

# The Chronicle

of the U.S. Classic Postal Issues



Abraham Lincoln campaign cover used to express patriotic sentiment at the moment when patriotic envelopes were just beginning their popular surge. Franked with a 3¢ 1857 stamp and posted 8 May 1861 at Red Wing, Minnesota, this cover was addressed to Battle Creek, Michigan, where it was uncalled for and subsequently advertised. From an article in this issue by James W. Milgram discussing advertised markings used during the 1851-57 stamp period.

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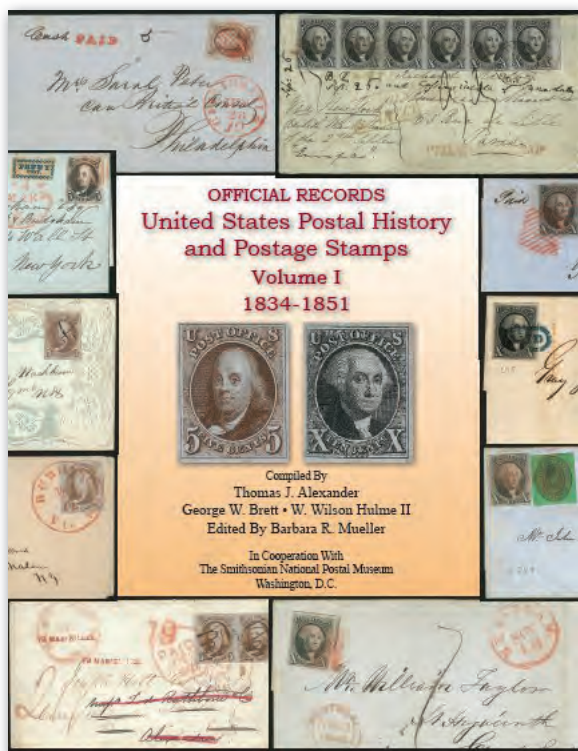
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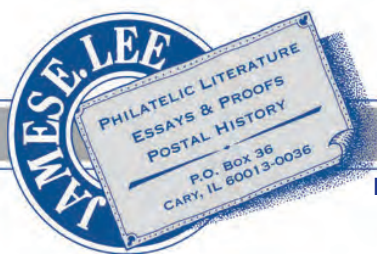
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# The Chronicle

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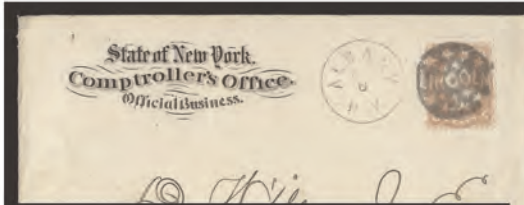
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## CONTENTS

THE EDITOR'S PAGE	
In This Issue	
<i>by Michael Laurence</i> .....	199
PRESTAMP AND STAMPLESS PERIOD	
Little Rock Fancy Shield Townmark, 1830-32	
<i>by Bruce Roberts</i> .....	201
Three Stamples Discoveries	
<i>by James W. Milgram</i> .....	204
THE 1847 PERIOD	
Recent 1847 Find Highlights Important Figure in Early Michigan History	
<i>by Alexander T. Haimann</i> .....	208
THE 1851 PERIOD	
Undeliverable Mail: "Advertised" Markings Used During the 1851-57 Stamp Period	
<i>by James W. Milgram</i> .....	215
THE 1861-69 PERIOD	
The Two Postmarks Used at Andersonville Prison	
<i>by James W. Milgram</i> .....	238
THE 1869 PERIOD	
1869 Covers to Russia—Almost	
<i>by Michael Laurence</i> .....	243
THE WESTERN MAILS	
News from the Pacific: Mail via Honduras in 1846	
<i>by Richard C. Frajola and Dale Forster</i> .....	251
THE FOREIGN MAILS	
United States—Spain Mail under British and French Conventions: Part One	
<i>by Richard F. Winter</i> .....	257
NEW BOOKS	
The Englishman Who Posted Himself and Other Curious Objects (Tingey)	
<i>reviewed by Richard Sheaff</i> .....	288
Australia New Zealand UK Mails, Volume 2 (Tabcart)	
<i>reviewed by Richard F. Winter</i> .....	290
ADVERTISER INDEX.....	293
THE COVER CORNER.....	294



IN THIS ISSUE

In 1990 our society published, as a stand-alone supplement to *Chronicle* 147, a monograph by Richard F. Winter, "U.S.-Spain Mails via British Convention, 1849-1876." This represented an innovative attempt to publish longer manuscripts in a single format, instead of serializing them in a *Chronicle* that was much thinner than today's. While the Winter monograph was welcomed and well-received (it won for its author the Stanley B. Ashbrook Cup that year), the monograph experiment was not continued, partly because the money needed to fund separate publications without advertiser support was not available, and partly because bibliophile members of our group were unsure how (or whether) this separate publication fit into their *Chronicle* run.

Twenty years later, Winter has revisited the subject, creating a greatly improved and much expanded article on mail between the United States and Spain. Much more information is available today than 20 years ago—including cover examples that were not then known to exist. In September 2010, Winter presented his new research in a paper at the annual meeting of the International Postal History Fellowship at Munich. The article that starts in this issue is based on that presentation. Part 1 of this major work begins on page 257; the rest will be published in subsequent issues.

In addition to Winter's opus, this *Chronicle* continues James Milgram's exploration of "advertised" markings on United States covers. This began as an article on advertised markings on stampless covers, published in anticipation of the forthcoming revision of the *American Stampless Cover Catalog*. Positive collector response to that article (which appeared in *Chronicle* 228) prompted Milgram to continue the exploration beyond the stampless era. His article on advertised markings on covers from the 1851-57 stamp period (which begins on page 215) includes six pages of tabular data that represents a fresh approach to the challenge of illustrating postal markings.

There's much more of note in this issue as well. In our Western section, starting on page 251, Richard Frajola and Dale Forster collaborate to dissect a fascinating cover that travelled from Hawaii to Connecticut via Honduras—the only artifact of this route that has so far been discovered.

In our 1847 section, page 208, Alexander T. Haimann describes a fascinating new cover find that well illustrates the evolution of postal rates and practices during the late 1840s and early 1850s, and sheds light on the early history of the state of Michigan.

In our Stampless section, starting on page 201, Bruce Roberts, a newcomer to these pages, presents a census of covers bearing the well-known Little Rock fancy shield townmark of 1830-32. The stampless section also includes notes from Milgram on three recent stampless discoveries. Completing a hat trick for this issue, Milgram also provides a useful article in our 1861-69 section (page 238) on the two postmarks known to have been used at the infamous Confederate Civil War prison at Andersonville, Georgia.

Our 1869 section this time (page 243) presents an essay by yours truly on the subject of 1869 covers used to Russia. This exploration is longer than might be expected, given the number of known covers, which is zero.

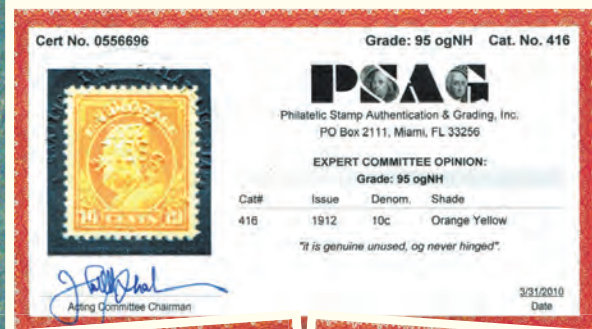
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**LITTLE ROCK FANCY SHIELD TOWNMARK, 1830-1832**

**BRUCE ROBERTS**

In September, 1830, John T. Fulton, Postmaster of Little Rock, Arkansas Territory, created a beautiful townmarking device. Apparently he and his successor used it in two variations on all outgoing mail from the Arkansas territorial capital city for nearly two years. The Little Rock Shield town marking is one of almost 30 different negative-lettered town postmarks to be found on U.S. stampless covers. These were discussed by James Milgram in *Chronicle* 208.

This article discusses the background of the Little Rock Shield marking and presents a descriptive census of the 27 reported uses of the marking.

Arkansas Territory was formed from the Missouri Territory in 1819. The capital of the territory was initially at “Arkansa” (later called Arkansas Post), located on the first high ground reached when moving up the Arkansas River from the Mississippi. There had been a post office at Arkansa while it was still in the Missouri Territory.

Less than a year later, the town of Little Rock was established about 100 miles further up the Arkansas River. The town’s name came from a rock formation on the water’s edge. Across the river was a high bluff, the “Big Rock.” The rock on the town side, a natural landmark for those travelling on the river, had been called by French explorers “La Petite Roche.” Through the usual political maneuvers, land speculators got Little Rock named the territorial capital. The Little Rock post office was officially established on April 10, 1820.

John T. Fulton was a young physician in Little Rock when he was appointed postmaster. He was born in 1805 in Gallatin, Tennessee. He and his brothers, William Savin Fulton (1795-1844) and David Fulton (1803-1843), moved to Little Rock in the 1820s. Perhaps John Fulton’s medical training and attention to detail lead him to create the beautiful marking device discussed in this article. He was appointed Postmaster February 8, 1830 and served until December, 1831. He was re-appointed as Postmaster in 1835. In the interim between his appointments, he served as a “removal agent”—assisting in the movement of the Choctaw Nation from Mississippi to new land in the Indian Nations. He also served the Indians as a physician, receiving a commendation for his work during a cholera epidemic in October, 1832. Dr. Fulton died in Little Rock on September 9, 1842.

How large was Little Rock in 1830? There is no 1830 United States census of the town, but the 1830 census for Pulaski County (which contained Little Rock) listed 303 heads of household. The small number of letters that have been survived with the Little Rock townmark from this period is understandable.

The last reported cover from Little Rock before the appearance of the Shield townmark was posted May 20, 1830, as evidenced by a dated manuscript town marking.

The Shield handstamp consisted initially of a rectangular block (about 32 x 25 millimeters) with the letters “LITTLE ROCK” arrayed in a semicircle in white (negative lettering) on an inked background. Across the bottom were the letters “Ark.” in black. Horizontal lines filled the rectangular space. In the center of the rectangle was a white area in the shape of a shield in which year, month and date information, apparently created from moveable type, could be inserted. The year was underlined by a black line that extended about 60 percent of the distance across the shield. Below the line appeared the month and date.



Figure 1. Only known strike of the Type 1 marking, full rectangular background, 9 September 1830. Illustration courtesy Schuyler Rumsey Auctions.

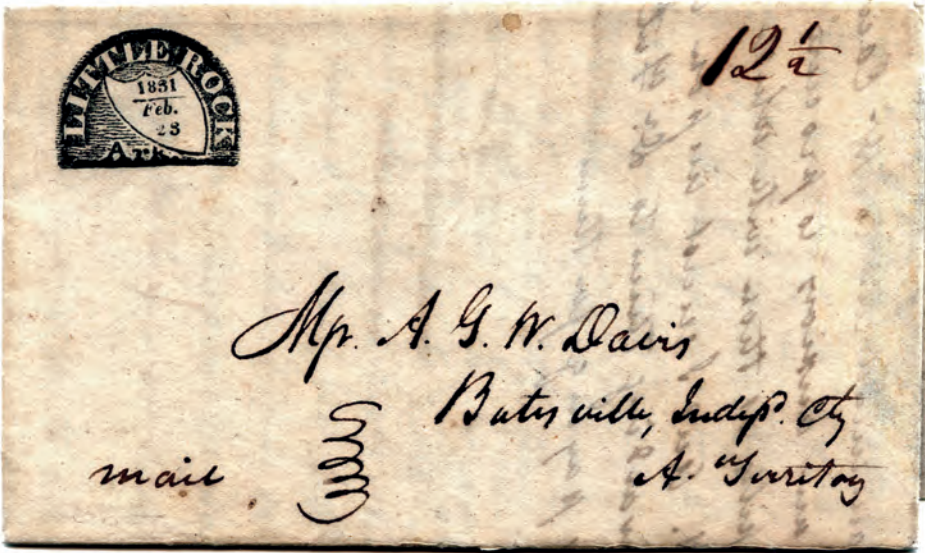


Figure 2. Early use of the Type 2 marking, 23 February 1831 to Batesville, Arkansas Territory. Illustration courtesy James W. Milgram.

Only one example of the rectangular form of the townmark has been reported. This is shown in Figure 1. This is a cover front only, addressed to St. Louis, with a PAID rate of 18¾ cents, dated September 9, 1830. This is the earliest reported use of the Shield townmark. I refer to this marking as Type 1.

Soon after the Type 1 design was used, the device was changed. Either the original device failed, or perhaps Fulton was not pleased with its appearance and decided to create a second device. The second, most “common” version of the Little Rock Shield is essentially the center design from Type 1, with all the outer rectangular features removed. A very

Shield Date	Rate	Destination	Notes	Image Reference
1830-09-09	18¾ (Paid)	St. Louis, Mo.	Unique example of Type 1	Figure 1
1830-09-29	25 (Paid)	St. Louis, Mo.	Only Shield struck in red	326 Siegel lot 249
1830-10-07	12½ (Due)	Washington, Ark.	To Chester Ashley, later Sen.	2914 HRHarmer lot 318
1831-02-17	25 (Due)	Batonville, Mo.	18¾ rate changed to 25	906 Siegel lot 1315
1831-02-23	12½ (Due)	Batesville, Ark.	Superb Strike	Figure 2
1831-03-10	50 (Due)	Philadelphia, Penn.	Faded Strike	6/6/97 Shreve lot 586
1831-05-05	25 (Due)	New York, N.Y.	One of the best strikes	39 Rumsey lot 6
1831-05-05	25 (Due)	Tecumseh, Mich. Terr.	One of three 5-5-31 covers	906 Siegel lot 1314
1831-05-05	25 (Due)	Braintree, Mass.	One of three 5-5-31 covers	17 Rumsey lot 888
1831-05-19	25 (Due)	Cincinnati, Ohio		Milgram Collection
1831-06-13	FREE	Washington, D.C.		927 Siegel lot 1212
1831-07-07	25 (Due)	Latarius, Miss.	Considered the finest strike	4 Rumsey lot 675
1831-07-21			Cut square	Private Collection
1831-07-28	50 (PAID)		Not seen since 1954	3/5/1954 JFox lot 14
1831-08-25	FREE	Washington, D.C.	Two strikes of Shield	Source unrecorded
1831-09-08	50 (Due)+25 fwd	Fayetteville, N.C. fwd	One of two forwarded covers	906 Siegel lot 1316
1831-09-22	50 (Due)	Lincolnton, N.C.		25 Am Phil Brokers lot 65
1831-09-29	50 (Due)	Philadelphia, Penn.		32 Frajola lot 40
1831-11-24	FREE	Washington, D.C.	To Senator Johnson of Iowa	26 Frajola lot 1049
1831-12-22	25 (Due)	New York, N.Y.	One of the finest strikes	12 Rumsey lot 118
1832-01-05	FREE	Washington, D.C.	To the War Department	906 Siegel lot 1312
1832-03-22	25 (Due)+10 fwd	Frankfort, Ky., fwd	One of two forwarded covers	Ventura sale, March 1988
1832-04-12	25 (Due)	Chapel Hill, N.C.		927 Siegel lot 1213
1832-05-10	25 (Due)	Albany, N.Y.	Now in Smithsonian	Smithsonian photo
1832-05-10	25 (Due)	Cincinnati, Ohio		960 Siegel lot 2136
1832-05-24	50 (PAID)	Philadelphia, Penn.	To the Mint in Philadelphia	44 Zimmerman lot 27
1832-06-21	25 (Due)	New York, N.Y.	Last reported Shield use	60 RKauffmann lot 1137

**Table 1. Census of reported uses of the Little Rock Shield townmark**

well-struck example appears on the cover in Figure 2. The black semicircle containing the negative LITTLE ROCK letters is now the outer limit at the top, with the black “Ark.” appearing at the bottom. The Shield area with changeable type remains in the center. The dimensions of this semi-circular device are 26.4 mm across the widest point by 20 mm at the highest point. If this was the “left-over” from Type 1 with the outer groundwork removed, it was a very fine and delicate job, since the Type 2 slopes in slightly below the L and K of “LITTLE ROCK”. In all details it appears to match the Type 1 with the rectangle removed; but it could easily be a new device.

The first use of the Type 2 marking appears on a letter mailed September 29, 1830, and was struck in red. This is the only example in any color other than black. The Type 2 Shield townmark struck in black ink was used continuously until the last reported example appeared on a cover mailed June 21, 1832. The first Little Rock cover reported with a standard circular townmark is dated August 16, 1832. No letters from Little Rock between September 1830 and June 1832 have been reported that do not bear the Shield townmark.

Table 1 presents information about the 27 covers struck with the Shield townmark. Included are the mailing date, rate, destination, notes about unusual features and reference information for an image of the cover. I have never seen a color photo of the red Shield and rely on descriptions from the time of its sale in the Lehman Collection. In summary, there are 27 reported uses of the Little Rock Shield, one Type 1 in black, one Type 2 in Red and 25 Type 2 in black. As of May, 2011, readers can find images of all 27 covers on the Arkansas Postal History website, [www.arkph.com](http://www.arkph.com). John Fox faked a 5 May 1831 Little Rock marking (*Chronicle* 218, page 157). Three examples from this date are represented in the census, and all three have impressive provenance. ■

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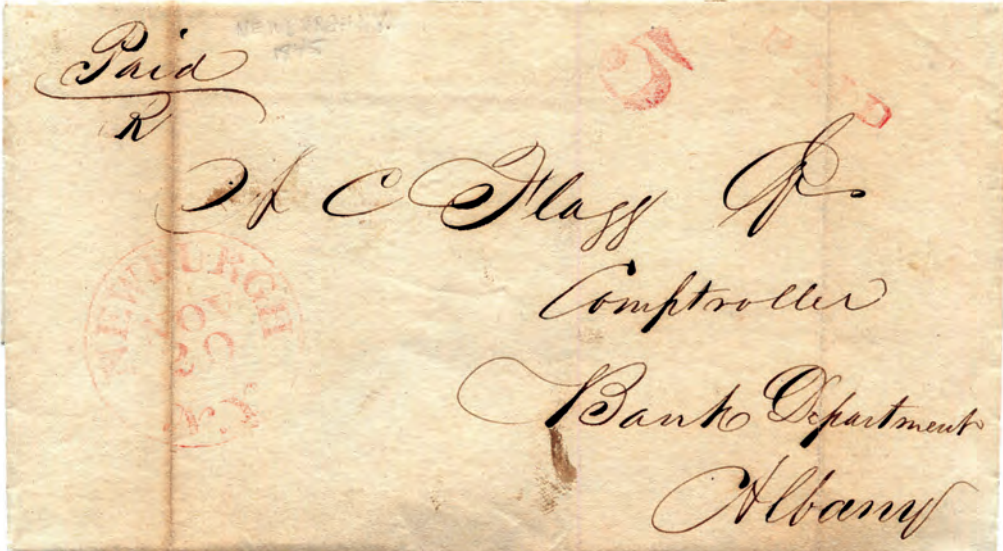
**JAMES W. MILGRAM, M.D.**

This time we have three different stampless discoveries to report.

Unofficial registration existed in the United States for a decade prior to the launch of official registered mail service, which began on 1 July 1855 for a 5¢ fee. I discussed this in detail in *Chronicle* 221 (February 2009). That article explored the origins of registration, in late 1845, after a directive appeared in the 1845 *Postal Laws and Regulations* stating that for the Post Office Department to investigate a stolen or lost letter, certain information must be available to the investigator. The creation of this information was the genesis of unofficial registration.

Now a new artifact has appeared that shows the knowledge about registration was available to senders at least by November, 1845. Before this it had been hypothesized that way bills were marked to allow the Philadelphia post office to indicate valuable mail (the R markings on incoming mail). Now we have a piece of mail, from November 1845, with an R marking designated by the sender of the letter, and not involving Philadelphia at all.

The cover is shown in Figure 1. Postmarked with a red “NEWBURGH N.Y. NOV 20” (1845) circular datestamp and bearing similarly colored “PAID” and “5” handstamps, it shows a sender’s “Paid /R” notation in the upper left corner, clearly designating that the letter was to be registered.



**Figure 1. “Paid/R” manuscript endorsement on an 1845 cover sent from Newburgh, New York, to a bank in Albany. The Newburgh circular datestamp reads “NOV 20”, making this cover a very early example of unofficial registration.**

As established in the *Chronicle* 221 article, there was no additional charge for unofficial registration.

The contents of the Figure 1 cover, presented in Figure 2, show that a draft for money was enclosed. The date of the enclosure is 20 November 1845. This is the earliest letter seen with an “R” applied at the origin of the mailing. The Philadelphia “R” markings were

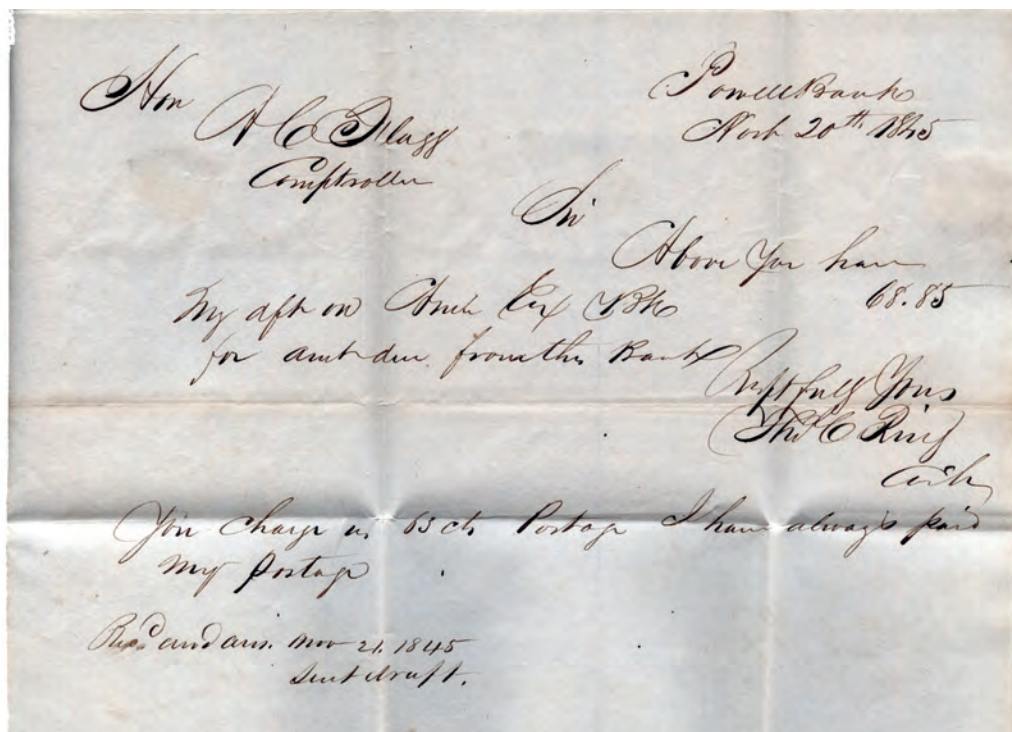


Figure 2. Content portion of the Figure 1 cover, a sight draft for \$68.85.

applied on receipt. However, this unusual cover fits very nicely with what was then known about the unofficial registration of mail.

The express mail of 1836-1839 was a postal service offered to the public over a network of routes that covered the states then in the Union. More on this service can be found in my book, *The Express Mail of 1836-1839*, published by the Collectors Club of Chicago in 1977.

The express mail rates were triple the regular rate of postage, which at that time was determined by the distance a letter travelled. During the express mail era there were five rates of postage determined by mileage. Most express mail letters show the rate for a distance over 400 miles. In addition, letters could be single, double, triple or quadruple rated, depending on enclosures and weight. Letters carried for less than 400 miles are called "short rate" uses. Covers showing three different short rates exist: 30¢, 37½¢ and 56¼¢. No cover is known for the shortest rate, 18¢. Double-rate short-rate covers are known from six different cities and are very rare; in most cases, only one example is known.

