

# The Chronicle

of the U.S. Classic Postal Issues



What's going on here? 12¢ Washington on 30¢ Nesbitt envelope, posted at Boston in 1866 and franked to pay two times the 21¢ French-mail rate to Switzerland. But all 30¢ entire envelopes are business size and this one is small. Chip Gliedman explores the origin of this and two other similar entire envelopes in our 1861 section on page 134.

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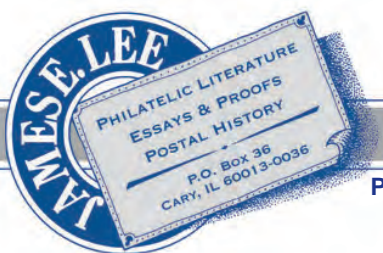


### **10c Brown pony stamp and 3c Entire w/PFC**

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Stamp with large margin at right.

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# The Chronicle

## of the U.S. Classic Postal Issues

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## IN THIS ISSUE

This issue of the *Chronicle* is heavy with postal history and showcases some very interesting covers. In our 1851 section, William K. McDaniel, a long-time Society member with a special interest in the 3¢ 1851-57 stamps, teams up with Seref Bornovali, an expert in the postal history of the Ottoman Empire, to explore a fascinating 3¢ 1857 cover that journeyed from central Turkey to rural Vermont. Illustrated on page 131, this cover is most unusual because it originated in the domestic mails of the Ottoman Empire.

Equally interesting, in an entirely different way, is the reduced 30¢ Nesbitt envelope featured on the cover of this issue. In an article in our 1861 section, beginning on page 134, Chip Gliedman, a newcomer to these pages, investigates the background of this item and two similar cut-down entire envelopes from the same sender.

In our 1847 section, beginning on page 128, Alexander T. Haimann uses an early 10¢ 1847 cover to Canada to launch a discussion on business etiquette and the desirability of prepaid postage. And in our Stampless section, beginning on page 115, Richard Frajola and James Baird analyze a cover carried by the pioneer steamship *Robert Fulton* and illustrate the 1823 announcement that transformed the rating of certain letters from “ship” to “steam boat.” Students had deduced that such an announcement must have been made, but documentation was previously unknown. Also in the Stampless section, editor James Milgram illustrates the Taylor correspondence, a sequence of state-related patriotic stampless covers from New York to England.

In our Foreign Mails section (page 181) John Barwis looks at the earliest days of the Inman line, when its steamships called at Philadelphia. In addition to useful background and fascinating covers, Barwis presents complete sailing data, in the familiar Hubbard-Winter format, for the Philadelphia years of the line, 1850-57.

In a special feature beginning on page 158, Steven R. Belasco revisits the 19th century postal history of stamp collecting in the United States—a subject he treated extensively in a *Chronicle* series last year. His Table 12, a comprehensive listing of earliest known stamp-dealer advertising envelopes, by state, is the sort of information collectors will want to Xerox and take with them to stamp bourses.

Also in this issue we have Gordon Stimmell on Hill's (Boston) penny post, Nicholas Kirke on supplementary mail markings on covers with New York Foreign Mail fancy geometric cancels, and an entertaining review, by Alan C. Campbell, of the recent sale of the Lobdell collection of War Department Official stamps.

Finally, we have a note from Steven R. Boyd, author of *Patriotic Envelopes of the Civil War*, which was reviewed extensively by Ken Lawrence in our February issue. One of Lawrence's criticisms involved the small size of the book's cover illustrations. Boyd says he agrees the images in the book are too small. He says he lost that argument with the publisher, LSU press, and then acted to remedy the problem as best he could, by posting the images lifesize on his website, [www.stevenboyd.com](http://www.stevenboyd.com). ■

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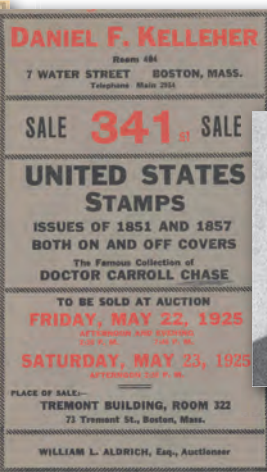
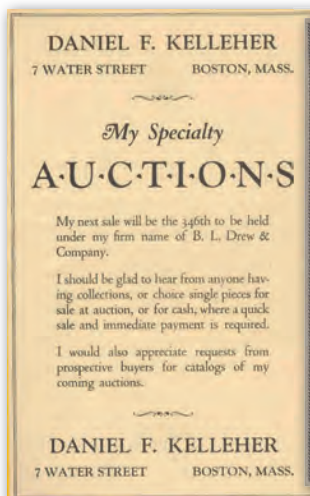
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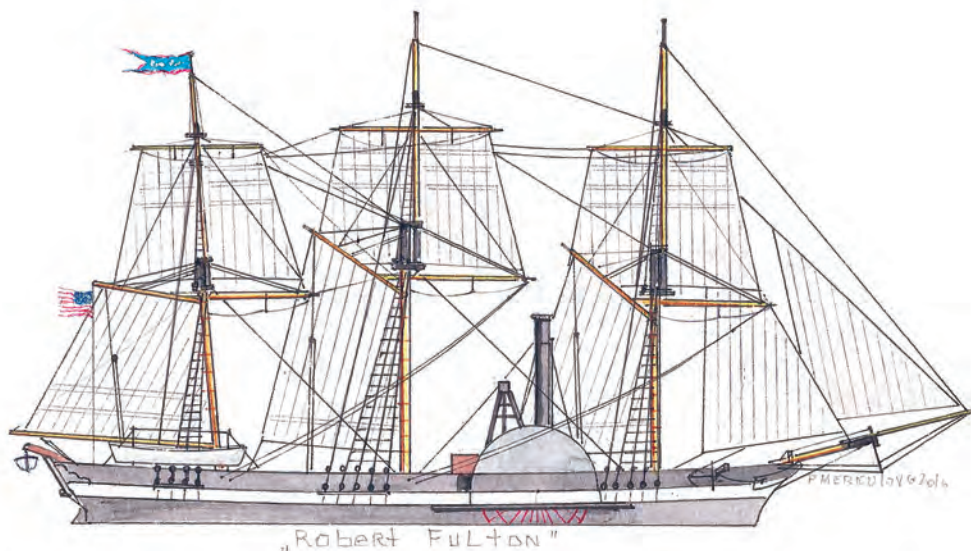
THE PIONEER STEAMSHIP *ROBERT FULTON*

RICHARD FRAJOLA AND JAMES BAIRD

In 1820 the steamship *Robert Fulton* became the first steam-powered vessel to make the voyage between New York City and New Orleans. According to John Morrison<sup>1</sup> she was the first steam vessel built specifically for ocean service.<sup>2</sup> She operated primarily as a regular packet ship between those two ports, with additional stops at Charleston and Havana, from April 1820 until being converted to sail on December 5, 1825.

Illustrated in Figure 1, the *Robert Fulton* was constructed by Henry Eckford in 1819 as a 702 ton sidewheel steamer with auxiliary sail. She was first registered at New York on 22 April 1820 upon embarkation on her maiden voyage to New Orleans.

Prior to this, in April 1819, Henry Eckford, Cadwallader Colden, David Dunham and others had incorporated in New York State as the Ocean Steam Ship Company with the stated intent to construct and employ steamships in navigating the ocean. Eckford, a noted ship architect and builder of Navy vessels during the War of 1812, returned to government service as a naval contractor in 1820 following the launch of the *Robert Fulton*. The operational aspects of the company then devolved to David Dunham who may have bought out one or more of his partners at this time. Advertisements list him, sometimes styled as David Dunham & Co., as owner and operator. Dunham drowned near West Point on March 30, 1822 in a boating accident during a storm, but the ship continued to operate.



**Figure 1.** A modern watercolor illustration of the steamship *Robert Fulton* by nautical artist Petr Merkulov.

The *Robert Fulton* made approximately 18 trips during her five-year period of activity as a steamship. In addition to her home port of New York, her regular schedule included primary stops at Charleston, Havana and New Orleans, as well as exceptional trips to other coastal ports and to Vera Cruz, Mexico.

### Early “Steam Boat” Letter Carried by the Steamship *Robert Fulton*

Figure 2 shows a folded letter addressed to Plymouth, Massachusetts. It was carried on the steamship *Robert Fulton* on her return trip from Vera Cruz, via New Orleans and Havana, to New York City in the Spring of 1823. The enclosed letter is dated at New Orleans April 28, 1823 and the author closes the letter with: “the Steam Ship will sail tomorrow as well as the Fanny but as I think the former will make a quicker passage she shall be the bearer of this.”

This change of mind is evidenced by correction of the original “Sloop Fanny” manuscript directive at the lower left of the address. This was crossed out and “Steam Ship, via New York” substituted.

The terms steam boat, steamboat, steam ship and steamship were all used rather indiscriminately in this era, as evidenced in period advertisements and notices that mention the *Robert Fulton*. Postal historians today generally differentiate the terms, with “steamship” being applied to ocean-going steam-powered vessels and “steamboat” applied to inland waterway vessels powered by steam.

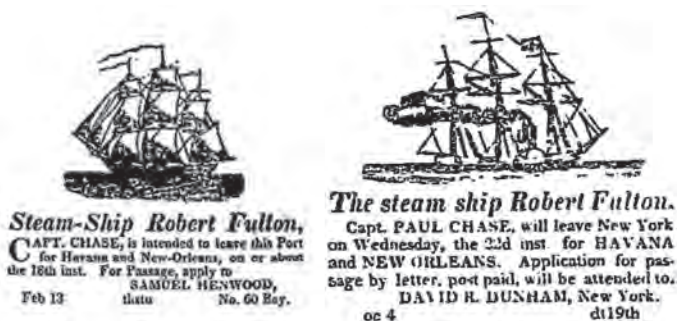
Figure 3 shows two ship images that were used as advertising illustrations for the *Robert Fulton*. The image on the left, from a February 1822 ad, shows a sailing ship. The image on the right, from October 1823, shows a ship with sails, sidewheel and smoke.

Ship sailing information for this voyage of the *Robert Fulton*, shown in Figure 4, was compiled from various newspaper notices. The steamer departed New Orleans with the Figure 2 cover on May 1, 1823, making stops at Havana and Charleston on her way to New



Figure 2. An 1823 letter from New Orleans carried by the steamship *Robert Fulton* to New York where it entered the mails and was rated as a steamboat use (carried over a postal route) shortly after this new rating procedure had been announced.

Figure 3. February 1822 and October 1823 advertisements for the *Robert Fulton*. The earlier illustration, at left, shows a sailing ship. The later illustration shows a steamship with sails.



York. See the map accompanying the data in Figure 4. She arrived in New York City on May 19. The Figure 2 letter entered the mails there with the New York circular datestamp, a “STEAM BOAT” straightline marking and a manuscript “25” due marking.

The “STEAM BOAT” handstamp and the 25¢ rating (for a letter carried over 400 miles, reflecting the distance between New Orleans and New York) represent a significant change in the handling of coastal steamship mail. Letters carried by the *Robert Fulton* to New York in 1821 and 1822 were treated as ship letters, with those destined beyond the port incurring the additional 2¢ ship fee. Thus, letters addressed to Massachusetts show the 2¢ fee added to the 18½¢ distance rate from New York to destination.

<b>out 1823</b>	<b>New York</b>	<b>Charleston</b>	<b>Havana</b>	<b>New Orleans</b>	<b>Vera Cruz</b>
<b>arrive</b>		<i>Feb 18</i>	Mar 1	Mar 8	<i>Mar 23</i>
<b>depart</b>	Feb 9	Feb 20	Mar 2	Mar 15	
<b>return 1823</b>	<b>Vera Cruz</b>	<b>New Orleans</b>	<b>Havana</b>	<b>Charleston</b>	<b>New York</b>
<b>arrive</b>		Apr 17	May 8	May 13	May 19
<b>depart</b>	Apr 10	May 1	May 10	May 14	



Figure 4. Above, sailing dates for the spring 1823 voyage of the steamship *Robert Fulton* from New York to Vera Cruz and back. Information compiled from contemporary newspaper sources. Dates in italic type are approximations based on the best information available. The full voyage is diagrammed on the map at left. The Figure 2 cover travelled on the return trip only, boarding the steamship at New Orleans and travelling onward to New York City.

## The 1823 Instructions for Steamboat Mail

Most published sources refer to the Post Office Act of March 3, 1825 as the first codification of steamboat letter mail handling. For example, *The American Stampless Cover Catalog* (Vol II, page 130) states:

In 1825 Steamboat and Steam letters were recognized formally and officially in the P.L. & R. for the first time with a fee of two cents to be paid to the master of the steamer by the postmaster receiving the letter. The rate properly charged for a Steamboat letter was the regular postage from the point where the letter was picked up (as reported by the master of the vessel) and its final destination.

However, it has long been known by students of the subject that ocean waterway covers with steamboat markings and ratings exist from the two years prior to the 1825 Act. It has been assumed that an instruction from the Postmaster General outlining the handling of such mails was issued. However, no record of such notice has been previously reported.

### NILES' REGISTER—APRIL 12, 1823--POLITICAL ECONOMY.

53

GENERAL POST OFFICE, March 4, 1823. [Circular to the deputy post masters.]

Sir—The public having made arrangements for transmitting correspondence along the sea coast, as well as through the country, at great expense, found itself a loser on that account, in consequence of the numerous establishments of steam boats.—

To prevent these losses, and to subject all letters and packets of letters conveyed by steam boats, to the regular postage, congress, by an act passed on the 3d inst. have established all routes on which those boats pass, as post roads. You will therefore charge all letters which you receive or send by steam boats, with postage according to the distance

they are conveyed, at the same rates as if sent through the mail by land. The account of steam boat letters should be kept by itself, and may be kept on the common blanks for ship letters received, merely substituting the words "steam boat," for ship. It is important, particularly on account of the state of receipts and expenditures of the department, that the act of February 27, 1815, be duly enforced and carried into effect, (see page 20 and 21 of the post office laws), and I hope you will not fail to prosecute, should the law be violated.

Yours, respectfully,

RETURN J. MEIGS,  
Post master general.

Figure 5. Circular of Postmaster General Return J. Meigs, dated March 4, 1823, that spells out new instructions for the handling of mail received from steamboats.

The missing instruction has now appeared. It was published in *Niles Weekly Register* of April 12, 1823. The actual notice is shown in Figure 5, with the columns rearranged to fit the *Chronicle* page format. This circular from the General Post Office, dated March 4, 1823, states in part:

....[Congress has] established all routes on which those boats [steamboats including those on the sea coast] pass as post routes. You will therefore charge all letters which you receive or send by steam boats, with postage according to the distance they are conveyed, at the same rates as if sent through the mail by land. The account of steam boat letters should be kept by itself.

The circular refers to an act passed on March 3, 1823. This innocuously short act had consequences for steam boat mail as outlined in the circular. It states:

Sec. 3. And be it further enacted, That all waters on which steamboats regularly pass from port to port, shall be considered and established as post-roads, subject to the provisions contained in the several acts regulating the Post-office establishment.

With this dated circular now available, it can be firmly stated that the change of rating on letters received from ocean-going steamships should have commenced upon receipt of this March 4, 1823 notice by the individual port postmasters. Where a letter from New Orleans to New York by steamship previously received a "Ship" handstamp on arrival in New York and was rated as a ship letter, it was thereafter to be rated as if carried by land from New Orleans to its final destination. The addition of a separate "account" for steam-



boat letters to be kept would also serve as reason for a change in the way the covers were marked—now using “Steam Boat” instead of “Ship.”

The letter illustrated in Figure 2 is the earliest example of this change in handling seen by the authors. We would welcome reports of earlier examples. We wish to thank John Olenkiewicz for discovery of the pertinent ship notices for the *Robert Fulton*, extracted from newspapers of the era, as well as Van Koppersmith, Bernard Biales and Yamil Kouri for providing additional insights on the subject.

### Endnotes

1. John H. Morrison, *History of American Steam Navigation*, Argosy-Antiquarian Ltd., 1967, pg. 436.
2. The *Savannah* gets the credit for the first ocean crossing although originally she had been laid down as a sailing vessel and later outfitted with a steam engine. Her engine was used sparingly on her transatlantic crossing, however, for out of 648 hours on the seas, 560 saw her sail in use. ■

## THE TAYLOR CORRESPONDENCE: CIVIL WAR PATRIOTIC STAMPLESS COVERS TO ENGLAND

JAMES W. MILGRAM, M.D.

Certainly the most famous correspondence of Civil War patriotic covers is the group of rare designs with various combinations of postage stamps of the 1857 and 1861 series sent to Dr. Angell in different European countries. Henry Clay Angell was a famous eye doctor, who with his wife built an important collection of antique furniture, still intact in Boston. The Angell patriotic covers were originally part of the Katherine Matthies collection, sold by Siegel auction firm in May, 1969.

Reference	Design	Color	NY date	NY XO	GB due	Sheffield (rev)
Figure 1	Bulldog	Blue	Jun 5	Debit 5	1 sh	JUN 17 61
Figure 2	Ft. Sumter	Red, blue	Jun 25 (?)	Debit 21	1 sh	JUL 27 61
Figure 3	Iowa	Orange	AUG 14	Debit 5	1 sh	AUG 26 61
Figure 4	Missouri	Red	AUG 20	Debit 5	1 sh	SEP 2 61
Figure 5	Ohio	Blue green	illegible	Debit 5	1 sh	SEP 9 61
Figure 6	Kansas	Blue	SEP 3	Debit 5	1 sh	SEP 15 61
Figure 7	Alabama	Red	illegible	Debit 5	1 sh	OCT 7 61
Figure 8	Kentucky	Pink	illegible	Debit 5	1 sh	OCT 14 61
Figure 9	Virginia	Gray	illegible	Debit 5	1 sh	NOV 25 61
Figure 10	Maryland	Blue gray	NOV 20	Debit 10	2 sh	DEC 2 61
Figure 11	South Carolina	Blue	DEC ?	Debit 5	1 sh	DEC 10 61
Figure 12	Rhode Island	Blue	illegible	Debit 5	1 sh	DEC 28 61
Figure 13	California	Blue	DEC 19	Debit 21	1 sh	JAN 2 62
Figure 14	Maine	Pink	JAN ?	Debit 5	1 sh	JAN 15 62
Figure 15	Pennsylvania	Violet	JAN 15	Debit 5	1 sh	JAN 27 62
Figure 16	Connecticut	Violet	JAN 21	Debit 5	1 sh	FEB 5 62

**Table 1. Chronological listing of the 16 stampless patriotic covers from the Taylor correspondence, sent from New York City to Sheffield, England in 1861-62. The covers are shown on the following two pages.**



Figure 1. Bulldog caricature



Figure 2. Fort Sumter



Figure 3. Iowa (Loyal States)



Figure 4. Missouri (Loyal States)



Figure 5. Ohio (Loyal States)



Figure 6. Kansas (Loyal States)



Figure 7. Alabama (Rebel States)



Figure 8. Kentucky (Loyal States)

Collectors are much less familiar with the second largest group of Union patriotic covers sent to foreign destinations, 16 stampless covers from the Taylor correspondence, all addressed to Sheffield, England. This correspondence, lacking contents, was purchased by John A. Fox in the early 1960s. Fox split the find into two halves, one of which was sold to Earl Kaplan and the other to this writer. The Kaplan half of the correspondence was sold at auction by David Feldman USA in May, 2010. So this seems an appropriate time to present all of the Taylor designs together.

With the exception of the two earliest covers, all the Taylor designs are different examples of the state-themed patriotic covers created by Reagles & Co. of New York City.



Figure 9. Virginia (Rebel States)



Figure 10. Maryland (Loyal States)



Figure 11. South Carolina (Rebel States)



Figure 12. Rhode Island (Loyal States)



Figure 13. California (Loyal States)



Figure 14. Maine (Loyal States)



Figure 15. Pennsylvania (Loyal States)



Figure 16. Connecticut (Loyal States)

Most of these are overall cover designs showing an allegorical figure of Liberty holding the flag beneath a banner declaring "The Loyal States" along with the word "UNION," a state name and the coat of arms of that state. The envelopes are printed in various colors, pale enough so that handwriting would appear clearly on top of the overall design.

Within this same theme, Reagles also created a "Rebel States" series: similar overall designs for the 10 Confederate states showing a fiendish winged devil holding a confederate flag and the coat of arms of the named rebel state. These were printed in different colors too. Three different rebel states designs (Alabama, South Carolina and Virginia) were represented in the Taylor correspondence. Kaplan had two more rebel states covers

used domestically (Louisiana and South Carolina) which he purchased at the Bischel sale. Bischel also had a rebel states cover from Arkansas. I also have two other domestic examples, Texas and Georgia. Do readers have others?

All the Taylor covers were addressed by the same hand, in a bold, attractive script, to “Messrs Henry A. Taylor & Brother, Sheffield, England.” This was the company that gave Sheffield steel its name. Most of the covers are clean and fresh, with only a few showing tears. The covers are listed chronologically in Table 1, which is keyed to the thumbnail reproductions presented with this article. Since the covers were sent collect in 1861-62, they show New York debit markings of 5¢ or 21¢, depending on whether U.S. or British-contract steamships carried them across the Atlantic. Most of the covers bear a steamship routing (usually a Cunarder) at upper left. Surprisingly, on seven of the 16 covers, the date in the New York debit marking is unclear or illegible. But all 16 were struck on reverse with a clearly dated Sheffield receiving marking, and I have used these dates (the final column in Table 1) to establish the chronological sequence of mailing. Table 1 also lists the cover design, its color, the New York exchange office date, the debit amount and the British due marking. All the covers show due markings of one shilling per rate. Other than the Sheffield receivers, there are no postal markings on the reverse of the envelopes, but some show the printer’s imprint: “Reagles & Co., 1 Chambers St., New York.” ■

## DISCOVERY AND ADDENDUM

JAMES W. MILGRAM, M.D.

As part of my ongoing exploration of covers bearing “advertised” markings, I am pleased to present the item shown in Figure 1, a recent discovery. To my knowledge, this represents the earliest United States cover so far recorded showing an advertised marking. Bearing a fancy New York “clam shell” date stamp, this cover was sent from New York City to Berlin, Connecticut, on December 26, 1801. The advertised marking, applied in manuscript by the Berlin postmaster on the reverse of the cover, is shown superimposed at



Figure 1. Earliest U.S. cover known to bear an “advertised” marking. The cover was sent from New York City to Berlin, Connecticut, in 1801.

top left. The marking was originally dated 1801 but was then modified by the postmaster to read 1802.

In an article in the 1851 section in *Chronicle* 226 (May 2010), the three authors (of which I was one) showed two covers with a distinctive oval postmark reading “LOUISVILLE & ST. LOUIS MAIL ROUTE”. Covers showing these two markings are shown here in Figure 2. We had originally said these were two distinct markings, but Editor-in-Chief Michael Laurence persuaded us that they were two strikes from the same device.

Recently another cover came to light that indicates that we were correct in our initial assumption. Laurence now agrees. The new cover is shown in Figure 3. It bears a clearer strike of the marking shown on the upper cover in Figure 2. The Figure 3 cover dates from May 1852 and the marking is struck in blue. On the upper cover in Figure 2, which dates from January 1852, the marking is struck in black.

Comparing the Figure 3 marking with the marking on the lower cover in Figure 2, which dates from 1853, there’s no question these are two different markings. The spacing between the letters in “MAIL” differs. The “M” of MAIL and “L” of “LOUISVILLE” are closer. But the most important distinction is that on the strike in Figure 3 the word “ROUTE” is misspelled, lacking the final “E”. This characteristic is also evident in the marking on the upper cover in Figure 2, though much less clearly, because of the way the marking is struck on the stamp.

We can conclude that the “ROUT” marking was used first and was evidently replaced, perhaps because of the spelling error, by the “ROUTE” marking. Note the month



Figure 2. Portion of an illustration from an article in *Chronicle* 226. Though it may not be clearly evident, the “LOUISVILLE & ST. LOUIS MAIL ROUTE” oval handstamps on these covers were struck from two separate marking devices.

