devoted to markings used during the 1845-1851 era, when the rates were 5¢/10¢ for under/over 300 miles, prepaid or unpaid. As of July 1, 1851 the domestic postage rate was reduced to 3¢ if prepaid. If postage was not prepaid, the previous rate of 5¢ still applied. This provided a strong incentive for prepayment of postage. Simultaneously, the first 3¢ stamps were issued, but the use of stamps was optional until 1855. The new rates applied to distances under 3,000 miles.

This article extends the *Chronicle* 216 article into the 1851-1855 era. Here we discuss postal markings that show the 3 PAID or PAID 3 rate information (or 5 for unpaid letters) incorporated within the circular town stamp. Markings for circular rates and for the higher rates that applied for California will be the subject of subsequent articles.

Stamps of course indicate prepayment of postage, so domestic postage could be paid by a 3¢ stamp (or a stamped envelope starting 1853). During this period mail to and from California and the far west went by ship. This distance was more than 3,000 miles and a 6¢ rate applied. Thus, prepayment to California required two 3¢ stamps.

In addition to integral rate markings, a number of cities used integral FREE postmarks. Without dated contents, it is difficult to assign a year-date to integral FREE postmarks. Many continued in use beyond the period under discussion, into the era when stamps were required for postage. And some may have been used prior to July, 1851. (This is true some of the “5” markings as well.) As a group, the integral FREE postmarks represent a rather small number of markings. All come from larger cities. Examples will be shown in this article.

Table 1 lists, by state, integral rate markings known to have been used during the 1851-1855 era. Most of these markings are listed in the current edition of the *American Stampless Cover Catalog*. The first column in the table shows the town and the wording of the marking. The second column shows the date of usage, when this information is known. “Unlisted” in the second column indicates the marking is unlisted in the stampless catalog, which is now being revised by this Society.

The remainder of this article illustrates interesting, unusual and representative covers, discussed alphabetically by state.

In mid-1851, when the prepaid 3¢ rate was instituted, California was already a state. At large California towns with a high volume of mail, integral rate postmarks had been used since 1849. In 1851, the 3¢ rate (for mail sent less than 3,000 miles) applied in California to

**Table 1. Integral rate markings known to have been used on United States stampless covers during the 1851-1855 era. The markings are arranged alphabetically by state. The first column shows the town and the wording of the marking. The second column shows the period of usage (when known).**

<b>ALABAMA</b>		Burlington Iowa 5 cts	1852
Mobile Ala. 3 PAID	1852 (2 types)	Burlington Iowa FREE	1853
Mobile Ala. 5	1853	Dubuque Iowa 3 PAID	1852
Montgomery Ala. 3, 5	1850s	Dubuque Iowa 5cts.	1852
Montgomery Ala. 3 PAID	1853-55	Dubuque Iowa FREE	1856-7
Tusculumbia Ala. 3 PAID		<b>MAINE</b>	
Tuskegee Ala. 3 PAID	1855	Augusta Me. 5	1851-55
<b>ARKANSAS</b>		Augusta Me. 3	1852
Little Rock Ark. 5	1852	Augusta ME. 3 PAID	1853-56
Little Rock Ark. 3 PAID		Bangor Me. 5cts	1851-55
<b>CALIFORNIA</b>		Bangor Me. 3 PAID	1851-56
Nevada City Cal. 3 PAID	1852-54	Bangor Me. 6 PAID	1854
Nevada City Cal. 5	1854-55	Bangor Me. 5cts	1852
Placerville Cal. 3 PAID	1854	Bath Me. 3 PAID	1853-55
Placerville Cal. 5	1855	Bath Me. PAID	1853-56
San Francisco Cal. 3 PAID	1851-55	Belfast ME. 3 PAID	1851-55
San Francisco Cal. 5	1850s	Belfast ME. 5cts	1850-53
San Francisco CAL. FREE	1856	Brunswick Me. 3 PAID	1851-55
Stockton Cal. 3 PAID		Brunswick Me. 5 cts	1852-54
<b>CONNECTICUT</b>		Houlton ME. 3 PAID	1855
Bridgeport CT 5	1851	Portland Me. 3 PAID	1853-55
Bridgeport Conn. 3 PAID	1852-55	Portland Me. 5	1851
New Haven CT 3 PAID	1854	Portland ME. 5	1853-55
New London CT 3 PAID	1852-55	Portland ME. 3 PAID	1853-55
North Stonington CT 5		Portland ME. PAID	1855
Norwich CT PAID	1853	Portland ME. FREE	1854-66 (2 types)
Waterbury Ct PAID 3	1852	Saco ME. 3 PAID	1852-55
Waterbury Ct 3 PAID	1854	Saco ME. 5	1852
Willington Ct. PAID III	1851-53	<b>MARYLAND</b>	
Woodstock CT. PAID 3 cts	1851	Baltimore Md. 3 PAID	1855
<b>DELAWARE</b>		Cumberland Md. 3 PAID	1852-54
Wilmington Del. PAID	1851	<b>MASSACHUSETTS</b>	
Wilmington Del. PAID 3	1854-55	Boston 3cts.	1852-55
Wilmington Del. 5cts	1854-55	Boston 6cts	1851-55
<b>DISTRICT OF COLUMBIA</b>		Chicopee Ms. 3 PAID	1853
Georgetown, D.C. 3 PAID	1854	Chicopee Ms. FREE	1850s
Washington, D.C. 3 PAID	1854	East Abington Mass. 3cts	1851
Washington, D.C. 5	1854	East Abington Mass. 5 cts	1851
<b>FLORIDA</b>		Lowell Ms. 3cts PAID	1851-55
Apalachicola Fla. PAID 3	1854	Nantucket Mass. 3 PAID	1853-54
Apalachicola Fla. 5	1853-55	Nantucket Mass. 5	1852
Key West Fla. 5	1854	Newburyport MASS. 3 PAID	1853-55
Key West Fla. FREE		Newburyport Mas. PAID	1853-55
Athens Ga. 3 PAID		Northampton, Ms. PAID 3	unlisted
Atlanta GA. PAID	1855	Oxford Ms. PAID 3cts	1850s
Augusta Ga. 3 PAID	1852-53	Pittsfield Ms. 5cts	1851-54
Augusta Ga. PAID	1854	Pittsfield Ms. 3 PAID	1853-55
Columbus GA. 5Cts	1851	Salem Ms 3 cts	1853
Columbus GA. PAID 3	1851-52	Salem Ms. 5 cts	1851
Lexington GA. 3 PAID	1854-59	Somerville Mass. 5cts	1850s
Macon Geo. 5cts	1853-55	South-Easton Mass. 3 cts	1853
Marietta Geo. 3 PAID	1852	Springfield Ms. 5 cts	1852
Savannah Ga. 3	1851	Springfield Ms 3 PAID	1851-53
Savannah Geo. 3 PAID	1855	Swampscott MASS 5	1845-57
<b>ILLINOIS</b>		<b>MICHIGAN</b>	
Chicago ILL. 3 PAID	1853-56	Detroit Mich. 3 PAID	1851-54
Chicago ILLS. 3 PAID	1853-55	Detroit Mich. 5cts	1851-54
Chicago Ill. PAID 3 Cts.	1851	Detroit Mich. 6 PAID	1855
Chicago ILLS. 6 PAID	1852-54	<b>MISSISSIPPI</b>	
Chicago ILLS. 5	1854	Jackson Mi. 3 PAID	
Ottawa Ill. 3 Paid	1853-54	Port Gibson, Mi. 3 PAID	1853
Ottaway Ill. 3 PAID	1853	Vicksburgh Miss. 3 PAID	
Quincy ILLS. 3 PAID	1852	Vicksburgh Miss. 5	1855
<b>INDIANA</b>		Yazoo City Miss. 5	1855
Fort Wayne Ind. 5	1853-55	<b>MISSOURI</b>	
Indianapolis Ind. 3 PAID	1852-54 (3 types)	St. Louis Mo. 3	1851-52
Indianapolis Ind. 5	1852-53 (2 types)	St. Louis Mo. 5cts	1855
Lafayette Ia. 3 PAID	1850s	<b>NEW HAMPSHIRE</b>	
<b>IOWA</b>		Concord N.H. 3 PAID	1854-55
Burlington Iowa 3 PAID	1851-2	Guilford N.H. 3 PAID	1850s

Shaker Village N.H. PAID 3	1851-55	Cleveland O. 5 cts	1851-54
<b>NEW JERSEY</b>		Cleveland O 3 PAID	1851-56 (2 types)
Freehold N.J. PAID 3	1852-53	Columbiana O. PAID 3	
Freehold N.J. 5 cents	1852	Columbus O. 3 PAID	1851-54
Newark N.J. PAID 3 CTS.	1853-55	Columbus O. 5 Cts	1853
Newark N.J. 5 cts	1852-54	Liverpool Ohio PAID 3	
Newark N.J. 5	1851	Marietta O. 3 PAID	1851-54
Newark N.J. 10	1854	Marietta O. 5	1851-54
Somerville N.J. 3 PAID	1855	Painesville O. 3 PAID	1852-55
Trenton N.J. 3 PAID	1852-53	Painesville O. 5	
Trenton N.J. 5	1852	<b>OREGON</b>	
<b>NEW MEXICO</b>		Salem Ogn. 5	1853
Santa Fe N.M. 3 PAID		<b>PENNSYLVANIA</b>	
Santa Fe N.M. V	1853	Alleghany City Pa. 3 PAID	1853 (unlisted)
Santa Fe N.M. 5cts	1854	Bellefonte PA. 5	1852-53
<b>NEW YORK</b>		Bellefonte PA. 3 PAID	1853-61
Albany N.Y. 3 PAID	1853-55	Erie Pa. 3 PAID	1851-56 (2 types)
Albany N.Y. 6 PAID	1854-55	Erie Pa. 5 cts	1851-53
Albion N.Y. 3 PAID	1855	Hollidaysburg Pa. 3 PAID	1854
Batavia N.Y. 3 PAID	1853	Hollidaysburg Pa. 5	1855
Brooklyn N.Y. 3 PAID	1855	Jersey Shore PA. 3 PAID	1854
Buffalo N.Y. 3	1851	Jersey Shore PA. 5	1855
Buffalo N.Y. 3 PAID	1851-55	Jersey Shore PA. PAID 6	1855
Buffalo N.Y. 5 cts	1852-55	Lewistown PA. 3 PAID	1852
Cooperstown N.Y. 3 PAID	1853	Lewistown PA. 5	1854
Geneva N.Y. 3 PAID	1854-55	Manheim PA, PAID 3	1851-53
Gloversville N.Y. 5	1851	Maysville Pa. 3 PAID	1854
Gloversville N.Y. PAID/3	1851	New Brighton PA. 3 PAID	
Hamilton N.Y. 3 PAID	1855	Northumberland Pa 3 PAID	1853
Homer N.Y. 3 PAID		Philadelphia PA. 5 cts	1851-53
Hudson N.Y. 3 PAID	1853	Philadelphia PA. 5	1852-54
Islip N.Y. PAID 3	1857	Philadelphia PA. 3 cts./PAID	1851-54
Malone N.Y. PAID 3	1851-52	Philadelphia PA. 3 CTS/PAID	1854-55
Malone N.Y. 5	1851-52	Philadelphia PA. 6 PAID	1854-55
Morristown N.Y. 5	1852	Pittsburgh PA. 5	1851
Mount Morris N.Y. 3 PAID	1855	Pittsburgh PA. 3 PAID	1852
Newark N.Y. 3 PAID	1854	Washington Pa. 5 cts	
Newburgh N.Y. 3 PAID	1853-54	Westchester PA. 3 PAID	1855
New York N.Y. 5Cts	1851-54	<b>RHODE ISLAND</b>	
New York N.Y. PAID 3 cts	1851-54 (types)	Newport R.I. 3 PAID	1853-55
Nicholsville N.Y. PAID 3	1852	Newport R.I. 5	1852-53
Ogdensburgh N.Y. PAID/3cts	1851-55	Providence R.I. 3 PAID	1851-54
Ogdensburgh N.Y. 5	1852-53	Providence R.I. 5 cts	1850-53
Oswego N.Y. 5	1850-53	<b>SOUTH CAROLINA</b>	
Oswego N.Y. 3 PAID	1852-55	Charleston S.C. 3 PAID	1852-56
Oxford N.Y. 3 PAID	1852	Charleston S.C. 5 cts	1852-60
Penn Yan N.Y. 3 PAID	1852-55	Georgetown S.C. 5	
Rochester N.Y. 3 PAID	1852-54	Georgetown S.C. 3 PAID	
Rochester N.Y. 5, 10	1848-52	Hamburg S.C. 3 PAID	1851-53
Sacketts Harbor N.Y. 3 PAID	1854	<b>TEXAS</b>	
Scotchtown NY PAID 3	unlisted	San Antonio TEX. 3 PAID	1855
Seneca Falls N.Y. 3 PAID		<b>UTAH TERRITORY</b>	
Skaneateles N.Y. 3 PAID	1854	Salt Lake City Utah 5	1855
Syracuse N.Y. 3	1853	<b>VERMONT</b>	
Tarrytown N.Y. 3 PAID	1852	Brandon Vt. 3 PAID	
Tivoli N.Y. 3 PAID	1854-55	Brandon VT. 3 PAID	
Troy N.Y. 3cts	1851-56	Burlington Vt. 3 PAID	1853-55
Troy N.Y. 3 PAID	1853-55	Danville Vt. 3 PAID	1854
Troy N.Y. 6 PAID	1855	Middlebury Vt. 3 PAID	1852
Utica N.Y. 3	1851-56	Passumpsic Vt. PAID 3 Cts	1855
Utica N.Y. 5	1850-56	Woodstock Vt. 3 cts, 5	1851
West Point 3	1854-56	Woodstock Vt. 3 PAID	1851
<b>NORTH CAROLINA</b>		<b>VIRGINIA</b>	
Washington N.C. 3 PAID	1852	Alexandria VA. 3 PAID	1854
Wilmington N.C. 3 PAID	1855-57	Fredericksburg VA. 3 PAID	1859
<b>OHIO</b>		Lynchburg VA. 3 PAID	1856
Bethany O. PAID 3	1852	Norfolk Va. 3 PAID	1851-55
Bucyrus O. 3 PAID	1852	Norfolk VA. 5	1854
Chillicothe O. 3 PAID	1851-55	Petersburg Va. 3cts	1851-55
Chillicothe O. 5	1854	Petersburg Va. 5cts	1848-52
Cincinnati O. FREE	1862	Richmond Va. 3 PAID	1851-52
Cincinnati O. PAID	1853	Richmond Va. 5	1851-54
Cincinnati O. PAID/3 cts	1851-54 (2 types)	<b>WISCONSIN</b>	
Cincinnati O. 3 PAID	1851-54 (2 types)	Delavan Wis. 3 PAID	1854
Cincinnati O. 5 cts	1846-53	Sugar Creek Wis. PAID/3/CENTS	1851
Cincinnati O. 5	1852-54	Sugar Creek Wis. 5 CENTS	



Figure 1. Illustrated mining envelope from San Francisco to Santa Clara, early 1850s, with prepayment indicated by the San Francisco integral rate 3 PAID postmark.



Figure 2. Cover from the Denver correspondence, San Francisco to Washington, D.C., with San Francisco integral FREE postmark dated 5 January (1856).

covers sent locally. An example is shown in Figure 1, a cover from San Francisco to Santa Clara, struck with a red “SAN FRANCISCO CAL 15 DEC 3 PAID” integral rate marking. The envelope bears an imprinted corner cameo design, “PROSPECTING MINERS,” showing two bearded prospectors in front of a sluice, panning for gold.

Figure 2 shows an envelope from the voluminous James Denver correspondence. This cover, posted in 1856, shows “SAN FRANCISCO CAL. FREE 5 JAN,” one of relatively few integral FREE postmarks.

Figure 3 is a very unusual California cover that I wrote up in the *S.P.A. Journal* in 1964 (Volume 26, pp. 617-618). This cover is addressed to Astoria, Oregon Territory, and is

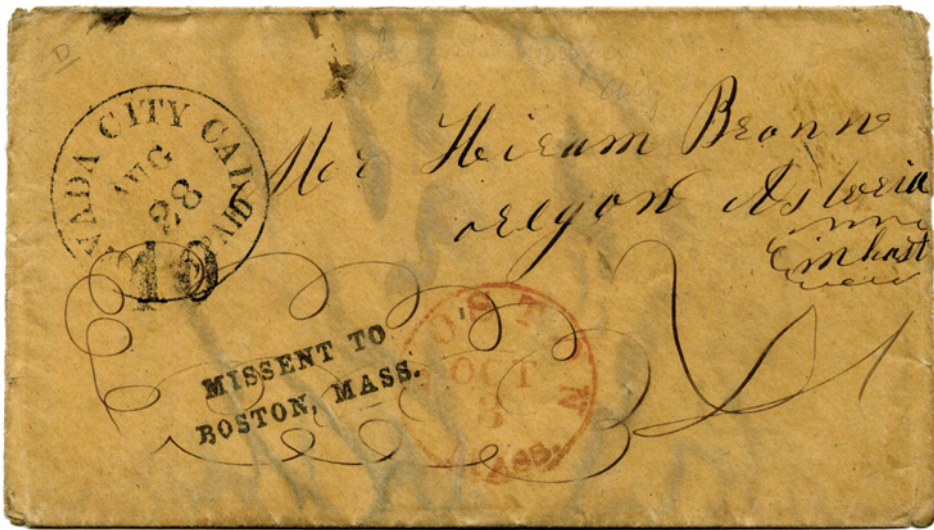


Figure 3. Cover with integral 3 PAID postmark from Nevada City, California, addressed to Astoria but missent to Boston, there rerouted as 10 PAID and sent back to California and thence to Oregon Territory, the intended destination.

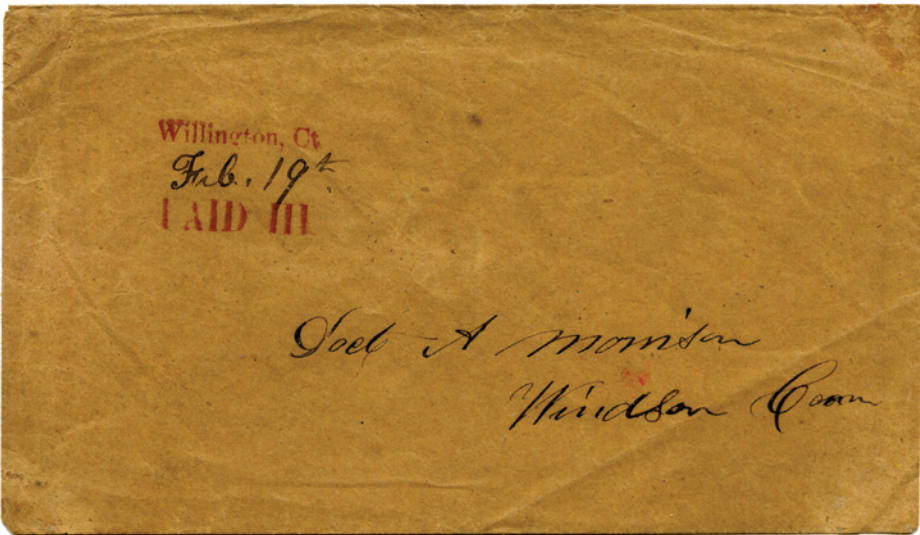


Figure 4. Cover to Windsor, Connecticut, showing Willington's unusual integral rate straight-line postmark, with integral 3 expressed in Roman numerals.

appropriately struck with a black Nevada City marking (“NEVADA CITY CAL AUG 28 3 PAID”) with integral paid 3, because the distance was much less than 3,000 miles. However, the cover somehow got into the wrong mail sack and ended up being carried by several steamships (and mules across the Isthmus of Panama) to Boston. There it received a red “BOSTON MASS. OCT 3” and an auxiliary marking “MISSENT TO BOSTON. MASS.” The postal clerk at Boston carefully added a “10” handstamp over the integral “3,” leaving the “PAID” to show there was no additional postage due. Then the cover was shipped back by the same route to San Francisco where it was put on another ship to Astoria. So this cover was missent across the country and back, a remarkable journey for the 1850s.



Figure 5. Cover from Woodstock, Connecticut to Barrington, Rhode Island, showing an unusual type of integral rate postmark. The date slug has been inserted high in the center of the marking to make room for the “PAID” and “3cts.”

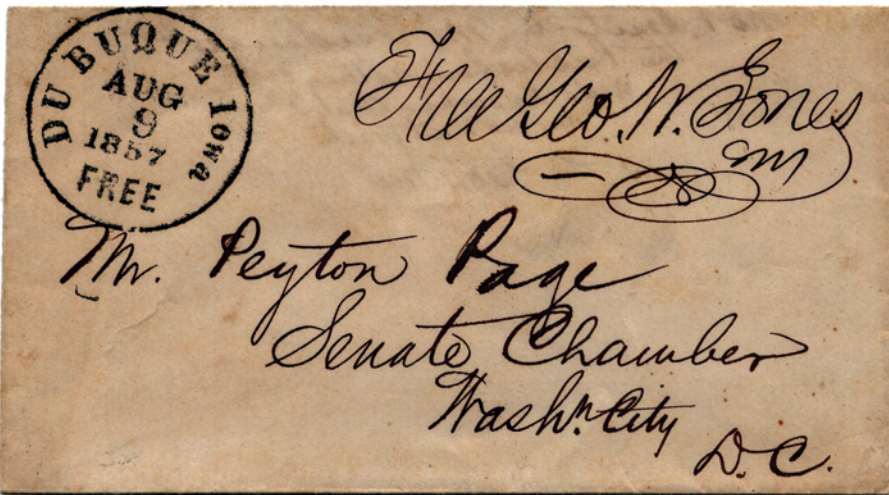


Figure 6. Circular datestamp with integral FREE, applied by the postmaster at Dubuque, Iowa, in 1857. The franker of the letter, George W. Jones, was then a member of the United States Senate.

The red straight-line postmark “WILLINGTON CT. Feb 19th PAID III,” shown in Figure 4 on a cover to Windsor, Connecticut, is unusual in two respects. It is one of only three integral rate straight-line postmarks known used on domestic mail. And it is the only integral rate postmark showing the 3¢ rate expressed in Roman numerals.

Figure 5 shows another very odd integral rate postmark, on a cover from Woodstock, Connecticut, to Barrington, Rhode Island. The circular datestamp reads “WOODSTOCK CT. JUL 31 PAID 3 cts.” with the “cts” in very small type. This is almost certainly a home-made marking.

Another integral FREE marking appears on the cover from Iowa to Washington, D.C., shown in Figure 6. No problem year-dating this cover. The marking reads “DUBUQUE



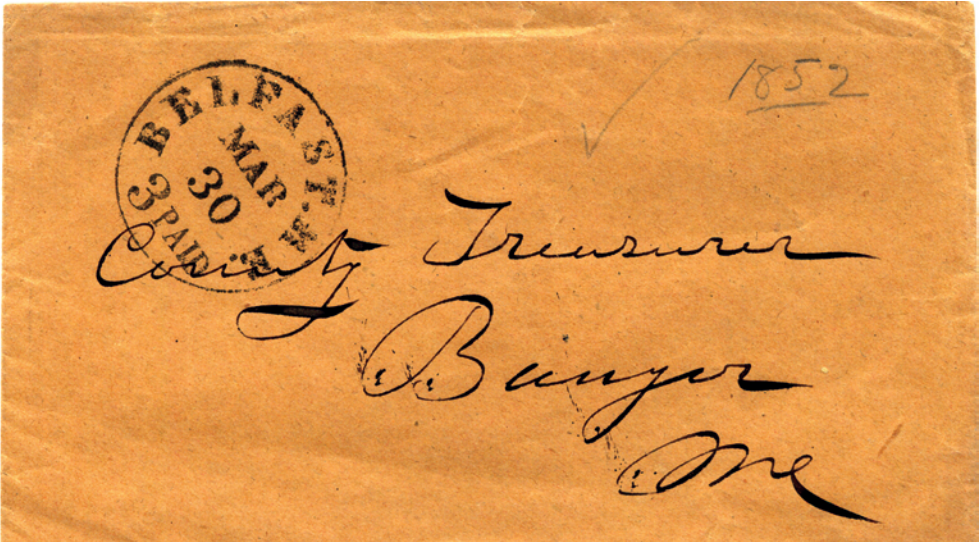


Figure 7. A typical example of the prepayment of the 3¢ rate, here expressed by the black integral 3 PAID postmark of Belfast, Maine, on a cover to Bangor.

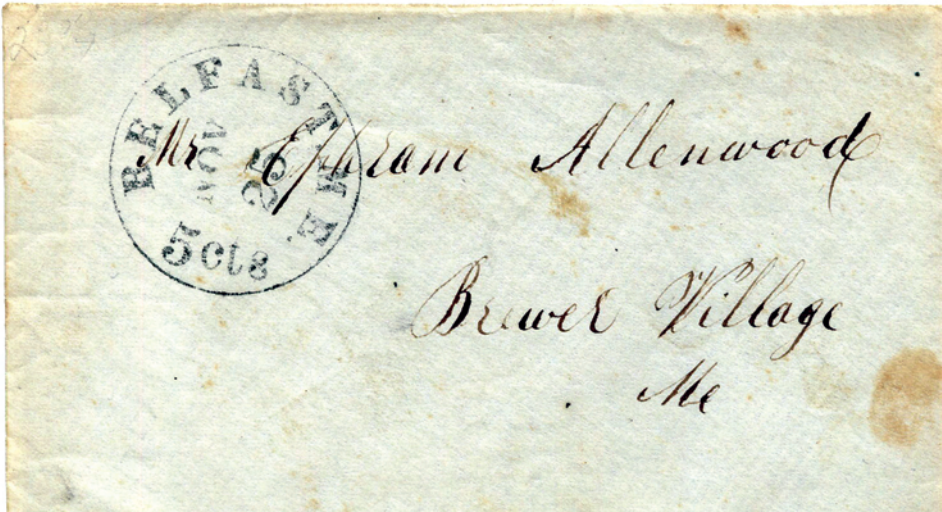


Figure 8. The integral rate “5cts” marking from Belfast, Maine, here on an unpaid cover to Brewer Village, shows unusual orientation of the date information.

