

The Chronicle

of the U.S. Classic Postal Issues



Mulready facsimile envelopes were widely used by U.S. stamp dealers in the 19th century. This cover, created by Boston dealer E. A. Holton, was sent registered in 1883 to Modena, Italy. The addressee, Charles (Carlos) Dena, was a brother of the more famous Emilio Dena, who founded the Italian stamp dynasty that still endures. From Steven Belasco's continuing series exploring the postal history of U.S. stamp collecting in the 19th century, page 155.

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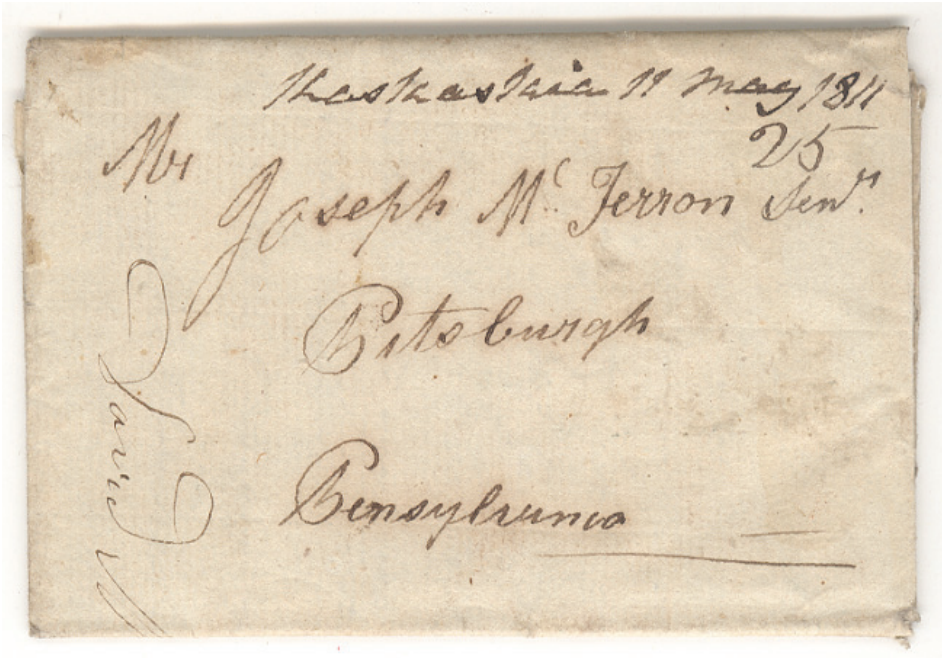
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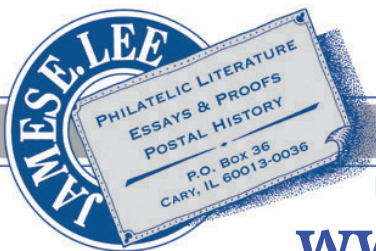
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The Chronicle

of the U.S. Classic Postal Issues

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IN THIS ISSUE: FOOTNOTES VS. ENDNOTES

While there may still be troubles in the external economy, the classic U.S. stamp economy is doing just fine. At 104 interior pages and four covers, this is the fattest *Chronicle* we have ever published—so big that there's been some question whether our stapling technology can hold it all. If you are reading a well-bound issue of the May 2010 *Chronicle*, you will know that our Society has surmounted another barrier.

This *Chronicle* continues Steven Belasco's ongoing exploration of the spread of the stamp hobby during the 19th century, using stamp-dealer advertising envelopes as archival evidence. The current installment, dealing with the decade of the 1880s, begins on page 155. A colorful artifact from Belasco's study graces our cover.

Three formidable collectors—James W. Milgram, Robert G. Metcalf and James W. Curtis—join forces in our 1851 section to catalog the postal markings of the Louisville and St. Louis Mail Route. The authors have located 12 different marking types, all of which are illustrated in their study, which begins on page 108. Respecting reference annotation, it's our style in the *Chronicle* to use footnotes (placed at the bottom of each page) rather than endnotes (placed at the end of each article). In your editor's opinion, shared by most, footnotes are more reader friendly. But for highly visual articles such as this St. Louis Mail Route piece, footnotes sometimes cause huge layout problems. In such instances, we'll break the rules, using endnotes instead. See page 117.

A fascinating article in our Bank Note section, beginning on page 124, explores postal markings created from rubber bottle-stoppers. Most such stoppers bore size numbers, which printed in negative form when the stopper was used as a marking device. The author of this article, Richard D. Sheaff, is a newcomer to these pages, but well-known in the stamp community both as a stamp designer (responsible for the design or art direction of more than 300 U.S. stamps) and as a collector of Victorian printed ephemera. For a wonderful pleasure-trip, check out his website at sheaff-ephemera.com.

Larry Lyons, carriers and locals author and editor of *The Penny Post*, a scholarly quarterly devoted to U.S. carrier and local issues, takes a busman's holiday this month to contribute a short piece on the Boston Penny Post to our 1847 section. Lyons' article—engagingly entitled “The Moniker and the Misnomer”—begins on page 106. Turned covers are usually associated with Confederate adversity, but that's not always the case. Simple prudence justified the practice even when times were good and paper available. In our 1861-69 section, page 119, Michael C. McClung presents some interesting turned covers involving 3¢ 1861 stamps, many created by mailers who could afford fresh envelopes.

In our stampless section, page 97, James W. Milgram continues to catalog postal markings bearing integral rates, this time listing and discussing marking devices associated with drop-letter mail. Also continuing is George G. Sayers' elucidation of plate varieties on the 1873 Official stamps. Sayers' subject this time (page 129) is the State Department.

Our foreign-mails section leads off (page 139) with a well-researched and provocative piece by Robert S. Boyd, another newcomer to these pages. Boyd writes about covers sent to various German states in the 1857-61 era with 24¢ postage prepaid. Such a rate never existed, but covers survive showing this franking and Boyd provides a possible explanation for them. This is followed by a short piece by Richard F. Winter (page 150), documenting covers from a transatlantic contract-mail sailing that carried only ship letters. All this plus three book reviews and the Cover Corner. Enjoy! ■

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PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

DOMESTIC POSTMARKS SHOWING INTEGRAL RATE WITHIN THE CIRCULAR TOWNMARK: DROP RATES

JAMES W. MILGRAM, M.D.

This continues a series of articles concerning dated town markings that contain 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 is part of but outside the circular datestamp. Articles in *Chronicles* 216 and 222 discussed integral rate markings, on which the rate information is contained within the marking. The *Chronicle* 216 article was devoted to markings from the 1845-1851 period and the *Chronicle* 222 article discussed markings from the 1851-1855 period. An article in *Chronicle* 223 discussed integral rate markings showing California rates. Our subject this time is integral rate markings showing drop-letter rates.

The drop rate, for mail addressed to recipients within the town of origin, did not change much during the stampless period. From 1794 until 1845 it was 1¢, except for a 50 percent elevation during 1815-16. With the major rate changes effective 1 July 1845, the drop rate was doubled to 2¢, but then with the 1851 rate changes it was rolled back to 1¢, at which level it remained until 1863.

A few larger cities used integral rate 1¢ or 2¢ markings on drop letters. These are listed alphabetically in Table 1. The first column in the table shows the city and other information as presented in the marking. The second column shows the years for which cov-

Marking	Date	Reference
Hartford CT PAID 1	1851	Used for paid drop letters and circulars after July, 1851
Boston. 1	1851	Figure 2; intended for circulars but used on drop letters too
Boston. 2 cts	1845-51	Figure 1; 1852-53 uses known; applicable to circulars later
Cazenovia N.Y PAID	1853	Figure 4
Charleston S.C. 1 CENT	1851	Figure 10
Charleston S.C. 1	1852	Figure 11
Cincinnati PAID 1	1851	
Cincinnati 1 PAID	1852-53	
Cincinnati 1 UNPD.	1855-57	Figure 3
Galveston Tex. 1 PAID	1854	
Georgetown S.C. 1	1853	Figure 12
Johnstown N.Y. PAID 1 CT	1850s	
Kingston NY. DROP 2	no date	Figure 9; unlisted in stampless cover catalog, red
Nashville T. PAID 1	1855	
New York 2 cts	1845-51	Used on circulars and then drop letters
New York 1 Ct.	1851-56	Figure 5
New York PAID 1 CT	1853-58	
Philadelphia Pa. 1 PAID	1851-52	
Richmond Va. 1	1854	
Syracuse N.Y. 2	1850	Figure 8; unlisted in stampless cover catalog
Troy N.Y. 1ct	1852-54	
Troy, N.Y. 2 cts.	1851	Figure 6
Utica N.Y. 2cents	1849	
Utica N.Y. 2	1851	Figure 7; unlisted in stampless cover catalog

Table 1. Integral rate postmarks found on stampless drop letters.



Figure 1. The drop rate was 2¢ during the 1845-1851 period. This 1851 cover shows a strike of the 2¢ integral rate handstamp used at Boston prior to July 1, 1851.

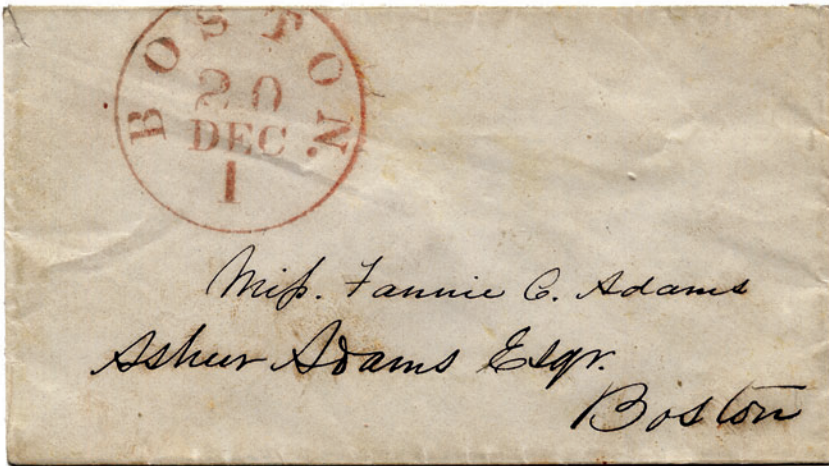


Figure 2. At almost all other times during the stampless period (prior to 1855) the drop rate was 1¢, as shown here on another integral rate handstamp from Boston.

ers are known. Because of similar rates, these markings are sometimes found on circular mail. Some instances of overlapping are noted in the third column of the table, which also includes other information, including photo references. Integral rate markings found on circular mail will be discussed in the concluding installment of this series.

As noted, the drop rate was 2¢ from the mid-1840s until the rate changes of 1851. The cover in Figure 1 shows a letter from Boston that illustrates the 2¢ drop rate. The marking reads “BOSTON/2 JAN/2cts”, and the letter was posted in 1851, before July 1.

Figure 2 shows a Boston integral rate drop marking from the next period, after the drop rate had reverted to 1¢. The marking reads “BOSTON./20 DEC/1”. The letter is addressed to Frances Caroline Adams, who subsequently married Joshua Lawrence Chamberlain, hero of the battle of Gettysburg.



Figure 3. The drop rate could be paid or unpaid. Only Cincinnati had a special handstamp for unpaid drop letters. The word “present”—indicating the city of posting—appears frequently in the addresses on drop letters of this era.



Figure 4. The unusual postmark on this drop cover from Cazenovia, New York, shows the date and “PAID,” but indicates no rate.

Illustrated in Figure 3 is one of the most unusual drop-rate markings known. The example shown, “CINCINNATI, O. 1 UNPD. JAN 14” stamped in Prussian blue, is addressed to merchant William E. White. Indicating local address by “present” was a shortcut used on many drop letters. The drop rate could be prepaid or unpaid, but only Cincinnati had different handstamps for each.

As just stated, the 1¢ drop charge during the 1850s could be paid or unpaid. Figure 4 shows an unusual postmark from Cazenovia, New York, with date and “PAID” but no rate. The cover is addressed to Cazenovia, so this is certainly a drop use.

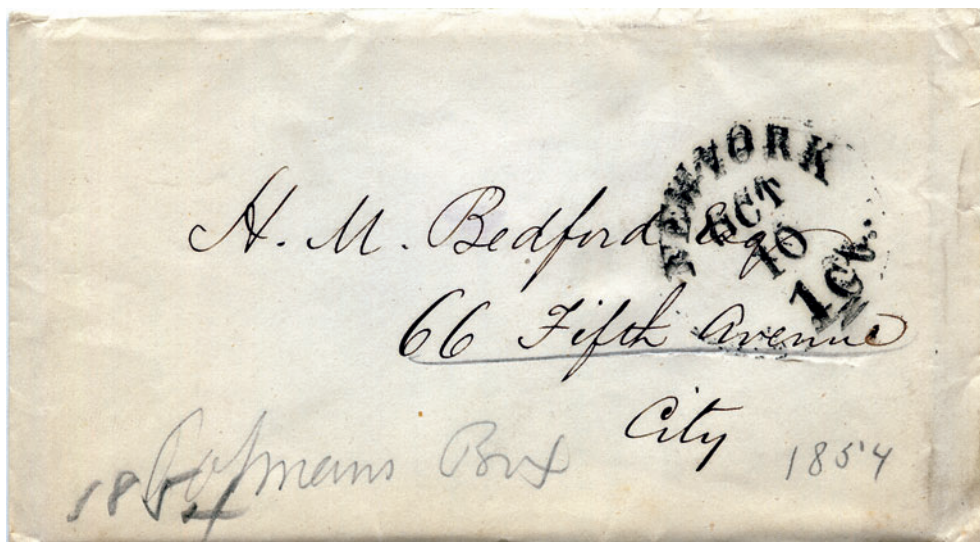


Figure 5. An unpaid drop-rate cover from New York City during the mid 1850s. This was placed in a post office box rather than being delivered to the street address shown.



Figure 6. Another example of an integral 2¢ drop-rate postmark, here on a cover from Troy, New York.

The unpaid drop letter in Figure 5, addressed to a well-known physician in 1854, was placed into a post office box rather than being delivered to the street address shown. The pencil notation at lower left appears to say “Postman’s Box.” Home delivery would have incurred an additional carrier charge. The marking reads “NEW YORK OCT 10 1 Ct.”

Troy, New York, created a series of postmarks used on both drop letters and circulars. The cover in Figure 6 shows a very late use of the 2¢ drop-letter rate, from mid-June, 1851. The 2¢ drop rate ended on June 30, 1851. The marking reads “TROY, N.Y. 18 JUN 2 cts.” Troy markings from this era are typically struck very crisply.

The drop letter in Figure 7 shows the name of the city, Utica, New York, and a large 2 in blue. The address shows that it is a drop use, again quite a late showing of the 2¢ rate



Figure 7. Handstamped “2” markings with the city and rate but no date are typically intended for printed circulars. On this cover, posted at Utica, New York, and addressed to the same city, the marking was used to rate a drop letter.



Figure 8. “SYRACUSE N.Y. 2” marking on a drop-rate cover from the 1845-1851 period. This marking and the large “2” marking in Figure 7 are not listed in the current stampless cover catalog.

that prevailed only in 1845-1851. Markings showing the city and rate but no date are typical of markings intended for printed circulars. One has to assume that this marking was created for use on circulars, probably the 1845-1847 rate, and that it was brought into use again in the late 1840s for marking drop letters.

The writer has a drop-rate cover showing a very similar “SYRACUSE N.Y. 2” marking. This is shown in Figure 8. Both the large integral “2” markings in Figures 7 and 8 are unlisted in the current stampless cover catalog.



Figure 9. This undated red postmark with “DROP 2” within the circular town marking is very unusual. The cover is from Kingston, New York, and must date from the 1845-51 period.

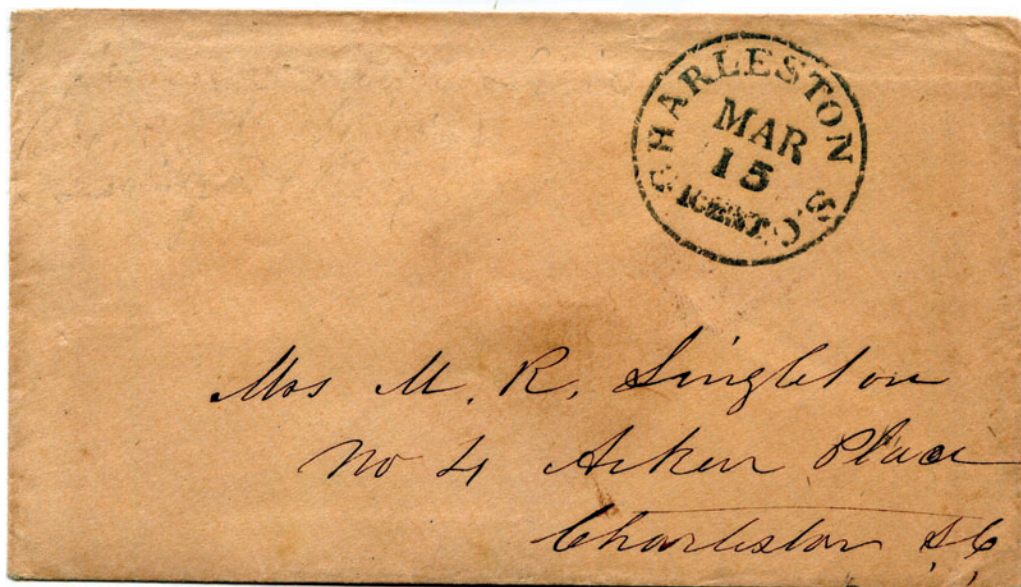


Figure 10. “CHARLESTON S.C. 1 CENT,” dated March 15 but lacking a year date.

Figure 9 shows another 2¢ drop-rate cover. The marking is very unusual because it contains the word “drop.” The marking legend reads “KINGSTON NY. DROP 2” in red, with no date. Again, such a marking could only have been used during the 1845-51 period.

As a rule, stampless drop letters show a 1¢ rate. The cover in Figure 10, with “CHARLESTON S.C. 1 CENT” lacks a year date. Another Charleston cover is known with a marking that shows only the numerical rate “1”.

The cover in Figure 11, with “CHARLESTON S.C. 1” in blue, docketed 1855, is a



Figure 11. This marking with a large “1” within a blue circle with “CHARLESTON S.C.” dates from 1855. Even this late, this was still a due letter. To prepay, the sender would have used a 1¢ 1851 stamp.



Figure 12. This marking from Georgetown, South Carolina, contains the largest “1” handstamp seen in this study. Because this 1853 cover was carried privately into the Georgetown post office, the “Steamer General Clinch” notations probably have no postal significance. However, it is a bootlegged letter from outside of Georgetown.

typical integral-rate drop cover. Of course, most stampless drop letters do not show integral-rate postmarks.

The cover in Figure 12 bears an interesting postmark that could be used for unpaid drop letters unpaid or (with a PAID handstamp) on prepaid circulars. The marking reads “GEORGETOWN S.C. 1” and the year is 1853. This is the largest “1” handstamp found in any of the postmarks in this study. This cover was bootlegged from Watchesaw, a 19th century rice plantation on the Waccamaw River. One cent was collected from the recipient. The Steamer *General Clinch* is known to have carried mail into Georgetown, but the notations on this cover probably have no postal significance. ■

Coming attractions...



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THE MONIKER AND THE MISNOMER:
THE BOSTON “PENNY POST”

LARRY LYONS

The words “Penny Post” were used by many of the various local posts that operated to facilitate local delivery of mail within a city. These local posts also brought letters to the post office. Usually the name of the post was part and parcel with the “penny post” moniker. Some examples are Clark & Hall’s Penny Post, Clinton’s Penny Post, Cressman & Co.’s Penny Post, Davis’s Penny Post, DeMings’s Penny Post, Kellogg’s Penny Post and New York Penny Post. The words “penny post” had a good ring to them. They let customers know the cost of the service without saying it outright.

The words “penny post” also referred to government carrier service, especially in the colonial period before carrier services became bonded, well organized, reliable and started issuing their own adhesives. One could write on a letter “Penny Post Please deliver” and the government carrier at the destination city would add his carrier fee to the postage due and collect it all from the recipient. If the letter was refused the postage and the carrier fee were both lost.

Boston was the only major city to issue carrier adhesives with the words “Penny Post” and no other identifying name. Carrier adhesives were issued in Boston in February 1849

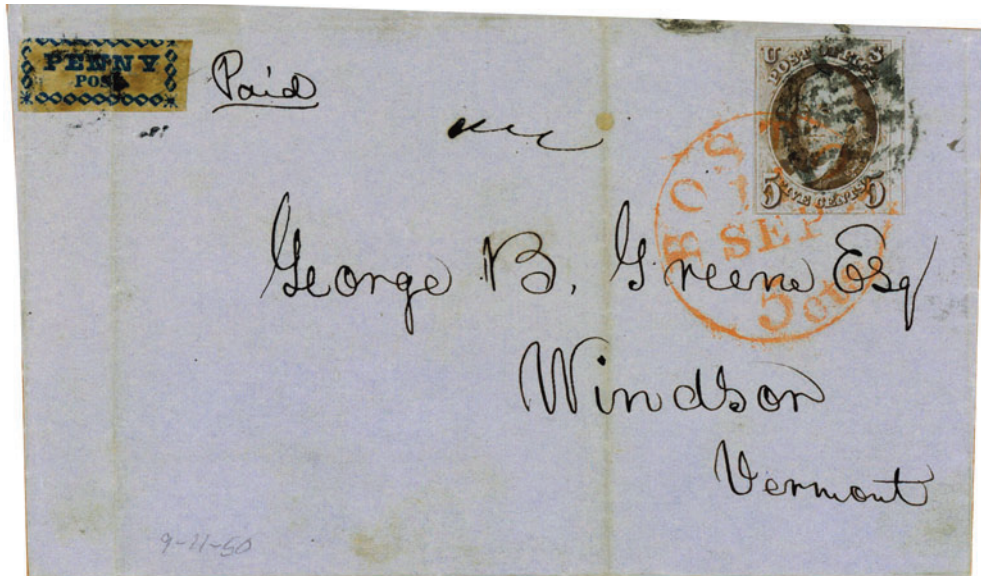


Figure 1. Cover from Boston to Windsor, Vermont. The Boston “PENNY POST” carrier adhesive indicates a carrier took the letter to the post office. The 5¢ 1847 stamp paid the postage from Boston to Windsor and the pre-purchased carrier adhesive paid the 1¢ carrier fee.

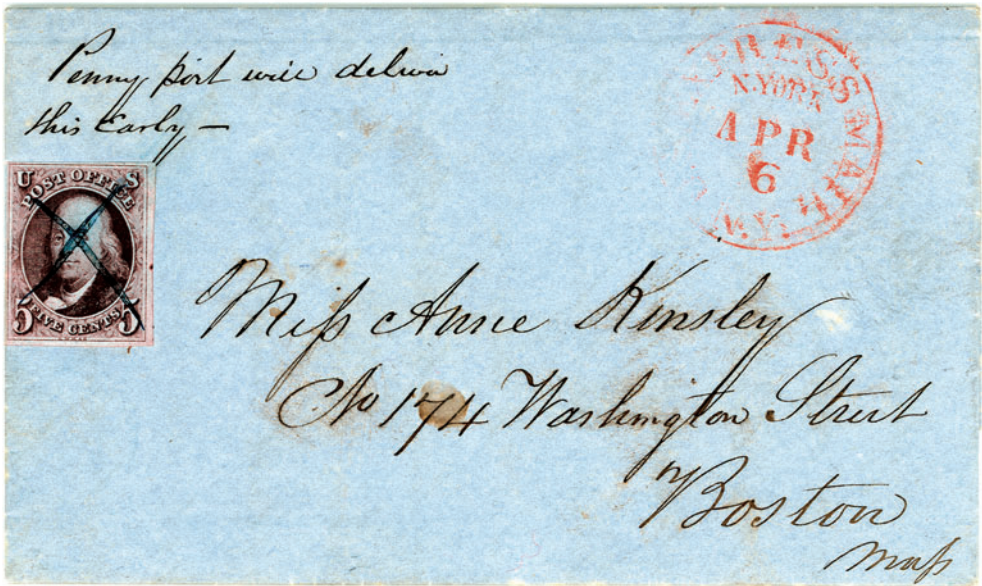


Figure 2. Sent by Express mail from New York City to Boston with postage prepaid by the U.S. 5¢ 1847 stamp. Through the notation “Penny Post will deliver this early” the sender told the Boston post office to deliver this letter by carrier. The 2¢ carrier fee for delivery from the mails was collected from the addressee.

under the direction of James H. Patterson, who was superintendent of the Boston Post Office City Delivery, beginning his term January 22, 1849. At this time, the Postmaster General directed a reduction of the carrier fee for city letters from 2¢ to 1¢. Delivery of letters from the mails remained at 2¢. The pre-purchased “PENNY POST” stamps at 1¢ placed on letters would ensure their delivery prepaid to all parts of Boston, but not beyond Dover Street. This did not include letters to the post office from places outside the city, which could be charged 2¢.

Let’s take a look at two Boston carrier covers with 1847 adhesives. Figure 1 is an example of an outbound letter from Boston to Windsor, Vermont. The Boston “PENNY POST” carrier adhesive indicates the carrier took the letter to the post office. The pre-purchased carrier adhesive paid the 1¢ carrier fee. The U.S. 5¢ 1847 stamp paid the postage. The sender paid the carrier to apply the postage. There are 23 recorded covers with the Type I (Scott 3LB1) adhesive in combination with the U.S. 5¢ 1847 issue stamp, according to a census by Bob Meyersburg.¹ No covers are recorded with the Type I Boston carrier adhesive and a 10¢ 1847 stamp.

The second example of a Boston carrier cover with an 1847 stamp is shown in Figure 2. This letter was sent by Express mail from New York City to Boston with the postage prepaid by the U.S. 5¢ 1847 stamp. The sender wrote “Penny Post will deliver this early.” This notation told the Boston Post Office to deliver this letter by Boston carrier. The carrier would make three deliveries a day and the direction to “deliver this early” was a request for the first delivery. The carrier fee for delivery from the mails was 2¢. That fee was collected from the addressee at 174 Washington Street. So, in this case, the “penny post” moniker was a misnomer since the fee to the “penny post” was 2¢. ■

¹ “1847 Postage Stamps Used in Combination With Carrier and Local Adhesives,” *Chronicle* 151, pp. 160–63; *Chronicle* 152, pp. 230–234; *Chronicle* 153, pp. 10–14; *Chronicle* 156, pp. 241–46.