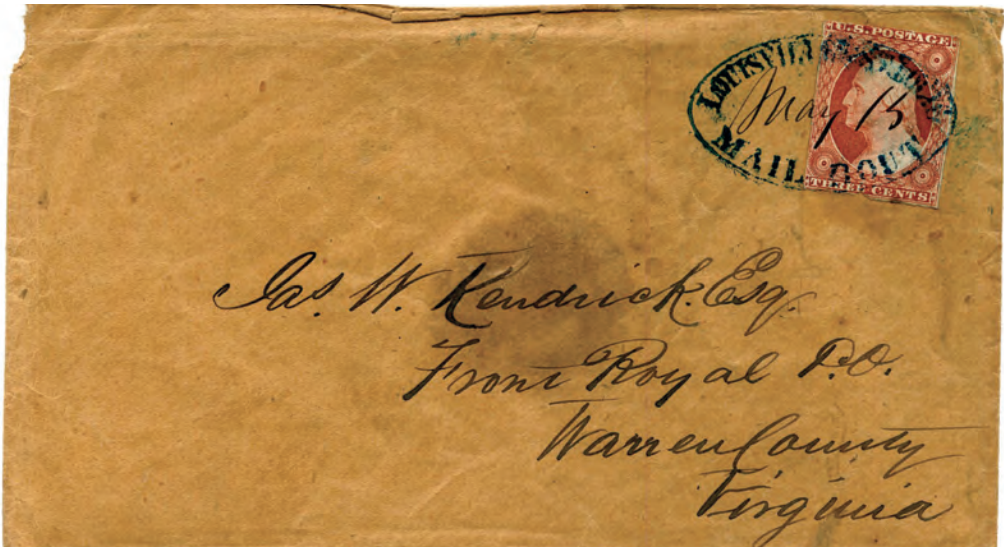


Figure 3. Newly discovered cover showing “ROUT” instead of “ROUTE.” This same marking appears on the upper cover in Figure 2.

date is May. The lower (stampless) cover in Figure 2 is also dated May, but its contents indicate 1853. So the “ROUT” marking was used in May 1852 and was evidently replaced by the “ROUTE” marking. We are calling the “ROUT” marking Type 6A; the “ROUTE” marking will be Type 6B. ■

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**THE TWISTS AND TURNS OF OLIVER HILL'S PENNY POST****GORDON STIMMELL**

It's amazing what you can find by rooting through ancient city directories on the Internet. Using footnote.com, an on-line source of original historical documents, my latest self-guided mission was simply to find out more about Oliver B. Hill, who in 1849 briefly owned and operated Hill's Post in Boston.

This private post issued a penny post stamp, Scott 81L1, ascribed to 1849. Seven covers survive bearing this adhesive. They date from Sept. 5, 1849 to Jan. 31, 1850. Figure 1 shows the only one of these covers on which the Hill stamp is tied by the Boston postmark. The internal date of this cover is December 14, 1849. One cover, with the only manuscript marks known on any Hill stamp, includes a notation in Hill's hand marking the cover "Paid" and requesting "PM Please deliver and oblige OBH."

For those who wish to see more details, I refer you to Scott Trepel's excellent Siegel Auction Galleries website, where the power search function will bring up illustrations of several covers and an auction lot description that includes the census of 81L1 covers.

Boston directories reveal the intriguing transformation of Oliver B. Hill. In 1843, he is "grocer, 172 Hanover"; by 1846 his occupation is listed as "Post Office." And then, in 1847 he is listed as "penny post." During this period he lived at 1 Greenough Lane. In 1848, he moved his residence to 10 Village and continues to be "penny post" through 1849, the period when the stamps were used. In 1850, Hill shucked his penny post operations and is



**Figure 1: Hill's Post black-on-rose 1¢ adhesive tied by Boston circular datestamp dated December 15 and sent to Providence. From internal evidence, the year is 1849. Ex David Golden collection.**

shown as “oysters, 52 Kneeland, h. 10 Village.”

What surprised me was he was a penny postman for two and a half years before he issued his 1¢ stamps. It is not surprising he transitioned from his post office duties in 1846 to penny postman in early 1847. Before 1849, the penny posts, which were privately operated, were sanctioned and welcomed by the United States Post Office. They provided the hugely convenient delivery of mail to and from homes when the government post office did not.

The Boston Post Office ran annual ads in city directories citing their rates and hours of operation. In 1847, under Postmaster Nathaniel Greene, the ad says: “There are six Penny Posts, and letters are delivered to all persons in the city who desire so to receive them.” The 1848 ad notes there are “eight Penny Posts” and repeats the wording. However, the 1849 ad, under Postmaster William Hayden, reveals a power shift: “The Penny Post Department is under the superintendence of J.H. Patterson. Letter Carriers office, 23 Sudbury Street.”

On February 28, 1849, James H. Patterson and his carriers had been officially appointed by the Postmaster General to perform the service of letter delivery in Boston. In an article by Elliott Perry in Ashbrook’s *The U.S. One Cent Stamp of 1851-1857*, the post office missive noted on that date: “All others who may undertake any part of said duties are entirely unconnected with the Post Office Department.”

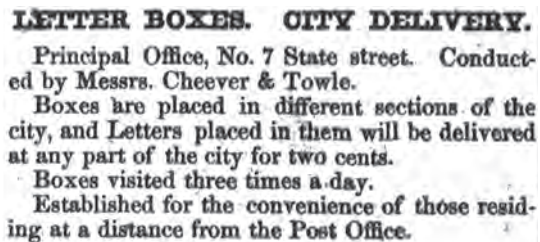
In 1861, the system existing in 1849 was summed up as follows (*United States Mail & Post Office Assistant*, Jan. 1861):

“The Penny Post was organized upon its present system in 1849, by Hon. Cave Johnson, P.M. General, and the penny postage was reduced from 2 cents to 1 cent, at which price it has ever since remained. Prior to that time, there was little system or organization. Carriers selected for themselves such letters as they chose to deliver, and they chose to deliver only such as were easily accessible. They did not serve persons who lived in the extreme parts of the city, remote from the business sections.”

Why did Hill issue a stamp at all? With the rate of penny postage dropped by the government to 1¢ for city letters (delivery of letters from the mails remained at 2¢), the sanctioned carriers were using the new Boston carrier department stamps (Scott 3LB1 and 3LB2). The Hill stamp prominently and competitively featured “1 Cent”. And coincidentally, his stamp had a vague resemblance to the carrier department adhesives in vogue at that moment in New York City (Scott 6LB9, 10 and 11).

The fact that some penny posts simply would not deliver or pick up outside the populous business district created a vacuum that entrepreneurs rushed to fill. In my directory searching, I happened upon an announcement that I have long sought and never found in newspapers of the day: the first ad for Cheever & Towle. This is shown in Figure 2. It appears in Stimson’s *1846 Directory* (page 89) and the key words are at the bottom: “Established for the convenience of those residing at a distance from the Post Office.” This also pushes back the date of inception of Towle’s City Post into the early 1846 period, before the first known handstamps and stamps.

There are dozens of penny postmen listed in Boston directories going back into the 1830s. On rare occasions, a folded letter with a scrawled “by Penny Post” shows up and it is fun to try and figure out which penny post delivered it, if it has a date docketed within the letter. Don’t forget, penny posts in Boston date back to 1693. But unlike Britain, the penny



**LETTER BOXES. CITY DELIVERY.**  
Principal Office, No. 7 State street. Conducted by Messrs. Cheever & Towle.  
Boxes are placed in different sections of the city, and Letters placed in them will be delivered at any part of the city for two cents.  
Boxes visited three times a day.  
Established for the convenience of those residing at a distance from the Post Office.

Figure 2: Earliest notice (early to mid 1846) of the formation of Cheever & Towle Letter Delivery company, noting the setting out of drop boxes across Boston to access areas normal penny posts did not serve. From the Stimson *1846 City Directory*.





**Figure 3: Letter sent from Boston to New York City, November 5, 1837, with ms. 18 ¾ cent rate notation, PAID and Boston circular datestamp and an artistic and very specific endorsement.**

posts were not indicated by on-cover markings in the 1700s.

Although Oliver B. Hill threw in the penny post towel in the face of strong Post Office competition, other private posts continued to battle for turf in Boston. William B. Towle battled into late 1851, and his successors, including George H. Barker, who used oval hand-stamps, are listed in the Boston directories into 1856.

One of the most egregious examples of all manuscript Penny Post covers came out of the Cal Hahn holding and is shown in Figure 3. It precedes local and carrier stamps and was posted from Boston to New York City on November 5, 1837. Note the bold and well outlined notation at lower left: “Will THE PENNY POST deliver this as soon as he POSSIBLY CAN, as it is of the greatest IMPORTANCE.” ■

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**GOOD MANNERS EQUALS GOOD BUSINESS:  
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**ALEXANDER T. HAIMANN**

One hundred and sixty-three years ago, an exciting piece of U.S. 1847 postal history, franked by two 10¢ Washington stamps, was sent from New York City to Montreal, Canada. This cover is shown in Figure 1. Its journey began on March 10, 1848, when Howland & Aspinwall Company composed a letter to John Torrance & Co. in Montreal. Before the letter was posted, another letter (no longer present) was sealed and folded within it. This second letter was addressed to Sir George Simpson, Governor of the Hudson's Bay Company. The folded outer sheet and its contents were posted at New York City on March 11 and arrived in Montreal on March 16, 1848, as indicated by a receiving backstamp.

Howland & Aspinwall was a prominent merchant firm in New York City. The firm is probably best remembered in postal history circles for its operation of the mail route through Panama to ports on the Pacific coast of the United States in the late 1840s and 1850s. Howland & Aspinwall was the New York agent for the Pacific Mail Steamship Company, incorporated in April, 1848.

The addressee, John Torrance & Co., had by the 1840s become financially invested in the development of the Canadian railroad industry and related infrastructure. At the time the Figure 1 cover was sent, John Torrance & Co. had significant investments in the Montreal & Lachine Railroad Company. Another major shareholder and director of that railroad company was Sir George Simpson, one of the most influential businessmen in British North America during the 1840s and 1850s. Simpson worked tirelessly to expand the influence of Hudson's Bay Company (HBC) to every aspect of British North America's growing economy. Founded in 1670, HBC today is the oldest commercial corporation in operation in North America. Simpson was knighted by Queen Victoria in 1841.

In their letter to John Torrance & Co., Howland & Aspinwall explained why the sealed letter to Sir George was enclosed:

**Dear Sirs,**

**We beg leave to trouble you with the enclosed letter for Sir George Simpson, Governor of the Hudson's Bay Company, which we are desirous should reach that gentleman without charge of postage to him. We have no way of attaining this object except sending it through your good selves, and we will feel obliged by your forwarding to him, in such manner as he can receive it without charge. We are also anxious that his reply should be sent through you without his incurring the expense of postage to the lines, and we beg you will forward his letter to us, with a note of your charges, which we will with pleasure refund to Mr. Torrance here.**

**Begging you will excuse the trouble we occasion you. Yours truly – Howland & Aspinwall**

On March 11, 1848, pre-paid postage was in its infancy. The 1847 stamps had been in use for less than nine months, following a decades-old American postal system in which the recipients of letters, not their senders, usually paid the postage. In the case of the folded letter in Figure 1, the sender prepaid 20¢ postage (double rate to the border) and the recipient paid nine Canadian pence, twice the 4½ pence rate for a letter traveling up to 60 miles from



**Figure 1. Folder cover from New York City to Montreal, posted March 11, 1848, franked with two 10¢ 1847 stamps paying double rate to the Canadian border. The manuscript “9” marking indicates 9d Canadian was collected from the recipient, representing twice the 4½d rate for a letter traveling less than 60 miles from the border to the Canadian destination.**

the United States border. The letter lacks the usual cross-border exchange-office marking because of a special arrangement between the Canadian and U.S. post offices that allowed bags of mail originating in New York City or Albany to travel unopened to Toronto, Kingston or Montreal.

Consider the effort and money expended by Howland & Aspinwall to insure that the recipient of a piece of correspondence and the subsequent response would not be a financial imposition. In this case, avoiding an imposition on Sir George's sense of etiquette may have been the more important consideration. Clearly Howland & Aspinwall wanted Sir George to know how much they valued his correspondence with them. If Howland & Aspinwall's letter was a solicitation of any kind, then requiring Sir George to pay to receive that solicitation would have been poor form. It was good manners and good business to ensure the letter arrived free of charge and to additionally facilitate Sir George's response. Maybe the letter solicited HBC business or assistance connected to Howland & Aspinwall's upcoming involvement in the Pacific Mail Steamship Company. This we may never know, because the enclosed letter is not still included.

The Figure 1 cover represents an early attempt, by Howland & Aspinwall, to overcome a deficiency in the prepaid postage regulations connecting the American and Canadian postal systems. It would be another three years before mailers in the United States or Canada could send prepaid letters across the border without any charge being assessed to the recipients. The earliest date for a fully prepaid letter to arrive in Canada from the United States was April 6, 1851, when a new postal agreement between the two countries went into effect and simultaneously the Canadian Post Office became independent from control of the General Post Office in London.

According to the Alexander census of 1847 covers, fewer than a dozen 1847 covers are known sent from the United States to destinations in British North American with 20¢ in postage paid by 1847 stamps. The folded letter in Figure 1 is not included in the Alexan-

der census listing and is one of the earliest known 1847 covers sent to Canada bearing 20¢ in U.S. postage.

Beyond the stories of the sender, the recipient and their related history, the 2009 Philatelic Foundation certificate for the Figure 1 folded letter highlights another fascinating aspect. The 10¢ stamp at left was affixed directly to the folded letter. But the 10¢ stamp at right was “removed from another cover ‘on piece’ and attached to this cover with a wax wafer.” What was going on here? Did Howland & Aspinwall remove a barely canceled stamp from an incoming piece of mail and illegally reuse it on this folded letter?

Conceivably an observant and frugal staff member at Howland & Aspinwall noticed an uncanceled 10¢ stamp on a piece of incoming mail and cut the stamp out for subsequent reuse. But there is no way to prove conclusively that the 10¢ stamp on piece attached by a wax wafer was previously used.

The content of the Figure 1 letter makes another scenario more likely. Possibly on March 9, 1848 the letter to Sir George was written, addressed, franked by a 10¢ stamp and ready to be taken to the New York City post office. Then at the last moment a decision was made that it would be better for business if Sir George received the letter without having to pay the Canadian transit fee, and similarly if he could sending a reply free of charge. Following this decision, the letter to John Torrance & Co. was composed and instead of wasting a perfectly good 10¢ stamp on the original folded letter to Sir George, the stamp was removed on piece and affixed to the John Torrance & Co. folded letter along with another unused 10¢ stamp, to pay the 20¢ postage required for the now double-rate folded letter.

The story of this intriguing cover will remain incomplete as long as the letter from Howland & Aspinwall to Sir George Simpson (and Sir George’s reply) are still out there somewhere and not lost to history. If the response is located at some point in the future, then we will learn whether at least in this case good manners made for good business. I hope the two can be rejoined soon for a follow-up article in this *Chronicle*.

A big thank you to Mark Haimann, M.D. and Michael Miley for their assistance in compiling the research for this article. Special thanks as well to Bob Boyd and Gordon Eubanks for reviewing the article.

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## THE 1851-61 PERIOD

### A HIDDEN POSTAL HISTORY GEM

WILLIAM K. MCDANIEL AND SEREF BORNOVALI

Shown in Figure 1, the cover that is the subject of this article has been in the possession of one of the authors (McDaniel) for a number of years. But until recently observed and interpreted by the other author (Bornovali), a student of Ottoman Empire postal history, its significance was not appreciated. As a result of these combined efforts, the fascinating history of its travels, starting in the Turkish postal system, then via a long “bootleg” trip across the Atlantic, finishing with delivery via the United States postal system, is related here.

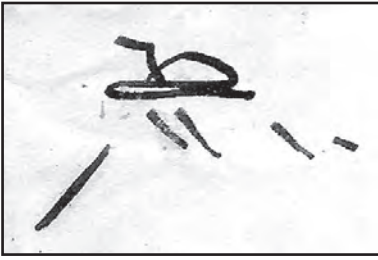
The cover was written by Fayette C. Keys, a medical missionary for the American Board of Missions. He served at Sivas, in central Turkey, then the Ottoman Empire, from 1854 to 1858.

A translation of the Arabic characters and other research confirms that the cover was originally sent, with Turkish inland postage prepaid, to a Mr. Patrick in Istanbul, who apparently acted as a forwarder. The Arabic script in the upper right corner (“Derslyede Amerikali Mister Patrick Cenaplarina”), translates “To the illustrious Mr. Patrick, American, at Istanbul”.

Without question, this cover was sent prepaid from Sivas to Istanbul. The handwritten Turkish numbers and symbols at left are evidence of prepayment. Note also the endorsement, partly obscured by the stamps (which were applied at New York), in the same handwriting as the address. This most likely says “Overland prepaid,” indicating that the first leg



Figure 1. Cover from Sivas, in central Turkey (then the Ottoman Empire), to Newbury, Vermont. This cover was sent prepaid in the Turkish internal mail system from Sivas to Istanbul, then carried privately to New York City, where it was franked with 6¢ postage (double domestic rate) and mailed to its destination. The Arabic script at upper right indicates the cover was originally sent, with Turkish inland postage prepaid, to a Mr. Patrick in Istanbul, who apparently acted as a forwarder.



**Figure 2. Enlargement of the handwritten Turkish numbers and symbols, from the upper left portion of the cover, indicating weight and rate. The symbol at top is a number 6 with a line beneath it. Under the line are the numerals 11 and 10. The weight of the letter was 6 Dirhams and the fee prepaid was 11 Piastres, 10 Paras.**

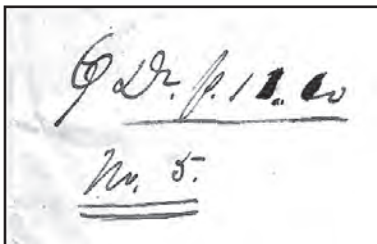
of letter's journey was prepaid by the sender.

The handwritten Turkish numbers and symbols, written in bold black ink beneath the word "overland", indicate the weight and the rate. An enlargement of this marking is shown in Figure 2. The symbol at top is a number 6 with a line beneath it. Under the line are the numerals 11 and 10. This indicates that the weight of the letter was 6 Dirhams and the fee prepaid was 11 Piastres, 10 Paras. The Dirham was equivalent to 10 grams, about one-third of an ounce. The Para was a small unit of currency. Forty Paras equaled one Piastre.

According to Turkish postal tariffs at the time, fees were determined by calculating distance and weight. The distance unit used was the "Saat" (hour) which was the estimated distance a messenger on foot could walk in one hour (3-5 miles). Prevailing distance charts based on the Saat indicated the travel distance from Sivas to Istanbul was 193 hours. A letter weighing 3 Dirhams (30 grams) was charged one Para per route hour, then  $\frac{1}{2}$  Para for each extra Dirham. Thus, this letter, with a weight of 6 Dirhams, would be charged 2.5 Paras per hour for a total of 482.5 Paras, equivalent to 12 Piastres, 2.5 Paras. The Paras portion would be rounded because the smallest denomination coin available at the time was 5 Paras. But even assuming rounding, the fee paid on the Figure 1 letter was 30 Paras short of the proper rate.

A likely explanation is that the distance was rounded to 180 hours. This would make figuring the necessary rate easier, as it would have been difficult for postal employees to calculate multiples of 193 without any mechanical assistance. Most likely, there were pre-calculated rate charts at the post offices.

Below the Turkish marking appears a manuscript notation, in a different handwriting, whose significance has not been determined. Shown enlarged in Figure 3, this indecipherable notation is not a postal marking. It may have been applied by the Istanbul agent, by the recipient, or perhaps by the New York forwarder.



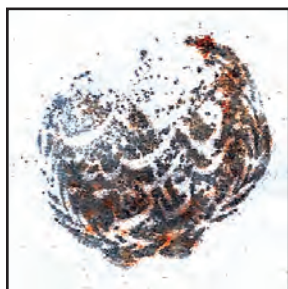
**Figure 3. Enlargement of the manuscript notation from left center of the cover. This is not a postal marking. It may have been applied by the Istanbul agent, by the New York forwarder, or by the recipient.**

The gray-black seal at lower left, shown enlarged in Figure 4, is the handstamp of the originating post office in central Turkey. The script translates as "An Canib-i Posta-i Sivas 1259" ("From the post office of Sivas 1259.") The year-date 1259 is carved into the gray negative marking. This represents 1843 in our calendar. This was the first postmark of the post office of Sivas. The 1259 indicates not the year in which the letter was posted, but the year the post office opened to public. The official Turkish calendar used in the 19th and early 20th centuries is complex and unusual; its details need not concern us here.

Upon receiving the letter, Patrick, apparently acting as an agent for Fayette Keys, subsequently placed it with someone, possibly a traveler who would soon be debarking from Istanbul to New York. By “bootlegging” the letter in this manner, the additional expense of transoceanic postage was avoided and some modicum of security was assured.

After arriving in New York, the party to whom the cover had been entrusted probably handed it over to the New York office of the American Board of Missions, which then affixed the two perforated Type I 3¢ 1857 stamps, paying the 6¢ double-rate domestic postage necessary to carry the cover from New York to Freeman Keys, in Newbury, Vermont. The New York circular datestamp, struck twice, is dated August 31, 1857.

An important aspect of this cover is that the Turkish postage was prepaid. Prior to the Universal Postal Union, there was no postal reciprocity between many countries. Letters such as this could only be prepaid to the border of the originating country. In many parts



**Figure 4. Enlargement of the handstamp of the originating post office, struck in gray-black ink at the bottom left of the cover. This bears a Turkish year-date of 1259, which designates 1843 in the western calendar and represents the year the Sivas post office opened to the public.**

of the Turkish Empire, Austrian post offices were authorized to carry mail. These could accept international mail, to be carried without interruption through the widespread postal delivery system of the Austrian Empire. But there is no evidence that Sivas had such an office when this cover was posted, so it was probably easier and cheaper to send this cover by the method employed.

What is special about this cover is that, because it originated in a city not served by a consular postal agency, it had to start out in the Turkish domestic mails. To date, this is the only reported pre-UPU cover originating in the Turkish domestic mail system and delivered to a destination beyond Europe: An outstanding combination of Turkish and United States postal history. ■

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## CUT-DOWN POSTAL STATIONERY FROM THE 1861 ERA

CHIP GLIEDMAN

The October 2010 auction of the Raymond Vogel collection by Siegel Auctions in New York allowed me to acquire the unusual 1866 cover to Switzerland shown in Figure 1. Following the auction, Editor-in-Chief Michael Laurence approached me with the comment “We need more coverage of postal stationery in the *Chronicle*—please write an article about this correspondence.” I will admit to very limited knowledge of the whys and hows of postal stationery, but I took this as a challenge.

The Siegel catalog described the item as follows:

Lot 2196. 12¢ Black (69). S.e. at right, tied by circle of V's cancel on 30¢ Green on Buff entire (U72) to Vevey, Switzerland, refolded from legal to letter size by the sender prior to use, red “Boston Br. Pkt. Paid Mar. 14” circular datestamp, endorsed “Per French Mail, Str. Asia” at upper left, 1866 French transits, red crayon “36” credit, transit and receiving backstamps.

This entire is one of a several known, all from one Boston writer to correspondents in France (Marcon) or Switzerland (Davis), including a 1¢ 1861 on 20¢ entire (ex Ishikawa) and 3¢ on 12¢ entire (1995 Rarities Sale). All were originally large envelopes, skillfully refolded before mailing by someone whose preference for small-size covers nicely anticipated modern collecting tastes.

My research for this article turned up some interesting facts about these three covers, but still leaves a number of questions unanswered. This article will share some of what I



Figure 1. 12¢ 1861 stamp on a reduced 30¢ entire envelope (U72), paying twice the 21¢ French-mail rate to Switzerland. Originally legal sized, this envelope was substantially reduced by the sender before he mailed it.