Between 1825 and 1845 the rate for a distance of 150-400 miles was 18¾¢. Thus, an express mail cover travelling that distance would be charged  $3 \times 18\frac{3}{4}\text{¢} = 56\frac{1}{4}\text{¢}$ . The cover in Figure 3, clearly endorsed "Express Mail," is a recent discovery. This cover was posted at New York City on 5 April 1837 and addressed to Richmond, Virginia. The distance was between 150 and 400 miles and thus required 56¼¢ for a single rate. But this was a triple-rate cover, charged  $3 \times 56\frac{1}{4}\text{¢} = \$1.68\frac{3}{4}$ . Since this cover dates from April, 1837, prepayment was not required. After 1 November 1837, prepayment was required on all express-mail letters.

Figure 3 is the first triple-rate short-rated express letter recorded. No short rates are known showing a quadruple rate. And there are no express mail covers known, at any rate,

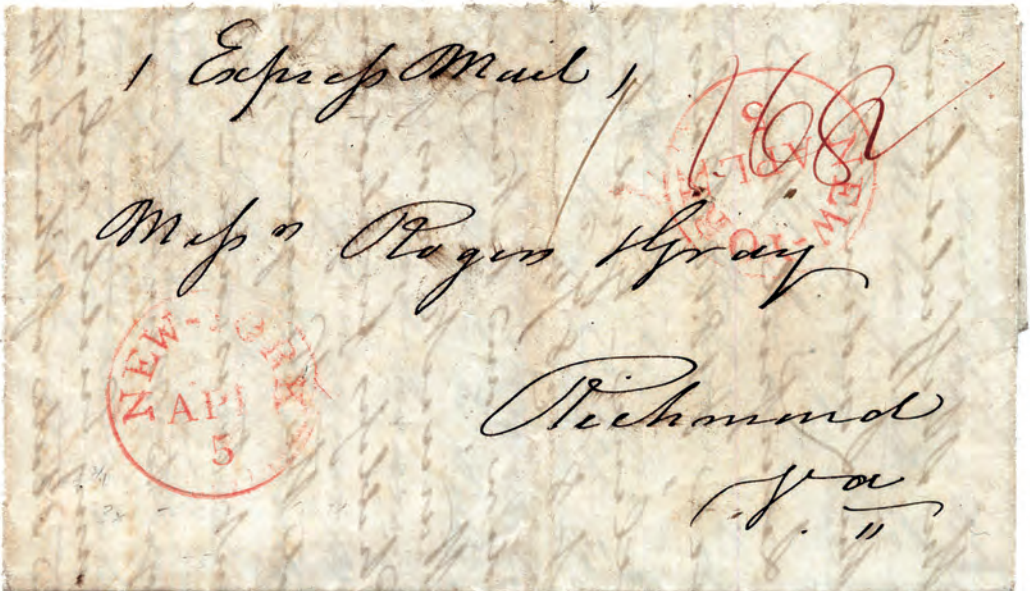


Figure 3. Triple-rate express-mail cover from New York City to Richmond, Virginia, 5 April 1837. The distance was between 150 and 400 miles and thus required 56¼¢ for a single rate. But this was a triple-rate cover, charged \$1.68½ (manuscript notation at upper right). Most express-mail covers travelled greater distances. This is the first triple-rated cover known for a distance under 400 miles.



Figure 4. Leominster to Leicester, Massachusetts, June 1829, showing the fancy rimless circular starburst marking with “JUNE” as part of the circular setting, surrounding a 12-point star with a square in its center.

for the shortest distance, which was less than 30 miles. If such an item existed, it would have been prepaid 18¢ (6¢x3).

Our third discovery involves one of the famous fancy town cancels from Massachusetts, the rimless Leominster starburst design from the late 1820s. This is now known with





**Figure 5. Leominster to Lowell, Massachusetts, fancy rimless circular starburst marking showing the entire date (“DEC 23 1828”) as part of the circular setting and showing a different shape in the center of the star. This appears to be a new marking.**

two different center motifs. Shown in Figure 4 is a cover from Leominster to Leicester, bearing an example of the marking from 1829 with a June date. This is similar to the marking depicted in the *American Stampless Cover Catalog*. The marking includes the month (“JUNE”) as part of the circular typesetting, which surrounds a 12-point star with a square in its center.

The new discovery appears on the cover in Figure 5. This is an 1828 cover from Leominster to Lowell. The Leominster marking shows different text spacing, different dating style and a different image at the center of the 12-point star. Note that the full date (“DEC 23 1828”) is part of the rimless circular setting. It’s not clear to me what the central image is intended to represent, but this appears to be a separate postmark, different from the current listed variety. ■

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**RECENT 1847 FIND HIGHLIGHTS**  
**IMPORTANT FIGURE IN EARLY MICHIGAN HISTORY**

**ALEXANDER T. HAIMANN**

**Introduction: The Ludlow Beebe find**

Every philatelist fantasizes about making the next big “find” in his or her area of specialization. Major discoveries can come in all shapes and sizes, from identifying a new plate variety to uncovering previously unknown material. To date, the king and queen of 1847 postal history discoverers are Major Cleveland H. Bandholtz and his wife.

The story is set in the summer of 1923 with Major Bandholtz, a stamp collector, strolling by a Philadelphia office building being emptied of its contents in preparation for demolition. Walking up to a file cabinet sitting on the side of the street, Bandholtz opened one of the drawers and discovered a small group of 1847 covers. He hurried home to share the exciting find with his wife.

Mrs. Bandholtz thought there had to be more where that group came from and headed back to the site with her husband. The couple volunteered to lighten the burden of the building crew by taking the soon-to-be-discarded file cabinets away for them. A very smart move, because inside those cabinets nestled 500-600 covers, addressed to the Ludlow Beebe Company, bearing 1847 stamps. The find included many single frankings, dozens of 10¢ pairs, along with larger multiples, including the largest 10¢ multiple ever recorded, a block of 14, which currently resides in the Hirzel collection in the Museum of Communication in Bern, Switzerland.

The Ludlow Beebe covers were gradually dispersed through well-known stamp dealers of the era including Philip H. Ward, A. Krassa and the Burger Brothers. Many of the covers made their way into the collection of Benjamin K. Miller and eventually comprised a considerable portion of his 10¢ 1847 plating study. These covers were included in “Rarity Revealed,” the public exhibit of the Miller collection at the Smithsonian National Postal Museum.

When I first heard about the Bandholtz find, I remember thinking that I would be lucky to uncover a single 1847 cover in such a manner. After all, the Bandholtz find occurred 72 years after the 1847 stamps were demonetized. Today more than twice that time has passed.

**The recent Manning find**

In late 2009, I came into possession of 10 19th century folded letters. The group included four stampless folded letters and six stamp-bearing letters: two franked by 5¢ 1847 stamps, two franked by 10¢ 1847 stamps and two franked by 3¢ 1851 stamps. The covers were found in an attic by a non-stamp-collector in Pontiac, Michigan, less than 10 miles from the house in which I grew up. Though I did not make the initial discovery, I consider myself incredibly lucky to be the first to introduce them to the philatelic world.

All 10 covers are addressed to the law firm of Manning and Stelle. The primary partner of the firm, Randolph Manning, was born on May 19, 1804 in New Jersey. After studying law in New York City, Manning headed west to Michigan territory in 1832. Quickly rising in prominence, Manning was elected in 1835 to represent Oakland County at the convention in Ann Arbor to form a constitution for the new state of Michigan. In 1837,



**Figure 1. Earliest of the 10 folded letters in the recent find, a stampless cover from Detroit, sent to the Manning and Stelle law firm in Pontiac, Michigan, on February 2, 1848. The cover was sent collect, as indicated by the red “5” in oval due handstamp.**

Manning was elected to the state senate. He was appointed Secretary of State in 1838. Four years later, Manning received an appointment to the position of Chancellor of the Michigan Court of Chancery.

In 1846, the Michigan Legislature voted to abolish the Court of Chancery, shifting its jurisdiction to the Circuit Court system. This decision went into effect in early 1847, whereupon Manning went back to Pontiac to restart his private legal practice. It is during this period that the 10 recently discovered folded letters were received by Manning at his law firm in Pontiac. I will discuss the covers chronologically.

### **The Manning covers**

The earliest of the 10 folded letters sent to Manning and Stelle, shown in Figure 1, was posted at Detroit on February 2, 1848. The cover was sent collect, as indicated by the red “5” in oval due handstamp at top right.

The next folded letter, shown in Figure 2, was sent on November 21, 1848 from Cleveland, Ohio. This was also a collect letter, with the 5¢ due postage indicated by a hand-stamped Roman numeral “V” in a rectangular frame.

The third member of the group, shown in Figure 3, is the first stamp-bearing cover in the find. This was sent from New York City to Manning and Stelle in Pontiac, Michigan on August 1, 1849. The distance between New York City and Pontiac was well over 300 miles, thus the 10¢ prepayment. The Alexander 1847 census records 15 other 10¢ 1847 covers sent from New York City to Manning and Stelle in Pontiac.

Illustrating the 1847-1855 period when the use of postage stamps was not compulsory, the fourth folded letter in the find, shown in Figure 4, was sent from New York City on November 21, 1849. Prepayment of 10¢ postage in cash was clearly indicated by the a red New York integral-rate circular date stamp, the arc “PAID” handstamp, and a manuscript “paid” notation applied by the sender.

The fifth folded letter in the group, shown in Figure 5, was sent from Detroit, Michi-



**Figure 2. November 21, 1848 from Cleveland, Ohio. This was also a collect letter, with the 5¢ due postage indicated by the handstamped Roman numeral “V” in a rectangular frame.**



**Figure 3. The earliest stamp-bearing cover in the find, sent from New York City on August 1, 1849. The distance between New York City and Pontiac was well over 300 miles, thus the 10¢ prepayment.**

gan (south of Pontiac) on March 7, 1850. Here the distance was less than 300 miles, so the 5¢ rate applied. The single 5¢ 1847 stamp is cancelled by a blue circular grid. The Alexander 1847 Census records six other 5¢ 1847 covers sent from Detroit to Manning and Stelle.



Figure 4. Stamplless cover sent from New York City on November 21, 1849. Prepayment of 10¢ postage in cash was clearly indicated by the a red New York integral-rate circular date stamp, the red arc “PAID” handstamp, and a manuscript “paid” notation applied by the sender.



Figure 5. From Detroit to Pontiac, on March 7, 1850, a distance less than 300 miles, so the 5¢ rate applied.

The next cover in the group, shown in Figure 6, also bears a single 5¢ 1847 stamp. Posted April 8, 1850, this cover originated in New York City and clearly represents an underpayment of the 10¢ rate. The 5¢ stamp is well tied by multiple strikes of a New York grid killer, and the manuscript “Due 5” at left indicates the postage underpayment was caught by the Post Office.



Figure 6. New York City to Pontiac, posted April 8, 1850 and franked with a single 5¢ 1847 stamp, underpaying the required 10¢ rate. The manuscript “Due 5” at left (repeated in pencil in the lower left quadrant of the cover) indicates the underpayment was caught by the Post Office.



Figure 7. The final stampless cover in this newly discovered group. Sent unpaid from Cleveland on 13 October 1850. The 5¢ due postage was indicated by the “5” rating handstamp at top right.

The “Due 5” is repeated in pencil in the lower left quadrant of the cover. The Alexander 1847 census records two other 5¢ 1847 covers sent from New York City to Manning and Stelle in Pontiac, both covers properly prepaid, franked with horizontal pairs.

The next cover chronologically is the final stampless example in this newly discovered group. Shown in Figure 7, this cover was sent unpaid from Cleveland on October 13,

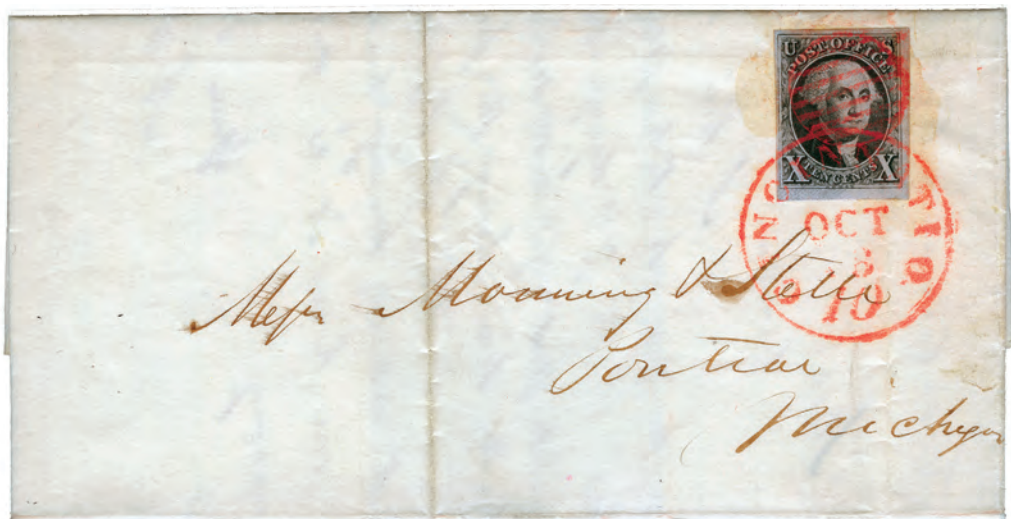


Figure 8. Folded letter posted at Cincinnati on 18 October 1850. This was a distance over 300 miles, and the cover is properly franked with a 10¢ 1847 stamp cancelled by a grid cancel and additionally tied by a red Cincinnati integral-rate circular date stamp.



Figure 9. The earlier of the two 3¢ 1851 covers in the find, sent from New York City on February 10, 1852.

1850. The 5¢ due postage was indicated by the “5” rating handstamp at top right.

Figure 8 shows the next cover in the grouping, a folded letter posted at Cincinnati on October 18, 1850. This was a distance over 300 miles, and the cover is properly franked with a 10¢ 1847 stamp cancelled by a red circular grid cancel and additionally tied by a red Cincinnati integral-rate circular datestamp. The Alexander 1847 census records only one 10¢ 1847 cover (not this one) sent from Cincinnati to Manning and Stelle.

The last two letters in the find are both franked by single 3¢ 1851 stamps, each tied by circular datestamps. The earlier of the two, shown here as Figure 9, was sent from New York City on February 10, 1852. The New York town marking with bars served both as a

killer device and as a postmark. These types of cancels are known with different numbers of bars. The final cover in the find, not shown, was sent from Detroit on January 21, 1853.

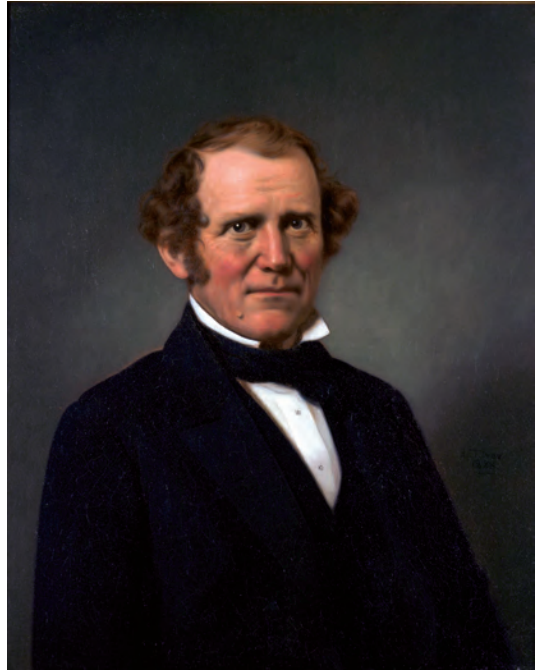
The content of all the letters is fairly mundane business correspondence. But the geographic dispersion of the letters' origins illustrates that Manning and Stelle was anything but a provincial law firm. In all likelihood, Manning maintained business contacts on the east coast after his move to Michigan; possibly Stelle had Ohio connections.

Beyond the many significant contributions Randolph Manning made to Michigan political, legal and governmental development during the pre-1847 era, he made one more major contribution after his law firm received the letters featured here. When Michigan restructured its court system in 1858, setting up the State Supreme Court in the form still in existence today, Manning was elected to serve as a Justice on the Michigan Supreme Court. He was reelected to the bench in 1861 but unfortunately did not see the end of his second term. He died on August 31, 1864 at the age of 60. An oil portrait of Manning from this era is reproduced as Figure 10.

From a postal history standpoint this group of folded letters is remarkable for several reasons including the time spent hidden away and the wide array of postal markings and franking methods they illustrate. What makes this group particular interesting is the timeline of American postal history represented. As my late friend Harvey Mirsky showcased in his exhibits, articles and presentations, the 1847 stamps proved that stampless mail could be successfully relaxed by stamp-bearing letters.

The ten folded letters in this find neatly illustrate that transition. The four stampless letters were sent during the same time period as the four letters franked with 1847 stamps, leading to further simplification and reduction in rates in 1851, as demonstrated by the two 3¢ 1851 covers. The fact that the letters originated from a variety of cities and that the recipient went on to be a Michigan Supreme Court Justice only adds to the story.

I hope that my "Bandholtz-Ludlow Beebee" find is still out there awaiting discovery, but in the meantime it remains my great pleasure to have the opportunity to introduce these new covers to the classic U.S. stamp community.



**Figure 10. Randolph Manning, partner in the Manning and Stelle firm and an important figure in Michigan jurisprudence in the early statehood era. Photo courtesy of the Michigan Supreme Court Historical Society.**

## References

- Michigan Supreme Court Historical Society, "Biographies: Randolph Manning," <http://www.micourthistory.org/bios.php?id=34> (2008); last viewed 27 May 2011.
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**UNDELIVERABLE MAIL:  
“ADVERTISED” MARKINGS USED  
DURING THE 1851-57 STAMP PERIOD**

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

**Introduction**

After the favorable reception of my article on stampless covers bearing “advertised” postmarks in *Chronicle* 228, which was intended as a basis for a new section in the *American Stampless Cover Catalog*, I thought it would be useful to follow it up with a broader listing of advertised markings that appear on covers from the period of the 1851-1857 stamps. There is some overlap here with stampless covers because from 1851 to 1855, mailers could send letters prepaid (usually with stamps) or unpaid. Thus, some items in my prior stampless listings fall into this grouping, since during 1851-55 it was possible for advertised markings to appear either on stamped or stampless covers. But many advertised markings are known only on stamp-bearing covers.

This article is a first attempt to list all the advertised markings from this era. It is surely far from complete, and new listings (in the form of a Xerox copy or a scan) will be welcomed. The 100-odd markings in the accompanying listing have been assembled from my own collection, from additional photo files and auction files, and from other sources, most notably the Tracy Simpson book and its subsequent revision by Tom Alexander (“Alexander” in the accompanying tables). Since this information is not intended for use in a postmark catalog, I have included manuscript markings.

This article also represents a pioneer attempt to show scanned images of the actual markings, taken directly from the covers on which they appear. I prefer scans over tracings. Scans have the advantage of presenting markings lifesize and in their actual colors. A disadvantage is that some markings are poorly or partially struck, and handwriting or other extraneous markings sometimes intrude on the images. These imperfections, which are absent from tracings, are necessarily included in scanned images.

In the following six data pages, information about the markings is presented in tabular form on a left-hand page, with scanned images of the listed markings (as many as could be assembled) presented in the photo plate opposite. In the tabular data, markings are arranged alphabetically by town name, with information about the text of each marking, its shape and dimensions (in millimeters) and reference information leading to an image of the marking.

A macro listing such as this can never be complete. But this should be a useful beginning, because it presents common markings as well as the more exotic types that tend to get featured in auction catalogs or exhibition collections. Even a cursory examination of the markings in Plates 1-3 suggests their great variety. Some markings were obviously the product of national or regional manufacturers. But many just as obviously were locally fabricated, sometimes out of assemblies of newspaper type. There was no uniformity to the advertised markings of this era.

CITY, STATE	TEXT OF MARKING	DESCRIPTION	REFERENCE
Albion, N.Y.	ADVERTISED/date	black, s.l.-24x2	Alexander
Andover, Mass.	ADV.1.	blue,black, s.l.-22x4.5	Plate 1
Attica, N.Y.	ADVERTISED	black, s.l.-23x8	
Auburn, N.Y.	ADV.1	black, s.l.-20x12	Plate 1, Figure 17
Ballston, N.Y.	A	black, s.l.-16x16	Plate 1, Figure 11
Bangor, Maine	ADVERTISED 1	black, circle-28.5	Plate 1
Batavia, N.Y.	ADVERTISED	blue, s.l.-43x6.5	Plate 1
Battle Creek, Mich.	ADVERTISED	black, oval-26x6	Plate 1, Figure 18
Beaver Dam, Wisc.	advertiz 1c	ms.	Plate 1
Biddeford, Maine	ADVERTISED	black, s.l.-42x5	Plate 1
Binghamton, N.Y.	ADV. [date] --1CT.	blue, s.l.-47x5	Plate 1
Bloomington, Ill.	ADVERTISED	blue, s.l.-35x4	Plate 1
Brooklyn, N.Y.	ADVERTISED 1 CENT	black, s.l.-58x4.5	Plate 1
Buffalo, N.Y.	1ct. Advt.	ms.	Plate 1
Cabotville, Mass.	ADVERTISED	blue, s.l.-32x5	Plate 1
Calaveras, Cal.	ADVERTISED	black, oval-40x19	Plate 1
Cambridge, Mass.	ADVERTISING 1	black, s.l.-36x3	Plate 1, Figure 5
Canandaigua, N.Y.	Adv 1	ms.	
Canton, Miss.	AD. [in negative letters]	black, s.l.-19x7	Plate 1, Figure 10
Cazenovia, N.Y.	ADVERTISED	black, s.l.-39x5	Plate 1
Charleston, S.C.	ADVERTISED/ONE CENT.	blue, rectangle-35x11	Plate 1
Chelsea, Mass.	ADV 1	black, 2 s.l.-18x15	Plate 1
Chenango, N.Y.	ADVERTISED	blue, s.l.-30x4, ms. 1¢	Plate 1
Chicago, Ill.	ADVERTISED/date/1 Ct.	black, oval-40x21	Plate 1
Chicago, Ill.	CHICAGO ILL./ ADVERTISED	black, circle-32	Plate 1
Chicago, Ill.	CHICAGO/date/ADVERTISED	blue, shield, 28x30	Plate 1
Cincinnati, Ohio	ADV 1	red, s.l.-22x5	Plate 1
Clarksville, Tenn.	ADVERTISED	blue, s.l.-40x4	Plate 1
Columbia, S.C.	Advertised/ ms 1	blue, s.l.- 22x4	Plate 1
Dayton, Ohio	ADV. 1	black, s.l.-27x5.5	Plate 1
Deerfield, N.Y.	ADVERTISED 1 CT.	black, s.l.-59.5x7	Alexander
Delevan, Wisc.	ad July 1	ms.	Plate 1

**EXPLANATION:** First column names the post office that struck the “advertised” marking. Second column quotes text of marking. Third column presents color and dimensions of marking in millimeters (length x height). Abbreviations: “ms”=manuscript, “s.l.”=straightline. “Reference” column leads to an image of the marking. Scans of most of the markings are presented in the photo plate opposite the listing. Scans are lifesize.

PLATE 1



Bangor, Maine



Ballston,  
N.Y.



Andover, Mass.



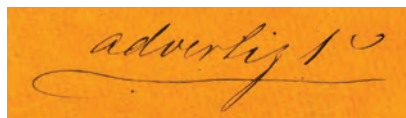
Batavia, N.Y.



Battle Creek, Mich.



Biddeford, Maine



Beaver Dam, Wisc.



Auburn, N.Y.



Binghamton, N.Y.



Bloomington, Ill.



Cabotville, Mass.



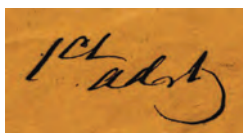
Canton, Miss.



Brooklyn, N.Y.



Cambridge, Mass.



Buffalo, N.Y.



Calaveras, Cal.



Cazenovia, N.Y.



Chenango, N.Y.



Charleston, S.C.



Cincinnati, Ohio



Chelsea, Mass.



Chicago, Ill.



Chicago, Ill.



Chicago, Ill.



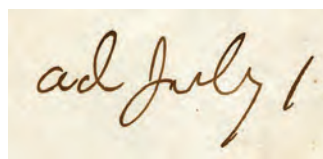
Clarksville, Tenn.



Columbia, S.C.



Dayton, Ohio



Delevan, Wisc.