LOUISVILLE AND ST. LOUIS MAIL ROUTE POSTAL MARKINGS

JAMES W. MILGRAM, M.D., ROBERT G. METCALF AND JAMES W. CURTIS

Route agents were Post Office Department employees assigned to various mail routes to expedite mail delivery. On steamboats, one of their functions was to gather and mark mail at sites on a river where there was no post office, so-called way letters. Route agents would also accept and mark letters brought directly to the steamboat and those written on board the steamboat during the voyage.

Milgram has described the various route-agent postmarks used on the Louisville and Cincinnati route, one of the largest and most important river mail routes.¹ This article concerns a second group of waterway route-agent postmarks, from a different company, over a 650-mile stretch of the Ohio and Mississippi Rivers. The Louisville and St. Louis Mail Route postmarks include some of the most unusual route-agent handstamps used during the 1850s.

We could not find anything in the philatelic literature to establish dates and duration of the company whose steamboats were used on this route. Inspecting about 25 covers, we almost always saw uses of the imperforate 3¢ 1851 stamp, even if no letter was present. The vast number of uses was from a three-year period, 1852-54. Stampless covers were always unpaid 5¢ due covers, 5¢ being the collect rate during the 1851-55 period for unpaid covers traveling less than 3,000 miles. There were few government entire envelopes. This differs greatly from the Louisville and Cincinnati markings, which were in use for 25 years or more.

The key to locating additional information came from one of the covers, which bore a manuscript “5103” route marking. We searched the House of Representatives contracts for this route and hit pay dirt. Figure 1 is a reproduction of parts of two pages (presented as a montage to save space) from the original House of Representatives contract for mail routes for the state of Kentucky. This is the only contract for this route, although later contracts also mention the service.

Then we found that John Eggen had discussed this route (5103) in *Simpson's U.S. Postal Markings 1851-61*.² Eggen describes how there was one weekly trip during the winter and three trips weekly during the other seven months. Eggen attributed markings reading “Louisville & Cairo M. Bt. Route” to winter trips of the Louisville and St. Louis route, but we feel such markings were used on a different route, connecting just Louisville and Cairo. Winter examples are known of various Louisville and St. Louis markings.

The original contractors were Sherlock and Shirley, important names in the steamboat trade. The route ran from April 1, 1851 to July 30, 1854 by this contract, which called for thrice-weekly steamboat service without interruption. There was additional service from

A report of contracts for the transportation of the United States mail in the State of Kentucky, made within the year preceding July 1, 1851.

706

Number, route, distance, service and schedule, as in contract.	Contractors.	Annual pay.	Commencement of service.	Termination of service.	Date of execution of contract.	Remarks.
5103. From Louisville, Ky., to St. Louis, Mo., and b., three times a w., without failure, in steamboats, from December 1 to January 1, and from July 1 to December 1, twice a w. to Cairo, and once a w. residue in each year, the second weekly trip between July 1 and December 1, to supply Evansville, Henderson, Smithland, Paducah and Shawneetown only, or \$119 97 for each through trip, or \$59 98 for each half trip; \$85 61 for each trip as far as Cairo, or \$42 80 for each half trip actually performed within schedule time and according to schedule; payable at the end of the quarter, on the certificate of the postmasters of Louisville and St. Louis; the intermediate offices to be supplied as follows: Brandenburg, Ky., Hainesville, Queensboro, Henderson, Shawneetown, Ill., Evansville, Ind., Smithland, Ky., Paducah, Cairo, Ill., Cape Girardeau, Mo., and Genevieve, three times a w.; Leavenworth, Ind., Cloverport, Ky., Troy, Ind., Newberry, Mount Vernon, Uniontown, Ky., Commerce, Mo., and Chester, Ill., twice a w.; Mansport, Ind., Rome, Cannellton, Stephensport, Lewisport, Ky., Anderson's River, Ind., Rockport, Elizabethtown, Ill., Golconda, Metropolis City, Caledonia and Selma, Mo., once a w., from December 1 to July 1 in	Thos. Sherlock and Z. M. Shirley.	\$15,000 00	April 2, 1851	June 30, 1854	July 25, 1851	Transferred from Buckles and Stewart.

each year; and from July 1 to December 1 to supply Evansville, Henderson, Smithland, Paducah and Shawneetown twice a w., and all others once a w.

The contractors to carry the mail for New Orleans and intermediate points from Louisville to Cairo, and from St. Louis to Cairo, if required by the Department. The Department to keep the mail messenger service as now kept up.

The Postmaster General reserves the right to annul the contract on and after July 1, 1852, without the allowance of one month's extra pay, as is usual in such cases. The schedule to be under the control of the Department, and the running time for the through service sixty-eight hours.

Leave Louisville every Monday, Wednesday and Friday, at 10 a. m.; arrive at St. Louis Tuesday, Thursday and Monday, by 6 a. m.

Leave St. Louis every Thursday, Saturday and Monday, at 4 p. m.; arrive at Louisville Sunday, Tuesday and Thursday, by 12 m.

Doc. No. 56.

Figure 1. Copy of the original 1851 contract for Route 5013, severed and presented here as a montage in order to save space.

St. Louis to Cairo and a weekly trip to Evansville, Henderson, Smithland, Paducah and Shawneetown. The number of times each week for service is mentioned for each town on the route. The New Orleans mail could be carried on these vessels if required. Note that the sentence “the Department will keep up the mail messenger service as now kept up” refers to the route agents on the vessels of the company. As is usual in these contracts, a schedule is described and the contractor was committed to fill the scheduled commitment.

No one could have predicted the vast amount of steamboat mail that was to travel on the Mississippi River. The service of the Louisville and St. Louis service was incorporated into the larger Ohio River to New Orleans mail. A new mail contract was begun so that there was a daily service between Louisville and New Orleans (for \$450,000 annually) with new low-pressure steamboats. This contract went to Glover and Mather. The route is discussed in Hugh Feldman’s book under different route numbers.³ This new route ran alongside the boats of the Louisville and St. Louis Route, No. 5103, which continued to run during its contract.

There was both express mail service and way mail service with different contracts for each. This is the first official mention of separate services for steamboat covers that the authors have seen. The Glover and Mather service was the express service. The daily way service between Louisville and Cairo and St. Francisville and New Orleans was a different contract. The daily way mail service between Cairo, Illinois and St. Francisville, Louisiana, was eliminated, lowering that contract to \$297,975 in March, 1853. A connecting line from St. Louis to Cairo, 172 miles and back daily, was let to John E. Caldwell for \$40,000. A new line run by J. H. Barker began October 1, 1853 to carry through mail between St. Louis and Louisville in 65 hours was let for \$75,000. This contract was for two years. All of these changes are described in the 1854 contracts (contracts are numbered for the previous year). The original route 5103 ran simultaneously with these new contracts. It is from this route that the route agent postmarks in this article are derived.

Since usage of many of the markings overlaps, we decided that the markings should be cataloged based on their type, with further details presented in each listing. We do not currently have sufficient data to catalog the dates of usage for each marking.

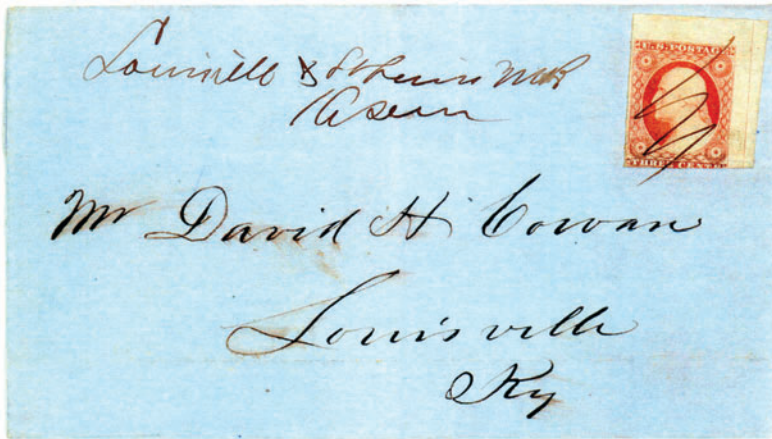


Figure 2. Type 1. “Louisville & St. Louis M R 16 Decm” on northbound letter, franked with a corner copy of a 3¢ 1851 stamp with manuscript cancellation.



Figure 3. Type 2. “Louisville & St. Louis Mail Route 5103 May 11” on northbound letter carried by the post office from an unknown town through Louisville to the east. Again, the franking is a single 3¢ 1851 stamp with manuscript cancellation.

Manuscript Markings

Type 1. “Louisville & St. Louis M R”. Figure 2 shows an example of this type of manuscript marking, which is the most plentiful of all the manuscript markings. The “MR” (for “Mail Route”) can be abbreviated or written out. The letter in the Figure 2 cover was written on board the steamboat *Fashion* on December 15, 1853. Addressed to Louisville and franked with a corner copy of a 3¢ imperforate 1851 stamp, this cover was written and posted on a northbound steamer. The writer is going to St. Louis and mentions he will stay there until he hears from his correspondent. Another example of this Type 1 marking, the well-known cover with the marking written “L. & St. Louis Mail rout June 27,” contains a letter dated 1854. Several different handwriting styles have been noted.

Type 2. “Louisville & St. Louis M R 5103”, giving the 5103 mail route number. The only known example of this type is shown in Figure 3. Addressed to New Jersey, dated



Figure 4. Type 3. “Louisville & St. Louis Mail Line Mch 2nd ‘52” with a single 3¢ 1851 stamp, on a cover to St. Louis.



Figure 5. Type 4. “Louisville & St. Louis S.B Mar 15” on a cover to New York City. Here the single 3¢ 1851 stamp is tied by a blue killer cancellation.

“May 11” and franked with an imperforate 3¢ 1851 stamp, this cover (which contains no letter) was written on board a steamer and carried by the post office from an unknown town through Louisville to the East. It also shows a faint red oval that reads “STEAMER/CRYSTAL PALACE”.

Type 3. “Louisville & St. Louis Mail Line”. The only known example of this variation is shown in Figure 4. This is a 3¢ 1851 cover addressed to St. Louis and written on board the *General Pike No. 9* in March, 1852.

Type 4. “Louisville & St. Louis S. B” Manuscript markings with this phrasing (“S. B.”—for Steam Boat—rather than “M.R.”) are quite scarce. Figure 5 shows an example. Franked by a single 3¢ 1851 stamp tied by a blue killer, this cover contains a letter headed St. Louis and dated March 12, 1853.

*St. Louis & Louisville M.R.
Sept. 8 52.*

Figure 6. Type 5. “St. Louis & Louisville M.R.” This manuscript marking is similar to Type 1, but shows the city names reversed. This is the example shown in Fred MacDonald’s book on waterway postmarks.

Type 5. “St. Louis & Louisville M.R.” This manuscript marking is similar to Type 1, but shows the city names reversed. A line cut of an example is shown in Fred MacDonald’s book on waterway postmarks.⁴ The full marking reads: “St. Louis and Louisville M R Sept 8 52”. A reproduction, as illustrated in the MacDonald book, is shown as Figure 6.

Handstamped Markings

Type 6. “LOUISVILLE & ST. LOUIS MAIL ROUTE” in oval with manuscript date. The dimensions of this oval marking are 38 by 22 millimeters. Two examples are shown in Figure 7. The authors had originally thought that the ovals in Figure 7 represented two different markings, but Editor Laurence presented convincing evidence that they represent different strikes from the same device. The upper cover in Figure 7, franked with a 3¢ imperforate stamp, is the earlier use. The letter within is dated Smithfield, Kentucky, 20



Figure 7. Type 6. “LOUISVILLE & ST. LOUIS MAIL ROUTE” in oval with manuscript date. The example at top ties a 3¢ 1851 stamp. The cover to St. Louis at bottom is one of very few stampless covers known to show a route-agent marking from this company. Most of the surviving covers bear stamps.

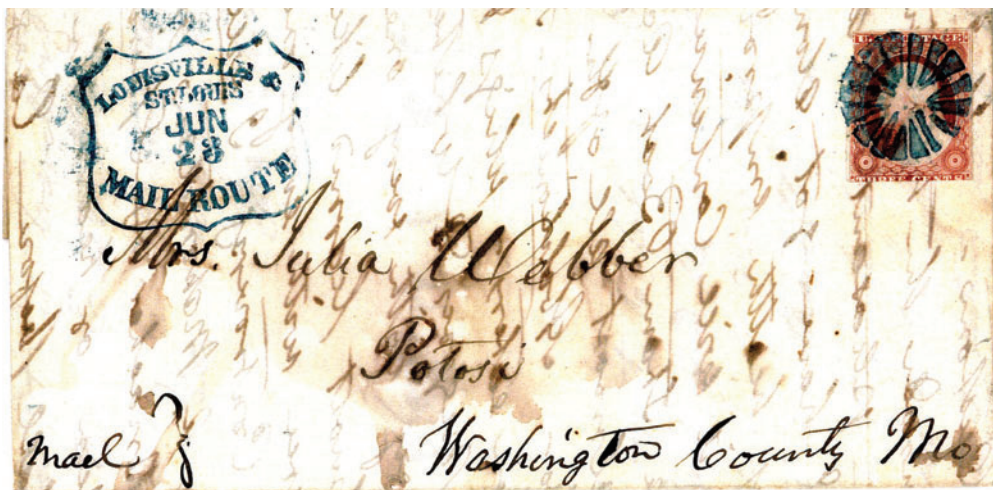


Figure 8. Type 7. “LOUISVILLE & ST LOUIS MAIL ROUTE” in shield, Markings struck in the rare blue ink make this one of the prettiest riverborne route-agent covers.



Figure 9. Type 8. The same marking as Type 7, in black instead of blue.

January 1852. This is a westbound letter. The lower cover, stampless with a due “5” rating, is the well-known example. It contains a letter from Paducah, Kentucky, dated May 15, 1853. This is one of very few stampless covers showing a route-agent marking from this company. An example with two 3¢ stamps is also known.

Type 7. “LOUISVILLE & ST. LOUIS/[date]/MAIL ROUTE” in blue shield. On the example shown in Figure 8, franked with an imperforate 3¢ stamp, the bright blue shield is matched by the fancy killer tying the stamp. The letter within is headed “Steam Boat Fashion 100 miles below Louisville.” Several times in the letter the writer comments that the boat is travelling “faster than the Misketers”: “With no more misquatoes I can sleep well at night...This is a regular packet running from St. L. to Louisv....Now about 200 first class passengers on bord...I have heard of the Presidential nominations Scott & Graham—well all wrong—but equal to Genl Pearce maybe....” This discussion year-dates the letter as 1852, which means the blue examples of this marking preceded the black variety.

Type 8. “LOUISVILLE & ST. LOUIS/[date]/MAIL ROUTE” in black shield. A west-to-east example is shown by the prepaid example in Figure 9. There is no letter, so the year date is not known. Another well-known example of this marking was Lot 191 of

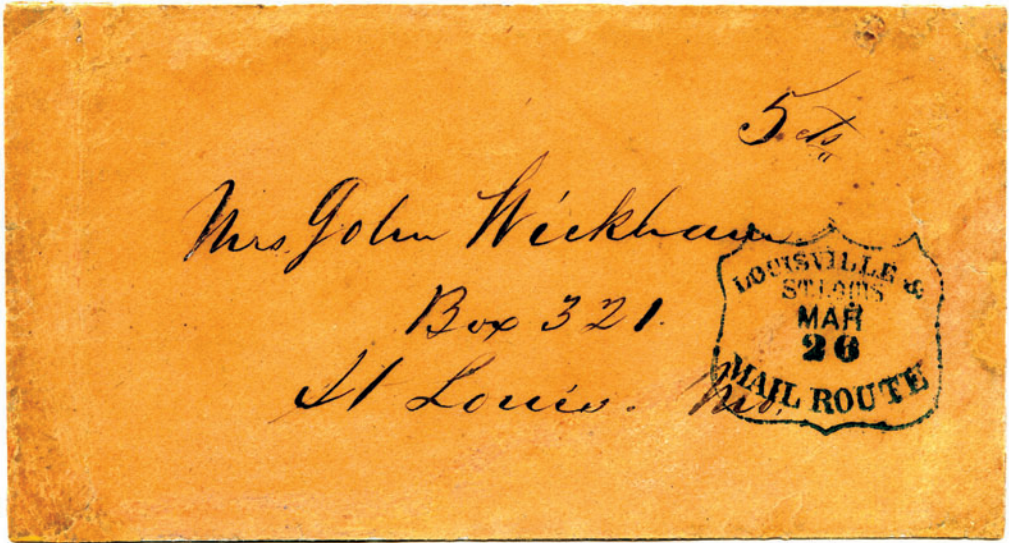


Figure 10. Type 8. This is the only known stampless cover showing the shield postmark. At this time the rate was 5¢ on unpaid covers but only 3¢ on prepaid covers.



Figure 11. Type 9. This black 32-millimeter circular marking uses an SB abbreviation (for “steam boat”) instead of MR. This is probably the most common of the handstamped markings used on this route.

the Eggen sale (Rumsey, 2002). That cover also has no letter, but has a blue corner card on its reverse. The 1855 year date attributed to this cover has not been confirmed; with a December 25 dating, it is more likely to be an 1854 use.

Figure 10 shows the same postmark on a stampless cover to St. Louis. This one does contain a letter, written on the steamer *Northerner*, dated 26 March 1854. At this time the rate was 3¢ if prepaid and 5¢ if unpaid. Note that the due 5 rating was applied in manuscript; apparently no handstamp was available.

Type 9. “LOUISVILLE & ST. LOUIS S.B./[date].” This black 32-millimeter circular marking is sometimes struck heavily. This is probably the most common handstruck

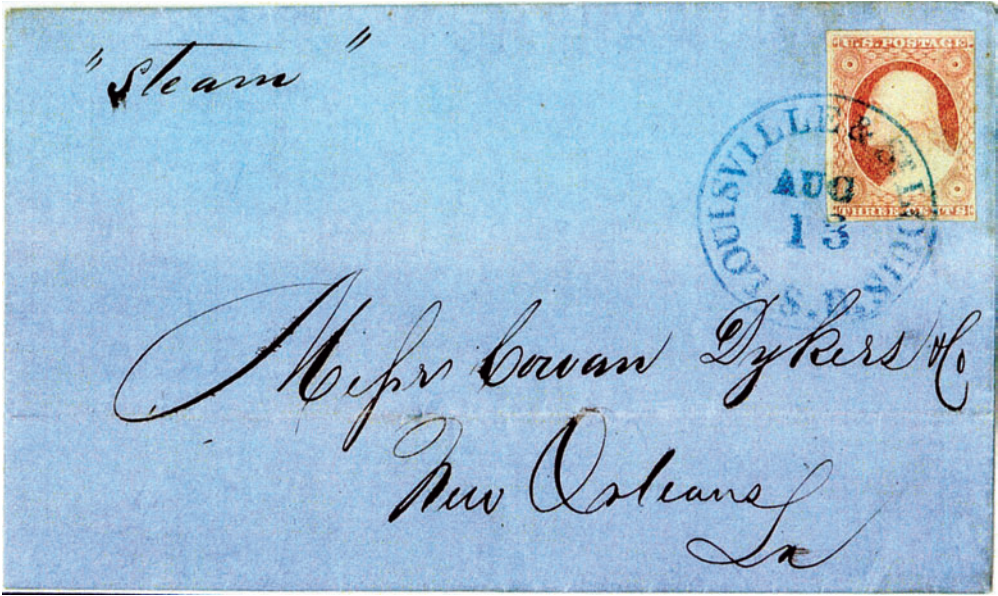


Figure 12. Type 10. This is the same 32 mm circular marking as in Type 9, but in blue. The contents of this cover from New Orleans indicate it was posted in 1853.



Figure 13. Type 10. This is the same Type 10 marking, in a darker blue, on a stampless cover to Texas with a handstamped “5” due rating.

postmark of this steamboat line. The example shown in Figure 11 is struck on a letter dated 1853 and headed “Steamer Moses Greenwood on a Bar below the mouth of the Cumberland.” The letter includes an interesting description of railroad and steamboat travel of the day.

Type 10. “LOUISVILLE & ST. LOUIS S.B./[date]”. This is the same 32 mm circular marking, but in blue. Figure 12 shows an example on a cover to New Orleans that contains an 1853 letter. Figure 13 shows this same marking, in a darker blue, on a stampless cover to Texas with a handstamped “5” due rating.



Figure 14. Type 11. “LOUISVILLE & ST. LOUIS MAIL LINE./[date].” This is a 32 mm single-circle marking with different wording, including the phrase “MAIL LINE” instead of “S.B.” Struck in red and dated June 1, this is the only known example of this marking.

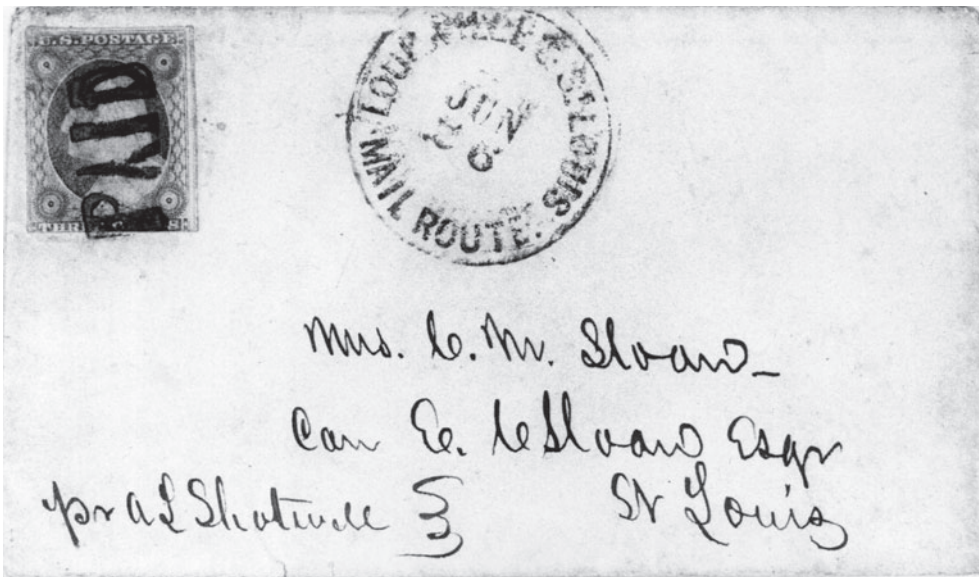


Figure 15. Type 12. Comparable to Type 11, but “MAIL ROUTE” instead of “MAIL LINE”. As with Figure 14, only one example of this marking is known. This photo was taken from the auction catalog in which the cover last appeared.

Type 11. “LOUISVILLE & ST. LOUIS MAIL LINE./[date]”. This is a 32 mm single-circle marking with different wording, the phrase “mail line.” Only one example is known, dated June 1 and struck in red. This cover is shown in Figure 14.

Type 12. “LOUISVILLE & ST. LOUIS MAIL ROUTE./[date]”. This marking is known on just one cover, which appeared in a Richard Frajola sale in April, 1991. The format is the same as Type 11 but the wording at bottom says “MAIL ROUTE” instead of

“MAIL LINE”. Both this and the Type 1 marking are shown as tracings in the MacDonald book.⁵ A black-and-white illustration of the cover showing the Type 12 marking, taken from the Frajola catalog, is shown as Figure 15.

The authors would like to acknowledge the assistance of Hugh V. Feldman in preparing this article. ■


¹ Milgram, James W., “Louisville and Cincinnati Mail Line Postal Markings,” *Chronicle* 217, pp. 8-20; 218, 88-96; 219, 184-188.

² Alexander, Thomas J., *Simpson’s U.S. Postal Markings 1851-61*; U.S. Philatelic Classics Society, Columbus, Ohio, 1979.

³ Feldman, Hugh V., *U.S. Contract Mail Routes by Water (Star Routes 1824-1875)*, pp. 116-122. Collectors Club of Chicago, 2008.

⁴ MacDonald, Fred, *Postal Markings of U.S. Waterway Routes 1839-1997*, Mobile Post Office Society, 1997.

⁵ *Ibid.*

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3¢ 1861 STAMPS ON TURNED COVERS

MICHAEL C. McCLUNG

The paper shortage in the South during the Civil War is well documented, and a good quantity of “adversity” covers, including some turned covers, are known from the seceded states during that time period. But turned covers from the 1860s are not exclusive to the South. Examples of this double usage can be found with U.S. stamps as well.

A turned cover is an envelope which, after its initial use, is opened up and turned inside-out for a second use. During the 1860s, the most common non-Confederate franking for a turned cover was a 3¢ 1861 stamp (Scott 65) on both sides, but a number of other examples can be found, some of which are presented here. With each of the images shown, the lower half is the first use. In this article, the terms, “regular letter” and “first class letter” describe the same type of service; the distinction is that the classes of mail were not officially defined and named until the Act of Congress of March 1863, effective 1 July 1863.

Figure 1 shows the addressed sides of a turned cover that began postal service as a 1¢ Star Die envelope (Scott U19) which carried an unsealed circular from New York City to



Figure 1. A turned cover: the first use (bottom) carried an unsealed circular prepaid by a 1¢ Star Die envelope. The second use is a first-class letter prepaid by a 3¢ 1861 adhesive.



Figure 2. Another turned entire envelope. The first use is as a first-class letter prepaid by the 3¢ stamped envelope. The second use is a first-class letter prepaid by a 3¢ 1861 stamp. The man who turned this cover, S. P. Jermain of Albany, was the recipient of the turned cover shown in Figure 3, a very odd coincidence.

Meridian, New York. The second use was a regular letter, bearing a 3¢ 1861 adhesive, from Meridian to Penfield, New York. The postmarks are dated 13 February and 28 February, but the year date is not known. Although most of the Star Die envelopes were demonetized in the fall of 1861 due to the Civil War, the 1¢ remained valid for postage because only a small number had been sent to the South, and their dollar value was minimal.

The turned cover shown in Figure 2 also involves a stamped envelope (Scott U35), which prepaid the first use, and a 3¢ 1861 adhesive paying postage on the second. The first mailing was from Elmira, N.Y. to Albany, New York, dated 2 September 1861, and the second use was from Albany to Detroit, Michigan, on 17 February, year not known. Each use was carried at the regular letter rate of 3¢ per half ounce.



Figure 3. An unusual turned cover. The first use is a free-franked official business letter, sent to Elmira, New York, by the commissioner of the U.S. Pension Office in Washington, D.C. The second use is as a first-class business letter prepaid by a 3¢ 1861 adhesive and sent from Elmira to Albany on August 19, 1863. The docketing at upper left indicates the sender was Thomas Maxwell, recipient of the first letter.

The cover in Figure 3 started its journey as a free-franked official business envelope from the Pension Office. It was signed by the Commissioner, Jos. A. Barnett, and mailed from Washington, D.C., to Elmira, New York on 19 August 1863. The second use, prepaid with a 3¢ 1861, was a first-class letter from Elmira to Albany, posted 21 September 1863. Docketing on the right side of the second use indicates that the sender was Thomas Maxwell, who was the addressee of the first use.