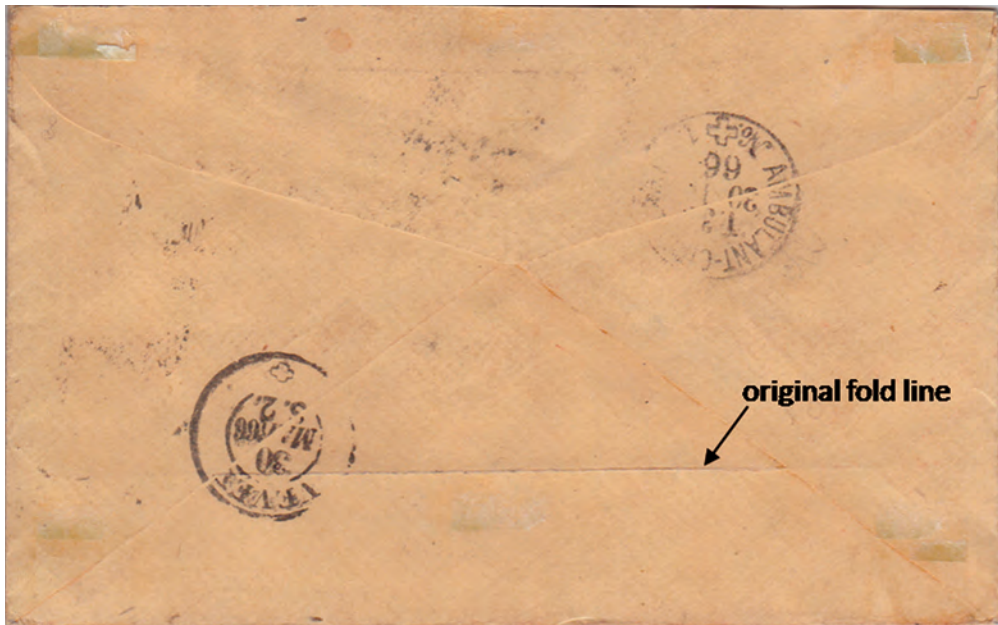
learned; I hope it will prompt filling in the remaining holes.

The stamped envelopes of the early 1860s were printed by George F. Nesbitt & Co. of New York under contract to the United States government. The round design of the indicia for the denominations of 10¢ and higher causes these issues to be known as “pumpkins.” While unused entires come to the market on a regular basis, commercially used examples of the higher-value denominations are much less frequently seen.

The higher-value denominations of the 1861 and 1863 stationery issues were only issued on legal-sized envelopes. In this specific case, the 30¢ value of the 1863 issue (Scott U72, UPSS catalog 140) appears on envelopes whose dimensions are 104 x 249 millimeters (about 4.3 x 9.8 inches). But the Figure 1 cover, as mailed, measures 83 x 133 mm (about 3.25 x 5.25”). An examination of the back of the cover, which is illustrated in Figure 2, shows the original fold 21 mm from the bottom, confirming that this cover was, in fact, refolded down from its issued size.

This cover entered the mails in Boston, with the 12¢ adhesive and the 30¢ stationery combining to pay twice the 21¢ (per ¼ oz.) rate via French mail to Switzerland. The cover was so endorsed at the upper left, also indicating that it was to be placed on the Steamer *Asia*. The Cunard steamer *Asia* departed Boston on March 14, 1866<sup>1</sup> and the Boston exchange office datestamp of this date indicates that this cover was onboard as the sender intended. The Boston exchange office applied the red crayon “36” indicating that 36¢ of the postage was to be credited to Great Britain for transatlantic carriage and for further onward transport by the French.

At the Boston exchange office the cover was placed in a sealed bag which was carried unopened via Liverpool to Calais. There, the cover received the French entry datestamp (with the date of February 29, 1866, applied in error instead of March 29). The French also noted that it was a double-weight letter (manuscript “2” at the upper left), and marked the letter as paid to its destination (boxed “P.D.”). The cover then proceeded by train to Switzerland acquiring a transit datestamp of March 30 from the mobile sorting station (“Ambulant”) and a similar receiving datestamp in Vevey.



**Figure 2. Reverse of the Figure 1 cover. The original fold line suggests how drastically the envelope was reduced.**



**Figure 3.** 1¢ 1861 stamp on a 20¢ entire envelope (U43), also substantially reduced before mailing, paying the 21¢ French-mail rate to Switzerland. From the same correspondence as Figure 1.

While the routing and markings on this cover are by no means unusual, the use of high-value postal stationery along with an adhesive stamp is less common. As the lot description points out, this is one of three similar entire envelopes that were reduced by their sender before being posted. A review of the other two covers is instructive.

The first of the pair, shown as Figure 3, was last seen at auction as lot 378 in the Christies auction of the Ishikawa collection, held in New York in 1993. Addressed to the same recipient in Vevey, this is a reduced 20¢ entire envelope with a 1¢ 1861 stamp, paying the single 21¢ rate by French Mail. The datestamps on the face indicate that it left the Boston exchange office on October 31, 1865, for New York, where it was placed on the November 1 sailing of the Cunard *Scotia* bound for Liverpool. Since the 1861 20¢ entire envelope (Scott U43, UPSS 99) was issued only in the size of 100 x 241 mm (about 4 x 9 1/2 inches), this cover was also reduced prior to mailing.

Both these covers are addressed to the same recipient, who, upon closer examination, is actually E. G. Daves, rather than Davis, as described in the auction catalog. Edward Graham Daves (1833-1894) was a North Carolina-born, Harvard-trained lawyer who taught Greek at Trinity College in Connecticut until 1861 when he went to Europe and “for ten years remained abroad giving instruction to English youth on the shores of Lake Geneva, or traveling with his pupils.”<sup>2</sup> As Vevey is on the north shore of Lake Geneva, there is little doubt that Professor Daves was the recipient of these two covers. A photo of Daves is shown in Figure 4.



**Figure 4.** Edward Graham Daves

The third cover of the set was last seen in Siegel’s 1995 Rarities of the World auction,



**Figure 5. 3¢ 1861 stamp on a 12¢ entire envelope (U42), also substantially reduced before mailing, paying the 15¢ treaty rate to France. Sent to a different recipient but from the same sender as the covers shown in Figures 1 and 3.**

where it was lot 158. Shown in Figure 5, this is a 12¢ entire envelope (Scott U42, UPSS 98) used with a 3¢ 1861 stamp to pay the 15¢ (per ¼ oz.) treaty rate to France. Like the covers in Figures 1 and 3, this cover is folded down from its original 97 x 226 mm size (about 4 x 9 inches).

The addressee of this cover, Jules Marcou (1824-1898), not Marcon as originally described, was an eminent Swiss-American geologist. Marcou spent two years studying the geology of the United States and Canada, and returned to Europe for a short time in 1850. In 1853 he published a *Geological Map of the United States, and the British Provinces of North America*.<sup>3</sup> Traveling with the Pacific Railroad Survey, Marcou made the first geologic observations of the Grand Canyon and surrounding area in 1856.<sup>4</sup> Marcou also had connections with the Boston region. In 1861, he returned to the United States, where he assisted Louis Agassiz in founding the Museum of Comparative Zoology at Harvard University.

Early in his geological career Marcou had made significant contributions to the paleontology of the Jurassic Period limestones (200-145 million years before present) in the Jura Mountains of Switzerland. It was probably in recognition of that work that his grave in Cambridge, Massachusetts, is marked with a large replica of a fossil Jurassic ammonite.

In addition to his geologic works, Marcou was also a known philatelist of his time. He is mentioned in Brian Birch's *Biographies of Philatelists and Dealers*.<sup>5</sup> He wrote under his own name and with the pseudonyms "Albis" and "Amateur des Montagnes Rocheuses" when publishing articles in *Le Timbrophile* in 1868-70. His comments questioning the genuineness of the newly discovered 20¢ St. Louis Bear provisional stamp were a hot topic in the February 1, 1870 issue of *The Stamp-Collectors Magazine*.<sup>6</sup>

Fortunately, Marcou the philatelist did not remove the stamps from all of his correspondence, leaving us with some fascinating postal historical artifacts. Two other covers addressed to Marcou, bearing 10¢ 1869 stamps, are reproduced in Michael Laurence's *Ten-Cent 1869 Covers, A Postal Historical Survey* as figures 1-3 and 9-4.<sup>7</sup> Other covers to Marcou from this period are also known.

Looking over the three covers that started this exploration, we see that they all were sent by French mail. As Laurence points out in his book, the French mail system at that

time, with its high rates, tiny weight increments and conservative practices was looked upon with scorn and frustration by both mailers and U.S. postal officials.<sup>8</sup> While the sender of the three postal stationery pieces in this study may have wanted to share these unusual items with like-minded colleagues in Europe, the extra weight of the standard large-sized envelopes, perhaps triggering the next rate increment, may have been what prompted him to reduce them to a lighter weight prior to mailing.

Alas, here the information on this set of covers comes to an end. While the research has provided a bit of background, a number of questions remain:

Are there any more of them? One each of the 12¢, 20¢ and 30¢ denominations makes one wonder if there might also be comparable 24¢ or 40¢ versions lurking unrecorded.

Who is the missing connection in Boston/Cambridge who created and mailed these three covers? While Harvard University is a common connection shared by the recipients, we still know nothing of the sender.

Was there a philatelic connection between the sender and the recipient that precipitated the use of postal stationery rather than just stamps?

How did these covers come to the market? Were they independently retained and later sold individually? Or were they in some way reunited for a time?

I would appreciate any further information that anyone can provide. And I would like to thank Bruce Baryla, Porter Venn, John Barwis and the participants on Richard Frajola's Board for Philatelists<sup>9</sup> for their help in piecing together the information provided.

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**THE BASSEL CORRESPONDENCE:  
AN AMERICAN SOLDIER IN EGYPT**

**SCOTT R. TREPEL**

An obscure event in relations between Egypt and the United States provides the historical background for a group of covers sent to an American military officer named James Bassel in 1874 and 1875. The covers have uncommon combinations of 1869 and Bank Note stamps paying various rates to Cairo, Egypt, and Yokohama, Japan. But even more fascinating than the artifacts is the story of what has been called “the first American military mission to Egypt.” With events in Egypt making headlines today, the story of the 19th century Bassel correspondence has contemporary relevance.

**The Khedive Isma’il**

Details of the turbulent history of Egypt during the first half of the 19th century are beyond the scope of this article. Our starting point is the ascent of Isma’il Pasha to the governorship of Egypt and Sudan. Born in 1830, Isma’il was the grandson of Muhammad Ali and rose to power as wāli (governor) in 1863. In 1867 Isma’il was given permission to use the title Khedive, which is roughly equivalent to the British term Viceroy. A portrait of the Khedive Isma’il at the peak of his power is shown in Figure 1. He ruled Egypt and Sudan until his removal in 1879. While in power, Isma’il greatly modernized Egypt and Sudan, including reforming the postal system. But his push for internal improvements (and Egypt’s war against Ethiopia) put the country heavily in debt. Under pressure from foreign governments, Isma’il was deposed in 1879, and his son Tewfik assumed power.



**Figure 1. The Khedive Isma’il modernized Egypt and reformed its postal system.**

**Americans in Egypt**

In an effort to improve Egypt’s army, Khedive Isma’il recruited a group of approximately 50 American military officers, including Union and Confederate veterans of the Civil War. Apart from their role in training the Egyptian army, the Americans supervised engineering projects and conducted important mapping expeditions in the Nile River region.

Many of the men who travelled to Egypt had been recommended by General William T. Sherman. According to two *New York Times* reports (January 4, 1874, and August 11, 1878), the first group of officers departed for Egypt in 1869. Among them was General Charles Pomeroy Stone, a former Union officer who was appointed commander of the Egyptian army. A second group followed in 1874, including James Bassel, a West Point

graduate (class of 1867) who had served at Fort Garland in Colorado. Bassel was appointed Lieutenant-Colonel of Engineers, but served less than a year because “his unfitness for Egyptian service was apparent from the day of his arrival.” After leaving Egypt he was employed in China and Japan by an American ship builder. Lieutenant-Colonel Bassel returned to the United States and ran unsuccessfully for congress in 1878.

### Mail Routes to Egypt

In the run-up to Universal Postal Union (UPU), mail could be sent from the United States to Egypt using a number of different rates and routes. The rates in effect between January 1, 1874, and July 1, 1875 (start of GPU/UPU rate) are shown in Table 1 (all per half ounce).

The cover in Figure 2 is the first in the sequence of covers discussed in this article. It was postmarked at Walla Walla, Washington Territory, in February 1874, a short time after Lieutenant-Colonel Bassel left for Egypt. It is addressed to “Lieut. Col. James Bassel, Egyptian Army, Cairo, Egypt,” reflecting the unusual circumstance in which an American soldier is identified as a member of a foreign army.

The sender affixed one 1¢ and four 3¢ 1873 stamps to the 3¢ green embossed envelope prepay the 16¢ rate to Egypt by North German Union Direct Mail via Brindisi. The

<b>British Mail via Southampton</b>	
Destinations except Alexandria and Suez	20¢
Alexandria and Suez	16¢
<b>British Mail via Brindisi</b>	
Destinations except Alexandria and Suez	24¢
Alexandria and Suez	20¢
<b>German Mail Direct via Trieste</b>	
Alexandria only	11¢
<b>German Mail via England</b>	
Alexandria only	12¢
<b>German Mail Direct via Brindisi</b>	
Destinations except Alexandria	16¢
Alexandria	12¢
<b>German Mail via England and Brindisi</b>	
Destinations except Alexandria	17¢
Alexandria	13¢
<b>Italian Open Mail</b>	
All destinations	14¢

**Table 1. Letter rates (per ½ oz) from the U.S. to Egypt, January 1, 1874—July 1, 1875.**



**Figure 2. Cover posted at Walla Walla, Washington Territory, in February 1874, addressed to “Lieut. Col. James Bassel, Egyptian Army, Cairo, Egypt.” One 1¢ and four 3¢ 1873 Bank Note stamps on a 3¢ green embossed envelope prepay the 16¢ rate to Egypt by North German Union Direct Mail via Brindisi.**



**Figure 3. The same rate, route and correspondence as Figure 2, but this Basel cover originated at Fort Garland in Colorado Territory on May 1, 1874. The 16¢ NGU Direct rate was prepaid with 1¢, 3¢ and 12¢ 1873 Bank Note stamps.**

New York foreign mail exchange office applied its “NEW YORK \* PAID ALL \* MAR 5” datestamp and the red crayon “10” to indicate the 10¢ credit to the German postal system. The “wf 4” red crayon marking is a German re-statement of the credit as 4 silbergroschen (equal to 10¢). A “P.D.” handstamp (indicating paid to destination) was struck on the 3¢ stamp at right, applied by the German post office to alert receiving offices that the letter was fully prepaid. The back of the cover bears an oval “TRIESTE 21 3 74” datestamp and the “Poste Egiziane” Egyptian datestamps of Alexandria (April 1) and Cairo (April 2).

The next cover, shown in Figure 3, represents the same rate and route as the Figure 2 cover, but it originated at Fort Garland in Colorado Territory on May 1, 1874. The 16¢ NGU Direct rate was prepaid with 1¢, 3¢ and 12¢ 1873 stamps, and the corresponding credits (10¢ and 4 silbergroschen) were applied in red crayon at the New York and German exchange offices. On this cover there is no Trieste backstamp.

The cover in Figure 4 originated in Peoria, Illinois, on May 16, 1874. In this case, the sender affixed 12¢ 1869 and 2¢ 1870 stamps, presumably attempting to prepay the 14¢ rate to Egypt by Italian open mail. However, at New York it was treated as an underpaid letter to be sent by German mail. The three straightline handstamps in English, French and Italian identify the letter as “Insufficiently Prepaid.” The large “2½” handstamp represents 2½ piasters postage due in Egypt. The various crayon markings also indicate the postage due. The cover was backstamped at New York, Trieste, Alexandria and Cairo.

The cover in Figure 5 travelled a different route with a different postage rate. The sender affixed six 3¢ stamps to a 3¢ green entire envelope, overpaying by 1¢ the 20¢ rate for British Mail via Southampton. The cover was posted on July 21, 1874 at a town named Summerville, but the state abbreviation in the circular datestamp is too faint to identify and there is no letter enclosed. The cover must have originated somewhere in the West, because it entered the foreign mails at the Detroit exchange office, where it was marked with the scarce “DETROIT PAID ALL/BR. TRANSIT/AUG 2” red circular datestamp. The red crayon “16” represents the correct 16¢ credit to England for a letter posted at the 20¢ rate.

Rather than send this cover to New York for a sailing, the Detroit exchange office



Figure 4. Bassel cover from Peoria, Illinois, May 16, 1874. The 12¢ 1869 and 2¢ 1870 Bank Note stamps presumably represent an attempt to pre-pay the 14¢ rate to Egypt by Italian Open Mail. But at New York it was treated as an underpaid letter to be sent via German mails.



Figure 5. Six 3¢ Bank Note stamps on a 3¢ green entire envelope overpay the 20¢ rate for British Mail via Southampton. This Bassel cover was posted on July 21, 1874 and entered the foreign mails at the Detroit exchange office. The red crayon “16” represents the proper 16¢ credit to England for a letter posted at the 20¢ rate.

bagged it for the sailing of the Allan Line *Peruvian*, which departed Quebec on August 8 and arrived at Liverpool on August 17. The London “Paid” datestamp is dated August 18. From England the cover travelled across Europe and reached the British post office in Alexandria on August 27 (per backstamp). It was turned over to Egypt’s post office in





**Figure 6. Bassel cover from New York City, August 12, 1874. The 20¢ franking (one 2¢ Bank Note stamp three 6¢) and the 20¢ red crayon credit marking are in conflict. This cover may be missing 4¢ in stamps.**

Alexandria, where it was backstamped with the “Poste Egiziane” datestamp on August 28. It made the final leg of its trip by rail to Cairo and was there datestamped on the same day with another “Poste Egiziane” datestamp. Docketing on the reverse indicates Lieutenant-Colonel Bassel received the letter on August 28 and answered it the next day.

The cover in Figure 6 was posted at New York City on August 12, 1874. On this cover, there is a conflict between the 20¢ franking (one 2¢ Bank Note stamp three 6¢) and the 20¢ red crayon credit marking. As the Figure 5 cover demonstrates, there was a 20¢ British Mail rate to Egypt via Southampton, but the appropriate credit to England for the 20¢ rate was 16¢. As Table 1 shows, the British Mail rate to Egypt via Brindisi was 24¢. For this service the credit to England would be 20¢ instead of 16¢. Based on the “20” credit marking on the Figure 6 cover, there should be an additional 4¢ in stamps. The stains at upper left suggest there might have been, but there are no traces of the large duplex cancels that one would expect.

### **Charles Pomeroy Stone**

Despite questions about the original franking of the Figure 6 cover, it has some interesting features. The cover is addressed to Lieutenant-Colonel Bassel, in care of “Genl. Stone.” This was General Charles Pomeroy Stone, a Union General during the Civil War. Stone was defeated at the Battle of Ball’s Bluff in October 1861. As a result, he was arrested as a traitor and imprisoned for almost six months. He was neither tried nor convicted, but was never given a significant command during the remainder of the war.

General Stone was among the first American officers to join the Egyptian Army in 1869. He served the Khedive Isma’il and his son Tewfik until 1883, earning the rank of Lieutenant-General and the title of Ferik Pasha. After returning to the United States, he helped construct the base of the Statue of Liberty and presided over the opening ceremony as Grand Marshal.

Another interesting aspect of the Figure 6 cover is the unusually large gap between the New York August 13 departure and London August 29 receipt dates. Transit between New York and London normally took about 10 or 11 days. However, in this case the cover left on the HAPAG *Westphalia* on August 13, but her main shaft broke during the trip and she had to be towed into Queenstown, arriving there August 28. The Figure 6 cover was postmarked at London on the following day.

### Bassel in Japan

*The New York Times* report that Lieutenant-Colonel Bassel quit Egypt after a year is evidenced by the cover in Figure 7. It is addressed to Bassel in care of the American Consul at Yokohama, Japan. Whether Bassel was actually in Japan or the American Consul held his mail for forwarding or pick-up is not known.

The original letter is enclosed in the Figure 7 cover. It is datelined at Del Norte, Colorado Territory, on August 9, 1875. Also enclosed are a few mid-1875 newspaper clippings with stories about the Hayden surveying expedition in Colorado. The writer was a man named Charles C. Upham, a friend of Bassel, and his well-written seven-page letter is filled with commentary about expeditions in Colorado and the Black Hills, as well as references to military officers, Indian confrontations and Fort Garland, where Bassel served before leaving for Egypt. In his letter Upham also asks Bassel to secure Japanese coins for his collection and laments not asking for Egyptian coins when Bassel was there.

The Figure 7 cover is a 3¢ entire envelope franked with 3¢ 1873 and 24¢ 1870 Bank Note stamps to pay 30¢ postage for the double 15¢ treaty rate to Japan. The 15¢ treaty rate to Japan was in effect for only one year, from January 1 to December 31, 1875, when it was reduced to 12¢. Examples of the 15¢ or 12¢ treaty rates are very scarce.

There are two recorded covers with the 24¢ 1870 Bank Note stamps paying the treaty rate to Japan, both double 15¢ rates from the Bassel correspondence. The Figure 7 cover



Figure 7. Postmarked at Del Norte, Colorado on August 10, 1875, this is one of two known covers addressed to Bassel at Yokohama after his service in Egypt. Both show this same franking: a 3¢ entire envelope bearing 3¢ 1873 and 24¢ 1870 Bank Note stamps paying twice the 15¢ treaty rate to Japan.

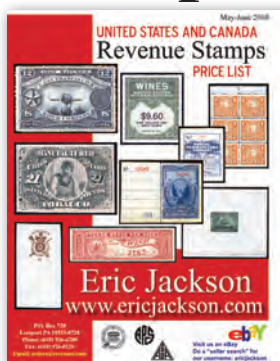
was postmarked at Del Norte on August 10 and sent to San Francisco. According to the Frajola-Perlman-Scamp sailing tables, it crossed on Pacific Mail steamer *China*, departing San Francisco September 1, 1875, and arriving Yokohama on September 26. The other 24¢ cover to Japan, ex Ishikawa, bears an identical combination of stamps and was postmarked at Del Norte on September 1.

### Other Bassel Covers and Archival Sources

Other covers are known addressed to Lieutenant-Colonel Bassel during his military service at Fort Garland and in Egypt. They include a 1¢ and 15¢ combination for the NGU Direct rate (ex “Patrick Henry”) and a 30¢ overpaying the British Mail rate (ex Albert). I have yet to see a cover addressed to any other American in the Egyptian Army.

A Google search for information on James Bassel produced a URL for correspondence at the West Virginia University Libraries in Morgantown, West Virginia (<http://www.libraries.wvu.edu/wvcollection/manuscripts/guidewithindex.pdf>): “Bassel, James. Papers, 1862-1892. 66 items. Gift of Prichard Von David, n.d. A&M No. 327.” The correspondence is mainly letters written to Bassel from U.S. Army officers from various forts and camps in several western states and territories. There are no copies of Bassel’s correspondence in the collection, but his career in the army to about 1870, his subsequent military service in Egypt, and his employment in China and Japan, ca.1874-1875, as the representative of an American ship builder, are well covered. There are a few letters from Thomas Handbury, a cadet at West Point in 1862; also materials on political affairs in West Virginia, including Bassel’s candidacy on the People’s Party ticket for governor of West Virginia in 1892, and certificates of election returns from several counties in 1892. ■

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**NEW YORK SUPPLEMENTARY MAIL: 1870-1877**

**NICHOLAS M. KIRKE**

The subject of this article is the New York supplementary mail markings that appear on Bank Note covers bearing fancy geometric New York foreign mail cancellations. In New York City, supplementary mail was a convenience system allowing a sender who missed the regular mail at the main post office to go down to the dockside, pay an additional fee (expressed as equivalent to the ordinary postage to the foreign destination), and get the letter taken directly onto the ship. From Leonard Piskiewicz' 2009 book *United States Supplementary Mail* (page 11) we know that after July 10, 1873, supplementary mail service was available at the main post office, not at the dockside.



**Figure 1. The three types of New York supplementary mail markings used during the lifetime of the fancy geometric New York foreign mail cancellations.**

The three types of New York supplementary mail markings used during this period, shown in Figure 1, have long been designated as Types A, D and E. In addition to discussing uses of these three markings, this article will illustrate some of the different New York foreign mail cancellation varieties to be found on supplementary mail.

**Type A (used on supplementary mail 8/25/1870 to 6/11/1873)**

The earliest reported use of a Type A supplementary mail marking is July 24, 1858. But the subject of this article is Bank Note covers bearing fancy geometric New York foreign mail cancellations. The earliest reported use of the Type A supplementary mail marking on a Bank Note cover bearing a NYFM cancel is August 25, 1870.

The Type A supplementary mail marking is an octagonal handstamp containing the words "SUPPLEMENTARY MAIL" on two lines (see Figure 1). The marking is always struck in red, as are the accompanying NYFM fancy killer cancels. On covers from this era, the octagon marking is rarely found fully and clearly struck.