Iowa FREE AUG 9 1857” and bears the bold free frank of George W. Jones, who was a member of the U.S. Senate in 1857 and an important figure in the history of Iowa.

The “BELFAST ME. MAR 30 3 PAID” marking, shown on the 1852 cover in Figure 7, is the most typical type of prepaid integral rate postmark for the 1851-1855 period. Many examples of this type exist, from different towns. They must have been produced by the same manufacturer.

Figure 8 is another Belfast cover showing the integral rate postmark Belfast used for the unpaid 5¢ rate. The style of this marking is different from the marking in Figure 7. The “5 cts” appears to be a continuation of the external ring of letters (although reversed in relation to the letters of the town name) and the alignment of the month and day slugs is vertical rather than horizontal.



Figure 9. 3¢ 1857 cover from Saco, Maine, to Boston, bearing Saco's integral 3 marking similar to the Belfast marking on the cover in Figure 7. Use of the integral rate marking is redundant on this stamp-bearing cover.

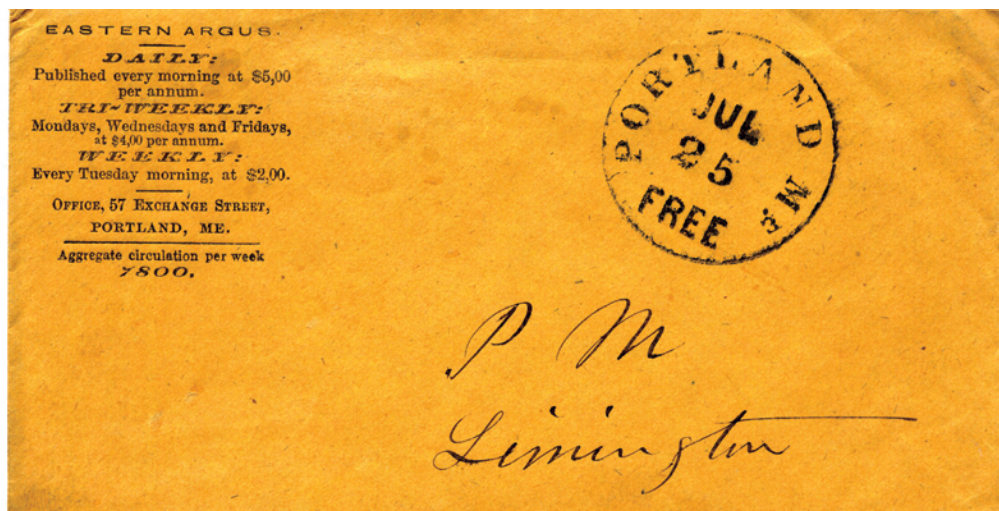


Figure 10. Sent in 1857 to a Maine postmaster, this cover bears the advertising imprint of the *Eastern Argus*, then the oldest newspaper in Maine, and is struck with Portland's integral FREE marking.

Figure 9 shows an 1853 cover from Saco, Maine, to Boston, bearing the same type of postmark that appears on the cover in Figure 7, here used as a canceling device on a 3¢ 1851 stamp. The blue marking reads “SACO ME 6 JUN 3 PAID” with the 6 changed to 7. This cover was shown to me by Labron Harris. During this period of transition from stampless covers to stamped covers, mixed uses such as this can be found from many towns. Integral rate postmarks are not rare on covers showing 3¢ 1851 or 1857 stamps.

The “PORTLAND ME. JUL 25 FREE” postmark shown in Figure 10 is a stampless cover posted after the 1855 requirement that postage be prepaid. Obviously, free uses were still stampless covers. This is another integral FREE within a dated circular postmark. An interesting feature of this cover is the corner imprint of the *Eastern Argus*. This was the oldest newspaper in Maine until it was acquired by the *Portland Herald* in 1921.



**Figure 11. Unusual 5¢ integral rate marking from East Abington, Massachusetts, on an 1851 cover to Salem.**



**Figure 12. An unlisted integral rate marking from Northampton, Massachusetts, here on a cover to Middleton, Massachusetts. The integral “PAID 3” is expressed in small type in the location usually occupied by the year-date.**

The small town of East Abington, Massachusetts, used integral rate postmarks for both the 3¢ and the 5¢ rate in 1851. Figure 11 shows an example of the 5¢ marking. Note that the date is September 23 [1851], early in the era of differential paid and unpaid rates. It is likely that this postmark was used in the previous (5¢ rate) period too, but we would need a year-dated cover to establish that. Also interesting about East Abington is that its 3¢ integral rate postmark does not include the word “PAID”. That was struck separately.

Figure 12 shows a cover from Northampton to Middleton, Massachusetts, bearing a strike of another strange integral rate postmark from a small town. This currently unlisted marking reads “NORTHAMPTON MS. JUL 5 PAID 3” with the “PAID 3” presented in very small letters in the space where a year-date might otherwise appear. This is an envelope without a year date, but the “PAID 3” indicates the 1851-55 rate period.



Figure 13. Double redundancy on a 3¢ imperforate cover from Salem to Newburyport, Massachusetts. The integral “3” postmark lacks the word “PAID” and serves only as a circular date stamp.



Figure 14. This cover from Newark, New Jersey, shows a very unusual integral rate marking used only at Newark. In this marking the “NJ” is expressed in small letters beneath the town name.

The cover in Figure 13, from Salem to Newburyport, Massachusetts, represents another example (see Figure 9) of a 3¢ integral rate marking used as a canceling device on a cover franked with a 3¢ imperforate stamp. This cover, also provided by Labron Harris, shows a red “SALEM Ms. APR 1 3 cts” on a cover with a 3¢ imperforate stamp cancelled by a black grid. For good measure, the Salem postmaster also struck the word “PAID,” even though the cover bears a stamp and an integral 3¢ marking.

Newark, New Jersey, echoed Northampton with an odd integral rate marking involving very small letters. An example appears on the 1852 cover in Figure 14. The marking reads “NEWARK N.J. PAID 3 CTS APR 20.” The unusual feature of this marking is that the state abbreviation is barely visible, expressed in tiny letters in the date portion of the marking, just above the month.

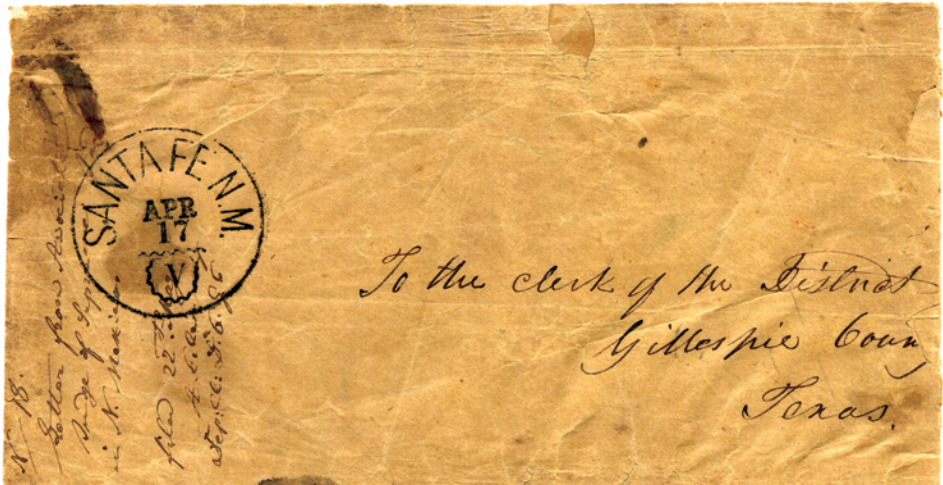


Figure 15. Shown here on a cover to Texas, the integral 5 rate marking of Santa Fe, New Mexico Territory, boasts unusual features including mixed type faces, fancy design elements and a Roman-numeral integral rate.



Figure 16. The small town of Malone, New York, used a set of paid and unpaid integral rate markings in the early 1850s, both of which are seen on this 1852 cover to Fort Covington, New York.

An unusual territorial stampless postmark is the Santa Fe unpaid integral 5¢ marking. An example is shown on the cover to Texas presented in Figure 15. The marking reads “SANTA FE N.M. APR 17 V,” year date not known. This marking is unusual because of its size, its decorative features, its mixed type faces and the Roman numeral used to express the integral rate.

The cover in Figure 16, shown here through the courtesy of John Amberman, is the integral rate “MALONE N.Y. PAID 3 MAY 31,” an unusual style of marking in which the rate information is presented within the curved outer circle as a continuation of the town and state information. At the left on the Figure 16 cover is a very faintly struck example of the unpaid postmark used at the Malone office. This shows an undulating line above a “5” at the bottom of the circle.



Figure 17. The unusual paid 3 integral rate marking from Ogdensburgh, New York, struck here on a cover to Medway, Massachusetts, shows the rate with the town name in the outer circle and the “PAID” as a third line below the date.

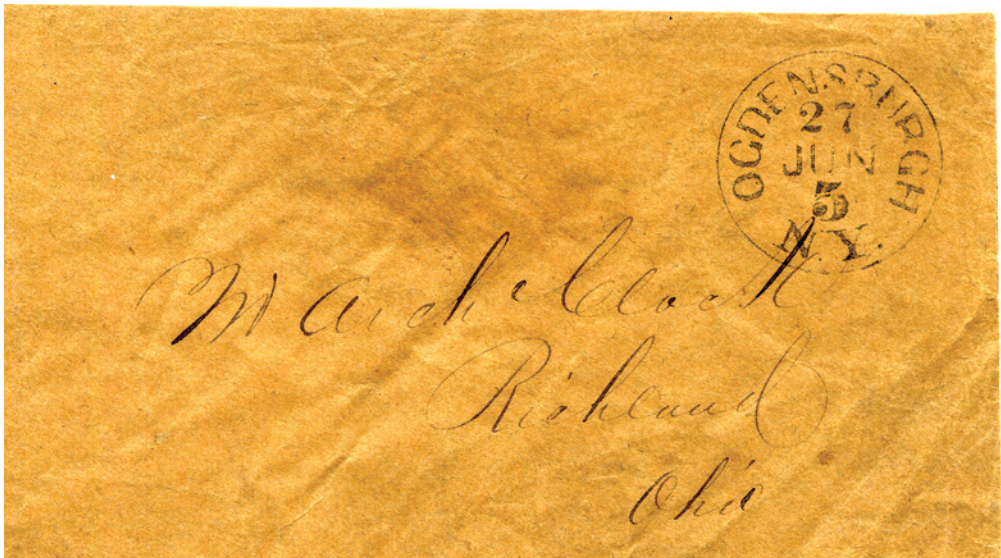


Figure 18. Ogdensburgh’s unpaid integral rate marking, here on a cover to Richland, Ohio, is a circular datestamp with the “5” due marking inserted below the date.

The covers in Figures 17 and 18 show a pair of integral rate postmarks used at Ogdensburgh, N.Y. The large red paid marking on the cover in Figure 17—“OGDENSBURGH N.Y. 3 cts MAY 17 PAID”—shows the rate within the circle at bottom and the PAID as a third line below the date. The notation at the upper left on the Figure 17 cover indicates that the postage was to be charged to the sender’s post office box account. By comparison the smaller black “OGDENSBURGH N.Y. 27 JUN 5” in Figure 18 is a more conventional integral rate marking.

One of the most common integral rate postmarks is the 3¢ New York marking shown



Figure 19. The integral “PAID 3CTS” marking used at New York in the 1850s differs from the 3¢ markings used there on circular mail in the late 1840s.



Figure 20. 1851 cover from New York City to Newport, Rhode Island, bearing the “5cts.” integral rate marking that New York used on unpaid covers during this era.

on the cover to Providence in Figure 19. This marking is different from the 3¢ markings used at New York on circular mail in the late 1840s. Stampless use of an integral 3 marking from a large city such as New York is not rare, but after 3¢ stamps were issued, one would expect most mail to bear stamps.

The cover in Figure 20 shows the marking New York used on unpaid single-rate covers, here on an 1851 cover to Newport, Rhode Island. The marking reads “NEW-YORK 5 cts SEP 16.”



Figure 21. Illustrated hotel cover sent from New York City to Secretary of the Navy Gideon Welles, Washington, D.C., in 1861. This shows New York's integral FREE postmark.

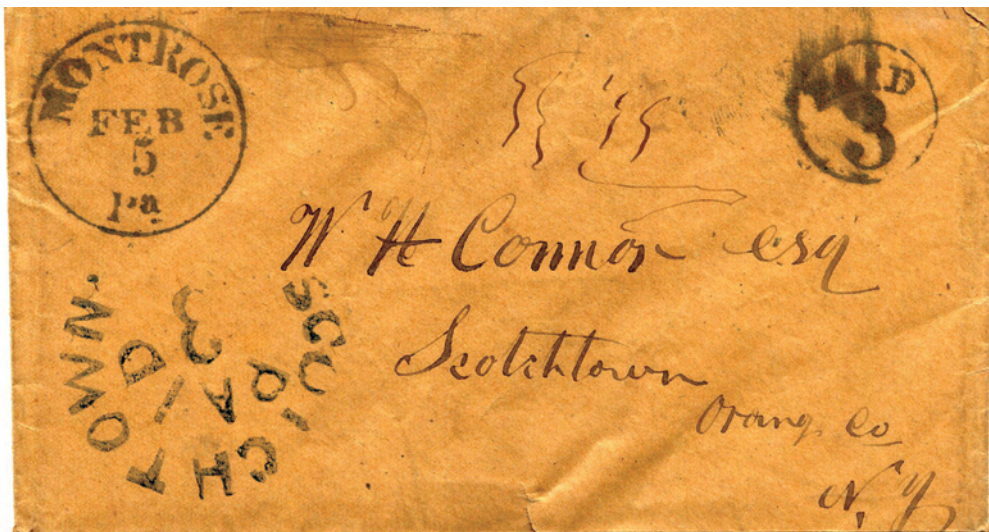


Figure 22. Large rimless “SCOTCHTOWN NY PAID 3,” unlisted and a recent discovery, here used as a receiving marking on a cover originating at Montrose, Pa.

An example of New York City's integrated FREE postmark (“NEW-YORK FREE OCT 1861 21”) is shown in Figure 21. This overall pictorial envelope for the Howard Hotel is addressed to Gideon Welles, who served as Navy Secretary throughout the Lincoln administration. This cover, posted in 1861, shows that integral free handstamps were used into the 1860s.

A spectacular recent discovery, currently unlisted, is the large rimless Scotchtown, N.Y., marking with PAID 3 inside the lettering. This obviously handmade postmark was used as a receiving marking on the cover shown in Figure 22, which originated in Montrose, Pennsylvania. Montrose applied its circular datestamp and “PAID 3” in circle. The Montrose marking reads FEB 5. The year is not knowable, but the cover clearly dates from the period under discussion, when postage could still be prepaid in cash.





Figure 23. Cover from Troy to Warrensburg, New York, showing Troy's integral 3¢ rate marking with a separate "PAID" in a banner frame.



Figure 24. Integral 3¢ rate marking from Chillicothe, Ohio, on a "registered" cover to Erie, Pennsylvania. Year date uncertain.

During both rate periods, Troy, New York, used a large number of postmarks with integral rates. These postmarks are usually well-struck. While not rare, they are quite attractive. The cover to Warrensburg, New York, in Figure 23 shows the prepaid integral rate ("TROY N.Y. 16 NOV 3 cts.") with a separate "PAID" in banner frame.

Moving to Ohio, the cover in Figure 24 shows an integral 3¢ rate postmark from Chillicothe, Ohio, to Erie, Pennsylvania. The Chillicothe marking is a conventional type ("CHILlicothe, O. JUN 30 3 PAID") but this cover shows a manuscript "registered" notation. While there is a pencil "1856" on the reverse of this envelope, the original contents are absent and the year date is probably not 1856. This use could date from the period of unofficial registration (1 November 1845—30 June 1855, see my survey in *Chronicle* 221) or it could be from the period of official registration (starting 1 July 1855). If the former, then



Figure 25. A common type of integral rate marking from Cleveland, Ohio, on a cover to Boston that bears an engraved hotel corner advertisement.



Figure 26. Cover from Columbiana, Ohio, showing one of the strangest of all integral paid 3 postmarks. The typeface is unusual and the “PAID 3” legend is surrounded by an oddly-shaped dotted border.

there was no fee. I favor this explanation because the cover bears no registration number. If the latter, then there was a cash fee of 5¢, which was ordinarily shown on the letterbill, not on the cover itself. Registered covers from the official period usually bear a registration number in addition to the word “registered.”

Figure 25 shows a common type of integral rate marking from Cleveland, Ohio, on a cover to Boston that bears an engraved hotel corner advertisement. The Cleveland marking reads “CLEVELAND. O. OCT 15 3 PAID.” The handstamped oval “PAID CHARGE WEDDELL HOUSE” at upper right is a box charge marking. Since he was authorized to charge the hotel account, the Cleveland postmaster found it easier to handle this as a stampless cover rather than to apply a 3¢ stamp. Figure 17 shows a similar use.

The illustration in Figure 26, from an old auction catalog clipping, shows a cover bearing the odd integral PAID 3 marking of Columbiana, Ohio, a small town south of

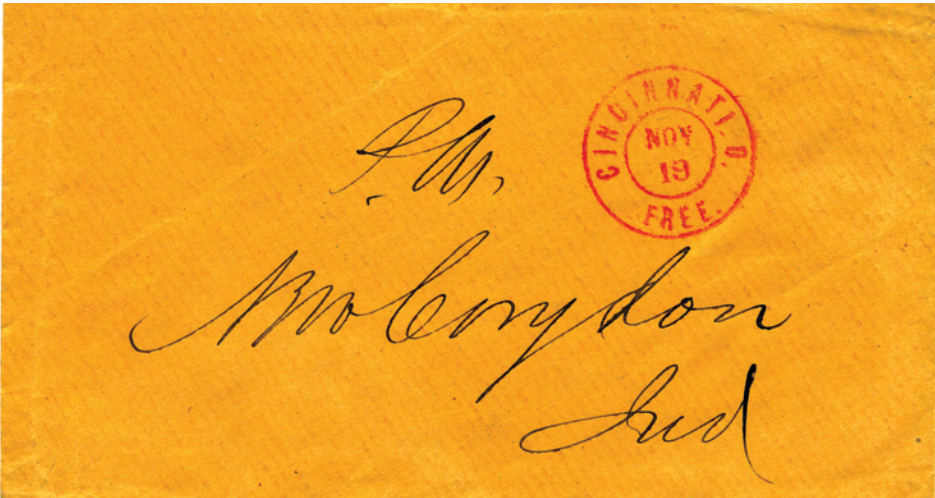


Figure 27. This 1862 cover, marked with the integral FREE double-circle postmark of Cincinnati, Ohio, returned a registered letter bill to a sending postmaster. The FREE postmark also appears on the bill itself.

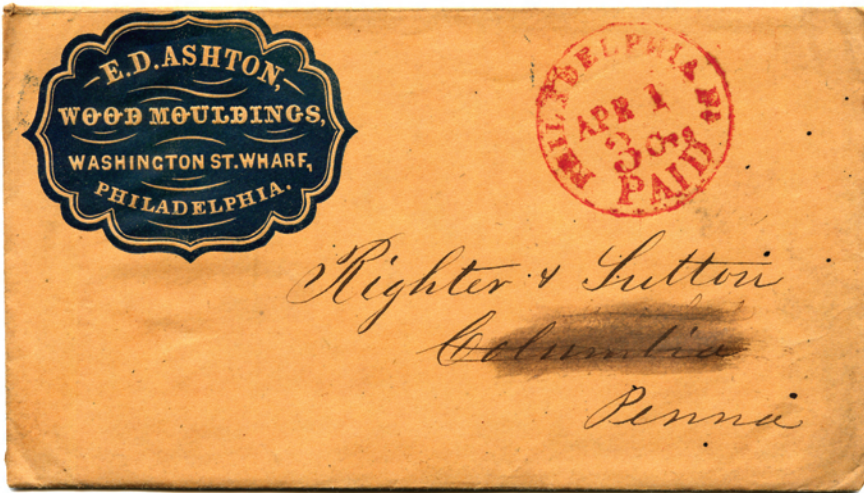


Figure 28. The marking on this Philadelphia cameo cover could represent a circular rate from an earlier era. But the enclosed 1854 letter identifies the postmark as an integral 3¢ rate marking from 1850s.

Youngstown. This is a crude and apparently homemade device. The text reads “COLUMBIANA O. AUG 3 PAID 3”. The typeface is unusual and the “PAID 3” is surrounded by an irregular dotted border. The outer circle of the marking seems also to be made of dots.

A different later type of integral FREE marking is struck on the cover in Figure 27. The small red double-circle marking reads “CINCINNATI O. FREE NOV 19.” This 1862 envelope carried a return registered letter bill to the sending post office. The enclosed bill bears another strike of the marking. New York extensively used a similar postmark.

Philadelphia was one of the largest cities in the country during this period, and produced many interesting postmarks. Figure 28 shows a cover enclosing an 1854 letter and bearing Philadelphia’s integral “3 Cts PAID” marking. The cover bears an attractive blue cameo corner card and the marking reads “PHILADELPHIA PA. PAID APR 1 3 Cts.”

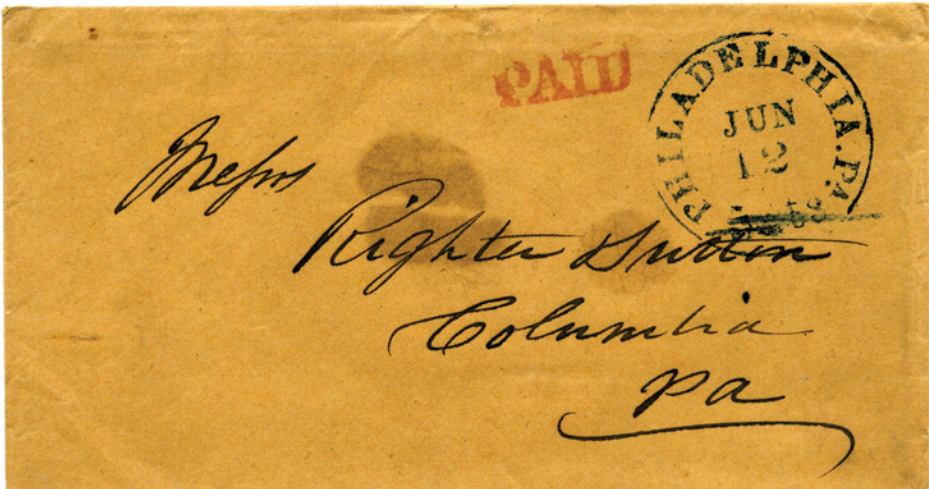


Figure 29. This 1853 cover from Philadelphia to Columbia, Pennsylvania, was first marked as unpaid, with Philadelphia’s integral due 5 postmark. But the “5” was then crossed out with crayon and the cover was re-rated as “PAID”.

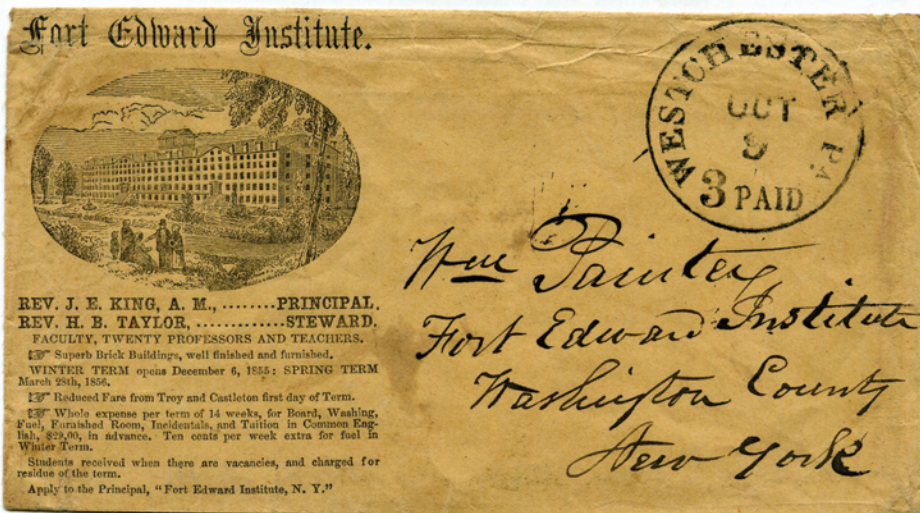


Figure 30. This illustrated school cover from Westchester, Pennsylvania, demonstrates cash prepayment (indicated by the Westchester integral 3 rate marking) after the law requiring prepayment took effect. Stampless covers from this era are unusual.

Without contents, the marking on this cover might suggest an earlier circular rate, but the enclosed letter clearly identifies the postmark as an integral 3¢ rate marking from 1850s.

The cover in Figure 29, from the same correspondence as Figure 28, shows Philadelphia’s unpaid integral rate handstamp for this period. The marking reads “PHILADELPHIA. PA. 5 cts JUN 12” [1853] in blue. The “5” due rate is crossed out with blue crayon and the cover also bears a red PAID. So this is a re-rated integral rate postmark with unpaid changed to paid.

Figure 30 shows an 1855 cover posted at Westchester, Pennsylvania and addressed to Fort Edward, New York, a Hudson River town that was on the portage route to the Lake George. The cover was posted on October 9, 1855, and the marking reads “WESTCHES-



Figure 31. Newport, R.I., integral 5¢ due marking, on cover to Flushing, New York.