It should be noted that the addressee on the first use of Figure 2 and on the second use of Figure 3 are the same person, one S. P. Jermain of Albany. Both these uses originated at Elmira, New York. This is a very strange coincidence, because, in one case, Jermain actually turned the cover, and in the other, he was the recipient of a turned cover. It is also odd that these two covers found their way into the same collection, even though they were purchased at different times, from different sources. The only other common aspect of these two covers is that all the addressees seem to be lawyers. Was it common, in the early 1860s in New York State, for lawyers to economize in their correspondence with each other by reusing envelopes? Or, is this just a weird coincidence? Any ideas?

Figure 4 (right).
A turned cover on which the first use is a first-class letter prepaid by a 3¢ 1861 adhesive; the second use is a first-class letter prepaid by a 3¢ 1869 adhesive.

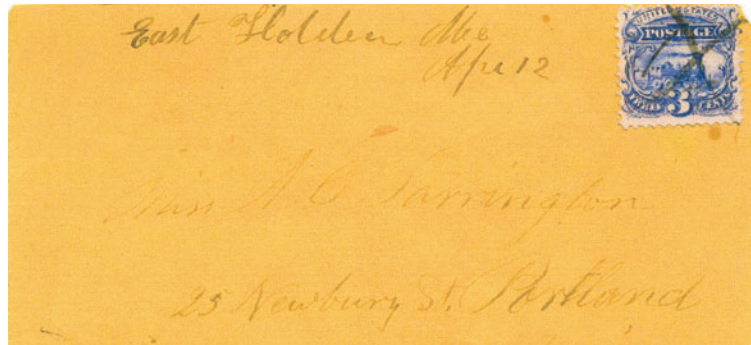


Figure 5 (left). The first use is a first-class letter sent with 3¢ postage due (a 3¢ adhesive was removed); the second use is a first-class letter prepaid by a 3¢ 1861 stamp.

Figure 4 shows two first-class uses. The initial mailing was franked by a 3¢ 1861, and the second was franked by a 3¢ 1869 (Scott 114). The year dates are unknown, but they are probably 1870. The first use was from Portland, Maine, dated 3 January and sent to Holden, Maine. The second use was from East Holden back to Portland on 12 April.

The envelope in Figure 5 features an odd initial use. The postage stamp, a 3¢ 1861, was torn off, leaving only a few remnants, and a “DUE 3” handstamp was applied. Perhaps the adhesive was already canceled and not valid for postage, so the 3¢ rate would have to be collected from the addressee. This first use was postmarked at New Haven, Connecticut, on 20 December and addressed to Guilford, Connecticut. The second use, prepaid with a 3¢ 1861, was mailed at Guilford and addressed to Brooklyn, New York, on 3 January. The year date is not known for either use.

The cover in Figure 6 has a southern origin during the Civil War, but also bears a



Figure 6. First used as a southern letter prepaid by a Confederate 10¢ stamp; then used as a flag-of-truce letter prepaid by a 3¢ 1861 stamp.

U.S. stamp. The first use was franked with a 10¢ Confederate stamp (Scott 11). The cover entered the mail at Richmond, Virginia, on 1 January 1864, addressed to Adam Strain at Darien, Georgia. The second use, endorsed “by Flag Truce” originated at Darien, according to the dateline on the enclosed letter. This was an inside cover which was placed, unsealed, in a larger envelope, that had been franked with Confederate postage and addressed to an exchange point, where it was put on a flag-of-truce boat bound for Fort Monroe, Virginia. Although there are no censor markings, the enclosed letter was probably examined at Fort Monroe and at the exchange point. The cover then entered the U.S. mails at Old Point Comfort, Virginia, the post office at Fort Monroe, on 5 February 1864. The 3¢ 1861 was canceled at Old Point Comfort and paid the U.S. postage from there to Valatie, New York. This second use was not a soldier’s letter, nor was it a prisoner’s letter; it was a civilian flag-of-truce letter from Adam Strain, in Georgia, to his sister, Eliza, in New York.

Due to lack of paper, lack of funds or just plain frugality, these turned covers served double duty for their senders and receivers. And they can provide twice the interest for today’s collectors and students. ■

CANCELLATIONS SHOWING REVERSED STOPPER SIZE NUMBERS

RICHARD D. SHEAFF

Here is a little something we can all look to spot while browsing through covers at stamp shows large and small: rubber-stopper size numbers in Banknote-era cancellations.

Tapered corks and vulcanized rubber stoppers (also called bungs) were and still are sold in a great number of different sizes. Rubber stoppers commonly had their size numbers molded into the top (widest) end, standing up in relief. Although Post Office Department regulations prohibited the use of rubber cancellation devices in 1883 (1883 *U.S. Postal Guide*, pages 764-65) and specified that cancellation devices be made of metal, hundreds—probably thousands—of postmasters, particularly in smaller towns, used corks, vulcanized rubber stoppers or pieces of wood to create their own cancellers. They simply inked up an appropriately sized cork as-is, or carved a wide variety of geometric or figurative designs, some quite elaborate. When postmasters used rubber stoppers, they often left the molded size number in the center, even when carving a design into the surface. These vestigial numbers (generally reversed) are sometimes clear on stamps and covers. Illustrated in Figure 1 are 1¢, 3¢ and 6¢ Bank Note stamps cancelled by size 3 bottle stoppers. The first two are uncarved, while the 6¢ is carved into a grid design. A tracing is also shown.

Alan Campbell includes several examples in his award-winning exhibit “United States Official Stamps, 1873-1884.” Some of these are shown in Figure 2. The wide range of carved designs is quite interesting to find on Official (departmental) stamps. Campbell notes that the reversed number “3” is the number most commonly found. Presumably this



Figure 1. 1¢, 3¢ and 6¢ Bank Note stamps cancelled by size 3 bottle stoppers, with a surface image of the device shown in the tracing at left. The strikes on the 1¢ and 3¢ stamps are uncarved, while the marking on the 6¢ is carved into a grid design.



Figure 2. Examples of bottle stoppers used as cancellations on U.S. Official stamps, from the collection of Alan C. Campbell. Note the intricately carved cross and star designs.

was a size widely used in bottles of the era, as well as an appropriate size for cancelling a postage stamp. Figure 3 illustrates a mirrored image of an “Eagle” brand bottle stopper in the shape of a hexagon on a 3¢ War Department stamp.



Figure 3. A mirrored image of an “EAGLE” brand bottle stopper on a 3¢ War official stamp.

James Cole shows a dozen or so stopper-number examples in his *Cancellations and Killers of the Banknote Era, 1870-1894* (USPCS 1995, page 188), and includes a “2½” example from Plainfield, New Jersey, in a photograph on the book’s dust jacket.

Examples of additional half sizes are shown in Figure 4 with a tracing of a “5½”.

Several other examples in Cole’s book list towns of origin. It would be an interesting challenge to identify towns associated with various size-number cancellations, as the bulk of examples found today are on loose stamps and thus offer few clues. Campbell assigns several of his examples on Official stamps to Ft. Leavenworth, Kansas. The cover from Bloomington, Illinois, shown in Figure 5, bears a 1¢ Bank Note stamp cancelled by a “2” bottle stopper. It lacks a circular datestamp because third-class mail regulations forbade dated postmarks.



Figure 4. Examples of additional half sizes of “2½” and “4½” on 6¢ Bank Note stamps, with a tracing of a size “5½” bottle stopper shown at left.

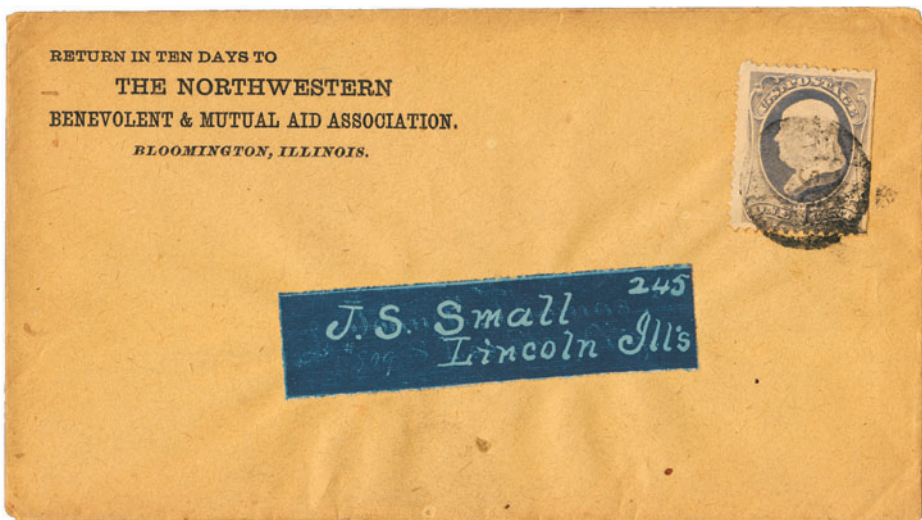


Figure 5. Bottle stopper “2” ties a 1¢ Bank Note stamp to this cover from Bloomington, Illinois, to Lincoln, Illinois, paying the 1¢ circular mail rate.

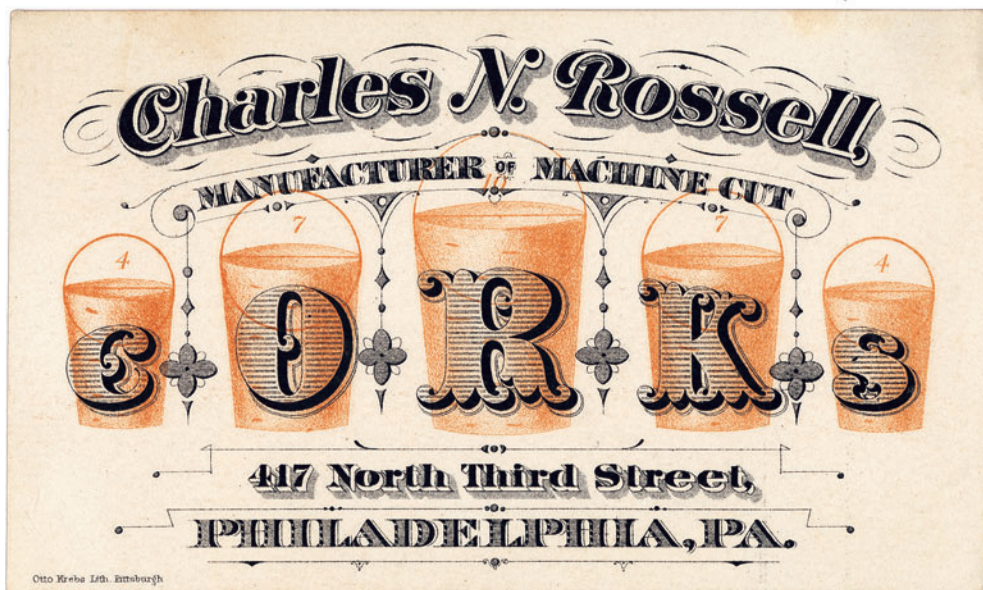


Figure 6. Front and reverse of a Bank-Note-era trade card for a Philadelphia supplier of natural cork stoppers, offering 13 sizes. Printed by the Pittsburgh firm of Otto Krebs.

Figure 6 illustrates the front and reverse of a Bank-Note-era trade card for a Philadelphia supplier of natural cork stoppers, printed by the Pittsburgh firm of Otto Krebs, offering 13 different sizes. Nineteenth century standard cork sizes differed from more modern sizes. Some rubber stopper sizes differed from natural cork sizes, and U.S. standards have not always matched overseas standards. The full range of stopper sizes—cork or rubber—exceeds 600.

A group of patent medicines are illustrated in Figure 7. Note that the “Hardy’s Internal Anodyne” bottle has a rubber stopper with the number “5”.



Figure 7. A group of various patent medicines, including a large bottle of “Hardy’s Internal Anodyne,” sealed with a rubber stopper bearing the number “5”.

Rubber stoppers for laboratory use often have one or two holes bored through them, for glass tubing to pass through. Though I have not seen one, I anticipate that somewhere out there may be found Bank-Note-era cancellations with one or two small white circles. As this article shows, there are always interesting subjects to seek out while browsing stamp bourses. ■



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

GEORGE G. SAYERS

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

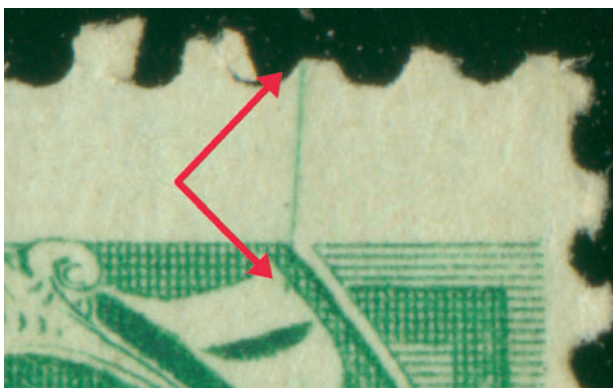
This study of the Department of State stamps illustrates for the first time several major plate varieties listed in Scott's *Specialized Catalogue of United States Stamps and Covers* which have not previously been depicted in the philatelic literature. For the catalog-listed plate varieties, no additional reports are cited except *Chronicle* articles. Use of the Department of State stamps was limited. Particularly for the high values, which were used mainly to mail heavy packages overseas, survival rates are low.

As with previously described plates, some State 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 State non-dollar plates were plates of 100 impressions and were used for all printings. Therefore all of the plate varieties should exist on the 1875 Special Printings. The late plate-proof printings, including the trial color printings, show all varieties. Some varieties have been found on cover.

¹ 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, appears at *Chronicle* 220, pp. 323-327. Part 3, dealing with the Department of the Interior, appears at *Chronicle* 221, pp. 63-71. Part 4, dealing with the Department of Justice, appears at *Chronicle* 222, pp. 155-162. Part 5, with co-author Alfred E. Staubus, dealing with the Navy Department, appears at *Chronicle* 223, pp. 229-239. Part 6, dealing with the Post Office Department, appears at *Chronicle* 225, pp. 51-60.

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

Figure 1. 1¢ State, Position 51, rotated 90 degrees clockwise, plate scratch into left margin indicated by the red arrows.



Department of State: 1¢ (Scott O57)

The catalog-listed scratch in the left margin of Position 51 is shown as Figure 1, indicated by the red arrow. This variety is found on all three Special Printings, with about 20 of the first printing, 40 of the second printing and probably no more than five of the third (soft-paper) printing surviving.

Marks believed to be foreign fiber transfers were illustrated in the author’s article on that subject in *Chronicle* 212. In that article, the foreign fiber image shown in Figure 5 (page 281) has now been identified as Position 39. No similar fiber image is found in the positions immediately above or below.

Vertical layout lines can be seen in many positions, particularly in the ribbed-paper printings, in the “T” of “STATE” at top and in the large “S” at lower right extending to the “T” of “CENT”. Some philatelic literature citations misidentify these lines as plate scratches.

Department of State: 2¢ (Scott O58)

The famous catalog-listed double transfer in Position 98 is shown as Figure 2. The marks indicated by the red arrows are the left-shifted, incompletely-erased remnants of the bottoms of the dark shading areas on the right edges of the figures, indicated by the blue

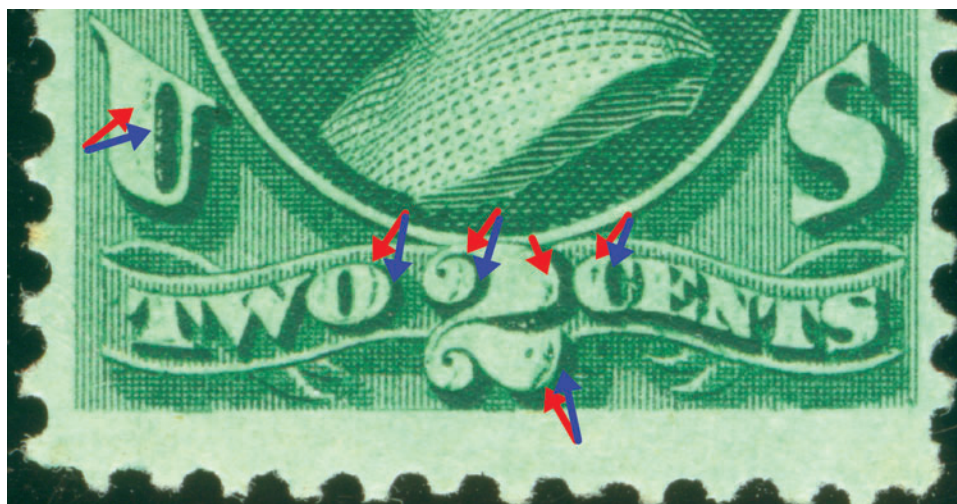


Figure 2. 2¢ State, catalog-listed double transfer from Position 98. Left-shifted remnants, indicated by the red arrows, are from the darkest parts of the shading on the right side of the figures, indicated by the blue arrows.

arrows. About 15 examples from the 1875 Special Printing are believed to have survived. The left side of Position 10 shows a few small erasures.

Department of State: 3¢ (Scott O59)

The catalog-listed short transfer/erasure of the middle and top right side of Position 85 is shown as Figure 3, indicated by the red arrows.

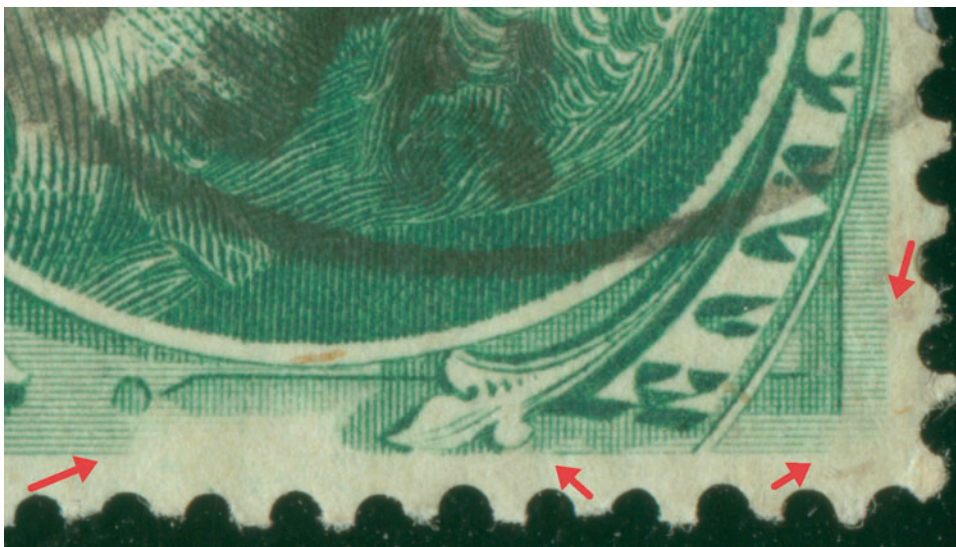


Figure 3. 3¢ State, rotated 90 degrees clockwise, showing Position 85 short transfer/erasure of the right top and upper right side, indicated by the red arrows.

Combs³ cited a 1933 ad by Charles Phillips for a plate-crack variety of this stamp, which has not been confirmed.

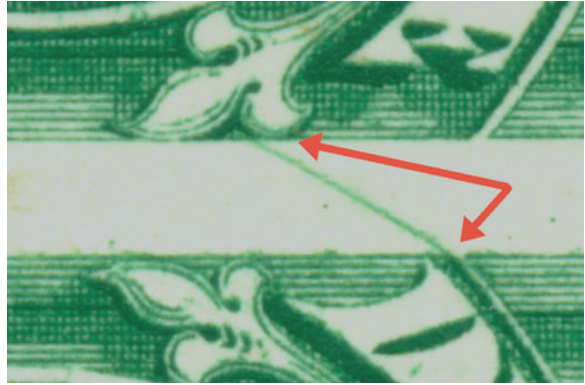
Department of State: 6¢ (Scott O60)

The 6¢ State is the most extensively documented stamp of the 1873 Officials because the left column contains foreign entries at every position except possibly Position 31, which has not yet been characterized. Positions 1 and 11 were illustrated in the author's article on these foreign entries of the 1¢ Executive in *Chronicle* 208. Positions 41, 61 and 91 show obvious right-shifted foreign entries of the 6¢ Executive. Position 61 also shows the double transfer of the upper left corner. All three are extensively illustrated in Ralph Ebner's article on these positions in *Chronicle* 178. Positions 21, 51, 71 and 81 show less obvious remnants of that foreign entry, the latter three recognizable in the illustration for lot 788 of the December 14, 1989, Christie's auction catalog of the Weill Brothers inventory. This lot was a square block of 25 stamps, the lower left quarter of the sheet, since broken up. Position 21 of the 1875 Special Printing, the "SEPCIMEN" error, can be seen online as part of the Miller Collection in the National Postal Museum. The 1875 Special Printings for Positions 41, 61, 71 and 91 have been reported.

The catalog-listed plate scratch connecting Positions 26 and 27 is continuous through the margin. This variety is shown as Figure 4, from an India-paper proof block; the variety is indicated by the red arrows.

³ W. V. Combs, *U. S. Departmental Specimen Stamps* (State College, Pa.: The American Philatelic Society, 1965) pg. 28, citing a May 27, 1933, issue of *Stamps* magazine.

Figure 4. 6¢ State, Positions 26 and 27, rotated 90 degrees clockwise, showing scratch connecting through the margin indicated by the red arrows, from an India-paper proof block (O60P3).



A long, flat Z-form scratch occurs in the margin just above Positions 7 and 8.

Position 85 shows a small short transfer/erasure of the top left corner, recognizable in the illustration in the Christie's Weill catalog just mentioned.

Positions 82, 92, 93 and possibly 83 show a diagonal field of fine scratches on some printings, seen best in their common corner.

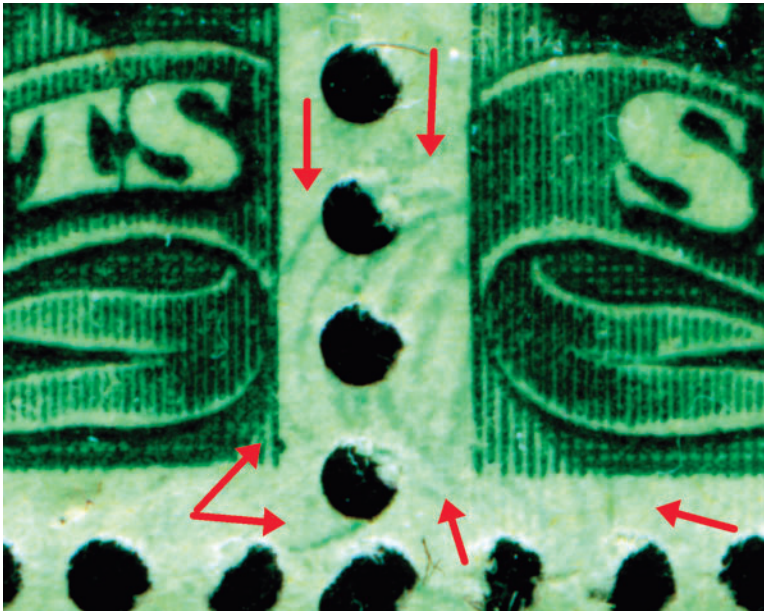


Figure 5. 6¢ State, Positions 9 and 10, contrast enhanced to show plate damage seen in the margin, indicated by the red arrows.

An unusual damage is seen in the margin between the bottom corners of Positions 9 and 10 extending into both stamps. This damage is shown as Figure 5, and indicated by the red arrows. The 1875 Special Printing of Position 9 has been reported.

Department of State: 7¢ (Scott O61)

Position 3 shows a fine scratch through the "ATE" of "STATE" extending into the margin. Many positions show a small downward double transfer of the top of the "7". Position 9 of the proof blocks shows that and doubling of the bottom of the value banner under the "N" and "C" next to the "7", which may be seen on a stamp from that position.

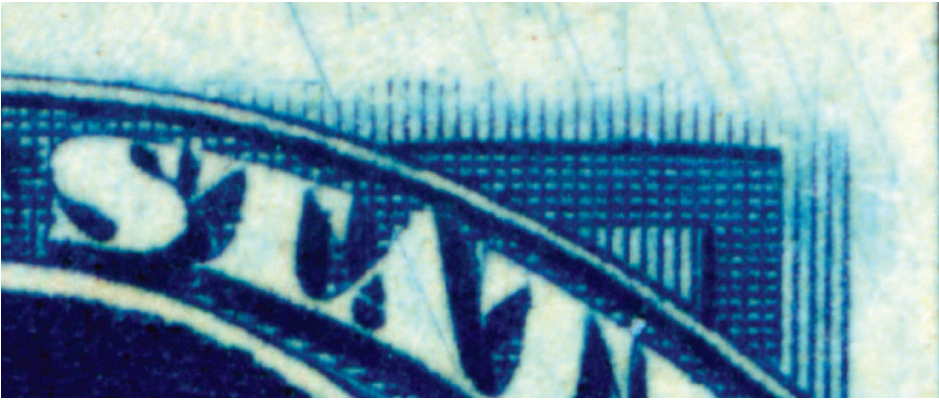


Figure 6. 10¢ State, Position 34, short transfer/erasure, here on a blue “Atlanta” trial-color proof on card stock (O62P4TC). The blue ink shows the diagonal scratches through the erasure.

Department of State: 10¢ (Scott O62)

The catalog-listed short transfer/erasure of the right top frame of Position 34 is shown as Figure 6 from a blue “Atlanta” trial-color proof on card stock. This variety was described in Alfred E. Staubus’ article, “Short Transfer Variety on the 10 Cent State Department Stamp,” in *Chronicle* 149, pages 47-51. The 1875 Special Printing of this variety has been reported. Note the field of diagonal scratches through the erasure visible in the blue ink. These scratches, which occurred after the erasure, can also be seen in Positions 24, 25, 26, 35 and 36.

A smaller erasure of the top left corner can be found at Position 29.

A small double transfer of the design elements of the top and bottom frame is at Position 10. A slightly wider double transfer of the top frame line and adjacent elements is seen on a card proof from an unknown position. Phillips notes Positions 92 and 94 of an India-paper proof sheet show “marked” double transfers of the top.⁴

Department of State: 12¢ (Scott O63)

Phillips reports Position 2 shows a “slight double transfer of the whole stamp.”⁵ This position on the late card-proof block shows an extremely small double transfer of the center top frame, probably not observable on most production stamps from this position.

Department of State: 15¢ (Scott O64)

The catalog-listed short transfer of the upper right side of Position 70 is shown as Figure 7, indicated by the red arrows. The 1875 Special Printing of this variety has been reported.