Figure 2 shows the Type A supplementary mail marking on a cover to Liverpool posted at New York on 13 May 1871. Postage of 12¢, representing the 6¢ treaty rate plus the 6¢ supplementary mail fee, is paid by two 6¢ Lincoln stamps. The stamps are tied by two strikes of a grid cancel that preceded the fancy geometrics. Note that all the postal markings on this cover are in red. This cover is from the Rathbone correspondence, source of many supplementary mail covers, most of them predating the Bank Note era.



Figure 2. Type A supplementary mail marking on 13 May 1871 cover to Liverpool. Postage of 12¢ represents the 6¢ treaty rate plus 6¢ supplementary mail fee.



Figure 3. Type A supplementary mail marking on a cover from New York to France posted on June 5, 1873. The two 10¢ Bank Note stamps pay the 10¢ fully prepaid rate to France via British mails plus 10¢ supplementary mail fee.

Figure 3 shows a cover from New York to France posted on June 5, 1873, close to the latest reported use of the Type A supplementary mail marking, which is partly struck at the lower left corner of the left-hand stamp. The cover is franked with two 10¢ Bank Note stamps, paying the 10¢ fully prepaid rate to France via British mails plus the 10¢ supplementary mail fee. The stamps are tied with a red “negative rosette” NYFM cancellation. Unusually, examples of this marking on loose single stamps are far more common in red

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Cat. \$2,750;  
Realized \$24,250



Austin, Stephen F., An incredible content Autograph Letter Signed, Raising Troops for Texas, "Stephen F. Austin", With Nashville postmark, February 25, 1836. Est. \$15,000-20,000; Realized \$207,000

*The timid may shrink, the wealthy may buy their way at home, but bold spirits & philanthropic hearts enough will respond who go to Texas & "do or die" members I wish to see you & Chivalrous Kentucky take a blow for her & for the rest of the world - She is in my heart.*  
F. Austin



Scott #57b, 1870 20c Brilliant mint never hinged inverted cliché. Quite likely the finest used copy of the 20c 1870 Siege of Paris issue. Est. \$6,000; Realized \$27,000

*You know our friend the noble brave Milam over to Kentucky - he intended to have gone to his native land in a regiment - his glorious patriotic spirit calls loudly on us to arm for liberty & Texas & avenge his death - I hope the call will be responded to & that 1000's of men will soon honor the grave of Milam by their presence in it.*

00ps  
836.  
100



Paid Central Overland Pony Express Company, printed Pony Express frank on eastbound 10c Green on buff entire (#U18) to Coopers Mills, Maine, manuscript "Carson City - Sept 30/60", Paid \$2.50, only eight reported examples of this printed frank. ex-Barkhausen, West. Est. \$15,000-20,000; Realized \$74,850

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"In that  
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town, about  
03%

ht blue on bluish, tete-beche, an eye-  
d block of nine, the center stamp the  
the finest quality tete-beche multiple  
is issue available. ex-"Lafayette".  
700



Full Rigged Ship illustrated postmark (on a fresh folded letter with integral address leaf datelined "Canton (China) April 16, 1834" to New York endorsed "Globe", undoubtedly the finest reported strike of this illustrated marking, as well as the only "full rigged ship" handstamp applied to a cover from China. ex-Porriss. Est. \$7,500-10,000; Realized \$71,975

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Pensacola, largely clear straightline British Colonial handstamp on folded letter to St. Augustine, East Florida datelined "Camp at Grand Sable, 14th, December, 1772", the only reported example of this combination of rare markings. ex-Glassco. Est. \$30,000-40,000; Realized \$115,100

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**Figure 4. Cover from New York City to Liverpool dated 12 July 1873, during the transition from the Type A to the Type D marking. This is evidently a double-rate cover at the 6¢ treaty rate with 12¢ supplementary mail fee, all paid by the 24¢ Bank Note stamp. The cover bears no supplementary mail marking.**

than black. A likely explanation is that this cancelling device was possessed uniquely by the clerk who conducted the supplementary mail service at the pier, who used only red ink as a matter of course, as on the cover in Figure 3. The 6¢ credit to England was ordinarily applied at the New York exchange office via a handstamp, but since this cover was posted at dockside, the handstamp device apparently wasn't available and a crayon "6" was marked instead.

As noted, starting July 10, 1873, dockside supplementary service was replaced by service from the main post office. This coincides with the transition between the Type A and the Type D marking, and during the transitional period, handstamped evidence of supplementary mail handling is missing completely.

Figure 4 is an example. This is a cover from New York City to Liverpool, franked with a 24¢ Bank Note stamp and dated 12 July 1873. The Type A octagon handstamp was apparently no longer available and the Type D device had not yet replaced it. It may be that letters such as this were still accepted at dockside even though the clerk no longer had a canceling device. To me, the NYFM "star" cancellation struck in red automatically signifies supplementary handling, suggesting that the cover was franked to pay twice the 6¢ treaty rate plus a 12¢ supplementary fee. William Weiss has suggested this is simply a quadruple-rate cover at the 6¢ rate. But the consensus of opinion favors supplementary use.

#### **Type D (reported use 8/9/1873 to 7/18/1874)**

The Type D marking is a circular datestamp, typographically similar to other New York exchange office markings of this era, showing "Supplementary" at the bottom (see Figure 1). This marking is always struck in red. The killer cancels on covers bearing this marking are also struck in red, though occasionally they can be found in black.

Figure 5 shows an early use of the Type D supplementary mail marking, on a cover from New York to Belgium, mailed on August 21, 1873 and franked with 28¢ in postage, paid by a 24¢ and two 2¢ Bank Note stamps. The stamps are tied by three strikes (in red as usual) of a "negative star within circle" NYFM geometric.





Figure 5. Early use of the Type D marking on a cover from New York to Belgium mailed August 21, 1873. The 28¢ postage overpays the required 8¢+8¢.



Figure 6. New York City to France, prepaid via the British mails. The Type D supplementary mail marking is dated October 23, 1873. The British mail rate for this cover was 16¢, so the total franking was 32¢.

The cover bears the corner imprint of Jay Cooke and Company and was posted just weeks before that firm went bankrupt in one of the signal events in the world-wide financial collapse known in the United States as the Panic of 1873. The treaty rate from the U.S. to Belgium when this cover was posted was 8¢ per half ounce, having been reduced on July 1 from 10¢. So this cover represents a 12¢ overpayment of the required 16¢ (8¢ postage plus 8¢ supplementary mail fee).

Figure 6 shows a cover from New York City to France, prepaid via the British mails. The Type D supplementary mail marking is dated October 23 [1873] and the cover is rout-



Figure 7. Supplementary mail Type D marking on May 7 1874 cover to England: 6¢ treaty rate to Great Britain plus 6¢ supplementary mail fee.



Figure 8. Type D marking on May 16 1874 cover to Germany, with 12¢ Bank Note stamp tied by a “wheel within a circle of negative circles” NYFM cancellation. The 12¢ postage paid the 6¢ treaty rate to Germany rate plus 6¢ supplementary mail fee.

ed by the HAPAG steamer *Frisia*, which left New York on that date. The cover is franked with two 1¢ and two 15¢ Bank Note stamps, tied by multiple strikes of a “circle of wedges” NYFM cancellation. Between July 1, 1870 and August 1, 1874 the rate to France via the British mails was a combination of transatlantic and British-French rates that resulted in an oddly-stepped rate progression. The letter in Figure 6 must have weighed between 10-15 grams (one-third to one-half ounce in the U.S.), requiring 16¢ prepayment with 12¢ cred-



**Figure 9. Early use of the Type E supplementary mail marking, on a cover from New York to London, postmarked September 5, 1874. Postage of 12¢ paid the 6¢ treaty rate to Great Britain rate plus 6¢ supplementary mail fee.**

ited to Great Britain. The rate for supplementary service was twice that but only 12¢ went to Great Britain, as expressed by the large crayon 12 marked over the address. This is the only recorded 15¢ Bank Note cover bearing red NYFM cancellations.

Figures 7 and 8 show two other NYFM covers showing the supplementary mail Type D marking. The cover in Figure 7, dated May 7 [1874], is franked with one 6¢ and two 3¢ Bank Note stamps, tied by two nice strikes of a “star within a star” cancellation, in red as usual. Postage of 12¢ paid the 6¢ treaty rate to Great Britain plus the 6¢ Supplementary Mail fee.

Figure 8 shows the Type D marking on a cover posted to Germany nine days later, on May 16, 1874. The 12¢ Bank Note stamp, paying the 6¢ direct rate to Germany plus the 6¢ supplementary fee, is tied by a “wheel within a circle of negative circles” geometric.

#### **Type E (reported use 8/8/1874 to 8/23/1877)**

The Type E marking is a circular datestamp with “SUP.” in the center (see Figure 1) and is found struck in both red and black. Bank Note covers with the Type A and D markings invariably show both the supplementary mail marking and the fancy geometric killers in red. But covers with the Type E marking are found in various combinations. Both markings can be red, both can be black, or the fancy geometric killer can be black and the supplementary mail marking red. What is not recorded is a cover on which the killer is red and the date stamp is black. To date 31 covers are recorded with the Type E datestamp in black and 15 in red.

Figure 9 illustrates an early use of the Type E supplementary mail marking, on a cover from New York to London, postmarked September 5, 1874. The 12¢ Bank Note stamp, paying the 6¢ treaty rate to England plus the 6¢ supplementary mail fee, is tied by a perfect bold strike of a “Concentric squares within a circle” cancellation. The datestamp and the fancy geometric killer are both in red. Unlike most strikes, the “SUP.” on the datestamp shows very clearly.



Figure 10. Type E supplementary mail marking on a cover from New York to Berlin, posted October 24, 1874. One 6¢ and two 3¢ Bank Note stamps pay the 6¢ direct rate to Germany plus 6¢ supplementary mail fee.



Figure 11. New York to Manchester, England, September 2, 1875, franked at the 5¢ GPU-UPU rate. The odd claret color of the Type E datestamp and the fancy geometric “circle of wedges” cancellation are probably attributable to ink mixing.

Figures 10 and 11 show additional examples of covers bearing NYFM fancy geometric cancellations and the supplementary mail Type E marking, both in red. Figure 10 is a cover from New York to Berlin, posted October 24, 1874. One 6¢ and two 3¢ Bank Note



Figure 12. Green 3¢ Centennial envelope franked with 5¢ Taylor and 2¢ Jackson Bank Note stamps, sent from New York to Germany on June 16, 1876. The 10¢ postage pays the 5¢ Universal Postal Union rate to Germany plus the 5¢ Supplementary Mail fee. Both the “wedge and grid” killer cancellation and the Type E datestamp are struck in black.



Figure 13. Similar franking as Figure 12, posted August 19, 1876, but in this case on a red Centennial envelope. Note that the NYFM “circle of wedges” killer is black and the Type E supplementary mail datestamp is red.

stamps pay the 6¢ direct rate to Germany plus the 6¢ supplementary mail fee.

The principle that the supplementary fee was equal to the regular postage continued after the rate reductions of Universal Postal Union. Figure 11 shows a cover from New York to Manchester, England, posted September 2, 1875, franked at the 5¢ General Postal Union

rate that led up to Universal Postal Union. The supplementary mail Type E datestamp and the fancy geometric “circle of wedges” cancellation are both struck in a claret color, probably the result of an inadvertent mixing of red and black ink. Here the 10¢ Bank Note stamp pays the 5¢ GPU/UPU rate and the 5¢ supplementary mail fee.

Figures 12 and 13 show 1876 covers with the simpler killers that followed the fancy geometrics. The killers on both covers are struck in black and the Type E supplementary mail marking is struck in black on one cover and red on the other.

Figure 12 is a green 3¢ Centennial envelope sent from New York to Germany on June 16, 1876, franked with 5¢ Taylor and 2¢ Jackson Bank Note stamps. The 10¢ postage pays the 5¢ Universal Postal Union rate to Germany plus the 5¢ supplementary mail fee. On this cover, both the “wedge and grid” killer cancellation (a previously unclassified NYFM marking) and the Type E datestamp are struck in black.

Figure 13 shows a similar franking, also to Germany, but in this case on a red Centennial envelope. On this cover, posted August 19, 1876, the NYFM “circle of wedges” killer is black and the Type E supplementary mail datestamp is red.

### Acknowledgement

One of the pre-eminent students involved in the process of compiling registers of supplementary mail usage for this period is Arden Callender, to whom I am indebted for giving me permission to make free use of his data in this article. ■

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**YPLF Class of 2011:** Ryan Wellmaker, John Phillips (USPCS Fellow,) and Andrew Shaw in front of the Society Cups in the USPCS Room at the American Philatelic Center in Bellefonte, PA

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**POSTAL HISTORY OF U.S. STAMP COLLECTING: 1862-1899 (6)**

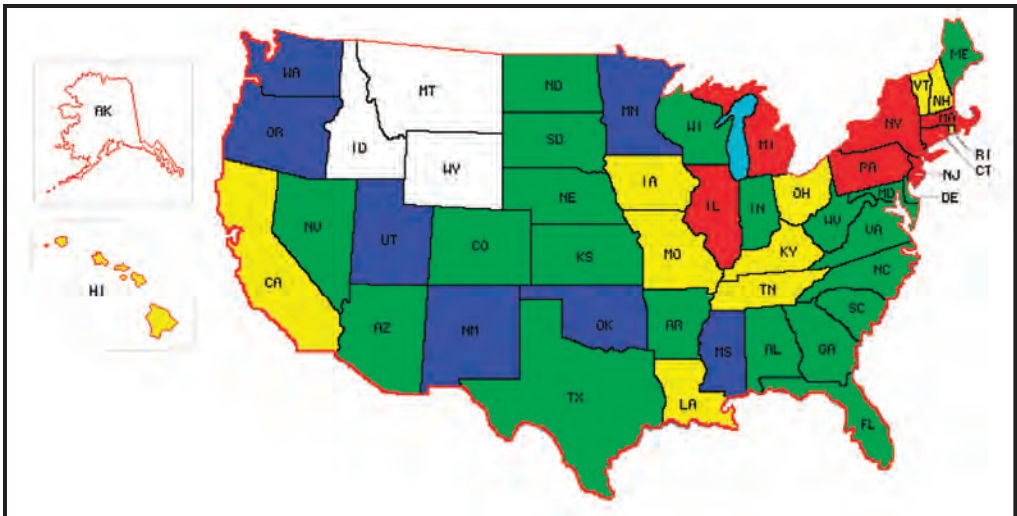
**STEVEN R. BELASCO**

**Part 14 – Update**

In *Chronicle 224* (November 2009) I began a series of articles, published in five successive issues of the *Chronicle*, with the goal of exploring the postal history of stamp collecting in the United States, from the beginnings in 1862, when the earliest postal history items can be found, to the end of the 19th century, when stamp collecting had spread throughout the country. A year and a half later, after a lot of input from readers, I have learned considerably more about this subject and what can be found in the way of 19th century stamp-collecting covers. The new information is presented in this update. The original series had 13 parts, so I am calling this concluding installment Part 14.

Figure 14-1 shows a map of the United States which identifies, by decade, the current information I have about the earliest stamp dealer or collector postal history item for each state. The map provides a visual presentation of how stamp collecting spread across the U.S. The previous version of the map (*Chronicle 224*, page 330) has been updated to incorporate new information and to reflect suggestions that, for consistency's sake, the earliest date for each state should reflect covers to or from dealers or collectors, rather than just covers from dealers or collectors in those states.

Table 11 presents detailed information about the individual covers that provide the earliest-known-use date for each state and territory. I have been able to locate 19th century stamp-collecting postal history items from all but four states: Alaska, Idaho, Montana and Wyoming. As with any list of earliest reported (documented or known) uses, future discoveries and reports of earlier uses are certain to occur. But this does not undermine the fact



**Figure 14-1. Map showing the spread of stamp dealers and collectors across the United States from the 1860s through the 1890s. States for which stamp dealer or collector covers are first recorded from the 1860s are in red. Yellow indicates the 1870s, green the 1880s and blue the 1890s. For states in white, 19th century covers are not yet recorded.**



DATE	STATE	USE	REFERENCE
Aug 7, 1862	Pennsylvania	Edward Cogan, Philadelphia	224, pg. 331, Fig. 1-2
Jan 11, 186[3]	New York	Appleton & Co., New York	224, pg. 339, Fig. 2-7
Mar 3, 1863	Massachusetts	William Carpenter, Foxboro	Figure 14-5
Jan 2, 1866	New Jersey	Harrie P. Clark, Morristown	
Aug 18, 1868	Michigan	To John McConnell, Gr. Rapids	224, pg. 337, Fig. 2-4
Sept 28, 1868	Connecticut	Charlie Willard, Hartford	224, pg. 335, Fig. 2-1
Sept 28, 1868	Illinois	To Eddie Willard, Kewanee	224, pg. 335, Fig. 2-1
May 15, 1870	California	Edward A. Craig, San Francisco	224, pg. 332, Fig. 1-3
May 6, 187[2]	Rhode Island	To W. E. Calder, Providence	Figure 14-10
?-?-1874	Vermont	Northern Stamp Co, St. Albans	
Nov 2, 1874	Kentucky	C.A. Adams, Louisville	225, pg. 81, Fig. 4-6
Nov 26, 187[5]	N.H.	C.M. Gale & Co, Concord	225, pg. 69, Fig. 3-4
Jan ?, 1876	Ohio	To Lena Chamberlain, Y. Springs	Figure 14-8
Dec 2, 1876	Louisiana	John Drozdowski, New Orleans	225, pg. 82, Fig. 4-7
?-?-1877	Missouri	E. F. Gambs, St. Louis	225, pg. 84, Fig. 4-10
June 18, 1877	Tennessee	George S. Blackie, Gallatin	225, pg. 85, Fig. 4-12
Feb 9, 1878	Hawaii	To C.F. Adams, Cincinnati	225, pg. 79, Fig. 4-2
Oct 14, 1878	Iowa	J.C. Rasmussen, Davenport	225, pg. 80, Fig. 4-4
July 7, 1881	Texas	B.M. Hammond, Dallas	
July 17, 1881	Florida	Ebinezer Bridge, Palatka	226, pg. 170, Fig. 6-3
Dec 7, 1882	Indiana	George A. Baas, Indianapolis	Figure 14-4
?-?-188[3]	Nevada	To Postmaster, Hiko, 1883	226, p. 183, Fig. 7-13
June 15, 1883	Maryland	Wm. v. d. Wetter, Jr, Baltimore	226, pg. 158, Fig. 5-5
Jun 22, 1884	North Carolina	John Casper, China Grove	226, pg. 172, Fig. 6-5
Sept 16, 1885	D.C.	Jesse Lee, Washington	226, pg. 156, Fig. 5-2
Oct 5, 1885	Georgia	U. S. Atkinson, Atlanta	226, pg. 171, Fig. 6-4
Dec 14, 188[5]	Maine	Putnam Bros, Lewiston	226, pg. 157, Fig. 5-4
6 Feb 1886	Arizona	Western Stamp Emporium, Tucson	226, pg. 176, Fig. 7-1
May 29, 1886	Virginia	A.P. Shotts, Richmond	
?-?-1887	Wisconsin	N.E. Carter, Delavan	
Feb 2, 1887	Delaware	J.L. Johnson, Wilmington	226, pg. 156, Fig. 5-1
Feb 10, 1887	North Dakota	Fargo Postage Stamp Co.	224, pg. 332, Fig. 1-4
Mar 3, 1887	South Carolina	I.B. Cohen, Charleston	226, pg. 172, Fig. 6-6
July 12, 1887	Nebraska	Nebraska Stamp Co., Smithfield	
Aug 15, 1887	Kansas	Geo. L. Beam, Lawrence	226, p. 182, Fig. 7-10
Mar 18, 1888	Alabama	H.P. Simpson, Tuskegee	Figure 14-2
Apr 26, 1888	West Virginia	To J.D. Hess, Duffields	Figure 14-11
Oct 11, 1888	Arkansas	S.G. Smith, Heekattoo	226, pg. 170, Fig. 6-2
Oct 28, 1888	Colorado	H.A. Babb, Denver	Figure 14-3
Feb 23, 1893	Mississippi	Dr. Henry Pope, Port Gibson	224, pg. 333, Fig. 1-5
Sept 11, 1893	New Mexico	To New Mexico Stamp Co.	228, pg. 374, Fig.12-8
Dec 3, 1894	Utah	From Box Elder to Gambs	228, p. 375, Fig.12-10
Jan 14, 1895	Minnesota	Thomas Rions, Owatonna	Figure 14-7
June 18, 1896	Washington	Evergreen St. Philatelist, Hartland	
May 1, 1897	Oklahoma	To Robert Schrock, South Enid	Figure 14-9
June 6, 1897	Oregon	Evergreen St. Phil., The Dalles	228, pg. 374, Fig.12-9
May 18, 1898	South Dakota	To F. Pettijohns, Vermillion, S.D.	228, pg. 362, Fig.11-4
Feb 16, 1899	Cuba	To William A. Sisson, Mo.	Figure 14-12
Apr 17, 1899	Puerto Rico	To Hiram Deats, N.J.	228, pg. 378, Fig.13-4
Sept 11, 1899	Guam	To Makins, San Francisco	228, pg. 377, Fig.13-4

**Table 11. Detailed earliest-reported-use information, by state, for the individual covers that provide the basis for the map in Figure 14-1. Decades are shaded to match the color coding used in the map. The “Reference” column will lead to an image of the individual cover. “224” indicates *Chronicle 224*, etc.**

that as of today the listing in Table 11 can be considered authoritative. The covers are presented chronologically, by state, with the sender or addressee named in the “use” column. Information in the fourth (“reference”) column will lead the interested reader to an image of the cover. As an example, “224, pg. 331, Fig. 1-2” refers to Figure 1-2 on page 331 of *Chronicle* 224. The rows of data in the table are color-coded by decade to match the color-coding used on the map.

This update will discuss the changes or additions from the previously published information, state by state in alphabetical order. I think the most interesting new information pertains to stamp-collecting letters from the 1860s from Massachusetts and New Jersey and reports of the earliest dealer/collector covers to Oklahoma and West Virginia.

The earliest U.S. philatelic postal history cover continues to be the one from Edwin Coggan, dealer in postage stamps, etc., postmarked Philadelphia on August 7, 1862, and shown in Figure 1-2 (*Chronicle* 224, page 331). Now for the changes:

### Alabama

The earliest reported cover from Alabama now dates from March 18, 1888. This is a cover to San Diego from stamp dealer H. P. Simpson. Shown in Figure 14-2, this cover,

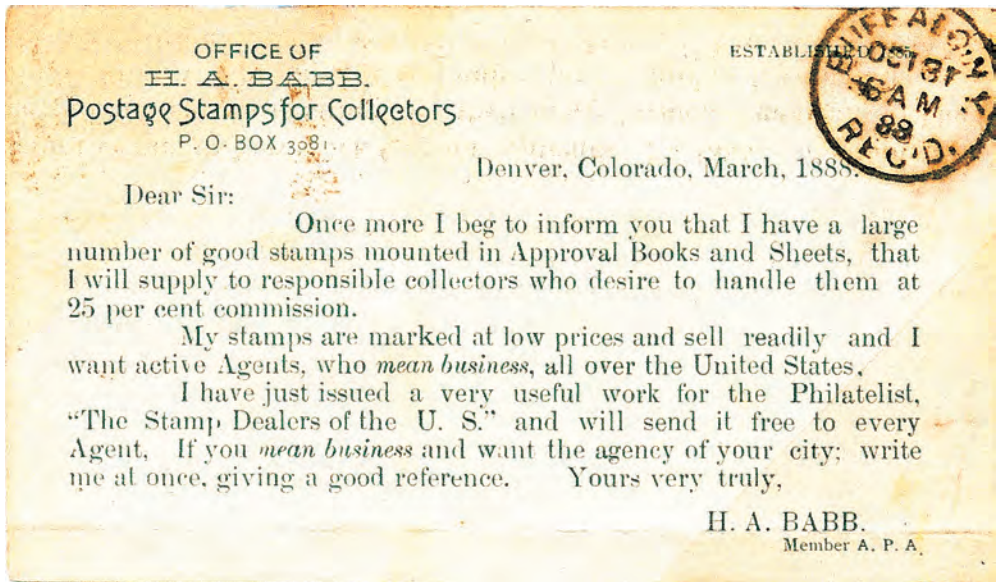


**Figure 14-2.** Cover from early Alabama stamp dealer H. P. Simpson, postmarked at Tuskegee on March 18, 1888. This is the earliest reported stamp-dealer use from Alabama.

franked with a pair of 1¢ American Bank Note stamps of 1887 (Scott 212) is seven months earlier than the prior cover, which was also from Simpson.