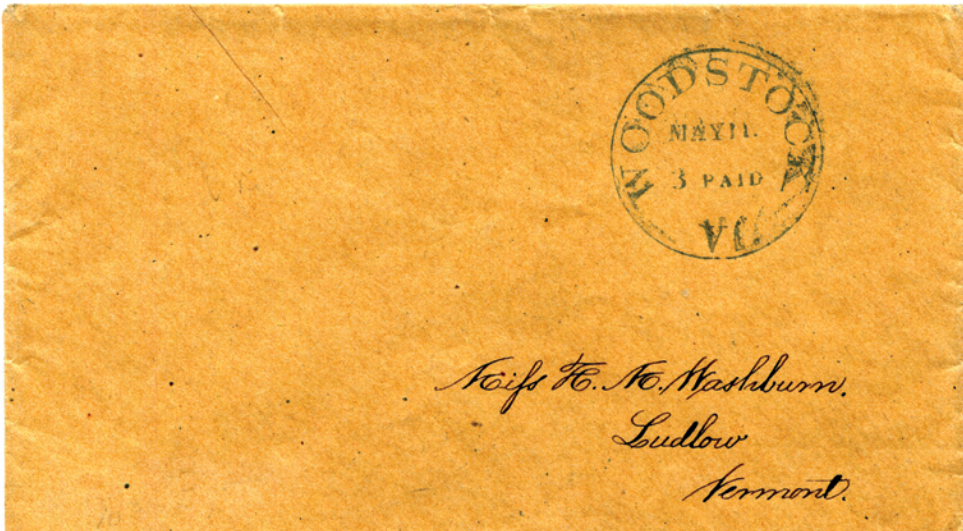


Figure 32. Cover from Woodstock to Ludlow, Vermont, showing Woodstock's integral "3 PAID" marking, expressed in the same small type as the date.

TER PA. 3 PAID OCT 9." The Act of March 3, 1855 established compulsory prepayment of postage, which thereafter was ordinarily accomplished with stamps. Stampless uses this late are quite unusual. The cover is addressed to the Fort Edward Institute and bears the corner cachet of that establishment, a college preparatory school.

The cover in Figure 31, from Newport, Rhode Island to Flushing, New York, could date from either rate period in the 1845-1855 era. But the "NEWPORT R.I. 5 SEP 15" is known only from the post 1851-era, specifically 1852-53. This is a good example of an unpaid integral rate postmark.

Woodstock, Vermont used integral rate markings in unusual format for both paid and unpaid rates. The paid example on the cover to Ludlow, Vermont, in Figure 32, reads "WOODSTOCK Vt. MAY 11 3 PAID" in blue with the integral "3 PAID" displayed in the same small type as the date. The matching use on the cover in Figure 33 shows a red "WOODSTOCK Vt. JUN 28 5 cts" with the 5¢ due marking expressed in a type face



Figure 33. Cover from Woodstock to Stowe, Vermont, showing Woodstock's integral 5¢ due marking, in which the "5 cts" is expressed in letters larger than the date.



Figure 34. This Civil War patriotic envelope establishes usage as the 1860s. But the "DEHAVAN WIS 3 PAID JUL 7" postmark dates from an earlier period. Conclusion: this is a very late use of an integral rate postmark.

larger than the date. As mentioned previously, the unpaid rate was 5¢ in both rate periods, but Woodstock used a different marking in the earlier period. This was shown, in blue, in *Chronicle* 216 (page 277).

As a postscript, Figure 34 shows a Civil War patriotic cover, *circa* 1862-1864, from Delavan, Wisconsin to New York, on which the old integral rate postmark from 1854 was

used. Here the rate in the postmark had no significance because stamps were by now in general use. The Delavan postmaster was simply using the integral rate marking as a circular datestamp.

I have not seen an integral rate postmark on a cover to a foreign destination. One might expect at least to see domestic handstamps used on covers to Canada. Of course, there were integral postmarks of all types for use on international mail, but these go beyond the scope of these articles on domestic rates. Future installments of this series will discuss integral markings for circular rates and integral markings associated with the higher rates that applied to California correspondence.■

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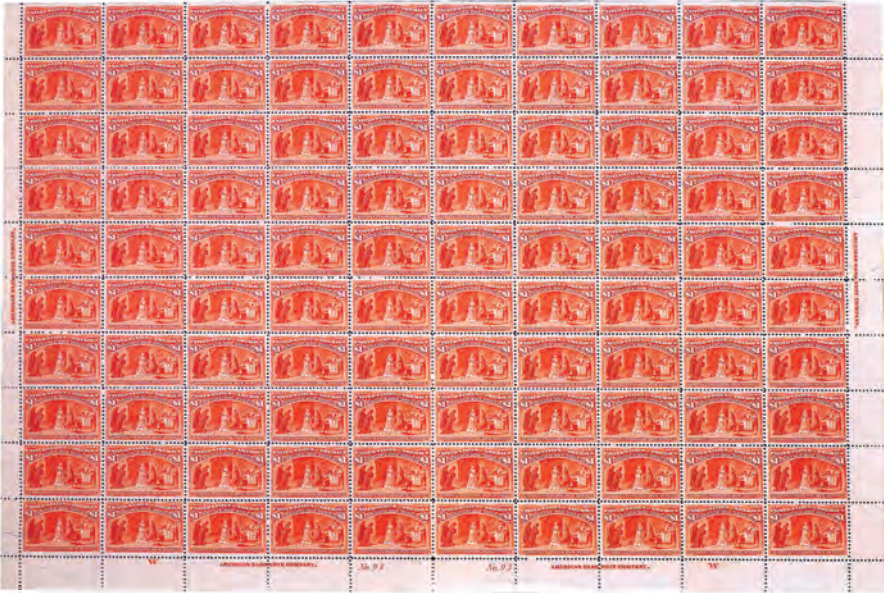
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**MAKING STRIDES WITH HARTFORD MAIL ROUTE  
PIONEER PRECANCELS**

**GORDON STIMMELL AND JOHN BOWMAN**

The Hartford Mail Route stamps (Scott 80L1 and 80L3) with their depiction of a private mail carrier striding between two cities or continents, with a tiny ocean steamer below, have occasioned passionate study by leading philatelic minds over the decades. The stamps were used briefly in 1844-45. The Scott specialized catalog notes that these stamps are usually cancelled in manuscript with the word “South” or other apparent destination indicators.

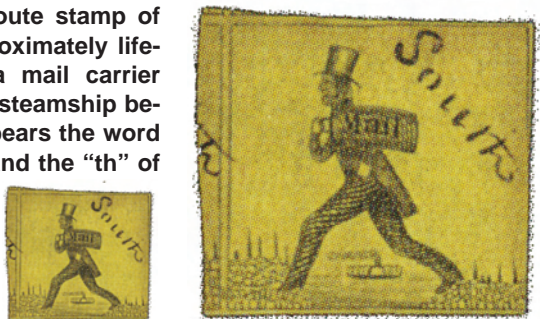
Ventura Stamps net price sale #188 recently offered a black-on-yellow 80L1 with “South” in manuscript. This stamp, which sold for \$2,000, is shown both life-size and enlarged in Figure 1. As the photo should reveal, the stamp shows parts of the “th” from a second “South” on the adjacent stamp portion at left. This remnant “th” is in the same hand. This manuscript array suggests precancellation. Whether the Hartford independent mail stamps are genuinely pioneer precancels is the focus of this article. But first a bit of background for those not familiar with this short-lived private inter-city post.

The Hartford Mail Route service was founded in August 1844 by two men, E.W. Parsons, a bookseller, and a Mr. Fuller (first name unknown), who was a terminal agent for the Thompson & Co. Express line in Hartford. Interviewed a few years before his death by *The Eastern Philatelist* in December 1895 (Vol. XVI, No. 4), Parsons revealed that the idea for the stamp design was of a man with “one foot on the Western Hemisphere and the other on the Eastern half of the world, an ocean steamship centering the device.”

A very similar design had actually been used almost a year earlier, in November 1843, by William F. Harnden on a letterhead sent in a mass mailing to cities all along the eastern seaboard, soliciting business for his transatlantic express. The Harnden design (shown in *Chronicle* 212 on page 255) depicts a striding expressman bearing mailbags, with one foot in North America, one foot in Europe, and a full-masted sailing schooner plying the Atlantic Ocean below his legs.

Nevertheless, Parsons told philatelic author W. H. Bruce that the design was inspired by a line from Shakespeare’s *Julius Caesar*, Act 1, Scene II, when Cassius says of Caesar

**Figure 1: The yellow Hartford Mail Route stamp of 1844-45, Scott 80L1, shown here approximately life-size and greatly enlarged, depicts a mail carrier striding across a body of water with a steamship beneath his legs. The copy shown here bears the word “South” in manuscript at upper right and the “th” of another “South” at left. The markings on these stamps are thought to be pioneer precancels. This example recently sold for \$2000. Image courtesy of Alan Katz, Ventura Stamps.**



that “he doth bestride the narrow world like a Colossus; and we petty men walk under his huge legs and peep about to find ourselves dishonorable graves.”

The service, which mainly carried mail between Hartford and New York City, went to its own grave with other independent mail companies when the Reduced Postage Act took effect on July 1, 1845. The earliest known Hartford cover reported by Elliott Perry was Aug. 5, 1844. The last known Hartford cover is dated June 30, 1845, a very scarce last-day-of-independent-mail use.

Parsons made a career of being an expressman. Fifteen years after the Hartford Mail passed into history, he was cited in A.L. Stimson’s *1860 Express Office Hand-Book and Directory* (page 74), as the “universally esteemed” superintendent for Adams Express Company’s Eastern Division.

The Hartford Mail Route stamps were printed in a pane of 12 with each position showing plateable variations. There are variations in the city buildings flanking the bottom, in the lettering of MAIL on the mailbags, in the rendering of details on the letter carrier and even in the messenger’s facial features on each of the positions. The little ocean steamship straddled by the messenger’s legs is drawn totally differently on each position. Thus each of the 12 stamps was separately engraved, probably on copper.

This occasioned attempts by a series of collectors and scholars to plate the stamps, since no full pane survives. An early plating attempt was made by famed collector F.W. Hunter in the 1880-90 period, shown in the definitive article on Hartfords by Francis E. Stern (*Collectors Club Philatelist*, May, 1962). Another plating was attempted by Thomas K. Tapling in the 1880s. That now resides in the vaults of the British Library. It was illustrated and written up in *The Penny Post* (January, 1995) after Gordon Stimmell viewed the collection in London.

Elliott Perry of *Pat Paragraphs* fame undertook the positioning task in 1951 and showed that both early plating attempts were wrong. His plating order is now the definitive version. This was independently confirmed by philatelic writer George B. Sloane, who undertook his own study. While the Perry plating corrections were published in *The Penny Post* article, Sloane’s study of the stamps has until now never seen the light of day.

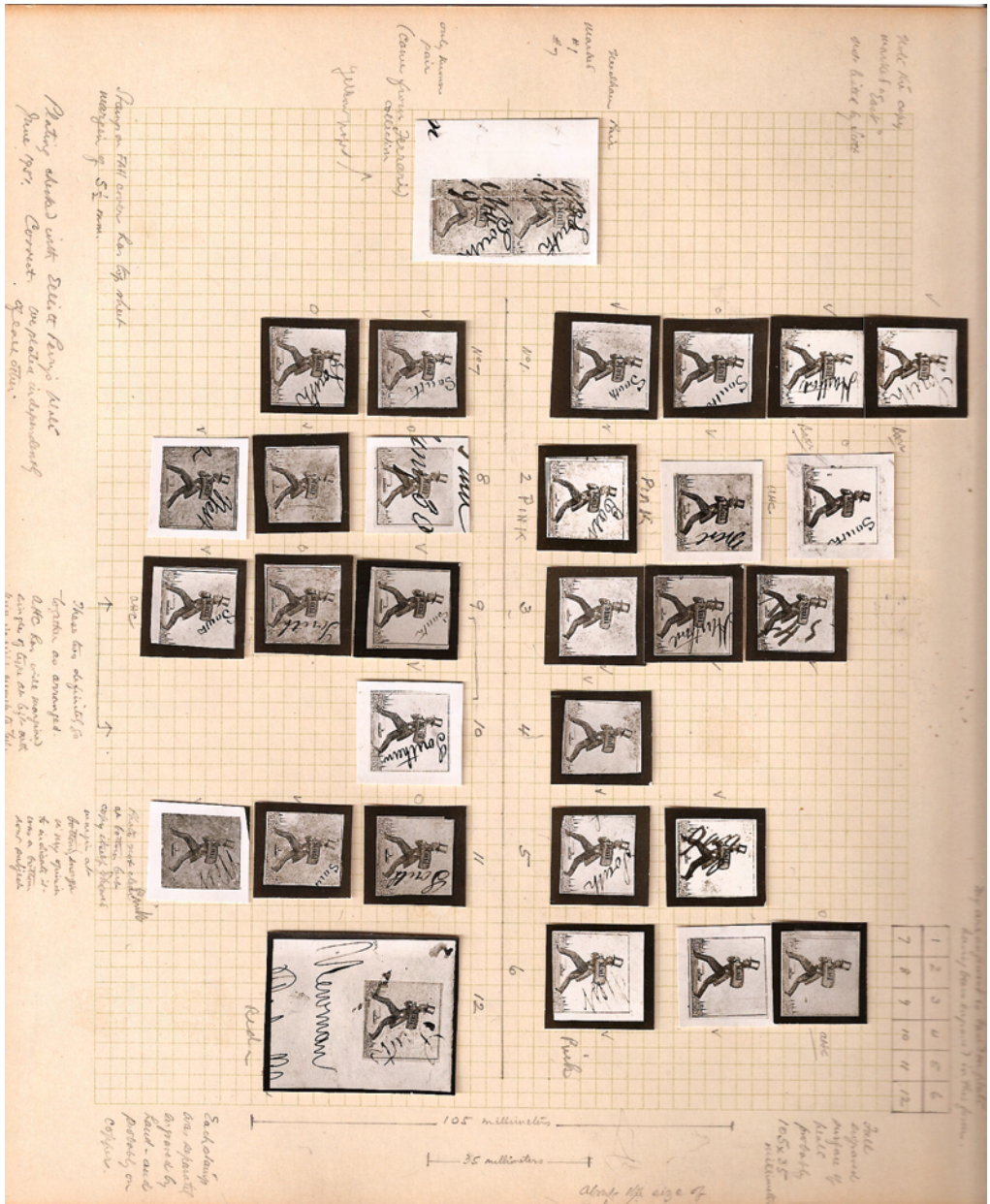
The difficulty with advancing knowledge about the Hartford Mail is that the 60 or so known covers have been passed down for generations privately, with few covers ever appearing in auction sales. A Hartford collector first amassed his holding for 30 or 40 years, from the 1890s onward. A second Hartford collector, the aforementioned Francis E. Stern, purchased these privately in 1930. They are still held by a citizen of that city, so until recently, shedding new light on the Hartford darkness has been a challenge.

Now, thanks to the generosity of Hartford specialist Henry H. Conland, we are able to present with this article five covers bearing stamps that show beyond question that the stamps were used as precancels.

As well, we are able to present here (as Figure 2) the original Sloane plating photographs that were meticulously gathered from records of singles and covers over many years. This marks the first time so many examples of the Hartford stamps have been seen by collectors, and some of the Sloane photos also support the precancellation thesis.

Looking at Sloane’s Hartford stamp study (at least four of the 31 stamps are the rare pink paper, 80L3) most are pen cancelled with “South” or “Southern”—meaning they went from Hartford, most often to New York. Two singles are pen-marked Hartford, presumably because they were inbound from other cities, as the Hartford Mail Route post did not deliver local city mail. Four are marked “West” and one “East.” No “North” stamps have ever been recorded.

While no handstamps of the Hartford mail service have ever surfaced (this includes PAID handstamp markings), covers are known with conjunctive Hale & Co. ovals, and at



**Figure 2: George Sloane's working study showing photos of each position of the Hartford Mail Route strider stamps, which confirmed the new Elliott Perry plating.**

least one cover exists with an Adams Express Hartford oval handstamp. One cover in the first month of use, August 22, 1844, bears both an 80L1 and the Hale adhesive, 75L5.

The late Richard Schwartz reported in *The Penny Post* ("The Forgeries of Hartford Mail Route," Vol. 5, No. 1) in 1995: "In a count of 61 recorded and actual covers bearing Hartford stamps, 52 were addressed to New York, 5 to Boston and 4 to Philadelphia." Three covers bear vertical pairs of the 80L1, the only multiples known. In an unpublished study of Hartfords, Elliott Perry noted from a 1950s-era census: "There are 110 stamps in all, on and off cover."

But how many of these are genuine precancels, where the pen marking was applied to the stamp before being affixed to covers? At least four different writing styles are evident, indicating various clerks at work handling the letters over the 11-month lifespan of the post.

Were these, then, the first precancelled stamps in the world? No, that honor likely goes to another independent mail. Michael Gutman, a precancel specialist of some 40 years experience, establishes (in his authoritative tome, *Hale & Co. Independent Mail Company 1843-1845*) that the earliest date of a Hale precancel was June 19, 1844, from Boston. Gutman concludes: "I believe it is the very first use of a precancel."

Gutman's description of a precancel appears on page 151 of his book. "The definition used here for a precancel is a cancel that goes to the edge of the adhesive but does not appear on the letter. This implies that the adhesive was canceled in sheet form before being separated and affixed to the letter." The precancels on Hale & Co. stamps took the form of single lines, crosses, letters (denoting city or initials of agents) and combinations of crosses and letters. The most fascinating are examples from Portsmouth, New Hampshire, with "P" above and "NH" below, in addition to single lines and crosses.

Other possible precancels which are not yet proven as such are Brainard & Co. stamps (Scott 24L1-2) emblazoned with one of two forms of an ornate "B", and American Letter Mail stamps (5L2-3) with various clerk's initials penned on them. These are grist for a future scholarly mill.

Getting back to Hartford, the single Ventura Stamp Company offering of 80L1 also showing the crossbar of the "t" and "h" of "South" on a remnant stamp (Figure 1) is a convincing example of precancellation. There are four different types of handwriting extant on Hartford stamps. Figure 3 shows another example of 80L1 with "South" in a different hand. This also shows vestiges of an earlier precancel running off the former stamp to the left (and a smaller portion of another to the right) in a lightly penned style, with the main full "South" in heavy ink. Did clerks each day precancel a new batch of stamps? Or did this clerk notice this particular stamp lacked the "South" centered on adjacent stamps and simply add it?

Richard Frajola, who has long-time knowledge of Hartford material, reports that virtually all the directional markings known on Hartford covers are precancels. Most are not tied. In fact, he is suspicious of any directional markings that might be tied. Instead, Frajola says the main genuine tying manuscript markings are "X"s and manuscript pen marks showing date of use.

The five Hartford Mail letters shown as Figure 4 through Figure 8 are provided through the courtesy of Henry H. Conland. They present an insightful and representative overview of precancel use of the tiny Hartford strider stamps. They include two with New York as destination, plus two to Philadelphia and one to Boston. Three (or perhaps four) of the covers indicate cooperative usage with Hale & Co. Express. As readers can plainly see, the precancel manuscript markings on the stamps on all five covers do not tie the adhesives to their covers.



**Figure 3: An 80L1 with two "South" precancels rendered by two different clerks, the lighter style is visible to left and right on the stamp.**

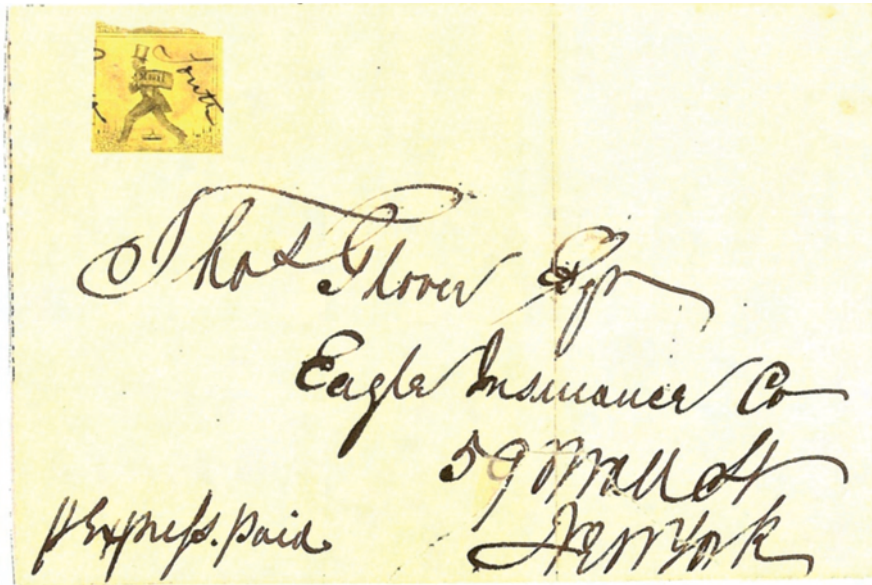


Figure 4: Southbound 80L1 precancelled “South” in fine hand, with vestiges of “South” to left, on undated cover to Wall Street, with “H Express Paid”, presumably sent conjunctively via Hale’s Express.

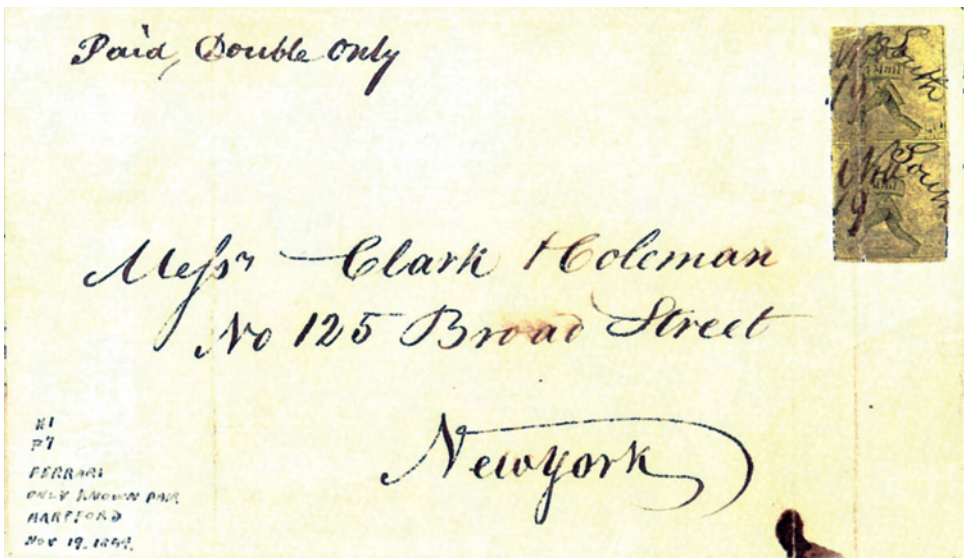


Figure 5: Double weight cover, with one of three known vertical pairs of 80L1 recorded on cover, sent Nov. 19, 1844. “Nov 19” added to the “South” precancelled stamps at time of mailing. Stamps position #1 and #7 in pane of 12. Ex Ferrary.

Figure 4 shows a southbound 80L1 precancelled “South” in fine hand, with vestiges of another “South” at the left, on an undated cover to Wall Street, with “H Express Paid” at lower left. This cover was presumably sent conjunctively via Hale’s Express.

Figure 5 shows a double-weight cover, ex Ferrary, with one of three vertical pairs of 80L1 recorded on cover, sent Nov. 19, 1844. The manuscript “Nov 19” date notation was added to the “South” precancelled stamps at time of mailing and the date partially ties the

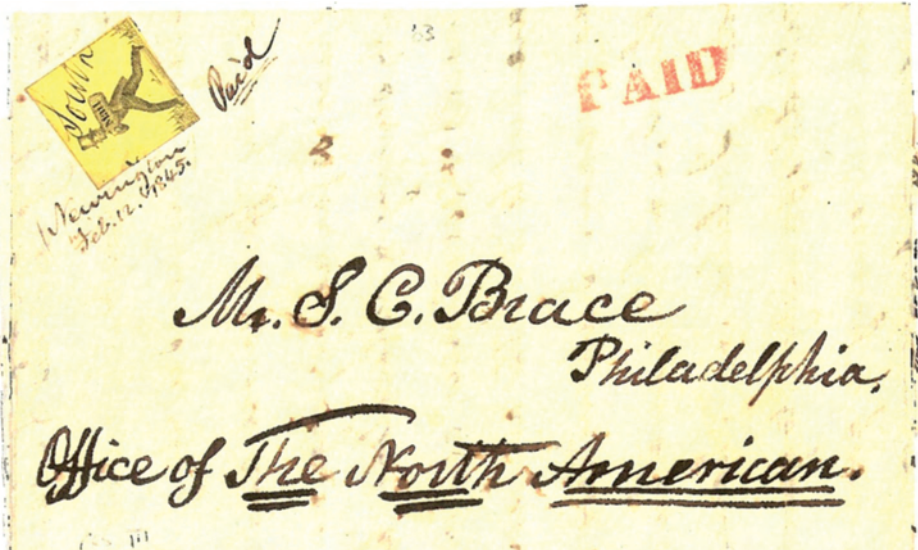


Figure 6: One of at least four known 80L1 covers from Newington, destined to Philadelphia, sent via Hartford Feb. 12, 1845, with manuscript “Paid” (applied by Hartford clerk) and Hale handstamp PAID likely applied at New York City.