Figure 7. 15¢ State, Position 70, short transfer/erasure of the upper right side, indicated by the red arrows.

⁴ Charles J. Phillips, “U. S. Departmental Stamps—Plate Varieties,” *Collectors Club Philatelist*, July, 1931, pg. 245.

⁵ *Ibid.*

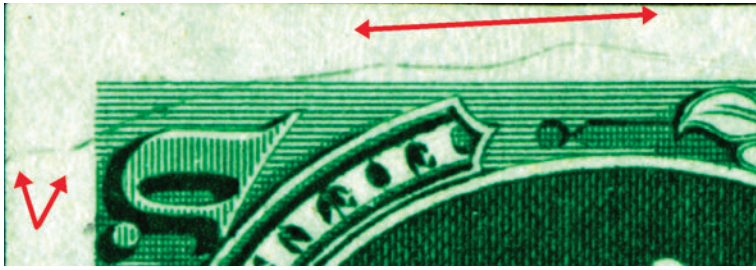


Figure 8. 15¢ State, Position 91, plate scratch, indicated by the red arrows. India-paper proof (O64P3) rotated clockwise.



Figure 9



Figure 10



Figure 11

15¢ State plate varieties: Figure 9, Position 95, plate scratch indicated by the red arrow; Figure 10, Position 96, plate scratch indicated by the red arrow; Figure 11, Position 36, India-paper proof (O64P3), with plate scratch indicated by red arrow.

The catalog-listed scratch at Position 91 is shown as Figure 8 indicated by the red arrows. The contrast-enhanced illustration is from an India-paper proof.

The catalog-listed plate scratch connecting Positions 95 and 96 was erased in the margin, but not on the stamps. The scratch in Position 95, shown as Figure 9, is indicated by the red arrow. The scratch in Position 96 is shown as Figure 10, indicated by the red arrow. The author has not found a pair showing these two positions.

There is a horizontal scratch in Position 36 through the ornament below the “E” of “STATE”. This is shown as Figure 11 from an India-paper proof block, with the scratch indicated by a red arrow. This damage closely resembles the scratch reported in Position 95. The 1875 Special Printing of Position 36 has been reported.

The catalog-listed plate damage in the margin between Positions 62 and 63 is shown as Figure 12 from a plate proof on card stock of Position 62 and a normal stamp from Position 63. Part of the damage is seen in the right margin of Position 62, and a different but partially overlapping part of the damage is seen in the left margin of Position 63. This damage may represent rust pits on the plate.



Figure 12. 15¢ State, portions from a proof and an issued stamp, arranged to show the plate damage between Positions 62 and 63. Position 62 (far left), from a proof on card stock (O64P4), shows the left part of the damage. Position 63, here on a normal stamp, shows the partially overlapping right portion of the damage.

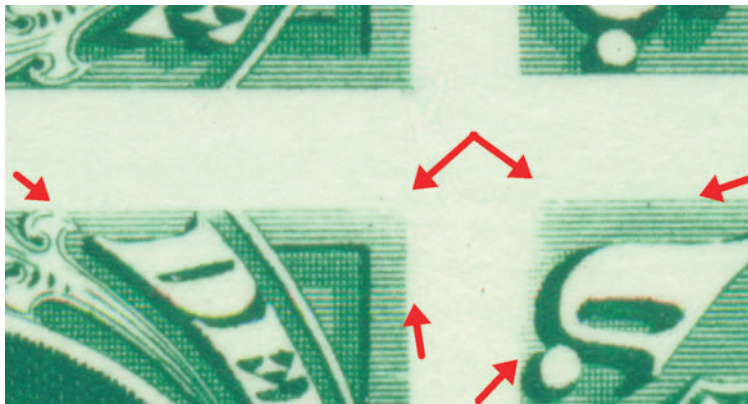


Figure 13. 24¢ State, Positions 10 and 20, rotated clockwise, short transfer/erasure indicated by red arrows. From an India-paper proof block (O65P3).

There is a damage or erased double transfer in the margin below Position 10. The 1875 Special Printing of this variety has been reported.

Department of State: 24¢ (Scott O65)

Several positions show an extremely variable smudge printing below and to the left of the lower left corner. The amount of smudge printed depends on the characteristics of the ink and the pressure of the wipe at the time of printing. This variety is probably due to an asymmetry of the transfer press or transfer roll, and is illustrated in the author's article on the 3¢ Agriculture short transfers in *Chronicle* 204 (page 298, Figure 4).

The catalog-listed short transfer/erasure of the bottom left at Position 10 is probably caused by excessive erasure of the above-noted smudge at this position, and the erasure extends into the upper left edge of Position 20. These two areas of erasure are shown as Figure 13, indicated by red arrows, from an India proof block that has been rotated clockwise. An 1875 Special Printing stamp from Position 10 was part of lot 2306 in Siegel sale 567.

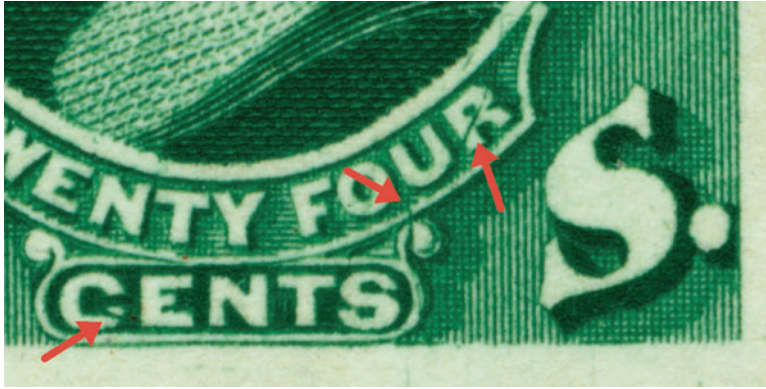


Figure 14. 24¢ State, Position 66, contrast-enhanced image of a proof on card stock, with plate damages indicated by red arrows.



Figure 15. 24¢ State, Position 76, plate damage resembling portions of a letter “D” indicated by the red arrows.

The catalog-listed plate damage at Position 66 is shown as Figure 14 from a proof on card stock. The three small parts of the damage are indicated by the red arrows.

The catalog-listed plate damage at Position 76 is shown as Figure 15. The curved parts of the damage, resembling portions of the letter “D”, are indicated by the red arrows. This damage may be related to the damage just above it in Position 66. An 1875 Special Printing stamp from Position 76, described as damaged, was lot 439 in Simmy’s auction 104 (January 18, 1978) of the Lewenthal collection.

Combs⁶ describes a “re-entry” on an India-paper proof which has not been confirmed.

Department of State: 30¢ (Scott O66)

There is a small horizontal plate scratch just below the lower left corner of Position 46. No other plate damages are noted on the late proof blocks.

⁶ Combs, *Op. Cit.* pg. 29.

One card proof shows a sharp double transfer of the horizontal lines in the bottom value tablet and the left ribbon above "THIRTY", similar to that seen in other 30¢ values. Similar double transfers are found at Positions 48 and 50.

Department of State: 90¢ (Scott O67)

No plate varieties have been reported for this stamp.

Dollar-Denominated State Stamps

These bicolor stamps were printed in sheets of 10. They were each printed from a value-specific green frame plate and a common black vignette plate. The green frame plates for the \$5, \$10, and \$20 frames were each made using two transfer rolls, a common frame top roll and a specific value tablet bottom roll. The common frame top roll was probably made by removing the value tablet from a \$2 frame transfer roll. On the plate, the gap between the two transfers was hand engraved, and each position of these three plates is uniquely identifiable by comparison of the hand work in the gaps. Interested students should study the die proof numbered O68-E2 in the Scott specialized catalog, technically classified as an essay, showing the components. Note that for the 1902 "Roosevelt" die proofs, new complete dies and plates were made for the \$5, \$10, and \$20 frames. These varieties are all illustrated in the section on Dollar State Plating in the author's book cited earlier. The numerous engraved 19th century counterfeits do not match any of the hand-cut positions and were probably copied from a \$2 stamp, possibly Position 4.

While the stamp sheets were sufficiently translucent to permit good visual alignment of the registration crosses for printing the second color, the proof sheets were not. Holes were punched through the registration crosses on green-frame-printed proof sheets to permit proper alignment of the paper on the black vignette plate. The proof inverts were likely a result of rotating the frame sheet 180 degrees before aligning the crosses through the holes.

Department of State: \$2 (Scott O68)

There is an oval spiral plate scratch on the green frame plate intersecting the bottom right corner of Position 10.

Department of State: \$5 (Scott O69)

No plate varieties are noted.

Department of State: \$10 (Scott O70)

A small double transfer of the corner of the value tablet can be seen on the green frame plate at the bottom right corner of Position 7.

Department of State: \$20 (Scott O71)

A plate scratch on the green frame plate extends from the center of Position 1 just above the "Y" of "TWENTY", through the bottom of the right "U.S.A." continuing through the margin into the left "U.S.A." of Position 2. ■

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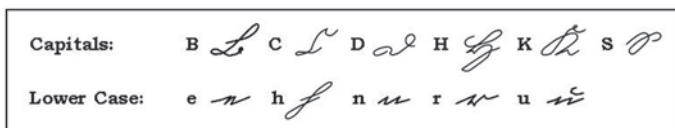
MISTAKEN 24¢ RATE TO GERMANY, 1857-61

ROBERT S. BOYD

During the period of use of the 1851 and 1857 stamps, letters from the United States to the 39 German States could be sent by steamer to Le Havre and under agreements with Bremen, Great Britain, Prussia, Hamburg, and France. The rate structure was correspondingly complex, with only Bremen and Hamburg having much commonality. It was incumbent on the sender of a letter to Germany to select the method based on ships in port at the time the letter was dispatched. As the decade wore on, the rates became simpler as a result of increased uniformity of German-Austrian Postal Union (GAPU) rates among the various states. By 1860, there were two principal rates to the German States: 30¢ per ½ ounce by Prussian closed mail and 15¢ per ½ ounce via Bremen or Hamburg. A published option that was infrequently used was 21¢ per quarter ounce rate by French mail.

Apparently there was a widespread misapprehension in the latter half of the 1850s that a 24¢ rate to Germany existed. In my collection are seven covers showing payment of exactly 24¢. They were sent from New York (2), Ohio (2), Michigan, Indiana, and Louisiana between 1857 and 1861. Another cover paid by two 12¢ stamps in 1857 from Michigan was recently sold in a German auction.¹ When a U.S. exchange office decided to send one of these letters by Bremen, Hamburg, or France, 24¢ sufficed to pay the full rate, so it was merely overpaid. However, such a letter was considered unpaid in Prussian closed mail, since partial payment of the 30¢ rate was not permitted. This was an expensive error, as 24¢ in 1860 was worth about \$5 today.

Figure 1. Selected characters in German script that differ significantly from English cursive.



Most of the 24¢ covers originated from areas populated by German immigrants and show German spelling or handwriting. As shown by the example letters in Figure 1, German script is easy to differentiate from English handwriting. Covers with addresses in German script from areas settled by Germans probably were written by native German speakers. With few exceptions, the examples below associate the mistaken 24¢ rate with correspondence from Americans of German extraction to Germany.

The March 1857 stampless cover in Figure 2, from Brownstown, Michigan, to Haiger, Amt Dillenburg, Nassau, shows payment of 24¢ in cash.² While 24¢ in stamps could represent a convenience overpayment of a lesser rate, payment in cash required use of pennies to make an exact amount. Therefore, it would seem to reflect a belief on the part of the postal clerk that 24¢ was a valid rate. At the upper right, written in a hand and ink different from

¹ *Altdeutschland Spezialauktion am 10 Januar 2009*, Till Neumann, Lot Number 163. This was a letter from Ypsilanti, Michigan, to Würzburg sent via Bremen and paid by two imperforate 12¢ stamps. The “N. York 17 Brem. Pkt.” hand-stamp date was 7 May, so it probably was carried aboard *Hansa* on the last voyage of W.A. Fritze & Co. on that date in 1857. The address appears to be in English.

² The German states used a variety of words for administrative subdivisions, including “Amt,” “Oberamt,” and “Kreis.” The usual translation of “Amt” is “office,” but in this case it is more comparable to “district” or “county.” These subdivisions were not exclusively postal, but were important in getting mail to addressees. For discussion of the postal role of an Oberamt, see Richard F. Winter, *Understanding Transatlantic Mail Volume 1* (Belleville, Pennsylvania: American Philatelic Society, 2006), pg. 25.

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Figure 2. Stampless cover from Brownstown, Michigan, March 1857, to Haiger, Amt Dillenburg, Nassau. Postage of 24¢ was paid in cash.

the address is “Paid 24 cts,” which appears to have been written over the same phrase in pencil.

The March day in the Brownstown postmark is indistinct, but is probably “12.” Postage of 24¢ was sufficient for the 22¢ rate then in effect for southern Germany via Bremen, so the New York exchange office sent the cover by the *Hermann* of the Ocean Line, which departed New York on 21 March 1857, and arrived at Bremerhaven on 6 April. The United States retained 14¢ (5¢ U.S. postage and 9¢ packet fee) under the agreement with Bremen and the 2¢ overpayment. The credit to Bremen was 8¢ (1¢ Bremen postage and 7¢ GAPU transit). The red “1” in the center represents a one kreuzer local delivery charge, which is common on unpaid letters, but rarely imposed on paid letters.

Brownstown is in a part of Michigan that was originally French and is not known to have had a significant German population. The capitals “H” and “D” and lower case letters “e” and “r” on the cover are in English cursive, not German script, but the lower case “u” and routing “New yorch” suggest the sender was of German extraction. The odd “B” of Bremen is neither classic German nor English, but has more in common with German.

The prepaid stampless cover shown in Figure 3 was sent from Newburgh, New York, on 18 May 1860, to Lossburg, Oberamt Freudenstadt, Württemberg. It was initially marked paid “21,” probably for French mail or British open mail, then changed to “24.” The Vanderbilt Line steamer *Illinois* was due to depart New York on 19 May 1860, and the Havre Line steamer *Fulton* on 26 May.³ Both vessels stopped at Southampton and terminated at Le Havre. When the letter was too late to make the *Illinois* sailing, it was held for another vessel. The letter should have been in time for the *Fulton* and been sent by French mail, but the New York foreign-mail office may have preferred to send letters to Germany under one of the three German agreements—or the letter may have been over ¼ ounce, in which case the 24¢ payment would have been insufficient for the French-mail rate. Two Cunard steamers, *Asia* and *Europa*, were scheduled to sail 23 and 30 May 1860, respectively.⁴ By

³ Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988), pp. 118 and 165.

⁴ *Ibid.*, pg. 44.



Figure 3. Stampless cover from Newburgh, New York, 18 May 1860, to Lossburg, Oberamt Freudenstadt, Württemberg. Postage of 24¢ paid in cash; original “21” altered to “24.”

1860, the post office was minimizing the use of British open mail. Sending the letter on those vessels by Prussian closed mail would have required that it be treated as unpaid, since partial payment of the 30¢ rate was not permitted.

Accordingly, the New York exchange office ignored the “via Liverpool” routing instruction, accepted the cover as fully paid, and sent it by the steamer *Bavaria*, of the Hamburg American Line (HAPAG), departing New York on 1 June and arriving Hamburg on 16 June 1860.⁵ The U.S. retained its 5¢ share and credited Hamburg 10¢ (4¢ packet fee, 1¢ Hamburg postage and 5¢ GAPU transit).

The “24” annotation likely was not made in the New York exchange office, which was well aware of the actual rates. Instead, it was probably written by the clerk at Newburgh who made the error of accepting the 24¢ overpayment. The Newburgh postmaster at this time was Joseph Casterline, Jr.⁶ That name is probably of English or Norman origin. The German population in Newburgh had declined in the preceding hundred years, so chances are the postal clerk who handled this letter was not German. The sender’s origin is uncertain. The writing appears to be in English, but the spelling “Germani” raises a question.

Figure 4 shows a paid cover, franked with perforated 1857 stamps, from a hotel in Indianapolis, posted on 8 August 1860 to Weissenburg bei Nürnberg, Bavaria. The left 10¢ stamp has a cleaned manuscript cancellation, which initially raised questions about whether it originated on this cover. A close-up of the stamps (Figure 5) shows the “N” and “D” of the Indianapolis datestamp are oriented the same on the three left stamps, suggesting sequential strikes (emphasized by the red line that has been imposed on the Figure 5 photo).

This cover was subjected to forensic analysis that concluded that there was no difference in the ink used to cancel the stamps and that the perforations of the two 10¢ stamps were interleaved, a condition that would only occur if the stamps were placed on the enve-

⁵ *Ibid.*, pg. 174.

⁶ According to Edward M. Ruttenber and Charles W. Tice, *History of the Town of Newburgh* (Newburgh, New York: E.M. Ruttenber & Co., 1859), pg. 166, Casterline was appointed in 1853. He was postmaster in the last prewar *List of Post Offices and Postal Laws and Regulations of the United States of America 1859*, (Washington, D.C.: John C. Rives, 1859), pg. 106.



Figure 4. Hotel cover from Indianapolis, 8 August 1860, to Weissenburg bei Nürnberg, Bavaria. Postage of 24¢ paid by stamps. The left 10¢ stamp represents a reuse (to defraud the post office) of a stamp from which a manuscript cancel had been removed. (Philatelic Foundation Certificate #471,604).

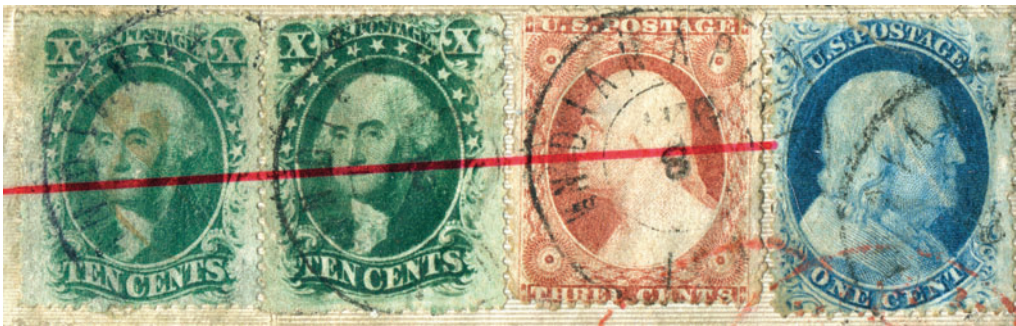


Figure 5. Close-up of the stamps on the cover in Figure 4. Note how the “N” and “D” of the Indianapolis date stamp line up (indicated by the superimposed red line), suggesting sequential strikes. The lightened manuscript cancel is visible on the left stamp.

lope before the adhesive had set.⁷

To prepay this letter via Bremen or Hamburg, All the sender had to do was add another 1¢ stamp to the original 10¢, 3¢, and 1¢. Instead, he took the risk of a \$50 penalty for reusing a cleaned stamp.⁸ This is strong evidence that the sender believed 24¢ was neces-

⁷ “The four black ink cancellation marks do not show a difference in comparison by use of the VSC-2000” (an instrument that uses infrared analysis techniques to compare inks)... “The microscopic examination showed that the right [perforations] of the furthest left stamp are both above and below the left [perforations] of the next adjacent stamp to its right. This would only occur if the stamps were placed on the envelope before the adhesive content of the stamp had set.” (Letter, Speckin Forensic Laboratories, Okemos, Michigan, 17 March 2009, to the author.) This analysis was considered by the Philatelic Foundation, which issued Certificate 471604 with an opinion that “It is a genuine usage, the left 10¢ with a lightened manuscript cancel and soiled; the right 10¢ with faults; the 1¢ defective.”

⁸ Act of March 3, 1851, Sec. 4, contained in the *List of Post Offices and Postal Laws and Regulations of the United States of America 1859, op cit.*, The Postal Laws, Sec. 147, pg. 36.



Figure 6. November, 1860, cover from Mount Lebanon, Louisiana, to Tiefenbach, Amt Braunfels, Kreis Wetzlar, Prussia. Paid by pair of 12¢ 1857 stamps. The credit “3,” obliterated by a grid, indicates the cover was originally processed as mail to Great Britain.

sary if he wished to prepay the letter.

There was a large German population in Indianapolis. The sender was apparently of German extraction, but bilingual. The title “herrn” is written in German script, but the rest of the address is written in English cursive.

The 24¢ prepayment (of which 10¢ was fraudulent) sufficed to pay the single 15¢ rate by Bremen or Hamburg. The New York exchange office accepted the letter and marked it with its red 10¢ credit handstamp. The original docketing “per Steamer via Bremen,” probably written by the sender, was changed to Hamburg since the next steamer was *Saxonia* of the HAPAG Line, departing New York on 15 August and arriving at Hamburg on 29 August 1860.⁹

The poorly struck datestamp of the cover in Figure 6 is difficult to read on the black stamps, but it is probably Mount Lebanon, Louisiana. It was sent about 26 November 1860 to Tiefenbach, Amt Braunfels, Kreis Wetzlar, Prussia. A New York exchange office sorting clerk saw the pair of 12¢ adhesives. Since that was the usual franking for letters to Great Britain, he assumed the letter was bound there, and sent it to the clerk making up mail for Great Britain. This clerk struck the red “3” credit to Great Britain that would apply on a letter carried by an American packet. The office was making up mail bags for a 1 December departure of the Inman Line steamer *City of Baltimore* (the Inman Line was British, but this sailing was under a contract with the U.S. Post Office, so it would have been considered an American packet for accounting purposes).¹⁰ The clerk realized his mistake, obliterated the “3” with a red grid, and processed it for the sailing of the HAPAG steamer *Teutonia*, also departing New York on 1 December 1860, arriving at Hamburg on 16 December.¹¹

Louisiana is most often associated with the French, but many Germans settled there. Most of the address on this cover is in English, but “herrn” and “Kreis” are in German

⁹ Hubbard and Winter, *op. cit.*, pg. 174.

¹⁰ *Ibid.*, pg. 201

¹¹ *Ibid.*, pg. 175, shows *Teutonia* arriving at Hamburg on 17 December, but backstamps of the Hamburg City post office and the Prussian post office in Hamburg both have 16 December dates.

script, identifying the writer's origin as German.

In addition to the pair of 12¢ stamps, this cover has the notation "24" at upper right. Bremen and Hamburg mail had 22¢ rates to southern Germany until as late as 1859 (Bremen) and 1860 (Hamburg), but that rate never applied to Prussia, so this franking cannot be explained by intentional overpayment of 2¢.

The overall advertising cover in Figure 7 was sent from New York on 11 December



Figure 7. Overall advertising cover from New York, 11 December 1860, to Breslau, Silesia, Prussia. Because it was paid 24¢ in stamps, the cover was initially processed for Great Britain (credit 19 marking crossed out) before being sent unpaid by Prussian closed mail. Philatelic Foundation Certificate #459,819.

1860 to Breslau, Silesia, Prussia (now Wrocław, Poland). The sender marked it "p. Prussian Closed Mail" and applied 24¢ in stamps. As was the case with the cover in Figure 5, a New York exchange office sorting clerk assumed 24¢ postage meant it was headed for England and sent it to the clerk handling mail for Great Britain, who struck it with the 19¢ credit handstamp for mail by British packet. The clerk was making up mails for the Cunard Line steamer *Arabia*, due to leave Boston the next day.¹² He saw the routing instruction and realized the mistake. He crossed out the credit datestamp, underlined the routing instruction and marked the letter "SHORT PAID." Figure 8 shows markings associated with mail to Great Britain as seen on the covers in Figures 6 and 7.

The "SHORT PAID" handstamp was used to explain the reason for treating the letter as unpaid: partial payment of the basic international rate was not acceptable under either the Anglo-American or U.S.-Prussian postal conventions. The clerk could have corrected the routing instruction and held this letter for the HAPAG steamer *Saxonia*, due to depart 15 December, but the 23¢ debit marking shows he gave the sender what he asked for and sent it unpaid in the Prussian closed mail aboard *Arabia*. The blue "13" at center is postage due of 13 silver-



Figure 8. Markings associated with mail to Great Britain seen on covers in Figures 6 and 7.

¹² *Ibid.*, pg. 45.



Figure 9. Legal-size cover from Bucks, Ohio, 12 May 1861, to Rohrdorf, Oberamt Horb, Württemberg. Postage of 24¢ paid by block of eight 3¢ Type IV stamps, positions 1-4/11-14R10L. At New York the cover was found to be a double rate. Sent as a 20¢ double rate paid-only-to-Hamburg cover, with balance due from the addressee. The U.S. retained the 4¢ overpayment.

groschen, equivalent to 30¢, collected from the addressee. Use of German script for the addressee's title, "Herrn," identifies the sender as of German origin.

Figure 9 is a cover from Bucks, Ohio, 12 May 1861, to Rohrdorf, Oberamt Horb, Württemberg. The 24¢ single-rate payment was made with a block of eight 3¢ Type IV stamps (positions 1-4 and 11-14R10L). No routing instructions were provided. The legal envelope should have caused the Bucks postal clerk to suspect it weighed more than ½ ounce, but there is no sign that happened. An exchange office clerk weighed the letter and discovered it was double weight, so the payment should have been 60¢ for Prussian closed mail or 30¢ by Bremen or Hamburg mail.

The New York exchange office had the options of sending the cover as unpaid in the Prussian closed mail by the *City of Baltimore*, Inman Line, departing New York 18 May, or partly paid by the HAPAG steamer *Hammonia*, departing the same day.¹³ Partial payment was not recognized under any of the three agreements with German states, but payment via Bremen or Hamburg of at least one full international rate sufficed to allow any difference to be collected from the addressee.

New York elected to treat the letter as a double-rate letter paid only to Hamburg, i.e., 20¢, with the remainder due from the addressee in Württemberg. The New York clerk applied a 10¢ Hamburg packet credit marking (twice the 4¢ packet postage and 1¢ Hamburg internal postage of the single rate). When the cover reached Hamburg, a clerk marked "PART PAID" and wrote the amount due in blue crayon, 12 kreuzer.¹⁴ The internal GAPS rate from Hamburg to Württemberg was 12 kreuzer, which normally converted to 8¢. Had the letter been accurately prepaid, the cost for this segment would have been 10¢. The United States retained the extra 4¢ as an overpayment of the 20¢ rate.

Bucks is in an area of eastern Ohio settled by Mennonites from Bucks County, Pennsylvania. The address is entirely in German script. The German name of the postmaster in 1859, Jacob Hiner, suggests there was no language barrier between clerk and sender.¹⁵ That

¹³ *Ibid.*, pp. 202, 175.

¹⁴ According to an e-mail from Richard F. Winter, 17 June 2008, the English "PART PAID" marking was applied in Hamburg.