### Colorado

The new earliest reported use in Colorado is now a 1¢ postal card (UX9) from H. A. Babb, a postage stamp dealer, postmarked at Denver, Colorado on October 28, 1888 and sent to Buffalo, New York. The reverse of the card with Babb’s interesting printed message is shown in Figure 14-3. Babb offers to send stamps on approval and solicits agents to sell stamps for him. He also offers to send agents his new publication, *The Stamp Dealers of the U. S.* The first edition of this work had four pages while the second edition was expanded to 12 pages. Babb notes that he is member of the A.P.A. The American Philatelic Association



**Figure 14-3. Reverse of a 1¢ postal card (Scott UX9) sent by stamp dealer H. A. Babb from Denver on October 28, 1888. The card offers stamps on approval, solicits agents and promotes Babb's publication, *The Stamp Dealers of the U. S.* This is the earliest reported artifact of stamp-collecting postal history from Colorado.**

(which later changed its name to the American Philatelic Society) was founded two years earlier in 1886. Babb was one of the original members, number 98 of 219 founders.

### Illinois

In line with more consistently treating covers to collectors or dealers as earliest uses, Illinois now moves into the 1860s category by virtue of the letter addressed to Eddie Willard, in Kewanee, Illinois, from his brother Charlie in Hartford, Connecticut. This letter, postmarked September 28, 1868, was shown as Figure 2-1 in *Chronicle 224* (page 335). The letter discusses how both brothers are collecting stamps, so it is a “no-brainer” to list Illinois among the states with stamp-collector activity in the 1860s. The prior earliest reported use for Illinois was a cover from Alfred Edwards & Co, stamp dealers in Chicago, from 1871. This is still the earliest cover from Illinois.

### Indiana

The 3¢ green-on-fawn stamped envelope (U167) shown in Figure 14-4 is now the earliest reported stamp-dealer cover from Indiana. The cover bears the faint imprint, apparently rubber stamped, of “George A. Baas, Dealer in Foreign Stamps” and is postmarked at Indianapolis on December 7, 1882. The cover is addressed to S. H. & H. Chapman, the famous coin auctioneers, but notations on the reverse show that the Chapmans were still involved with postage stamps, since they returned a stamp to Baas on December 9.

### Massachusetts

A highly interesting cover and letter concerning stamp collecting are shown in Figures 14-5 and 14-6. The letter was written on March 2, 1863, by 10-year-old Willie Carpenter in Foxboro, Massachusetts, to his brother Gardner in Geneva, Switzerland. This is now the earliest reported philatelic postal history item from Massachusetts and in fact is the earliest reported letter, written in the United States, that discusses stamp collecting. The letter is

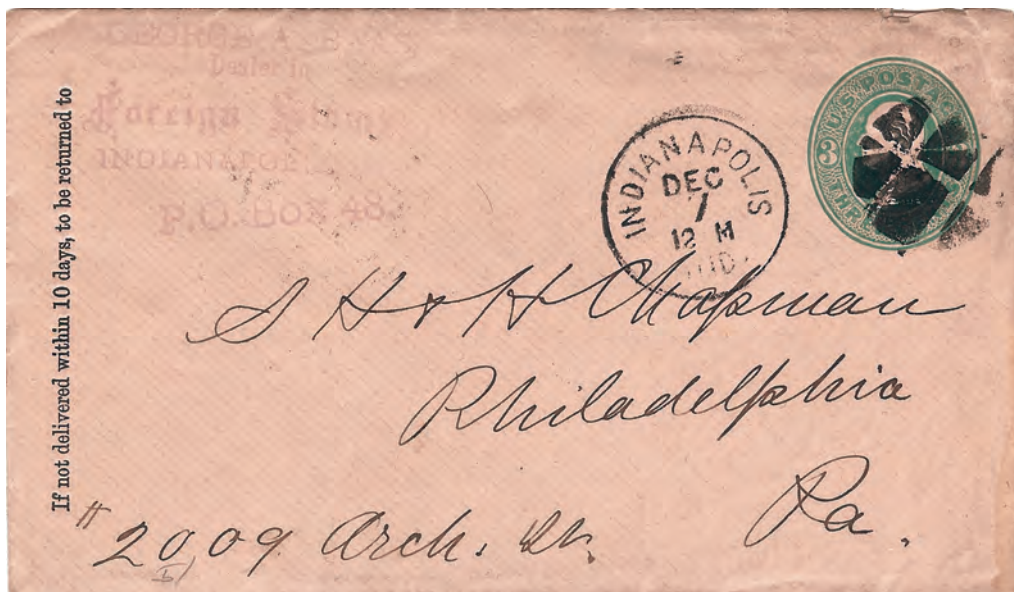


Figure 14-4. Green on fawn 3¢ entire envelope (Scott U167) with a faint hand-stamped corner imprint of George A. Bass, Dealer in Foreign Stamps.” Postmarked at Indianapolis on December 7, 1882, this is the earliest reported stamp-dealer cover from Indiana.



Figure 14-5. Cover to Gartner Carpenter in Geneva, postmarked at Foxboro, Massachusetts of March 3, 1863. The 12¢ black and 30¢ orange 1861 stamps (Scott 69 and 71) paid 42¢ postage for a double-weight letter via French mail to Switzerland. The letter about stamp collecting enclosed in this envelope is shown in Figure 14-6.

described in detail in an article by Stanley Piller, “Origin of Stamp Collecting in the United States,” in *The American Stamp Dealer & Collector*, April, 2010, pages 33-37. With minor corrections in spelling and punctuation, Willie Carpenter’s letter reads as follows:

Foxboro Mar 2nd 1863

My Dear Brother Gardner:

I thought I would write you a few lines as I have nothing to do....We received your letter last Friday and I got my stamps. There were five of them which made my stamps up to sixty. Gus Fisher has got eighty two stamps. I cannot think of any more. I send a list of my stamps United States 1, 1, 3, 3, 3, 3, 3, 3, 5, 10, 10, 10, 10, 12, 24, English 1 penny, 1 penny, 1 shilling, 1 shilling, six pence, two pence, four pence. French 20 ct., 40 ct., 80 ct. Switzerland 5 rappen, 10, 20, 40, one franc 10. Helvetia 3, 80. Italian 10 ct. Germany 6 kreutzer. Australia 4 pence, 6....Holland 10 ct., East India ½, 4, 8 annas. Ceylon 1 penny. Prussia 1ct, 2ct, 3ct. Canada four ct. Austria 10, 15 kreutzer. U.S. Internal Revenue 1ct. express, 1 ct. proprietary 1 ct. 2 ct bank check, 2ct...3 ct. telegraph. 2 ct. express, 2ct Boyd's City Express., 5 ct Agreement. The United States ones are all different and all the others are too. I had so many of ones and threes I did not know but you would think that they were all alike. I send some stamps. I cannot think of any more.

From your Dear Brother Willie

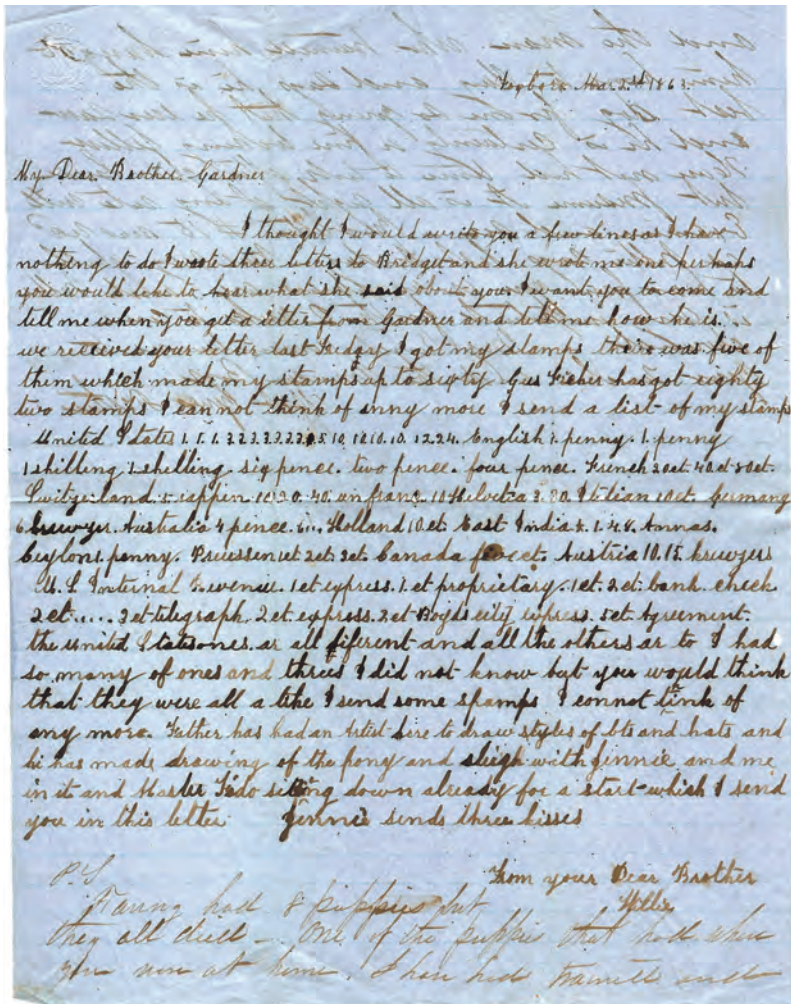


Figure 14-6. Letter carried in the cover shown in Figure 14-5, dated March 2, 1863, and sent by Willie Carpenter to his brother Gartner in Geneva. This is the earliest reported letter about stamp collecting sent from Massachusetts or anywhere else in the United States.

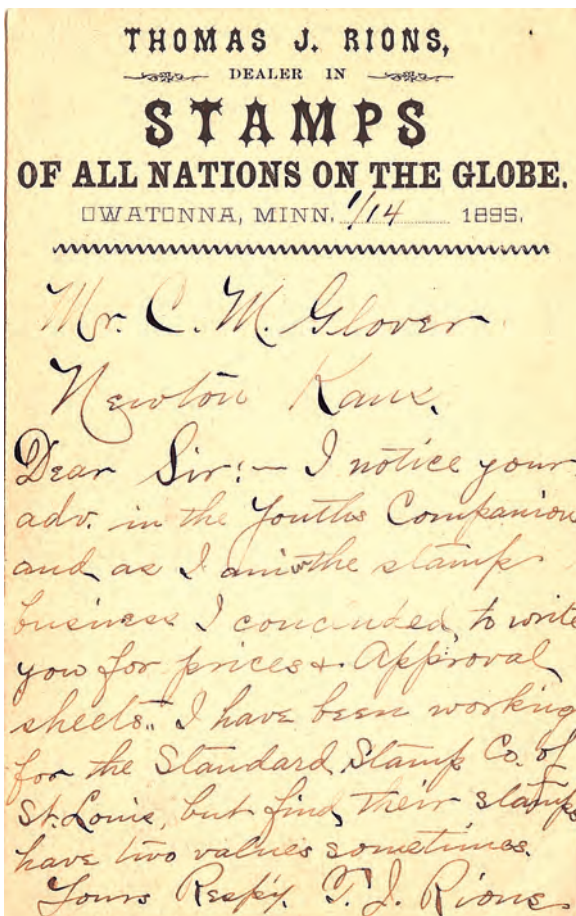
The letter was sent to Geneva at the 21¢ French-mail rate to Switzerland. Since it weighed over one-half ounce but less than one ounce, the double rate of 42¢ applied. It was paid by a 12¢ black and a 30¢ orange stamp of the 1861 series (Scott 69 and 71).

### Michigan

Like the situation with Illinois, Michigan moves into the category of stamp activities in the 1860s by virtue of a pair of covers addressed to stamp collector John H. McConnell in Grand Rapids. The earlier of the two covers, from stamp dealer Ferdinand Trifet, was postmarked at Boston on August 18, 1868. This was shown as Figure 2-4 in *Chronicle* 224 (page 337). The other known cover to McConnell, from stamp dealer Mason & Co., was postmarked Philadelphia on December 28, 1868. These covers begin the philatelic postal history record of the state of Michigan. The earliest cover from Michigan remains the registered cover from stamp dealer E. A. Duvernois in Detroit postmarked November 18, 1878 and shown in *Chronicle* 225 (page 82) as Figure 4-8.

### Minnesota

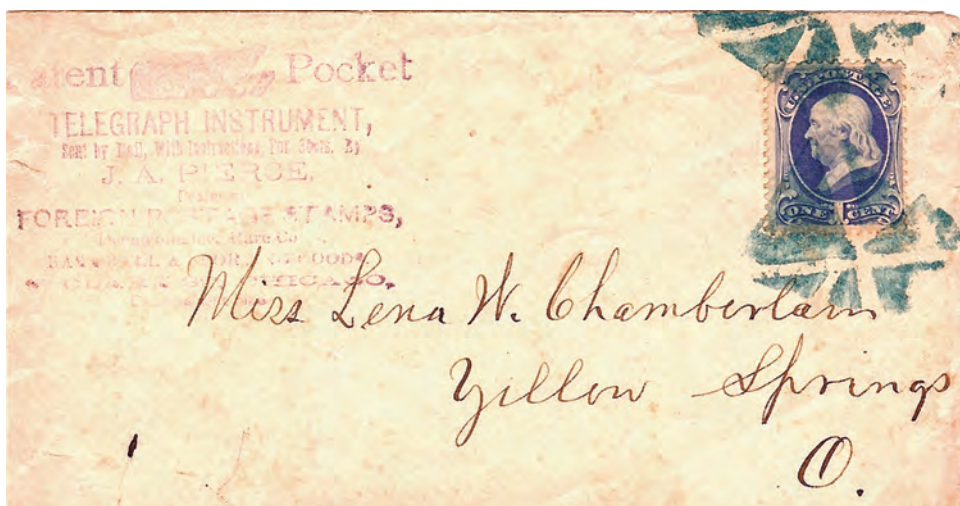
The earliest reported item for Minnesota moves forward about a year based on the 1¢ black postal card (UX12) of which the contents side is shown in Figure 14-7. The card is from “Thomas J. Rions, dealer in Stamps of All Nations on the Globe,” addressed to a dealer in Newton, Kansas. The card was posted at Owatunna, Minnesota, on January 14, 1895. Rions wrote on the card: “Dear Sir, I notice your adv. in the Youths Companion and as I am in the stamp business I concluded to write you for prices & approval sheets. I have been working for the Standard Stamp Co. of St. Louis, but find their stamps have two values sometimes.”



**Figure 14-7. Reverse of a 1¢ black postal card (Scott UX12) postmarked at Owatunna, Minnesota, on January 14, 1895, sent by Thomas J. Rions to a stamp dealer in Newton, Kansas. This is the earliest reported stamp-dealer cover from Minnesota.**

### New Jersey

Another early and very interesting letter from a stamp collector in New Jersey has been reported that pre-dates the one shown in Figure 2-6 in *Chronicle* 224 (page 338). This letter is from collector Harrie P. Clark to his friend in Henry Van Arsdale in Leipzig, Saxony. The cover was postmarked at Morristown, New Jersey, on January 2, 1866. A 10¢ green 1861 stamp partially paid the 15¢ rate to Saxony via Bremen-Hamburg mail. The remaining 5¢ postage was probably paid by a stamp now missing from the cover.



**Figure 14-8. Cover from stamp dealer J. A. Pierce in Chicago to a stamp collector, Miss Lena Chamberlain, in Yellow Springs, Ohio. A 1¢ ultramarine Bank Note stamp (Scott 156) paid the circular rate for a price list dated January, 1876. This is the earliest reported use to a collector in Ohio.**

The interesting portions of the letter read: “[T]he other day Charlie Tainter told me that you wanted me to write to you.... Harry, I wish that you would send me some German stamps and some others. I will send you some American stamps. I have but a few now but I am going to get some.” While this might indicate a passing interest in stamps, the cover shown in Figure 2-6, postmarked March 22, 1869, is also addressed to the same Harry Van Arsdale in Germany, from the Charles Tainter mentioned in this letter. Harry and Charlie, as well as a third friend, Corwin, were still collecting stamps two years later.

### **Ohio**

The cover shown in Figure 14-8, from Chicago stamp dealer J. A. Pierce, addressed to Miss Lena Chamberlain, a stamp collector in Yellow Springs, Ohio, and enclosing Pierce’s January 1876 price list of stamps, is now the earliest reported Ohio postal history artifact. A 1¢ ultramarine Continental Bank Note stamp (Scott 156) franks this cover, paying the circular rate for the price list. This is also the earliest postally used U.S. cover that I’ve seen sent to a female stamp collector.

### **Oklahoma**

A cover from the Standard Stamp Co. in St. Louis to a stamp collector, Robert Lee Schrock of South Enid, Oklahoma, postmarked at St. Louis on May 1, 1897, is now the earliest reported use to Oklahoma. This cover is shown in Figure 14-9. In addition to all the advertising on the front, the reverse bears a large printed all-over ad declaring that the Standard Stamp Co. pays cash for old U.S. and Confederate stamps. It is interesting to note that this is the same Standard Stamp Co. that was disparagingly referred to as having “two values sometimes” by stamp dealer Thomas Rions in the postal card shown in Figure 14-7.

### **Rhode Island**

The 2¢ Bank Note cover shown Figure 14-10, postmarked at Elizabeth, New Jersey on May 6, 187[2] and sent by Tredwell, Rogers & Co. to W. C. Calder at Providence, Rhode Island, is now the earliest reported Rhode Island use. It predates the prior earliest use by two decades and further documents the spread of stamp dealing/collecting across the north-



Figure 14-9. Striking advertising cover from the Standard Stamp Co. of St. Louis, sent to a stamp collector, Robert Lee Schrock, in South Enid, Oklahoma. Franked with a 2¢ First Bureau stamp postmarked at St. Louis on May 1, 1897, this is the earliest reported cover to a collector in Oklahoma.

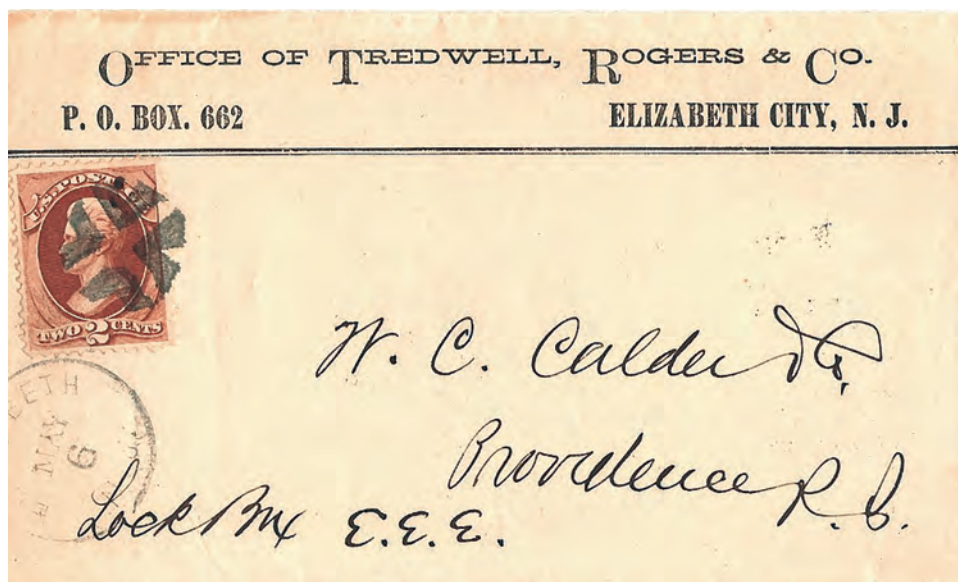
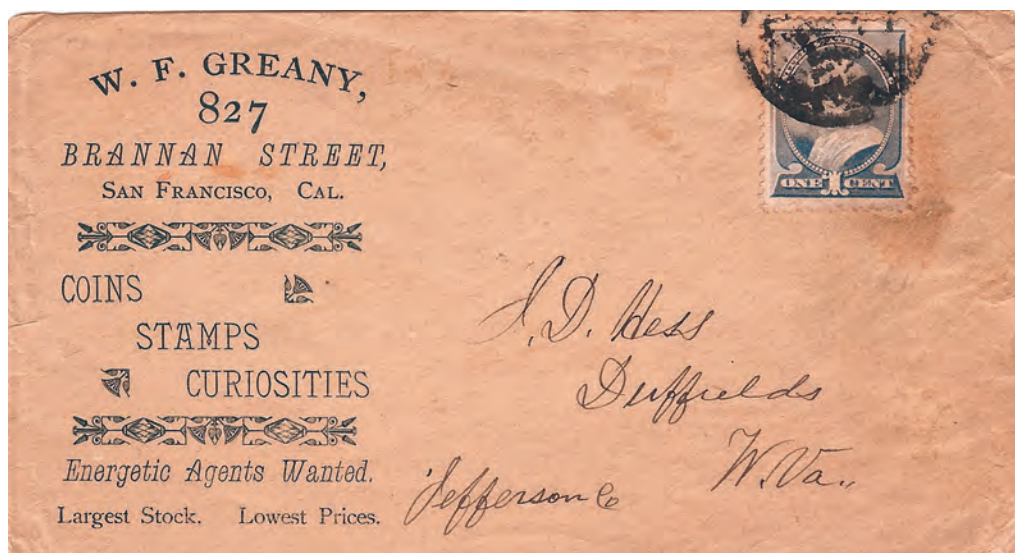


Figure 14-10. Folded price list of foreign stamps sent by Tredwell, Rogers & Co. to W. E. Calder of Providence, Rhode Island. The cover is postmarked May 6 and franked at the circular rate with a 2¢ brown Bank Note stamp (Scott 146). No year date is present but the year is most likely 1872. This is the earliest reported use to a collector in Rhode Island.

east in the 1860s and 1870s. The cover carried a folded “Wholesale Price List of Foreign Postage Stamps.” The 2¢ brown Jackson stamp (Scott 146) paid the circular rate for this price list. No year date is present, but from the stamp and other evidence, 1872 is the best





**Figure 14-11. Cover from stamp dealer F. W. Greaney to stamp collector J. D. Hess in Duffields, West Virginia. Dated at San Francisco on April 26, 1888, this is the earliest reported use to a collector in West Virginia.**



**Figure 14-12. Registered letter from Cuba to stamp dealer William A. Sisson of Webster Groves, Missouri. Earliest reported stamp-related cover from the Territory of Cuba.**

guess. Tredwell, Rogers were active dealers in this period. An 1873 postal card from them was illustrated as Figure 3-6 in *Chronicle* 225 (page 71).

### West Virginia

A cover from stamp dealer F. W. Greaney in San Francisco to stamp collector J. D. Hess in Duffields, West Virginia, postmarked April 26, 1888, is now the first reported use for West Virginia. This cover is shown as Figure 14-11. The enclosure must have been a circular or some other printed matter since a 1¢ ultramarine Bank Note stamp of 1887 (Scott 212) paid the postage.

### Cuba

The cover shown in Figure 14-12 is now the earliest reported letter to a U.S. stamp dealer from the U. S. territory of Cuba. It was sent to William A. Sisson of Webster Groves,

Missouri, and was postmarked at Military Station No. 27, Matanzas, Cuba, on February 13, 1899. The 2¢ postage and 8¢ registry fee to the United States were paid by U.S. stamps overprinted for use in Cuba: three 1¢, a 2¢ and a 5¢ stamp (Scott 221, 223 and 225). Sisson was a stamp dealer in St. Louis from the 1890s through the late 1910s and was member 412 of the American Philatelic Association. Webster Groves is a suburb of St. Louis, still a very active stamp community today.