<b>CITY, STATE</b>	<b>TEXT OF MARKING</b>	<b>DESCRIPTION</b>	<b>REFERENCE</b>
Des Moines, Iowa	ADVERTISED 1 CENT	black, circle-29	Plate 2, Figure 7
Detroit, Mich.	ADVERTISED	black, s.l.-43x5	Alexander
Erie, Penn.	Adv date 1ct.	black, s.l.-66x6	Alexander
Galveston, Texas	ADVERTISED	black, s.l.	
Hallowell, Maine	ADV 1	blue, s.l.-19x5	Plate 2
Hartford, Conn.	ADVERTISED	red, black, s.l.-40x5	Plate 2
Hudson, N.Y.	ADVERTISED	black, oval-27x7	Plate 2
Keene, N.H.	ADVERTISED	blue, s.l.-44x6	Plate 2, Figure 4
Keokuk, Iowa	ADVERTISED	black, s.l.-42x4.5	Plate 2
Lafayette, Ind.	ADVERTISED	blue, s.l.-32x3	Plate 2
Lawrence, Mass.	ADV.1	blue, s.l.-22x5	Plate 2
Louisville, Ky.	ADVERTISED	blue,s.l.-43x5	Plate 2
Lowell, Mass.	ADV. 1	blue, black, s.l.-16x3.5	Plate 2
Lowell, Mass.	ADVERTISED/date, and star	black, s.l.-42x4	Alexander
Macon, Ga.	ADVERTISED	black, s.l.-36x4	Plate 2
Madison, Wisc.	ADVERTISED	black, s.l.-43x6	Plate 2
Meadville, Penn.	advt 1 ct.	ms.	Plate 2
Middlebury, Vt.	Advertised/1 cent	blue, circle-21	Plate 2
Middletown, Conn.	ADVERTISED (A inverted)	black, s.l.-29x3	Plate 2
Millersburg, Ohio	ADVERTISED	black, s.l.-28x2	Plate 2
Mobile, Ala.	ADVERTISED	black,s.l. -43x4.5	Plate 2
Mobile, Ala.	ADV 1	black, circle-20	Alexander
Nashua, N.H.	ADVERTISED	blue, s.l.-38x5	Plate 2, Figure 3
Natchez, Miss.	1 A	black, s.l.-25x14	Plate 2, Figure 9
Nevada City, Cal.	Adv'd	red, s.l.-20x6	Plate 2
New Bedford, Mass.	ADVERTS'D 1 [separate date]	blue, circle-22	Plate 2
New Brighton, Penn.	1 Due adv	ms.	Plate 2
New Haven, Conn.	ADVERTISED	black, s.l.-46x4	Plate 2
New Haven, Conn.	MAY 1 ADV	black, circle-32	Plate 2
New Haven, Conn.	MAY 15 ADV	red, circle-32	
New Haven, Conn.	ADV/date	black, 2 s.l.-12x4.5	
New Haven, Conn.	ADVERTISED 1 CT	black, s.l.-39x3	Alexander
New Orleans, La.	ADV.1	red, black, rect.-33x12	Plate 2
New York, N.Y.	ADVERTISED	black, s.l.-33x4	Plate 2
New York, N.Y.	NEW YORK POST OFFICE/ ADVERTISED	black, oval-32x17	Plate 2
Newark, N.J.	Advertised.	black, s.l.-45x6	Alexander
Newport, R.I.	ADVERTISED/ONE CENT	black, arc-17.5x15	Alexander
Newport, R.I.	ADVERTISED/ ?/1 ct.	black, oval-55x44(?)	Alexander
Niagara Falls, N.Y.	ADv. [with separate date stamp]	blue, s.l.-18x18.5	Plate 2
North San Juan, Cal.	ADV	black, s.l.-8x3	Plate 2
Norwalk, Ohio	Advertised	black, s.l.-23x4	Plate 2

PLATE 2



Hallowell, Maine



Hartford, Conn.



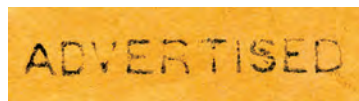
Hudson, N.Y.



Des Moines, Iowa



Keene, N.H.



Keokuk, Iowa



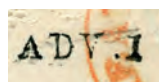
Lafayette, Ind.



Lawrence, Mass.



Louisville, Ky.



Lowell, Mass.



Macon, Ga.



Madison, Wisc.



Meadville, Penn.



Middletown, Conn.



Middlebury, Vt.



Mobile, Ala.



Nashua, N.H.



Millersburg, Ohio



Natchez, Miss.



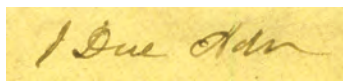
Nevada City, Cal.



New Bedford, Mass.



New Haven, Conn.



New Brighton, Penn.



New York, N.Y.



New Haven, Conn.



New York, N.Y.



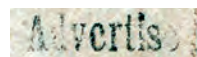
New Orleans, La.



Niagara Falls, N.Y.



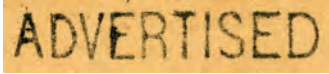
North San Juan, Cal.



Norwalk, Ohio

<b>CITY and STATE</b>	<b>TEXT OF MARKING</b>	<b>DESCRIPTION</b>	<b>REFERENCE</b>
Norwich, N.Y.	ADVERTISED [separate date]	black, s.l.-40x6	Plate 3
Oittsfield, Mass.	ADV/1	black, s.l.-10x10	Alexander
Oregon City, Ore.	ADVERTISED	black, s.l.-43x6	Plate 3
Oroville, Cal.	ADV 1	black, circle-22	Plate 3
Painesville, Ohio	Adv 1	blue, s.l.-15x6	Plate 3
Philadelphia, Penn.	ADVERTISED	black, s.l.-42x5	Plate 3
Philadelphia, Penn.	ADVD/1Ct.	black, 2 s.l.-25x20	Plate 3
Pittsburgh, Penn.	adv 1	ms.	Plate 3
Placerville, Cal.	adv	black, s.l.-11x4.5	
Plattsburgh, N.Y.	ADVERTISED/1ct	black, 2 s.l.-45x6, 12x6	Plate 3
Providence, R.I.	ADV/ CE 1 NT	red, rectangle-24x29	Plate 3
Providence, R.I.	ADVERTISED	red, s.l.-37x4	Plate 3
Racine, Wisc.	ADVERTISED	black, s.l.-43x5	Plate 3, Figure 13
Red Bluff, Cal.	ADVERTISED	black, s.l.-35x5	Plate 3
Richmond, Va.	ADVERTISED	black, s.l.-42.5x5	Plate 3
Salem, Mass.	ADVERTISED	black, s.l.-38x4	Plate 3, Figure 14
San Francisco, Cal.	Adv 1 ct	black, s.l.-32x10.5	Plate 3, Figure 6
San Francisco, Cal.	adv 1	ms.	Plate 3
San Francisco, Cal.	ADVERTISED	blue, fancy W-F 39x18	Plate 3, Figure 12
San Francisco, Cal.	SAN FRANCISCO, CAL./ ADVERTISED	black, circle, TK	Plate 3
Saratoga, N.Y.	ADVT 1	black, arch-17x12	Plate 3
Seneca Falls, N.Y.	ADVERTISED [separate date]	red, s.l.-39x4.5	Plate 3
Springfield, Ill.	ADVERTISED	black, s.l.-39x5.5	Plate 3
Springfield, Mass.	ADV. 1c	black, s.l.-17x4	Plate 3
St. Louis, Mo.	ADVERTISED/date	black, cds-31	Plate 3
Stockton, Cal.	ADVERTISED	black, oval-40x17	Alexander
Stockton, Cal.	ADVERTISED	black, s.l.-45x6	Alexander
Syracuse, N.Y.	ADV 1 ct	blue, s.l.-35x6	Plate 3
Towanda, Penn.	Advertised	blue, s.l.-31x5	Plate 3
Troy, N.Y.	ADVERTISED: 1 ct.	blue, oval-43x8	Plate 3
Troy, N.Y.	Advertised 1/[date] ct	blue, 2 s.l.-36x17	Plate 3
Utica, N.Y.	ADVERTISED 1 CT.	red, s.l.-60x7.5	Plate 3
Waltham, Mass.	ADVERTISED.1	black, s.l.-39x5	Alexander
Washington, D.C.	ADVERTISED 1 CENT	black, s.l.-57x4	
Waterville, Maine	ADV 1	black, circle-16	Plate 3
Waynesville, Ohio	Ad	black, s.l.-8x5	Plate 3, Figure 8
Westfield, Mass.	adv 1	black, s.l.-15.5x5.5	Plate 3
Worcester, Mass.	Adv. 1 cent	black, s.l.-32.5x5	Plate 3
Worcester, Mass.	Advertised One Cen	black, s.l.-54x4	Plate 3
Wyoming, Penn.	adv	ms.	Figure 15

PLATE 3



Norwich, N.Y.



Oregon City, Ore.



Philadelphia, Penn.



Painesville, Ohio



Oroville, Cal.



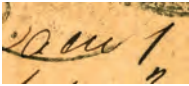
Philadelphia, Penn.



Plattsburgh, N.Y.



Providence, R.I.



Pittsburgh, Penn.



Providence, R.I.



Richmond, Va.



Racine, Wisc.



Red Bluff, Cal.



Salem, Mass.



San Francisco, Cal.



San Francisco, Cal.



San Francisco, Cal.



San Francisco, Cal.



Saratoga, N.Y.



Springfield, Mass.



Seneca Falls, N.Y.



Syracuse, N.Y.



St. Louis, Mo.



Springfield, Ill.



Towanda, Penn.



Waynesville, Ohio



Utica, N.Y.



Waterville, Maine



Troy, N.Y.



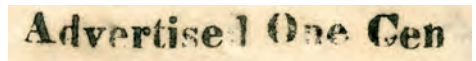
Westfield, Mass.



Worcester, Mass.



Troy, N.Y.



Worcester, Mass.

All these uses occur after July 1, 1851, when the fee for advertising a cover was always 1¢. As the marking plates suggest, some postmarks include the 1¢ fee in one form or another, but most do not mention the fee at all. Certain towns used a separate datestamp to indicate when a cover was advertised. Most advertised covers from the 1851-57 period show no related handstamps on their reverse; this differs from the practice that prevailed during the next decade. Manuscript markings also reflect optional mention of the 1¢ fee. Collectors should note that advertised markings that show a 2¢ fee, whether manuscript or handstamped, represent uses before July 1, 1851.

A new type of marking makes its first appearance in this group, the advertised postmark that includes the name of the town. Chicago and New York appear to have inaugurated this style of marking. Most examples were circular datestamps although the New York marking is an oval and Chicago employed several different shapes. These town-named advertising markings are included in Plates 1-3 for the sake of completeness, but will not be discussed in this article. The majority date from the 1860s and I intend to treat them separately in a future article.

### The Dead-Letter Dilemma

Figure 1 shows a portion of a mailing sent out to postmasters by Postmaster General Joseph Holt on June 2, 1859. Since the document contains many facts and observations that are relevant to this discussion, I quote it in full herewith. This document deals with the large number of dead letters remaining in the Post Office Department each year and asks postmasters for specific suggestions about how to improve delivery of such mail.

#### INSTRUCTIONS CONCERNING DEAD LETTERS AND REGISTRATION OF POSTAGE STAMPS AND STAMPED ENVELOPES

**SIR:** Your attention is invited to the following resolution adopted by the United States Senate March 9, 1859:

*“Resolved, That the Postmaster General is hereby requested to state, as near as possible, in the next annual report of the service of the Post Office Department, the number of letters consigned to the Dead Letter Office during the fiscal year, and what further legislation is necessary to diminish the number of such letters, or to provide for their return to the writers thereof.”*

The number of dead letters is about 2,250,000 a year; of which about 20,000, containing money or other valuables, are preserved, and, for the most part, returned to the writers. In cases where the writers are not found the letters are retained, subject to restoration whenever satisfactory proof of ownership is received. All dead letters which do not contain valuable enclosures are destroyed quarterly, and they are so numerous that it is of great importance to consider what measures, if any, can be adopted to diminish the number or restore a larger proportion to the writers, as suggested by the above resolution.

Experience has shown that many letters are returned as “dead” because of mistakes or imperfections in the direction. Either the wrong post office is given or the name of the State is omitted, while that of the post office is common to offices in various States; or the writing is so illegible that the address, either in whole or in part, is susceptible of various readings.

Such causes are of course beyond the control of the Department, and may also be considered beyond the reach of legislation.

It is reasonable to assume another explanation of the failure of letters to reach their destination may be found in the fact that there is so large a floating population—so many thousands of persons who frequently change their residences, who can scarcely expect to receive letters, except, as it were, accidentally.

Thus the larger proportion of dead letters, it is believed, accumulate from the fault either of the writers or the persons addressed.

How far the fault rests with postmasters and their assistants, is the main question to be considered, and to this your special attention is invited.

Postmasters are required by law and the instructions of this Department to keep their respective offices open during the usual business hours of the place, and it is their duty always to



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Postmasters are required by law and the instructions of this Department to keep their respective offices open during the usual business hours of the place, and it is their duty always to make proper search when a letter is applied for, and generally to manifest an accommodating disposition towards the public. Neglect of these duties, or either of them, must often prevent the delivery of letters and cause them to be sent to the Dead Letter Office.

Agreeably to law, and the standing regulations of the Department, (sec. 181,) letters are to be advertised once in six weeks, once a month, twice a month, or once a week, according to the yield of the offices, and they must be returned as directed by chapter 14 of the Regulations. State whether, in your opinion, letters should be advertised and returned more frequently.

It is apprehended that the course pursued with advertised letters, especially in cities, too often prevents their delivery, because they are taken from the general boxes, and required to be applied for *particularly* as advertised letters. Suggest any method you may deem practicable to avoid this liability to the non-delivery of letters, whether by a longer retention of them in the boxes for general delivery or otherwise.

There may be various and good reasons why applicants omit to say whether their expected letters are advertised or not, and it is the duty of postmasters to see that proper search is made, both amongst the letters that are advertised and those that are not advertised.

You are expected to give special attention to this matter, and not consider your duty to this Department and the public fulfilled without the most careful attention to the delivery of letters, whatever additional labor may be involved, as this comprises a summary of all other duties.

Your special attention is also directed to the duty of returning *monthly*, instead of *quarterly*, "refused" and certain other letters described in the sections 186, 187, 188, and 199 of the Regulations.

You will investigate closely the true causes why letters do not reach the persons addressed at your office, and, as far as practicable, note such causes on the letters. Also, offer suggestions in general as to the means by which the delivery of a larger portion of letters may be insured, thereby diminishing the number of dead letters; and in reference to the latter, when unavoidably consigned to the Dead Letter Office, state whether there would not be equal difficulty in restoring them to the writers as in delivering them to the persons addressed, and whether the writers, when found, would not in many cases decline to pay additional postage, and thus render necessary a second return of the letters to the Department.

Figure 1. This 1859 document from the Post Office Department, quoted in full in the accompanying text, describes advertising and seeks comments from postmasters.

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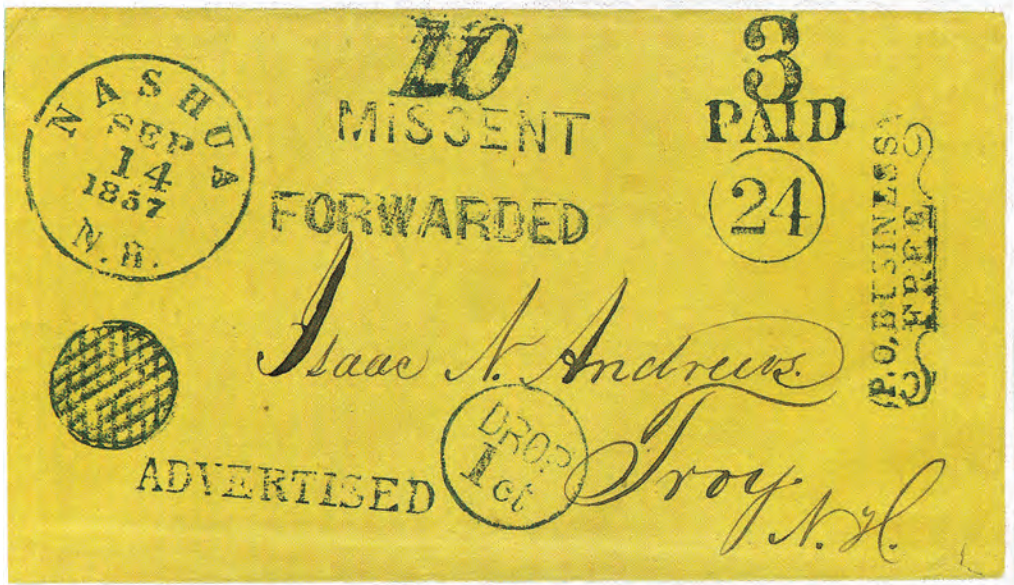
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### Covers

The cover in Figure 2, although slightly earlier than the 1851 period, demonstrates nicely how deficiencies in the address could block delivery of a letter. This 1850 letter contains a request for employment from a person with whom the writer was acquainted. In addressing the letter, the sender provided a county name but no town. Thus the cover could not be sent to a receiving post office. The postmaster at the office of origin, Bonaparte, Iowa, marked this letter with a red "A" for advertised and added 2¢ for the advertising fee



Figure 2. The address on this 1850 cover omitted the town name. It was advertised at the office of mailing (a most unusual occurrence), marked "A" and charged 2¢ advertising fee. This fee was reduced to 1¢ in 1851.



**Figure 3. Cover from Nashua, New Hampshire, struck with 11 different postmarking devices including ADVERTISED. Postmasters frequently acquired all their postmarks from a single supplier. Illustration courtesy Frank Mandel.**

(this fee was reduced to 1¢ in 1851). It's clear from the similarities in the distinctive red markings that the cover was advertised at the office of origin, a very unusual occurrence. It seems in this case that advertising was successful, in that the sender retrieved his improperly addressed letter. But instead of correcting the address and re-mailing it, he saved the cover for future collectors.

The 1850s is the second period in which handstamped postmarks were used for rating paid or free uses, and during this era many more auxiliary handstamps came into use. Figure 3 shows a well-known cover on which the postmaster at Nashua, New Hampshire, applied 11 different handstamps used at that office in 1857. In addition to the town marking with its enclosed dating, numerical handstamps were used for indicating the 3¢ letter rate, the 10¢ western rate, the 1¢ drop rate and the 24¢ packet rate to Great Britain. There is a grid for stamp cancellation and a "P.O. BUSINESS FREE" handstamp with fancy scrollwork. Additionally there are specific handstamps for PAID, FORWARDED, MISSENT and ADVERTISED uses. The only common marking missing on this cover is REGISTERED. Straightline ADVERTISED markings, such as the one on this cover, are the most common type of handstamp seen on advertised letters from this era.

An attractive example of the straightline ADVERTISED marking on a 3¢ 1857 cover is shown in Figure 4. Postmarked at Boston on August 16 (the year date is uncertain), the cover reposed in general delivery at Keene, New Hampshire and was duly advertised. That service was documented not only by the straightline ADVERTISED marking but also by the blue "SEP 1" datestamp. The lack of further markings suggests the letter was never picked up from the Keene post office. With many advertised covers, one can never be sure if the advertising was successful. Certainly many of the advertised covers in today's collections were never delivered to their addressees.

Figure 5 shows a free letter sent under a postmaster's frank. Such letters could be advertised just like any other undeliverable letters. The free franking did not cover the cost of advertising. This was owed to the post office by the addressee. The Cambridge, Massachusetts, straightline marking on this cover is one of those that includes the rate, 1¢. The



Figure 4. “ADVERTISED” at Keene, New Hampshire. This is a typical straightline advertising marking. The additional date stamp (also in blue) indicates the date on which the cover was advertised in a local newspaper.



Figure 5. Postmaster’s free-franked cover from Stafford Springs, Connecticut, advertised at Cambridge with straightline “ADVERTISING 1” handstamp. Letter postage was covered by the free frank, but the recipient still had to pay the advertising fee.

marking is unusual in that it says “advertising” rather than “advertised.” Advertised free-franked covers, while unusual, are not rare.

Letters originating in foreign countries could be also advertised. If not delivered, the post office department sent these letters to the dead letter office. Unless they contained money, most were not returned to their senders. The cover in Figure 6 was sent by Bremen



Figure 6. Via Bremen packet to San Francisco with fancy magenta “NOT CALLED FOR” on reverse and San Francisco “Advt. 1ct.” on front.

packet on July 11, 1853 to New York. It was sent unpaid, with 27¢ debited to the United States. (Since it was addressed to California, the internal rate was 10¢ rather than 5¢.) After the addressee did not pick up the letter in general delivery at San Francisco, the San Francisco post office advertised it and applied an unusual postmark reading “Adv 1 ct.” with the “dv” and “ct” high. This cover also bears a seldom-seen “NOT CALLED FOR” postmark in a fancy ribbon frame. The origin of this marking is not known to me.

### Unusual Advertised Postmarks

The next few covers show unusual advertised postmarks. The large circular “ADVERTISED 1 CENT” marking in circle from Des Moines, Iowa (Figure 7) is struck on a patriotic cover with what appears to be a June 1861 use. Reference to Plates 1-3 or to the Alexander-Simpson book will reveal that such bold markings for advertising are quite unusual.

Figure 8 shows a cover with a 3¢ 1857 stamp well tied by a “HAGERSTOWN MD NOV 9 1859” circular datestamp. The cover was sent to Waynesville, Ohio, where it was



Figure 7. 3¢ 1857 stamp on Civil War patriotic cover with flag design sent from “BEL-LEVILLE, N.Y. JUN(?) 14” to “Ft. DesMoine, Iowa.” There it was advertised and received the large bold single-circle “ADVERTISED 1 CENT” marking.



Figure 8. 3¢ 1857 stamp tied “HAGERSTOWN MD NOV 9 1859” and sent to Waynesville, Ohio, where it was successfully advertised (small inverted straightline “Ad”).

advertised. Note the bold manuscript notation “Adv. 1, Ford. 3” totaling “4 cts. due.” This is another example of an obviously successfully advertised letter, since the postmaster at Waynesville was able to obtain a current present address for the addressee and forward it on to Xenia. Note also the tiny inverted “Ad” handstamp which appears just above the manuscript notation. I have to admit that I missed this for a while. The Waynesville handstamp, indicating the date of forwarding, is typical on these forwarded covers, most of which show manuscript rate marking indicating forwarding postage. It would be interesting to know how often advertising led to the successful delivery of letters (as Postmaster General Holt



Figure 9. Remarkable large “1 A” applied at Natchez, Mississippi, signifying 1¢ due for advertising. The cover was originally sent from Boston (“BOSTON APR 22”) with the 3¢ 1851 stamp tied by the Boston “PAID” grid marking.



Figure 10. Unusual negative “AD” marking from Canton, Mississippi, on a cover posted at Mobile, Alabama, and franked with three imperforate 1¢ 1851 stamps. The “APR 1,” also applied at Canton, shows the date the cover was advertised.

sought to learn through his 1859 directive shown in Figure 1), but there seems no way to determine such a statistic.

Another cover with an unusual postmark is shown in Figure 9. Sent from Boston to Natchez with a 3¢ 1851 stamp, the cover bears a huge inverted “1 A” struck in its center. I interpret this indicating a 1¢ fee for advertising at Natchez. This marking not listed by Alexander, but I see no reason to doubt it as an advertised postmark.

Also from the south is the cover in Figure 10, remarkable both for its franking (three 1¢ Franklin imperforate stamps are not often seen on advertised covers) and because of the

most unusual negative “AD” marking. Shown here through the courtesy of Van Kopper-smith, this cover originated at Mobile and is addressed to Canton, Mississippi. The Mobile circular datestamp reads March 19. The year is not known but the cover obviously dates from the imperforate era. The cover was advertised at Canton, where it was struck with the



Figure 11. 3¢ 1857 stamp tied at “MENTOR O. JAN 17” and addressed to Saratoga County, New York, without a town name. The cover was initially sent to Saratoga Springs who returned it with “MISSENT” markings. Somehow the cover then reached Ballston, New York, where it was successfully advertised (large “A” at upper right).