¹⁵ *List of Post Offices and Postal Laws and Regulations of the United States of America 1859*, *op cit.*, pg. 23.

is reinforced by the absence of “Germany” written in English cursive so common in German script addresses on letters of this period. Bucks was a small office and may not have known that the 22¢ rate to Württemberg had been discontinued two years earlier. If so, the block of stamps represented a 2¢ overpayment of that rate, but it is more likely that the sender thought he was paying a correct 24¢ rate, rather than wasting 2¢.

The 24¢ stamp on the patriotic cover in Figure 10 was intended to pay the postage from Lima, Ohio, to Oberweisbach, Schwarzburg-Rudolstadt, Thuringia. The letter was mailed on 8 October 1861. An August 1861 Post Office Department circular stated that



Figure 10. Patriotic cover from Lima, Ohio, 8 October 1861, to Oberweisbach, Schwarzburg-Rudolstadt, Thuringia. Since the 24¢ stamp underpaid the 30¢ Prussian closed mail rate, the cover was sent as unpaid. Philatelic Foundation Certificate #459,820.

Ohio letters bearing 1851-57 stamps could be delivered only until 10 September 1861.¹⁶ Stanley B. Ashbrook opined that this cover was treated as unpaid because the 24¢ stamp had been demonetized.¹⁷ By 1938, when his *United States One Cent Stamp of 1851-1857* was published, Ashbrook knew that the demonetization process was complex and often did not go according to plan. His chapter on demonetization remains among the best available. Today he would no doubt agree that demonetization was not the answer to this 24¢ cover.

The Lima post office clerk accepted the stamp, cancelled it, and sent the letter to New York. The New York exchange office sorting clerk put this letter in the correct box, and the clerk assembling the Prussian closed mail, following regulations, did not accept a partial payment and marked the letter with the 23¢ debit handstamp for an unpaid letter. It was sent on the *Fulton*, Havre Line, which departed New York on 12 October 1861, and arrived at Southampton 24 October.¹⁸ The Aachen exchange office received the letter on 26 October and marked it with postage due of 45 kreuzer or 12¾ silbergroschen (usually marked as 13). Both currencies were used in Thuringia and were the equivalent of 30¢. The “45/1” is a local restatement of the postage due with the addition of a 1 kreuzer delivery charge.

¹⁶ Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Volume II (New York: H.L. Lindquist, 1938), pp. 28-29.

¹⁷ Pencil notation on back of cover: “OLD STAMP NOT RECOGNIZED/In My Opinion This Cover Is Genuine In All Respects/St Stanley B. Ashbrook.”

¹⁸ Hubbard and Winter, *op. cit.*, pg. 118.

The cover bears no routing instructions. The handwriting is English, but the spelling is German. Since the 22¢ rate by Bremen and Hamburg had been eliminated by 1859 and 1860, respectively, there is no explanation for this cover except that the sender believed there was a valid 24¢ rate to Thuringia.

No basis for a belief in a 24¢ rate is evident in official documents, so the explanation is likely to be found in an unofficial document. In 1855, John Weik of Philadelphia published a book entitled *The United States Letter Writer* (in German *Vereinigten Staaten Briefsteller*), aimed at the German-American audience. It provided formats for legal documents and letters “which occur in the social relations and business life of the United States,” including deeds, contracts and the like, and letters for all occasions, including “a rich young man to a beautiful poor young lady” and a lover breaking off with his intended. Left-hand pages are in German and right-hand pages in English. My copy was first sold in Leipzig, so *The Letter Writer* was available on both ends of the German migration.

Pages 11 and 12 contain a summary of U.S. postage, including this paragraph:

The following are the rates of postage to and from Europe. By the New York, Liverpool and New York, Southampton lines (also by the British lines,) the postage of a single letter, to or from any place in the United States, (except Oregon and California,) as also to or from any part of Great Britain, is 24 cents, no matter whether the letter is prepaid or not. The postage for a single letter from California and Oregon to Great Britain, or vice versa, is 29 cents.

The structure of the paragraph leaves the impression that the 24¢ rate applies to “Europe,” not merely to Great Britain. The German portion is identical. It is easy to see how a writer not well versed in the intricate postage rates of the time could be confused and even how he might show the book to an unsophisticated postal clerk, for example in Brownstown, Michigan, as proof that 24¢ was the correct amount to pay.

The only cover this hypothesis does not explain adequately is the one shown in Figure 7. The address and routing instruction “p. Prussian Closed Mail” appear to be in the same hand. The postage section of *The Letter Writer* does state clearly “By the Prussian Closed Mail...the postage of a single letter to Prussia, Austria, and all other German States, is 30 cents...prepaid or not.” It may be that the writer passed it to a friend or servant for mailing, and that person applied the stamps. The routing instruction and franking on that cover had to be the result of a misunderstanding, whether or not abetted by *The Letter Writer*.

In conclusion, it is unlikely the 24¢ rate covers to German States can be explained by intentional overpayment. Absolute proof would be a mention of *The Letter Writer* in a letter inside a 24¢ cover, but such is unlikely to appear. The number of covers from several states with the consistent erroneous 24¢ rate is strong evidence of a widespread belief in it. Near-exclusive association of this rate with Americans of German extraction makes *The Letter Writer* a plausible explanation.

USPCS members with mistaken 24¢ rate covers are invited to contact the author at bobboyd72@aol.com.

Comment from the Section Editor: This article by a first-time contributor is well-written and carefully presented. It seems unlikely to me, however, that 24¢ was paid on all but one of the letters only because a paragraph in The United States Letter Writer may have suggested this payment. I would expect most postmasters would consult the foreign-mail rate charts before using a possibly confusing paragraph in this book to justify the payment. It is quite possible that some of the letters were overpaid for a variety of reasons: intentional overpayment so enough would be paid for all alternatives routes except Prussian closed mail; convenience overpayment; or a mistaken belief that overpaying the rate would somehow increase the likelihood that the letter would reach its destination. Having said that, the author's conclusions cannot be completely dismissed. Perhaps more evidence will surface to support his theory.—R.F.W. ■

NEW INFORMATION ON A COLLINS LINE SAILING

RICHARD F. WINTER

In *Chronicle* 220 (November 2008), I wrote a short article about an unrecorded Cunard steamship mail sailing. The reason for the article was that this information had not been presented in *North Atlantic Mail Sailings 1840-75*.¹ This is the second article to provide new information not published in *North Atlantic Mail Sailings 1840-75*.



Figure 1. 29 July 1851, Glasgow, Scotland, to Philadelphia, endorsed for the steamship *Arctic*, an American contract steamship of the Collins Line, but prepaid 8 pence, the outgoing ship letter fee. At New York the letter was marked with a ship-letter datestamp for 7¢ postage due, 2¢ ship-letter fee plus 5¢ inland fee to Philadelphia.



Figure 1a. Markings on reverse of the Figure 1 cover: Liverpool arrival datestamp (blue), transit datestamp (black), and ship letter datestamp (black), each dated 30 July 1851, the sailing date of the steamer from Liverpool.

Figure 1 illustrates a folded letter that originated in Glasgow, Scotland, on 29 July 1851, addressed to Philadelphia. The letter was endorsed in the upper left corner, “p. Arctic,” routing instructions for a Collins Line steamship of the same name. The letter was sent directly to Liverpool, where it was marked the next day as a ship letter! Figure 1a shows the

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



Figure 2. 28 July 1851, Liverpool to Andover, Massachusetts, also endorsed for the steamship *Arctic* and paid 8 pence with four 2 pence blue 1841 adhesives. At New York the letter was marked with a ship-letter datestamp for 7¢ postage due: 2¢ incoming ship-letter fee plus 5¢ inland fee to Andover.

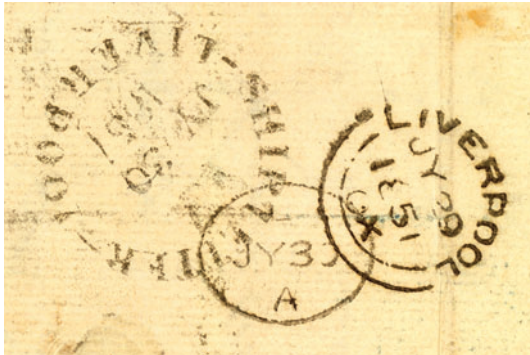


Figure 2a. Markings on reverse of the Figure 2 cover: Liverpool, transit and ship-letter datestamps. The transit and ship-letter datestamps show 30 July 1851, the sailing date of the steamer from Liverpool.

markings that appear on the reverse of the cover, including the rimless circular SHIP-LETTER LIVERPOOL marking. In Glasgow it had been prepaid 8 pence for the outgoing ship-letter rate from the United Kingdom, and upon arrival in New York the letter was marked properly for 7¢ postage due in Philadelphia as an incoming ship letter. This amount was 5¢, the inland fee for an unpaid letter from New York to Philadelphia, plus 2¢ ship-letter fee. Examination of the dates showed the letter reached New York 13 days after it was posted in Glasgow. Certainly, it traveled by a steamship because a sailing ship could not have reached New York so quickly.

A check of *North Atlantic Mail Sailings 1840-75* shows that the Collins Line steamship *Arctic* departed Liverpool on 30 July and arrived at New York on 11 August 1851, dates consistent with this letter.² The obvious question was: “Why was this cover, carried on an American contract steamer, treated as a ship letter?”

On the same page in *North Atlantic Mail Sailings 1840-75* with the sailing data of this voyage was pictured another cover carried on the same voyage with a caption that

² *Ibid.*, pg. 99.

concluded, “Unusual ship letter by contract mail packet.” I cannot explain why neither the editor nor I questioned this cover at the time, but elected just to show it as an unusual Collins Line cover. The cover is shown as Figure 2, a beautiful folded letter that originated in Liverpool on 28 July 1851 addressed to Andover, Massachusetts. Again the letter was endorsed in the upper left corner, “per Arctic,” and was paid the ship-letter rate of 8 pence, here paid with four 2 pence blue 1841 adhesives. A Liverpool clerk marked the letter on the reverse as a ship letter; see the markings in Figure 2a. The New York arrival date is the same as the Figure 1 cover, 11 August, and the letter was marked for 7¢ postage due in Andover, the incoming ship-letter rate.

Now I can provide the explanation. One of the best places to look for explanations of unusual British handling of overseas mail is a record kept in the British Postal Archives, Freeling House, Phoenix Place, London. This record is called the President’s Order Book.³ This order book was very similar to one that I used for many years as a naval officer on ships at sea. The Captain prepared instructions for the officers on watch during the night hours when he was sleeping. They were to be read and signed by each officer in charge of a night watch. Similarly, the London Inland Office left orders each day to be read, signed for, and carried out by the persons in charge throughout the day. These books provided daily instructions for overseas letters when they were to be handled in a manner different from normal practice. This is one way to learn when special mails were made up and dispatched on ships going to foreign locations. These order books were also used to highlight mistakes or penalties levied on postal employees, to be read and signed by all the others, thereby acknowledging the actions taken against their contemporaries.

A President’s Order Book entry for 26 July 1851 (four days before the *Arctic* was to sail for New York) read:

The Arctic’s departure fm Liverpool on Weds next (30 July) is as a private ship – no letters to be forwarded by her unless addressed “Pr Private Ship” or by her name. Mails to be sent per Humboldt fm Southampton.

In 1851, the American mail steamers of the Collins, New York & Havre, and Ocean Lines sailed from New York on different Saturdays, but their return trips were not coordinated. As it turns out, the *Arctic* was scheduled to depart Liverpool on 30 July and the New York & Havre Line *Humboldt* was scheduled to depart from Southampton on 31 July, both going to New York. The London office decided to send all the regular American mail on the *Humboldt* and not the *Arctic*. As a result, the special instructions were placed in the President’s Order Book. There was sufficient notice of this decision to place an announcement in *The Times* of London on 26 July 1851 which read:

NOTICE TO PASSENGERS AND SHIPPERS – The Arctic, Captain Luce, will be despatched as an extra boat from Liverpool to New York, on Wednesday, July 30.

The use of the term “extra boat” implied it would not carry contract mail. So, the public had notice that any letter sent on this voyage of the *Arctic* was to be sent as a ship letter. As far as I know, this is the only transatlantic American contract steamship voyage to be designated for ship letters only.

A third cover has now been reported from this same voyage. Figure 3 shows a folded letter dated 29 July 1851, from London to New York City. It was endorsed across the top, “p United States Steamer Arctic,” routing instructions for the American packet of that name. On the same day, the letter was taken to the Chief Office at St. Martins le Grand, which accepted the payment of 1 shilling packet fee. On the reverse is a red boxed datestamp (Figure 3a), which was used to indicate that a late fee also had been paid in cash. According to John

³ Post 14/64. Although Post 14 contains records on the Post Office: Inland Mails Organization and Circulation: Records 1757-1982, the President’s Order Books are located here because the London Inland Office handled the packet mails, preparing them for dispatch by whatever packet was either endorsed on the cover or deemed appropriate.



Figure 3. 29 July 1851, London to New York City, endorsed “p United States Steamer Arctic,” and paid one shilling U.S.-U.K postal convention rate (24¢ equivalent), a 4 pence overpayment of the ship letter fee applicable to this voyage. At New York the letter was marked for 6¢ postage due, the rate for a ship letter addressed to the arrival port.



Figure 3a. The only marking on the reverse of the Figure 3 letter, a red boxed datestamp (29 July 1851) applied at Chief Office at St. Martins le Grand in London to indicate a late fee had been paid. The actual fee is not stated.

Parmenter, this was the only London office accepting late fees in cash rather than postage stamps at the time.⁴ We don’t know the actual late fee paid, but it was either 1 penny if posted during the period 6 to 7 p.m. or 6 pence if posted during the period 7 to 7:30 pm. It is surprising that the Chief Office didn’t know of the instruction that the *Arctic* would not carry contract mail on this voyage. In any case, when the letter was prepared at the Inland Office for the *Arctic*’s mail, it was realized that it would be sent as a ship letter and a SHIP-LETTER/LONDON rimless datestamp was applied in red ink on the front. The letter had in fact been overpaid by 4 pence. Since the letter was endorsed for the *Arctic*, it was placed in the mail bag for that vessel and sent to Liverpool. The absence of any of the Liverpool markings seen on the other two letters indicates this one was in a closed mail bag. Since the letter was addressed to New York City, the ship’s arrival port, it did not receive a forwarding ship letter datestamp at New York. Instead, it was marked for 6¢ postage due with New York’s black circle 6 handstamp. This 6¢ due rating is clear proof the letter arrived on the *Arctic* as a ship letter and not on the *Humboldt* a day later as a packet letter.⁵

My thanks go to new member Seppo Talvio of Finland who reported this third cover and to Colin Tabcart who found the cited entry in the President’s Order Book at the British Postal Archives. ■

⁴ John Parmenter, *London Late Fee and Too Late Mail, 1840-1930* (Gosport, Hants.: Rossiter Trust and British Philatelic Trust for the London Postal History Group, 2002), pp. 7-12.

⁵ Figures 1 and 2 show the mail forwarding date in New York for letters carried on the *Arctic* was 11 August. Another cover in my records carried on the *Humboldt* shows a 13 August mail forwarding date from New York.

MATTHEW BENNETT INTERNATIONAL

Our Inaugural Sale of Autumn 2010 Season

Harvey Bennett, of Matthew Bennett International, is announcing an opening auction for the Fall 2010 auction season. Our goal is to bring to auction the collections of a select group of consignors to whom we will devote all of our philatelic and marketing skills. The sale will be held at the Four Seasons Hotel in New York City.

If you would like your collection to be treated with the care and attention you know it deserves, call or email Harvey Bennett. Our space is limited in order to provide the time we need to prepare your stamps and covers properly, so please contact us now. We look forward to working with you to present your material in the finest possible manner to the philatelic market. Generous, interest-free advances are always available.



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POSTAL HISTORY OF U.S. STAMP COLLECTING: 1862-1899 (3)

STEVEN R. BELASCO

Introduction

We saw in the previous installments that as the 1870s drew to a close, the spread of philately across the United States could be well documented, through covers, in almost one third of the country. This growth accelerated in the 1880s. In this installment we'll look at the continued expansion of stamp collecting throughout the United States in the decade of the 1880s. Part 5 describes the expansion of the stamp hobby in the east. Part 6 details the growth of collecting in the south and Part 7 tells the story for the midwest and the far west.

Part 5 – The 1880s, Expansion in the East

In the 1880s philately became firmly established throughout the eastern states. The postal history of this era mainly focuses on interesting domestic and foreign uses by stamp dealers and collectors, as well as the first postal history items from eastern states not represented before. This is also the era when a few dealers used the reissued 1869 stamps on their mail, creating some of the rarest and most valuable philatelic postal history covers. Covers with 1869 reissue stamps will be discussed separately in Part 8.

Table 4. Earliest uses in Delaware, D.C., Maine and Maryland, 1880s

State	Sender	Address	City	Date	Reference
Delaware	J. L. Johnson	215 Jefferson St.	Wilmington	2/2/1887	Figure 5-1
District of Columbia	Jesse Lee	1507 H St., N.W.	Washington	9/16/1885	Figure 5-2
Maine	Putnam Bros	60 Riverside St.	Lewiston	12/14/1885(?)	Figure 5-4
Maryland	Wm. v.d.Wettern	176 Saratoga St.	Baltimore	6/15/1883	Figure 5-5

The new eastern states to generate philatelic postal history material in the 1880s are Delaware, the District of Columbia, Maine and Maryland. Data on the earliest known use covers from each of these states is presented in Table 4. Now let's look at some of the 1880s material alphabetically by state.

Delaware

Figure 5-1 shows the earliest stamp collecting postal history item I know of from Delaware. The sender, J. L. Johnson, described himself as a dealer in stamps and coins. Franked with a 2¢ red brown Washington stamp of 1883 (Scott 210), the cover was sent from Wilmington to Philadelphia on February 2, 1887.



Figure 5-1. Cover sent by J. L. Johnson, an early Delaware stamp and coin dealer, franked with a 2¢ red brown Washington stamp of 1883, postmarked Wilmington, February 2, 1887. This is the earliest stamp-dealer cover recorded from Delaware.

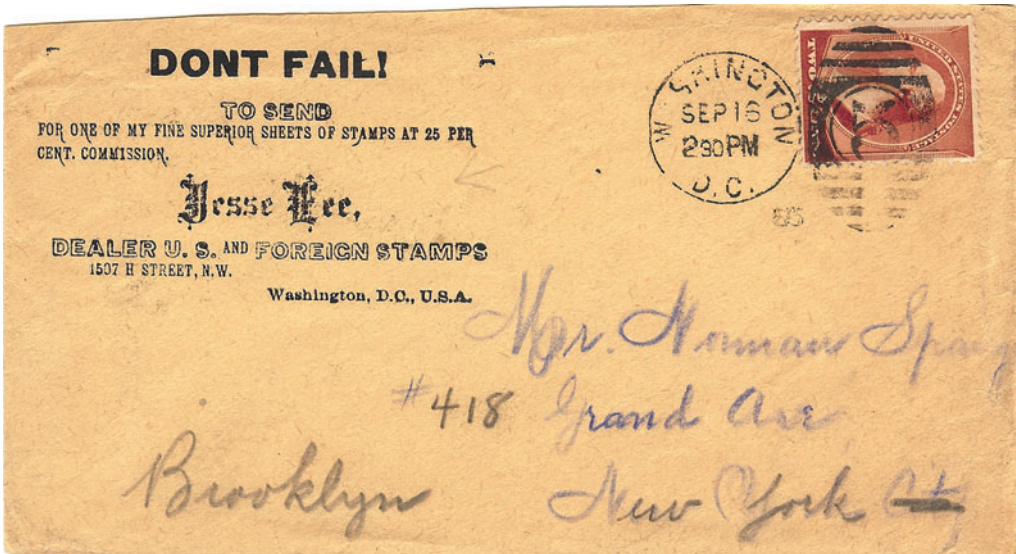


Figure 5-2. Crude advertising cover from Jesse Lee, an early District of Columbia stamp dealer, postmarked Washington, D.C., September 16, 1885. This is the earliest known stamp-dealer cover from Washington, D.C.

District of Columbia

The crude advertising cover shown in Figure 5-2 is from Jesse Lee, a dealer in United States and foreign stamps. The cover, franked with a 2¢ red brown Washington stamp (Scott 210), is postmarked September 16, 1885, making it the earliest piece of philatelic postal history from Washington, D.C.

Figure 5-3 shows a registered cover sent on November 27, 1888, by Walter S. Kaye, a Washington dealer in United States and foreign stamps, to one of the earliest stamp dealers



Figure 5-3. Registered cover from Walter S. Kaye, a U.S. and foreign stamp dealer, sent to an early Texas stamp dealer, V. Gurdji of Galveston. The cover is postmarked Washington, D.C., November 27, 1888.

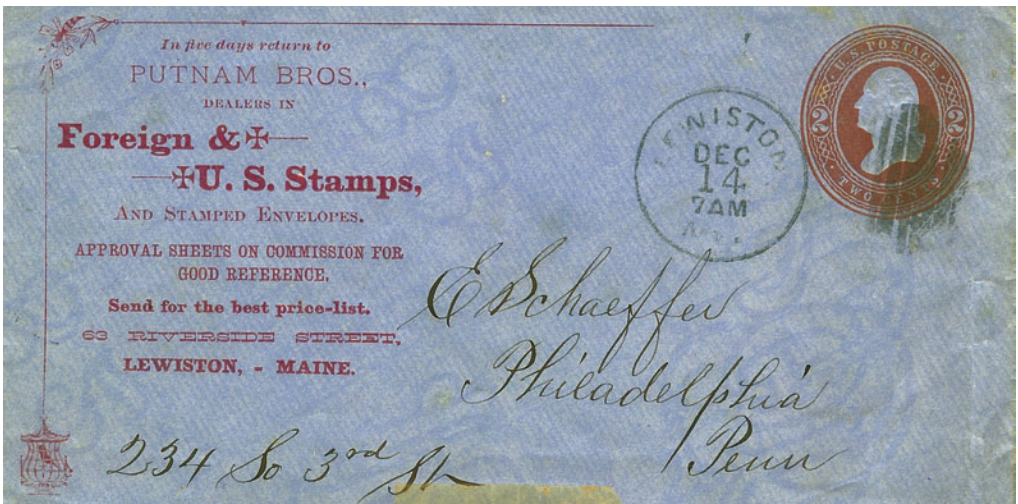


Figure 5-4. 2¢ stamped envelope bearing the advertising imprint of Putnam Brothers, early Maine stamp dealers, postmarked Lewiston, Maine, December 14, probably 1885. This is the earliest recorded stamp-dealer cover from Maine.

in Texas, V. Gurdji of Galveston. The 2¢ postage and 10¢ registry fee are paid by a colorful combination: the 3¢ rose stamp of 1861 (Scott 65), a part-imprint pair of 2¢ green Washington stamps of 1887 (213) on a 5¢ Garfield entire envelope of 1882 (U223).

Maine

Figure 5-4 shows the earliest known stamp-collecting postal history cover from Maine, a 2¢ brown-on-blue stamped envelope (U280) bearing the detailed advertising imprint of Putnam Brothers, “Dealers In Foreign and U.S. Stamps And Stamped Envelopes.” The Lewiston, Maine, postmark is dated December 14, and the year is probably 1885. Putnam Brothers began dealing in stamps in Lewiston in that year.

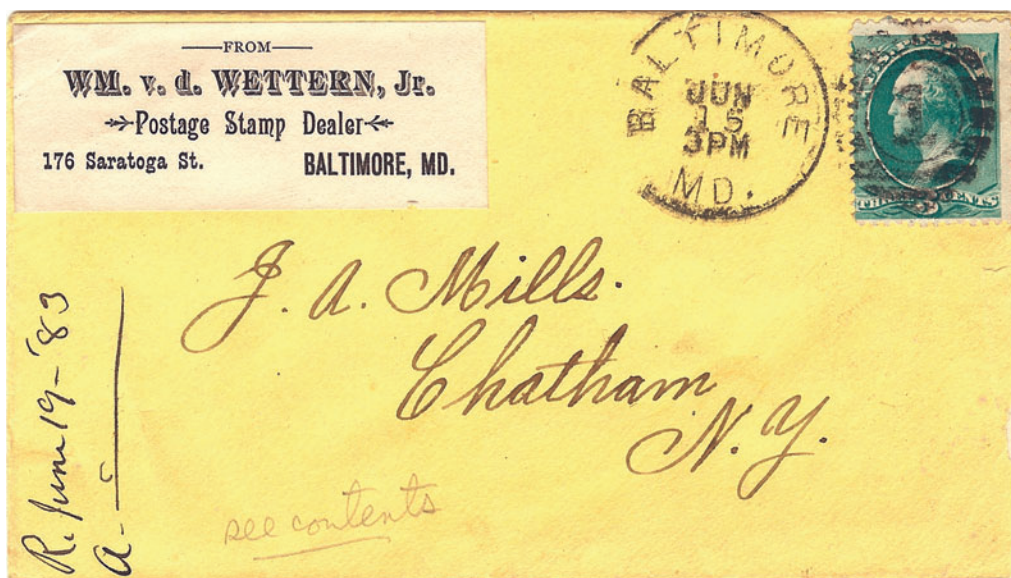


Figure 5-5. 3¢ green Washington stamp (Scott 207), postmarked Baltimore, June 15, 1883, on a cover bearing the printed advertising label of William v.d.Wettern, a pioneer Maryland stamp dealer. This is the earliest known stamp-dealer cover from Maryland.

Maryland

Figure 5-5 shows the earliest stamp-related postal history item from Maryland. This is a cover sent by William v.d.Wettern, Jr., a stamp dealer, on June 15, 1883, from Baltimore, addressed to J. A. Mills of Chatham, New York, with first-class postage paid by a 3¢ green Washington stamp (Scott 207). Notable about this cover is the printed advertising label affixed to it, but the contents are even more interesting, providing insights into the difficulties of the early stamp trade.

Dear Sir, I was referred to you by the Postmaster. Mr. F. H. Bristol, holder of box 467 of your village has defrauded me out of foreign stamps to the value of \$16.44. I sent them to him on March 27th and he received them and I requested him several times to make a settlement, but without success. He says he returned them about 4 months ago but such is not the case, his intentions were to steal. I sent them to him on a commission of 25% which would net me \$12.33. Now if you can collect this amount for me you may do so. I want \$5.00. The balance of \$7.33 you may have. Awaiting your early reply, I am, very truly yours, Wm. v.d .Wettern, Jr.

I wonder if Wettern ever got his money.

Another early Maryland stamp dealer cover is shown in Figure 5-6. This was sent by A. N. Ridgely, whose handstamped oval advertising imprint describes him as a wholesale stamp importer, to Lisbon, Portugal, on November 12, 1884. The 5¢ UPU rate was paid by a 3¢ green Washington stamp (207) on a 2¢ brown-on-blue stamped envelope (Scott U280).