DATE	STATE	USE	REFERENCE
Aug 7, 1862	Pennsylvania	Edward Cogan, Philadelphia	224, pg. 331, Fig. 1-2
Jan 11, 186[3]	New York	Appleton & Co., New York	224, pg. 339, Fig. 2-7
Mar 3, 1863	Massachusetts	William Carpenter, Foxboro	Figure 14-5
Jan 2, 1866	New Jersey	Harrie P. Clark, Morristown	
Sept 28, 1868	Connecticut	Charlie Willard, Hartford	224, pg. 335, Fig. 2-1
May 15, 1870	California	Edward A. Craig, San Francisco	224, pg. 332, Fig. 1-3
?-?-187[2]	Illinois	Alfred Edwards & Co., Chicago	225, pg. 79, Fig. 4-3
?-?-1874	Vermont	Northern Stamp Co, St. Albans	
Nov 2, 1874	Kentucky	C.A. Adams, Louisville	225, pg. 81, Fig. 4-6
Nov 26, 187[5]	New Hampshire	C.M. Gale & Co, Concord	225, pg. 69, Fig. 3-4
Dec 2, 1876	Louisiana	John Drozdowski, New Orleans	225, pg. 82, Fig. 4-7
?-?-1877	Missouri	E. F. Gambs, St. Louis	225, pg. 84, Fig. 4-10
June 18, 1877	Tennessee	George S. Blackie, Gallatin	225, pg. 85, Fig. 4-12
Oct 14, 1878	Iowa	J.C. Rasmussen, Davenport	225, pg. 80, Fig. 4-4
Oct 29, 1878	Ohio	C. F. Adams, Cincinnati	225, pg. 85, Fig. 4-11
Nov 13, 1878	Michigan	E. A. Duvernois, Detroit	225, pg. 82, Fig. 4-8
July 7, 1881	Texas	B.M. Hammond, Dallas	
July 17, 1881	Florida	Ebinezzer Bridge, Palatka	226, pg. 170, Fig. 6-3
Dec 7, 1882	Indiana	George A. Baas, Indianapolis	Figure 14-4
June 15, 1883	Maryland	Wm. v. d. Wetter, Jr, Baltimore	226, pg. 158, Fig. 5-5
Jun 22, 1884	North Carolina	John Casper, China Grove	226, pg. 172, Fig. 6-5
Sept 16, 1885	Dist of Columbia	Jesse Lee, Washington	226, pg. 156, Fig. 5-2
Oct 5, 1885	Georgia	U. S. Atkinson, Atlanta	226, pg. 171, Fig. 6-4
Dec 14, 188[5]	Maine	Putnam Bros, Lewiston	226, pg. 157, Fig. 5-4
Feb 6, 1886	Arizona	Western Stamp Emporium, Tucson	226, pg. 176, Fig. 7-1
May 29, 1886	Virginia	A.P. Shotts, Richmond	
July 28, 1886	Hawaii	Samuel H. Davis, Kealakekua	226, pg. 178, Fig 7-4
?-?-1887	Wisconsin	N.E. Carter, Delavan	
Feb 2, 1887	Delaware	J.L. Johnson, Wilmington	226, pg. 156, Fig. 5-1
Feb 10, 1887	North Dakota	Fargo Postage Stamp Co.	224, pg. 332, Fig. 1-4
Mar 3, 1887	South Carolina	I.B. Cohen, Charleston	226, pg. 172, Fig. 6-6
July 12, 1887	Nebraska	Nebraska Stamp Co., Smithfield	
Aug 15, 1887	Kansas	Geo. L. Beam, Lawrence	226, pg. 182, Fig. 7-10
Mar 18, 1888	Alabama	H.P. Simpson, Tuskegee	Figure 14-2
Oct 11, 1888	Arkansas	S.G. Smith, Heckatoo	226, pg. 170, Fig. 6-2
Oct 28, 1888	Colorado	H. A. Babb, Denver	Figure 14-3
April 8, 1891	Rhode Island	The Rhode Island Philatelist, Newport	227, pg. 282, Fig 9-17
Feb 23, 1893	Mississippi	Dr. Henry Pope, Port Gibson	224, pg. 333, Fig. 1-5
Dec 3, 1894	Utah	From Box Elder to Gambs	228, pg. 375, Fig.12-10
Jan 14, 1895	Minnesota	Thomas Rions, Owatonna	Figure 14-7
June 18, 1896	Washington	Evergreen State Philaelist, Hartland	
June 6, 1897	Oregon	Evergreen State Philatelist, The Dalles	228, pg. 374, Fig.12-9
Feb 13, 1899	South Dakota	A. E. Salem, Center Point	
Feb 16, 1899	Cuba	To William A. Sisson, Mo.	Figure 14-12
Apr 17, 1899	Puerto Rico	To Hiram Deats, N.J.	228, pg. 378, Fig.13-4
Sept 11, 1899	Guam	To Makins, San Francisco	228, pg. 377, Fig.13-4

**Table 12. Earliest known covers, from stamp dealers or stamp collectors, by state of origin, arranged chronologically. When an image of a cover has appeared in this series, tracking information is included in the “Reference” column (“228” = *Chronicle* 228, etc.)**

## Earliest Uses by State of Origin

The focus of this study has been on the spread of stamp dealing and collecting, state by state, across our nation during the last four decades of the 19th century. To pursue this objective I have treated covers to a state or from a state as equal evidence of stamp dealing or collecting activity within that state. However, I am aware that many philatelists collect or admire 19th century stamp-dealer corner covers, and that most of these collectors, if they organize their material at all, organize it by state of origin. Since I have that information conveniently at hand, I present in Table 12 a listing of the earliest known stamp-dealer or stamp-collector covers, by state of origin, arranged chronologically. When an image of a cover has appeared in this series, tracking information is included in the "Reference" column. After eliminating the "to a state" covers, there are no reported stamp dealer or collector covers from eight states (Alaska, Idaho, Montana, Nevada, New Mexico, Oklahoma, West Virginia and Wyoming), as well as the Philippines, from these four decades.

## Other Updates and Corrections

Part 8 of this article in *Chronicle 227* (August, 2010) discussed the 42 known covers with 1869 Reissue stamps. One cover, previously unidentified as to its sender, has now been confirmed to have been sent by a stamp dealer, R. R. Bogert. He used a 1¢ buff 1869 Reissue from the 1880 printing (Scott 133) on an 1875 postal card (UX5), from Brooklyn, New York on October 5, 1880, to pay the 2¢ UPU postal card rate to Montevideo, Uruguay. This is the second known 1869 reissue cover from Bogert. Thirty-one of the 42 1869 Reissue covers have now been identified as originating with stamp dealers or stamp collectors. Only 11 more to go.

Other corrections worth noting are: (1) For Figure 8-4 (*Chronicle 227*, page 265) the correct explanation of the franking is that the 14¢ postage paid double the 2¢ first-class rate plus the 10¢ registry fee; and (2) the caption to Figure 9-5 (*Chronicle 227*, page 275) contains erroneous postmark information. The postal card shown there was postmarked at Baltimore, Maryland on December 16, 1894 (not in New Hampshire in 1895).

For providing information for this update, I wish to thank Ronald Burns, Joe Crosby, Roger Curran, Ken Gilbert, R. Hoads, Michael Laurence, Van Koppersmith, Stanley Piller, Bob Watson and several others who contacted me in response to these articles. There is much more to discover about our predecessor stamp dealers and collectors who created the stamp-related postal history of the 19th century, so keep alert to the possibilities. ■

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## OFFICIALS

ALAN C. CAMPBELL, EDITOR

### AUCTION REPORT: THE DAVID LOBDELL COLLECTION OF WAR DEPARTMENT OFFICIAL STAMPS

ALAN C. CAMPBELL

#### Introduction

On December 16, 2010, an astonishingly comprehensive collection of War Department Official stamps was sold by the Robert A. Siegel Auction Galleries on behalf of the estate of Dr. David H. Lobdell, an eminent retired pathologist who passed away in May. The previous day, the same firm had sold his equally definitive collection of the Alaska-Yukon Pacific Exposition issue. On December 14, also on behalf of the Lobdell estate, his collection of German East Africa was sold by Cherrystone Auctions.

All three of Dr. Lobdell's collections had been exhibited competitively in recent years with considerable success. The Alaska-Yukon material was shown first as a one-framer, a sensible debut for a novice exhibitor. His first multi-frame exhibit was the German East Africa, a relatively new field for him. He had grown frustrated, twiddling his thumbs like the Maytag repairman, waiting for opportunities to improve the other collections, which were already very highly advanced.

Although he waited until retirement to mount his collections, Dr. Lobdell was highly computer literate, and did all his own write-ups and mounting. I had known Dave for many years, through the tight-knit community of Officials specialists. He was a tall, rake-thin, dignified bearded gentleman, always stylishly attired, very soft-spoken, with a sly and mordant wit. Encouraged by the great success of the Lockyear single-department exhibit of Justice, I had been coaxing Dr. Lobdell for years to get his War Department collection mounted for exhibition. For a while, he used his computer to generate spoof covers for an imaginary small-circulation tabloid devoted to Official stamps. I still remember one headline that screamed, "FEDS TO MARKOVITS: DIVEST!" A few years later, in 2004, Robert Markovits did just that, and Dave was able to buy most of the remaining key pieces he needed for the War Department collection. It was only then that he tackled the job of getting a lifetime's work mounted. As it progressed, he would send me proof printouts to review, but this was really a courtesy exercise. There were no faults to be found in his write-ups.

His collection of the War Department was built over a span of 50 years. With items bought from the Duckworth, Ehrenberg, Stone, Markovits and Starnes collections, it included almost every key piece. Because this department had offices all across the country and converted very slowly to the use of penalty envelopes, from a postal history standpoint it is probably the ideal department in which to have specialized. The only drawback would be the rather drab color of the stamps themselves.<sup>1</sup> The collection was last exhibited at the APS show in Hartford, Connecticut, in 2008. There Dr. Lobdell hosted a dinner at an upscale restaurant for department specialists, and afterwards confided to me that for health reasons—he was a bit unsteady and using a cane—this would be the last stamp show he attended. Still, it came as a shock when I learned this fall that his collection had been consigned to auction, for Les Lanphear had told me that it would be sold only after his death.

Auction Lot Numbers	Description	Number of Lots	Hammer Price	Total Price	Percent of Total
5429	Announcement	1	\$650	\$690	0%
5430-5450	Essays and Proofs	21	\$32,110	\$36,926	7%
5451-5454	Varieties	4	\$14,375	\$16,531	3%
5455/5492	Unused Multiples	30	\$29,480	\$33,902	6%
5467/5491	Used Multiples	8	\$5,475	\$6,296	1%
5493-5503, 5539	Cancellations	12	\$22,000	\$25,300	5%
5504-5540	Covers	37	\$83,450	\$96,071	18%
5541-5556	Special Printings	16	\$230,700	\$265,305	49%
5557-5583	Postal Stationery	27	\$54,350	\$62,502	12%
<b>Total</b>		<b>156</b>	<b>\$472,590</b>	<b>\$543,478</b>	<b>100%</b>

**Table 1. Analysis of the realizations for various categories of War Department stamps in the December sale of the specialized David Lobdell collection.**

Ideally, from the point of scholarship, one would have hoped that the collection could have been sold intact and built upon. Barring that, it would have been a wonderful opportunity for someone new to enter the fray and buy key pieces early on, as Dr. Lobdell himself had once done. In the end, though, it fell to the usual cast of suspects to absorb most of the material. In recent years, though, some of us have stopped collecting, some have sold their collections, some have passed away, some have fallen ill, and others have retired from their professions and need to watch their funds more closely. Because of the dearth of material, specializing in any aspect of U.S. Official stamps has always been a thin market, and the withdrawal of one key player—the consigner himself—may cause the floor to sag. With certain notable exceptions, there were bargains to be had throughout the Lobdell sale. An analysis of the realizations produced the breakdown presented in Table 1. The table shows the lot numbers, the various item types, the number of lots in each category, the hammer price, the total price and the percentage the realization of that grouping comprised of the entire collection. From here on out, all sale prices quoted in this article will include the 15% buyer’s premium.

### Essays, Proofs and Varieties

The sale stumbled right out of the gate when a copy of the original Post Office announcement for the issuance of the Official stamps sold for \$690. These announcements have become de rigueur as a frontispiece in exhibits—Markovits, Lockyear, Lanphear and Lobdell all had them—but apparently there are more than enough to go around, ever since the ex-Lockyear copy sold for \$2,860 in 2004. The rocky start continued as, for the most part, essays and proofs sold for around one-third of catalog value. Exceptions would be the unique material: Lot 5432, the artist’s hand-painted model, brought \$4,600; lot 5435, a set of large die trial-color proofs with the 3¢ in chocolate inscribed “Executive”, \$3,737; lot 5446, top imprint plate proof blocks of 30 on card, from the Earl of Crawford sheets, \$7,187; and lot 5450, a set of plate proofs on card handstamped “Specimen”, the subject of a recent article by Michael Plett (*Chronicle* 227), \$3,220.

Among the varieties, there were two imperforate pairs of the 3¢ (Lots 5451-52), with the horizontal pair selling for precisely twice what the vertical pair brought. Lot 5453, the ex-Markovits copy of the soft-paper double impression, shown here in Figure 1, brought a healthy \$7,475. There are several virtually identical copies of this printing error, all presumably from the top row of the same sheet, but the last copy authenticated by the Philatelic Foundation was deemed a kiss impression, my protestations to Lewis Kaufmann notwithstanding. So I hope the buyer asked for an extension.

## Unused Multiples

Dr. Lobdell had an amazing holding of complete sheets of the issued stamps, including the 15¢-30¢ values on hard paper and the 1¢-12¢ values on soft paper. These were all lovingly illustrated in their entirety in the catalog, yet brought risible prices, with the unique O119 sheet, Lot 5463, selling for 16% of catalog value. Hopefully, most of them were just off-center enough to warrant not being ripped into never-hinged singles. I have been for some time protesting the Scott specialized catalog policy of pricing never-hinged mint singles of the Official stamps at an indiscriminate premium of 115%. By the evidence of these surviving remaindered sheets, there are more than enough never-hinged copies of certain stamps, whereas for others—such as O58, the 2¢ State, for which not even an unused pair survives—it is doubtful that even a single never-hinged copy exists anywhere. In the Lobdell sale, even the rare plate strips and plate blocks of the 7¢ and 90¢ values sold like carpet remnants, priced solely on the centering of the aggregate single stamps.

## Used Multiples and Cancellations

Very rare used blocks, such as the unique 24¢ and 90¢ values, brought decent prices, but down a bit from the high-water mark of the Mainberger sale of December, 2005 (Siegel Sale 905). Lot 5485, illustrated in Figure 2, from Dr. Lobdell's incomparable holding of Kicking Mule cancels on Official stamps, is the only evidence we have that War Department Official stamps were actually posted at Neah Bay, Washington. But it laid an egg at \$489, whereas the unique set of singles, 1¢-90¢ values complete, all with Kicking Mule cancellations (lot 5497), commanded a quite respectable \$3,737. There are three recorded covers with Kicking Mule cancellations on War stamps, all from Port Townsend, none very beautiful. Dr. Lobdell had two, and the third is in the collection of Rollin C. Huggins, Jr. Maybe 20 years ago, I saw the two Lobdell covers in the Siegel office, when they were still part of the Morrison Waud collection, with penciled valuations of \$1,500 on each. Dr. Lobdell subsequently bought all the Waud official Kicking Mule material through Andy Levitt. This time around, someone on the Siegel staff decided to lot these two covers together, in



**Figure 1.** Soft-paper double impression of the 3¢ War Official stamp. This realized \$7,475 in the Lobdell sale.



**Figure 2.** Block of four of the 1¢ War Official stamp, with four strikes of the Kicking Mule cancel of Neah Bay, Washington.

essence a wholesale lot with an estimate of \$1,000-1,500. The lot number assigned, 5529A, suggests last-minute rectification of an oversight. Lester C. Lanphear and I bought this lot for \$1,955, but we were prepared to pay \$5,750, so from my point of view, this was one of the great bargains of the sale.

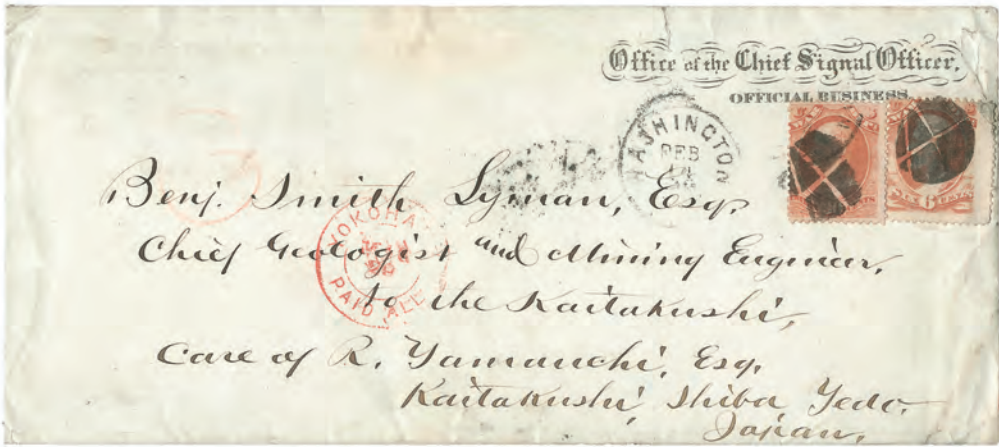
I was dismayed to find that not a single cancellation—from amongst corrals full of Kicking Mules, bands of Indian heads, a St. Louis eagle, a Danbury hat, and a New Orleans radiant cross—was deemed worthy of being lotted individually. Even a clear Wells Fargo datestamp on a 15¢ War—the copy that is the basis of the catalog listing, unpriced, but easily worth \$1,200—was dumped in a balance lot. In 30 years of collecting, I have only seen two examples of Express company cancellations on Official stamps. For a long time, I have been a consultant to the Scott specialized catalog, and at times have been sent scans by Lewis Kaufmann at the PF and Scott Murphy at PSE regarding problematic specialized items. Only once, when Harvey Bennett was writing up the great Markovits collection, was my advice sought by an auctioneer. Blunders like this can easily be avoided with a simple telephone call, so in the spirit of a new era, please ask, and I'll tell!

Had Dr. Lobdell been alive to oversee the lotting, he might have insisted that his magnificent holding of Fort cancellations be broken down and lotted individually. Robert L. Markovits had done this with his Fort cancellations in the Matthew Bennett sale of February, 2004, and they brought record prices, but with Dr. Lobdell himself and Bill Ainsworth, the omnivorous Lincoln specialist, now out of the market, there was no guarantee that the effort would have been cost-effective. The Fort cancellation lot, 5539, included the remarkable Fort Benton socked-on-the-nose used block of the 3¢ (ex-Emerson, Stone and Markovits), for which Dr. Lobdell had paid \$990 back in 2004. In the description of this great assemblage, the phrase “no doubt some are rare” was a masterpiece of understatement. Looking at a page with 15 strikes on different values from Fort Apache, and a sole copy from Fort Huachuca, even a kindergartner could have reached the same conclusion. The entire lot, consisting of perhaps 150 used stamps, sold for \$5,718.

### Covers

Many covers sold at reasonable prices. Eight covers posted at forts were lotted individually and sold in the range of the estimates, which presale had seemed low. Lot 5519, a 12¢ War pair on cover from Nashville, was a gutter ball at \$230, and I should have bought it myself just out of morbid appreciation for the paroxysm of laughter brought on by reading a biographical tidbit in the catalog: “Houk was a Union Army colonel and a prominent representative from Tennessee, serving from 1879-91, he accidentally drank a bottle of arsenic on May 21, 1891 and died the next day.” Six covers got the royal full-page Siegel treatment. Lot 5521, four copies of the 15¢ War on a package label paying the rate for six bound volumes, brought \$2,415. Ex-Ackerman, Hughes, Waud and Markovits, it had sold for \$2,970 in 2004. Lot 5526, the parcel label from Mobile, Alabama, franked with four 24¢ stamps and one 90¢, sold for \$2,875. Ex-Knapp, Hughes, and Markovits, it had sold for \$6,050 in 2004. A “canny buyer,” to borrow Jerry Wagshal's self-referential language, snapped this one up. Lot 5524, a parcel label with two pairs of the 30¢ from Jefferson Depot, Indiana, brought \$6,900. Ex-Hughes and Starnes, it had sold for a jaw-dropping \$15,525 in 2008. Clearly, back then two people had desperately needed a 30¢ cover, and now there was only one. The next three covers were all bought by Dr. Lobdell in the Duckworth sale of 1963, with a young lawyer, Robert L. Markovits, acting as his agent. Lot 5525, a solo usage of the 90¢ from Omaha, Nebraska, brought \$13,800, against a presale estimate of \$15,000-\$20,000. There exists, in all of officialdom, only one other 90¢ solo usage (the Interior cover, ex Stone, from Larned, Kansas, now one of the highlights of the Lanphear collection). Even when properly tied, as this one was, such uses are problematic, since they give





**Figure 3. 30¢ plus 6¢ War Department stamps, paying three times the 12¢ treaty rate from Washington, D.C., to Yedo, Japan in 1876. Sold for \$20,125 in the Lobdell sale. Official covers to the Far East are exceedingly scarce.**

the appearance of having been wildly overfranked.

The greatest of the Lobdell War covers are undoubtedly the matched pair to Professor Benjamin Smith Lyman, a consulting geologist in Japan. The catalog quotes Dr. Lobdell as to the nature of Professor's Lyman work on the northern island of Hokkaido: "Hokkaido was Japan's version of our frontier in the 1870s, so that while we were sending homesteaders into our West and killing off the Indians, they were populating Hokkaido with ethnic Japanese and doing a number on the native hairy Ainu."<sup>2</sup> The catalog also reminded me that years back, I had compared these covers as "rivals" to the famous Commodore Caldwell 24¢ and 30¢ Navy covers to Brazil.<sup>3</sup> After the long-lost Starnes Official covers were finally recovered, in 2007 the Siegel firm auctioned off the 24¢ on cover for \$30,475, while the 12¢ plus 30¢ cover sold for \$43,125. Although I still consider the comparison apt, the equivalent realizations were not forthcoming. Lot 5522, the 6¢ plus 30¢ cover paying triple the short-lived 12¢ treaty rate to Japan, brought \$20,125. Lot 5523, the 24¢ pair paying quadruple the 12¢ treaty rate (which had expired the month before), opened out to reveal bold Japanese writing on the back, brought \$19,550. Official covers to the Far East are exceedingly scarce, and these are the only two franked with War stamps. I'm told they were poached by an avid collector of Far Eastern postal history and hence lost for the foreseeable future to Official collectors. Having illustrated the 24¢ cover previously in the *Chronicle*,<sup>4</sup> I show the 6¢ plus 30¢ cover in Figure 3, this time around in full glorious color.

### Special Printings

But it wasn't to be all doom and gloom, when realizations came roaring back for the Lobdell War Special Printings. Here, in this very rarified subspecialty, were some of those Battle of the Titans bidding wars that auctioneers live for, and for 16 Special Printing lots, \$265,305 was paid, 48.8% of the overall sale total. Once the Official Special Printings were moved into their rightful place in the catalog, and the National Album started included spaces for them, their upside has been tremendous. On offer here were some scarce large multiples and exceedingly rare "Sepcimen" errors. At the Markovits sale in 2004, the prices paid for rare and unique blocks of the regular Official stamps had been very disappointing, suggesting that this aspect of collecting might be moribund. But the Official Special Printings are another story altogether. Lot 5547, a handsome bottom block of 40 of the 2¢ War Special Printing, brought a staggering \$18,400, when the individual stamps catalog \$120



**Figure 4. 10¢, 12¢ and 15¢ War Department Special Printing stamps, overprinted “Sepcimen” instead of “Specimen.” The 12¢ and 15¢ values are thought to be unique. These three realized \$24,150, \$33,350 and \$26,450 respectively in the Lobdell sale.**

each. Similarly, lot 5550, a block of 10 of the 7¢ War Special Printing, brought \$11,500, when the catalog value of the individual stamps is only \$325 each. Oh, woe is me, that I decided early on to deaccession a small holding I had of these.

Dr. Lobdell had a near-complete set of the excessively rare War “Sepcimen” overprint errors, all values except for the 6¢. A 6¢ example, said to be one of possibly two, had come up in the Markovits sale, and Dr. Lobdell took the train down from Connecticut to attend, even though he had given his bids to an agent. He had learned early on that the excitement of live bidding could trigger lethal overspending. In a tweed jacket, he sat at the back, blissfully nodding to classical music on his iPod. In the past, Official stamps at auction had always been sequenced according to their Scott catalog numbers, alphabetically by department. Dr. Lobdell was of the opinion that this left him in the catbird seat, with potential competitors having ran out of juice by the time the War Department material finally came up. But in the Markovits sale, for the first time the Departments were listed according to their importance, following the example of the Markovits exhibition pages. So War was up fourth, in the cleanup slot.