Figure 12. 3¢ Star Die envelope with Wells, Fargo & Co. franking imprint, tied by W-F oval struck at Virginia City. The large “ADVERTISED” in fancy blue frame was apparently struck by W-F at San Francisco. This cover never entered the U.S. mails.



negative “AD” marking and a separate datestamp. Canton is well known for its fancy killer cancels so a very unusual advertised marking should not surprise us.

Figure 11 shows a similar use that made no sense to me until I realized that the marking in the upper right corner of the envelope was a large smudgy “A.” This 3¢ 1857 cover was incompletely addressed, sent to a person in Saratoga County, New York, with no town named. The actual postmarks on the cover are the postmark of origin, Mentor, Ohio; two strikes of “MISSENT” and a similarly inked strike of a circular datestamp from Saratoga Springs, New York; and a subsequent postmark, more than a month later, from what appears to be Ballston, New York. At the town where the cover was advertised, which I believe to be Ballston, rate markings were applied to indicate 3¢ forwarding postage and 1¢ advertising fee adding up to 4¢ due from the recipient at Jonesville, New York. Why the cover was sent from Saratoga Springs to Ballston is a puzzle.

One of the more unusual advertised markings in this study appears on the 3¢ Star Die envelope with Wells, Fargo imprint shown in Figure 12. This cover never entered the government mails. The marking is a straightline “ADVERTISED” within a fancy blue frame, struck in the same blue color as the Wells, Fargo & Co. express postmark from Virginia City, Nevada Territory. Because the destination was San Francisco, I believe this cover would have been advertised in San Francisco. But postal historians have found no indication that express companies advertised undeliverable mail. Here we have an example that suggests that at least at San Francisco undeliverable mail was advertised by an express company. Has anyone seen another example of this marking?

### Forwarded Covers

The next few covers are examples of advertised covers that were forwarded to a new address. The cover in Figure 13 bears a 3¢ 1857 stamp and is postmarked “JANESVILLE Wis. NOV 6, 1860” addressed to Racine, Wisconsin. In addition to the straightline “ADVERTISED” handstamp, applied at Racine, there is a separate small datestamp reading



Figure 13. 3¢ 1857 cover from “JANESVILLE WIS. NOV 6 1860” sent to Racine, Wisconsin, where the cover was advertised. The straightline handstamp “ADVERTISED” was applied along with the small three-line datestamp indicating the date the cover was advertised. Months later, the double-circle “RACINE WIS MAR 26 1861” was applied and the cover forwarded to Quincy, Iowa, with pencil “1ct,” “Ford 3 cts” and “Due 4 cts”.



Figure 14. Manuscript “Dunbarton’s N.H. February 12, 1861” with matching manuscript cancel on a 3¢ 1857 stamp (far right) on a cover addressed to Salem, Massachusetts. There the cover was “ADVERTISED” (straightline marking mostly covered by the second 3¢ 1857 stamp. Two strikes of “SALEM Ms. FEB 21” tie both stamps to the cover, which was then forwarded to Goffstown, New Hampshire. Presumably, the person who provided the second stamp also paid the advertising fee in cash.



Figure 15. “Laughlinstown 5 June” manuscript postmark at left with 3¢ 1857 tied by matching manuscript pen strokes on a cover to Johnstown, Pennsylvania, thence forwarded to Wyoming, Pennsylvania. Advertised but unclaimed at Wyoming and sent on to the Dead Letter Office. There the letter was found to contain one dollar. This was noted in pen below the stamp and the cover was handstamped to be filed under the “N” category—reflecting the addressee’s last name.



**Figure 16. 3¢ Nesbitt envelope with “NEW-YORK NOV 25” sent to Pittsburgh and forwarded (“FORWARDED” and “3”) to Steubenville, Ohio. There the cover was advertised and forwarded again with a total of 7¢ due from the recipient at Yates City, Illinois.**

“DEC 1 1860”. Presumably this is the date of advertising. An unusual feature of this cover is the long span of time until it was forwarded from Racine (on March 26, 1861) to Quincy, Iowa. Pencil markings indicate the advertising fee (1¢) and the forwarding fee (3¢) with a total of “Due 4 cts.”

The cover in Figure 14 was canceled in pen “Dunbarton’s N.H. February 12, 1861” with a double cross on the 3¢ 1857 stamp. At its destination at Salem, Massachusetts, it was “ADVERTISED” (straight line mostly hidden by the second stamp). Advertising was apparently successful, but instead of being sent due, the forwarding postage to Goffstown, New Hampshire, was prepaid with a new stamp, tied “SALEM Ms. FEB 21”. The advertising fee must have been paid in cash at Salem when the second stamp was applied.

The cover in Figure 15, addressed to Johnstown, Pennsylvania, shows a manuscript town marking at left that appears to say “Laughlinstown 5 June.” I assume this to be modern-day Laughlintown, in Westmoreland County, Pennsylvania. There is also a second postmark, a double circular datestamp reading “JOHNSTOWN PA. JUN 5, 1860” and the cover was forwarded to Wyoming, Pennsylvania with ms. “For’d 3.” At this point a manuscript “adv” notation was applied (to the right of the stamp) but no advertising fee was indicated. Advertising produced no response and the cover was then sent to the Dead Letter Office. There it was found to contain \$1.00 (manuscript notation below the stamp) so it was entered into the books at the Dead Letter Office. The “N” in red indicates the last name of the addressee. The double-oval DLO marking shows the date that the cover was returned (in another envelope) to its sender, November 9, 1860.

Figure 16 shows a 3¢ Nesbitt entire envelope posted November 25, 1859 at New York City. It was originally addressed to Pittsburgh. There the handstamped “FORWARDED” and “3” were applied, and the cover was forwarded to Steubenville, Ohio. Two strikes of a Pittsburgh circular datestamp (“NOV 27”) were applied at upper left. At Steubenville after no one called for the cover, it was advertised. There is no handstamp but the cover was forwarded a second time with an additional 3¢ forwarding and 1¢ advertising fee. This was

added to the original 3¢ and totaled in the “Due 7” manuscript at the center of cover. The final address was Yates City, Knox County, Illinois.

These forwarded covers get progressively more complicated. Figure 17 shows a stamped envelope addressed to Clara Barton in Washington, sent from a hotel in Long



Figure 17. Another twice forwarded and advertised 3¢ Nesbitt envelope, this one addressed to Clara Barton. The circular datestamps show the sequential trip from Long Branch, New Jersey via Washington, D.C. and Auburn, New York, to North Oxford, Massachusetts. The cover shows two different “FORWARDED” postmarks and the Auburn “ADV1”. A total of 7¢ postage was due.

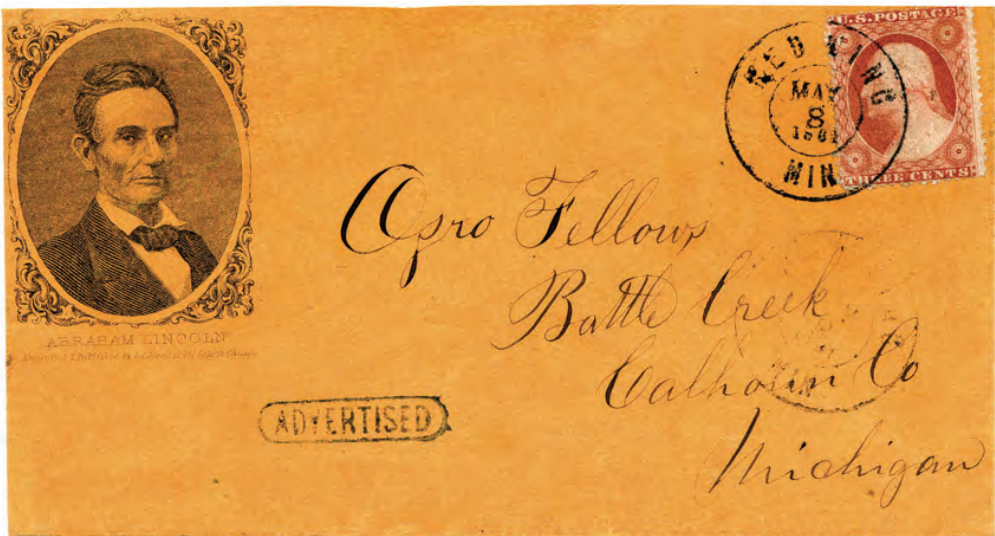


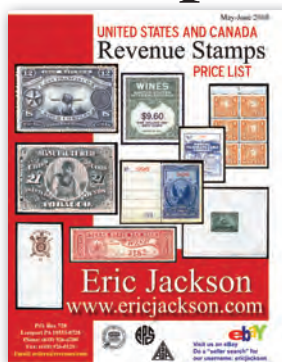
Figure 18. An Abraham Lincoln campaign cover used to express patriotic sentiment at “RED WING MIN MAY 8, 1861.” The cover was unclaimed at Battle Creek, Michigan, where a new type of small oval “ADVERTISED” marking was applied.

Branch, New York on November 21, 1857. It was then “FORWARDED” with “WASHINGTON CITY D.C. NOV 27, 1857” to Auburn, New York. A manuscript “3” indicated the rate for forwarding. But the letter was not called for at Auburn, so it was advertised and struck twice with a distinctive “ADV 1” handstamp. The advertising produced a new address, so a second straightline “FORWARDED” was added (this one without serifs) with the town marking “AUBURN N.Y. JAN 19”. An ink “4” was added above the existing “3” making “7 Due.” The final address is North Oxford, Massachusetts. So here we have a twice-forwarded, once-advertised cover, with three different auxiliary handstamped markings, addressed to Clara Barton, the future founder of the American Red Cross. A large number of covers survive from Barton’s correspondence, dating from the 1851 era all the way up to the Bank Notes.

### Conclusion

Figure 18, from very late in the period under discussion, shows a 3¢ 1857 cover with the small oval “ADVERTISED” that would become very popular at post offices during the 1860s. Such markings were manufactured by companies that advertised extensively and sold marking devices nationwide, including to small towns such as Battle Creek, Michigan, which applied the marking on the cover in Figure 17. This is an Abraham Lincoln campaign cover (AL-55 in my book on Lincoln Illustrated Envelopes) here used to express patriotic sentiment, posted at “RED WING MIN MAY 8, 1861” at the very start of the Civil War, when patriotic envelopes were just beginning their great popularity. Such covers will feature prominently in the next installment of this series, in which I will discuss advertised markings from the era of the 1861 stamps. ■

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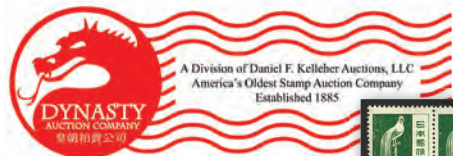


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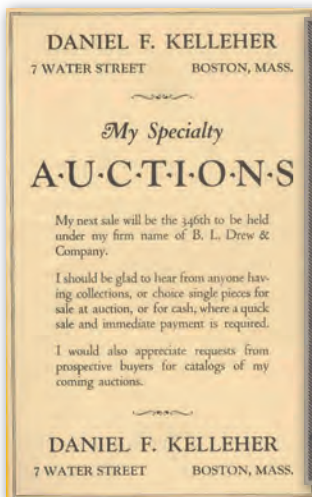
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THE TWO POSTMARKS USED AT ANDERSONVILLE PRISON

JAMES W. MILGRAM, M.D.

When I was in college at Columbia University, one of my jobs was writing up lots for auction. Probably the best property I handled was the Charles Meroni collection of Confederate States (John A. Fox sale, March 20, 1961). I remember, as if it were yesterday, the cover illustrated in Figure 1, bearing a bold circular “ANDERSONVILLE GA” marking with no date and “DUE 10”. This cover was sent by a guard at the Andersonville prison. Per the endorsement at right, he was a member of Company H of the 4th Regiment of Georgia Reserves. The cover is addressed to a Confederate soldier in the Army of Tennessee and sent at the Confederate soldier’s due rate of 10¢. The Andersonville circular postmark on this cover is designated Type 1.

Andersonville prison was built on vacant land near a stop on the Southwestern Railroad in Sumter County, Georgia. Only 20 persons lived there before the prison was built, in January 1864, by slaves from nearby farms. A stockade 1,000 by 780 feet was constructed of pine logs set on end in a trench five feet deep. Another fence within created a no-man’s-land where prisoners were shot by the guards if they ventured into it.

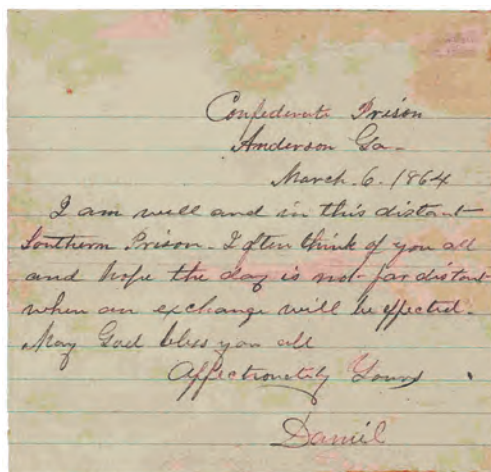
Prisoners began arriving in February, 1864, and a prison population of 20,000 was recorded by early June. Expansion of the prison subsequently created a total space of 26.5 acres, with over 33,000 Union prisoners.

A typical prisoner’s letter is shown in Figure 2-A. Dated “Confederate Prison, Anderson, Ga., March 6, 1864” it reads as follows: “I am well and in this distant Southern Prison. I often think of you all and hope the day is not far distant when an exchange will be

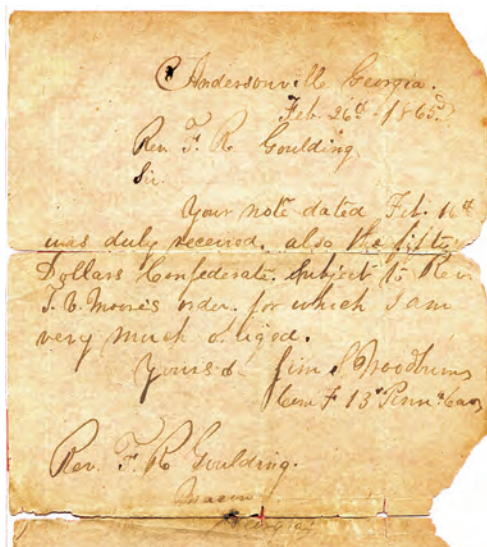


Figure 1. Cover sent by a guard at Andersonville Prison to a soldier in the 4th Regiment of Georgia Reserves in the Army of Tennessee. This is the Type 1 Andersonville postmark. The “DUE 10” indicates the cover was sent at the Confederate soldiers’ due rate of 10¢.





**Figure 2-A.** Content of the cover shown in Figure 3. This is a prisoner’s letter dated March 6, 1864. Prisoners were first sent to Andersonville in late February of 1864. Illustration courtesy Steven Walske.



**Figure 2-B.** Content of the cover shown in Figure 5, a prisoner’s letter from Andersonville dated February 26, 1865.

effected. May God bless you all. Affectionately yours, Daniel.”

This letter and its cover were lot 124 in the May, 2010, Robert A. Siegel auction of the Stephen Walske collection of special mail routes of the Civil War. The cover that contained the Figure 2-A letter, shown in Figure 3, bears a 10¢ blue Confederate stamp (Scott 12) tied by two strikes of the Type 1 Andersonville circular postmark. This cover was also examined (“Exd J.C.S.” notation at upper right) and sent north across the lines by flag of truce. Note the endorsement “(Via Flag of Truce)” at lower left. The cover entered the U.S. mails at Old Point Comfort, Virginia, where it was struck with the “DUE 6” rate marking indicating an uncertified soldier’s letter. The Old Point Comfort double-circle marking is dated March 24. This would thus be a cover sent from the prison within a month of its opening. The Type 1 Andersonville handstamp was always difficult to read. Due to paper shortage, quite a few Andersonville covers were sent with both Confederate and Federal postage indicated on the same envelope.

Because of Sherman’s army invading Georgia, Confederate General John Winder, in charge at Andersonville, ordered the building of defensive earthworks and two more stockades, the outer of which was never finished. By early September, Sherman’s troops occupied Atlanta and threatened the prison camp. Most of the Andersonville prisoners were transferred to other locations. In mid-November there were just 1,500 prisoners and guards. Later transfers into Andersonville swelled the population to 5,000, where it remained until the war ended in April, 1865. There are 13,714 graves (including 921 unknowns) at the Andersonville site.

It is not known how long the Type 1 postmark was used, but it was certainly the main postmark used while the bulk of the prisoners were held at Andersonville. But by December, 1864, a successor, the Type 2 postmark, was being used at the prison. Shown in Figure 4 is a cover bearing the best known strike of this marking. This cover shows a manuscript “O B Charge 28”—indicating charge to a post-office box—and is addressed to an agent at Americus, Georgia.

The Type 2 “ANDERSONVILLE GA” postmark is a 33-millimeter double-circle marking with no date. On the Figure 4 cover it is accompanied by a separate framed “PAID”



Figure 3. The envelope that carried the letter shown in Figure 2-A, with a 10¢ Confederate stamp (Scott 12) tied by two strikes of the Type 1 Andersonville mark. This cover was examined and sent north under flag of truce. At Old Point Comfort it was marked “DUE 6” and sent on to its destination. Illustration courtesy Steven Walske.



Figure 4. The Type 2 “ANDERSONVILLE GA” with no date slug, with “PAID” in frame and “10” “O.B. charge 28” requesting charge to a post office account.

and a slanted handstamped numeral “10.” This is actually a turned cover. The inner side is addressed to a different person at Emory, Virginia, with a postmark that cannot be read and a manuscript “Due 10”. There is also a notation which dates this side: “Dec 16th 64 in regard to taxes 279 Bales”.

I have seen two other examples of the Type 2 Andersonville postmark. One is a cover with a Confederate stamp (type unknown) tied by the postmark. The contents are a note



**Figure 5. Federal patriotic cover addressed to Macon, Georgia. The 10¢ Confederate stamp (Scott 12) is tied by the Type 2 Andersonville handstamp.**

dated December 25, 1864, ordering a captain of the Columbus, Georgia, Garrison Guard to proceed at once to Columbus and report to the officer there in command. This cover sold for \$2,100 at a non-philatelic auction of Civil War memorabilia in 1999. It has a Philatelic Foundation certificate stating that it is genuine.

The most interesting Andersonville cover is shown in Figure 5. This is one of only three patriotic envelopes known used from a Confederate prison. Ironically, it is a Union patriotic envelope. The poem, "These Tears," has been attributed to William Dean Howells but was actually written by Willie E. Pabor, a minor lyricist and poet. Addressed to Macon, Georgia, the cover bears a 10¢ blue Confederate stamp (Scott 12) tied by the Type 2 Andersonville double-circle marking. The letter within, shown as Figure 2-B, reads as follows: "Andersonville Georgia, Feb. 25th 1865. Revd. F. R. Goulding. Sir, Your note dated Feb. 16th was duly received, also the fifty Dollars Confederate Script to Rev S.V. Moore's order for which I am very much obliged. Yours, Jim S. Woodburns, Com. F. 13th Penn Cav."

I believe that only these two marking types were used at Andersonville prison. Each was used on both guards' and prisoners' mail. The markings were used sequentially with no apparent overlap. ■

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1869 COVERS TO RUSSIA—ALMOST  
MICHAEL LAURENCE

**Introduction: the Josiah Pierce Correspondence**

Covers to Russia are known bearing United States stamps of the 1851 series, the 1857 series and the 1861 series. Most are from a single source, the correspondence of Josiah Pierce, a U.S. diplomat-businessman who lived in St. Petersburg between 1855 and 1869. In a brief survey in *Chronicle* 87 (August, 1975), Charles Starnes cited 43 covers from the U.S. to Russia from the pre-UPU era. Starnes' focus was on the rates represented. He presented few details about individual items, but indicated that most of the covers came from the Pierce correspondence.

The Raymond Vogel collection of 12¢ and 15¢ 1861-67 covers, sold in October 2010 by the Siegel auction firm, offered three Pierce covers, all franked with 1861 stamps paying various rates to Russia via Prussian Closed Mail. All three sold for handsome sums. One of the covers, prominently featured in the Vogel catalog, is shown here as Figure 1. This is franked with a pair of 15¢ Lincoln stamps plus a Black Jack and a 3¢ rose stamp. The markings show no year date but from the 15¢ Lincoln stamps (released in April 1866) and the 35¢ Prussian closed mail rate (effective May 1863 through December 1867) it can be deduced that the cover was mailed in 1867. According to the Siegel catalog description, 15¢ Lincoln covers to Russia are great rarities. This one lived up to that description; it was hammered down for \$16,500.



**Figure 1.** Cover from Salem, Massachusetts, to Russia, posted 18 January 1867, franked with a pair of 15¢ Lincoln stamps plus a Black Jack and a 3¢ rose stamp paying the 35¢ Prussian closed mail rate. From the recently dispersed Raymond Vogel collection.

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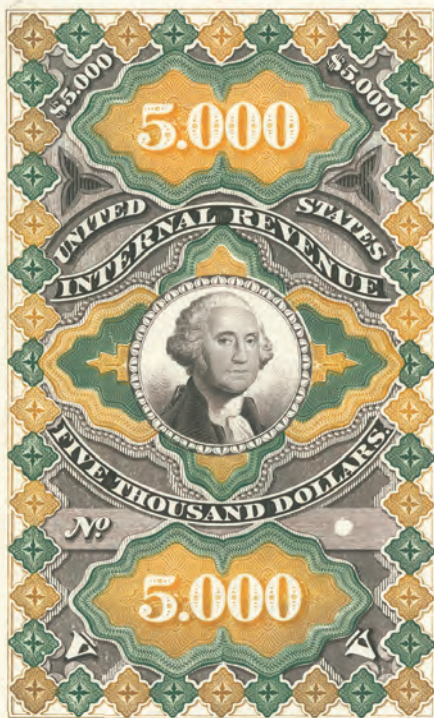
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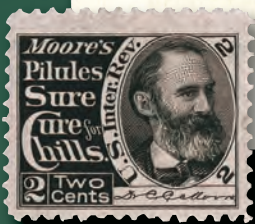


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Pierce left for London prior to the appearance of the 1869 stamps. Had he stayed in St. Petersburg for just a few more months, there would probably be covers to Russia for today's 1869 collectors to chase after. But currently, not one 1869 cover used to Russia is known.

Russia is not represented as a destination in my ongoing census of 10¢ 1869 covers. No cover to Russia was recorded in the census of high-value 1869 covers conducted in the 1970s and early 1980s by the 1869 Pictorial Research Associates. No 1869 cover to Russia is to be found in the massive Frank Levi auction records, the 1869 portion of which is currently in the possession of Route Agent Jeffrey Forster. And no cover used to Russia reposed in the Elliott Coulter collection.

Energetic, well-connected and wealthy, Coulter was chairman of the Philatelic Foundation and an omnivorous collector. His goal was to assemble 1869 covers to as many different foreign destinations as possible. If an 1869 cover used to Russia had been available during Coulter's collecting lifetime, he would have acquired it.

### The "Paul Winogradoff" Covers

Coulter did have one 1869 cover to Russia, but it wasn't used to Russia. This is the oddity shown in Figure 2. Bearing a 10¢ 1869 stamp and a 2¢ Bank Note (Scott 146), this 3¢ green Reay envelope (U82) was addressed to Russia, properly franked for the 15¢ closed-mail rate via German mails—but never mailed! Coulter had two other covers from this failed correspondence, similarly addressed and never mailed. One bore a single 15¢ Bank Note stamp, the other a 3¢ and two 6¢ Bank Notes. These were not illustrated in the Coulter catalog. Just for the record, I show them here as Figures 3 and 4.

All three Coulter covers are addressed identically and quite elaborately, in Russian script, to one Paul Winogradoff at St. Petersburg. The write-up of these covers in the Coulter catalog speculated that the addressee might have been the same Paul Winogradoff who went on to distinction and knighthood as a medieval historian at Oxford. But that is not the case. "Paul Winogradoff" is a fairly common name, as a Google search will reveal. The



Figure 2. Addressed to Russia but never mailed, this 3¢ green Reay envelope, from the Elliott Coulter collection, was franked with 10¢ 1869 and 2¢ Bank Note stamps, apparently intended to pay the 15¢ closed-mail rate to Russia via German mails.