Massachusetts

Boston stamp dealer E. A. Holton used Mulready facsimile advertising envelopes for much of the decade. These fancy covers were popular with collectors and a good number have survived. Figure 5-7 shows a nice cover dated April 6, 1883, sent to the stamp dealer Charles Diena in Modena, Italy.¹ This is a double-rate registered cover. Twice the 5¢ UPU

¹ Charles Diena was a stamp dealer in Modena, Italy, brother to the more famous Emilio Diena, who founded the Diena dealer dynasty. Emilio Diena was elected to the American Philatelic Society Hall of Fame in 2008 and a brief biography can be found on the APS website by clicking Almanac, then Awards and then Hall of Fame.



Figure 5-6. Cover from Maryland stamp importer A. N. Ridgely to Lisbon, Portugal, postmarked Baltimore, November 12, 1884.

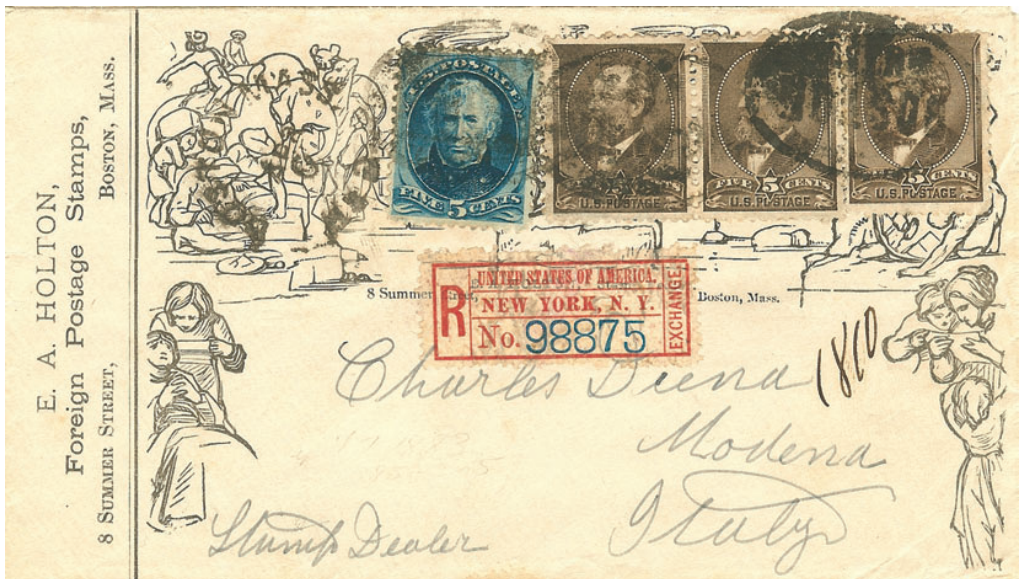


Figure 5-7. A 5¢ Taylor stamp and three brown Garfields, postmarked Boston, April 6, 1883, on a registered Mulready facsimile advertising envelope. Sent by Boston dealer E. A. Holton to a member of the Dena dealer family in Modena, Italy.

rate plus a 10¢ registry fee was paid by a 5¢ blue Taylor stamp of 1875 (Scott 179) and three 5¢ brown Garfield stamps of 1882 (205). In the address, Holton notes that Dena is a “Stamp Dealer.”

Pioneer Boston stamp dealer Ferdinand Trifet was still very active. Shown in Figure 5-8 is his attractive pink all-over advertising cover, dated September 7, 1881. First-class postage was paid by a 3¢ Bank Note stamp (184) cancelled with a fancy negative “5” Bos-



Figure 5-8. Attractive advertising envelope from Ferdinand Trifet, postmarked Boston, September 7, 1881. The cover shows that he was the Publisher of *Trifet's Monthly*.

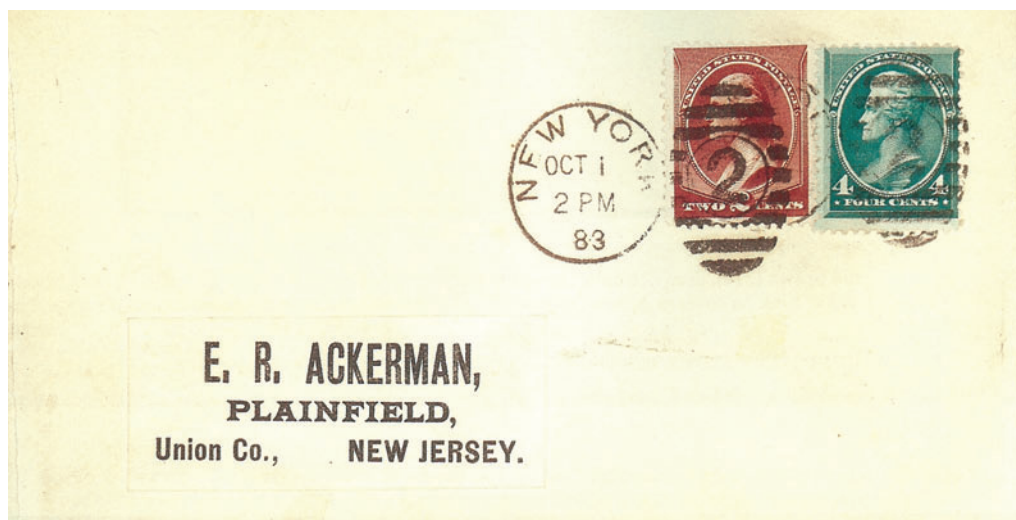


Figure 5-9. First-day cover with 2¢ and 4¢ 1883 stamps (Scott 210 and 211), postmarked New York, October 1, 1883 and addressed to collector/dealer E. R. Ackerman.

ton killer. The cover shows that Trifet was publisher of *Trifet's Monthly*, which lasted from 1879 to 1881.

New Jersey

First-day covers are known as far back as the issue of 1851 but these are commercial uses rather than collector or dealer-inspired items.² The earliest first-day cover made by (or for) a collector seems to be the one shown in Figure 5-9, made for Ernest R. Ackerman of Plainfield, N.J. This pre-printed cover is addressed to E. R. Ackerman, bears 2¢ and 4¢

² Much earlier first-day-of-issue covers, postmarked on May 3, 1840, are known for the Penny Black. Even if these were not made for collectors or dealers (since the stamp hobby didn't exist at that time), some were created as souvenirs.



Figure 5-10. Cover from J. Henry Frome, “Philatelist,” of Camden, New Jersey, to fellow stamp collector S. D. Reed, posted at Philadelphia on April 15, 1888.

1883 stamps (Scott 210 and 211) and is cancelled New York, October 1, 1883, the first day of issue for both stamps. Ackerman was a teenaged stamp dealer in the late 1870s and early 1880s. Later he made a fortune in the cement business and was one of the leading U.S. stamp collectors in the early decades of the 20th century. He was a member of the New Jersey senate when Woodrow Wilson was governor, and then a U.S. Congressman from New Jersey for a dozen years, during which he led a successful effort to legalize the photographic reproduction of postage stamps.³

The term “philately” was probably coined in the late 1850s by a French stamp collector named Herpin. Based on the names of American stamp periodicals, the term “philately” began to be used in the United States in the 1860s and “philatelist” in the 1870s.⁴ Shown in Figure 5-10 is a cover dated April 15, 1888, bearing the handstamped imprint of “J. Harry Frome, Philatelist, 308 Federal Street, Camden, N.J.” Frome’s letter was addressed to S(ilas) D. Reed of Taunton, Mass. Reed was a well-known collector in the 1880s who, fortunately, saved a large number of letters he received from stamp dealers and collectors, thus helping to preserve the philatelic postal history of that era.

Also worth showing is the cover in Figure 5-11, postmarked Trenton, New Jersey, April 10, 1883, and sent by E.B. Sterling, “Collector and Dealer in United States Stamps Only.” Two 3¢ and one 10¢ Bank Note stamps (Scott 207 and 187) paid the double first-class rate plus the 10¢ registry fee to J. V. Painter, an important stamp collector in Cleveland, Ohio. Sterling was an leading collector, dealer and author from the 1870s through

³ Ernest Ackerman was inducted into the American Philatelic Society’s Hall of Fame in 2000 and a brief biography can be found on the APS website by clicking Almanac, then Awards and then Hall of Fame. A more complete biography of Ackerman can be found in Chapter 17 of *The World’s Greatest Stamp Collectors* by Stanley M. Bierman, New York, Frederick Fell Publishers, 1981.

⁴ The first U.S. stamp periodicals to use the word “philately” in the title were the *American Journal of Philately*, New York, 1868, and the *New England Journal of Philately*, Boston, 1869. The word “philatelist” was first used in the title by the *American Philatelist*, Elizabeth, N.J. 1871, the *Western Philatelist*, Chicago, 1872, and the *Maine Philatelist*, Portland, 1872.

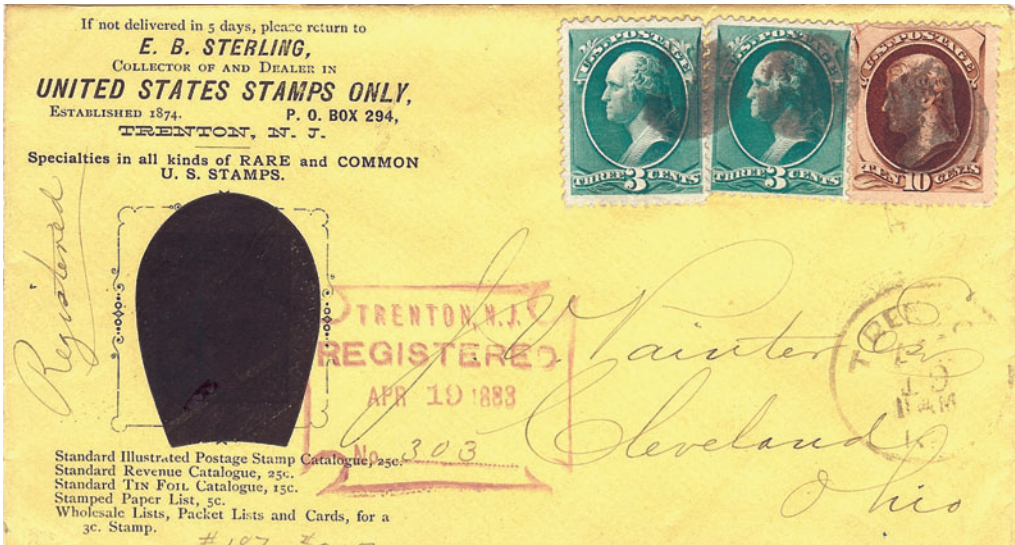


Figure 5-11. Registered cover postmarked Trenton, April 10, 1883, sent by prominent New Jersey stamp dealer E. B. Sterling. For reasons unknown, Sterling overprinted the original envelope with a black blob, obliterating part of the advertising design.



Figure 5-12. Pioneer Manhattan stamp dealer William P. Brown was still in business in the 1880s, but at this point referred to himself as an “Antiquarian.” The 2¢ green Bank Note stamp on this cover was postmarked at New York on November 23, 1888.

the 1890s.⁵ He was one of the first important collectors and dealers in U.S. revenue stamps and did much to generate interest in this area of philately. In the center of the advertising

⁵E. B. Sterling was inducted into the American Philatelic Society’s Hall of Fame in 1997 and a brief biography can be found on the APS website by clicking Almanac, then Awards and then Hall of Fame. A more complete biography of Sterling can be found in Chapter 3 of *More Of The World’s Greatest Stamp Collectors*, by Stanley M. Bierman, Hollywood, Florida, Fell Publishers, 1990.

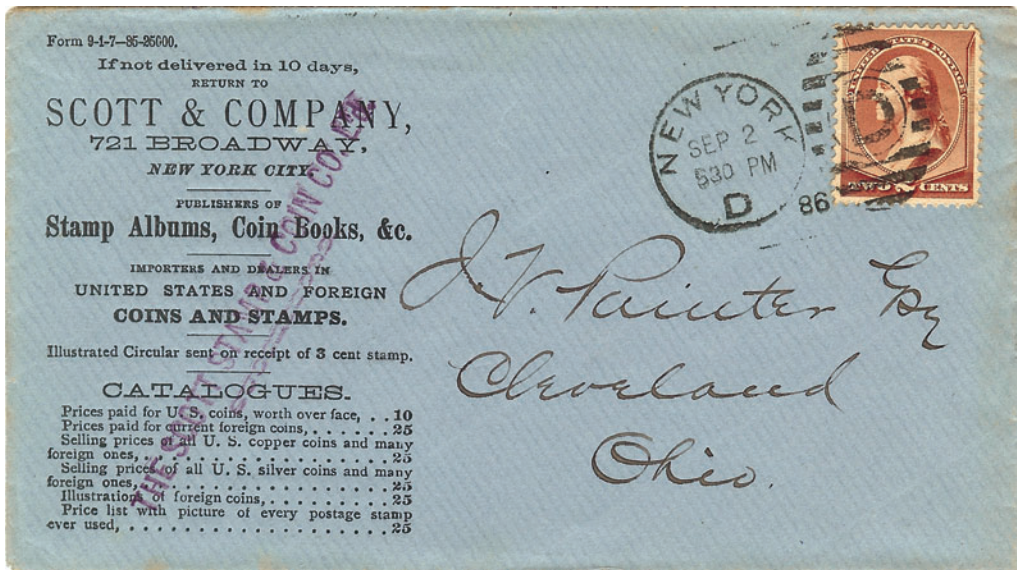


Figure 5-13. Cover postmarked New York, September 2, 1886, showing the transition after John Walter Scott sold his stamp business. The printed advertising for Scott & Company (John Walter Scott’s company) was hand-stamped in purple ink “The Scott Stamp & Coin Co. Ltd. Successors” (the name of the acquiring company, organized by G. B. Calman and others).

on the left side of the Figure 5-11 cover is a large, solid-black heel shape. For an unknown reason, Sterling overprinted the original advertising with this black “blob” to obliterate part of the design.

New York

William P. Brown, who was discussed earlier for his 1870s local post, was still active in the 1880s and now calling himself an “Antiquarian” rather than a stamp dealer. Figure 5-12 shows a cover, franked with a 2¢ green Bank Note stamp (Scott 213), postmarked New York Nov 23, 1888, which contains a letter from Brown to a stamp collector in Indiana sending him \$5.64 of stamps on approval. The stamps are no longer present. Brown didn’t feel it necessary to pay 10¢ to register the letter; showing his trust for both the collector and the post office.

John Walter Scott continued to be the leading stamp dealer and publisher in the United States. However, in 1886 he sold his business to a group called Scott Stamp and Coin Company, Ltd., organized by G. B. Calman and others, after which Scott retired (for a while) from the stamp business. Figure 5-13 shows a cover documenting this change. The cover is postmarked September 2, 1886, and franked with a red brown 2¢ American Bank Note stamp (Scott 210). The printed corner card is for Scott & Company, 721 Broadway. This has been overprinted with a purple hand-stamp that reads “The Scott Stamp and Coin Co. Ltd, Successor.” This is the name of the new company that acquired the business. By hand-stamping Scott’s old envelopes the new Scott Stamp and Coin firm showed its heritage and made use of otherwise obsolete envelopes.

The new Scott Stamp and Coin Company’s ability to benefit from this heritage was short-lived. In 1889 John Walter Scott suffered business reversals and found it necessary to go back into the stamp business. He used the name J. W. Scott Co., Ltd, from a location just around the corner from his old company. This led the Calman group to sue him for



Figure 5-14. A 3¢ green entire envelope (Scott U165) with a 2¢ vermilion Jackson stamp, sent from New York, August 4, 1880, to Montevideo, Uruguay. The 3¢ green embossed stamp is surrounded by an advertising collar of the notorious Nicholas Seebeck, who later that decade would begin to print stamps for Latin American countries.

breach of contract. This famous case was resolved in 1890 by the New York Supreme Court (15 N.Y.S. 325), which ruled in favor of John Walter Scott. He prevailed because the court agreed with him that, notwithstanding the contract he signed, the only way he could make a living was as a stamp dealer and no contract could bar him from doing so. Needless to say, Calman and the other purchasers were bitter rivals to Scott for many years to come. So the cover in Figure 5-13 is not only evidence of an important philatelic transaction, but pre-shadows a landmark legal case.

Nicholas Seebeck appears again with an interesting cover. As part of his stamp advertising, he often printed collars around the stamp indicium on postal stationery. A cover with a Seebeck collar is shown in Figure 5-14. The detail of the red collar, which reads “N. F. Seebeck, 3 Vesey Street, New York” is shown enlarged as Figure 5-14A. The cover was postmarked New York August 4, 1880, and sent to Montevideo, Uruguay. A 2¢ vermilion stamp on a 3¢ green-on-cream stamped envelope (Scott 183 and U165) paid the 5¢ UPU postage.



Figure 5-14A. Enlargement of the Seebeck advertising collar on the Figure 5-14 cover.



Figure 5-15. Legal-size registered cover with the ornate advertising imprint of New York stamp dealer A. Wuesthoff. Postmarked New York, October 25, 1882, and sent to Vienna, Austria, with 5¢ UPU postage and the 10¢ registry fee paid by 15 1¢ Franklin stamps.



Figure 5-16. Cover sent by the National Philatelic Society of New York City, postmarked New York, November 23, 1888.

Bank Note stamps (Scott 182). The envelope includes an engraving of what purports to be the facade of Wuesthoff’s stamp store.

The 1880s also saw the rise of the first important stamp-collector organizations. Figure 5-16 shows a cover from the “National Philatelic Society of the City of New York,” postmarked New York November 23, 1888. Franked with a 2¢ green American Bank Note stamp (Scott 213), the cover is addressed to William F. Vilas, who was briefly Secretary of the Interior during the first administration of Grover Cleveland.

Stamp collectors were very much a part of the postal history of this decade. A proud New York collector, E. L. Schumann, had the following message printed on government entire envelopes: “Collector of all kinds of used & unused United States and foreign post-



Figure 5-17. Sent by E. L. Schumann to Copenhagen, postmarked New York, 1887.



Figure 5-18. From “Miss Ella Scott, For’n Postage Stamps,” postmarked New York. This the only 19th century cover known to the author from a female stamp dealer.

age stamps, square cut and entire envelopes, newspaper wrappers and post cards. Exchange of duplicates with advanced collectors only.” Figure 5-17 shows a cover Schumann sent to Copenhagen, Denmark, on November 28, 1887, using a 3¢ blue-green American Bank Note stamp on a 2¢ brown stamped envelope (Scott 207 and U277).

While stamp dealing was, and is today, a predominantly male occupation, women were not totally unrepresented. One of the earliest stamp collectors was a woman who famously advertised in a London newspaper in the 1840s seeking stamps to paper the walls of her room. Figure 5-18 shows a remarkable cover bearing the printed imprint of “Miss Ella



Figure 5-19. Mulready facsimile cover from L.W. Durbin, Philadelphia, probably 1882.

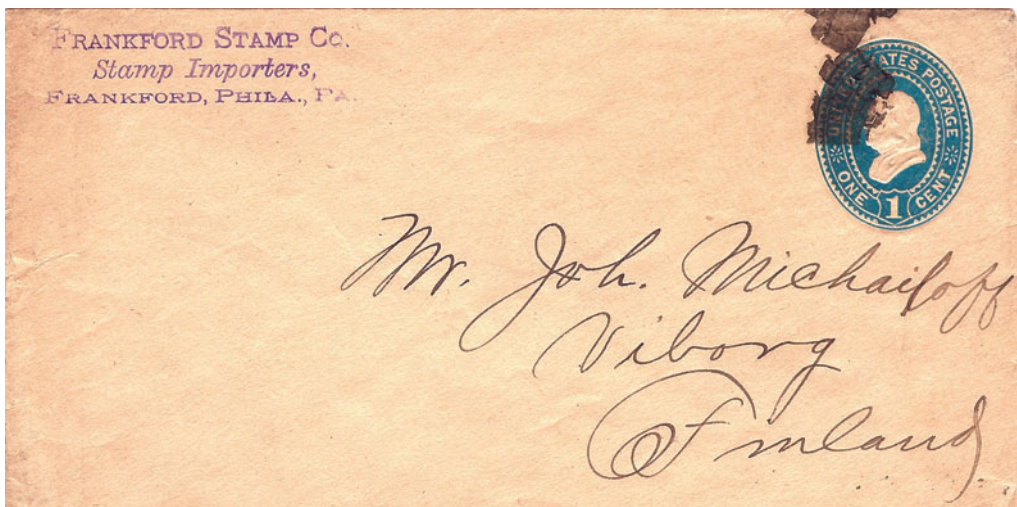


Figure 5-20. 1¢ stamped envelope from the Frankford Stamp Co., Frankford, Philadelphia, Pennsylvania, to Viborg, Finland, sent in 1889 at the 1¢ circular rate.

Scott, For'n Postage Stamps, 589 Monroe St., Brooklyn, N.Y." Postmarked at New York City on April 21, 1886, this the earliest 19th century cover I know of from a female stamp collector or dealer. Can anyone show me another?

Pennsylvania

L. W. Durbin was still producing attractive advertising covers until his untimely death in 1887. Figure 5-19 shows a nice Mulready facsimile cover created by Durbin in the early 1880s. The cover is postmarked Philadelphia, September 25, and the 3¢ stamp (Scott 184) helps date this cover prior to the reduction in the first-class rate to 2¢ on October 1, 1883.

A very quiet cover is shown in Figure 5-20. The return address is for the "Frankford Stamp Co., Stamp Importers, Frankford, Phila., Pa." hand-stamped on a 1¢ blue-on-manila



Figure 5-21. All-over advertising cover dated September 4, 1883, from stamp dealer George Richmond, of Northfield, Vermont, using a cover design created by an earlier Vermont dealer, Charles F. Buswell.

entire envelope (Scott U300). What makes this cover interesting is the addressee in Viborg, Finland, an uncommon destination in the 1880s for the 1¢ UPU printed-matter rate. The date of use is established by the receiving stamp on the reverse: “Viborg, 19-4-89”.

Vermont

One of the most attractive of all the 19th century stamp-dealer covers is a two-color overall design created by Charles F. Buswell of Vermont, who was mentioned in Part 3. George Richmond of Northfield, Vermont, acquired Buswell’s business and used Buswell’s advertising cover by stamping on the top, “Geo. H Richmond, Northfield, Vt. Successor to” above Buswell’s name. Figure 5-21 shows this cover with a 1¢ stamp (Scott 206) paying the circular rate on September 4, 1883. Note that the illustrations include stamp albums and scenes of a family and two young men enjoying their stamp collections.

Having surveyed the postal history of stamp dealing and collecting in the east in the 1880s, it is time to move south.

Part 6 – The 1880s in the South

In the 1880s stamp collecting began to spread through the rural, agricultural south, which was recovering from the devastation of the Civil War. Collectors and small-scale dealers were mainly located in small towns. Other than New Orleans (the 10th largest U.S. city in 1880), only Richmond (25), Charleston (36), Nashville (40) and Atlanta (49) ranked among the 50 largest U.S. cities in 1880.

In the 1880s, stamp-collecting postal history can now be found from eight more states of the old Confederacy: Alabama, Arkansas, Florida, Georgia, North and South Carolina, Texas and Virginia. Details about the earliest known use of postal history items relating to stamp collecting from each of these states are presented in Table 5. Now let’s look at the covers from these new states (in alphabetical order).

Table 5. Earliest Uses in the South, 1880s

State	Sender	City	Date	Reference
Alabama	H. P. Simpson	Tuscaloosa	10/27/1888	Figure 6-1
Arkansas	S. G. Smith	Heckatoo	10/11/1888	Figure 6-2
Florida	Ebenezer Bridge	Palatka	07/17/1881	Figure 6-3
Georgia	U.S. Atkinson	Atlanta	10/05/1885	Figure 6-4
North Carolina	John Caspar	China Grove	06/22/1884	Figure 6-5
South Carolina	I.B. Cohen	Charleston	03/28/1887	Figure 6-6
Texas	B.M. Hammond	San Antonio	07/08/1881	
Virginia	A.P. Shotts	Richmond	05/29/1886	

Alabama

The only cover I am aware of for Alabama is shown in Figure 6-1. Franked with a green 2¢ Bank Note stamp (Scott 213), the cover shows the advertising imprint of a stamp, curios and relics dealer, H. P. Simpson of Tuskegee, Alabama. Notwithstanding that the letter is addressed R. W. Ford, Rubber Stamp Manufacturer, it is known that Simpson was a postage stamp dealer/collector, in addition to being a rubber stamp dealer. H. P. Simpson of Tuskegee is listed in *Rogers' American Philatelic Blue Book 1893* as a collector with 450 varieties of stamps. Note that in the advertisement on the cover in Figure 7-1, the city name Tuskegee was modified to "Tuskaloosa" (more usually spelled Tuscaloosa). The postmark reads "University, Ala.," so Simpson must have been temporarily in Tuscaloosa at the University of Alabama. The date of the cover is October 27, 1888.



Figure 6-1. Cover from an early Alabama stamp dealer, H. P. Simpson, postmarked University, Alabama, October 27, 1888. "University" refers to the University of Alabama in Tuscaloosa. This is the earliest stamp-dealer cover recorded from Alabama.

Arkansas

I am aware of only one cover from Arkansas for this decade. S. G. Smith was for a number of years a stamp dealer based in Heckatoo, Arkansas, a Lincoln County town in the central part of the state whose post office closed in 1894. A cover from Smith, franked

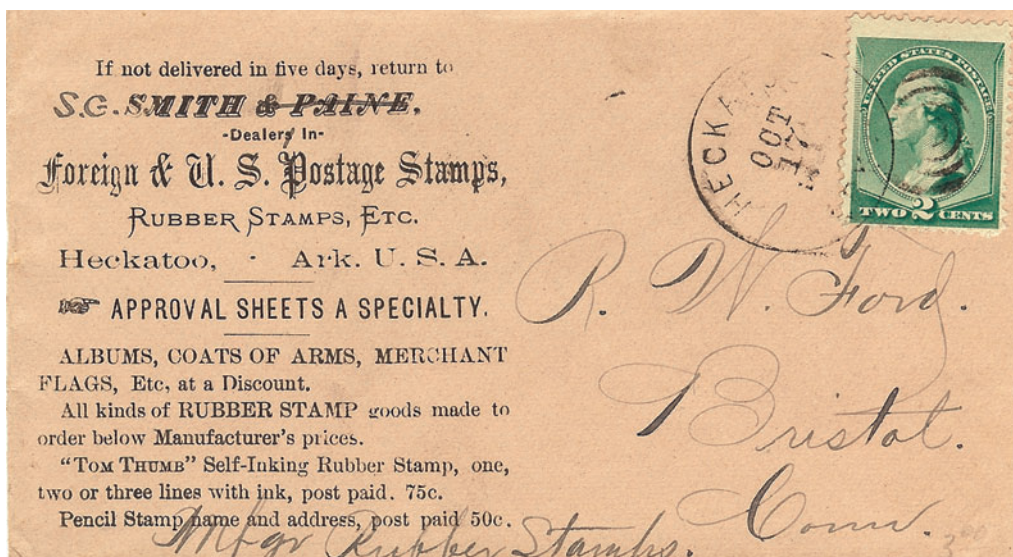


Figure 6-2. Cover from an early Arkansas stamp dealer, S. G. Smith, postmarked Heckato, October 17, 1888. This is the earliest stamp-dealer cover recorded from Arkansas.