Despite strong competition, Dr. Lobdell’s agent calmly purchased for him everything he desired until the 6¢ “Sepcimen” error came up, when another agent acting for a prominent dealer outbid Jeff Purser. Dr. Lobdell then unplugged his iPod and took over, but eventually lost to the dealer at \$35,750. Devastated, he left the room and took the train back home. The next day, the dealer called on behalf of his mysterious client to inquire if Dr. Lobdell owned any of the other rare War “Sepcimen” errors and would he care to sell them. Dr. Lobdell, still smarting, replied that yes indeed, he had the 3¢, the 7¢, the 10¢, the 12¢, the 15¢, the 24¢, the 30¢, and the 90¢, and that any or all of them could be bought at \$35,000 apiece! According to the auction catalog, all these stamps had come from the “Framingham” find of 1939, when they were discovered mounted in a picture frame.<sup>5</sup> This is a famous story, in which apparently some early collector ordered a complete set of the War Special Printings. To make up these sets, clerks at the Office of the Third Assistant PMG had stacked up a set of sheets and separated them together, and this lucky collector received a matched set of “Sepcimen” errors from position 21. At some point in time, the 6¢ value had run away from home, and Dr. Lobdell had hoped to reunite the prodigal stamp with its nuclear family. Anyway, the aforesaid prominent dealer attended the Lobdell sale, and presumably bought for his client a number of these very rare stamps. According to the catalog descriptions, the 10¢, 12¢, and 15¢ War “Sepcimen” errors are considered unique. These sold in the \$24,150-\$33,350 range.<sup>6</sup> They are depicted in Figure 4. At this



**Figure 5. The finest strike known of the famous South Hanson, Massachusetts, locomotive fancy cancel, here on a piece of a 3¢ War Department entire envelope (Scott UO54). Sold from the Lobdell collection for \$25,300.**

price level, it would seem high time for a specialist to conduct and publish an authoritative census of these extremely rare stamps. I know that Bob Markovits had for a long time been tracking auction records, while another scholar has been examining the overprints closely under high magnification and believes that some of them may be early, convincing fakes.

### **Official Postal Stationery**

Rounding out the sale was the War Department Official stationery. Dr. Lobdell had a good holding of rare unused entires, but I don't know this market well enough to comment on the prices they achieved. The two large balance lots were sold to the great expert in this area, Dr. Dennis Schmidt, so presumably there were some sleepers included. Lot 5568, illustrated in Figure 5, a UO54 cut square with a complete and remarkably bold strike of the famous South Hanson, Massachusetts, locomotive fancy cancel, fetched an astonishing \$25,300. Presumably it was bought by a cancellation specialist. In the sale of the Beane family cancellation collection by Daniel F. Kelleher on January 15, 2011, the only known full cover with this cancellation, Lot 1272, also a UO54 entire with a preprinted reply address of the Chief Signal Officer, US Army, came under the gavel.<sup>7</sup> With a much less bold strike, it sold for \$6,613.

### **Conclusion**

My prior quibbles notwithstanding, Dr. Lobdell's estate was well served by consigning his collection of War Department Official stamps and stationery to the Robert A. Siegel Auction Galleries. Because most of the important pieces had been incorporated into his well-written-up exhibit collection, the auctioneers' task in preparing an informative catalog was greatly simplified. On the Siegel website, they have now begun archiving scans of mounted exhibition collections prior to breaking them up. Dr. Lobdell's exhibits were among the first to be preserved. This feature proved extremely useful in evaluating the unillustrated group lots, by correlating the description with images of the mounted material.

Personally, I am most grateful that the Siegel staff rescued from the unmounted back-up material lot 5527, an intriguing four-value soft paper franking from the Allegheny Arsenal at Pittsburgh, bearing both first and third class cancellations. There is only one other four-value Official cover known, a Treasury cover now in the Lanphear collection. However, the auctioneer failed to recognize the importance of two unmounted mixed-franking covers. Also, Dr. Lobdell would not have been best-pleased to see his double local-rate EKU cover of the 2¢ War relegated to a balance lot, not after having had to pay \$1,870 to outbid Alan Berkun in the Markovits sale in 2004. At the Starnes sale in 2007, a large number of important Official covers were left in the balance lots. But there proved to be method in this apparent madness, because Official specialists then had to outbid the rapacious Nut-

<b>Auction Lot</b>		<b>Number</b>	<b>Hammer</b>	<b>Total</b>	<b>Percent</b>
<b>Numbers</b>	<b>Description</b>	<b>of Lots</b>	<b>Price</b>	<b>Price</b>	<b>of Total</b>
1656	Announcement	1	\$2,400	\$2,640	1%
1657-1683	Essays and Proofs	27	\$50,250	\$55,027	18%
1684-1695	Unused Multiples	12	\$16,650	\$18,315	6%
1696-1703	Varieties	8	\$1,900	\$2,090	1%
1704-1718	Special Printings	15	\$68,475	\$75,322	25%
1719-1744	Cancellations	26	\$12,715	\$13,986	5%
1745-1790	Covers	46	\$122,440	\$134,684	45%
<b>Total</b>		<b>135</b>	<b>\$274,605</b>	<b>\$302,065</b>	<b>100%</b>

**Table 2. Analysis of the realizations, same format as Table 1, showing prices realized for various categories of War Department stamps in the Theodore Lockyear collection, auctioned in 2004.**

meg buyers for these lots. As I remember, Nutmeg did manage to buy the free frank and penalty balance lots in the Starnes sale but got their clock cleaned trying to liquidate them. This time around, with Nutmeg no longer in the picture, Matthew Kewriga bought most of the balance lots, having done his homework viewing the week before. Lot 5496, a used accumulation, brought \$2,990, at the high end of the Siegel estimate, but their prediction that “the winner of this lot is going to have a sorting field day and will no doubt find many desirable items” is bound to come true. I am told there were ten Indian heads alone in this lot, surely enough for the Mystic Stamp Company to run a special offer in *Linn’s*.

While an authoritatively written-up collection is a godsend to the auctioneer tasked with breaking it down, a parallel photocopy with supplemental annotations could also prove useful. Relevant information deemed unseemly on exhibit pages might include the date of purchase, cost and chain of provenance. Although I am now quite proud to own material from the great Lobdell War collection, there is a bittersweet aspect to this new custodianship. As with my purchases from the Theodore Lockyear Justice collection and the Bill Ainsworth 6¢ Lincoln Official material, I grieve for the loss of my friendship with Dr. Lobdell. As our colleagues pass on, there is cold comfort in being the last man standing, for it’s not as if there are hordes of eager young acolytes waiting in the wings.

At this point, it might be useful to compare the Lobdell realizations with a comparable analysis of the Lockyear Justice sale, held by Matthew Bennett International on October 2, 2004. This data is presented in Table 2. The Lockyear sale did not include a duplicate copy of the 15¢ Justice “Sepcimen” error (an unfortunate blunder by his agent years before), nor the unmounted reference cancellations and covers. A few lots in this sale did not receive any serious bids.

In the Lobdell sale, the special printings reigned supreme at 48.8% (vs. 24.5% in Lockyear, and 16.3% in Markovits), whereas in the Lockyear sale, covers dominated at 44.6% (vs. 17.6% in Lobdell, and 32.8% in Markovits).<sup>8</sup> On a personal note, years ago I chose not to collect the special printings essentially because their costliness doesn’t suit my collecting habits. Better for me to nibble steadily on a diet of fancy cancels throughout the year, instead of gorging like a python on a live goat and taking months to digest it before the next feeding.

With the passing of Theodore O. Lockyear in 2004 and David H. Lobdell in 2010, two extraordinary single-department collections were dispersed. The eminent philatelist Phil Wall took a stab at Agriculture and then Executive, but his impeccable standards for condition impeded progress, and he came to realize that he had started too late. Ravi Vora has a superlative postal history display collection of the Department of State, but has never

shown interest in constructing a traditional exhibit. Dr. Alfred E. Staubus, the original editor of this section of the *Chronicle*, has deep holdings in the Navy Department, but he has always collected according to his passionate research interests and not according to the dictates of traditional exhibiting. Only the excellent Lanphear collection of Interior, not exhibited in many years, remains, and it would have to be reconstituted. I am doubtful that I will live to see another great single-department collection assembled. The material is too scarce, and too often, the key pieces are already firmly gripped in omnibus Official collections. Barring a mysterious plague at the next meeting of the Official specialists, something on the order of an outbreak of Legionnaire's Disease at the Hotel Monteleone, 20 years might be just enough time to put together the next great single-department collection.

Dr. Lobdell was formidably intelligent, completely self-sufficient, and deeply private. I remember receiving E-mail Christmas cards featuring pictures of his beloved cat Audrey. He was a passionate lover of classical music, and would cut duplicate CD's of his favorite recordings for me. At one point, our respective orchestras, the New Haven and San Diego Symphonies, were being conducted by the same young man, Jung-Ho Pak, with a predictable overlap in programming. Both orchestras were in financial trouble, and Dr. Lobdell made such a generous donation to his that he was given the chance to conduct an overture. Who among us hasn't dreamed of thrashing his arms about in front of a hundred musicians in full cry? True to his self-effacing nature, Dr. Lobdell declined. It seems to me that his initial hesitancy to exhibit derives from the same natural instinct to shun the limelight.

The patience and attention to detail that it takes to be a great philatelist came naturally to Dr. Lobdell, for he was a truly eminent and much-published chief pathologist. After serving his residency, he spent his entire professional career at St. Vincent's Medical Center in Bridgeport, Connecticut. In 1996, he donated \$1,500,000 to the St. Vincent School of Medical Technology, and the clinical laboratory there, which he had helped design, was named after him. After he retired in 2003, at age 73, he continued to serve on the Board of Directors at the Foundation there. According to Ronald Bianchi, the President of the Foundation, Dr. Lobdell had set up a charitable remainder trust to benefit the School of Medical Technology, and proceeds from the sale of all his philatelic properties, along with the rest of his estate, will go to that cause. He died at the hospital on May 3, 2010, aged 79, reportedly after a long illness, although none of his philatelic colleagues had known that he was seriously ill. Because he had devoted his entire life to St. Vincent's Hospital, in a sense it can be said that he died at home.

### Endnotes

1. Dr. Lobdell, on the title page of his exhibit, cited the original announcement, where the intended color was described as "cochineal red," the color of dried blood. Cochineal, an insect dye, yields very intense reds. Magenta, a reddish purple, named after a battle in 1859 when the killing fields ran red with blood, is actually fuchsine, the first synthetic aniline dye. The "rose" hue of the issued stamps comes in many shades, few of them attractive. The saturated "plum" shade of one of the card proof printings is far preferable.
2. Language first appearing in my article "High Value Official Stamps on Cover," *Chronicle* 188, pg. 292.
3. Campbell, *op. cit.*, pg. 292.
4. *Ibid.*, pg. 293.
5. The catalog repeated the information given on the Lobdell exhibit page. According to George D. Sayers, winner of the 2010 Chase Cup from the USPCS, the 3¢ and 7¢ values are not from this set, based on careful inspection of an original photograph of the frame provided to him by Robert L. Markovits.
6. The Lobdell exhibit claimed that the 12¢ and 15¢ "Sepcimen" errors were unique. The catalog made this claim for the 10¢ value also, quite absent-mindedly. In the Marshall Stone sale, Siegel sale 728, September 14, 1990, where Dr. Lobdell bought most of his "Sepcimens", lots 188-189 are two copies of this rare stamp. However, according to Sayers, a thorough search of the auction records indicates that the 24¢ "Sepcimen" is, in fact, unique, although not so identified by Dr. Lobdell or the Siegel staff.
7. Daniel F. Kelleher Auctions, sale 623, January 15, 2011, lot 1272.
8. See my breakdown of the Markovits realizations in *Chronicle* 202, pg. 150. ■



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**THE LIVERPOOL AND PHILADELPHIA STEAMSHIP COMPANY:  
EARLY YEARS OF THE INMAN LINE, 1850-1857**

JOHN H. BARWIS

In early 1857, Inman line steamships began offering regular passenger and cargo service between New York and Liverpool. Initially, the Inman line had no mail contracts, but from October 1857 onward its ships occasionally functioned as American packets under a series of single-voyage contracts with the U.S. Postmaster General. In January 1868 the Inman line started to carry British contract mails usually loaded or off-loaded at the Queenstown call. Hubbard and Winter provide a brief history of the line, as well as comprehensive sailing tables for the period 1857-1875.<sup>1</sup>

Less well known are the Inman line's activities during its early years, between 1850 and 1857, when it provided monthly steamship service between Liverpool and Philadelphia. The company held no mail contracts during that time, so it carried only ship letters. The purpose of this article is to discuss the history of the Inman line's Liverpool-Philadelphia operations, and to provide complete sailing data for this route.

**Origin of the Inman Line**

Unlike Samuel Cunard's hardscrabble beginnings, William Inman (1825-1881) was born into a relatively wealthy family of successful merchants. Three years after the family moved to Liverpool, William left school at age 16 to work as a clerk. In 1845, at age 20, he accepted a position as junior clerk at Richardson Brothers & Company, which dealt in linen and foodstuffs from its offices in Liverpool and Belfast. The company was run by Irish Quakers, John Grubb Richardson and his five brothers.

In 1848, after only three years with Richardson Brothers and at the young age of 23, Inman was made a junior partner. Inman brought to the business a keen interest in new technology, particularly steam transportation. He believed that the future of shipping involved screw propulsion rather than the paddlewheels in use at the time. During the first year in his new job he engaged David Tod of Glasgow to build for his personal use the 112-foot screw-driven steam yacht *Vesta*.<sup>2</sup> William Inman was clearly a man of vision and means.

In 1850 Inman convinced the Richardson Brothers to form a steamship group within their company. Inman's partners in the new group were John Grubb Richardson, his brother Joseph Richardson and a Belfast businessman named Joseph Treffry. The new venture enjoyed substantial investment capital, largely from textile manufacturing in Ireland. David Tod, initially reluctant to become involved with screw-driven propulsion, was sufficiently impressed with *Vesta's* performance on Liverpool-Glasgow runs that he became one of the new company's shareholders. By the summer of 1849, the Glasgow shipbuilding firm of Tod & Macgregor had begun construction—for its own account—of the world's first ocean-going iron steamship, the *City of Glasgow*. She was fitted with a two-cylinder, 350-horsepower beam engine geared to a single shaft that turned a screw 18 feet in diameter. The ship could accommodate 52 passengers in first class, 85 in second class, and 400 in steerage. The screw-propulsion design freed below-deck space not available in paddle wheelers, so the ship had stowage for 1,200 tons of cargo. Like most ocean-going steamships of the day, the *City of Glasgow* was sail-assisted and carried "an enormous amount of canvas."<sup>3</sup>

On 28 February 1850 Tod & Macgregor launched the *City of Glasgow* from its Clyde-side yard. The plan was to run her between New York and Glasgow with cargo and passengers. She departed on her maiden voyage in April and made New York in just less than 17 days, slower than the mail steamers but twice as fast as sailing ships. Under Tod &



**Figure 1. The Inman line steamer *City of Glasgow*, oil on canvas, artist unknown. Courtesy National Maritime Museum, Greenwich, London.**

Macgregor, her three additional trips in 1850 proved that iron steamships could profitably compete in transatlantic service without government subsidy.<sup>4</sup> An image of the *City of Glasgow* is shown in Figure 1.

### **Building the Inman Fleet**

The first business venture of Richardson Brothers' steamship group was to purchase the *City of Glasgow* from Tod & Macgregor while the ship was on her fourth voyage to New York. The Richardson group was officially titled The Liverpool & Philadelphia Steam Ship Company, but probably because Inman ran the company from the very beginning it was informally called the Inman line. By 1855 Tod & Macgregor had built four additional ships for the company, each of which resembled the *City of Glasgow*: all iron, clipper bow and hull, narrow proportions, screw-driven and bark rigged. The Tod & Macgregor's early Inman ships and their launch dates, length and tonnage are shown in Table 1.

<i>City of Glasgow</i>	1850	227 ft	1,609 tons
<i>City of Manchester</i>	1851	265 ft	2,109 tons
<i>City of Philadelphia</i>	1854	294 ft	2,168 tons
<i>City of Baltimore</i>	1856	331 ft	2,368 tons
<i>City of Washington</i>	1856	319 ft	2,381 tons

**Table 1. Early Inman line steamships, launch dates and vital statistics.**

Four of these vessels initiated their Inman line service on the Liverpool-Philadelphia route. The fifth, the *City of Washington*, made only one trip to Philadelphia before the Inman line moved to New York in 1857. In addition, in 1854 the Inman Line purchased the



1,874 ton *Kangaroo*, launched in Glasgow by Laurence, Hill & Company in 1853 for the Australasian Pacific Mail Steam Packet Company. The *Kangaroo* made four 1856 sailings on the Liverpool-Philadelphia route, then continued on the Liverpool and New York route after the Inman line left Philadelphia.

Inman and his partners must have seen the economics of their venture as fairly robust. The average cost of the first five ships built for them was only \$62,000, in stark contrast with the \$90,000 cost of the Cunard *America*, and the prices close to \$150,000 the Collins line paid.<sup>5</sup> The Inman line operating costs were also very competitive. *City of Glasgow* burned only 20 tons of coal per day, whereas Cunard's *America* and *Asia* consumed 60 and 76 tons per day, respectively.<sup>6</sup> As well as lower construction cost and greater operating efficiency, the Inman fleet provided the lowest available steamship transport costs for its own company's goods, thus creating a significant competitive advantage for its import-export business.

### The Liverpool-Philadelphia Route

It would have made little sense for the Inman line to compete for cargo with the three financially subsidized steamship companies already conveying contract mails between Great Britain and New York. Philadelphia was a sensible alternative, since it had no scheduled international steamer service, and its only available direct scheduled transatlantic service was provided by the small sailing ships of the Cope Line.<sup>7</sup> As a destination, Philadelphia offered the Inman partners a strong manufacturing base, a vibrant business community, rail connections north, south and west, and a population larger than any American city but New York. Further, the Richardsons had the advantage of Quaker business connections there.

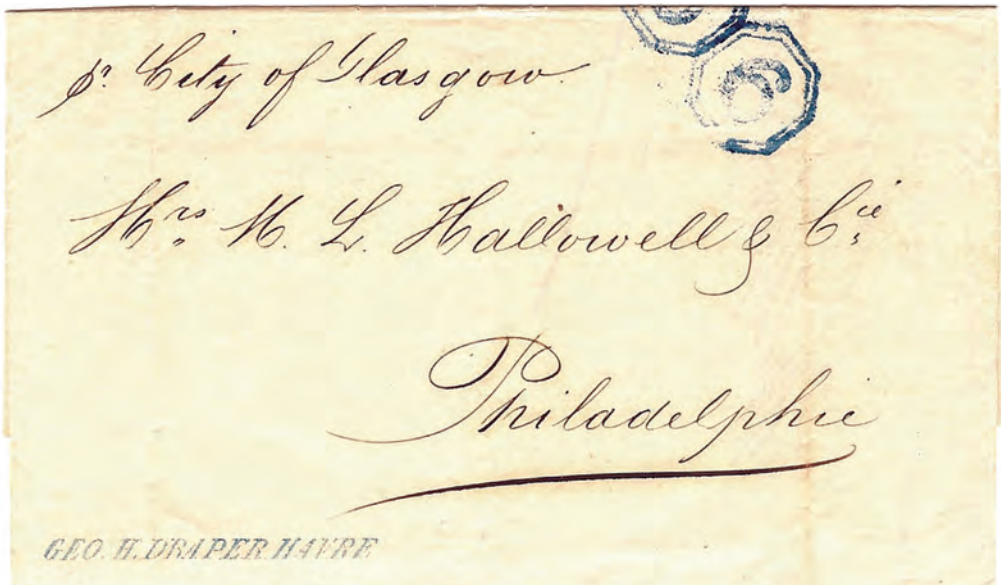
On 11 December 1850, *City of Glasgow* departed Liverpool for Philadelphia, her maiden voyage under the Inman flag. To say the Quaker City was excited would be an understatement. Announcements of a formal reception for Captain Matthews were published two weeks before the ship had sailed. The celebratory dinner was planned to be "...one of the most sumptuous entertainments ever given in this country."<sup>8</sup>

The *City of Glasgow's* passing of Cape May at 13:00 hours on 1 January was duly published in Philadelphia the next day so the city would be ready for the celebrations. When the ship appeared below the Lazaretto on 2 January, she was greeted by 300-400 of Philadelphia's "leading citizens" aboard the steamboat *Trenton*. An artillery detachment from the Washington Grays fired a six-gun salute from the *Trenton*; a second detachment fired a 100-gun salute from the wharf above Pine Street. The Washington Grays' brass band was on duty at the Philadelphia Exchange and "discoursed the most eloquent music."<sup>9</sup>

The celebratory dinner, held on 11 January at the Chinese Museum on 9th Street, was attended by Governor Johnston, James Buchanan, members of both branches of the legislature and the city's most prominent businessmen.<sup>10</sup>

For her return trip, *City of Glasgow* departed Philadelphia on 16 January 1851 and arrived at Liverpool on the January 30. Her passage of 13 days, 16 hours was reported to have been equal or faster than Cunard's *Niagara* from Boston. This report appears to have been inaccurate as the voyage actually was one day and 16 hours longer than *Niagara's* voyage. This prompted additional excitement in Philadelphia. As expressed in a letter to the editor, the service would restore Philadelphia's "...original supremacy as the great importing city..." Further, Philadelphia's mid-Atlantic geographic position and superior rail connections were critical because "the connection between interior trade and foreign commerce is indeed close and inseparable; and no city can hope to command the one without commanding the other."<sup>11</sup>

Philadelphia's movers and shakers clearly saw the beginning of their scheduled transatlantic steam service as the onset of an exciting new era, and a possible breakout from the city's number-two commercial status.



**Figure 2. Letter from Lyon, forwarded to Liverpool and carried by the *City of Glasgow*, 1850. Maiden voyage of the Inman Line. Philadelphia rated 6¢ due for delivery at the port. Author's collection.**

Figure 2 is a cover carried on the *City of Glasgow's* maiden voyage to Philadelphia. It was datelined Lyon, France, on 28 November 1850. From there it was forwarded by George Draper to the Inman offices in Liverpool. It may have been a consignee letter since no British ship letter fee was paid. (A consignee letter travelled on a vessel with cargo and was addressed to the recipient of that cargo; in the United Kingdom, such letters were not charged ship-letter fees.) At Philadelphia, the Figure 2 cover was rated 6¢ ship fee due for delivery at the port. As was the custom at the Philadelphia post office at the time, no arrival datestamp was applied on letters to local addresses.

In July 1851 the *City of Manchester* was added to the route, and alternated monthly sailings with the *City of Glasgow* until March 1854. Figure 3 illustrates an early cover carried by the *City of Manchester*. The letter was written in Glasgow on 31 October 1851, and left Liverpool on 5 November as a consignee letter. On 20 November Philadelphia rated the letter 6¢ ship fee due for delivery at the port.

Figure 4 is another early letter carried by the *City of Manchester*, addressed to a destination beyond Philadelphia, in this case a merchant in Buffalo, New York. The sender prepaid eight pence, the British outgoing ship-letter rate, with a strip of four Great Britain 2 penny blue stamps (Scott 4), and posted the letter in Liverpool on 17 September 1851. The ship sailed the same day, and arrived at Philadelphia on 3 October. Philadelphia rated the letter 7¢ due—2¢ for the ship fee and 5¢ for the unpaid letter rate to Buffalo.

Since, for humanitarian reasons, John Grubb Richardson was opposed to carrying steerage passengers, for the first 16 months the company carried only first- and second-class passengers and cargo. He changed his mind after economic damage of the potato blights drove 219,000 Irish emigrants to America in 1851 alone. In April 1852 the company began carrying third-class passengers at £6/6s from Liverpool and \$20 from Philadelphia.