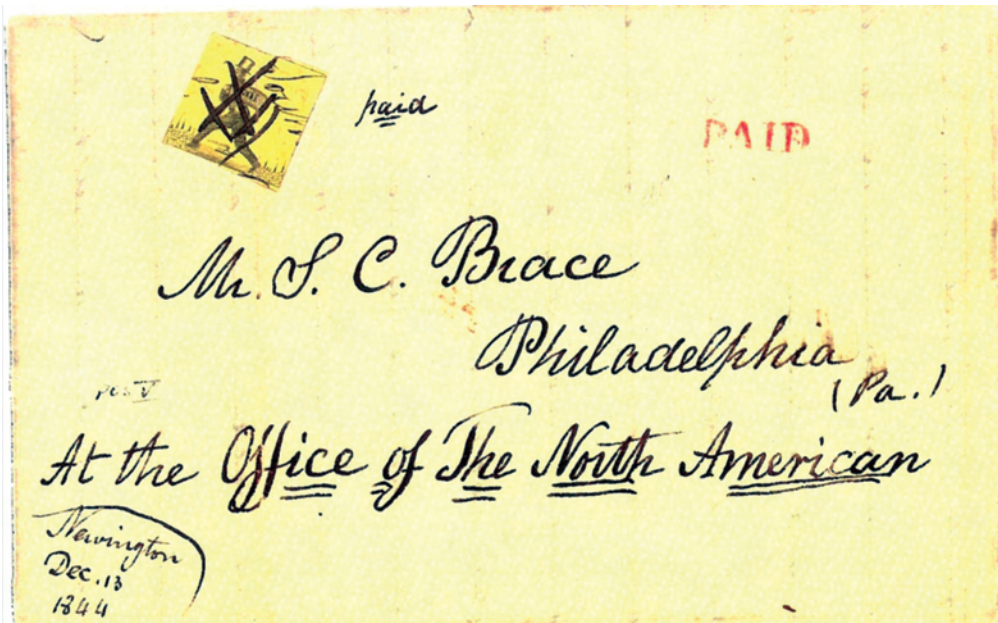
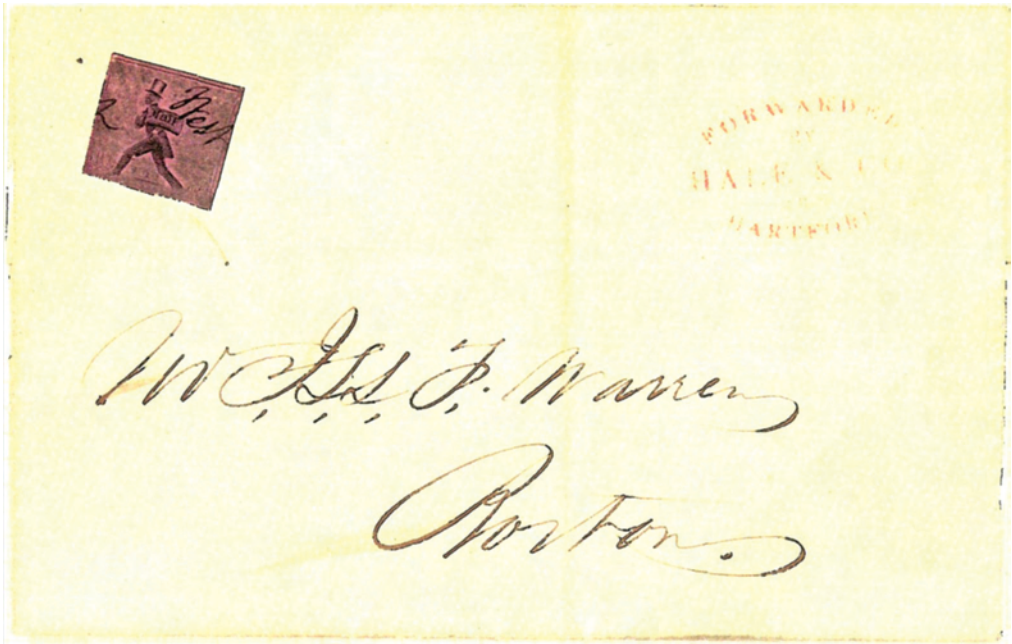


Figure 7: Another Newington-Philadelphia 80L1 cover, with precancel “South” and additional pen crosshatch applied upon mailing (13 December 1844), with Hartford Mail Route manuscript “paid” and a second red handstamped “PAID.”

pair to the cover. The stamps are positions 1 and 7 from the pane of 12.

Figure 6 shows one of at least four 80L1 covers known from Newington sent via Hartford. This one is addressed to Philadelphia and dated “Feb. 12, 1845.” The manuscript “South” was obviously applied before the stamp was affixed to the cover. The manuscript “Paid” notation was applied by a Hartford clerk and the red Hale handstamp PAID was presumably applied after the cover reached New York City.



**Figure 8: Rare pink-paper Hartford stamp, Scott 80L3, on undated cover to Boston (posted after March 19, 1845) with Hale’s Hartford forwarder handstamp. The stamp shows a manuscript “West” precancel and part of another from adjacent stamp.**

Figure 7 shows another Newington-Philadelphia use, with precancel “South” and additional pen crosshatching applied upon mailing, 13 December 1844. The manuscript “paid” was applied by the Hartford Mail Route. The red handstamped “PAID” looks similar to a red Hale “PAID” (Gutman P-7) recorded from New Bedford.

Figure 8 shows the black-on-pink Hartford Mail Route stamp, the very rare 80L3, on an undated cover to Boston. Per the content the use is after March 19, 1845. The stamp is precancelled “West” and shows remnants at left of the pen precancel from the adjacent adhesive. The cover bears the handstamped red Hartford forwarder oval of Hale & Co.

Mystery remains. For instance, why does the 80L3 pink Hartford stamp shown in Figure 8 say “West” on it when Boston lies to the east and north of Hartford? It turns out that all known examples of the pink 80L3 are precancelled with “West” despite the fact that most of them journeyed east. Does this mean the stamps were presold and patrons simply used them on letters to destinations other than what the precancel direction indicated?

Much remains to be learned about the Hartford Mail Route stamps. Were the precancelled stamps sold in full panes to patrons? Were the directional markings of the stamps more than a method of preventing reuse of the stamps? Or did the precancels also act as a method of office inventory and perhaps control, such as a railway conductor punching passenger tickets? Perhaps one day, when the full population of Hartford covers is chronicled, such questions will find more coherent answers. ■

# Highlights from our May 2009 Sale of U.S. & Foreign

## Featuring the 1851-57 3¢ Collection of Dr. Benjamin R. Tilden



Brattleboro Vt., 5¢ black on buff (5X1), position 8 with traces of "Engd. by Thos. Chubbuck, Bratto." imprint at bottom, on 1846 cover. Ex-Hatfield, Bingham



1851 3¢ dull red, multiple of ten from plate 7, paying ten-times the 3¢ domestic letter rate.



1851 3¢ orange brown, block of four, pos. 48-49/58-59R0. Ex-Chase



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## UNDERPAID AND ACCEPTED: THESE GOT THROUGH

HARVEY MIRSKY

One of the least common events in 1847 postal operations was for an underpaid letter to reach its addressee without the underpayment having been noticed and corrected.

Most postmasters in that era were compensated on the basis of the amount of postage they sold. The distance-based rate calculation during the lifetime of the 1847 stamps (5¢ under 300 miles and 10¢ over 300 miles) made underpayments easy to detect. Every postmaster was keen-eyed and quick to request additional postage when it was required. It is not uncommon, for example, to encounter a perfectly genuine cover, that traveled over 300 miles, bearing a single 5¢ 1847 stamp and a due 5 marking. In such an instance, the due postage had to be paid by the recipient. We can assume, too, that insufficiently prepaid letters carried to the local post office and handed to a mail clerk were caught, with additional postage then added. Examples are also known where the difference was paid in cash.

For a letter to go all the way through, from sender to recipient, with underpaid postage undetected, was a rare occurrence. In fact, this author knows of only two covers that went all the way through the postal system carrying insufficient postage. One example is a domestic cover and the other is from Canada.

The cover shown in Figure 1, postmarked at Baltimore, is one of about 600 1847 covers recorded from Baltimore, but it is the only one addressed to Albany, New York. Perhaps that is why the Baltimore postmaster and the Albany postmaster both missed the fact that, their cities being more than 300 miles apart, this cover should have been franked with 10¢ postage, not 5¢.

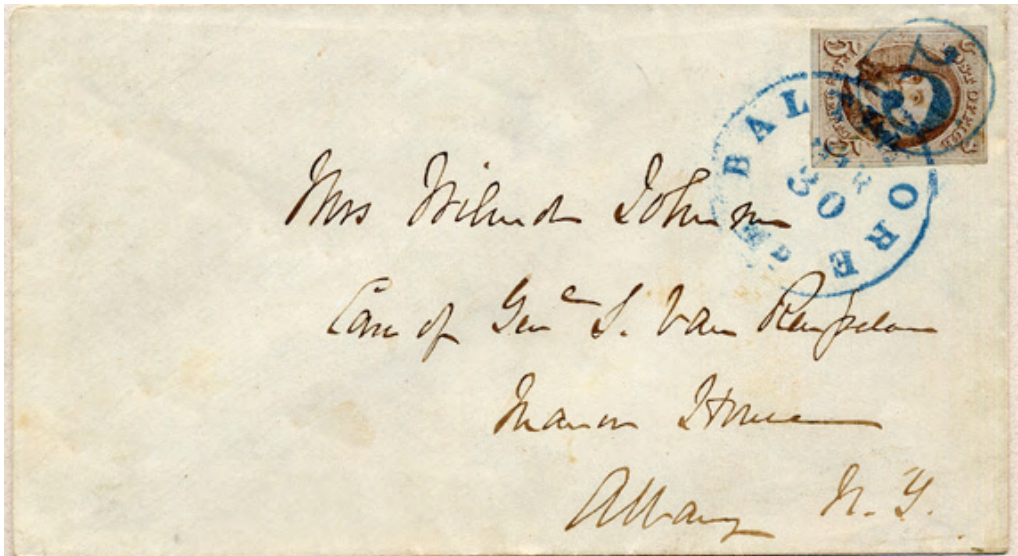


Figure 1. Baltimore to Albany, franked with 5¢ 1847 stamp. The two cities are more than 300 miles apart, so this cover required 10¢ in postage.

The cover shown in Figure 2, from the Kennedy correspondence, was double-rated at Montreal. The letter lists several enclosures, thus explaining the extra weight. The manuscript “9” pence marking at right indicates prepayment (in cash) of twice the 4½ pence Canadian inland rate for a ½-ounce letter traveling less than 60 miles to the border.



**Figure 2. Double-rate cover from Montreal to New York City. The manuscript “9” pence indicates prepayment (in cash) of twice the 4½ pence Canadian inland rate. The U.S. 10¢ 1847 stamp, applied at Montreal, paid single-rate U.S. postage. U.S. postal authorities missed the double-rate aspect and accepted the 10¢ postage as full prepayment.**

When applied in British North America, U.S. 1847 stamps were accepted as pre-paying U.S. postage from the Canadian border to the U.S. destination. But this letter had only one 10¢ stamp affixed. That paid the single rate (under ½ ounce) U.S. charge for a letter traveling more than 300 miles. The distance from Montreal to New York City is more than 300 miles, but U.S. postal authorities did not recognize the double-rate aspect of the cover and accepted the single-rate postage as full prepayment. No “due” markings were added and the “PAID” handstamp, which had been applied at Montreal, was not crossed out.■

## MEYERSBURG CENSUS UPDATE

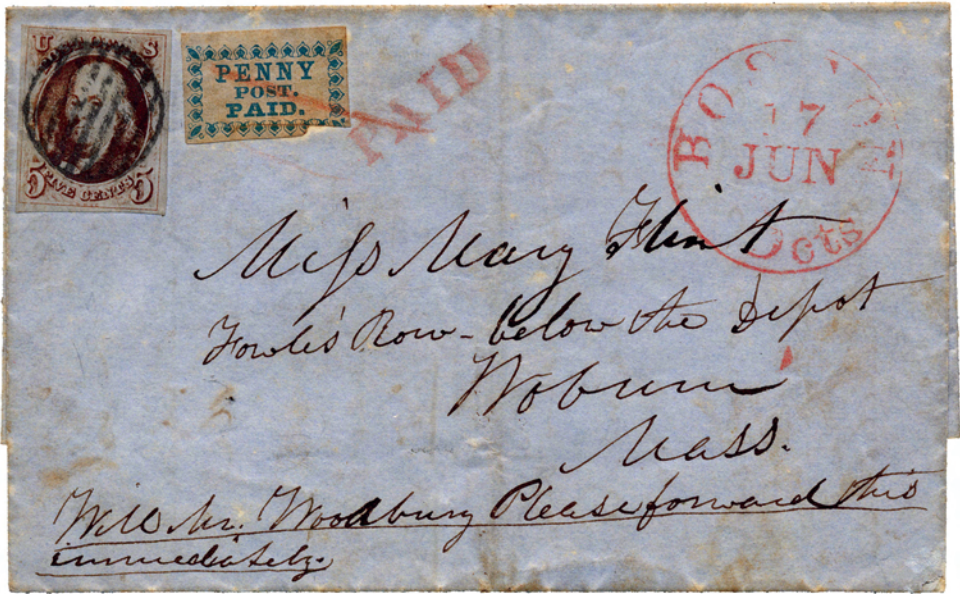
HARVEY MIRSKY

In *Chronicle* 151, Robert Meyersburg published a census of Boston Carrier stamps used in combination with the 1847 stamps.<sup>1</sup>

Meyersburg listed 23 combination covers involving the 5¢ 1847 stamp and the blue 1¢ Boston carrier stamp on pelure paper (Scott 3LB1). Only two combination covers were recorded involving the successor stamp, 3LB2, a 1¢ blue stamp on slate-colored paper. Presumably this is because 3LB2 was introduced in 1851 and had a much shorter period of overlap with the 1847 issue. The predecessor stamp, 3LB1, was used in 1849 and 1850.

Meyersburg also noted that: “A third cover, with the carrier stamp on bluish paper, is

<sup>1</sup> Robert B. Meyersburg, “1847 Postage Stamps Used In Combination With Carrier and Local Adhesives,” *Chronicle* #151, August, 1991, pg. 161.



**Figure 1. 1851 folded letter from Boston to Woburn, Mass., bearing a Boston carrier stamp (Scott 3LB2) and a single 5¢ 1847 Franklin stamp. This brings to three the number of covers known to show this combination.**

mentioned in some old correspondence, but has never been seen. Unless confirmation of its existence follows the publication of this listing, it should be stricken from these records.”<sup>2</sup>

The folded letter shown in Figure 1 bears the 3LB2 Boston carrier adhesive and a single 1847 5¢ Franklin stamp. The letter is addressed to “Woburn Mass.” and the Boston circular datestamp shows “17 JUN.” The letter is datelined “Boston Sat P.M. 3 o’clock/June 14,” confirming that it was written in 1851. The cover bears the sender’s endorsement: “Will Mr. Woodbury please forward this immediately;” William Woodberry (correct spelling) was the Woburn Postmaster.

This carrier stamp is cancelled by a single line in red crayon. Oxidation to the adhesive makes it too difficult to determine whether this is the “bluish paper” example referred to by Meyersburg. In any case, it now becomes the third recorded example of 3LB2 used with the 1847 issue.■

<sup>2</sup> *Ibid.*

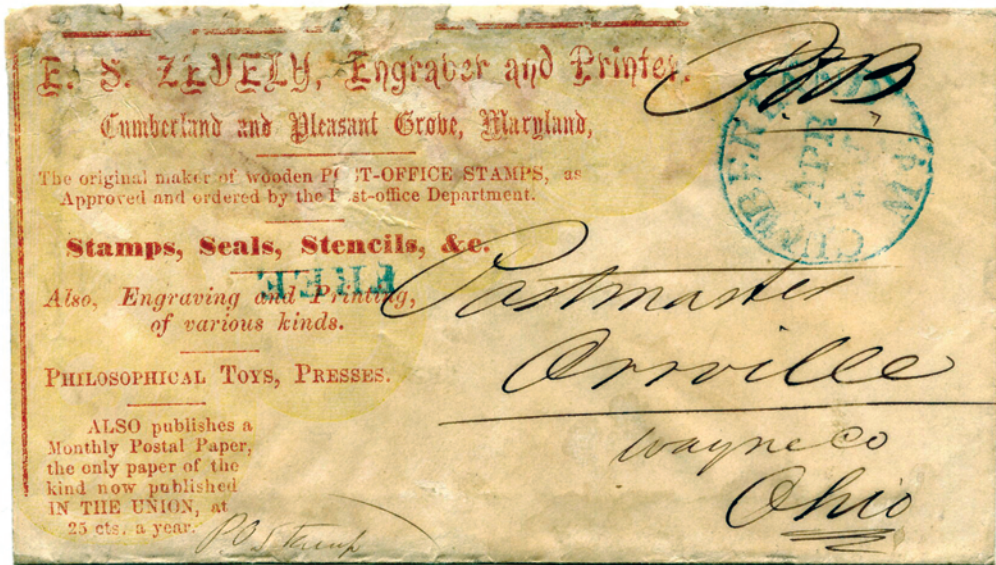
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**E. S. ZEVELY POSTMASTER MARKINGS**

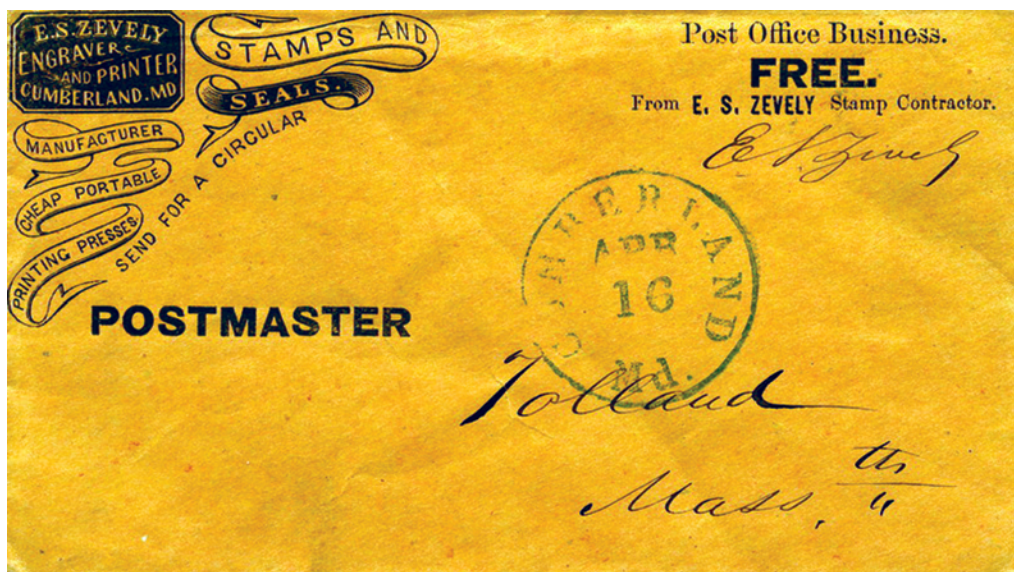
**JAMES W. MILGRAM, M.D.**

I have written several articles on E.S. Zevely, a postmaster who also manufactured handstamps for other postmasters. Most recently, *Chronicle* 210 contained my lengthy article on most of his printed productions. There I mentioned that the post office at Pleasant Grove, Maryland, which served as Zevely’s base, was discontinued for the second half of 1854. Pleasant Grove was five miles from Cumberland, Maryland.

Figure 1 shows a damaged envelope that bears a newly discovered type of Zevely advertising. The cover is addressed and franked by Zevely and shows both Cumberland and Pleasant Grove in the corner address. The blue handstamped postmark reads “CUMBERLAND, Md. APR ?” and the cover also bears a blue handstamped “FREE”. Zevely mailed this letter under his postmaster’s frank although the contents no doubt pertained to his business. This envelope advertises one of his ventures from the early 1850s, from the period immediately after his famous corner cards and country markings. I would guess the Figure 1 cover was posted no later than 1854.



**Figure 1. Damaged cover showing a red Zevely corner inscription that references a monthly newspaper published by Zevely. It mentions both Cumberland and Pleasant Grove, Maryland, in the return address. This cover was sent “FREE” by Zevely to a fellow postmaster, probably in 1854.**



**Figure 2. Orange envelope with printed free frank for Zevely and ornate corner advertising describing his products. This carried the circular illustrated in Figures 3-5, which dates from 1868 or later.**

Note the tantalizing announcement at lower left on the Figure 1 cover: “ALSO publishes a Monthly Postal Paper, the only paper of the kind now published IN THE UNION, at 25 cts. a year.” Has anyone seen an example of this Zevely publication?

Even more interesting is a newly reported Zevely circular from a much later era. This was shown to me by Ron Cipolla. The cover that carried the circular is shown in Figure 2. The advertising corner of the envelope shows design elements very similar to those that appear on the back flap of a Zevely envelope illustrated as Figure 18 in my survey article in *Chronicle* 210. This envelope, which dates from 1868, extended by more than a decade the period in which Zevely was known to have engaged in the postmark and engraving business. The presence of these same design elements on the cover in Figure 2 suggests it dates from the same postwar era, probably 1868 or later. Note that the corner advertising promotes Zevely as an engraver and printer, and a manufacturer of stamps, seals and cheap portable printing presses.

The Figure 2 cover bears a printed postmaster’s frank from Zevely, who also signed his name below it. This cover was mailed at Cumberland after the second discontinuance of the Pleasant Grove post office. The cover is blank on the reverse.

The heretofore unreported Zevely circular that this cover carried is quite spectacular. It consists of four printed pages, three of which are reproduced on the following pages.

The first page, shown as Figure 3, depicts some of Zevely’s handstamps (including many different types of his markings) and shows sketches of three of the small printing presses Zevely offered for sale.

The second page of the circular (not shown here) discusses the presses in detail.

The third page of the circular, shown in Figure 4, is headed “Directions for Using the Marking and Rating Stamps Supplied by the Undersigned,” but most of the text is devoted to details on mixing ink and preparing and maintaining an inkpadd suitable for use with Zevely’s handstamps. Here we learn that “A good pad, both for inking and stamping on, can be made of printers roller composition, glue and molasses.”

Figure 5 shows a copy of the final page. This also shows one of his handstamps and

THESE STAMPS HAVE BEEN FULLY TESTED AND APPROVED,—MANY YEARS.

VARIOUS STYLES OF STAMPS, AND THE PLUS ULTRA PRESSES FOR EVERYBODY—AT LOW PRICES.

MAGNOLIA OHIO  
JUNE 22

CONSTANTINE O.  
AUG 5

ALABAMA N.Y.  
JAN 11

DUE 3  
FREE PAID

OFFICIAL BUSINESS  
FREE

ORONOCO O.  
MAY 12

ADVERTISED MISSENT FORWARDED

POST OFFICE FREE BUSINESS

NEW STYLE \$5 PRINTING PRESS

PLATEN AND TYMPAN COMBINED  
HAND PRINTING PRESS \$15 to \$30

A COMPLETE CYLINDER PRINTING PRESS.

CINCINNATI O.  
JUN 27 1863

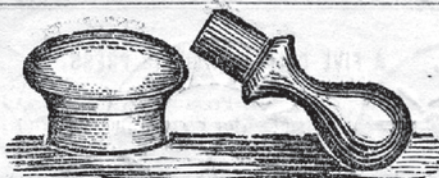
SPECIMEN DEC 25 O.

Figure 3. Page one of the circular enclosed in the Figure 2 envelope. This depicts many of Zevely's postal handstamps and three of his small presses.

POST OFFICE STAMPS DELIVERED in every PART of the UNION, BY MAIL FREE.

A GOOD PAD, both for inking and stamping on, can be made of PRINTERS ROLLER COMPOSITION, GLUE AND MOLASSES.

Tax Stamp Cancellor  
Two Dollars. See below.



A Printing Press for  
Five Dollars. See second page.

## DIRECTIONS

FOR USING THE

## MARKING AND RATING STAMPS

*Supplied by the undersigned.*

The INK should be of an oily nature, as printers' ink, Vermillion, or Ivory Black, or Prussian Blue, or any other fine color, mixed with oil, will answer very well; though printers' ink does better, and may be had at any printing office. This should be slightly thinned with raw linseed or sweet oil.

In order to apply the ink properly to the face of the stamp, the following simple fixtures should be provided:

1. A cushion or PAD made by stretching a piece of buckskin or cloth over a block three or more inches in diameter and stuffed with cotton or wool.
2. A bit of glass, wood, stone, or porcelain.
3. A small wooden spatula, (vulgo "paddle.")

THEN, to transfer the ink properly to the pad—which may require a little practice—with the spatula rub out a small portion of ink on the glass, and gently strike the pad upon it until it is perfectly "distributed." This being done, the process of stamping may be proceeded with as rapidly as desirable by first pressing or striking the stamp on the pad and then on the letter or paper to be stamped, which should be placed with layers of cloth or paper under it—and not directly on a hard table.

The ink, pad and glass should be kept covered when not in use, to protect them from dust, and the pad should also be kept moist with sweet oil, and by keeping it covered when not in use with a damp woolen cloth.

These stamps will do good service many years, and yield plain impressions, when used with care as per above directions, and will seldom require cleaning; but this may be done by rubbing gently with a soft brush with weak lye, camphene, or spirits of turpentine, &c., and completed when necessary by picking with a small pointed stick. Lastly, wipe stamp dry and oil.

TO USE SEALS—the same directions apply, except that the pressure should be harder than is necessary for a stamp; and if it be desired to use a seal without ink, a press or leverage of some kind must be used, with cloth or buckskin over the seal.

To use wood seals on hot wax, (and they answer for this just as well as metal, at much less cost,) it is only necessary to have them slightly moist or oily on face at the moment of using, and to use dexterously—allowing them to rest on the wax but an instant, or to allow the wax partly to cool first.

All kinds of stamps or seals made and delivered through the mails by

E. S. ZEVELY, Cumberland, Maryland.

A complete Tax Stamp Cancelling Instrument with dates sent by mail postage prepaid for Two Dollars.

Figure 4. Page three of the circular is mostly text about Zevely's postmasters' hand-stamps and the ink and inkpads needed to support them.

*You favor read. Please see prices herein*

THIRTEEN YEARS IN THIS BUSINESS, — WITH GOVERNMENT PATRONAGE.