Figure 6-3. Postal card from early Florida stamp collector Ebenezer Bridge to Stanley Gibbons & Co. London "Old England," postmarked at Palatka, Florida, on July 17, 1881. The 1¢ postal card (Scott UX5) with a 1¢ Bank Note stamp (Scott 182) paid the 2¢ card rate to England.

with a 2¢ green Bank Note stamp and postmarked October 17, 1888, is shown in Figure 6-2. This cover, like the one in Figure 6-1, is addressed to R.W. Ford, a stamp collector and manufacturer of rubber stamps. The advertising on this cover makes it clear that Smith sold both foreign and U.S. postage stamps as well as all kinds of rubber stamps. However, the connection between rubber stamps and postage stamps for both Simpson in Alabama and Smith in Arkansas is rather odd.



Figure 6-4. Postal card to the Eolus Stamp Co., Fitchburg, Massachusetts, postmarked Atlanta, October 5, 1885, from a collector seeking to act as the firm's agent.

Florida

The philatelic postal history of Florida begins with the item in Figure 6-3, a lovely postal card from Palatka, Florida, addressed to the well-known British firm of Stanley Gibbons & Co, London, "Old England," and posted July 17, 1881. The 1¢ postal card (Scott UX5) with an additional 1¢ Bank Note stamp (Scott 182) paid the 2¢ card rate to Great Britain. The message on the reverse reads: "Orange Spring, Marion Co., Florida, 7-1-81, Gents: Please forward to above address your Catalog of War Envelopes, Curiosities etc. as per adv. in Leslie's Popular Monthly. And oblige, Ebenezer I. Bridge." I hope Mr. Bridge got his catalog.

Georgia

Figure 6-4 shows the front of the earliest stamp-dealer communication I am aware of from Georgia. This postal card (Scott UX8) was posted at Atlanta on October 5, 1885, and sent to the Eolus Stamp Co. of Fitchburg, Massachusetts, "Stamp Dealers." The message on the reverse is from a U. S. Atkinson who states: "I would like very much to be your agt. and I think that I could sell a good many stamps for you." This is all I've seen from Georgia for the decade of the 1880s.

North Carolina

North Carolina is also represented by a single postal card about stamp collecting. Shown in Figure 6-5, this is a 1¢ card of the 1875 issue (UX5) cancelled with a magenta straightline "China Grove, N. C." with a manuscript date "6/22[84]." The card is addressed to a known stamp dealer, J. W. Risdon of Cambridge, Massachusetts. (Risdon is listed in *The Stamp Dealers of the World*, published by J. M. Hubbard of Lake Village, New Hampshire, in 1885.) The message on the back of the card reads "Sir: I only want high priced and rare stamps. I know of no stamp dealer to give as a reference. I would rather give those I know. Sometimes it makes a fuss to do so. If you want to send stamps you can. I want no one to send anything to me unless they are satisfied. Yours, John Casper, China Grove, N.C." John Casper is listed as a stamp collector in J. T. Handford's *International Stamp Collectors' Directory 1882*, published in New York City in 1882. Casper is the only collec-

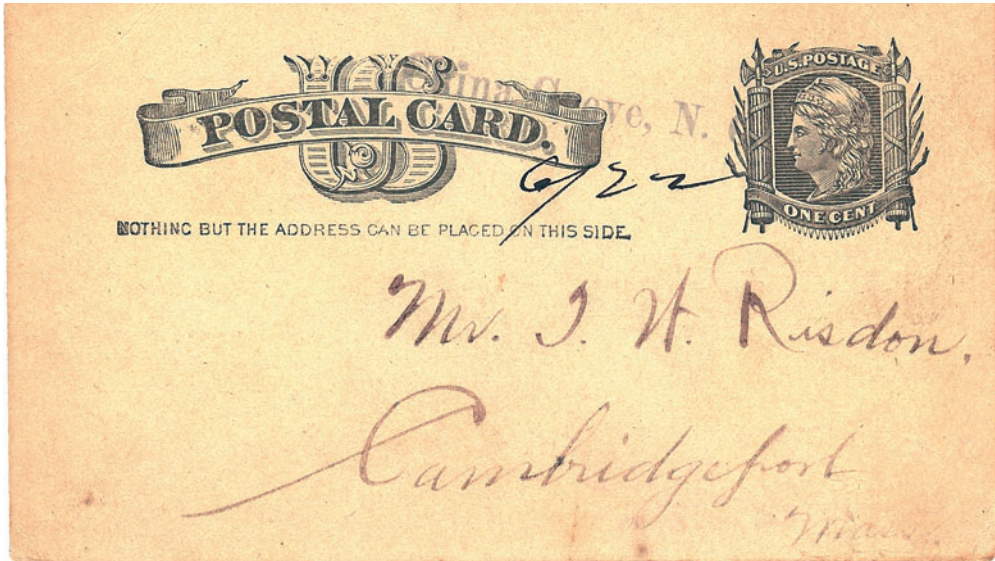


Figure 6-5. Postal card postmarked China Grove, N.C., to J.W. Risdon, Cambridge, Massachusetts, a stamp dealer. The card was sent by John Casper, who was then one of the few stamp collectors in North Carolina, on June 22, 1884.



Figure 6-6. Registered cover from Charleston, S.C., postmarked March 28, 1887, sent by stamp dealer I.B. Cohen to a very prominent stamp collector, George H. Worthington.

tor listed in China Grove, and one of only five listed in the entire state of North Carolina. I wonder what Risdon’s reaction was and whether he bothered to reply.

South Carolina

The philatelic postal history of South Carolina was centered in Charleston in the 1880s. A well-known dealer, I. B. Cohen, sold “Confederate Stamps and Locals, &c.” from



Figure 6-7. Cover with a corner card for a short-lived publication, the *Charleston Philatelist*, postmarked Charleston, S.C. March 3, 1889.

his office at 234 King Street in Charleston. Figure 6-6 shows a registered cover, posted 28 March 1887, that Cohen sent to George H. Worthington, one of the most prominent stamp collectors of the era. The 2¢ letter-rate postage and 10¢ registry fee were paid with a 2¢ red brown Bank Note stamp (210) and a 10¢ brown Bank Note stamp (209). A cover from T. S. Crayton, Jr., of Anderson, S.C., apparently predates this cover. It is listed as part of lot 781 in the George Turner U.S. cover collection sold by the Daniel F. Kelleher firm on December 2, 1980. It is described as an “1882 cover enclosing handwritten U.S. price list.” I have not seen or heard of this cover since, so I have not listed it here. I hope a reader can provide an update on its location.

A short-lived publication, the *Charleston Philatelist* (1887-1889), is represented by the cover shown in Figure 6-7. The postmark reads “CHARLESTON S.C. MAR 3 3 PM 68” but the year date is in error. The year slug in the canceller was inserted upside down. The proper year is 1889. The Charleston duplex marking ties a 2¢ green Bank Note stamp (Scott 213). While stamp-collecting periodicals were common by the late 1880s in the northeast and midwest, only a handful were published in the south prior to the *Charleston Philatelist*.

Texas

Texas philatelic postal history begins with a 1¢ postal card (Scott UX5) sent July 8, 1881 from B. M. Hammond, a stamp collector and dealer in Dallas, to the important German stamp dealer Ernst Petritz in Dresden. A 1¢ Bank Note stamp (probably Scott 182) was added to pay the 2¢ UPU postal card rate. Hammond’s short message asked for a sample copy of one of Petritz’s periodicals.

V. Gurdji was one of the earliest stamp dealers in Texas and had his office in Galveston. Figure 6-8 shows an unusual Gurdji cover from Galveston to Sweden, posted November 6, 1887. Here the 5¢ UPU rate was paid by a 1¢ and a pair of 2¢ large Bank Note stamps (Scott 212 and 213).

The colorful registered cover shown in Figure 6-9 was sent to Leipzig, Germany, on August 9, 1888, by Henry A. Reuss of Paris, Texas. The 5¢ UPU rate and 10¢ registry fees



Figure 6-8. Cover from early Texas stamp dealer V. Gurdji to Sweden, postmarked Galveston, Texas, November 6, 1887.



Figure 6-9. Colorful registered cover postmarked Paris, Texas, August 9, 1888, sent by Henry A. Reuss, Stamp Importer, to Leipzig, Germany.

were paid by a 5¢ blue Garfield stamp and a 10¢ Bank Note stamp (Scott 216 and 209). Reuss’s advertisement as an “Exclusively Wholesale Stamp Importer,” with its facsimile illustration of a 1¢ blue Hawaii stamp of 1882, is particularly striking.

Virginia

Virginia’s philatelic postal history from the 1880s is comprised of one postal card. The card was sent by A. P. Shotts of Richmond to Charles Townsend, a stamp dealer in Akron, Ohio, on May 29, 1886, asking for a price list.

I find the early philatelic postal history of the South particularly interesting because of the scarcity of the material and the personal nature of many of the items. It is not the story of large stamp dealers with professional-looking materials, but isolated individual collectors and small dealers working at their hobby. Now it is time to move on to Part 7, concerning the decade of the 1880s in the midwest and west.

Part 7 – The 1880s in the Midwest and West

In the 1880s philately was well established in the midwest and beginning to spread in the west. The philatelic hub for this entire area was Chicago, followed closely in importance by St. Louis. These were the fourth and sixth largest U.S. cities in 1880. In this decade, five more midwestern and three western states can be added to the postal history record of U.S. stamp collecting, as follows: Arizona, Colorado, Dakota Territory, Indiana, Kansas, Nebraska, Nevada and Wisconsin. Data on the earliest known stamp-collecting related covers for these eight states is presented in Table 6. We will now look at the postal history material from 1880s for the midwest and the west, moving alphabetically by state.

Table 6. Earliest Uses in the Midwest and West, 1880s

State	Sender	City	Date	Reference
Arizona	Western Stamp Emporium	Tucson	Feb. 6, 1886	Figure 7-1
Colorado	The Colorado Philatelic Co.	Denver	Apr. 5, 1889	
Dakota Territory	Fargo Postage Stamp Co.	Fargo	Feb. 10, 1887	Figure 1-4
Indiana	E.F. Wagner	New Albany	July 20, 1881(?)	Figure 7-8
Kansas	Geo. L. Beam	Lawrence	Aug. 15, 1887	Figure 7-10
Nebraska	Nebraska Stamp Co.	Smithfield	July 12, 1887	
Nevada	to Postmaster	Hiko	circa 1883	Figure 7-13
Wisconsin	N.E. Carter	Delavan	circa 1887	Figure 7-15

Arizona

In the 1880s Arizona was part of the New Mexico Territory; it would not become a separate state until Feb. 14, 1912. Figure 7-1 shows a wonderful territorial cover posted at Tucson, Arizona, on February 6, 1886. It shows two return addresses (one in pen and the other a blue handstamp) for the “Western Stamp Emporium” in Tucson. The 2¢ red brown stamp (Scott 210) paid the first-class postage to R. W. Ford in Bristol, Connecticut. Handwritten notes along the left side of the cover read: “Stamps ordered 2-12-86, sent 3-13-86.” Evidently Ford liked the stamps this Arizona dealer had for sale and purchased from him rather than from the many stamp dealers doing business closer to Connecticut. This is the earliest piece of philatelic postal history known to me from Arizona.

California

The California stamp trade was mainly centered in San Francisco in this era. One prominent San Francisco dealer was W. F. Greany. Figure 7-2 shows a nice advertising cover from Greany, franked with a green 2¢ Bank Note stamp (Scott 213) postmarked San Francisco, May 4, 1888, and sent to Silas Reed, a collector in Taunton, Massachusetts. Another cover to Reed was shown as Figure 6-7.

Figure 7-3 shows an interesting 2¢ green Bank Note cover postmarked at Riverside, California, on March 7, 1889. The sender was E. M. Haight, a dealer in coins, stamps and “Natural History Specimens.” What makes the cover more interesting is that it also notes that Haight was the publisher of *The Old Curiosity Shop*, “a journal devoted to Philately, Numismatics, Natural History, Antiquities and Bric-a-brac.” This periodical was published

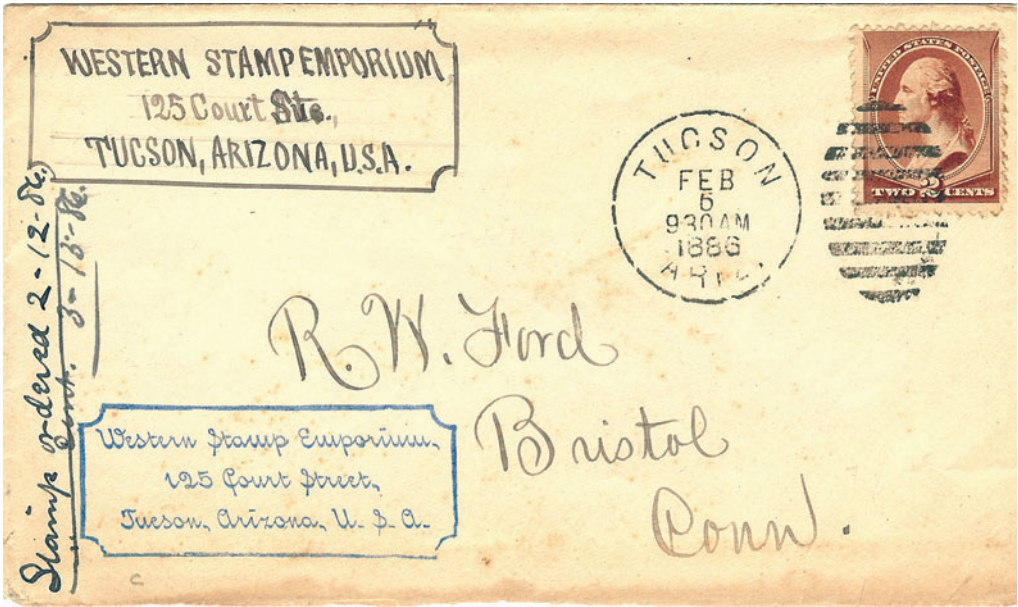


Figure 7-1. Cover postmarked Tucson, Arizona, February 6, 1886, from the Western Stamp Emporium. This is the earliest recorded stamp-dealer cover from Arizona.

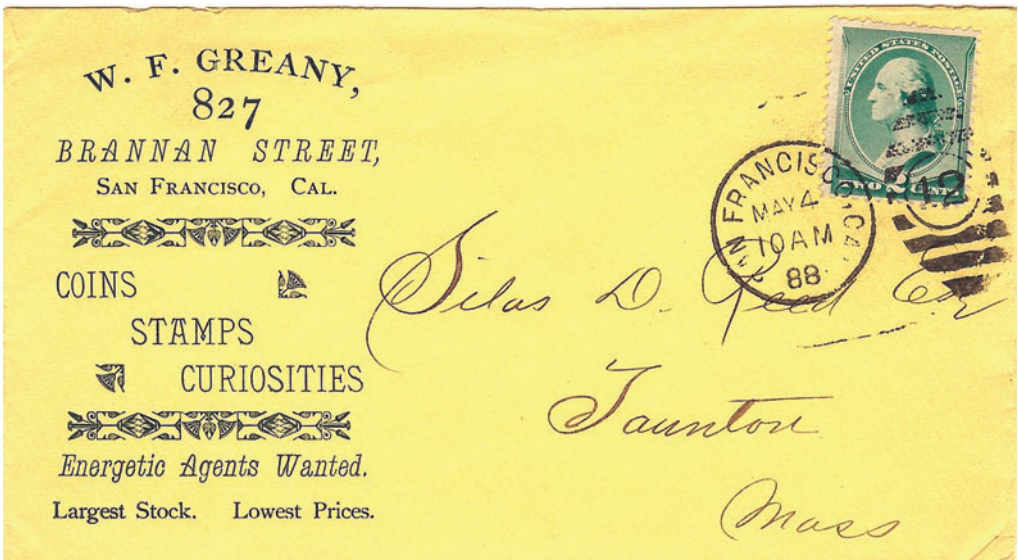


Figure 7-2. Cover from San Francisco stamp dealer W. F. Greany, to stamp collector Silas Reed, postmarked San Francisco, May 4, 1888.

in California in the late 1880s, making it one of the earliest stamp periodicals in the west. The cover is addressed to C. R. Orcutt in San Diego, who had been publisher of *The Old Curiosity Shop* prior to Haight.

Colorado

The earliest philatelic postal history item I am aware of from Colorado is a cover from the Colorado Philatelic Co. postmarked Denver, April 5, 1889. Addressed to stamp dealer



Figure 7-3. Cover from the Publisher of *The Old Curiosity Shop*, E. M. Haight to C. R. Orcutt, the former publisher of the periodical. The cover is postmarked Riverside, California, March 7, 1889.

Ernst Petritz, in Dresden, Germany, the cover is franked with a 1¢ and two 2¢ Bank Note stamps (Scott 212 and 210) paying the 5¢ UPU rate.

Dakota Territory

Although North Dakota did not become a state until November 2, 1889, its philatelic postal history begins in the territorial period—in the city of Fargo in 1887. Shown in Figure 1-4 in the introduction to this series (*Chronicle* 224, page 332), this postal card (Scott UX8) from Fargo, Dakota Territory, dated Feb. 10, 1887, was mailed to stamp dealer E. B. Sterling in Trenton, New Jersey. The card reads in part: “Dear Sir: On October 31st ‘86 we sent you 25¢ for your U.S. Catalog, you acknowledged receipt and said that the present no. was out of stock but that the new catalog would be out in Jan ‘87. As of yet there have been no signs of the catalog. Either send copy at once or remit us the 25¢, ... Yours truly, Fargo Postage Stamp Co., Fargo D.T. 2/9/87.” Later that year, on October 14, the writer sent another postal card to Sterling commenting that he had not heard from him since he sent him some U.S. envelopes seeking his best price. This time, he signed the card with his name, A. Wiener, rather than Fargo Postage Stamp Company.

Hawaii

During the 1880s Hawaii was an independent Kingdom, issuing stamps that were avidly collected in the U.S. and in Europe. The magnitude of interest in Hawaiian stamps is shown by the Hawaiian postal card (Scott UX1) shown in Figure 7-4, which was sent from Kealakekua, Hawaii to Honolulu on Jul 28, 1886. While the front is unassuming, the reverse (shown in Figure 7-4A) datelined Kealakekua, South Kona, Hawaii, July 26th, 1886, is most interesting and is quoted here:

Those kind friends who have saved and collected for me used Hawaiian Stamps, will be glad to hear that I have sold about 8,000 during the past 12 months (more than 5,000 of which were 2cts red) and have realized for the Church something over \$50.

While thanking you for past help, I would respectfully solicit a continuance of your favors

& your influence with others to help me in the same way.

Hawaiian Postage & Fiscal Stamps, Stamped Envelopes, and Post Cards are acceptable, especially those of higher values. Parcels of Stamps (if marked as such) and tied (not sealed) will travel by Parcel Post at 1 ct. for 2 ozs.

I am, Yours very truly, Samuel H. Davis.

With efforts like this, many Hawaiian stamps became available to dealers and collectors in the 1880s.



Figure 7-4 (above), Hawaiian postal card (Scott UX1) postmarked Kealakekua, Hawaii, July 28, 1886 and sent to Honolulu. Figure 7-4A (right), reverse of the postal card, bearing a printed message requesting stamps and detailing previous successes of stamp solicitation efforts.

Kealakekua, South Kona, Hawaii.
July 26th. 1886.

Those kind friends who have saved and collected for me *used* Hawaiian Stamps, will be glad to hear that I have sold about 8,000, during the past 12 months, (more than 5,000, of which were 2cts red,) and have realized for the Church something over \$50.

While thanking you for past help, I would respectfully solicit a continuance of your favours & your influence with others to help me in the same way.

Hawaiian Postage & Fiscal Stamps, Stamped Envelopes, and Post Cards are acceptable, especially those of higher values.

Parcels of Stamps (if marked as such) and tied (not sealed) will travel by Parcel Post at 1 ct. for 2 ozs.

I am,
yours very truly,
Samuel, H. Davis.

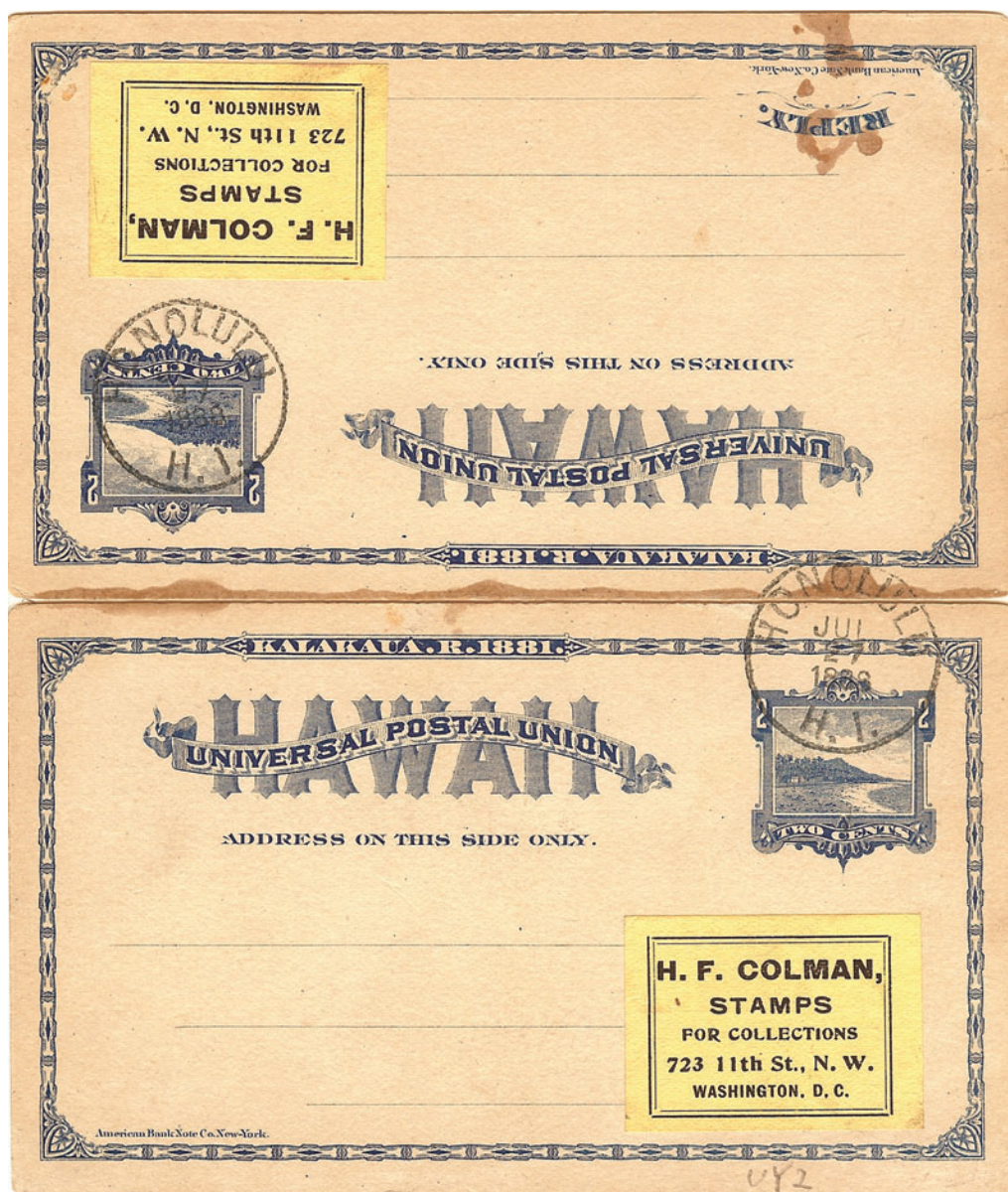


Figure 7-5. Hawaiian Paid Reply Postal Card (Scott UY2), postmarked Honolulu, H. I., July 27, 1888, and addressed to stamp dealer H. F. Colman, Washington, D.C.

Not only were stamps acquired for dealers and collectors, postal uses of Hawaiian stamps began to be created for them. Figure 7-5 is Hawaiian Reply Paid Postal Card (Scott UY2) with both the message card and attached reply card postmarked Honolulu, July 27, 1888. Both are addressed with printed labels to H. F. Colman, Stamps for Collectors, 723 11th Street N.W., Washington, D.C. Colman was one of the earliest dealers in the District of Columbia.

Illinois

Chicago was the home of one of the largest stamp societies in the 1880s. In October, 1886, the Chicago Philatelic Society was organized. It became Branch No. 1 of the



Figure 7-6. Cover from the Chicago Philatelic Society, postmarked Chicago, 1889.

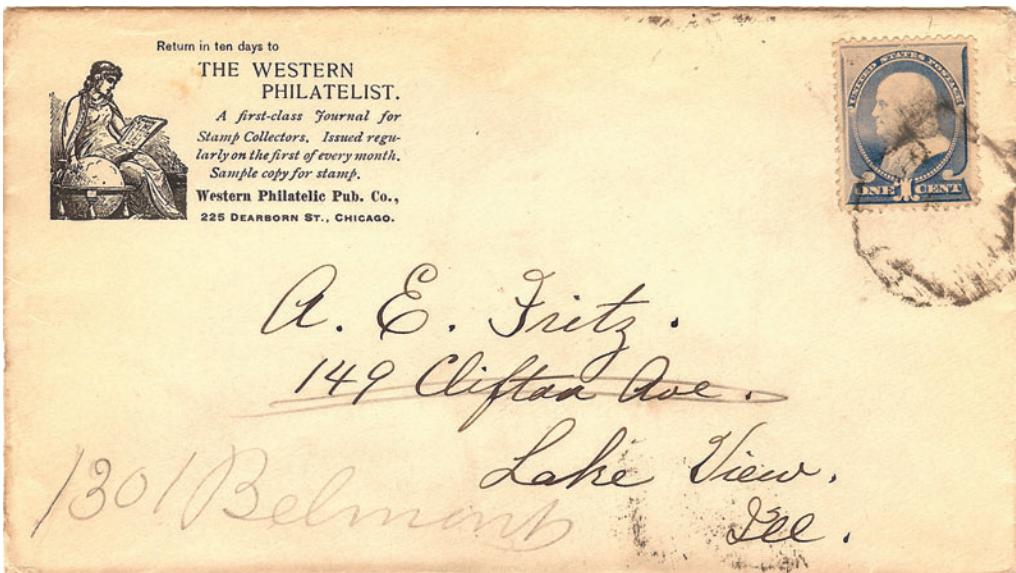


Figure 7-7. Circular-rate cover, franked with a ultramarine Bank Note stamp (Scott 212), advertising *The Western Philatelist*, probably 1888.