By 1853 the company was doing well financially, conveying 300-400 steerage passengers on westbound voyages.<sup>12</sup> At that rate, a single year of cash flow from passenger bookings alone would have covered almost half the original capital cost of a ship. Richardson's thriving linen manufacturing and export businesses were enhancing Inman line

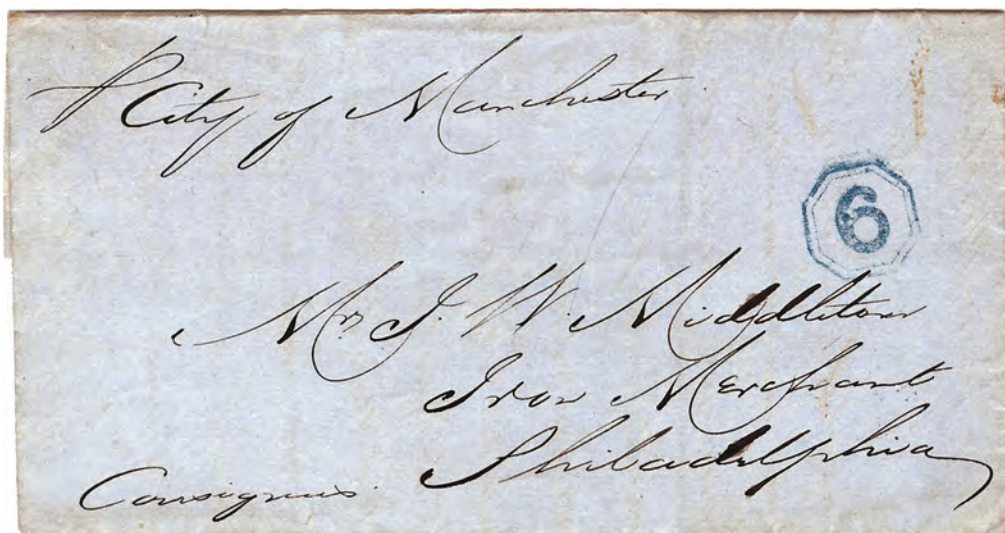


Figure 3. Consignee letter from Glasgow, carried by the *City of Manchester*, 1851. Philadelphia rated 6¢ due for delivery at the port. Author's collection.



Figure 4. Letter posted in Liverpool, carried by the *City of Manchester*, 1851. Sender paid the 8d ship-letter rate. Philadelphia rated 7¢ due: 2¢ ship fee plus 5¢ inland. Courtesy Richard Winter.

revenue, and the route's two ships were operating efficiently, with trips averaging about 18 days to Philadelphia and 17 days to Liverpool. Inman commissioned Tod & Macgregor to build a new ship, the *City of Philadelphia*, to be launched in 1854.

Figure 5 is a letter from Sheffield dated 24 November, 1853, that was carried by the *City of Manchester*, which departed Liverpool on 7 December, the last Inman line sailing of the year. She arrived at Philadelphia on 23 December, and letters were handed in at the post office the same day. Philadelphia rated the letter 7¢ due for the 2¢ ship-letter fee plus the

DEP LP	ARR PH	INMAN STEAMER	DEP PH	ARR LP	NOTES
<b>1850</b>					
11 Dec	3 Jan	<i>City of Glasgow</i>	16 Jan	30 Jan	
<b>1851</b>					
12 Feb	3 Mar	<i>City of Glasgow</i>	17 Mar	31 Mar	
16 Apr	3 May	<i>City of Glasgow</i>	15 May	31 May	
18 Jun	7 Jul	<i>City of Glasgow</i>	17 Jul	1 Aug	
26 Jul	14 Aug	<i>City of Manchester</i>	28 Aug	14 Sep	1
13 Aug	30 Aug	<i>City of Glasgow</i>	11 Sep	1 Oct	
17 Sep	3 Oct	<i>City of Manchester</i>	9 Oct	23 Oct	
9 Oct	28 Oct	<i>City of Glasgow</i>	6 Nov	23 Nov	
5 Nov	20 Nov	<i>City of Manchester</i>	4 Dec	20 Dec	
10 Dec	2 Jan	<i>City of Glasgow</i>	8 Jan	23 Jan	
31 Dec	22 Jan	<i>City of Manchester</i>	14 Feb	2 Mar	
<b>1852</b>					
4 Feb	25 Feb	<i>City of Glasgow</i>	4 Mar	23 Mar	
5 Mar	20 Mar	<i>City of Manchester</i>	1 Apr	16 Apr	
10 Apr	25 Apr	<i>City of Glasgow</i>	6 May	21 May	
5 May	23 May	<i>City of Manchester</i>	3 Jun	17 Jun	
2 Jun	19 Jun	<i>City of Glasgow</i>	26 Jun	12 Jul	
23 Jun	10 Jul	<i>City of Manchester</i>	17 Jul	3 Aug	
21 Jul	9 Aug	<i>City of Glasgow</i>	14 Aug	29 Aug	
8 Sep	23 Sep	<i>City of Glasgow</i>	2 Oct	19 Oct	
29 Sep	14 Oct	<i>City of Manchester</i>	23 Oct	6 Nov	
27 Oct	15 Nov	<i>City of Glasgow</i>	20 Nov	7 Dec	
8 Dec	27 Dec	<i>City of Manchester</i>	6 Jan	20 Jan	
<b>1853</b>					
9 Jan	31 Jan	<i>City of Glasgow</i>	7 Feb	26 Feb	
2 Feb	19 Feb	<i>City of Manchester</i>	3 Mar	18 Mar	
2 Mar	23 Mar	<i>City of Glasgow</i>	31 Mar	16 Apr	
30 Mar	18 Apr	<i>City of Manchester</i>	23 Apr	11 May	
20 Apr	8 May	<i>City of Glasgow</i>	14 May	29 May	
18 May	3 Jun	<i>City of Manchester</i>	11 Jun	27 Jun	
9 Jun	26 Jun	<i>City of Glasgow</i>	2 Jul	27 Jul	
6 Jul	24 Jul	<i>City of Manchester</i>	30 Jul	17 Aug	
30 Jul	13 Aug	<i>City of Glasgow</i>	20 Aug	4 Sep	
24 Aug	10 Sep	<i>City of Manchester</i>	17 Sep	2 Oct	
14 Sep	2 Oct	<i>City of Glasgow</i>	8 Oct	22 Oct	
12 Oct	1 Nov	<i>City of Manchester</i>	5 Nov	20 Nov	
9 Nov	28 Nov	<i>City of Glasgow</i>	10 Dec	29 Dec	
7 Dec	23 Dec	<i>City of Manchester</i>	7 Jan	22 Jan	
<b>1854</b>					
4 Jan	30 Jan	<i>City of Glasgow</i>	6 Feb	20 Feb	
1 Feb	18 Feb	<i>City of Manchester</i>	27 Feb	17 Mar	
1 Mar		<i>City of Glasgow</i>			2
22 Mar	10 Apr	<i>City of Manchester</i>	15 Apr	1 May	
10 May	26 May	<i>City of Manchester</i>	3 Jun	19 Jun	
28 Jun	14 Jul	<i>City of Manchester</i>	22 Jul	6 Aug	
30 Aug		<i>City of Philadelphia</i>			3
7 Sep	27 Sep	<i>City of Manchester</i>	1 Oct	14 Oct	
18 Oct	7 Nov	<i>City of Manchester</i>	15 Nov	29 Nov	
20 Dec	6 Jan	<i>City of Manchester</i>	18 Jan	5 Feb	
<b>1855</b>					
No sailings					
<b>1856</b>					
23 Apr	8 May	<i>City of Baltimore</i>	15 May	28 May	
4 Jun	17 Jun	<i>City of Baltimore</i>	26 Jun	9 Jul	
16 Jul	29 Jul	<i>City of Baltimore</i>	7 Aug	20 Aug	
30 Jul	13 Aug	<i>Kangaroo</i>	21 Aug	3 Sep	

DEP LP	ARR PH	INMAN STEAMER	DEP PH	ARR LP	NOTES
13 Aug	29 Aug	<i>City of Manchester</i>	4 Sep	19 Sep	
27 Aug	10 Sep	<i>City of Baltimore</i>	18 Sep	1 Oct	
10 Sep	25 Sep	<i>Kangaroo</i>	2 Oct	16 Oct	
24 Sep	12 Oct	<i>City of Manchester</i>	17 Oct	1 Nov	
8 Oct	23 Oct	<i>City of Baltimore</i>	29 Oct	17 Nov	
22 Oct	9 Nov	<i>Kangaroo</i>	13 Nov	27 Nov	
19 Nov	12 Dec	<i>City of Manchester</i>	18 Dec	1 Jan	
5 Nov	18 Nov	<i>City of Washington</i>	4 Dec	16 Dec	
3 Dec	18 Dec	<i>City of Baltimore</i>	1 Jan	15 Jan	
17 Dec	1 Jan	<i>Kangaroo</i>	15 Jan	23 Feb	4
<b>1857</b>					
14 Jan		<i>City of Manchester</i>			5

1. Largest ship then sailing from Liverpool.
2. Lost and presumed sunk; 480 lives lost.
3. Ran aground off Cape Race and destroyed on 14 September.
4. Ice-bound three weeks in Delaware River.
5. Damaged enroute; put into New York on 2 February.

5¢ unpaid letter rate to Baltimore. This was also likely a consignee letter since no British outgoing ship-letter fee was paid.

The New Year began auspiciously enough when Philadelphia's exchange office for British mails opened on 1 January, a political plum delivered by James Campbell, a Philadelphia lawyer who had been appointed Postmaster General in March 1853.<sup>13</sup> But subsequent lobbying by local commercial interests failed to produce a government mail contract, a subsidy which would have bolstered Inman line income, and also would have increased the frequency of the line's arrivals and departures.

Disappointment was followed by disaster when the *City of Glasgow* was lost at sea after departing Liverpool on 1 March on her second westbound voyage of the year. On 21 April the ship *Baldaur*, 400 miles north of the Azores, saw a steamship similar in description to the *City of Glasgow* steeply listing, but found only flotsam when the site was approached.<sup>14</sup> Inman later declared the ship was presumed sunk, with the loss of 480 lives.

Construction of the *City of Philadelphia* was nearing completion when the *City of*



Figure 5. Consignee letter from Sheffield carried by the *City of Manchester*, 1853. Philadelphia rated 7¢ due: 2¢ ship fee plus 5¢ inland postage. Author's collection.

*Glasgow* was lost, so she was assigned to the route to maintain Inman's monthly schedule. She was launched on 30 May 1854, and departed on her maiden voyage to Philadelphia on 30 August.<sup>15</sup> On 14 September she struck a rock near Cape Race, Newfoundland. For safety reasons, the captain intentionally beached her in three fathoms of water. All lives were saved but the new ship was a total loss. As a consequence of these two disasters, seven of the eight Inman arrivals at Philadelphia in 1854 were made by the *City of Manchester*.

These maritime tragedies, along with pressure the British government was applying to lease its vessels as transports to support the Crimean War, caused the Richardsons and Treffry to dissolve their partnership with William Inman. Unconstrained by his partners' Quaker pacifism, Inman then rented his three remaining ships (*City of Manchester*, *City of Washington* and *City of Baltimore*) to the French government for the duration of the war. Thus no Inman sailings were made to Philadelphia during 1855.

### Final Year in Philadelphia

After Inman's absence from Philadelphia for more than a year, in May 1856 the *City of Baltimore* arrived from Liverpool to reopen transatlantic steamer service. Inman's challenge was that the city's import-export businesses had moved on to other shipping providers, most of which were operating out of New York. Some traders may have reverted to sail, since the Cope Line was still operating a monthly schedule from Philadelphia to Liverpool. The Inman Line reintroduced its service by giving a dinner on board the *City of Baltimore* at which many supportive speeches were given. A week later Philadelphia's largest newspaper ran a long editorial, which essentially pleaded for business on behalf of the Inman line.<sup>16</sup> Three excerpts provide the flavor:

The speeches delivered at the dinner given on board the steamer, on Tuesday, exhibited the necessity for energetic action to sustain the line, and the enthusiasm of all the Philadelphians present showed that those interested most deeply in the trade of the city, feel properly that it is so. We do not doubt that the same measure of steady and encouraging support which caused this line to prove so successful before the transfer of the vessels to the Crimean transport business, will again be readily accorded by all engaged in the shipping business of Philadelphia.

If half the import business now transacted by our merchants through New York vessels were transferred to these boats, the thing would be done, and the merchants themselves would be greatly the gainers.

The Cunard steamers are sustained by the lucrative mail patronage of the British government, as the Collins line is by the United States. Our Philadelphia steamers have never had any such help, yet, depending alone upon passengers and freight, they have done a profitable and increasing business.

Inman assigned the *Kangaroo* to the Philadelphia route to supplement the *City of Manchester* and the *City of Baltimore* in providing fortnightly service. Figure 6 is a mourning cover posted in Manchester on 15 July 1856. The sender endorsed the cover for the *City of Baltimore* and overpaid the outgoing ship-letter rate with a Great Britain one shilling adhesive (Scott 5). Liverpool backstamped the letter on the July 16, the day of departure. The *City of Baltimore* arrived at Philadelphia on 29 July. Philadelphia applied its SHIP handstamp and rated the letter 5¢ due, representing the 2¢ ship fee plus 3¢ inland postage to Ulster County, New York.

Inman recognized that New York had become the primary gateway to the United States, and moved its western terminus from Philadelphia to New York in January 1857. The initial intent was to alternate between the two ports, but events continued to work against the company. The *City of Manchester* left Liverpool for Philadelphia on 14 January 1857, but put into New York instead after her superstructure was badly damaged at sea.<sup>17</sup> The *Kangaroo* became ice-bound for three weeks in the Delaware River on attempting to depart Philadelphia in January 1857.<sup>18</sup> Although in March 1857 the company's name was



Figure 6. Mourning cover posted in Manchester and carried by the *City of Baltimore* in 1856. The one shilling stamp overpaid the 8d ship rate. Philadelphia assessed 5¢ due: 2¢ ship fee plus 3¢ inland postage. Courtesy Richard Winter.

changed to the Liverpool, Philadelphia & New York Steam Ship Company, Philadelphia had already seen its last Inman arrival.

### Sailing Table

Philadelphia arrival and departure dates in the accompanying sailing table were taken from the *North American and United States Gazette*, a Philadelphia daily launched by Benjamin Franklin in the 1730s. Richard Winter provided Liverpool dates, based on unpublished research done in British newspaper archives.

### Endnotes

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2. Stephen Fox, *Transatlantic—Samuel Cunard, Isambard Brunel, and the Great Atlantic Steamships* (New York: Harper Collins, 2003), pg. 176.
3. Eugene W. Smith, *Trans-Atlantic Passenger Ships* (Boston: George H. Dean Co., 1947), pg. 67.
4. Fox, *op. cit.*, pg. 177.
5. John's Maritime History Society, "The Inman Line," <http://maritime-history-one.webs.com/theinmanline.htm>, last viewed January 2011.
6. Fox, *op. cit.*, pg. 178.
7. John H. Barwis, "The Path to Philadelphia's Attainment of Exchange Office Status for U.S.-British Mails," *The Congress Book 2009* (Pittsburgh, Pennsylvania: The American Philatelic Congress, 2009), pp. 35-50.
8. *North American and United States Gazette*, 27 Nov. 1850, 28 Dec. 1850.
9. *Ibid.*, 2 Jan. 1851, 3 Jan. 1851.
10. *Ibid.*, 9 Jan. 1851.
11. *Ibid.*, 17 Feb. 1851.
12. Fox, *op. cit.*, pg. 180.
13. Barwis, *op. cit.*, pg. 46.
14. Fox, *op. cit.*, pg. 182.
15. N.R.P. Bonsor, *North Atlantic Seaway*, 5 vols. (New York: Arco Pub. Co., 1975-1980), Vol. 1, pg. 220.
16. *North American and United States Gazette*, 15 May 1856.
17. Hubbard and Winter, *op. cit.*, pg. 198.
18. C.R.V. Gibbs, *Passenger Liners of the Western Ocean: A Record of Atlantic Steam and Motor Passenger Vessels from 1838 to the Present Day* (New York: John De Graff, Inc., 1957), pp. 112-24. ■

**ANSWER TO PROBLEM COVER IN CHRONICLE 229**

Our problem cover in Chronicle 229, shown here as Figure 1, was postmarked at Pontiac, Michigan, on August 20, 1861, and sent to Long Wittenham, England. As should be evident from Figure 1, the cover was prepaid in cash at the then-current 24¢ rate to the United Kingdom, as evidenced by the magenta “PAID 24” straightline marking and the Detroit American packet marking showing a 3¢ credit to England.) The cover shows abrasions at upper right, strongly suggesting that a stamp was removed.

The questions posed were: Can it be determined if the stamp was removed during the mailing process or afterwards, and was there a likely reason for removing the stamp? Responses were received from Route Agents Jerry Palazolo and Geoff Dunlop. They have been combined into one response herewith.

Evidently, a stamp was originally affixed in the upper right corner. At the post office, it was possibly found to be of insufficient value, or (more likely) it was a 24¢ stamp of the 1860 series that was no longer recognized in Pontiac by this date. Quite by coincidence, an article in the 1861 section of *Chronicle* 229 discussed the demonetization process and illustrated a number of covers. Postmasters were directed to advertise in their local newspapers that stamps issued prior to the 1861 issue would no longer be acceptable six days after the article was published, and that stamps of prior issues prior could be exchanged for the newer stamps.



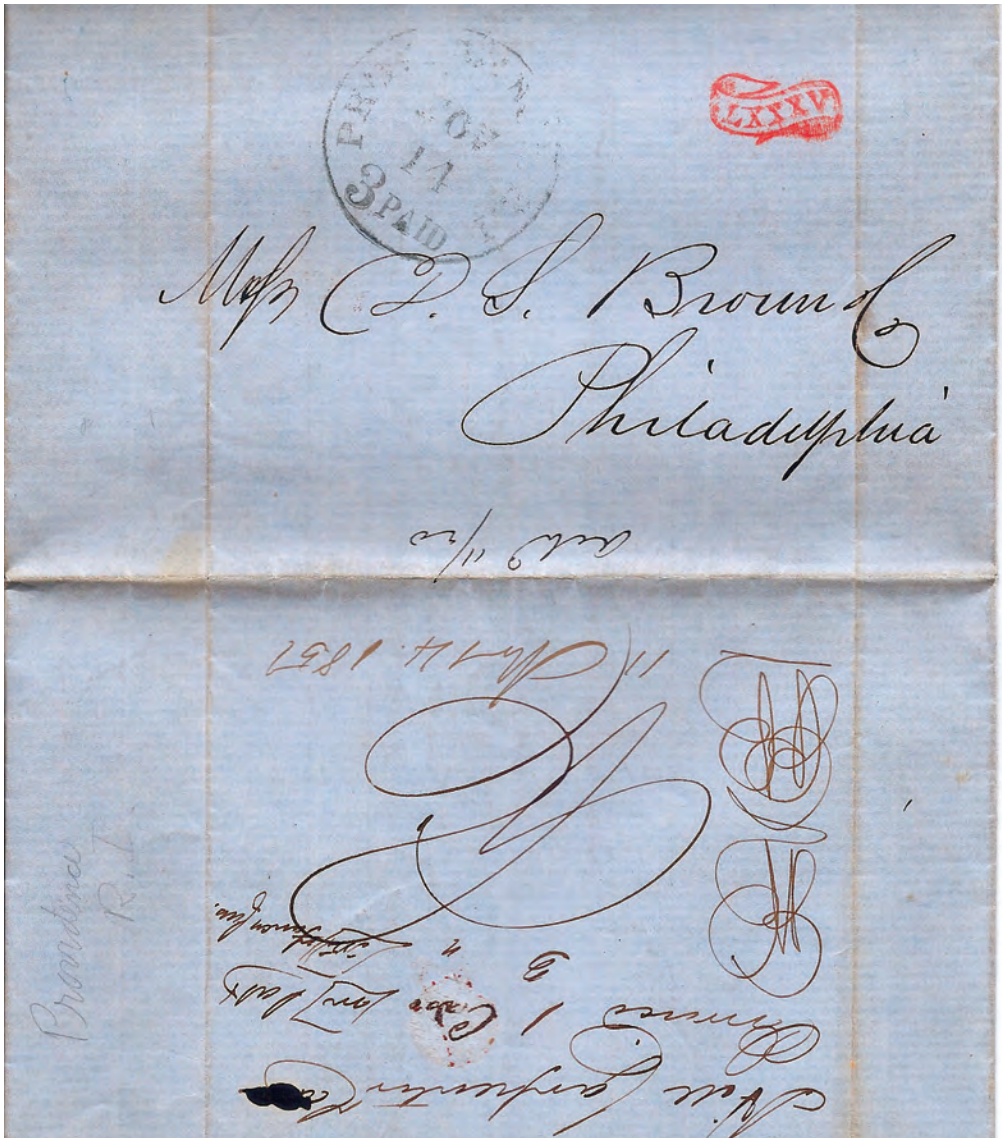
Figure 1. Problem cover from *Chronicle* 229. Prepaid from Pontiac, Michigan, to Long Wittenham, England, with abrasions at upper right suggesting that a stamp has been removed. The questions posed were: Can it be determined if the stamp was removed during the mailing process, and was there a likely reason for removing it?



Articles in earlier issues (*Chronicles* 46 and 48, in 1963-64) reported that a 3¢ pink 1861 stamp had been used in Kalamazoo on 21 August 1861 and that a rose pink stamp had been used at Detroit on August 31. Nothing was reported about the exchange period for Kalamazoo, but the exchange period for Detroit was 19-25 August 1861.

The following notice was reported in the *Democratic Expounder* of Marshall, Michigan, on 22 August 1861: "Postage Stamps and Envelopes. The Postmaster of this city gives notice that he has received a supply of new stamps and envelopes which he will exchange for an equivalent amount of the old issue until the 27th inst, after which the old envelopes will not be received in payment of letters sent from his office."

Pontiac is about 25 miles from Detroit, Marshall around 90 miles, and Kalamazoo 125 miles. Barring any notice in a Pontiac newspaper, which still hasn't been located, it's



**Figure 2. Problem cover for this issue: Front and back of a stampless cover from Providence to Philadelphia, with red handstamped "LXXXV" within a fancy scroll. The question is: What does the hand-stamped roman numeral represent?**

probable the Detroit newspaper was available in Pontiac.

The earliest reported use of any of the varieties of the 24 cent 1861 issue is 20 August 1861, which would tend to eliminate this stamp as having been removed from the Figure 1 cover, which was postmarked that very day.

Assuming the Figure 1 cover was properly franked with a 24¢ stamp of the preceding issue, one assumption could be that the stamp was simply removed from the envelope and handed to the postmaster, and a straightline handstamped “PAID 24” was substituted. Alternatively, the cover might have borne a lesser value 1857 stamp that was simply scraped off, the difference in postage paid in cash, and the handstamped “PAID 24” applied. Per the *American Stampless Cover Catalog*, this hand-stamp is known to have been used in Pontiac. The new high-value 1861 stamps most likely hadn’t arrived in Pontiac, and prepayment by stamps on covers to foreign destinations wasn’t then required.

Another interesting feature of the Figure 1 cover is that it travelled on an Allan Line steamer. The *Nova Scotian* departed Quebec 24 August 1861, arriving Londonderry 4 September and Liverpool the next day. There’s a black “ABINGDON A SP 6 61” receiver on the reverse.

### PROBLEM COVER FOR THIS ISSUE

Our problem cover for this issue, shown in Figure 2, is a stampless cover from Providence to Philadelphia, with a black 3 PAID 3 NOV CDS in the upper left corner, and red handstamped “LXXXV” within a fancy scroll in the upper right corner. There’s a docketing notation on reverse (“Nov. 4, 1851”) and some unrelated scribbling. The question posed is: What does the hand-stamped roman numeral represent? ■

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Lilly 1967



Kapiloff 1992



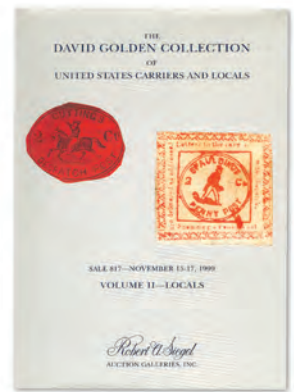
Honolulu Advertiser 1995



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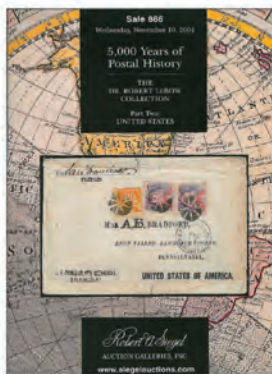
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