Figure 3. Unmailed cover to Russia, from the same failed correspondence as Figure 2, franked with a 3¢ Bank Note and a horizontal pair of 6¢ Bank Note stamps.

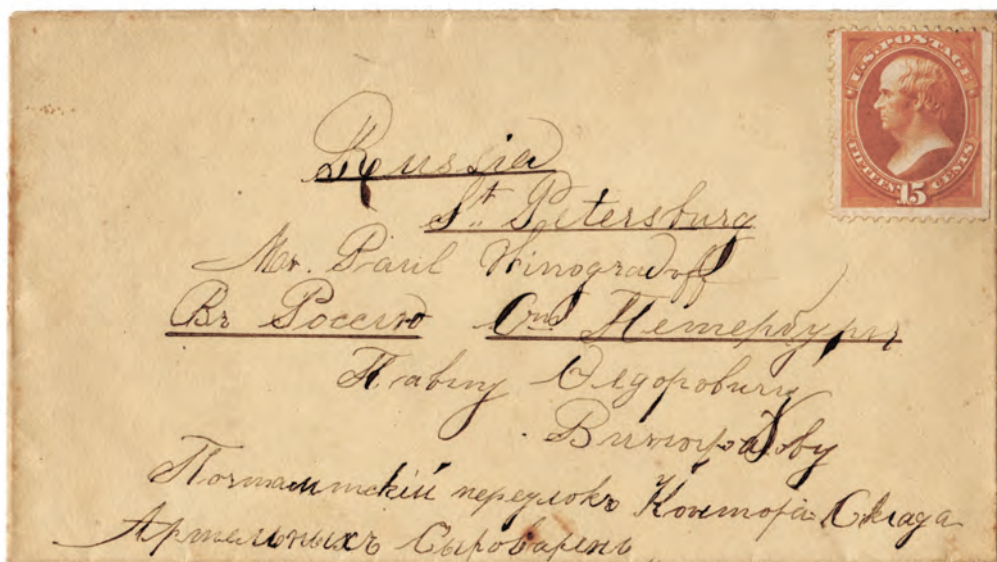


Figure 4. Unmailed cover to Russia, similar to Figures 2 and 3, franked with a straight-edged 15¢ Bank Note stamp.

Oxford Winogradoff was born in 1854 and was a high-school student living in Moscow in 1870 when these unmailed covers were probably created.

I sent a copy of the Figure 2 cover to the American Philatelic Society, whose translation service is a valuable benefit of membership. A Russian expert on the APS translation committee revealed that the addressee had a similar but different name: Pavel Fedorovich Vinogradov. The cover inscription translates as follows: “Address: To Russia, St. Petersburg, To: Pavel Fedorovich Vinogradov, Pochtamtskii Alley, Office of the Warehouse of the Cooperative of Cheese Dairies.”

The APS translator included a helpful note indicating that addressee was a well-known entrepreneur from the city of Vologda, who introduced and promoted advanced cheese-making technologies.

One can only speculate about the origin of these three unmailed envelopes. Addressed so carefully, and franked with differing arrays of stamps on different colored envelopes, they might suggest an attempt to create collectible souvenirs. But to me, they evoke memories of a set of penny postcards given to me as a six-year-old when I went off to summer camp for a week. The cards were pre-addressed in my Mom's perfect penmanship. I was under orders to jot down news and send one card home every day. But I never did. Addressed but unused, those cards remained part of my juvenile stamp holding for decades. They're long gone now, perhaps in some dealer's stock awaiting a buyer. Maybe in a few more decades they'll make an auction lot. Similar circumstances might explain the Vinogradoff covers.

### Konigsberg/Kaliningrad

For those who are willing to collect by today's map, rather than by the world map as it existed when the stamps were current, it *is* possible to find 1869 covers to Russia. Figure 5 is an example. This is a 10¢ 1869 cover posted at Chicago in early 1870, addressed to Konigsberg, in east Prussia. Konigsberg is now the city of Kaliningrad, principal city in the state of Kaliningrad, that odd detached enclave of Russia, about the size of Connecticut, that nests between Poland and Lithuania on the Baltic Sea. See the map in Figure 6.

At the Teheran Conference in 1943, Franklin Roosevelt and Winston Churchill agreed to cede Konigsberg to Joseph Stalin as part of the ultimate settlement of World War II. This was to guarantee the Soviet Union access to the Baltic. The allied commitment was fulfilled at the conclusion of the war in 1945, when the city of Konigsberg (which had been almost completely destroyed) and the surrounding territory was turned over to the Soviets. In an early instance of what has since come to be called ethnic cleansing, most of the German inhabitants were killed or evicted. The newly-acquired territory was repopulated with Russian immigrants and renamed Kaliningrad, after Mikhail Kalinin, a Bolshevik colleague of Stalin. Russia retained Kaliningrad after the collapse of the Soviet Union.



Figure 5. Not much to look at, but a scarce destination: 10¢ 1869 cover, posted at Chicago on 14 January 1870 and sent at the 10¢ direct rate to Hamburg and on to Konigsberg, in what was then east Prussia. Konigsberg is now the city of Kaliningrad, principal city of the Russian state of Kaliningrad.



**Figure 6.** A portion of northeastern Europe, showing the Russian oblast of Kaliningrad on the Baltic Sea. This entity was carved out of Nazi Germany in the Yalta Agreement and given to the USSR in the settlement of World War II. During the 1869 era Poland did not exist as a national state and the Kaliningrad region was part of Prussian Silesia, with Koenigsburg (largely destroyed during World War II) its principal city.

But when the Figure 5 cover was posted, Konigsberg/Kaliningrad was part of Prussia, the region then called East Prussia or Prussian Silesia. The markings on the cover reflect this. The stamp pays the 10¢ direct rate from the U.S. to North German Union, effective 1 January 1868—30 June 1870. The cover was bagged up at the Chicago exchange office and sent via New York on a “direct” steamer to Hamburg. The marking dates are unfortunately not clear. The Chicago circular datestamp seems to say “JAN 14” and the Hamburg receiver “4-2,” suggesting the cover arrived Hamburg on February 4, 1870. Other Chicago covers with this same distinctive killer cancel also date from the early months of 1870.

I wrote about covers to Konigsberg/Kaliningrad in my book, *Ten-Cent 1869 Covers* (page 211), but at the time, I didn’t have an image to show. Stanley Piller provided the Figure 5 cover. This was part of an old-time collection Piller recently acquired, which contained at least five 10¢ 1869 covers not listed in my book. Piller said the collection had been off the market for more than 50 years. Whenever you write a book like mine, this is guaranteed to happen.

At least two other 10¢ 1869 covers to Konigsberg/Kaliningrad are recorded (my ID numbers 667 and 675) and there are probably more whose significance I failed to recognize during the early years I was accumulating cover data. Pending unlikely new discoveries, these are as close to covers to Russia as 1869 collectors are likely to get. ■

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## NEWS FROM THE PACIFIC: MAIL VIA HONDURAS IN 1846

RICHARD C. FRAJOLA AND DALE FORSTER

This article will examine a mail carried from Hawaii, via Salvador and Honduras in 1846, following the disruption of the via-Mexico route as a consequence of the Mexican–American War. This unusual routing has not previously been reported and may well have been limited to a single mail.

The March 19, 1847 issue of the *New Bedford Daily Mercury* carried the notice shown in Figure 1, reporting that Henry Lindsey had returned from Honolulu, via Honduras and New York, bringing “full reports from the whaling fleet” and “several hundred letters to ship owners and others.”

Lindsey was the editor of this New Bedford (Massachusetts) newspaper. Previously, in 1843, he had founded the *Whalemens Shipping List & Transcript*, a leading journal relating to whaling. He traveled to Hawaii in 1846 to review the whaling fleet. On this trip he was able to transmit to the ship captains important news regarding the Mexican privateers who were disrupting the fleet in the Pacific.

Lindsey arrived at Hawaii on October 18, 1846 having traveled from New York (June 22), Kingston (July 16), Carthagena (July 19), Panama (July 23), Callao (August 6) and by French Frigate *Lamproie* to Hilo (October 13) and Lahaina. At a meeting of whaling ship masters held at Lahaina on October 22, Lindsey was thanked for “conveying the intelligence that enables us to continue our voyages without fear of molestation from the enemy’s privateers.”

On his outward voyage Lindsey also carried official government correspondence and letters to the whaling fleet in Hawaii. On November 7, 1846, the Honolulu newspaper *Polynesian* acknowledged this when it printed a list of some 142 ships and their masters under the heading of “List of Letters” to be collected “at the store of Messrs. Waldo & Co., Lahaina, Maui, received from Mr. Lindsey, special messenger from the United States.”

However, it is Lindsey’s return trip that is of more interest here. A clipping from the November 14, 1846 issue of the *Polynesian*, shown in Figure 2, indicates that that Lindsey had departed the previous Sunday (November 8, 1846) on the bark *George* with a large number of dispatches “from this Government, and the U.S. Commission, and private parties” and further specifies the route Lindsey expected to take on his return trip.

### FROM THE PACIFIC.

We are gratified to be able to announce the arrival here yesterday of Mr. HENRY LINDSEY, from Honolulu, Sandwich Islands, Nov. 9th, via Honduras and New York bringing full reports from the whaling fleet and other interesting intelligence to the latest dates, additional to the information previously transmitted by him to this place. These will be found in our columns. Mr L. has also brought several hundred letters to ship owners and others.

Figure 1. March 19, 1847 notice, from a New Bedford newspaper, of Henry Lindsey’s return from Hawaii, via Honduras.

BEARER OF DISPATCHES.—Mr. H. Lindsey left Sunday morning with large dispatches from this Government, and the U. S. Commission, and private parties, for the United States, in the bark *George*. He expects to land at Sonsonate, Central America, and in twelve days arrive at the Balize, Honduras, whence he proceeds to New Orleans.

Figure 2. Notice of Lindsey’s departure from Hawaii, with dispatches, as reported in the *Polynesian* of November 14, 1846.



**Figure 3. Map showing Henry Lindsey's likely land route across Central America. Debarking at the Pacific port of Sonsonate, Salvador, he would have travelled via Coban (in Guatemala) to the Atlantic port city of Belize, in (British) Honduras.**

The *George* was to land at Sonsonate, Central America (Salvador) and Lindsey was then to travel overland to Belize, Honduras and then by water to New Orleans. The map in Figure 3 shows the most probable land route from Salvador, via Coban (Guatemala) to Belize (Honduras) which was then under British control but not yet a Crown Colony.

If Lindsey's actual travel actually followed the schedule outlined in the news clipping, it would have been a 12-day journey from Sonsonate to Belize. From Belize, Lindsey apparently took the bark *Olivia*. As reported in the *New Bedford Daily Mercury* of March 19, 1847, this ship departed Honduras February 19 and arrived in New York on March 12, 1847. At this time the port of Belize enjoyed monthly service to Havana provided by the Royal Mail Steam Packet service but instead Lindsey decided on the earlier, direct departure to the United States.

#### **A Cover Carried By Lindsey**

Fortunately, a letter carried by Lindsey on his return trip from Honolulu is known, written by noted Oregon pioneer Benjamin Stark,<sup>1</sup> who was supercargo of the trading ship *Toulon*. Shown in Figure 4, this cover is addressed to Stark's father (who had the same name) in New London, Connecticut. The letter is datelined "Honolulu Nov 2, 1846" and includes "This you will receive through the kindness of Mr. Lindsley [sic] the returning bearer of whaling dispatches who proceeds to the U.S. via Central America."

The Figure 4 cover entered the United States mails at New York City and received a "New York Ship 7 cts" due postmark dated March 13, 1847. This represents the 5¢ domestic postal rate plus 2¢ ship fee. The postmark date nicely fits the March 12, 1847 arrival of the bark *Olivia* from Belize.

Interestingly, the enclosed letter also mentions the firm of Mott & Talbott in Mazatlan to whose care Stark had sent a previous letter "in the hope that she would be able to run the blockade, or perhaps find that hostilities [with Mexico] had ceased." Unfortunately, hostilities with Mexico had commenced in the east and the regular mail route from Hawaii, across Mexico, had to be abandoned.

Quoting from a *Sandwich Island News* article dated November 4, 1846 that had been carried home by Lindsey, the *Boston Evening Transcript* of March 15, 1847 reported "a communication to the government from Mr. Ten Eyck, our commissioner to the Sandwich Islands, announcing the existence of war between this country and Mexico and the consequent blockade of Mexican ports." This highlights the very slow transmission of news from the U.S. to Hawaii. The declaration of war against Mexico had been signed by President Polk in May 1846.

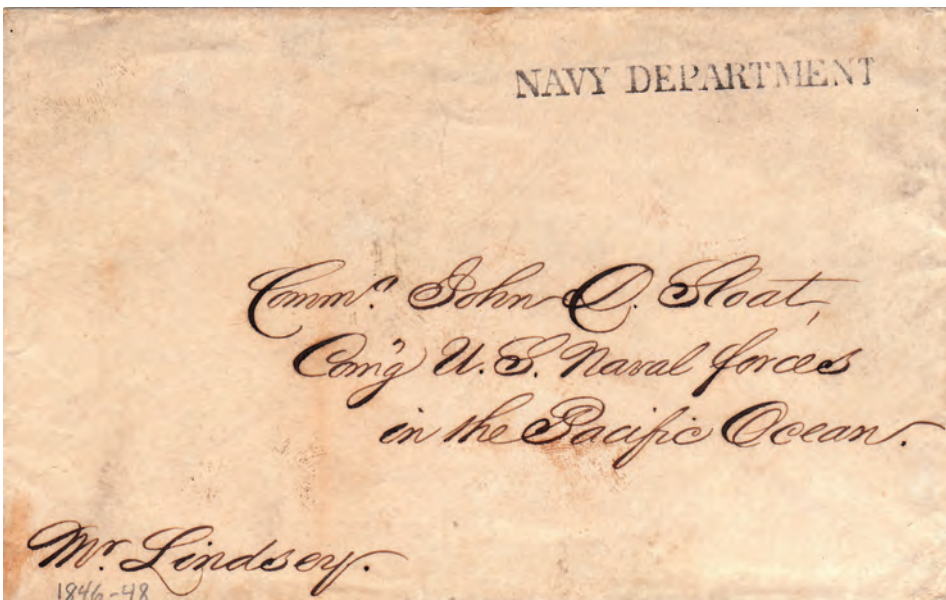
A cover has recently been discovered that was carried westbound by Lindsey on his trip to Hawaii. Shown in Figure 5, this official cover is addressed to "Commodore John D.



**Figure 4. Letter from Honolulu to Connecticut, datelined November 2, 1846, carried by Lindsey via Honduras and posted upon arrival at New York.**

Sloat, Commanding U.S. Naval forces in the Pacific Ocean.” It bears a straightline handstamp of the Navy Department indicating that it was handled through the Navy Department office in Washington.

Secretary of the Navy George Bancroft sent Commodore Sloat several letters of instruction by various means in the spring of 1846 including one dated June 8, 1846, the text of which is shown in Figure 6.<sup>2</sup> This is a document of considerable importance in American history, since it orders Sloat to take possession of San Francisco, Monterey and other Mexican ports as his forces permit, to encourage Californians to enter into friendly



**Figure 5. Official cover from spring, 1846, carried by Lindsey on his outbound trip (courtesy James Myerson).**

UNITED STATES NAVY DEPARTMENT,  
Washington, June 8, 1846.

COMMODORE: You have already been instructed, and are now instructed, to employ the force under your command, first, to take possession of San Francisco; next, to take possession of Monterey; next, to take possession of such other Mexican ports as you may be able to hold; next, to blockade as many of the Mexican ports in the Pacific as your force will permit; and to watch over American interests and citizens, and commerce, on the west coast of Mexico.

It is rumoured that the province of California is well disposed to accede to friendly relations with the United States. You will encourage the people of that region to enter into relations of amity with our country.

In taking possession of their harbours, you will, if possible, endeavour to establish the supremacy of the American flag without any strife with the people of California.

The squadron on the east coast of Mexico, it is believed, is in the most friendly relations with Yucatan. In like manner, if California separates herself from our enemy, the central Mexican government, and establishes a government of its own under the auspices of the American flag, you will take such measures as will best promote the attachment of the people of California to the United States; will advance their prosperity; and will make that vast region a desirable place of residence for emigrants from our soil.

Considering the great distance at which you are placed from the department, and the circumstances that will constantly arise, much must be left to your discretion. You will bear in mind generally that this country desires to find in California a friend, and not an enemy; to be connected with it by near ties; to hold possession of it, at least during the war; and to hold that possession, if possible, with the consent of its inhabitants.

The sloop of war "Dale," Commander McKean, sailed from New York, on the 3d instant, to join your squadron. The "Lexington," Lieut. Bailey, will sail as soon as she can take on board her stores. The "Potomac" and "Saratoga," have also been ordered to the Pacific.

I am, sir, very respectfully, your obedient servant,  
GEORGE BANCROFT.

Commodore JOHN D. SLOAT,  
*Commanding U. S. naval forces in the Pacific ocean.*

Figure 6. Text of the June 8, 1846 letter from Navy Secretary George Bancroft to Commodore John Sloat, ordering Sloat to take possession of San Francisco and Monterey, and "to take such measures as will best promote the attachment of the people of California to the United States...and will make that vast region a desirable place of residence for emigrants from our soil."

relations with the United States and "to promote the attachment of the people of California to the United States."

Without contents or additional evidence it is impossible to know the original contents of the Figure 5 cover. But, as Lindsey departed on June 22, 1846 from New York with government dispatches as well as letters, this cover may have enclosed the June 8th letter from Bancroft.

Lindsey travelled via the Isthmus of Panama to the Pacific. He did not reach Panama City until July 23, 1846. By this time Sloat had already claimed Alta California for the United States by raising the American flag at Monterey on July 7. On July 23 he turned over command of U.S. Naval forces to Commodore Robert F. Stockton, whereupon Sloat departed from California and arrived at Panama in August.

Thus, this cover and its contents could not have been received by Sloat prior to the



epic events he initiated in California. In fact, it may never have been received. Sloat maintained that when he raised the American flag in Monterey, he had not received any instructions from the Secretary of the Navy dated after June 1845.

The authors would appreciate learning of any additional letters that might have been carried by Lindsey either on his journey via Panama to Hawaii in 1846, or on his return trip via Honduras in 1846-47.

### Endnotes

1. For further information on Benjamin Stark, see "Benjamin Stark, Portland Visionary," by Dale Forster, in the January 1988 issue of *La Posta*.
2. Sherman, Major Edwin A. *The Life of the Late Rear-Admiral John Drake Sloat, of the United States Navy, who Took Possession of California and Raised the American Flag at Monterey on July 7th, 1846*. Oakland, California, 1902. ■

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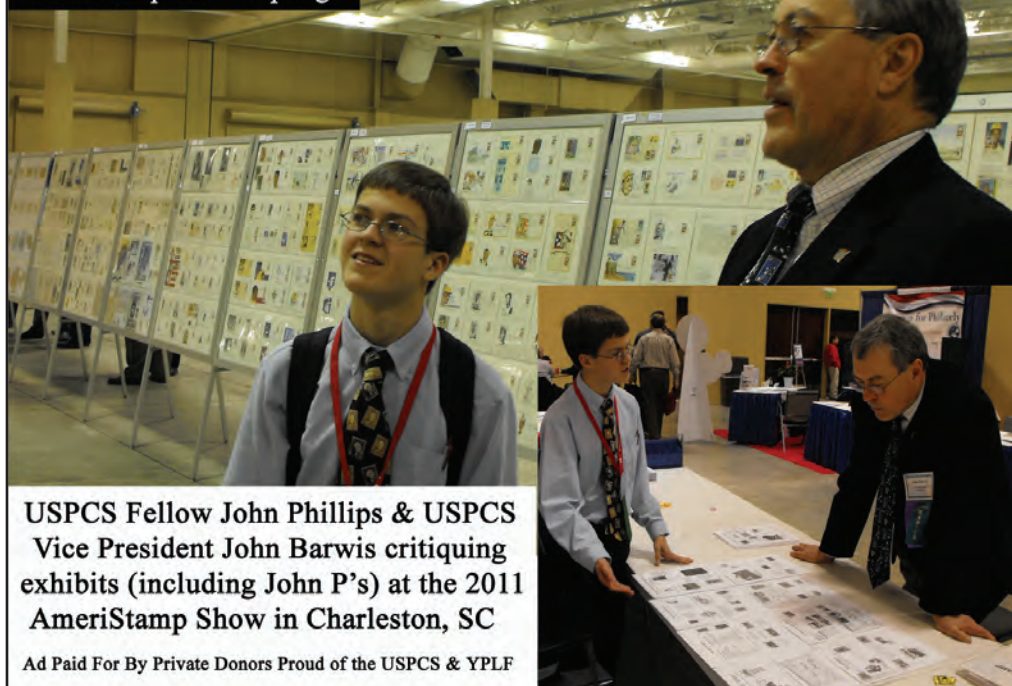


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**UNITED STATES–SPAIN MAIL  
UNDER BRITISH AND FRENCH CONVENTIONS  
PART 1**

RICHARD F. WINTER

Since the United States and Spain never had a postal convention, existing postal conventions with other nations had to be used to convey mail between the two countries. This article will examine mail carried from the United States by ship directly to Spain and via France, and by the mails sent via England and France under postal conventions with those two countries. Mail to Spain carried under the postal conventions with Bremen, Prussia, Hamburg and Belgium will not be addressed. The period covered will be 1835 to 1875. The latter date was selected since both the United States and Spain were among the 21 original members of the General Postal Union, which went into effect on 1 July 1875, establishing uniform postal rates among the member countries. For reference, Figure 1 illustrates the Iberian Peninsula and the principal cities discussed in this article.

**Ship Mail**

Ship mail was possible at any time during this period; however, only ship letters before 1845 will be considered here. Usually letters were taken directly to ship letter bags in

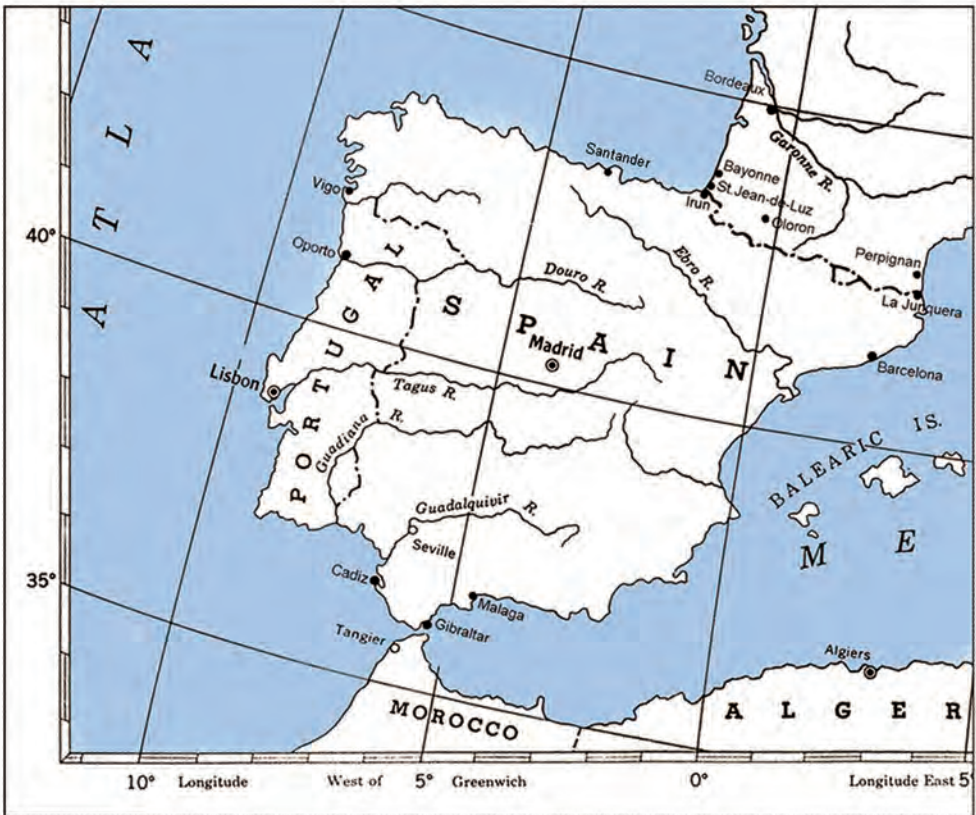


Figure 1. Iberian Peninsula showing principal places discussed in this article.