Please preserve this Circular, and exhibit to Others.

Persons writing for information only should enclose a stamp.

Postmasters who may receive this circular are politely and urgently requested (after ordering what they may themselves want at present) to preserve it among the papers of their office.

### POST-OFFICE MARKING STAMPS!

*Delivered by mail, at the following prices:*

CIRCULAR OFFICE STAMP, with changes for dates and screw complete ONE DOLLAR

(County or Year fifty cents extra.)

Post-office Business, Free, Dating Stamps, and names of postmasters and post-offices in straight lines, each FIFTY CENTS

Paid, Free, Advertised, Registered, Forwarded, Missent, Due 3, and all kinds of rating stamps, cancelling, black ink, and Pad, each TWENTY-FIVE CENTS

Full directions for use sent with all stamps, including how to make the ink and pad. Every and any style of stamp made to order, warranted to do good service many years if used with ordinary care per directions sent with them.

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Figure 5. Page four is signed by Zevely and represents a continuation of page three. Both pages three and four bear images of his wooden handstamping devices.



bears a facsimile of his signature. Zevely also made little wooden toys, but his primary business at the time was postmaster markings. At the top of the page illustrated in Figure 5 he adds a handwritten teaser line about prices. The two printed lines at bottom indicate that this circular was created sometime after April 1, 1868.

Note also the plea above the top fold of the circular: "Postmasters who may receive this circular are politely and urgently requested (after ordering what they may themselves want at present) to preserve it among the papers of their office." Perhaps that explains why this item survives.■

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UNION-OCCUPIED NEW BERN, NORTH CAROLINA:  
SOME UNUSUAL COVERS

MICHAEL C. McCLUNG

On 12 March 1862, New Bern, North Carolina, was captured by Union forces under General Burnside and Commodore Goldsboro. By the time federal troops reached the town, in early afternoon, it had been evacuated, and the Confederate troops had withdrawn to the west. A three-year period of occupation began as Burnside set up his headquarters in one of the more elegant houses in town. In due course, the military government was organized, including the establishment of the occupation post office, under John Dibble.

Within a few days of entering the city, Union soldiers took over the abandoned newspaper office, and soon were producing a weekly newspaper—the *New Bern Progress*—edited by Corporal George M. Joy of the 23rd Massachusetts Infantry. This contained local and national news as well as invitations to the evacuated citizens to return to their businesses. It also printed regulations and instructions on how to do a number of things, including sending and receiving mail. Union occupation post offices in the South were set up to handle soldiers' and sailors' mail only. Civilian mail, with exceptions, was not permitted. Some of the permitted exceptions were government contractors, foreign consulates, sutlers, express companies, support organizations and prisoner-of-war mail. Unauthorized civilian mail, sent to or from the occupation post office, was forwarded to the dead letter office.

Nearly all occupation covers are rather ordinary uses—addressed to friends and family back home in the North, franked by a common stamp or a soldier's-letter endorsement, and handled as regular domestic mail. When soldiers sent money, other valuables, or heavy items, they generally used Adams Express, so registered covers are virtually unknown, and large-multiple frankings are rare. However, it is possible to find a few covers that provide

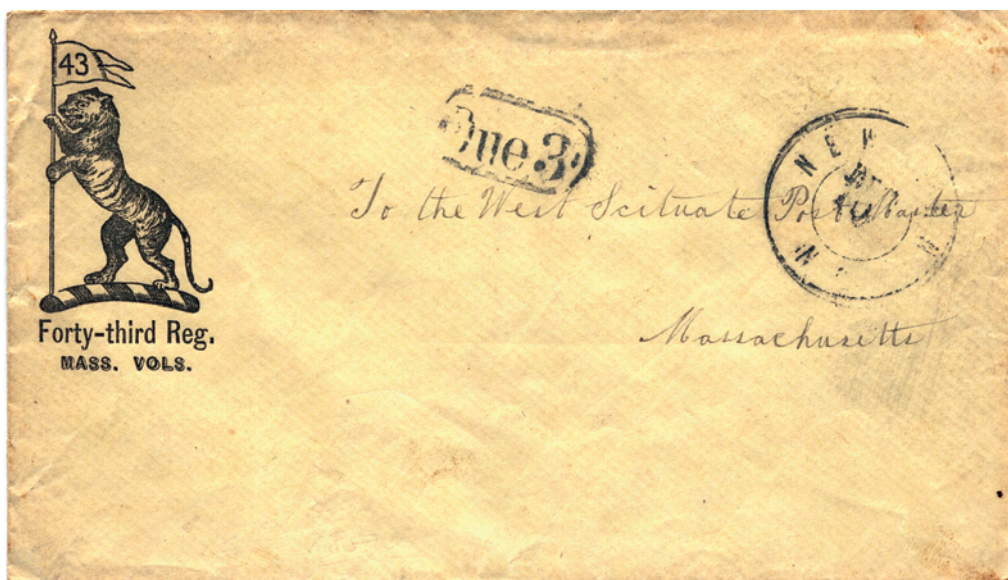


Figure 1. Pair of 5¢ brown stamps, Scott 76, paying the 10¢ Canadian treaty rate on a cover posted 13 November 1863 from occupied New Bern to Kingston, Canada West.

more interest than just the occupation postal markings. New Bern used four different circular datestamps during the occupation period. These were illustrated and discussed in my article in *Chronicle* 221.

One interesting cover is shown in Figure 1. It was mailed to Kingston, Canada West, from the New Bern occupation post office on 13 November 1863. The 10¢ Canadian treaty rate was paid by a pair of 5¢ brown stamps, Scott 76. Occupation covers to foreign destinations are unusual, especially from a small town such as New Bern, which was hardly a center of international commerce.

During the Civil War, soldiers and sailors (but not officers) were permitted to send mail unpaid, with postage due paid by the recipient, provided the sender wrote "Soldier's Letter" and the name of his outfit on the envelope, and had it signed by an officer. Occasionally, a handstamped or printed emblem was used and accepted instead of the handwritten endorsement. Figure 2 is a cover from New Bern to Scituate, Massachusetts, dated 10 December (1864), with a printed regimental emblem which served in lieu of a soldier's letter endorsement and which apparently allowed the sender to mail the letter without prepayment, with the postage due paid by the addressee.



**Figure 2. Cover dated 10 December [1864] from occupied New Bern, showing a preprinted regimental emblem that apparently served in lieu of a soldier's letter endorsement.**

Figure 3 is a cover that was sent on 6 September 1864, during the penalty period, which extended from 1 July 1863 through 31 May 1865. During this period underpaid letters were charged double the deficient postage. In this case, the letter was prepaid with a 2¢ stamp. The cover was 1¢ underpaid, so 2¢ was charged the addressee when the cover was delivered. The occupation use of the Blackjack, Scott 73, is not particularly rare because there were a number of 2¢ rates in effect at that time (drop, printed matter, newspaper). But an attempt to pay the first-class rate with a 2¢ stamp is certainly uncommon.

In the late summer of 1861, the Postmaster General, Montgomery Blair, ordered the demonetization of the current designs of postage stamps and envelopes, in order to prevent their use in the South. Figure 4 shows a pair of New Bern covers with demonetized stamps. The lower cover, postmarked 4 April 1863, is a 3¢ government stamped envelope, Scott U10. The upper cover is dated 6 May 1863 and is franked with a 3¢ 1857 adhesive, Scott



Figure 3. Cover dated 6 September 1864 from occupied New Bern, short paid with a 2¢ Black Jack stamp (Scott 73) and charged 2¢ penalty postage due.



Figure 4. Covers dated 4 April and 6 May 1863, from occupied New Bern, franked with demonetized stamps, each marked “DUE 3” because the old stamps were not valid.

26. Both stamps had been demonetized for well over a year, so they had no value, and the covers were each marked “Due 3” at New Bern. The blue “DUE 3” in circle on the upper cover is redundant and was applied at the destination post office. In many cases, demonetized stamps mailed at occupation post offices were carried from home by the soldiers and likely were still valid at the time of the soldier enlisted.

Figure 5 is a cover that was mailed at Greenfield, Massachusetts, on 25 April 1864 and addressed to Philadelphia. For some reason, it was missent to occupied New Bern,



Figure 5. Cover from Greenfield, Massachusetts, dated 25 April 1864, addressed to Philadelphia and missent to occupied New Bern.

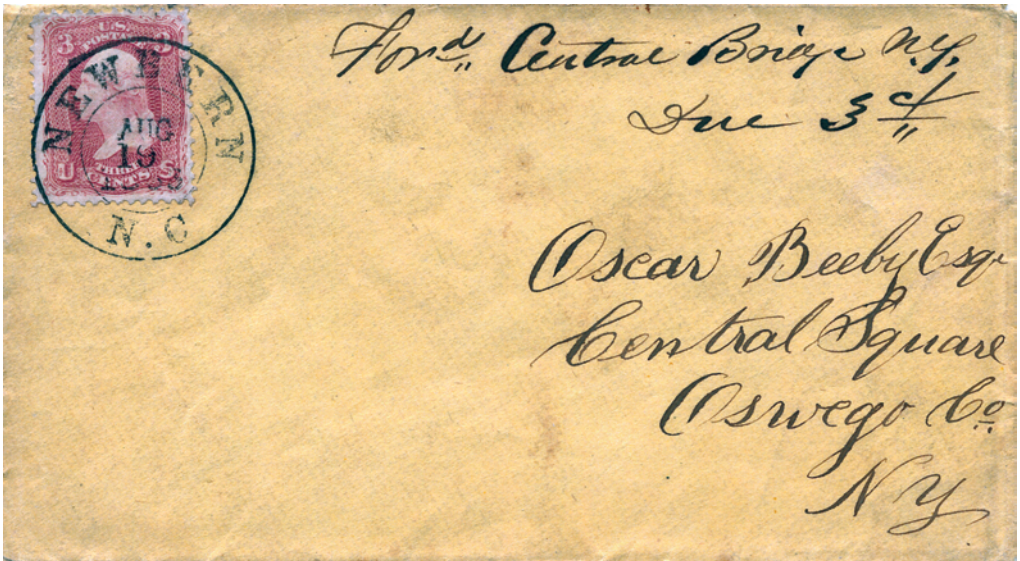


Figure 6. Cover from occupied New Bern dated 8 March 1865, addressed to Central Square and missent to Central Bridge, New York, mistakenly charged 3¢ for forwarding to the proper address.





**Figure 7. Wallpaper cover dated 18 June 1865, at the very end of the war, sent from New Bern to a Confederate prisoner of war at Point Lookout, Maryland.**

where it received the “MISSENT” marking and the New Bern postmark, 4 May 1864, before being forwarded to the original address.

Figure 6 is another missent 3¢ 1861 cover. Addressed to Central Square, New York, this originated at New Bern on 8 March 1865 and arrived mistakenly at Central Bridge, New York. Instead of correctly forwarding the letter at no charge, the Central Bridge postmaster charged 3¢ postage due. He must have been ignorant of the regulations.

Figure 7 is a cover addressed to a Confederate prisoner of war at Camp Hoffman in Point Lookout, Maryland. The envelope was homemade from wallpaper and reflects the paper shortage in the South during the war. Most wallpaper covers are Confederate usages; only a small number bear United States stamps.

The letter in Figure 7 was mailed on 18 June 1865, five days before the New Bern civilian postmaster, George Nason, was appointed. When Nason assumed his duties, the war was over, the military government in New Bern was being dissolved, and the occupation mail regulations ceased.■

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## IS THIS 30¢ 1869 COVER TO FRANCE REALLY FAKE?

SCOTT R. TREPEL

The appearance in the marketplace of fake high-value 1869 covers to France was first noted by Stanley B. Ashbrook and documented in his *Special Service* reports. Ashbrook, true to his confrontational character, used the fakes to launch attacks on a French stamp dealer, M. Zareski, whom he accused of fabricating the covers by removing less desirable lower-value stamps and substituting 24¢ or 30¢ 1869 stamps, which are very scarce on cover. Zareski is also believed to be the manufacturer of hundreds of fake fancy cancellations on United States stamps, patterned after the drawings in his catalog of U.S. fancy cancellations.

Zareski is not the focus of this article. Rather, the author's purpose is to test Ashbrook's credibility, which has been somewhat diminished in recent years after other scholars proved Ashbrook to have been wrong in some of his significant pronouncements. One notable example is Ashbrook's opinion that the "Miro" cover, bearing pairs of the 30¢ and 10¢ 1869 stamps, was not genuine; it is now fully vindicated as a genuine cover. On the flip side is Ashbrook's opinion that the "Klep" cover, bearing a sheet-margin strip of the 5¢ 1856 stamp, was genuine; it is now fully discredited as a fake.



Figure 1. Cover from New Orleans to Bordeaux, franked with a 30¢ 1869 stamp, which is very scarce on cover. The New York credit 6 marking is typically found on French-treaty covers bearing 15¢ in postage. Could a stamp have been substituted?

The very colorful 30¢ 1869 cover in Figure 1 is illustrated in black-and-white in Ashbrook's *Special Service* as Photograph No. 161. The accompanying text is quoted in full:

"Photograph No. 161 illustrates a 30¢ 1869 cover that was Lot #286 in the Stolow sale of June 2, 1954, and appeared to be very beautiful, but which is evidently some of Zareski's work. The use was from New Orleans on June 14, 1869 and evidently the crook removed a 15¢ 1869 and substituted this 30¢ stamp. The part of the New Orleans postmark on the stamp is a paint job as is also the 'tie' of the New York postmark. In this case, the 30¢ stamp was canceled in the lower left corner, so the crook turned the stamp upside down and extended the cancellation to the cover to represent a 'tie.' The French receiving postmark shows this cover went by American Packet to England and thence across Channel and thru Calais to France. On a single rate letter by this route the French share of the 15¢ rate was 6¢. Had this been a double rate with 30¢ paid, then the credit in the New York postmark would have been 2 x 6¢ or 12¢, not 6¢ as we see it."

The French receiving datestamp to which Ashbrook refers is the standard "ET.-UNIS SERV. AM. CALAIS" transit marking applied to American packet mail ("SERV. AM.") that originated in the United States ("ETATS-UNIS") and traveled via England to France via the port of Calais. Ashbrook is correct that single-rate letters carried by American Packet over this route required 15¢ U.S.-French treaty-rate postage, of which 6¢ was credited to France.

A similar entry marking was used on American packet mail that travelled to France directly, entering at Cherbourg. It reads "CHERBOURG" instead of Calais. On such mail, the single-rate credit to France was just 3¢. A genuine 30¢ 1869 cover to France via Cherbourg will show a 6¢ double credit, whereas a genuine 30¢ 1869 cover to France via Calais must show a 12¢ double credit.

The correct relationship between the prepaid postage and credit (based on the transit markings) is one of the litmus tests of genuineness on treaty-rate covers to France. However, as Steven C. Walske has pointed out in private correspondence with the author, some



**Figure 2. Especially in 1868 and 1869, the New York exchange office made mistakes on treaty-rate covers to France. This 15¢-rate cover, from the same correspondence as Figure 1, should have received a credit 6 marking, not the 12 that it bears.**



**Figure 3. Further evidence of error at the New York exchange office: this triple-rate cover to France, bearing a 15¢ 1869 stamp and a 30¢ Franklin, bears two New York credit markings—48 and 36—and neither is correct. The proper credit should have been for 18¢.**

allowance must be made for over- and under-paid postage, as well as over- and under-stated credits. Walske observes:

“[The New York exchange office] apparently had a lot of trouble with the packet service via England routing. Prior to 1868, the credits on French mail had been determined by the nationality of the ship carrying the mail. British packets (i.e. Cunard with its contract with GB) were marked for 12¢ credit (US only retained its 3¢ inland), and American packets (mostly Inman and NGL) were marked for 6¢ credit (US retained 3¢ inland plus 6¢ packet, leaving 6¢ for France and GB to split.). On 1/1/68, the U.S.-British transatlantic convention was modified so that the dispatching country retained the packet postage, regardless of which ship carried it. This obviously didn’t affect the direct packet routes.

“This change in credit markings seems to have engendered quite a few errors in credit markings by NY. Attached [Figure 2] you will see a November 1869 single rate cover (ex-LeBow) with a 12¢ credit to France, reflecting the long obsolete British packet credit—it should have been 6¢.

“Another August 1869 triple-rate cover [Figure 3] shows two NY credit markings, both wrong. The first is a quadruple 48¢ credit (more than the franking on the cover!) and the second is a 36¢ triple-12¢ credit. This cover also has an obsolete French entry marking. The proper credit was 18¢.

“It seems to me that credit markings cannot be used by themselves as reliable authenticity guides for mail carried via England in the 1868-69 period—you need strong forensic evidence as well.”

The forensic evidence Walske believes necessary to support a negative opinion on a cover that shows a postage/credit anomaly is obtained through physical examination and comparison techniques.

In the case of the 30¢ 1869 cover in Figure 1 (Ashbrook’s No. 161), the appearances of the tying cancellation and datestamps are very convincing. Based on a cursory examination, it would be very easy to accept the cover as genuine.



Figure 4. This known genuine 15¢ 1869 cover to France was posted at New Orleans two days before the cover in Figure 1.



Figure 5. The New Orleans markings from the covers in Figure 1 and Figure 4, shown side by side. If the 30¢ 1869 stamp originated on the Figure 1 cover, the lettering on the stamp must precisely match the lettering in the marking at left.

However, a comparison of the New Orleans datestamp on the 30¢ cover with a complete strike on the known genuine 15¢ 1869 cover shown in Figure 4 leads to a different conclusion. Enlargements of the two datestamps are shown overlapped in Figure 5. The datestamps are dated within two days of each other (June 12 and 14, 1869).

Using a scanner and a personal computer equipped with Adobe Photoshop software, the June 12 datestamp on the 15¢ cover was copied, converted to red and superimposed over the strike on the 30¢ cover. The result is the composite enlargement shown in Figure 6. The letters on the 30¢ cover itself (not the stamp) are precisely aligned. But on the 30¢ stamp, the letters move out of alignment, with the “W” of “NEW” significantly out of posi-



**Figure 6. Composite enlargement superimposing the two Figure 5 markings (one red, one black). Alignment of the lettering is perfect—except on the 30¢ stamp, proving that the letters “NEW,” apparently tying the stamp to the cover, were actually painted in by an artist of formidable talent.**

tion. This forensic evidence supports Ashbrook’s contention that the forger “painted” in the tying portion of the postmark. Although the letters were skillfully created, the forger failed to achieve the precise alignment between the original and his artwork.

Ashbrook did make errors in his analysis of certain other covers, but in the case of this 30¢ 1869 cover, he was correct. The stamp was substituted for another, probably a 15¢ Lincoln or a 15¢ 1869, and the tying cancellations were forged.■

## **24¢ 1869 COVER TO CHEFOO, CHINA**

**JEFFREY M. FORSTER**

Not seen in almost seven decades and almost forgotten, an unusual 1869 cover recently reappeared and has found a new home. This cover, shown in Figure 1, is from Boston to Chefoo, China, via the British mail service. It last appeared publicly in the famous Edward F. Knapp Collection. It was lot 1775 in the second Knapp sale, held by Parke-Bernet Galleries, Inc. in New York City in November, 1941. The hammer price was \$300.

Prior to that, the cover was part of the Ackerman Collection, from which it sold in 1928 for \$250. In all likelihood, Knapp or his agent purchased it at that time. Currently, the cover resides in a West Coast collection. I learned about it after the owner obtained it in 2008, and thought that its reappearance was worth notice. The owner, who wishes to remain anonymous, graciously provided scans of the front and reverse of the cover.

As Figure 1 should attest, this is a colorful cover, combining the purple and green 24¢ 1869 stamp (Scott 120) with a pair of the 2¢ brown stamps (113) paying the 28¢ British-mail rate to China. There are only two other covers recorded showing this stamp combination, one to Argentina and the other to the Celebes Islands.

The Figure 1 cover shows a red Boston exchange office marking dated “MAR.” The month is clear but the numeral date is not. The London “PAID” marking shows 1870. Single-circle backstamps, in the British colonial style, show Malta transit on 28 March 1870 and Hong Kong arrival on 4 May 1870. The backstamps are shown in Figure 2.



**Figure 1. Pair of 2¢ 1869 plus 24¢ 1869, paying the 28¢ rate via British mails from Boston to Chefoo, China, then forwarded back to London. This cover was in the Knapp sale in 1941 and then went missing for six decades.**

The front of the cover also bears a black oval handstamp: “FORWARDED BY WILSON, COMMAGE & CO. CHEFOO.” It appears that the cover reached Chefoo (now Yantai, in Shandong province in northern China) and was forwarded from Chefoo back to London, under separate cover, by this private forwarding agent.

A word about the 28¢ rate via British mails via Southampton: U.S. mails that were carried on this route boarded a British mail steamship at Southampton, to travel around the Iberian peninsula, through Gibraltar, across the Mediterranean and via Suez and to the Orient. The rate for this service, via the British international mail system, was 34¢ from January 1, 1868 through December 31, 1869. It was reduced to 28¢ effective January 1, 1870. This 28¢ rate lasted until June 30, 1875.

From my records I can find no other 1869 cover at this rate from the United States to Chefoo. When it appeared in the Knapp auction in 1941, the Figure 1 cover was part of a group of six 24¢ covers, at least three of which are now known to be fakes. The Figure 1 cover, genuine in every respect, achieved the largest realization of the six.

With assistance from the Editor in Chief of this *Chronicle*, I was able to obtain some background on the addressee of this cover, Calista B. Downing. According to *Watch Tower History*, an on-line bulletin published by Jehovah’s Witnesses, Downing was born in Boston, grew up in St. Johnsbury, Vermont, and was an early American missionary in China. Prior to the U.S. civil war, she was a missionary to the Chickasaw and Choctaw Indians. She arrived in China in 1866 as part of the American Presbyterian mission to found a girls’ boarding school at Chefoo, which she had accomplished by the next year. She continued to run it until sometime before 1896. During that time she apparently severed her ties with the Presbyterian mission and become associated with the Jehovah’s Witnesses, who regard her as one of their earliest missionaries in Asia. She died around 1918.■



**Figure 2. British colonial backstamps on Figure 1.**

## SIDE IMPRINTS ON THE 1¢ AND 2¢ VALUES OF THE 1890 ISSUE

PETER STAFFORD

For many years in the writings of eminent philatelists, there has been controversy about whether any of the 1890-93 American Bank Note Company sheets of stamps existed with side imprints, as well as the usual top and bottom imprints. The Scott specialized catalog does not help; it does not mention them at all. The 1¢ ultramarine (Scott 219) and 2¢ carmine (220) are listed by Scott with “Plate Number Strip of 5, Imprint and Letter” and the 2¢ lake (219D) with “Plate number strip of 5 and imprint.” “Imprint” refers to the words “American Bank Note Company.” These listings quote the smallest plate number strip as five.

John Luff states that some, if not all of the plates, had the inscription “American Bank Note Company” at the outer sides of each pane of 100 stamps.<sup>1</sup> In his list of plate numbers, all the 1¢ values were from plates of 400 subjects but the 2¢ values were from plates of either 200 or 400 subjects, in almost equal quantities. Brookman repeated these plate number listings. The 200-subject plates for the 2¢ did not appear until the plates numbered M56-60. Since the outer side imprints are relatively scarce, it can be safely assumed that they only came from the earlier 400 subject plates. Further evidence of this will be shown.

Referring to Luff’s statement just mentioned, Carroll Chase wrote: “I do not remember having seen such a thing—that is a side imprint. But more to the point, Mr. J. M. Bartels (who has specialized in the sale of plate number strips for many years), Messrs. Arthur E. Owen, John J. Spencer, Harold D. Foster and J.H. Davis Reynolds (all of whom have specialized in this issue) do not remember having seen any side imprints either.”<sup>2</sup> Chase continued by saying, “It is sure that many plates had no side imprint and if any did they must have been very few in number.” Notwithstanding the deep knowledge of Carroll Chase and all the specialists mentioned, we must agree with Luff, based on current knowledge and evidence of known examples.

Figure 1 shows a block of twelve of the 2¢ lake stamp with right selvage showing a side imprint that reads “American Bank Note Company.”

Figure 2 shows an imperforate block of four of the 2¢ lake stamp, with right selvage showing the same “American Bank Note Company” side imprint.

Figure 3 shows a vertical pair of the 2¢ carmine stamp with the right selvage showing the side imprint.

Figure 4 shows a pane of 100 from bottom right quadrant of plate #Q93 of the 1¢ ultramarine stamp, showing the “American Bank Note Company” imprint on the right side. This was lot 968 from Robert A. Siegal sale of 13 May 2006 (sale 913 ).

One or more additional examples, not illustrated here, were also offered in past Siegel sales. An imperforate block of 24 of the 2¢ lake stamp (probably a proof) with left imprint from a left pane was lot 691 in Siegel sale 852 (17 December 2002). This could have been

<sup>1</sup> John N. Luff, *The Postage Stamps of the United States*, 1902, pp. 165-166.

<sup>2</sup> Carroll Chase, “Suggestions for Specialized Collections or for Subjects Requiring Original Research,” *American Philatelist*, April 1943, pg. 459.





Figure 1: 2¢ lake, Scott 219D, block of 12 with right selvage showing the “American Bank Note Company” side imprint and no plate number.



At left, Figure 2: 2¢ lake, Scott 219D, imperforate block of four with right selvage showing “American Bank Note Company” imprint. At right, Figure 3: 2¢ carmine, Scott 220, vertical pair with selvage showing the side imprint.



cut from the pane of 100, from the bottom left quadrant of plate #B10 with side imprint, that was offered as lot 348 in Siegel sale 632 (14 April 1984).

As can be envisioned from examining the pane in Figure 4, the side imprints were positioned on rows five and six in each pane of 100 stamps. The Figure 4 pane must have been printed on a 400-subject plate because it shows the guide line arrows in two corner positions to facilitate cutting into four panes of 100.