American Philatelic Association, which had been organized a month earlier, in September, 1886. The Chicago Philatelic Society used an elaborate and attractive purple design on its envelopes, one of which is shown in Figure 7-6. This cover dates from Dec. 23, 1889, and bears a red advertising sticker alerting members of the forthcoming World's Fair, to be held in Chicago in 1892. This cover design is also known in black.

Additionally, Chicago was home to various stamp periodicals. The earliest was *The Western Philatelist*, which began publication in December, 1872. A cover from circa 1888, advertising *The Western Philatelist*, is shown in Figure 7-7. The 1¢ circular rate was paid by a 1¢ ultramarine Bank Note stamp (Scott 212).



Figure 7-8. Cover postmarked New Albany, Indiana, July 20, probably 1881, from early Indiana stamp dealer E. F. Wagner. This is the earliest recorded stamp-dealer cover from Indiana.



Figure 7-9. Cover from a Wyoming, Iowa, stamp dealer, E. R. Marshall, with a January 29, 1887, R.P.O. postmark.

Indiana

Indiana's earliest philatelic postal history cover is shown in Figure 7-8, postmarked July 20 in New Albany, Indiana, by "E. F. Wagner, Importer and Dealer in U.S. and Foreign Postage & Revenue Stamps." The year date is uncertain, but probably 1881. A 1¢ dark ultramarine stamp and a 2¢ vermillion stamp (Scott 182 and 183) paid the 3¢ first-class postage to Boston, Massachusetts.

Iowa

Iowa's entry for the 1880s, shown in Figure 7-9, is interesting because it comes from E. R. Marshall, dealer in foreign stamps, doing business out of the tiny town of Wyoming, Iowa. On this cover to Bristol, Connecticut, the 2¢ red brown American Bank Note stamp (Scott 210) is tied by a Jan. 29, 1887, Railway Post Office duplex marking.



Figure 7-10. Cover to Reykjavik, Iceland, from early Kansas stamp dealer George Beam. The cover is postmarked Lawrence, Kansas, August 16, 1887, and franked with a 5¢ yellow brown stamp (Scott. 205) paying the UPU rate. It was returned as undeliverable. This is the earliest recorded stamp-dealer cover from Kansas.



Figure 7-11. Cover from the Carson Stamp Company in St. Louis to Benicia, California, postmarked St. Louis, March 6, 1887.

Kansas

Figure 7-10 shows the earliest stamp collecting cover I am aware of from Kansas. This is all the more remarkable because it was sent to Iceland. A Lawrence, Kansas, dealer in foreign postage stamps, George L. Beam, franked the cover with a 5¢ yellow-brown Garfield stamp (Scott 205) on August 15, 1887. The cover was sent to the United States Consul in “Reikiavik,” Iceland (the correct spelling is Reykjavík). The cover was not delivered. It was returned to the U.S. and wound up in the dead letter office on June 22, 1888.



Figure 7-12. Registered cover from Charles Haviland Mekeel, stamp dealer, writer and publisher, postmarked St. Louis, October 27, 1888.



Figure 7-13. Circular-rate cover from Boston stamp dealer John C. Schayer to the Postmaster of Hiko, Nevada.

Missouri

As noted earlier, St. Louis was a vibrant center for stamp dealing in the 1880s. Two covers provide a sample of what can be found from that era. The first, shown in Figure 7-11, is a cover dated March 6, 1887, from the Carson Stamp Company in St. Louis to Benicia, California. Two 2¢ Bank Note stamps (Scott 210) paid the double first-class rate.

The second cover, shown in Figure 7-12, is dated October 27, 1888. This is the earliest cover I've seen from the prominent dealer, writer and publisher, Charles Haviland Mekeel.⁶ Since Mekeel entered the stamp trade in 1877, earlier covers probably exist. Can someone show me one?

Nevada

The philatelic postal history connection for Nevada in the 1880s is based on the cover shown in Figure 7-13. Although it is not from Nevada (a sparsely populated state whose

⁶ C. H. Mekeel was inducted into the American Philatelic Society's Hall of Fame in 1972. A brief biography can be found on the APS website by clicking Almanac, then Awards and then Hall of Fame.



Figure 7-14. Cover from stamp dealer W. S. Kinzer, postmarked Wooster, Ohio, Dec 26, 1887, with the corner card offering U.S. and foreign stamps on approval. Note the small lettering at the bottom “See other side.”



Figure 7-14A. Reverse of the cover shown in Figure 7-14, showing an all-over advertisement for Merchant’s Gargling Oil, good for all manner of ailments and “the oldest and best” cure-all for man and beast.

population declined substantially during the 1880s), it was sent to the Postmaster of Hiko, Nevada, by a Boston stamp dealer, John C. Schayer. A 1¢ gray blue American Bank Note stamp (Scott 206) paid the circular rate on this cover. Based on the handstamp used for part of the address, with just the name of the town, county and state to be filled in, Schayer probably sent circulars to small-town postmasters seeking old stamps they may have had in their inventory.

Ohio

After making its philatelic appearance in the 1870s, Ohio has a cover worth showing for the 1880s. W. S. Kinzer, a dealer in Wooster, Ohio, used an interesting kind of advertising cover. The example shown in Figure 7-14 is franked with a green 2¢ American Bank Note stamp (Scott 213) tied by a Wooster duplex marking dated December 26, 1887. The address side bears an ad for Kinzer's U.S. and foreign stamp approval business. At the bottom of the front is a small note "See other side." The reverse, shown in Figure 7-14A, has an all-over ad for Merchant's Gargling Oil Liniment, sold in a yellow wrapper for animals and a white wrapper for humans. Apparently the Merchant's Gargling Oil Company prepared free (or low-cost) advertising envelopes for merchants such as Kinzer, who would allow their all-over ad on the back of the envelope.



Figure 7-15. Cover postmarked Delavan, Wisconsin, May 7, 1888, with a hand-stamped purple return address for stamp dealer N. E. Carter. This is the earliest recorded stamp-dealer cover from Wisconsin.

Wisconsin

N. E. Carter was a stamp dealer based in Delavan, Wisconsin. Figure 7-15 shows a cover he posted on May 7, 1888, to Silas Reed, the collector in Taunton, Massachusetts, whom we have met previously. Franked with a 2¢ green Washington stamp (Scott 213), this is one of the earliest postal history items I am aware of from Wisconsin. However, covers from Carter likely exist from as early as 1887.

This almost completes our exploration of the postal history of U.S. stamp collecting and dealing in the 1880s. In the next installment we will wrap up the 1880s by examining uses of the reissued 1869 stamps, which are an important part of the postal history of stamp dealers and collectors, before looking at what was happening in the 1890s. ■

UNDERSTANDING TRANSATLANTIC MAIL, VOLUME 2

REVIEWED BY DWAYNE O. LITTAUER

In spite of numerous articles and books previously published on the subject, deciphering transatlantic mail covers remains a challenge to many collectors. Richard F. Winter's *Understanding Transatlantic Mail* will be an invaluable aid in meeting that challenge, whether the collector is at a beginner or advanced knowledge level. Volume 1, published in 2006, covered the Bremen, British, Prussian and French mails. The new Volume 2 covers mail between the United States and Hamburg, Belgium, the Netherlands, the North German Union and Switzerland.

The two volumes are designed to be used together. The pagination of Volume 2 begins at page 483, where Volume 1 left off. This allows the very detailed index at the end of Volume 2 to cover both volumes.

The five chapters of Volume 2 are divided into sections by rate period. Each chapter begins with a description of the period's postal history, followed by numerous covers that are illustrated and described in detail (over 520 in total). These many cover examples increase the likelihood a collector will find a cover similar to his. Many of the manuscript and handstamp markings are also traced (over 450 in total). In addition to letter mail rates, each chapter discusses printed matter, returned mail and registered mail.

Both volumes generally span the period from 1840, when contract steamship service on the North Atlantic began, to 1875, when the General Postal Union convention took effect. Each chapter generally covers this entire period, including the period before the particular country's postal convention with the United States was concluded. As examples, the Belgium chapter discusses in detail the options that applied before the 1859 U.S.-Belgium Convention: sailing ship mail via Britain or France, contract steamship mail via Britain or France, and mail to and from Belgium under the 1857 U.S.-French Convention. The Switzerland chapter contains similar sections along with sections on Bremen, Prussian, Hamburg and Northern German Union convention mail to and from Switzerland.

While these options or conventions were covered generally in Volume 1 or in other Volume 2 chapters, their treatment in connection with mail to and from Hamburg, Belgium,



***Understanding Transatlantic Mail, Volume 2*, by Richard F. Winter. Published in 2010 by the American Philatelic Society, Bellefonte, PA. Hardbound 8½ x 11 inch format, illustrated (black and white), 600 pages plus CD with color images, \$76 to APS members, non-members \$95.**

the Netherlands and Switzerland is important because it explains some previously difficult-to-understand aspects of covers transiting via these routes and conventions.

Collectors will find useful information about internal European country rates and rates under conventions between European countries. For example, the Switzerland chapter details the complex rates under the convention between France and the Swiss Confederation and on mail to the United States via France and Britain. This information is necessary to understand rates and markings on covers between the United States and Switzerland during the periods discussed.

Along with an excellent bibliography, both volumes have footnotes throughout, pointing to sources where the reader can find even more detailed information. Volume 2 alone has over 2,900 footnotes.

Volume 2 not only brings together information from other sources but also presents new information not previously published. For example, the Northern German Union chapter has tables for each rate period showing Baden, Bavaria, Württemberg, Luxemburg and Austria's shares of the postage on both letter mail and printed matter. This is important for interpreting crayon marks on covers to the United States.

Although all illustrations are in black and white, the book includes a compact disk with color images of each cover along with a short description. The disk does not include the tracings, which explains why the figure numbers on the disk are not consecutive.

The 1,200 copies of Volume 1 sold out in nine months. Collectors are should not delay getting their copy of this indispensable work for interpreting transatlantic mail. ■

LAST OF THE GREAT ONES: THE FLOYD E. RISVOLD COLLECTION

REVIEWED BY JAMES W. MILGRAM, M. D.

On January 27-29, 2010, the Spink Shreves Galleries sold the legendary Floyd E. Risvold collection at public auction in New York City. Mr. Risvold was the last of the great postal history collectors who were active in the 1940s and 1950s; his obituary was published at *Chronicle* 223, pages 260-261. Due to his longevity and the fact that he would almost never part with anything, his collection remained intact and improving for more than 50 years.

This was more than a great collection of rare covers. The lots in the Risvold sale represented important people, places and events of the United States, including Western America, the War of 1812, the Mexican War, the Civil War and the Indian wars. To describe the collection in a single sentence, it could be said that the Risvold letters represent eyewitness accounts of American history.

The introduction to the sale states that Mr. Risvold's collection was the result of 50 years of collecting letters and covers. I can state with authority that 90 percent of this collection was in Mr. Risvold's hands 50 years ago or longer. The bulk of this collection had been built by the 1950s, though occasional items were acquired later.

I first met Mr. Risvold about 37 years ago when I joined the Collectors Club of Chicago. At the time, he was a member too. He did not buy like most of us. He never sent bid sheets with multiple bids to an auction house. But once he decided something belonged in his collection, it was a pretty sure thing that he would acquire the item. He would badger the owner relentlessly until he succeeded. That is the reason there are so many great letters and covers in this collection. He also bought from prominent dealers of the period, including John A. Fox, who handled many original correspondences. Many of the great items from the famous Denver Correspondence were in the Risvold collection.

In addition, Mr. Risvold acted as a friend for other collectors of his era who trusted him to disperse their material for the benefit of their heirs. His good friend was Paul Rohloff, another member of the Collectors Club of Chicago, whose wonderful collections were

mostly sold at auction after Mr. Risvold had purchased what he wanted. This included much of the Morman material that sold so successfully in the recent Spink-Shreve sale. Sandy Arnold's great collection never was sold under his name. Mr. Risvold divided the material amongst Sandy's three children, who later auctioned their individual portions, but only after Mr. Risvold had his choices from that choicest of western postal history collections. The Risvold collection also contained great books, historical prints and early maps, all of which were feature items in the recent sale.

Descriptions of the Risvold collection almost always mentioned the fur-trade material, and indeed there were wonderful items from the early West. But this collection represented much more than fur-trade letters. It was strong in all aspects of the opening of new lands for settlement by European immigrants and their descendants. By and large the collection began after the American Revolution and thus contained few letters from the earliest settlers. It basically documented the opening of the Midwest and Far West.

The three-volume hard-cover catalog is well organized by subject: region, states and historical categories. The catalog descriptions provide excellent excerpts from most of the more interesting letters, so it makes a great historical sourcebook. In my opinion, the catalog presentation justifies Mr. Risvold's criticism of philatelic judging at stamp and cover exhibitions, which used to take away points for including extensive letter content. This is why Mr. Risvold stopped showing his covers at national meetings. It is unfortunate that some of the important covers are missing their contents, but here were more covers with contents than in any other collection of which I am aware. So we have both covers and letters with many combinations, particular from the pre-envelope period.

Richard Frajola acted as Risvold's agent and deserves credit for helping to create the catalog. The great presentation by the auctioneer, combined with aggressive marketing, resulted in a packed auction floor with lively telephone and internet bidders in addition to the usual agents. The prices some of the lots realized should open the eyes of many a collector or dealer. The total realization exceeded \$7,000,000, twice the pre-sale estimate.

There was obviously a presence of bidders with minimal knowledge of usual and customary values of covers because a number of covers sold for ten times what similar covers have previously realized. Yet more reasonable prices were paid for other items, in a collection where great rarity coexisted with interesting postal and historical uses. Even the large lots brought far more than the estimates due to the rare material they contained. The catalog will be a reference that should not be missed. It can still be purchased from the Spink Shreves firm. ■

POSTING IT: THE VICTORIAN REVOLUTION IN LETTER WRITING

REVIEWED BY MICHAEL LAURENCE

After extended separation, academic historians and philatelic (postal) historians are moving closer. The post office and letter-post communication are no longer deemed subjects unworthy of scholarly exploration.

Richard John, a professor at Columbia University who has written thoughtfully on the social historical importance of the 19th century U.S. post office (*Spreading the News: The American Postal System from Franklin to Morse*, Harvard University Press, 1995) has mined philatelic publications and scholarship to advance his studies. He goes to stamp events and even lectures at them occasionally. Seija-Riitta Laakso of Finland did a PhD thesis on international business-mail turnaround times in the 19th century (*Across the Oceans*, Finnish Literature Society, Helsinki, 2007) which led to an exhibition collection and more. Last year she spoke at the Collectors Club in New York.

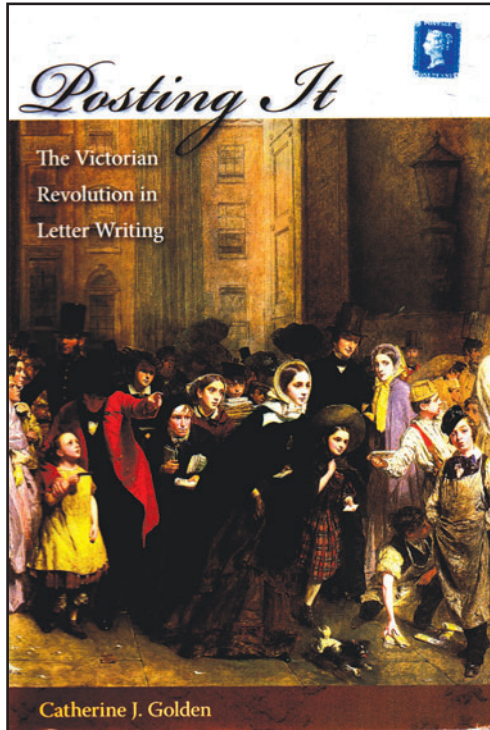
Now comes Catherine J. Golden, professor of English at Skidmore College, with an enjoyable and provocative book entitled *Posting It, The Victorian Revolution in Letter Writ-*

ing. Golden's thesis is that postal reform—the drastically reduced letter rates conceived in the late 1830s and implemented in England in 1840 under the guidance of Rowland Hill—transformed human relations in a communication sea-change as profound as the internet

revolution we are undergoing now. The parallels between the penny post and cyberspace are striking, and Golden makes much of them. Her focus is on Victorian England but the implications are worldwide.

In a real-life illustration of the conjoining of postal and academic history interests, Golden and I shared a podium at the Fourth Annual Postal History Symposium, jointly sponsored by the Smithsonian National Postal Museum and The American Philatelic Society, held last fall at APS headquarters. We both spoke on the subject of postal reform. My perspective was postal propaganda envelopes and the U.S. 1869 stamps. Hers was Victorian literature, with emphasis on writing desks, pens, stamp boxes and other letter-related paraphernalia. Different viewpoints, but much common interest.

I'm partial to academic studies such as *Posting It* precisely because they examine postal history from perspectives that we in the collector community don't always share. As just one example, you are probably familiar with the Good Samaritan incident that inspired Rowland Hill's Eureka moment. In pre-penny-postage days, the story goes, Hill charitably paid substantial due postage to enable a poor woman to receive an otherwise unaffordable letter. Only after performing his good deed did Hill learn that the letter itself was blank. The woman had no intention of paying for it.



***Posting It: The Victorian Revolution in Letter Writing*, by Catherine J. Golden. Published in 2009 by University Press of Florida, Gainesville, FL. Hardbound, 6 x 9 inch format, 320 pages, 26 b/w photos, \$69.95 hardcover, \$29.95 paperback.**

The appearance of the letter itself was the communication, part of a code-system she and her correspondent had developed to keep in touch without having to pay exorbitant (and in this case unaffordable) postal charges.

It turns out, this story is as bogus as George Washington's cherry tree, and as enduring. A variant of the Good Samaritan incident actually occurred, but it involved poet Samuel Taylor Coleridge. How this tale became incorporated into the legend of Rowland Hill is just one of many threads that Golden unravels in her fascinating book. She persuasively establishes that Hill brought substantial public relations skills to the task of postal reform; that's one of the reasons he was so successful as a propagandist.

While its dust jacket includes a photo of a Penny Black (quirkily rendered in blue), *Posting It* has little to say to one-of-each collectors of classic stamps, U.S. or British. But for cover collectors and others who appreciate postal history from a broader perspective, this is a compelling read, full of fresh insights into the origins and the impact of the postal reform movement. The hardbound edition, from the University Press of Florida, at \$69.95 is not cheap, but there's a trade paperback that retails for under \$30. A good buy. ■

THE COVER CORNER

GREG SUTHERLAND, EDITOR

NO RESPONSE TO PROBLEM COVER IN *CHRONICLE* 225

Unfortunately, we struck out again. The Cover Corner last issue did not produce a concrete explanation for the mysterious circular “NEW YORK BRITISH TRANSIT” markings—with “N” or “D” in their centers—found on covers and postal cards to Germany from the late 1870s. The significance of the “N” and “D” markings has baffled the experts

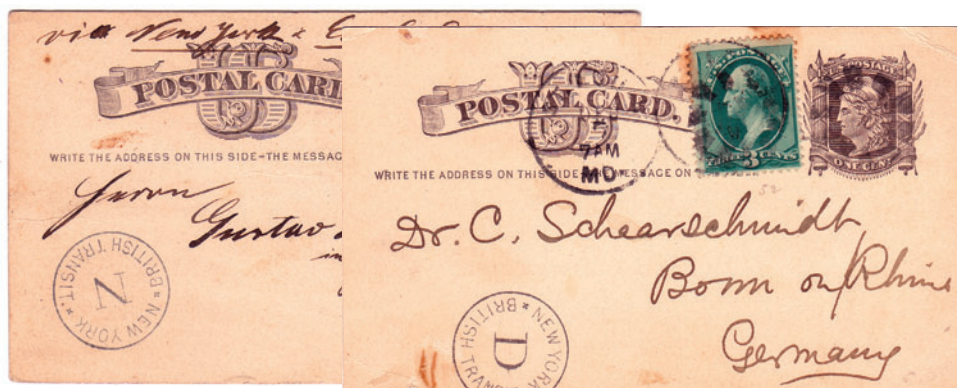


Figure 1. Overlapping postal cards (Scott UX5) to Germany, with 24-millimeter “NEW YORK BRITISH TRANSIT” markings showing mystery letters “N” and “D”.

since an explanation was first sought in the Cover Corner back in *Chronicle* 172. Postal cards showing both markings, featured in this column in *Chronicle* 225, are shown overlapped in Figure 1. By coincidence, a cover from St. Louis to Germany with a strike of the “N” marking also was illustrated in *Chronicle* 225, on page 83, as part of Steven Belasco’s ongoing series on stamp-dealer advertising covers.

Let’s keep after it. Someone out there probably has the answer. It’s possibly someone not in our society, perhaps a collector with expertise in the British or German areas.

ADDITIONAL DATA FOR PROBLEM COVER IN *CHRONICLE* 223

Robert Stendel, a collector active in another society, contributes the following information in connection with the problem cover presented in *Chronicle* 223 and explained in *Chronicle* 224. This was a postal card, probably composed in Alaska, that was marked “SHIP LETTER, DUE 2 CTS” when it was brought into Seattle on a steamship in 1895. Discussion concerned the lack of rules governing postal cards handled as ship letters. Stendel cites the *U.S. Official Postal Guide* for January 1875, “Rulings of the Post Office Department, xlvii, 46”: “The law makes no provision for the payment of fees on postal cards to the master of vessels, whether regularly employed or not in carrying the mails.”

This would tend to support the explanation that in Seattle, only double the one 1¢ card rate for an incoming ship letter was charged, since nothing was due the ship’s captain or agent. However, it does not explain why the 1¢ card value of one cent wasn’t considered in the postage due assessment.

PROBLEM COVER FOR THIS ISSUE

The 2¢ black-on-buff international postal card (Scott UX16) shown in Figure 2 was mailed at Honolulu on 9 January 1900, transiting San Francisco on January 17 and arriving



Figure 2. Above: problem card for this issue. Questions are: Why did Honolulu apply the “T 10 CENTIMES” marking (indicating 2¢ insufficiency) and why did San Francisco mark the card for 8¢ postage due? Below: Reverse of problem card.

Honolulu - Jan 8. Dearest Sophie - This is the last mail that will go out of here for many months & I am fortunate in getting it aboard the str. Chicago. Don't worry about me. The Doctors go right among the plague. I sent you a long letter to Peoria & send this to Henry to make doubly sure. We leave here this week. I send a dog in developed films but they will be spoiled by fumigation. Many startling plague rumors, but we keep out of the infected Dist., which is strongly guarded. I won't get any of your letters here & they won't allow them sent to Manila, so I must wait til you address some there. Love to Pa. Land & interesting people. Rather enjoy the novelty. Think authorities will soon suppress epidemic. Cheers up. Must get this in mail of our affectionate husband. Jan. 8. 1901.

in Henry, Illinois, on January 19. It was marked in Honolulu as insufficiently paid 2¢ by the violet “T 10 CENTIMES” handstamp in the lower left corner, and marked in San Francisco for collection of 8¢ by a black “U.S. CHARGE TO COLLECT 8 CENTS” hand-stamp just beneath. The year date in the Honolulu CDS shows only the left side of the last zero, but is substantiated by the San Francisco arrival CDS.

The questions posed are: why was this initially rated as short paid, and why was it marked for 8¢ postage in San Francisco, which does not coincide with the Honolulu insufficiency marking? Clues may or may not be lurking in the content; the reverse of the card is also shown. ■

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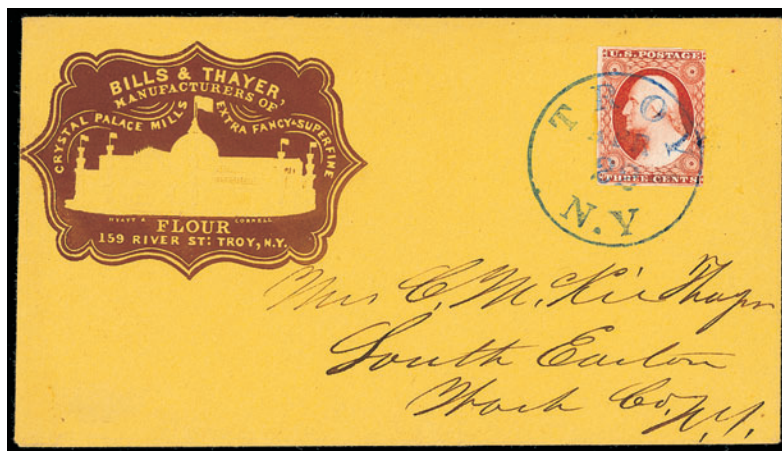
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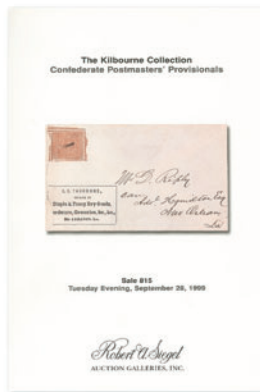
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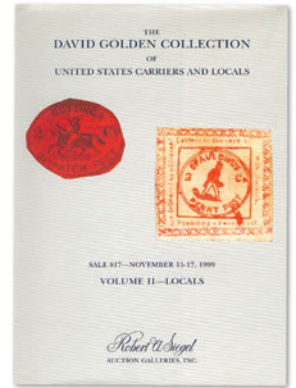
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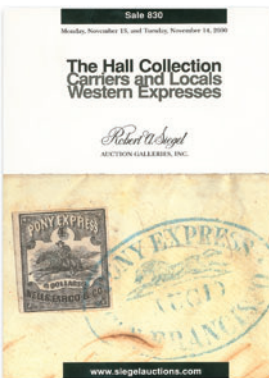
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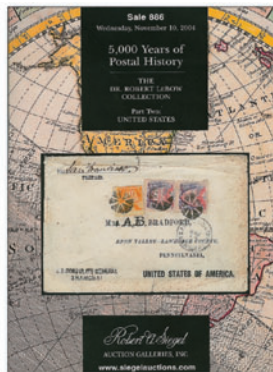
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