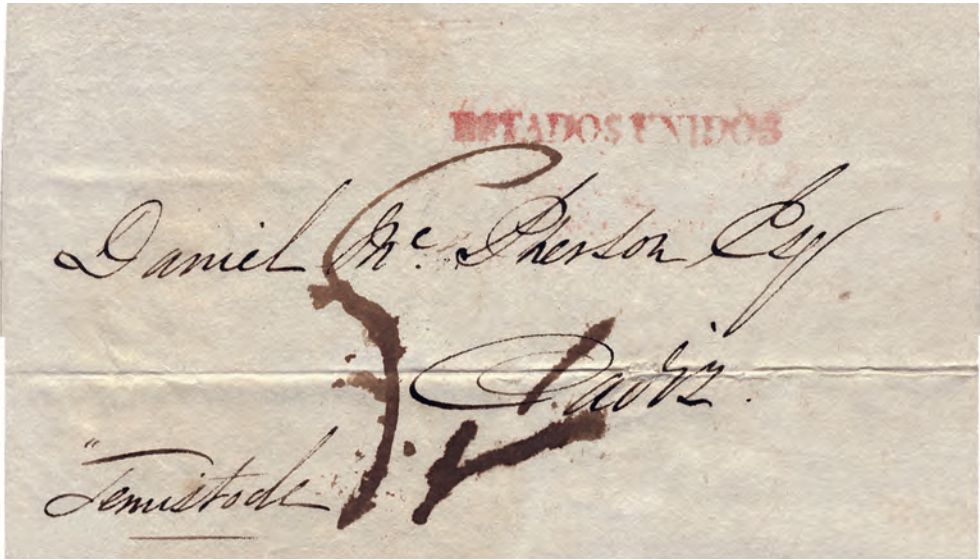
Foreign Origin	Weight in Adarmes												
	4	5	6	7	8	9	10	11	12	13	14	15	16
Canary Islands	3	3	4	4	5	5	6	6	7	7	8	8	9
Cuba, Spanish Caribbean Is., Venezuela	5	5	7	7	9	9	11	11	13	13	15	15	17
Argentina, Mexico, Guatemala	7	7	10	10	13	13	16	16	19	19	22	22	25
Peru, Chile, Philippines	8	8	12	12	15	15	19	19	23	23	26	26	29
French border areas (Bayonne, Oloron, Pau)	6	7½	8½	9½	11	12½	14	15	16	17	18½	20	21
	5	6	7	8	9	10	11	12	13	14	15	16	17
Paris and rest of France	8	9½	11	13	15	16½	18	20	22	23½	25	27	28
	7	8½	10	11½	13	14½	16	17½	19	20½	22	23½	25
Belgium, Holland, Italian and German States	10	13	15	17	19	22	24	26	28	30	32	34	37
	9	11	13	15	17	19	21	23	25	27	29	31	33
Great Britain	11	13½	16	18½	21	23½	26	28½	31	33½	36	38½	41
	10	13	15	17	19	22	24	26	28	30	32	34	37
Portugal	2½	4	4	5½	5½	7	7	8½	8½	8½	10	10	10
	1½	2½	2½	3½	3½	4	4	5	5	5	6	6	6

**Table 1. Foreign rates to Spain prior to 1850, from *Manual de la Filatelia Española* by Dr. Oswald Schier. All rates in reales de vellon. Incoming mail from non-Spanish origins was subject to a dual rate structure according to the Spanish destination. For these destinations the upper row (blue) represents the rate to the southern region "A" and the lower row (unshaded) the rate to the northern region "B." The regions are described in the text.**

the ports from which the vessels would sail, bypassing the post office and not paying any internal postage fee. It is assumed that a small fee, generally about one cent per letter, was paid to the ship captain to carry the individual letters, but these fees have not been documented. Postage was always due once the letters entered the mail system of the destination country. Once regular mail-carrying shipping operations were available (both sailing ship and steamship), mail carried by individual ships sailing to a particular port became less common. Two cases will be considered here; first, mail carried on sailing vessels from the United States directly to Spain; and second, mail for Spain carried on sailing packets to France and then carried overland to Spanish destinations. Mail carried to the United Kingdom could not be forwarded to destinations beyond until the arriving ship letter and foreign fees beyond the United Kingdom were paid. Such mail will be considered in a later section of this article.

### Ship Mail Direct to Spain and Gibraltar

Almost all of the ship letters seen that were carried directly to Spain in the 19th century were from the port of New York to the port of Cadiz. A few letters from other ports are known. Since these letters were taken directly to the ships and not to the post office in New York, they show no U.S. payments. Upon arrival at Cadiz, such letters were usually marked with an orange handstamp, ESTADOS UNIDOS, to indicate the origin of the letter, which was not obvious from other markings on the cover. This was necessary so the post office at destination could determine the rate for the letter from that origin. Unlike the practice in the United States and the United Kingdom, in Spain and its possessions incoming ship mail was rated on the basis of its origin rather than on the distance travelled within the country



**Figure 2. Stampless folded letter dated 22 May 1840, sent from New York to Cadiz by sailing ship. Cadiz marked ESTADOS UNIDOS to show the origin of letter and 5 reales postage due for a weight of 4-5 adarmes. See Table 1 for rate details.**

after it was received at the port.

Spanish rate tables for letters from overseas set specific rates for mail from certain countries or regions, destined to two specific regions in Spain. These destinations were: (A) southern Spain and Spanish northern Africa, including Andalusia, Cadiz, Majorca and Oran; and (B) the rest of Spain. Rates were based on weight, one adarme equalling 1/16 ounce. The postage due on overseas letters was collected in reales de vellon (one real was equivalent to 8½ cuartos), while domestic postage was collected in cuartos. One real de vellon was equivalent to 5¢ U.S. currency or 2½ pence in British currency.

Table 1 provides the foreign rates for the two categories of Spanish destinations according to letter weight. The United States is not specifically listed as a point of origin in this table, but the rates seen on letters directly from the United States are consistent with those listed for Cuba. Dr. Oswald Schier, in his book *Manual de la Filatelia Española*, indicates these rates were effective from 16 November 1807; however, more recent research suggests that these rates were effective from 1 January 1805 (see “Stampless Mail from the Spanish Colonies to Spain” by Geoffrey Lewis, *London Philatelist*, November 2008). The fact that Cadiz had a handstamp indicating an origin of the United States means that by the time of its use, a rate had been established for letters from the United States.

Figure 2 illustrates a folded letter from New York City dated 22 May 1840 addressed to Cadiz. It was endorsed in the lower left corner to be carried on the *Temistocles*, a Sicilian barque under Captain Bollo, which was cleared for departure from New York on 29 May, but may not have sailed until 5 June 1840 because of unfavorable weather. She arrived at Cadiz on 1 July 1840, where the letter was marked with an orange handstamp, ESTADOS UNIDOS, to show the origin of the letter (Figure 2a).

The cover also was marked in black ink for postage due of 5 reales, the rate for a 4-5 adarmes weight letter from Cuba (and presumably from the United States as well). See Table 1.



Figure 3. November 1848 folded outer letter sheet, sent from New York by ship to Cadiz, where the letter was marked ESTADOS UNIDOS and assessed 15 reales postage due for a letter weighing 14-15 adarmes.



Figure 4. 12 October 1841 folded letter from New York by ship to Cadiz, where the letter was marked ISLAS DE BARLOVENTO and rated 9 reales postage due for a weight of 8-9 adarmes.

A heavier letter is shown in Figure 3. This is a folded letter outer sheet with no contents so the date of origin is uncertain. Addressed to Cadiz, the letter probably originated in New York City in November 1848. It was endorsed across the top to show that it contained a “Bill of lading & invoice.” No ship name was written on the letter. When the letter got to Cadiz it received on the reverse a red orange circular datestamp of Cadiz with the date 3 January 1849. On the front it was marked with the red orange ESTADOS UNIDOS hand-

stamp (Figure 2a), to show the origin of the letter, and 15R to show the postage due of 15 reales. This was the rate for a 14-15 adarmes weight letter from Cuba, again probably the same rate from the United States (see Table 1).

These Spanish rate handstamps were introduced in 1779 when the rate system was completely overhauled. Cadiz rate handstamps were generally much larger than those used at other Spanish cities, about 24 millimeters tall with the numeral(s) followed by a capital letter "R." In Spain, letters were sometimes rated with handstamps and other times with a manuscript markings.

Very infrequently, a letter from the United States can be found with a handstamp marking showing the origin of the letter was Cuba or the Spanish Caribbean Islands (Windward Islands) and appropriately rated. Such a use is illustrated in Figure 4, a 12 October 1841 letter from New York City to Cadiz endorsed to go on the sailing vessel *Konahasset*, Captain Torter, which arrived at Cadiz on 19 November 1841. The letter received in the upper right corner the orange handstamp, ISLAS DE/BARLOVENTO (Figure 4a), indicating the origin of the letter was the Windward Islands (Spanish Caribbean Islands) instead of the previous marking used on letters from the United States. This letter was rated in manuscript for 9

reales postage due for an 8-9 adarmes weight letter (see Table 1). The reason for the use of the Figure 4a marking on this cover is unclear, but it may be that since the Spanish collection on letters from the U.S. and the Caribbean islands was the same, the markings were sometimes used interchangeably.

Figure 5 illustrates a letter from the United States to Spain by sailing ship to Gibraltar. This cover is rated much differently than the ship letters just shown. Dated 15 February 1842, this folded letter originated in New York City and was addressed to Cadiz. The date-line of the letter indicated that it was to go "p. Empress via Gibr." The vessel left New York



**Figure 4a. Handstamp from Figure 4 cover, typically used at Cadiz on letters from the Windward Islands.**



**Figure 5. 15 February 1842 folded letter from New York by ship to Gibraltar. This cover entered Spanish mails at San Roque, just across the border from Gibraltar. Cadiz marked letter for 9 cuartos postage due, the domestic rate for an 8 adarmes weight letter.**





the origin (left column) and the destination (top row). Then use the small table at the bottom to determine the rate (in cuartos currency) required at various weights.

### Ship Mail via France

Mail to Spain also could travel by sailing ship from New York to France because there were sailing packets leaving New York for Le Havre on a regular basis. For letters to Europe on which only the domestic postage from their origin to New York was prepaid, the New York postmaster often placed them on Havre-bound vessels as the most convenient way to get them to Europe. From Le Havre the letters were sent overland to Spain. When they arrived in Spain they were marked for postage due. None of the Spanish rate tables that are known today show rates for letters arriving by ship at French ports from overseas. An analysis of the Spanish postage due found on several covers that travelled by sailing ship from the U.S. to France indicates they most likely were treated as letters from countries just beyond France (such as Belgium, Holland, the German States, and the Italian Kingdoms) and not as letters originating within France. While it is possible that the Spanish postage due marked on these letters could have resulted from the use of the section of the rate table for letters from France, the letters would have had to be considerably heavier to require the same postage due. Since such greater weights seldom are seen on letters, I have concluded that the rating of these letters was determined by using the rates found in the table for the regions just beyond France and not the rates for letters from France. This also is the opinion of knowledgeable Spanish postal historians.

Figure 6 illustrates a very rare letter from New Orleans to Madrid. This folded letter was posted on 21 August 1838 and was paid  $2 \times 75\text{¢} = \$1.50$  for the express mail fee for a letter with one enclosure travelling a distance greater than 400 miles to New York. An accelerated government mail service, called "express mail," operated from 15 November 1836 to 30 June 1839 at rates three times the normal domestic rates. The rate from New Orleans to New York by this service was  $3 \times 25\text{¢} = 75\text{¢}$  for a letter of a single sheet of



Figure 6. 21 August 1838, New Orleans to Madrid, sent by express mail to New York and by sailing packet to Le Havre. The sender paid \$1.50 express mail fee for a letter with one enclosure from New Orleans to New York. Madrid marked 13 reales postage due for a 6 adarmes weight letter originating beyond France.



**Figure 7. 3 August 1839, New Orleans to Barcelona, letter carried privately to New York and placed in a ship letter bag at Gilpin's Reading Room destined for Le Havre. At Barcelona the letter was marked for 9 reales postage due for a 4 adarmes weight letter plus 8 maravedis local charge to help pay for the Carlist War.**

paper. This letter with one enclosure required two rates. The letter had a dual address, one for the agent in New York and the other for the addressee in Madrid. The New York agent received the letter and placed it in the mail bag of the Union Line sailing packet *Duchesse d'Orleans*, Captain Richardson, departing on 8 September and arriving at Le Havre on 13 October 1838. Here the letter received two black markings, the boxed French entry handstamp, PAYS D'OUTREMER/PAR LE HAVRE, and the circular datestamp, BUREAU MARITIME/(date)/(HAVRE). The letter was sent to Paris (two strikes of a blue circular datestamp of 14 October on reverse) and Madrid (partial strike of a red circular datestamp of 22 October on reverse). Here it was marked with an orange handstamp 13R for 13 reales postage due, the rate for a letter weighing 6 adarmes originating in countries just beyond France, such as Belgium or Holland. See Table 1. To date, this is the only recorded letter to Spain that was carried on the short-lived United States express mail service.

A letter that went over the same route as the previous cover, but carried privately part of the way, is shown in Figure 7. This folded letter originated in New Orleans on 3 August 1839 and was addressed to Barcelona. Instead of being posted at New Orleans and paying the domestic rate to New York, it was sent "out of the mails," perhaps in another letter or package, to New York. The sender endorsed the cover in the lower left corner for the Le Havre route. At New York, the agent to whom it was sent took it to Gilpin's Reading Room, where there was a letter bag for the next sailing packet to Le Havre. The letter was struck on the reverse with the red orange oval handstamp, FORWARDED THROUGH/GILPIN'S EXCHANGE/READING ROOM AND/FOREIGN LETTER OFFICE/N-YORK.

On August 31 the Union Line sailing packet *Sully* was cleared to depart New York for Le Havre, arriving there on 24 September 1839. The letter received a faint red entry marking at Le Havre but it is too weak to read the date. The cover reached Paris on 26 September as shown by a blue circular datestamp on the reverse. It passed through the French exchange office at Perpignan (no datestamp) and arrived at Barcelona on 4 October 1839, marked in

blue ink on the reverse with a two-line datestamp, B/O<sup>RE</sup> 4. On the front the Barcelona clerk struck two rate handstamps in blue ink. The first was 9R indicating that the postage due was 9 reales, the rate for a letter 4 adarmes in weight using the table for letters beyond France such as Belgium, Holland, etc. (Table 1.) The other marking reads 8ms, indicating an additional tax of 8 maravedis (1 cuarto = 4 maravedis; 8½ cuartos = 1 real) charged on foreign letters to the province of Catalonia to help pay for the First Carlist War.

### **Via England Directly to Spain**

Before the United States–British Postal Convention of 15 December 1848 was fully effective, mail could not be sent to Spain from the United States via England without using an agent in the United Kingdom. This was because the British required that all transit fees be fully paid before they would allow mail to continue through the United Kingdom. An agent or representative in England was needed to pay the fees or the mail would be held for postage in London.

British mail service directly to Spain was possible from September 1837. The British Peninsula & Oriental Steam Navigation Company (P&O) had a contract to carry mail from Falmouth, England, to Vigo, Spain; Oporto and Lisbon, Portugal; Cadiz, Spain; and Gibraltar every two weeks. The frequency of service was gradually increased to weekly. On 27 September 1843, the British terminal for the packet service to the Iberian Peninsula was shifted from Falmouth to Southampton. From 7 April 1845 the service was reduced to three times a month. By late January 1859 the calls at Cadiz and Gibraltar were ended as other P&O steamers called at Gibraltar en route through the Mediterranean to Alexandria, Egypt. This left calls only at Vigo, Oporto, and Lisbon. The Iberian Peninsula service ended in July 1862.

The basic rate to Spain by the direct packet service was very high, 2 shillings 2 pence for a single letter (one sheet of paper up to one ounce in weight). When the British shifted to a weight-based system on 10 January 1840, the single rate applied to a letter weighing up to ½ ounce. The rate by packet directly to Spain was not reduced until 1 October 1858, when it was lowered to 6 pence per ¼ ounce or 1 shilling per ½ ounce. Letters from England, regardless of the origin or the routing from England, were charged postage due in Spain according to the rates for Great Britain shown in Table 1. That meant the same rates applied whether a letter arrived in Spain directly from England or from England via France.

### **Via England Directly to Spain: Prior to July 1849**

Figure 8 illustrates a folded letter from New York City to Cadiz. It was written on 14 August 1841, addressed to “Capt. Joseph H Francis/of the American Brig Delta” and “in his absence to Danl McPherson,” the agent in Cadiz. The letter was carried privately to the Harnden & Co. agency in Boston, where it received the oval marking in red orange ink in the upper left corner: FORWARDED FROM/HARNDENS/PACKAGE EXPRESS & FOREIGN/LETTER OFFICE/NO 8 COURT ST BOSTON. Presumably the Harnden agent at Boston was paid \$1.07, which was the fee for mail carried by Falmouth Packet as advertised in the Harnden tariff circulars. The Harnden agent in England would pay the British packet fee from Boston to Liverpool and the additional British packet fee to Cadiz.

The Boston agent placed the letter in the mail carried from Boston on 16 August by the Cunard steamship *Acadia*, which arrived at Liverpool on 28 August 1841. The letter was sent to London, where it arrived the next day and was marked in the upper left corner to be detained for postage. It also received a red orange ink boxed PACKET LETTER handstamp. On the right side it was marked in black ink for 1 shilling packet postage due, the rate from Boston, and immediately below it, 2 shillings 2 pence for the P&O packet service to Cadiz, totaling 3 shillings 2 pence postage due, which was marked in black ink in



**Figure 8. 14 August 1841, New York to Cadiz, forwarded by Harnden's agents and carried by Cunard *Acadia* from Boston to Liverpool. Letter detained in London until 3/2d fees paid. P&O steamship *Montrose* carried letter from Southampton to Cadiz, where it was marked for 11 reales postage due for 4 adarmes weight letter from England.**

the center of the letter. The Harnden agent in London presumably paid the amount due on 2 October 1841 so the letter could be sent to Spain. Why almost five weeks passed before this was done is not known. The payment was shown in dark red ink in the lower left corner and the amount due in black ink was crossed out.

The letter was then sent to Falmouth, where it departed 3 October on the P&O steamship *Montrose* and arrived at Cadiz on 12 October 1841. A docketing notation inside shows the letter was received the same day. At Cadiz the letter was marked in red ink, upper right corner, 11R, to show that 11 reales postage due was required, the amount for a letter from Great Britain weighing 4 adarmes (Table 1).

A second letter from later in the period is shown in Figure 9. This folded letter originated in New York City on 18 January 1848 and was addressed to Cadiz. This is the earliest of a large quantity of letters addressed to Joseph Bensusan of Cadiz, a wonderful archive that supplied a number of letters that will be illustrated in this article. Originally, the Figure 9 letter was endorsed for the Bark *Ella*, but this was crossed through and the letter endorsed "Steamer 'Cambria' via Liverpool," a Cunard Line steamship. The letter was taken directly to the steamship's letter bag and not to the New York post office, thus avoiding payment in New York. The *Cambria* departed New York on 29 January and arrived at Liverpool on 13 February 1848. This was the first Cunard sailing from the new terminus of New York; sailings thereafter would be alternated with Boston. A Liverpool datestamp on the reverse confirmed the arrival date. The letter was sent to London, arriving later the same day as shown by a red orange datestamp on the reverse.

At London the letter was detained for postage (red orange boxed handstamp, upper left) since neither the transatlantic packet fee not the transit fee to Spain had been paid. The London clerk marked the letter with a red orange boxed handstamp, Returned for/\_\_\_Postage, in the lower left corner. The amount to be paid was erroneously marked in black ink as "2/6," which was crossed through and corrected alongside to the left as "3/2." The postage



**Figure 9.** 18 January 1848, New York to Cadiz, placed in steamship's letter bag avoiding New York postage. Letter carried by Cunard *Cambria* from New York to Liverpool, then detained in London until 3/2d paid. The P&O steamship *Ripon* carried this letter from Southampton to Cadiz, where it was marked for 13½ reales postage due for 5 adarme weight letter.

required was 1 shilling transatlantic and 2 shillings 2 pence packet fees to Spain or a total of 3 shillings 2 pence. The letter was not sent back to New York, but the required fees were paid on 18 February, apparently by a London agent. The letter was marked in red ink at the top “3/2” with payment confirmed by the circular red orange handstamp on the right side.

Then the cover was sent to Southampton for the next P&O steamer. Since the P&O Iberian Peninsula steamship *Jupiter* had departed Southampton on 17 February, it was too late for this steamer. Instead it was put on board the P&O Alexandria steamship *Ripon*, departing on 20 February for the Mediterranean. *Ripon* called at Gibraltar on 2 March 1848. Since the letter had been placed in a mail bag for Cadiz at London, it did not receive a Gibraltar marking. On the reverse is a blurry red orange Cadiz arrival marking that appears to indicate 3 March 1848. The letter also was marked at Cadiz with a red orange handstamp, 13½R, to show that 13½ reales was due, the correct rate for a letter from Great Britain weighing 5 adarmes (Table 1). Docketing inside the letter by the recipient shows that it was received on 9 March 1848.

Figure 10 illustrates a letter from Malaga, Spain, to Boston, Massachusetts. This folded letter was dated 17 July 1843, and was written by the American Consul in Malaga, George Read, to Silas Peirce & Company of Boston. The business archive of Silas Pierce contains many letters from Read but only a few traveled this route and had the rate found on this letter. Endorsed across the top, “p Royal mail Steamer, via Liverpool & Halifax 4 Augt.,” the letter was intended to go by the British contract mail service from Liverpool to Boston via Halifax.

But instead of sending the letter through France to England, the letter was carried privately to Gibraltar, where it was posted in the British mail using the packet service. A black arc handstamp, GIBRALTAR with PAID below, was struck in the upper left corner. No Gibraltar datestamp was applied. The letter was paid 2 shillings 11 pence for a letter not



**Figure 10.** 17 July 1843, Malaga to Boston, carried privately to Gibraltar and posted in the British mail. Letter paid 2/11d, a special rate via England (but not via London) to the United States. P&O steamship *Pacha* carried the letter to Falmouth and Cunard steamer *Hibernia* carried it to Boston, where it was marked 6¢ postage due for incoming ship letter.

exceeding  $\frac{1}{2}$  ounce, marked in red ink in the upper right corner. A British Treasury Warrant of 2 September 1840 established this special rate for letters from Gibraltar transiting through the United Kingdom but not going through London, essentially letters arriving at Falmouth by packet and forwarded by other British packets. This amount paid all transit fees of the letter to the U.S. arrival port.

On 20 July the P&O steamship *Pacha* departed Gibraltar for the return trip from the Iberian Peninsula and arrived at Falmouth on 29 July 1843. The letter arrived at Liverpool on 31 July according to an oval transit datestamp of Liverpool on the reverse. It was included in the mail departing Liverpool 4 August on the Cunard steamship *Hibernia*, arriving at Boston on 17 August 1843. At Boston the letter received a red orange handstamp, SHIP/6, indicated that 6¢ postage was due for an incoming ship letter addressed to the arrival port. Five other letters in 1843 and 1844 are known that were sent by the same route and show this special British Treasury Warrant rate.

#### **Via England Directly to Spain: 1 July 1849 to 1 October 1858**

The Postal Convention between the United States and Great Britain and Ireland, signed at London on 15 December 1848, provided a new vehicle for sending mails from the United States to Spain. Article XI of the convention addressed sending mails through England to foreign countries, stating:

Letters posted in the United States, addressed to foreign countries, and intended to pass in transit through the United Kingdom, shall be delivered to the British Post-Office free of all United States postage, whether packet or inland [this allowed the use of the 5¢ open mail rate by British packet or the 21¢ open mail rate by American packet]...

In the case of those countries to which letters cannot be forwarded unless the British postage be paid in advance, such British postage shall be collected in the United States, (in addition to the United States rates of postage,) and accounted for to the British Post-Office.