A 2¢ carmine complete pane of 100 from the right side of plate #M66 does not show a side imprint. This plate was noted by Luff as containing 200 subjects. This supports the theory that side imprints on the 2¢ were not placed on the 200-subject plates, and therefore



**Figure 4: 1¢ ultramarine, Scott 219, pane of 100 from bottom right quadrant of plate #Q93, with right side imprint of “American Bank Note Company.” Photo courtesy of Robert A. Siegel Auction Galleries.**

are found only on the 400-subject plates that were made for the 1¢ and 2¢ values only. The higher values were all created on 200-subject plates and therefore do not have side imprints.

I hope that these side imprints will be properly listed in the Scott specialized catalog, recognized as side imprint strips of four. They are important plate position pieces that are sought after by specialists. ■

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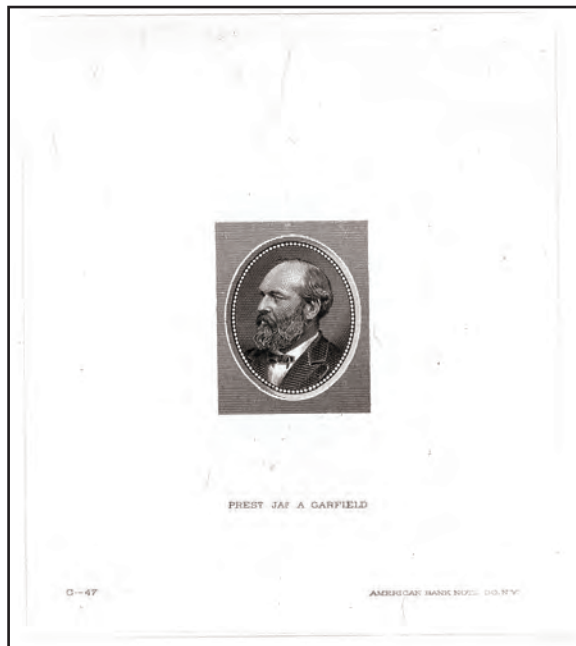
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THE 5¢ GARFIELD MEMORIAL ESSAY OF 1882

MICHAEL PLETT

In researching a topic at the National Archives, one should always be aware that staying focused will be difficult. The way the material is organized (or not) means that you must often go through boxes of correspondence to find the one item you are seeking. Along the way, the rabbit-hole effect lurks in all those other items you have to sort through. Such an effect caught me recently when I found two letters that shed some light on the 5¢ Garfield stamp of 1882, Scott 205. Suddenly, a new research path had appeared and needed to be explored.

The 5¢ brown Garfield stamp was created to honor the assassinated President, who was shot on July 2, 1881 and died September 19. There exists a relatively common essay (Scott 205-E2), which looks very like the finished stamp but shows no value tablet, only the



**Figure 1. Large die proof, Garfield essay, printed in gray black, listed in the Scott catalog as 205-E2.**

Co. (ABNC). The reference number, C-47, is the number assigned to the die by the ABNC. Table 1 shows this and other similarly numbered ABNC die proofs, arranged chronologically according to the earliest known date of use of the stamps involved.<sup>1</sup>

The conclusion from the Table 1 data is that dies were numbered in the order of

portrait of Garfield, surrounded by an oval border within a shaded, stamp-shaped rectangle. Also, it has been reported that the design and color of the stamp were selected by Mrs. Garfield.

What is the source of the Garfield essay without value tablet, how many were printed, and how do we know that Mrs. Garfield approved the design and color? The new-found letters answer these questions.

The 205-E2 essay is shown in Figure 1. This is a large proof on India paper with silk threads running through the paper, 71 x 82 millimeters, die sunk on card. Beneath the portrait in gray black of Garfield are inscribed “PREST. JAS. A. GARFIELD,” “C-47,” and “AMERICAN BANK NOTE CO. N.Y.”

Thus, the image is clearly identified as that of President Garfield and the printer the American Bank Note

<sup>1</sup> The die number for the Garfield stamp is from a table in an article by George Brett in the 1989 *Congress Book* (#55, pg. 32). The other numbered die proofs can be seen in the auction catalog for the Falk Finkelburg Collection of United States Essays and Proofs, Robert A. Siegel auction #816, lots 1703, 1706 and 1705.

their preparation. If that was the case, the die for the proof in Figure 1 was made *after* the die for the Garfield stamp. I'll have more to say about the Garfield earliest use below.

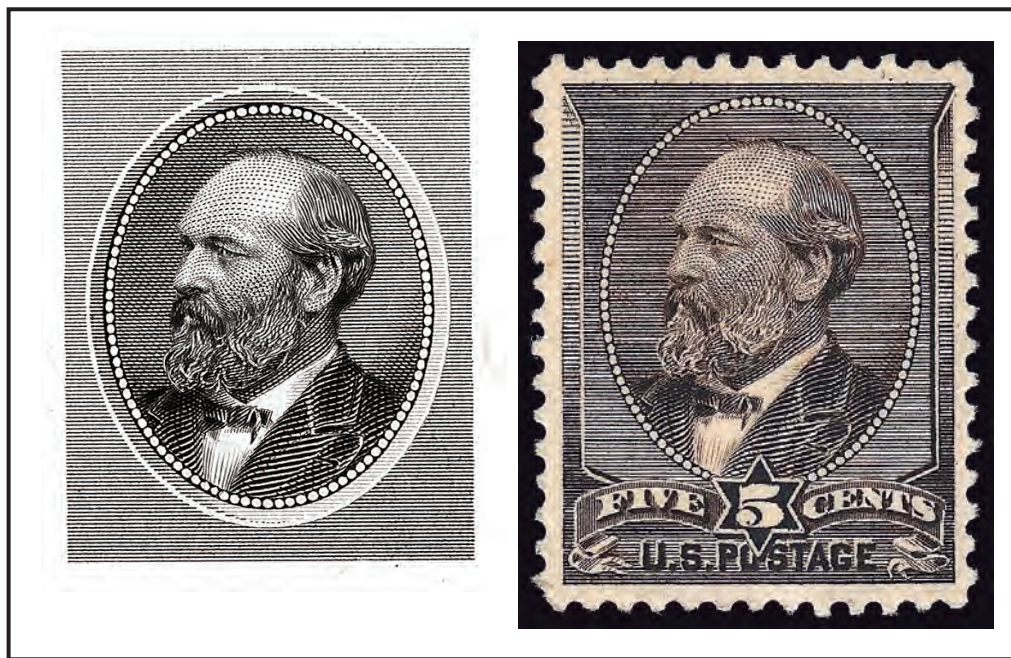
Unlike the finished stamp, the Figure 1 essay shows no "U.S. Postage" legend or value tablet. Figure 2 shows an enlargement of the image portion from Figure 1, next to a photo of the issued stamp, shown courtesy of the Robert A. Siegel Galleries.

The issued stamp was designed by Thomas F. Morris. Many years later, Morris' son wrote an article in the *Essay-Proof Journal* that depicted an example of the Figure 1 essay and described it as showing the progress of the stamp design.<sup>2</sup>

But Figure 1 cannot be a progressive die essay, since it contains design elements that don't exist on the issued stamp, and since it does not show space left for the six-point star in the value tablet (as exists on the Garfield portrait essay listed and illustrated by Scott as 205-E3).

Scott	Stamp	Die #	Earliest Date
205	5¢ Garfield	C-28	2-14-1882
205-E2	Garfield portrait	C-47	?
208	6¢ Lincoln	C-60	6-1-1882
210	2¢ Washington	C-95	10-1-1883
211	4¢ Jackson	C-97	10-1-1883

**Table 1. Selected American Bank Note Company dies, bearing ABNC die numbers, arranged chronologically by the issue date of the stamp.**



**Figure 2. At left, an enlargement of the imprint portion of the Figure 1 die proof. At right, the issued 5¢ Garfield stamp, Scott 205.**

The enlargements in Figure 2 are sized so as to make the vignette ovals approximately equal. As inspection of the two images in Figure 2 will show, the 205-E2 essay could not be part of the progressive development of the die of the issued stamp, unless the stamp die began from this image and worked backward to eliminate the framing elements. The data in Table 1 (and plain common sense) indicates that did not happen. The Garfield portrait die in Figure 1 must have been specially produced.

<sup>2</sup> Morris, Thomas F. II, "The Life and Work of Thomas F. Morris, 1852-1898," *Essay Proof Journal* #92 (Fall 1966), pp. 156-157.

In fact, the reason for the Figure 1 essay is found in the two letters referred to at the outset. Approval of the stamp is addressed in the first letter. We'll start there.

Lester Brookman states that "when proofs were submitted to Mrs. Garfield, she did not approve of the stamp in black and suggested the color be changed to brown."<sup>3</sup> However, a slightly different story is told in a *New York Times* article dated April 3, 1882.<sup>4</sup> The reporter relays an interview with a "gentleman in this City who is a prominent philatelist." The philatelist described how he attended a meeting with Postmaster General Thomas James when the subject of the Garfield Stamp came up. The article reports:

**The only difficulty was as to the color, which should be chosen for the sentiment it might convey....Carmine, blue, and purple were found to be the only colors which could be used appropriately, bearing in mind the exalted dignity of the President suffering his martyrdom.... Mrs. Garfield was consulted. Every suggestion she made has been carried out, and it is now acknowledged that the stamp bears the most perfect portrait of Garfield extant. The only fault to be found is in the color chosen which, by the way, is Mrs. Garfield's own choice ... A cold Vandyke brown is not the color, in the opinion of many persons, which should be chosen to represent the highest office in the United States.**

Black is not even mentioned as a possible choice in the article so it is not clear where the story came from that Mrs. Garfield rejected it. She was reputed to be an astute politician<sup>5</sup> and might not have wanted her late husband memorialized in the "imperial purple," but recognized for his humble birth in a log cabin, brown of course.

On December 20, 1881, Garfield's Postmaster General was replaced by Chester Arthur's appointee, Timothy O. Howe.<sup>6</sup> So while James was heavily involved in the design of the Garfield stamp, his successor authorized the stamp through the Third Assistant Postmaster General, A. D. Hazen, who started his service in 1877.<sup>7</sup>

This is confirmed by the first letter I found. This is apparently a draft of a letter to be sent to the American Banknote Company (ABNC). Dated January 3, 1881 and written on scrap paper bearing the imprint of the Third Assistant Postmaster General, it authorizes the printing of the Garfield stamps and points to an enclosed proof to be used as the standard.<sup>8</sup> The text of the first paragraph reads as follows:

**I beg to acknowledge receipt of yours of the 28th ult. enclosing proofs in sundry colors of the new 5-cent postage stamp. You will please consider the design last submitted as finally approved and proceed with the necessary preparations for making the plates. The color that has been selected is shown by the enclosed proof returned you which please accept as the standard. I beg to add that both the design and the color have been approved by Mrs. Garfield to whom the proofs were submitted....**

While the letter does not say what the chosen color was (or alternatives), it clearly states that the sample proofs were submitted to Mrs. Garfield for her approval and that she approved both the design and color. This supports both Brookman and the *New York Times*.

It is not surprising that she was given the right to approve a stamp that was a memorial to her husband. Garfield's lingering death captured the attention of a concerned public and created great sympathy for Mrs. Garfield. She was endowed by private subscription with funds of \$360,000. A year after Garfield's death Congress awarded her a lump sum of \$50,000 and a \$5,000 annual pension.<sup>9</sup> Her income of over \$17,500 exceeded the \$10,000

<sup>3</sup> Brookman, Lester G., *The 19th Century Postage Stamps of the United States*, (New York, NY: H. L. Lindquist, 1947), Vol. 2., pg. 127.

<sup>4</sup> "The Garfield Postage Stamp," *New York Times*, April 3, 1882. This citation was provided by Robert Markovits.

<sup>5</sup> Roberts, John B., II, *Rating the First Ladies*, (New York, NY: Citadel Press, 2003), pp. 148-149.

<sup>6</sup> Lanman, Charles, *Biographical Annals of the Civil Government of the United States During Its First Century, 2nd Edition*, (New York, NY: J.M. Morrison, 1887), pg. xxix.

<sup>7</sup> *Ibid.*, pg. xxxiii.

<sup>8</sup> National Archives Records of the Post Office Department, Record Group 28, Stack 7E4, Row 12, Compartment 2, Record E323 Letters Sent Box #1.

<sup>9</sup> Roberts, *op. cit.*, pg. 149.

of the Vice President and Cabinet.<sup>10</sup> The intent was to avoid the embarrassment of Mrs. Lincoln, who died a pauper.<sup>11</sup>

Garfield did not die of his gunshot wounds, but from infection introduced by his doctors' unsanitary practices. His poor treatment was hotly debated at the time because the public was constantly assured that the wound was not fatal and that he would recover quickly. His assassin used that for his defense in a 10-week trial, arguing that the bullet did not kill Garfield, but the infection did, which was not the assassin's fault. The trial took 10 weeks and the assassin was hanged on June 30, 1882. Thus, for a year after his death, Garfield remained in the press and sympathy continued for Mrs. Garfield, who must have needed to acknowledge many gifts and condolences.

The second paragraph of the letter contains two sentences which speak directly to the essay questions. The text reads:

**Please return the enclosed proof and with it fifty copies in the same color at your very earliest practicable convenience. You will also please prepare and send me 5,000 copies in India proof and mounted of the vignette of General Garfield omitting the bordering on the stamp.**

The first sentence requests 50 large die proofs of the issued stamp. Even today, the large die proof of the Garfield stamp (Scott 205P1) appears to be more common than other large die proofs of the 1881-1882 Bank Note series and is catalogued at a lower price.

The second sentence requests an amazing number of copies of the portrait-only imprint. At 5,000 copies, this would likely be the most common large die essay of all time. And in fact, the Figure 1 essay is still relatively common. A single lot in a recent Schuyler Rumsey sale consisted of 85 copies.<sup>12</sup>

These objects could be used by Mrs. Garfield as memorial cards to acknowledge subscribers to her fund and to satisfy requests from the public for a remembrance of the President. This would explain why the President's name was included in the proof. Another example of such a card, produced by the Bureau of Engraving and Printing for the use of Congress, is shown as Figure 3.<sup>13</sup> This is probably a remembrance for the eulogy that Secretary of State James G. Blaine gave before Congress assembled on February 27, 1882.<sup>14</sup>

The second letter, apparently a reply to the first, is written on the stationery of the American Bank Note Company. The letter is dated March 23, 1882, addressed to A. D. Hazen, Third Assistant Postmaster General, and signed by James Macdonough, who was then vice president of ABNC.<sup>15</sup> The text of the letter is given below:

**My dear Sir:**

**Your favor of 21st received. If your letter of January 11th was not answered I beg you will excuse the inadvertence. The directions contained therein were attended to and all the proofs are done but they are not quite hard enough yet to press. We added a small plain border to the head to give it a better appearance and this caused a day or two of delay. We will try to forward all to you in Saturday or at the latest very early next week.**

**Very Respectfully**

**J Macdonough**

This letter explains that the American Bank Note Co. decided to put the plain stamp-size shading around the portrait. This makes it clear how Figure 1 came to be a portrait essay with the same border as the stamp but without the value tablet.

<sup>10</sup> Lanman, Charles *Biographical Annals of the Civil Government of the United States During Its First Century* (Washington, D.C: James Anglim, 1876), pg. 566.

<sup>11</sup> "The Garfield Fund," *New York Times*, July 14, 1881.

<sup>12</sup> Schuyler Rumsey Philatelic Auctions, Sale 32, Lot 503, February 3-6, 2009. The hammer price was \$3,000.

<sup>13</sup> H. R. Harmer, sale 2991, lot 1263, February 18-20, 2009.

<sup>14</sup> "In Memory of Garfield," *New York Times*, February 28, 1882.

<sup>15</sup> National Archives Records of the Post Office Department, Record Group 28, Stack 17E4, Row 19, Compartment 11-12, Shelf 5-23, Record E179-A Letters Received, Box #1 ABNC 1879-1895.





**Figure 3. Memorial card for Garfield created for the Congressional memorial service February 27, 1882. Courtesy Archives International LLC and Dr. Robert Schwartz.**

Printing 5,000 large die proofs must have been a substantial operation for it to be ordered in January and only completed at the end of March. However the letter implies that there was some urgency in the creation of the essays. John Luff<sup>16</sup> states that the intention of the Post Office was to issue the Garfield stamp on March 1, but that it was finally issued on April 10, about two weeks after Hazen would have received the essays. Could it be that the Post Office was waiting to issue the Garfield stamp until it had the essays to distribute at a ceremony in combination with the issuance of the stamp? While first days of issue were seldom celebrated in that era, this stamp was very much in the public eye and could have expected a great deal of interest. The Post Office might get some favorable press from a public ceremony. However, a brief search of the newspapers of that era failed turn up any mention of such a ceremony.

Did the Post Office really receive 5,000 copies of the Figure 1 proofs? Fortunately, the Post Office kept a record of the payments it made for stamps. Individual entries were distinguished as “Ordinary postage for distribution to the public” or “Specimen postage stamps.” The latter designation was used for special printings and proofs of all kinds. We would expect to find a bill for these 5,000 proofs in the bill book.

Referring to the Post Office Department Bill Book No 3,<sup>17</sup> we find two entries for the 5¢ Garfield. The first entry is dated February 28, 1882. This is for “Specimen postage stamps furnished during the month ending as above – The American Bank Note Company of New York City, Contractors.” It then lists 5,000 copies of “5 cents Garfield Issue of 1870” (referring to the Bank Note series), invoiced at \$10. The entry concludes with the standard boilerplate statement for specimens “The above articles not provided for by contract were purchased in open market, the exigencies of the service requiring their immediate delivery.”

It is likely that this was a bill for the Garfield special printings which are discussed in

<sup>16</sup> Luff, John N., *Postage Stamps of the United States*, (Lawrence, Mass.: Quarterman Publications, 1981), pg. 111.

<sup>17</sup> National Archives, Records of the Post Office, Record Group 28, Bill Book No. 3, Stamp Division P. O. D., '81-'84.

Bill Mooz' *Chronicle* article about the rarity of the Special Printing 205C.<sup>18</sup> These special printings were available on February 4, 1882 and 302 copies were sold until the sales were stopped on February 13, 1882. A dealer posted one on February 14, 1882.

The second entry is dated March 31, 1882 and is the same as the first except that the bill is for \$100, ten times that of the first entry. Due to the high price, and the delivery in March as promised in Macdonough's letter, this entry is likely the bill for the memorial essay shown in Figure 1. In all fairness, the bill-book entry is ambiguous. It may say \$100 or \$10. There appears to be a decimal point after the first zero, supporting a reading of \$10. But there are four zeroes altogether, supporting the reading of \$100.00. However the entry is interpreted, I conclude that the Post Office ordered and was billed for 5,000 large die proofs of the Garfield portrait essay with a plain background.

In summary, Mrs. Garfield approved the design and color of the 5¢ Garfield stamp. The Post Office ordered and paid for 5,000 copies of the Garfield memorial essay, Scott 205-E2, most likely as a Garfield remembrance and not for philatelic reasons. The huge number ordered suggests an intention of wide distribution, but it's not certain whether the memorial essay was intended for Mrs. Garfield's use or for the Post Office or for both. The Scott catalog notes that the memorial essay "may not be a stamp essay." That's a good way to state it.■

<sup>18</sup> Mooz, William E., "Why Is This Stamp So Rare?," *Chronicle* 153 (February 1992), pp. 40-52.

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## OFFICIALS

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### CONSTANT PLATE VARIETIES OF THE 1873 OFFICIAL STAMPS: PART 4: DEPARTMENT OF JUSTICE

GEORGE G. SAYERS

This is the fourth 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 start of the first article.<sup>1</sup> Most plate varieties not illustrated but described in these studies can be found as enlarged, printed scans in the author's book, *Departmentals Plate Varieties* at the American Philatelic Research Library.<sup>2</sup> These studies are intended to be informative and useful to the interested non-specialist collector. Suggestions to further these goals will be welcomed.

This study of the Department of Justice stamps illustrates for the first time several major plate varieties that are listed in Scott's *Specialized Catalogue of United States Stamps & Covers* but have not previously been described in the philatelic literature.

Use of Justice stamps was limited. Survival rates are low, particularly for the high values, which were mainly used to mail heavy legal documents. Most of the plate varieties listed here were first identified on proofs. Some have not yet been found on stamps.

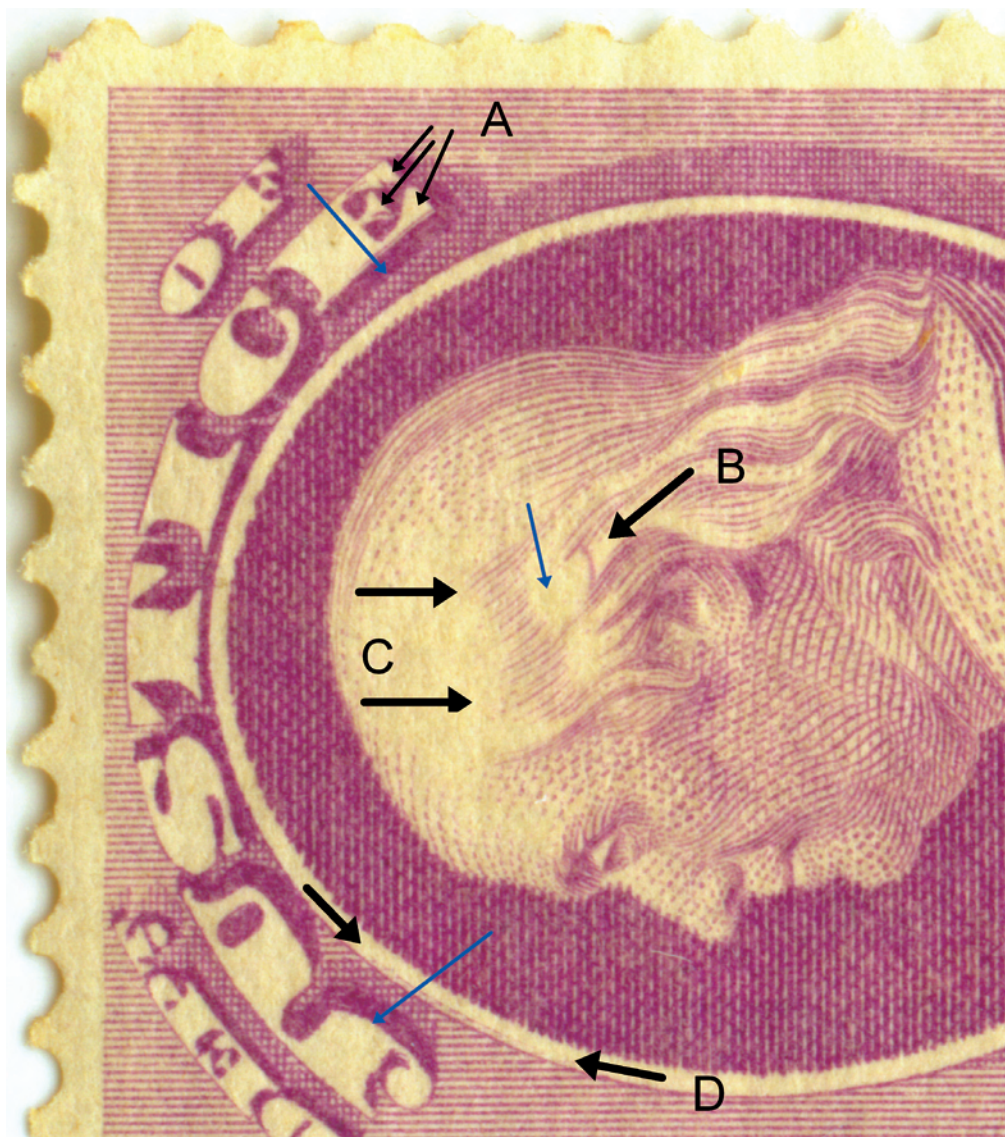
Al Staubus generously allowed the author to confirm plate positions using the Elliott Perry negatives of the Earl of Crawford card proof sheets. As noted previously, some plates show partial vertical lines and one or more dots in the margin between columns five and six, partial horizontal lines in the 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. All of the Justice plates were plates of 100 impressions and were used for all printings. Therefore, with the possible exception of the two plate damage varieties, all of the plate varieties should exist on the 1875 Special Printings. The plate proof printings including the trial color printings show all varieties.

#### Department of Justice: 1¢ (Scott O25)

The double transfer at Position 55 is of special interest to students of Bank Note production first because it shows doubling of many of the lines of the top half of Franklin's bust including the hair, and second because the two images are rotated with respect to each other. Very few Bank Note double transfers show doubling in the vignette or substantial rotation. This constant plate variety shows both. The variety also shows a small crescent mark above the ear and many copies show the center plate dot in the top right corner of the margin.

<sup>1</sup> George G. Sayers, "Constant Plate Varieties of the 1873 Official Stamps: The Department of Agriculture, Introduction and Definitions," *Chronicle* 219, pp. 218-220. Part 2, dealing with the Executive Department, appears at *Chronicle* 220, pp. 323-327. Part 3, dealing with the Interior Department, appears at *Chronicle* 221, pp. 63-71.

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



**Figure 1. 1¢ Justice, Position 55. Double transfer showing both doubling and rotation in the top half of the design. The arrows at A indicate the double transfer of the letter frame lines in the “E” of “JUSTICE.” B indicates the crescent scratch in the hair above the ear characteristic of this position. The arrows at C indicate the area where the hairs are doubled. The arrows at D indicate the doubled outer frame line. The thinner blue arrows indicate the changing direction of the transfers, showing that the underlying transfer is rotated and displaced.**

The top of the Position 55 stamp is shown as Figure 1. The arrows at A indicate the double transfer of the letter frame lines in the “E” of “JUSTICE”. B indicates the crescent scratch in the hair above the ear, a determining characteristic of this position. The arrows at C indicate the area where the hairs are doubled. The arrows at D indicate the doubled outer frame line. The blue arrows indicate the changing direction of the transfers, showing how the underlying transfer is rotated and displaced.

### Department of Justice: 2¢ (Scott O26)

The catalog-listed short transfer of the upper right frame at Position 3 is shown as Figure 2. Short transfer or erasure of the upper right side is indicated by the white arrows. This plate variety was first described by Theodore Lockyear in his specialized exhibition

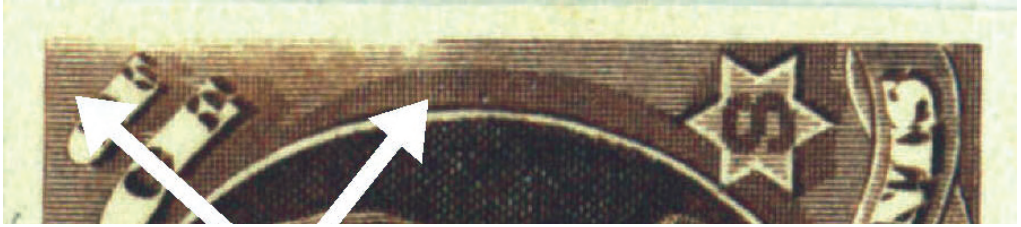


Figure 2. 2¢ Justice, Position 3. Short transfer/erasure of the upper right side indicated by arrows. Brown Atlanta trial color proof on card stock (Scott O26P4TC).

collection of the Justice Department stamps and illustrated in the Matthew Bennett auction catalog of that collection.<sup>3</sup> The Figure 2 illustration is taken from a brown Atlanta trial color proof (Scott O26P4TC).

### Department of Justice: 3¢ (Scott O27)

Double transfers have been reported at Positions 15, 37 and 56. The double transfers at Position 15 and 56 are similar but readily distinguishable. The double transfer at Position



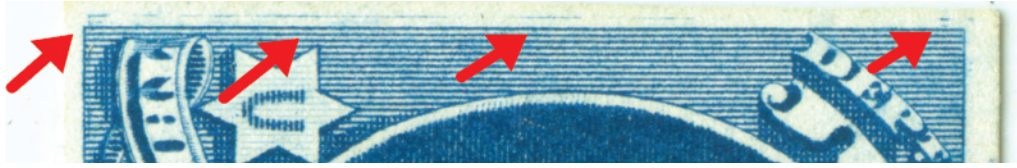
Figure 3. 3¢ Justice, Position 15. Double transfer shifted downward and slightly to the right. Arrows at 1 show the downward shifted remnant of the dark shading below the “3”. Arrows at 2, 3, and 4 show the right-shifted vertical lines. The small marks labeled 5 help distinguish this position from the similar double transfer at Position 56. Illustration from a proof on India paper (O27P3).

15, shifted downward and slightly to the right, is shown as Figure 3. The arrows labeled 1 show the downward-shifted remnant of the dark shading below the “3”. Arrows at 2, 3, and 4 show the right-shifted vertical lines. The small marks at 5 help distinguish this position

<sup>3</sup> Matthew Bennett, Inc. auction #280, October 2, 2004, lot 1696, illustrated on pg. 134.

from the similar double transfer at Position 56. The Figure 3 illustration is taken from a proof on India paper (O27P3).

The left-shifted double transfer at Position 37 is shown as Figure 4. The double transfer of the left frame lines is indicated by the arrows. Position 37 was first described by Rol-



**Figure 4. 3¢ Justice, Position 37. Double transfer of the left frame lines indicated by arrows. Blue Atlanta trial color proof (O27P4TC).**

lin C. Huggins in the October, 1988, *Official Chatter*. The Figure 4 illustration was taken from a blue Atlanta trial color proof (O27P4TC).

The downward shifted double transfer at Position 56 shown as Figure 5 was first described by Eugene Costales in *Scott's Monthly Journal* in October, 1934, as a precursor for the 1935 catalog listing. In the Figure 5 illustration, some of the major design element remnants are indicated by black arrows.



**Figure 5. 3¢ Justice, Position 56. Double transfer shifted downward. Some major design remnants are indicated by black arrows. Image courtesy of Alan Campbell.**

The quadruple plate damage stamp, previously illustrated in *Chronicle* 171, page 190, has been identified as Position 34.

**Department of Justice: 6¢ (Scott O28)**

No plate varieties have been reported for this stamp.

**Department of Justice: 10¢ (Scott O29)**

The author has identified only one double transfer of this stamp, found at Position 10. This is probably the double transfer that has been listed in the catalog since about 1938.



**Figure 6. 10¢ Justice, Position 10. Double transfer of the bottom frame line. Black Atlanta trial color proof (O29P4TC).**

Position 10 has a distinctly doubled bottom frame, which shows best on sharply-printed proofs. Figure 6, from an Atlanta black trial color proof (O29P4TC), shows the double transfer of the bottom frame line. Well-printed stamps showing this variety are rare.

**Department of Justice: 12¢ (Scott O30)**

Position 91 shows a double transfer of both the horizontal and vertical lines in the lower right corner, including the “S” in the shield. An example is shown as Figure 7.



**Figure 7. 12¢ Justice, Position 91. Double transfer showing displacement of both the horizontal and vertical lines at the bottom right corner.**

Positions 72, 82 and 92 show small marks in the “2” probably indicative of a chain of well-erased double transfers in column 2 which may also be present in positions above

72. Position 72 also shows an unconfirmed doubled left frame line. Research continues on these double transfers.

### Department of Justice: 15¢ (Scott O31)

The double transfer listed in the catalog since about 1931 has not been seen on a stamp by modern students of the issue. Previous evidence was a Xerox copy of an India proof.<sup>4</sup> The double transfer has been confirmed on the Perry negative as Position 70. An



**Figure 8. 15¢ Justice, Position 70. Double transfer of the vertical frame lines at the bottom left corner indicated by red arrows. A few lines in the interior of the design, also indicated by red arrows, are believed to be additional double transfer remnants. From a Xerox copy of an India-paper proof (O31P3).**

illustration from a Xerox copy of Scott O31P3 India proof is shown as Figure 8. Double transfer of the vertical frame lines showing at the upper right corner and bottom left corner is indicated by red arrows. A few lines in the interior of the design, believed to be additional double transfer remnants, are also indicated by red arrows.

### Department of Justice: 24¢ (Scott O32)

The catalog listed short transfer of the lower left corner at Position 98 was described and illustrated in *Chronicle* #176, page 276.

Two minor short transfer/erasures of the bottom frame line to the left of and under “CENTS” are found at Positions 49 and 56. Position 56 also shows the plate center dot in the upper left margin corner and a vertical scratch in the left margin descending from that dot. The Perry negative indicates Position 46 may show a plate damage in the lower left corner margin spreading upward from the plate center dot, although the author has not observed this variety on stamps or proofs.

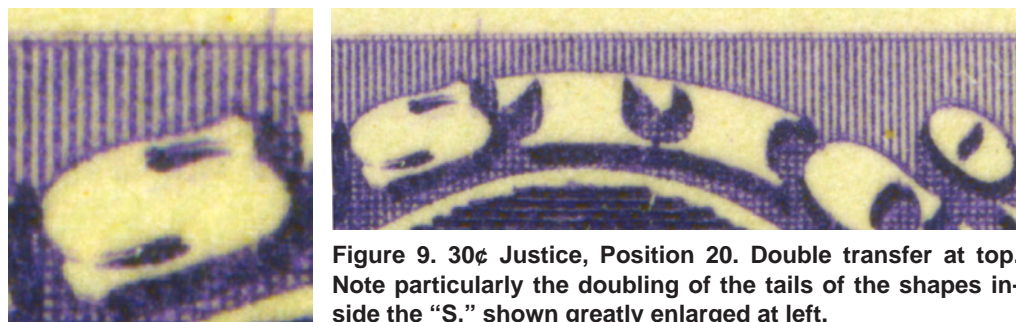
### Department of Justice: 30¢ (Scott O33)

Several positions on the sheet show the catalog-listed double transfers of the top

<sup>4</sup>The only recorded example of the actual stamp is in the Miller collection, not identified as the plate variety.



frame and the adjacent design elements, particularly distinguishable in the “S” of “JUSTICE.” This double transfer exists, to a greater or lesser degree at more than 10 positions, generally not identifiable for single stamps. The best example the author has identified is

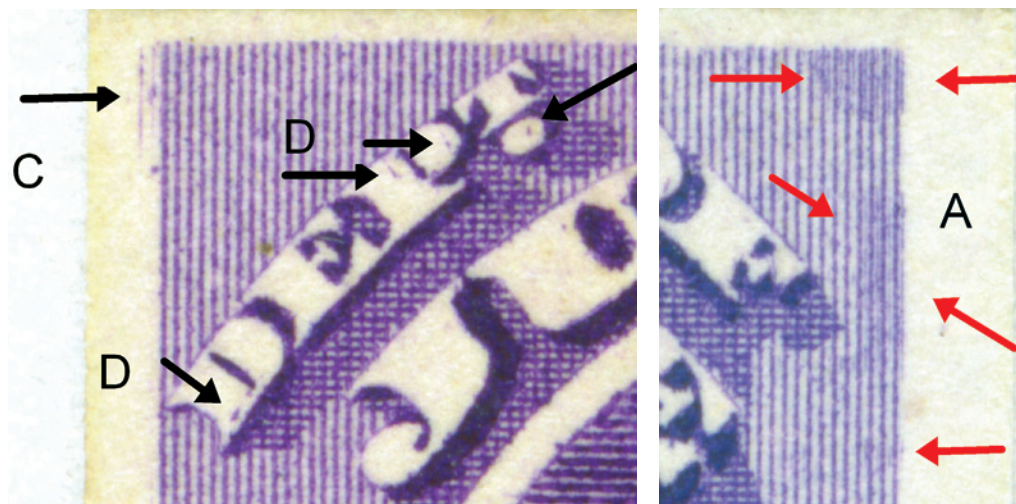


**Figure 9. 30¢ Justice, Position 20. Double transfer at top. Note particularly the doubling of the tails of the shapes inside the “S,” shown greatly enlarged at left.**

Position 20, shown as Figure 9 (from an India proof). This shows double transfer of the top frame and adjacent design elements. Note particularly the doubling of the tails of the shapes inside the “S” shown in the enlargement at left.

#### **Department of Justice: 90¢ (Scott O34)**

The catalog-listed triple transfer at Position 25, illustrated in two separate images as Figure 10, shows additional frame lines outside the design at the top left and top right. This plate variety has been recognized on proofs and the position located on the Perry negatives, but it has not been reported on a stamp. The Figure 10 illustration is from a card proof



**Figure 10. 90¢ Justice, Position 25. Top left and top right corners, showing triple transfer creating extra frame lines both right and left of the design. The groups of extra vertical frame lines in the top right corner are indicated by the red arrows at A. The extra frame lines outside the top left corner are at C. Some remnants of the double transfer of the dark shading lines in the letters of “DEPT” are at D. From a card proof (O34P4).**

(O34P4). The groups of extra vertical frame lines in the top right corner are indicated by the red arrows at A. The extra frame lines outside the top left corner are at C. Some remnants of the double transfer of the dark shading lines in the letters of “DEPT” are at D.



**Figure 11. 90¢ Justice, Position 22. The two plate scratches are indicated by green arrows. Image cropped electronically from an India paper proof (O34P3).**

Shown as Figure 11 is the catalog-listed variety with plate scratches above the “T” of “NINETY” and on Perry’s nose. This plate variety is reported on one stamp with a blue favor cancel, part of Matthew Bennett auction #280, lot 1744. The two plate scratches are indicated by green arrows. The Figure 11 illustration is taken from an on India-paper proof (O34P3).■

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## **12¢ BREMEN-HAMBURG RATE TO OLDENBURG?**

**DWAYNE O. LITTAUER**

In *Chronicle* 45 (July 1963), page 26, Charles J. Starnes noted that the July 1857 *Postal Laws and Regulations (PL&R)* listed a 12¢ Bremen-Hamburg rate to Oldenburg.<sup>1</sup> Starnes said the April 1859 *PL&R* showed the Bremen-Hamburg rate to Oldenburg as 13¢. This rate to Oldenburg remained in effect until February 1867, when the *U.S. Mail* rate table showed the rate via Bremen as 13¢, but the rate via Hamburg as 15¢.<sup>2</sup> These two rates remained in effect until 1 January 1868, when the direct rate to the German states, including Oldenburg, was reduced to 10¢.<sup>3</sup> In the rate tables of his 1975 book, George E. Hargest showed a 12¢ Bremen-Hamburg rate to Oldenburg in effect from July 1857 to 1859.<sup>4</sup>

Years later, Starnes said in *Chronicle* 107 (August 1980), page 202, that he had come to believe that the 12¢ Bremen-Hamburg rate in the July 1857 *PL&R* was a printer's error. He reasoned that rates to German autonomies by the Bremen mails were taken also for the Hamburg mails in July 1857, and there is no record of a 2¢ German-Austrian Postal Union (GAPU) transit charge, which would have been required for a 12¢ rate. Starnes did not list a 12¢ Bremen-Hamburg rate to Oldenburg in either the 1982 or 1989 editions of his rate book.<sup>5</sup> But recently, a 12¢ rate cover by the Bremen mails from 1858 has come to light. This is discussed extensively below.

### **Background on Mail to and from Oldenburg**

Rates under the United States-Bremen Convention were reduced and simplified by additional articles that were agreed to in 1853. Effective 15 August 1853, the total rate to most of the German states was 15¢. This represented the sum of a 10¢ international rate (5¢ United States internal, 4¢ packet fee, and 1¢ Bremen fee) plus 5¢ German internal (under the GAPU). However, for those German states that had not reduced their rate to and from Bremen to 5¢ or less, the international rate was increased from 10¢ to 15¢. For a state whose rate to and from Bremen was 7¢, the total Convention rate was 22¢, which is the sum of a 15¢ international rate (5¢ United States internal, 9¢ packet fee and 1¢ Bremen fee) plus 7¢ German internal.<sup>6</sup>

<sup>1</sup> *List of Post Offices and Postal Laws and Regulations of the United States of America, 1857*, reprint edition (Holland, Michigan: Theron Wierenga, 1980), *Postal Laws and Regulations*, pg. 59.

<sup>2</sup> *United States Mail and Post Office Assistant* reprint (Chicago: Collector's Club of Chicago, 1975), vol. 2, pp. 306 and 308.

<sup>3</sup> *16 U.S. Statutes at Large*, pg. 980.

<sup>4</sup> George Hargest, *History of Letter Post Communication Between the United States and Europe 1845–1875*, 2nd Ed. (Lawrence, Massachusetts: Quarterman Publications, Inc., 1975), pg. 208.

<sup>5</sup> Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU* (Louisville, Kentucky: Leonard H. Hartmann, 1982), pg. 19; Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, revised edition (Louisville, Kentucky: Leonard H. Hartmann, 1989), pg. 19.

<sup>6</sup> *16 U.S. Statutes at Large*, pp. 953-55.

The Convention referred to German states that had not reduced their GAPU rate to 5¢ rate *or less*, but it did not say which states had less than a 5¢ GAPU rate. Starnes' rate tables show that, other than Bremen and Hamburg (which charged no GAPU postage for mail carried by contract steamships directly to those cities) only Oldenburg charged less than 5¢ German internal postage.<sup>7</sup> According to a 20 April 1857 "Table of Postages to Foreign Countries," a 13¢ rate applied "In the open mail to Bremen by the New York and Bremen line direct, on letters weighing ½ ounce or under."<sup>8</sup> The breakdown of these three rates is summarized in Table 1.

	13¢ Rate Letters to Oldenburg	States with 5¢ German internal	States with 7¢ German internal
U.S. internal	5¢	5¢	5¢
Packet	4¢	4¢	9¢
Bremen	1¢	1¢	1¢
German internal	<u>3¢</u>	<u>5¢</u>	<u>7¢</u>
Totals	13¢	15¢	22¢

**Table 1. Components of the three categories of rates to the German states, via Bremen-Hamburg mails, prior to July 17, 1858.**

On 17 July 1858, the U.S. internal portion under the Convention was reduced from 5¢ to 3¢, which had the effect of *increasing* the packet fee from 4¢ to 6¢ or from 9¢ to 11¢.<sup>9</sup> This resulted in the postage breakdowns shown in Table 2.

	13¢ Rate Letters to Oldenburg	States with 5¢ German internal	States with 7¢ German internal
U.S. internal	3¢	3¢	3¢
Packet	6¢	6¢	11¢
Bremen	1¢	1¢	1¢
German internal	<u>3¢</u>	<u>5¢</u>	<u>7¢</u>
Totals	13¢	15¢	22¢

**Table 2. Components of the three rate categories effective 17 July 1858. The rates remained the same, but the components changed in all three categories.**

In *Chronicle 72*, page 216, Hargest asked why letters addressed to Oldenburg do not bear an AMERICA/ÜBER BREMEN marking. Thanks to Georg Mehrtens, we now can answer that question. These markings were applied by the Hanover post office in Bremen.<sup>10</sup> Evidently Bremen did not forward letters to Oldenburg through the Hanover post office in Bremen, where the marking was applied. It likely was more efficient to forward such letters directly to Oldenburg because of Oldenburg's close proximity to Bremen. Likewise, the AMERICA/ÜBER BREMEN marking does not appear on letters addressed to the city of Bremen, because there was no need for the Hanover post office in Bremen to handle them.

Correctly prepaid covers to Oldenburg via Bremen or Hamburg are scarce. Figures 6 and 7 in *Chronicle 72* (pages 217-218), show a correctly prepaid 13¢ single-rate cover (16 March 1861) and a correctly prepaid 26¢ double-rate cover (25 April 1867). The latter was

<sup>7</sup> Starnes, *op. cit.*, pp. 17-19.

<sup>8</sup> Undated reprint by Kukstis Auctions, courtesy of M. Jack Reinhard.

<sup>9</sup> Heinrich Conzelmann, "Accounting on Earliest North German Lloyd Cover from the United States to Württemberg Via Bremen," *Chronicle 165*, pp. 63-66.

<sup>10</sup> Georg D. Mehrtens, "German States: Currency, Weights, and Measurements," *Chronicle 214*, pp. 151, 158 and 159.



**Figure 1.** 4 November 1865 envelope from New York, to Varel, Oldenburg, with 10¢ credit to Bremen. The 15¢ franking represents a 2¢ overpayment of the 13¢ rate.

sent during the period when the rate to Oldenburg by Hamburg mail was 15¢, while the rate by Bremen mail remained at 13¢. Opposite page 19 of the revised edition of his rate book, Starnes illustrated a correctly prepaid 52¢ quadruple rate to Oldenburg (5 May 1866). Lot 900 of the Robert G. Kaufmann “Patrick Henry” sale (November 26-27, 1989) shows a correctly paid 13¢ rate to Oldenburg via Hamburg (October 1864), which was incorrectly marked INSUFFICIENTLY PAID.

Most of the surviving 13¢-rate covers to Oldenburg by Bremen or Hamburg were overpaid by 2¢. Figure 1 shows such an envelope sent from New York on 4 November 1865 to Varel, Oldenburg. The letter was prepaid 15¢ by a 5¢ brown and a 10¢ green stamp of the 1861 issue. This was a 2¢ overpayment of the 13¢ rate. The New York exchange office clerk struck a red PAID NOV 4/N. YORK BREM. PKT. and a separate red 10 in a circle (Figure 2) to indicate a 10¢ credit to Bremen. This credit represented the sum of a 6¢ packet fee, a 1¢ Bremen fee, and 3¢ German internal. This 10¢ credit is 2¢ lower than the usual 12¢ credit that appears on 15¢ rate letters at this time because the German internal postage to Oldenburg was 3¢ (rather than the 5¢ that applied to most other German states). The North German Lloyd Line (NGL) steamship *Hansa*, which sailed from New York on 4 November 1865 and arrived in Bremen on 18 November 1865, carried the letter. This cover does not



**Figure 2.** New York’s “10” marking. Applied in red on the cover in Figure 1, it represented a 10¢ credit to Bremen, the sum of a 6¢ packet fee, a 1¢ Bremen fee, and 3¢ German internal postage.

bear an AMERICA/ÜBER BREMEN/FRANCO marking because it was not handled by the Hanover post office in Bremen.

Figure 3 shows a letter to Oldenburg that was prepaid only to Bremen. It was sent from New York on 10 May 1866 to Elsfleth, Oldenburg. The North American Lloyd Line steamship *Mississippi*, which sailed from New York on 10 May 1866 and arrived in Bremerhaven



**Figure 3.** 10 May 1866 envelope from New York to Elsfleth, Oldenburg. 10¢ paid only to Bremen. Carried on the only round-trip voyage of the *Mississippi* for the North American Lloyd Line, which line made only ten round-trip voyages.

on 28 February 1866, carried the letter. The North American Lloyd Line made only 10 round-trip voyages. The *Mississippi* was chartered for this one voyage.<sup>11</sup> Since only a 10¢ green stamp of the 1861 issue prepaid the letter, the New York exchange office clerk struck a red N. YORK 1 U.S. PKT/10/MAY/PAID (Figure 4). This indicated a 1¢ credit to Bremen for the Bremen fee only. Since a steamship under contract with the United States carried the letter, the United States credited nothing to Bremen for a packet fee, and since the letter

**Figure 4.** Credit “1” marking. Using this marking on the cover in Figure 3, New York credited Bremen with the 1¢ Bremen fee only.



**Figure 5.** Bremen stadtpost marking, struck on the cover in Figure 3 to show that the letter had not been paid beyond that point.

was paid only to Bremen, the United States credited nothing to Bremen for German internal postage. A Bremen stadtpost (city post office) clerk struck the black boxed “Paid to Bremen” (Figure 5) to show the letter had not been paid beyond that point. (Despite the English language, the Bremen origins of this marking are well established. Bremen used English in other markings as well.) The blue crayon 1 indicated one silbergroschen (sgr) was due for German internal postage. One sgr was worth about 2.4¢.<sup>12</sup> As with the Figure 1 cover, the AMERICA/ÜBER BREMEN/FRANCO marking does not appear on this cover because it was not handled by the Hanover post office in Bremen.

Figure 6 shows a letter sent in the other direction from Brake, Oldenburg, on 25 August 1865 to Baltimore, Maryland. It was prepaid 5½ groschen (equal to about 13¢) by a 3

<sup>11</sup> Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings, 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988), pg. 292.

<sup>12</sup> Starnes, *op. cit.*, pg. 57.



Figure 6. 25 August 1865 envelope from Brake, Oldenburg, to Baltimore, Maryland. 5½ sgr prepaid. The magenta manuscript 4½ at lower left represents the 4½ sgr (10¢) international rate (1¢ Bremen fee, 6¢ packet fee, and 3¢ U.S. internal). The octagonal boxed PAID 10 expressed the international rate in United States currency.

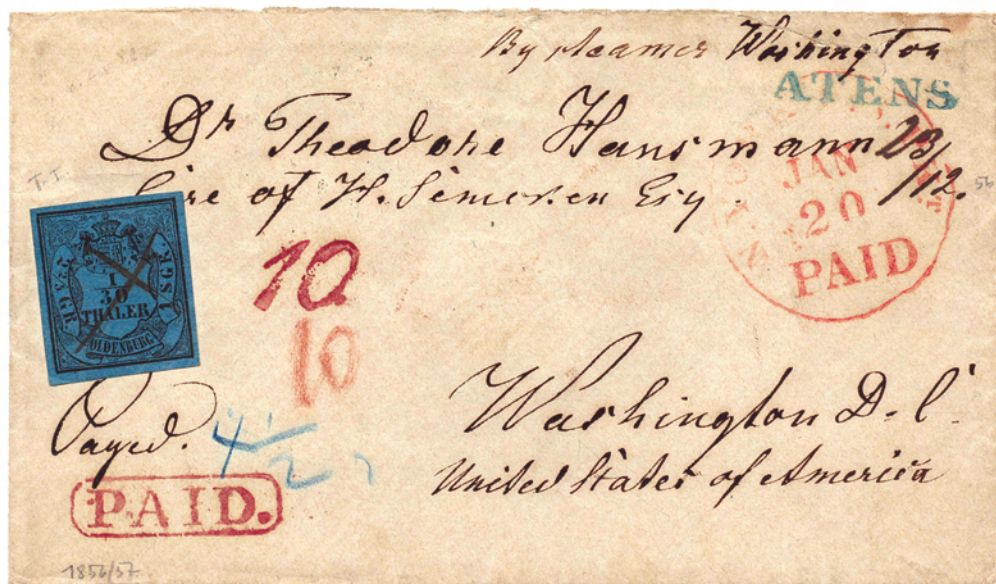


Figure 7. December 1857 envelope from Atens, Oldenburg, to Washington, D.C. Only the 1 sgr German internal postage was paid by a stamp. The blue crayon marking indicates the 4½ sgr balance of the postage was paid in cash. The 10¢ international rate (1¢ Bremen fee, 6¢ packet fee, and 3¢ U.S. internal) was shown by the boxed PAID and the handstamped 10.

groschen bister stamp, two 1 groschen rose stamps, and a ½ groschen orange stamp, all of Oldenburg's rouletted 1862 issue. To the right of the blue FRANCO (paid) handstamp is a magenta manuscript 4½, which indicates the 4½ sgr (10¢) international rate (1¢ Bremen fee, 6¢ packet fee, and 3¢ U.S. internal). A Bremen clerk marked this same international

rate in United States currency by striking the red “PAID 10” in octagonal box. The NGL steamship *America*, which sailed from Bremen on 27 August 1865 and arrived in New York on 11 September 1865, carried the letter. A New York clerk struck PAID/SEP/11/N. YORK BREM. PKT in red, showing the date the ship arrived.