Article XII added:

**The rate of postage to be taken by the British Post-Office upon letters arriving in the United Kingdom from the United States, either by British or by United States packets, and to be forwarded through the United Kingdom to colonies or possessions of the United Kingdom...or to foreign countries,...shall be the same as the rate which is now, or which may hereafter be, taken by the British Post-Office upon letters to or from such colonies or possessions, or foreign countries respectively, when posted at the port of arrival or delivered at the port of departure of the packets conveying the mails between the United Kingdom and the United States.**

A Post Office Washington, D.C. notice of 8 January 1849 that appeared in the New York newspaper *Commercial Advertiser* on 9 January 1849 alerted the public to the new convention and addressed mails to foreign countries as follows:

**On letters to be sent to any foreign country or British possession, and mailed for that purpose to any post office in the island of Great Britain, there must be prepaid, if sent by a British packet, 5 cents the single rate, and if by an American packet, 21 cents - to be doubled, tripled, &c, according to weight.**

Only the 5¢ and 21¢ British Open Mail rates to England were mentioned with no details of the fully paid rates to countries beyond England. Since the mail to Spain from England had to be prepaid, whether by P&O packet directly to Spain or overland through France, it was not possible to use the open mail provisions of the new convention. With the publishing of the detailed rates to foreign countries more than four months away, the new convention did not provide immediate assistance on mails to Spain when it went into effect on 15 February 1849.

The convention was confirmed by exchange of ratification on 26 January 1849. It required the postal authorities of the two nations to agree upon detailed articles to carry the convention into effect. U.S. Postmaster General J. Collamer approved the additional articles on 14 May 1849. After receiving confirmation that the British Postmaster General also approved the additional articles, he sent instructions to U.S. Postmasters on 19 June 1849, which later were published in *Report of The Postmaster General* for 1849. The rates were to go into effect on 1 July 1849.

Contained within those instructions were tables which showed, for the first time, rates to foreign countries, besides the open mail rate to England. Postage to Spain via Southampton was listed as 73¢ per single rate of ½ ounce. If the letter was carried on a British packet across the Atlantic, the United States had to credit the United Kingdom with 68¢, and if carried by an American packet, 52¢. This paid the letter to the Spanish arrival port. Additional postage was due in Spain based on the date of the letter. According to Dr. Schier's rate tables, before 29 June 1853, the postage due in Spain was as shown in Table 1 for a letter from Great Britain. From 29 June 1853 until 1 May 1855, letters from Great Britain were charged 10 reales per ¼ ounce, and from 1 May 1855 until 1 October 1858, they were charged 4 reales per ¼ ounce.

Letters intended for this route were sent to London and then to Southampton for the British P&O packets directly to the Iberian Peninsula. All the mail voyages from Southampton have been documented by Reg Kirk, who has studied and published several books providing sailing data for P&O steamship operations. His book, *The Postal History of the P&O Service to the Peninsula*, was published by the Royal Philatelic Society, London, in 1987. The Kirk sailing tables show that the Peninsula steamships made round voyages from Southampton-Vigo-Oporto-Lisbon-Cadiz-Gibraltar and back via the same ports to Southampton. Departures from Southampton from April 1845 were scheduled at 2 P.M. on the 7th, 17th, and 27th of every month except when that day fell on a Sunday. Then, the steamer would depart the next day. This was a separate P&O service from that which left Southampton for the Mediterranean.

Figure 11 illustrates a folded letter from New York City written on 24 August 1850 and addressed to Cadiz. It was originally endorsed to be carried by the Bark *Brunette*, but



**Figure 11.** 24 August 1850, New York to Cadiz, 73¢ paid for the British mail rate by British packet. New York credited 68¢ to United Kingdom. This cover was carried by Cunard's *Europa* to Liverpool and P&O's *Pacha* from Southampton to Cadiz, where it was marked for 16 reales postage due for 6 adarmes weight letter.

this was crossed through. The letter was posted on 30 August, as shown by a red orange circular datestamp of New York in the upper right corner. It was paid 73¢, which was marked in black pencil in the upper right corner. Because the letter was to cross the Atlantic on a British packet, the New York exchange office clerk used magenta ink to cross through the prepayment and to indicate in the lower left corner the credit to the United Kingdom of 68¢. Of the 73¢ prepayment, the United States was entitled only to 5¢.

The letter was placed in a mail bag that closed in New York on 3 September for the next-day sailing of the Cunard steamship from Boston. On 4 September the *Europa* departed Boston and arrived at Liverpool on 15 September 1850. The letter reached London the next day and was marked in the upper right corner with a red orange tombstone-style datestamp indicating that it was paid.

From London it went to Southampton, where it departed 17 September on the P&O steamship *Pacha* and arrived at Cadiz on 24 September 1850. Here the letter was marked in orange ink with a handstamp 16R to show that 16 reales postage was due, the rate for a letter from Great Britain weighing 6 adarmes (Table 1).

Another letter by British packet is shown in Figure 12. This folded letter, from the same correspondence as Figure 11, originated in Boston on 29 August 1854 and was addressed to Cadiz. It was endorsed in the upper left corner, "pr. America," the steamship desired to carry the letter across the Atlantic. When taken to the post office, it was marked "41" in black pencil in the upper right corner. This was then overwritten "73" to show the amount required first for the rate via France and then corrected to the rate via Southampton. Later, a red orange handstamp PAID was applied and the amount paid of 73¢ written in dark orange crayon. The credit of 68¢, for a letter to be carried by a British packet, was written to the left in orange crayon by the Boston exchange office clerk, who also struck on the reverse in black ink the circular datestamp BOSTON/(date)/BR. PKT.

The letter left Boston 30 August on the Cunard steamship *America* and arrived at Liverpool on 11 September 1854. It reached London the next day, where it received an or-





**Figure 12.** 29 August 1854, Boston to Cadiz, paid 73¢ for British mail rate by British packet. Boston credited 68¢ to United Kingdom. Letter carried by Cunard *America* from Boston to Liverpool and P&O *Madrid* from Southampton to Cadiz, where it was marked ESTRANGERO/CADIZ and 10 reales postage due for a ¼ oz. weight letter.

ange circular datestamp on the right side showing that it was paid. From here it was sent to Southampton, where it departed 18 September on the P&O steamship *Madrid* and arrived at Cadiz on 25 September 1854. Docketing inside the letter shows that it was received the same day. At Cadiz the letter received two handstamps in dark blue ink. The first was a two-line marking, ESTRANGERO/CADIZ, a marking seen infrequently on letters arriving by ship at various Spanish ports. Kirk reported that he had seen the marking only on one cover, but a few others have been recorded on transatlantic covers. The second marking was the handstamp 10.R., which indicated that 10 reales postage was due, the amount for a ¼ ounce letter from Great Britain. A partial strike of a small Cadiz datestamp appears on the reverse in black ink, but the date cannot be read.

Figure 13 illustrates a folded letter carried across the Atlantic on an American packet and then by British packet directly to Spain. This letter originated in New Orleans on 11 August 1851 and was addressed to Cadiz. It was endorsed, “p Steamer via Liverpool,” but these instructions were not completely carried out. When posted on 13 August it received on the left side a red orange circular datestamp of New Orleans. To the right it was marked in the same color ink with a PAID handstamp and to the right of this marking in black ink was written “73c” to show the payment of 73¢.

The letter was sent to New York to be prepared for the overseas mail. Here the exchange office clerk decided to place the letter on the New York & Havre Line steamship *Humboldt*, soon to depart. In magenta ink he crossed through the payment in New Orleans and wrote underneath the credit to the United Kingdom of 52¢ since he would place the letter on an American contract steamship. The *Humboldt* departed New York on 23 August and arrived at Southampton on 4 September 1851. The letter reached London later that day, where it was marked on the right side with a red orange datestamp showing the letter



Figure 13. 11 August 1851, New Orleans to Cadiz, paid 73¢ for British mail rate by American packet. New York credited 52¢ to United Kingdom. Letter carried by NY & Havre Line *Humboldt* to Southampton and P&O *Madrid* to Cadiz, where it was marked for 11 reales postage due for 4 adarmes weight letter.

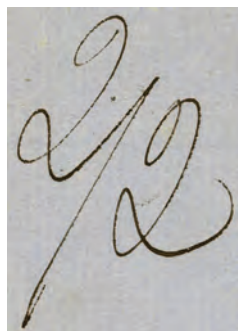


Figure 14. 6 September 1853, Vigo, Spain, to Kingston, Massachusetts, unpaid letter sent by P&O *Iberia* to the United Kingdom and Cunard *America* to Boston. London debited United States 68¢ and Boston marked 73¢ postage due.

was prepaid. Then it was sent back to Southampton, where it departed 8 September on the P&O steamship *Madrid* and arrived at Cadiz on 14 September 1851. A red orange circular datestamp of Cadiz on the reverse and a docketing notation within confirm this arrival and receipt. The letter was marked in red orange ink on the front 11R to show the postage due

of 11 reales for a letter from Great Britain weighing 4 adarmes.

A very scarce letter from Spain to the United States carried by P&O packet to England is shown in Figure 14. This folded letter originated in Vigo, Spain, on 6 September 1853 and was addressed to Kingston, Massachusetts. It was written by a ship captain to the ship's owner, reporting arrival at the port and the prospects for acquiring a cargo to return home. On 10 September the letter was taken to the British consular office in Vigo and posted as an unpaid letter. The circular datestamp of this office was struck in black ink at upper right. On the reverse was written in black ink "2/2" (Figure 14a) to show that the packet fee from Vigo to Southampton of 2 shillings 2 pence had not been paid. On 11 September the P&O steamship *Iberia* departed Vigo for the short run to Southampton, arriving on 14 September 1853.



**Figure 14a. Clerk in British consular office at Vigo wrote manuscript on reverse in black ink to show 2s2d for packet service to U.K. was unpaid.**

The letter reached London the next day, as shown by a red orange circular datestamp on the reverse. Here the letter was prepared for the overseas mail to the United States. In black ink in the upper right corner it was marked with a manuscript 68¢ debit to the United States for the fees owed to the United Kingdom for a letter crossing the Atlantic on a British packet (52¢ for P&O service plus 16¢ transatlantic sea postage). The letter was sent to Liverpool to go on board the Cunard steamship *America*, which departed on 17 September and arrived at Boston on 1 October 1853. A Boston exchange office clerk struck in black ink, in the upper left corner, the circular datestamp BOSTON/(date)/BR. PKT. to show the letter arrived by a British packet. After crossing through the British debit, he wrote the postage due in black ink to the left, 73¢. To date, this is the only example that I have seen of a letter from Spain to the United States during the U.S.-U.K. convention period by the P&O packet to Southampton.

Another scarce letter from Spain via England by ship is shown in Figure 15. This folded letter from the Bensusan archive originated in Cadiz on 20 August 1857 and was addressed to Boston. This is a printed announcement, but it did not qualify for the lower printed-matter rates because there was some writing inside. A blue double-oval business marking of the sender was struck in the lower left corner. The letter never entered the Spanish mail system. It was given to a ship captain to take to London. There is no indication of the ship that carried the letter, but arrival at London was marked on the reverse by a red orange circular datestamp on 21 October 1857, two months later. The long voyage from Spain to London indicates the vessel must have stopped at one or more ports on the way. At London the letter received two handstamps in black ink: SHIP-LETTER and the numeral 8. Because it was an incoming ship letter, the London clerk marked it for 8 pence (16¢) postage due for the incoming ship letter fee. The detailed regulations of the United States–United Kingdom Postal Convention of 1848 had a provision for letters brought to the United Kingdom by private ship and then conveyed by mail packet to the United States. On these letters the United Kingdom was allowed to debit the United States 32¢ if carried across the Atlantic on a British packet, 16¢ for the ship letter rate due in the United Kingdom plus an additional 16¢ sea postage to the United States. The London clerk marked this 32¢ debit in the upper right corner.

The letter was included in the mail bags placed on board the Cunard steamship *Canada*, departing Liverpool on 24 October and arriving at Boston on 5 November 1857. The letter was processed the next day at the Boston exchange office. On the reverse was struck a black circular datestamp, BOSTON/(date)/BR. PKT., to show the letter arrived by a Brit-



**Figure 15.** 20 August 1857, Cadiz to Boston, unpaid letter carried by sailing vessel to England and mail packet to Boston. London marked SHIP-LETTER handstamp, 8d due for incoming ship letter, and debited United States 32¢. Boston marked 37¢ due.

ish packet. On the front the black handstamp 37 was marked to show that 37¢ postage was due. To the British debit of 32¢ the Boston clerk added 5¢ U.S. internal postage under the U.S.–U.K. Convention. The 37¢ ship and steamship combined rate is a seldom-seen rate. This is the only example I have seen from Spain.

**Via England Directly to Spain: 1 October 1858 to 12 July 1862**

On 1 October 1858 a new postal convention between the British and the Spanish went into effect. Details will be covered in a later section of this article. Although this convention was intended mainly for mail via France, it offered for the first time an opportunity for fully paid mail from the United States to Spanish destinations by the direct British P&O steamers to Spain. The transit rates for mail from the United Kingdom to Spain under this convention were exactly the same, 6 pence per ¼ ounce, regardless whether the mail was routed directly to Spain or through France. Conceivably, mail to Spain could be sent by the P&O packets to the Iberian Peninsula under this convention, but it is highly unlikely that any route other than via France was used because of the high British expense for the P&O packet service. As mentioned earlier, by late January 1859 the port call at Cadiz was ended leaving only the port of Vigo for the direct mail to Spain. Now the P&O service to the Peninsula served principally the Portuguese ports of Oporto and Lisbon. I have never seen a cover during this period sent by the P&O steamers directly to Spain although such a cover is possible.

**Via England and France to Spain**

As mentioned earlier, before the United States–British Postal Convention of 15 December 1848, mail could not be sent to Spain from the United States via England and France without using an agent in the United Kingdom. This was because the British required that incoming and transit fees be fully paid before they would allow mail to continue through the United Kingdom. An agent or representative in England was needed to pay the fees or the mail would be held for postage in London. The fees for mail from England through



Figure 16. 25 September 1841, New York to Madrid, letter paid \$1.00 for express agent fees to Spain and carried by pioneer steamship *Great Western* to England. The British agent posted the cover to Spain via France, paying 2s6d. The Spanish post office marked 13 reales postage due for a 5 adarmes weight letter.

France were established by postal conventions between the United Kingdom and France as early as 1836. This convention established single letter rates between France and the United Kingdom to each other's frontier of 1 franc (10 decimes) if from Paris, or 10 pence if from London. Letters that originated from locations other than Paris or London had various rates in proportion to the Paris- or London-to-frontier rate. Prepayment was optional for letters between the United Kingdom and France or from British possessions. Exchange offices were set up at Dover, Brighton and Southampton in the United Kingdom, and at Calais, Dieppe and Le Havre in France. The scale of progression of postal rates was complicated and determined separately in each country. For accounting purposes, 1 decime in France was equated to 1 penny in the United Kingdom.

On 3 April 1843, the United Kingdom and France signed a new postal convention, which was to become effective on 1 June 1843. This comprehensive postal convention set up detailed procedures for the accounting of all mail between the two countries. Letters could be fully paid to destination or left unpaid, while insufficiently paid letters were to be treated as unpaid. Letter bills and accounting markings were established for all mail between the two countries and for transiting mail from other countries. One interesting aspect of this new convention was a change in determining French internal postage rates. The special French internal rates of 1836 that were used on mail from foreign countries were abandoned. The French internal postage reverted to the rates established by the French Law of 1827, according to the straight-line distance from the point of egress into France to point of destination. Thus, the French internal rates charged on foreign mail were lowered to coincide with the regular internal fees in effect for domestic letters.

#### Via England and France to Spain: Prior to 1 July 1849

Figure 16 illustrates a folded letter outer sheet without the letter contents. Addressed to Madrid, this is believed to have originated in New York City about 25 September 1841. The letter was endorsed in the lower left corner, "Per Steamer/*Great Western*," routing



**Figure 16a. Notation from the upper right of the Figure 16 cover, indicating \$1 payment to express agent “W[illiam] H[arnden].”**

instructions for the pioneer steamship of that name. The letter was taken to the New York agent, Harnden & Company, and paid \$1.00, the express company's fee for this letter to Spain, as shown by the notation in the upper right corner, “1.00 pd to W[illiam] H[arnden].” Figure 16a shows an enlargement of this marking. This amount would be used by Harnden's British agent to pay all the transit expenses to Spain via France. The letter was placed in the letter bag of the steamer by the New York agent, who also paid the 25¢ freight money fee required by the steamship company on letters that were carried to England. This extra 25¢ fee seldom was marked on letters taken directly to the New York agent for the steamship. On 25 September the Great Western Steamship Company steamer *Great Western* departed New York, arriving at Bristol, England, on 8 October 1841. Here the letter was marked in black ink in the upper right corner with the handstamp BRISTOL/SHIP LETTER, indicating the British arrival port. The Harnden agent paid the 8 pence incoming ship fee, which was not indicated on the cover.

The letter was sent to London arriving the next day as shown by a red orange circular datestamp on the reverse. At London, the Harnden agent paid the required transit fees to send the letter to Spain via France. The fee of 2 shillings 6 pence was marked in red ink in the upper left corner. This represented 2 pence British internal fee for a letter from outside London going to Europe, 10 pence British fee to the French frontier, and 2 x 9 pence French internal fee for a letter weighing between  $\frac{1}{4}$  and  $\frac{1}{2}$  ounce, paying the letter to the French-Spanish border.

Across the address, the London clerk also struck a rimless oval datestamp in red orange ink, PAID SHIP LETTER-/(date)/LONDON. The letter was sent to Paris arriving on 11 October (partial red orange circular datestamp on the front showing entry at Calais), then to the French border office of Bayonne, arriving on 14 October (black circular datestamp on reverse), and Madrid on 24 October 1841 (red orange circular datestamp on reverse). At Madrid the letter was marked in red orange ink, 13R, indicating postage due of 13 reales for a letter weighing 5 adarmes from Great Britain (Table 1).

Another letter via England and France is shown in Figure 17. From the same correspondence as Figure 16, this folded letter outer sheet (without the letter contents) originated in New York City and was addressed to Madrid. It was endorsed “Per Boston Steamer” in the lower left corner, referring to the British contract mail steamer from Boston. The letter was posted on 15 August 1844 and received a red orange circular datestamp of the New York office at lower left.

When taken to the post office to be paid it was marked for postage of 75¢ (in pencil, upper left) and later marked in a separate operation with a red orange arc PAID and to the right “75” in black ink. This amount represented  $4 \times 18\frac{3}{4}\text{¢} = 75\text{¢}$  for a letter with three enclosures going 217 miles to Boston. At New York the letter was placed in a closed mail bag and sent to Boston, departing there 16 August on the Cunard steamship *Caledonia* and arriving at Liverpool on 29 August 1844. It reached London the next day, as shown by a red orange circular datestamp on the reverse.



**Figure 17.** 15 August 1844, New York to Madrid, letter with three enclosures paid 4x18¼¢=75¢ to Boston for next mail steamer and carried by Cunard *Caledonia* to England. London held the letter until 4s7d was paid to forward it to Spain via France. Spanish marked 22 reales postage due for 9 adarmes weight letter.

Since the required transit fees to Spain via France had not been paid, the letter was detained at London for the missing postage. A boxed red orange handstamp, Detained for Postage, was struck in the upper left corner. The number written in black ink within this box represented the reference number for this letter, the same number appearing in a notice the London office sent back to the letter writer in New York City stating the amount to be paid before the letter would be forwarded from London. The amount to be paid was written on the letter, 4 shillings 7 pence, which would pay the letter to the French-Spanish border. Nine weeks later the amount was received in London. The letter was then marked with a red orange tombstone-style PAID datestamp and with an oval handstamp P.F. to indicate the letter was paid to the French exit border.

The amount paid, “4/7,” was written again on the left side. This amount is difficult to completely understand. Under the 1843 postal convention with France, the British were entitled to 3 shillings 4 pence (40 pence) for each ounce of letter weight on unpaid letters coming from overseas and going to France. To this was added the French “foreign” postage to Spain, which was equivalent to 5 pence per ¼ ounce. The payment of 4 shillings 7 pence (55 pence) appears to be 15 pence for France and 40 pence for the United Kingdom. This probably means that the British overcharged the sender for his letter to Spain, since a similar weight letter originating in England would have paid only 25 pence to Spain via France according to published rates. However it was calculated, this is what the British required the letter sender to pay before forwarding the letter beyond London. The letter arrived at Paris on 4 November, having entered France at Boulogne (red orange circular datestamp struck over the New York datestamp), at Bayonne on 7 November (black circular datestamp on reverse), and at Madrid on 10 November 1844 (blue circular datestamp on reverse). It was marked at top center in blue ink 22R indicating that 22 reales postage was due, for a letter weighing 9 adarmes, or just over ½ ounce (Table 1).



**Figure 18.** 5 June 1846, Malaga to Boston, letter sent unpaid to France. In London, British forwarding agent paid 10 decimes for unpaid letter from France and 1s transatlantic packet fee to United States. Letter carried by Cunard *Britannia* from Liverpool to Boston. Recipient in Boston had to pay 6¢ incoming ship letter fee, but this was not shown by Boston clerk.

Figure 18 illustrates a 5 June 1846 letter from Malaga, Spain, to Boston, Massachusetts, sent via France and England. This is another letter from the U.S. Consul in Malaga, George Read, to Silas Peirce & Company. It was endorsed across the top, “p Royal mail Str (19 June) from Liverpool via Halifax,” instructions for the British contract mail service to America. In the lower left corner it was endorsed, “p Madrid/y/Paris,” routing instructions for the land route through France to London. The letter had a dual address because it was sent to a British agent in London, Baring Brothers & Co., to be forwarded to Boston.

The letter was posted on 5 June at Malaga, shown by the red orange “Baeza” datestamp in the upper right corner. These uniform postmarks were introduced on 9 April 1841 to be used by all the post offices in Spain and her possessions, markings that showed the name of the city (or three stars for a main district post office) at the top, the name of the postal district on the bottom, and postal district number on the two sides. In this case the postal district was number 25, and the district name, Andalucía Baja, was abbreviated “ANDAL.B.” A tracing of this marking, from the Figure 18 cover, is shown in Figure 18a.



**Figure 18a.** “Baeza” datestamp used at Malaga showing postal district “25” and district name, “Andal[ucia]. B[aja].”

The letter was sent to France but not charged for domestic fees to the French border. An ancient agreement with France, dating from 1660, was still being observed: No Spanish internal postage would be charged on mail transiting France to another country. The Figure 18 letter entered France on 11 June at St. Jean-De-Luz, located 12 miles southwest of





**Figure 19.** 12 February 1849, Malaga to Boston, letter sent unpaid to France. In London, British forwarding agent paid 10 decimes (=10 pence) for unpaid letter from France, but reposted the letter unpaid to the U.S. destination. London debited 19¢ to United States under new convention. Letter carried by Cunard *America* from Liverpool to Boston on first voyage under new postal convention. Boston marked 24¢ paid with red handstamp.

Bayonne on the Atlantic coast of France near the Spanish border. The datestamp, shown at the top center, was red orange when it was struck, but it has oxidized to a blackish orange color.

The letter reached Paris on 14 June (blue circular datestamp on the reverse) and was then sent to London, arriving on 16 June 1846 (red orange circular datestamp on the reverse), where it was marked in black ink for 10d postage due, the rate for a ¼ ounce letter between France and the United Kingdom under the 1843 Anglo-French Convention (consisting of 5 pence British and 5 decimes French transit fees). The Baring Brothers agent paid the 10 pence postage due and then reposted the letter to Boston. The London address was crossed through as was the 10 pence postage due marking. The agent paid one shilling for the packet fee to Boston, indicated by the red manuscript marking on the left side of the cover. The black oval transit datestamp of Liverpool (lower left) shows the letter arrived there on 18 June. The next day it departed on the Cunard steamship *Britannia* and arrived at Boston on 4 July 1846. Not marked for some reason was the Boston red orange handstamp, SHIP/6, indicating that 6¢ postage was due for an incoming ship letter addressed to the arrival port. This amount surely was collected.

Another letter from the Read/Pierce correspondence is shown in Figure 19. This illustrates the change in handling mail as a result of the United States–United Kingdom Postal Convention of 1848, which went into effect on 15 February 1849. This letter from U.S. Consul George Read originated in Malaga, Spain, on 12 February 1849, and had similar routing and agent instructions as Figure 18. This time the sender struck a blue boxed handstamp, CONSULATE/U.S./MALAGA, in the upper right corner.