Sometimes only the German internal postage was paid by a stamp and the balance of the postage was paid in cash.<sup>13</sup> Such was the case with the letter in Figure 7.<sup>14</sup> It was sent from Atens, Oldenburg, on 23 December 1857 to Washington, D.C. A 1/30 taler (1 sgr) blue imperforate stamp of the 1852 issue paid only the German internal postage. The balance of the postage was paid in cash, as indicated by the blue crayon 4½ to the right of the black manuscript “Payed” in the lower left. The 10¢ equivalent of this amount is shown in red crayon just above the blue crayon 4½. A Bremen clerk showed the 10¢ international rate (1¢ Bremen fee, 4¢ packet fee, and 5¢ U.S. internal, since the letter was sent before 17 July 1858) by striking a red boxed PAID and a red 10. The Ocean Steam Navigation Company steamship *Washington*, which sailed from Bremerhaven on 27 December 1856 and arrived in New York on 20 January 1857, carried the letter. A New York clerk struck N. YORK BREM. PKT/PAID/JAN/20/PAID in red, indicating the date the ship arrived.



**Figure 8.** 2 June 1864 unpaid envelope from Brake, Oldenburg, to New York. The Bremen manuscript 3/10 indicated the division of the 13¢ rate: 3¢ German internal and 10¢ international rate (1¢ Bremen fee, 6¢ packet fee, and 3¢ U.S. internal). New York marked 13¢ due in silver coin or 26¢ due in paper currency.

Figure 8 shows an unpaid letter from Oldenburg. The letter was sent from Brake, Oldenburg, on 2 June 1864 to New York. A backstamp indicates the letter reached Bremen the same day, where a clerk wrote the black manuscript “3/10.” This showed in United States currency the division of the 13¢ rate: 3¢ German internal and 10¢ international rate (1¢ Bremen fee, 6¢ packet fee, and 3¢ U.S. internal). The NGL steamship *Hansa* carried the letter. It sailed from Bremerhaven on 7 June 1864 and arrived in New York on 23 June 1864. A

<sup>13</sup> Allen Radin, “More on Mail Prepaid with Stamps Plus Cash,” *Chronicle* 110, pp.134-135.

<sup>14</sup> Courtesy of Andrew G. Holtz.



New York exchange office clerk struck "13" in black to indicate the due postage in silver coin and "U.S. NOTES/26" in black to indicate the due postage in paper currency.

### 12¢ Prepayment Accepted

As noted, the 12¢ Bremen-Hamburg rate to Oldenburg rate appeared in the July 1857 *PL&R*. It seems that the New York exchange office honored the 12¢ published rate, even if it was a misprint. Figure 9 shows a folded letter sent from Galveston, Texas, on 7 September 1858 to Bardenfleth, Oldenburg. It was prepaid 12¢ by two pairs of the 3¢ Type I perforated stamp of 1857.



Figure 9. September 7, 1858, folded letter from Galveston, Texas to Bardenfleth, Oldenburg showing 12¢ prepaid. New York's 9¢ credit to Bremen represented the sum of a 6¢ packet fee, a 1¢ Bremen fee, and German internal fee of only 2¢, rather than the 3¢ normally seen on letters to Oldenburg.

The New York exchange office clerk struck PAID/SEP/25/1858/N. YORK BREM. PKT and, significantly, wrote "9" (rather than "10") in magenta manuscript, to indicate only a 9¢ credit to Bremen. This credit represented the sum of a 6¢ packet fee, a 1¢ Bremen fee, and German internal postage of only 2¢, rather than the 3¢ that is normally seen on letters to Oldenburg by Bremen or Hamburg. The fact that New York credited Bremen only 9¢, rather than the 10¢ that would have been proper for a 13¢ rate (as on the Figure 1 cover), shows New York did not treat the letter as an underpayment of the 13¢ rate. Rather, New York treated the letter as fully prepaid at a 12¢ rate, which resulted in a credit to Bremen of 1¢ less for German internal postage.

The North German Lloyd Line steamship *Bremen*, which sailed from New York on 25 September 1858 and arrived in Bremerhaven on 21 October 1858, carried the letter. The "9" was crossed out by two red crayon lines, likely to avoid any misunderstanding that the letter was prepaid and that no postage was due from the recipient.

### Was this 12¢ Rate Cover an Anomaly?

There may have been confusion as to how the 1 sgr Oldenburg internal postage from Bremen should be converted to U.S. currency. Since 1 sgr was worth about 2.4¢, it is possible that from July 1857 to 1859, the New York exchange office rounded the conversion

of the 1 sgr Oldenburg internal postage down to 2¢, rather than rounding it up to 3¢. It is interesting to note that a 2¢ transit charge to Oldenburg had been listed on at least three occasions before 1857. The 1852 postal regulations listed a 2¢ transit charge to Oldenburg.<sup>15</sup> An 1853 notice announcing the reduced United States-Bremen Convention rates listed the rate to Oldenburg as 12¢.<sup>16</sup> Likewise, a 31 August 1853 notice entitled “Important to Postmasters and Others” said the single rate to Oldenburg is 12¢.<sup>17</sup> However, 17 September 1853 and 28 November 1853 newspaper clippings showed a 13¢ rate to Oldenburg.<sup>18</sup>

As noted, few of the surviving prepaid letters to Oldenburg by Bremen or Hamburg mails were correctly prepaid, since most were paid 15¢. Given the scarcity of correctly prepaid covers to Oldenburg, it may not be possible to find another 12¢ rate cover. With only one cover reported so far showing a 12¢ rate to Oldenburg, it is difficult to know if this cover was an anomaly or if a 12¢ rate in fact existed during this period. This author would be grateful for reports of any other prepaid covers to Oldenburg before December 1859, whether or not they were overpaid and whether they were prepaid in cash or by stamps. A 9¢ credit to Bremen on any prepaid letter to Oldenburg might confirm that a 12¢ rate did in fact exist during this period.■

<sup>15</sup> *Postal Laws and Regulations of the United States of America*, 1852, reprint ed. (Holland, Michigan: Theron Wierenga, 1980), *Regulations for the Government of the Post Office Department*, pg. 34.

<sup>16</sup> *Ibid.*, newspaper clippings section in the back of this reprinted copy of Horatio King, Superintendent of the Foreign Mail Service in 1852, undated notice between a 4 August 1853 notice and a 10 October 1853 notice.

<sup>17</sup> *Ibid.*

<sup>18</sup> *Ibid.*

## **ADDITIONAL STEAMSHIP COVERS FOR UNITED STATES INCOMING STEAMSHIP MAIL, 1847-1875, 2ND EDITION**

**THERON J. WIERENGA**

*Section Editor's Note: The cover described here, and others to follow in subsequent Chronicles, were discovered by Theron Wierenga after his book, United States Incoming Steamship Mail, 1847–1875, Second Edition, went to press in 2000. Had he seen them prior to its publication, they would have been included in the book because of their importance. At the start of each description is listed the chapter heading and subheading, along with the page location where the cover would have been inserted in the book. The first installment of this update was published in Chronicle 218.*

Chapter III: Steamship Rates, The Steamship Rates of 1845 and 1847: 12½¢ Steamship Rate to or from Havana (*add after Figure 58 on page 45*).

The cover in Figure 1 shows a nearly perfect strike of the red double-oval STEAM/12½ of New Orleans (indicating 12½¢ postage due for the steamship fee on a letter up to ½ ounce from Havana) along with a red NEW ORLEANS/La. townmark dated JAN 21. This steamship marking is much scarcer than the circular 12½ marking of New York.

The enclosed letter is datelined “Steamship ‘Georgia’ Thursday 16 January 1851 off Carysford Reef” and talks about the voyage from New York, the steamer’s captain (Captain Porter) and the steamship *Georgia*. Carysford Reef is just east of Key Largo, Florida. The United States Mail Steamship Company steamer *Georgia* cleared New York on January 11, 1851, arrived at Havana January 17, cleared Havana January 19 and arrived at Chagres



**Figure 1. Scarce New Orleans double-oval STEAM 12½ marking on a cover to New York that originated in Havana in early 1851.**

January 24.<sup>1</sup> The writer mentioned that he hoped to get to Havana on Saturday, January 18, and then to New Orleans January 22. The Howland and Aspinwall Atlantic Line steamer *Philadelphia* had cleared Chagres about January 11, arrived Havana January 16, cleared Havana January 17 and arrived New Orleans January 21.<sup>2</sup> The author and his letter transferred from the *Georgia* to the *Philadelphia* at Havana and took passage to New Orleans. This letter is dated about three months before the *Philadelphia* was transferred to the United States Mail Steamship Company, the company holding the mail contract. Regardless of the fact that the steamer was not a contract mail carrier at the time of this letter, the New Orleans clerk marked a steamship rate because the letter traveled over a contract route from Havana to New Orleans.■

<sup>1</sup> Wierenga, *op. cit.*, pg. 341.

<sup>2</sup> *Ibid.*, pg. 440.

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## NEW MILGRAM BOOK ON CIVIL WAR POSTAL HISTORY

The field of Civil War postal history has yielded an abundant harvest of philatelic research during the past 40 or so years. Seminal work, whether essays or book-length monographs, continues to enrich our knowledge of this emotionally and politically charged era. James Milgram adds to this significant body of work with *Federal Civil War Postal History*, a sweeping title with a straightforward aim: "...to present the postal usages which were associated with the federal or Union troops and patriotic civilians during the American Civil War 1861-1865."

The book's 19 chapters cover various aspects of the stated subject, from slavery and abolitionism, to express companies and registered mail, with emphasis on the "history" in "postal history." Milgram ably accomplishes this by reproducing the texts of numerous original letters that survive with their covers, which, in many cases, also are illustrated. The vast majority of the pictured covers, letters and other items come from the author's massive Civil War collection, begun more than 50 years ago. In the introduction, Milgram observes that "history is necessary to understand postal history." Indeed, the letters bring historical significance to the covers and often provide essential context for interpreting various auxiliary markings and determining how the covers journeyed from origin to destination during those tumultuous times. The integration of these letters throughout is a signal strength of this work.

***Federal Civil War Postal History*, by James W. Milgram, M.D. \$90 post-paid within U.S. from Northbrook Publishing Co., 1352 Estate Lane, Lake Forest, IL 60045. Hardbound, 770 illustrations, color throughout.**

A number of chapters provide solid introductions and may provide students with ideas for further research. Chapter 3, "Federal Postal Usages in the Confederacy," reproduces Van Dyk MacBride's Table of Secession (first published in *The American Philatelist* in 1943), which Milgram lauds as "the best listing of secession of the states I have seen." The table includes the periods of use for United States stamps during the respective seceded states' periods of independence, and the total time of use in each seceded state to May 31, 1861. Beginning the next day, the use of U.S. stamps in the seceded states was prohibited. Such information arms the collector with knowledge that aids immeasurably in discerning the extraordinary from the mundane.

Chapter 4, dealing with Union patriotic stationery, is not surprisingly the longest, filling 62 of the book's 408 pages. Milgram brings cohesion to such a vast topic by using an outline of patriotic designs that he devised in 1973: portraits, scenes, patriotic designs, caricatures (cartoons), state designs, male designs, female designs, sentimental (poems, songs, etc.), regimental (by state and unit), and corner cards (with and without illustrations). Milgram draws from his own extensive writings on this subject, to include a 2008 study of a small group of patriotic stationery that he dubs the "Battle Scene Series." These designs, along with well-known series by L.N. Rosenthal and Frederick Kimmel, are described under classification schemes devised by the author.

Chapters dealing with the demonetization of the 1857-60 postage stamps and stationery and with various aspects of soldiers' mail are replete with covers featuring markings

(“Old Stamps Not Recognized,” etc.) familiar to students of this era. Other topics of interest include: maritime mail (very useful table of ship handstamps included), hospital mail, Christian and Sanitary Commission mail, Union prisoner-of-war mail (including a census of known covers to and from Confederate prisons), and flag-of-truce mail. A detailed appendix of the manufacturer imprints on patriotic covers, published for the first time and compiled by Gene Freeman, is a pleasant bonus. Overall, Milgram’s book is a welcome addition to the corpus of Civil War philatelic literature.—Charles Snee

## **SPECIAL MAIL ROUTES OF THE AMERICAN CIVIL WAR**

*Special Mail Routes of the American Civil War*, a new book by Steven C. Walske and Scott R. Trepel, bears a supplementary title: “A Guide to Across-the-Lines Postal History.” Although published by the Confederate Stamp Alliance, *Special Mail Routes of the American Civil War* has much to interest those who collect mails of the Union side.

First, it updates much of what has been published in past years. As the authors point out, a great deal of information previously buried in archives or in dormant collections has surfaced in the recent years, information that is nicely sorted out, compiled and evaluated in this new book.

Second, and equally important, the book includes much data never previously published.

As the titles of the book’s ten chapters tell us, the subjects included make up a comprehensive examination of how mails crossed the lines during the Civil War.

Chapter 1 is an introduction, following the usual practice. Chapter 2 deals with the suspension of the federal mail system in the seceded states, describing the affected routes between north and south.

Chapters 3 and 4 cover the private express routes, and Chapter 5 examines flag-of-truce routes. Trans-Mississippi routes are dealt with in Chapter 6 and blockade-runner activities in Chapter 7.

Chapter 8 is about the trans-Rio-Grande routes and Chapter 9 deals with what may be the most obscure subject of all—the covert mail routes. Much of what was secret in the Civil War is still secret, and not easily unearthed today.

Chapter 10 concerns the private express routes of the Confederacy. Seven appendices follow, including valuable censuses of covers in various categories. A bibliography completes the package. The book does not include a detailed index.

***Special Mail Routes of the Civil War*, by Steven C. Walske and Scott R. Trepel. \$65 postpaid from the Confederate Stamp Alliance, c/o Tony Crumbley, P.O. Box 681447, Charlotte, NC 28126. Hardbound, 290 8½x11 inch pages, with over 250 illustrations, mostly of covers in color.**

This work provides a method of organizing each subject, called a “Summary Classification,” included at the end of each chapter. As is noted in the publisher’s foreword, the summary classifications

are being carried over into the new and revised version of the Deitz CSA catalog, now in process as a collaborative effort of several authorities on Confederate stamps and postal history.

*Special Mail Routes of the American Civil War* and the new catalog will provide a highly useful set of references, not only to collectors of Confederate stamps and postal history, but to those collecting Union postal history of 1860-65. I recommend this book as an important reference in one’s library.—Richard B. Graham ■

## IN MEMORIAM

### HUBERT C. SKINNER, 1929-2009

On February 26, 2009, philately lost a giant and many of us lost a good friend and mentor. Dr. Hubert C. Skinner was one of those rare individuals whose interest and expertise in all aspects of 19th century United States and Confederate philately and postal history were both broad and deep. He was noted for the meticulous philatelic scholarship in his numerous publications. He won top awards for exhibits as wide ranging as the U.S. 1¢ 1851 issue, the U.S. 1869 issue, cross-border postal history, New York postal history and 19th century British stamps. His exhibits appeared 12 times in the APS Champion-of-Champions competition.

Hubert was a recognized authority on United States cancellations. With Amos Eno he co-authored *United States Cancellations 1845-1869* (1980). In his article “The Cancellations and Postmarks of New York City: 1845-1876, Their Usage and Their Postal History,” published as part of the Philatelic Foundation’s seminar series (1992), Hubert demonstrated that New York had separate sets of foreign mail, domestic inter-city and domestic intra-city cancellations. Based on an enormous accumulation of covers and cover records (arranged chronologically), he showed that distinctive New York foreign mail obliterations first appeared in mid to late 1851, not in early 1870 as previous authors had stated. From the fall of 1861 onward, all inter-city domestic letters were postmarked and cancelled with duplex devices that were always struck in black. The foreign mail division never used duplexes until 1875.

Hubert won gold and large gold medals at AMERIPEX 1986 and CAPEX 1987 for his collections of New Orleans before and during the Civil War. In a 1978 *Congress Book* article he detailed the plating characteristics of the New Orleans postmaster provisional stamps. This was one of his major research studies, correcting earlier platings of the 2¢ stamp. He co-authored *The New Dietz Confederate States Catalog and Handbook* (1986). Rejecting Dietz’ 1929 classification, it listed as handstamp provisional markings both those that were struck on blank stationery and sold in advance together with handstamped rate markings applied when the letter was mailed. Hubert first enunciated this new classification in his 1978 American Philatelic Congress book article, which was en-



titled “New Orleans Postmaster’s Provisionals—Plating and Postal History.” He reasoned that all handstamped paid and manuscript paid were provisionals as they served temporarily, pending the appearance of the regular issue, or during a temporary shortage of the regular stamps.

Hubert was deeply involved with the *American Stampless Cover Catalogue*, beginning as a section editor under Nort Sampson in 1971. As an Associate Editor for Volume 1 in 1985, he was involved in every section: editing, compiling data, and making postmark tracings. He was Senior Editor of Volume 2 (1987) and Volume 3 (1993), fully or materially writing or editing the first 157 pages of Volume 2.

Hubert served as the 1851-61 section editor of *The Chronicle* since August 1992. He co-edited with Charles J. Peterson *The 1851 Issue of the United States Stamps: a Sesquicentennial Retrospective* (2006) and authored or co-authored seven of its articles.

Hubert served as Treasurer of the American Philatelic Society (1978-1983) and as an APS vice president (1974-1977). He was elected to several terms on the APS Board of Directors, and served for 30 years as trustee of the American Philatelic Research Library (1975-2005). He was accredited as an APS judge in 1976. The U.S. Philatelic Classics Society honored him with the Ashbrook Cup (1991) and the Distinguished Philatelist Award (1992). Other honors included the APS Luff Award (1994, for Distinguished Philatelic Research), the APS Writers Hall of Fame, the McCoy Award (1978), the August Dietz Award (1979, 1986), the Sid Coyne Memorial Award, the A. Earl Weatherly Award (1986) and the Confederate Stamp Alliance Trophy (1974). He was president and served on the board of directors of the Crescent City Stamp Club of New Orleans. Hubert was a life member of the U.S. Philatelic Classics Society, the American Philatelic Society, the American Philatelic Congress (co-editing three Congress books, 1978-80), the American Philatelic Research Library and the United States Stamp Society. He was a contributor to the Philatelic Foundation and a member of the Royal Philatelic Society (London), the Postal History Society (Canada), the Confederate Stamp Alliance, the Collectors Club of New York, the United States Cancellation Club, the American Association of Philatelic Exhibitors and numerous other philatelic organizations.

A native of Oklahoma, Hubert graduated from the University of Oklahoma (1951, 1953, Ph.D 1954) and moved to New Orleans to work as a geologist for Texaco. He was a geology and paleontology professor for 43 years at Tulane University in New Orleans, where he directed numerous doctoral and masters theses. He authored seven books and nearly 200 articles and scientific notes on geology and related subjects.

Well remembered for the trunk full of albums he brought to the annual philatelic gathering (the “Happening”) in New Orleans and for his eBay sleeper buys, Hubert will be greatly missed by his many friends. Three daughters and eight grandchildren survive him. —Dwayne O. Littauer■

### ADDITIONAL ANSWER TO PROBLEM COVER IN CHRONICLE 219

Discussed in *Chronicle* 221, the New Orleans “WAY” cover that was our problem cover back in *Chronicle* 219, shown here again as Figure 1, continues to generate commentary. Route Agent Michael McClung provided the following: “This is a double-weight cover (1/2-1 ounce) paid by the two 3¢ stamps. After 1 January 1853, there was no extra charge for steamboat Way handling in New Orleans. The “WAY” handstamp was applied by a New Orleans postal clerk on incoming mail that was handed over by steamboat captains who had received such letters en route to New Orleans. Ashbrook’s *Special Service*, Issue No. 58, page 459 (1 January 1956) explains the discontinuance of the way fee. Ashbrook quotes from a 23 December 1852 letter from Washington headquarters (published in the *New Orleans Daily Picayune* on January 5, 1853) addressed to New Orleans Postmaster M. Musson and signed by S. D. Jacobs, First Assistant Postmaster General:

“The Postmaster General fully coincides with me in the opinion that the charge of one cent additional on letters brought by steamboats on the Mississippi River to New Orleans, is not authorized by a proper construction of the law and regulations of the Department, and the practice should be discontinued; and where the one cent is demanded by steamboats or their agents for the delivery into your office of such letters, it should be paid



**Figure 1. Problem cover from *Chronicle* 219, revisited. Route Agent Michael McClung provided additional evidence to support the observation that this is a double-rate cover (1/2-1 ounce) paid by the two 3¢ stamps.**



out of the regular rates, and not added to the legal postage of the letter received.”

Editor’s Note: In a letter written 6 April 1855 to the Post Office Department, New Orleans Postmaster William G. Kendall (quoted in *The Great Mail – A Postal History of New Orleans* by Huber and Wagner) described the practice followed in New Orleans: “The Unpaid letters brought here by steamboats are called ‘Way’ when the steamboat is a mail carrier under contract, and when brought by other steamboats they are called ‘STEAM’ and thus stamped. We pay the carriers who bring ‘Way’ letters 1¢ and ‘STEAM’ 2¢ each. These are not drop letters because they are taken from the boats the moment they land by the local mail agent, Mr. Denzel, and brought to this office and thereupon are stamped and charged as above described.”

This would tend to confirm that the Figure 1 cover was a prepaid double-rate letter, that the way marking was used to indicate the letter originated elsewhere and was possibly applied as an audit device, indicating that 1¢ had been demanded by the steamboat or its agent. While there appears to be some conflict between the 1853 and 1855 documentation above, perhaps the rate change of 1 April 1855 influenced the policies.

### ANSWER TO PROBLEM COVER IN CHRONICLE 221

For the problem cover in *Chronicle 221*, shown here as Figure 2, answers were provided by Route Agents Hank Berthelot, Michael McClung, Bob Watson, and John Wright. Their responses have been condensed as follows: The letter rate from the United States to



**Figure 2. Problem cover from *Chronicle 221*. This double-weight 5¢ GPU-rate cover to England was underpaid by 1¢. The resulting fine produced a total collection in England of 5½ pence.**

England had been reduced to 5¢ per half ounce on 1 July 1875, reflecting new rates under the General Postal Union. This was a double-weight letter (as indicated by the pencil “2” notation in the upper left corner) requiring 10¢ postage. The letter was prepaid with only 9¢ postage.

There is a pencil “45” on the right, under the three stamps, representing the 9¢ converted to centimes of the Latin Monetary Union. On insufficiently prepaid letters from 1 July 1875 until 1 April 1879 the total that should have been paid was doubled, and the total paid subtracted, which resulted in the total postage due. In this case the total that should have been paid was 10¢ which was doubled to 20¢, with the total payment of 9¢ subtracted, resulting in 11¢ (or 5 1/2 British pence) due in Great Britain, as indicated by the black manuscript “5 1/2” pence due marking. The “BIRMINGHAM 9L NO. 7 75” receiving mark next to the address confirms the year date.

### PROBLEM COVER FOR THIS ISSUE

Figure 3 illustrates a cover sent to us by the editor of our Prestamp and Stampless section, Dr. James W. Milgram. He describes the cover as a white envelope with slight staining left and right, bearing black “PAID J.M.M.” straight line and a large black “6”. The origin postmark reads “CONCORD N.H. OCT 16” with duplex target. On reverse is well-



**Figure 3. Problem cover for this issue. The questions are: What is the use, what are the reasons for the “6”, the “PAID J.M.M.” and the reverse-side “OLD POINT COMFORT VA OCT 18” postmark? Can a year of use be determined?**

struck double circle “OLD POINT COMFORT VA OCT 18.” There is no year date in either postmark. I looked at this under a dissecting microscope and I cannot tell which marking is over the other. The cover is addressed: “Assistant Surgeon D.P. Dearborn 4th Regt. N.H.V. Tenth Army Corps Fortress Monroe, Va.”

The questions are: What is the use, why the 6, the PAID J.M.M. and the reverse-side postmark? Can a year of use be reasonably determined?■

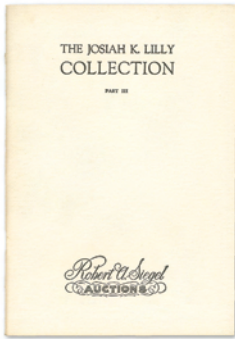
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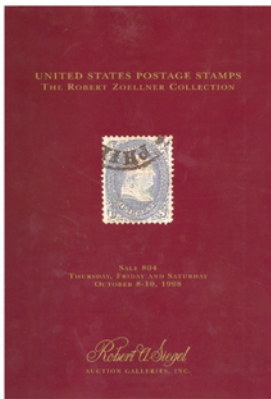
Lilly 1967



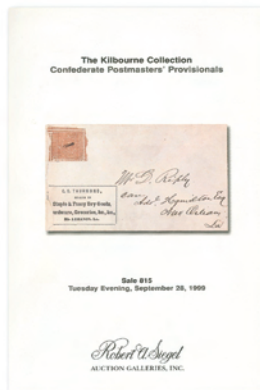
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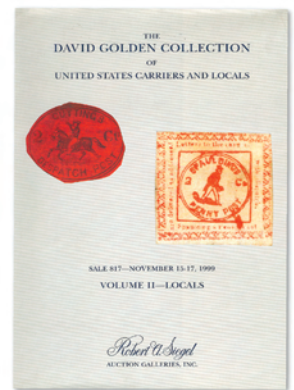
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Zoellner 1998



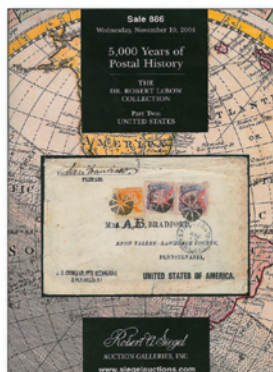
Kilbourne 1999



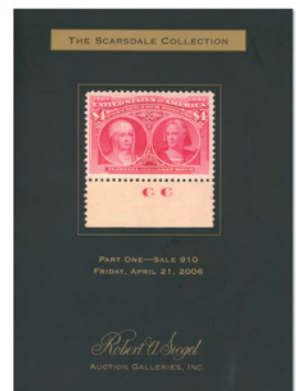
Golden 1999



Hall 2001



LeBow 2004



Scarsdale 2006

*Great collections have one name in common.*