The letter was posted on 12 February and sent with no domestic fee to France just as the previous example. It entered France on 15 February at St. Jean-De-Luz, per the red orange datestamp in the upper right corner, again oxidized to a blackish orange color. The letter reached Paris on 21 February (black circular datestamp of the foreign office on the reverse) and was sent to London, arriving on 22 February (red orange circular datestamp on the reverse). Here it was marked in black ink for 10 pence postage due, the rate for a ¼ ounce letter between France and the United Kingdom under the 1843 Anglo-French Convention. The 10 pence postage due was paid and the letter was then reposted to Boston by the Baring Brothers' agent. The London address was crossed through as was the 10 pence postage due marking.

Since the new postal convention with the United States had just gone into effect, the agent elected to send the letter unpaid to its Boston destination. The agent posted the letter on 23 February, shown by a red orange Maltese cross style datestamp on the reverse without the word "PAID." The London exchange office clerk marked a 19¢ debit to the United States in black ink on the right side below the blue Consular marking. Since a British packet was to carry the letter across the Atlantic, the United Kingdom was entitled to 3¢ for inland postage and 16¢ for sea postage. Handstamps for debit & credit markings, commonly seen on mails under the U.S.–U.K. Postal Convention, were not yet in use. The letter was placed in a closed mail bag and sent to Liverpool for the next mail steamer, which was the Cunard steamship *America*, scheduled to depart on 24 February. This vessel carried the first British mail under the new convention into Boston on 8 March 1849. At Boston the letter was marked in the upper right quadrant with a red orange handstamp 24 to show that 24¢ postage was due, the treaty rate for a ½-ounce letter. Instructions from the U.S. Postmaster General to the American exchange offices had not yet been issued. They would later indicate that this marking should have been struck in black ink to show the amount due as required by the new Convention. The red orange ink color, in use before the convention became effective, was used on this letter. Under the Convention, the 24¢ fee paid the letter to its destination in Boston and no additional ship fee was necessary.

### **Via England and France to Spain: 1 July 1849 to 31 December 1856**

The Postal Convention between the United States and the United Kingdom provided a new vehicle for sending mails from the United States to Spain. Only the 5¢ and 21¢ British open mail rates to England were mentioned in the initial announcements of the convention rates in January 1849. Details of the fully-paid rates to countries beyond England would come after the detailed regulations of the convention were approved in May 1849. Since mail to Spain from England had to be prepaid, whether by P&O packet directly to Spain or overland through France, it was not possible at first to use the open mail provisions of the new convention on mail from the United States to Spain.

On 19 June 1849, Postmaster General Collamer sent instructions to U.S. postmasters that provided rates to a number of foreign countries with which the United Kingdom had postal agreements. Now rates other than the British open mail rates, which essentially paid a letter only to England, were available. Postage to Spain via France was listed at 41¢ for a letter up to ¼ ounce weight. A note with the new rate table indicated that the foreign portion of this rate, the transit fee through France, was to be increased 10¢ for each additional ¼ ounce. This resulted in a rate of 51¢ for a letter weighing up to ½ ounce to Spain via France. If the letter was carried across the Atlantic by a British packet, all but 5¢ of the payment up to ½ ounce was to be credited to the United Kingdom. If carried by an American packet, the United States retained 21¢ for a letter weighing up to ½ ounce.

Mail by this route was sent in closed bags only to London, where the bags were opened and the mail prepared to be sent to France via Dover and Calais. At Paris letters for



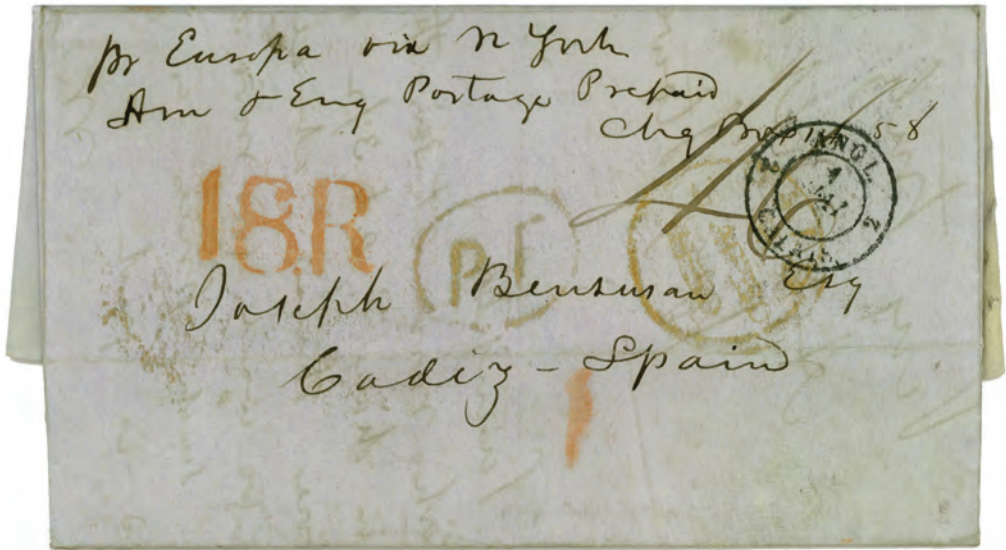
**Figure 20.** 24 June 1850, Boston to Cadiz, paid 41¢ for ¼ oz. weight letter by British mail and British packet via France. Boston credited 36¢ to United Kingdom. This letter was carried by the Cunard *Canada* from Boston to Liverpool. Spanish marked 11 reales postage due for 4 adarmes weight letter from England.

Spain were sent to the French border offices of St. Jean-de-Luz (west), Oloron (central), or Perpignan (east) for exchange with Spain. The payments in the United States on letters to Spain were compulsory and covered all transit fees to the French-Spanish border, but additional postage was always due at the Spanish destination.

When this period started in July 1849, the Spanish postage due still was determined from the 1805 tariffs for letters from Great Britain as indicated in Table 1. These rates continued until 29 June 1853, when the rate for such mail to any location in Spain was reduced to 10 reales per ¼ ounce. A further reduction occurred on 1 May 1855 with the new rate being 4 reales per ¼ ounce. On 1 October 1858 the postage due in Spain was reduced again, under the postal convention with the United Kingdom, to 2 reales per ¼ ounce.

Figure 20 illustrates another letter from the Bensusan archive, a 24 June 1850 letter from Boston to Cadiz. This was endorsed in the lower left corner, “Steamer/via Liverpool” and “via France,” routing instructions for the packet service to England and the route through France. When taken to the Boston post office, the letter received a red orange handstamp PAID and to the left a pencil 41 to show that 41¢ had been prepaid, the proper rate for a letter weighing less than ¼ ounce going in the British mail via France. The Boston exchange office clerk marked in the upper right corner “36” in red ink to show the credit of 36¢ to the United Kingdom because the letter was to be sent on a British contract mail vessel. A Boston datestamp showing British packet service was not applied. The letter was placed on board the Cunard steamship *Canada*, which departed Boston on 26 June and arrived at Liverpool on 7 July 1850.

The letter reached London the next day and received a red orange circular datestamp on the reverse. A different red orange circular datestamp on the right side of the cover front indicates it was handled at the London foreign office the same day it was made up in the mail to France. No French datestamps were marked on the letter. It arrived at Cadiz on 15



**Figure 21. 16 April 1850, Boston to Cadiz, letter paid 51¢ (not shown) for ½ oz. weight letter by British mail via France. Boston credited 46¢ to United Kingdom. Letter carried by Cunard *Europa* from New York to Liverpool. Spanish marked 18 reales postage due for 7 adarmes weight letter from England although rate table indicated 18½ reales was due.**

July 1850, where a red orange “Baeza” circular datestamp was struck on the reverse. A docketing notation inside the letter confirms that it reached the addressee on 15 July 1850. At Cadiz, the letter was handstamped 11R, in red orange ink, upper right corner, to show that 11 reales postage was due. This was the tariff for a letter weighing up to 4 adarmes arriving from Great Britain (see Table 1).

Another letter from the Bensusan archive, shown in Figure 21, was sent to Cadiz 10 weeks earlier and shows the rating of a letter weighing up to ½ ounce. This folded letter, dated 16 April 1850, was endorsed across the top, “pr Europa via New York/Am & Eng Postage Prepaid/Chg Box 1458.” These instructions identified the British steamer to carry the letter, that it would leave from New York, that the American and British postage was to be prepaid, and that the fees were to be charged to numbered charge box account at Boston. The Boston clerk neglected to show how much was paid, but he did show in the upper right corner an oxidized red-ink credit to the United Kingdom of 46¢. With the United States retaining 5¢ for a letter carried on a British contract mail vessel, the payment had to be 51¢, which was the proper rate for a letter weighing up to ½ ounce.

The letter was placed in a closed mail bag at Boston for London and sent to New York to be put on the Cunard steamship *Europa*, which departed on 17 April and arrived at Liverpool on 29 April 1850. The letter reached London the next day, shown by a red orange circular datestamp on the right side. Here it received a red orange oval handstamp PF to show it was paid to the French-Spanish border. A black circular datestamp in the upper right corner, dated 1 May, shows the letter arrived at Paris having entered France at Calais. The only other datestamp on the letter is a red orange “Baeza” circular datestamp struck on the reverse showing arrival at Cadiz on 9 May 1850. A docketing notation inside the letter confirms that the letter was received on this date. At Madrid, the letter was handstamped in red orange ink on the left side, 18R, to show that 18 reales postage was due. The much smaller “R” than one used at Cadiz shows this was applied at Madrid. Actually, this marking is an 8R handstamp with a 1 handstamp separately applied. The tariff for a letter weighing up to



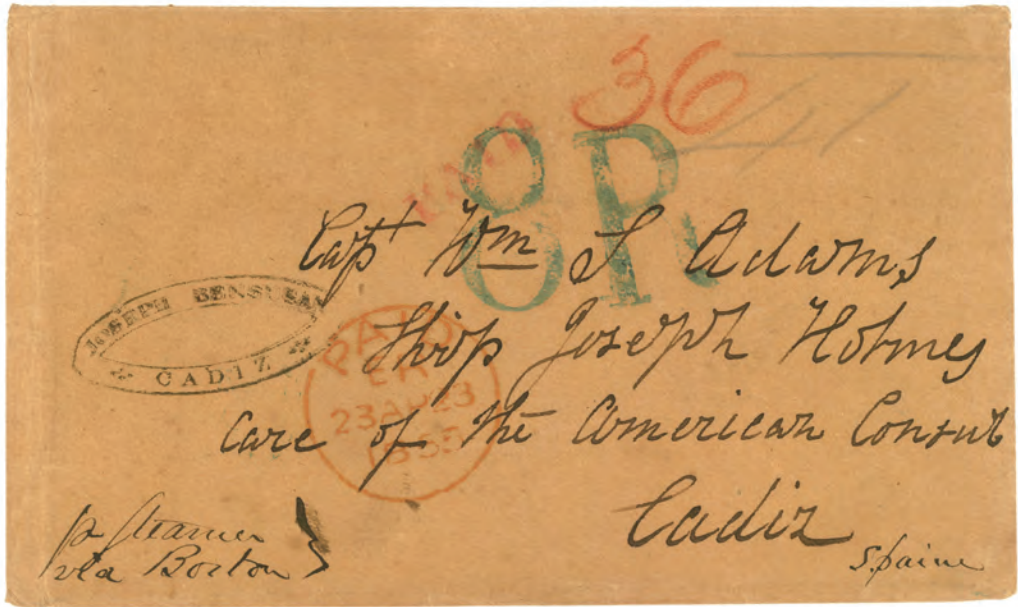


**Figure 23.** 17 January 1854, Boston to Cadiz, letter paid 41¢ for ¼ oz. weight letter by British mail via France. Boston credited 36¢ to United Kingdom. Letter carried by Cunard *Canada* from Boston to Liverpool. Spanish marked ESTRANGERO/CADIZ, sometimes seen on letters by ship to Cadiz but not overland from France, and 10 reales postage due for ¼ oz. weight letter from England.

1854. Here the letter was marked with a dark-blue handstamp, 10.R, indicating the postage due was 10 reales. This was the amount effective from 29 June 1853 for a letter from Great Britain weighing up to ¼ ounce. According to the notation on the upper left edge, the letter was held for the addressee by the Malaga agent, John Clemens, until the recipient picked it up on 11 September 1854.

A letter carried by a British packet during the period of the reduced Spanish rates is shown in Figure 23. This folded letter, from the Bensusan archive, originated in Boston on 17 January 1854 and was addressed to Cadiz. It was endorsed across the top, “Per Steamer ‘Canada’ from/Boston 18 Jan’y ’54,” routing instructions for the British packet by that name and the scheduled sailing date. The letter was struck at the top with a red orange handstamp PAID with a pencil “41” applied at right to show that 41¢ had been paid, the proper rate for a letter weighing less than ¼ ounce sent to Spain by the British mail via France. The Boston exchange office clerk struck on the reverse in black ink the circular datestamp, BOSTON/(date)/BR. PKT., to show the letter would be carried by a British contract mail steamer. On the front he wrote a red orange crayon “36” to show the credit to the United Kingdom of 36¢.

The letter was included in the mail bag for London that left Boston 18 January on the Cunard steamship *Canada* and arrived at Liverpool on 30 January 1854. The mail bag was sent to London, arriving the next day, as shown by the red orange circular datestamp on the right side indicating that the letter was paid. The British sent the letter to Paris, but the French did not apply a datestamp. The only other datestamp on the letter is a red orange “Baeza” circular datestamp struck on the reverse showing arrival at Cadiz on 14 February 1854. Here the letter was marked with a red orange handstamp, 10R, indicating the postage due was 10 reales. This was the amount effective from 29 June 1853 for a letter weighing up to ¼ ounce arriving from Great Britain. At Cadiz a two-line handstamp, ESTRANGERO/



**Figure 24.** April 1855, Boston to Cadiz, paid 41¢ for ¼ oz. weight letter by British mail via France. Boston credited 36¢ to United Kingdom. Letter carried by Cunard *Asia* from Boston to Liverpool. Spanish marked 2x4=8 reales postage due for ½ oz. weight letter from England.

CADIZ, infrequently seen on letters arriving by ship at various Spanish ports, was struck in red orange ink. The marking must have been applied to this letter in error. Mail from a British steamer arrived that same day at Cadiz, but this letter came overland from France. A docketing notation inside the letter confirms that the recipient received the letter on 14 February 1854.

As mentioned earlier, on 1 May 1855, the rate collected in Spain for letters from Great Britain was reduced from 10 reales per ¼ ounce to 4 reales per ¼ ounce. Figure 24 illustrates a dark orange brown envelope without content sent in April 1855 from Boston to Cadiz. It was addressed to Captain William S. Adams of the sailing ship *Joseph Holmes*, care of the American Consul in Cadiz. An oval business marking on the left side in black ink indicates this is another letter from the Bensusan archive, but not one sent to Joseph Bensusan. Perhaps he was in Boston on business when the letter was sent and carried with him envelopes bearing his business marking.

In the lower left corner the Figure 24 envelope is endorsed “p Steamer/via Boston,” routing instructions for the British contract mail steamer from Boston. The letter was struck at top center with a red orange handstamp PAID. In the upper right quadrant a pencil “41” was applied to show that 41¢, the proper rate for a letter to Spain by the British mail via France weighing less than ¼ ounce, had been paid. The Boston exchange office clerk struck on the reverse in black ink the circular datestamp, BOSTON/(date)/BR. PKT., indicating the letter would be carried by a British contract mail steamer. In the upper right corner of the front he wrote a red orange crayon 36, to show the credit to the United Kingdom of 36¢.

The letter was included in the mail bag for London that left Boston 11 April on the Cunard steamship *Asia* and arrived at Liverpool on 22 April 1855. The mail bag was sent to London, arriving the next day, as shown by the red orange circular datestamp on the left side with an indication that the letter was paid. The British sent the letter to Paris, but the



**Figure 25. 30 April 1856, New York to Cadiz, letter sent “out of the mail” to an agent in London, who posted it paying 10d British mail rate to the French-Spanish border for ¼ oz. weight letter. Letter probably carried by Cunard *Africa* from New York to Liverpool. At Cadiz the Spanish marked 4 reales postage due for ¼ oz. weight letter.**

French did not apply a datestamp. The only other datestamp on the letter is a small blue circular datestamp struck on the reverse showing arrival at Cadiz on 15 May 1855. Here the letter was marked with a dark-blue handstamp, 8R, indicating the postage due was 8 reales. Apparently, the Spanish weighed the letter at just over ¼ ounce and charged 2 x 4 reales for their internal postage.

Finally, Figure 25 shows a letter sent “out of the mail” to London but addressed to Spain. This folded letter originated in New York City on 30 April 1856 and was addressed to the same addressee in Cadiz as the cover shown in Figure 5. The Figure 25 letter was endorsed in the upper left corner, “via France.” It was sent “out of the mail” to a London agent, perhaps in another letter or package. The London arrival date is consistent with the letter traveling from New York on the British Cunard steamship *Africa*, departing New York on 30 April and arriving at Liverpool on 12 May 1856. A red orange circular datestamp in the upper right corner shows the letter was posted at London on 13 May 1856. Per the manuscript notation in the upper left quadrant, it was paid 10 pence, the British rate to Spain via France for a letter weighing less than ¼ ounce. The red orange oval handstamp PF, struck twice on the right side, explained that the letter was paid only to the egress point at the French-Spanish border. The letter was sent to Paris arriving on 14 May, as shown by the black French datestamp indicating entry into France at Calais and handling on the railway post car (“AMB” for “ambulant”) from Calais to Paris. The only other datestamp on this letter is a small blue circular datestamp struck on the reverse showing arrival at Cadiz on 21 May 1856. Here the letter was marked with the dark-blue 4R handstamp, indicating the postage due was 4 reales, the rate for a letter weighing up to ¼ ounce from Great Britain.

### **Via England and France to Spain: 1 January 1857 to 30 September 1858**

On 24 September 1856, a new Postal Convention between Great Britain and France was signed at Paris to become effective on 1 January 1857. The principal feature of this





**Figure 26. 18 May 1857, Boston to Jerez de la Frontera, paid 37¢ for ¼ oz. weight letter by British packet. Boston credited 32¢ to United Kingdom. Letter carried by Cunard *Europa* from Boston to Liverpool. Spanish marked 4 reales postage due for ¼ oz. weight letter.**

convention, which was to affect British mail conveyed via France to Spain, was a 2 pence (4¢) reduction in the transit fee through France. The American public was notified about new rates to Spain via the British mail through France by a Post Office Department notice that appeared in newspapers on 15 January 1857. This announcement stated that prepayment was required and the rates were: 37¢ not exceeding ¼ ounce; 43¢ above ¼ ounce and not exceeding ½ ounce; 80¢ above ½ ounce and not exceeding ¾ ounce; and 86¢ above ¾ ounce and not exceeding one ounce. These rates were to remain in effect for only 21 months, until 1 October 1858, when the British negotiated a postal agreement directly with the Spanish. The postage due in Spain was still 4 reales per ¼ ounce until the end of this period.

Letters from the United States to Spain by the British mail via France during this brief period are quite scarce because it was significantly cheaper to send letters to Spain through the new United States–French Postal Convention, which went into effect on 1 April 1857, three months after the new British rates went into effect. A ¼-ounce letter required 37¢ by British mail and only 21¢ by French mail, each with an additional 4 reales due in Spain.

To date, I have seen only three letters to Spain by British mail via France during this period, one of which is shown as Figure 26. This is a folded letter that originated in Boston on 18 May 1857 and was addressed to Jerez de la Frontera, Spain, a small town 16 miles north northeast of Cadiz. To this day, Jerez is famous for its sherry wines, the grapes of which come from the surrounding region. In fact, the English word “sherry” is derived from Jerez.

The Figure 26 letter was endorsed “Europa via Liverpool,” routing instructions for the steamer of that name to carry the letter across the Atlantic. A Boston exchange office clerk struck in the upper left corner a large red orange circular datestamp, BOSTON/(date)/BR. PKT./PAID, to show the letter would go by British packet, the date it would leave Boston, and that it was prepaid. The payment of 37¢ was written in pencil in the upper right corner and the credit to the United Kingdom of 32¢ was written in bright red orange crayon

right over it. Of the 37¢ payment for a letter weighing up to ¼ ounce, the United States was entitled only to 5¢ when the letter was carried on a British packet.

The letter left Boston 20 May on the Cunard steamship *Europa* and arrived at Liverpool on 31 May 1857. It reached London the next day, indicated by the red orange circular datestamp in the upper right quadrant indicating that the letter was paid. In accordance with the 1856 postal convention with France, the London clerk handstamped the red orange single-circle PP marking to show the letter was partially paid. The detailed regulations of the 1856 Convention required this marking to be stamped on all letters and printed papers which were prepaid for some part of the distance beyond the territory of the dispatching office. This is a change from the previously used P.F. marking of the 1843 Convention, which showed the letter was paid to the French frontier egress point. On covers to Spain via France, this distinctive PP marking is seen only during the period January 1857–October 1858. The letter arrived at Jerez de la Frontera on 10 June 1857, shown by a black circular datestamp on the reverse. The Spanish marked the letter in black ink, 4R, to show that 4 reales postage was due, the correct amount for a letter from Great Britain weighing up to ¼ ounce. ■

(to be continued)

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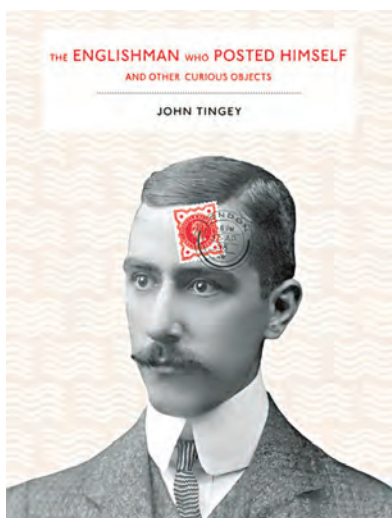


**THE ENGLISHMAN WHO POSTED HIMSELF  
AND OTHER CURIOUS OBJECTS, BY JOHN TINGEY**

REVIEWED BY RICHARD SHEAFF

This is the tale of a dedicatedly eccentric Englishman named Reginald Bray (1879-1939). From childhood until the end of his days, Bray obsessively pursued two things: accumulating tens of thousands of autographs (covered in the book but ignored in this review), and inventive oddball mailings through the postal system of Great Britain and the rest of the world.

The story goes that he bought a copy of *The Post Office Guide* in 1898, and studied it intently. From then on, he spent an enormous amount of energy testing the limits and capabilities of postal systems by mailing an astonishing array of objects, cryptically addressed cards and letters, cards addressed to a sequence of several people (or countries) on the same card, cards addressed to uninhabited caves, and the like. One clever ploy for receiving mail from around the world involved mailing tightly-bound newspapers to fictional people and addresses in foreign countries, on the theory that eventually they would go to a dead letter office, a hidden card addressed to Bray would be found, and the card would be posted back to him. Amazingly, it worked many times.



***The Englishman Who Posted Himself and Other Curious Objects*, by John Tingey. Published 2010 by Princeton Architectural Press, New York, hardbound, 6"x9" format, 176 pages, color throughout, \$24.95.**

Bray's main claim to fame, though, was the array of "stuff" he mailed, generally without wrapping or enclosure, including himself three times. He once recommended that, if one could not locate a place one wished to visit, a trip to the post office to mail oneself was the quickest way to get there.

The list of items he posted include: a turnip, his frying pan, a rabbit skull, a bicycle pump, dog biscuits, a small purse with address and stamps inside, onions, starched collars made into postcards, a bowler hat, pieces of cloth with crocheted addresses, a flask, some seaweed...and on and on.

Bray would send postcards with the only address being a picture of some location pasted on the front, along with instructions to deliver to the resident nearest to that place. One card had the picture of a locomotive, with the request to deliver to the engineer of that train. He would address cards with just a photostamp of the intended recipient plus a town name.

Bray himself appears on his own tobacco card, in a set of 50 published in 1938 featuring odd and entertaining characters who had appeared on the popular BBC radio show "In Town To-Night".

In 6" by 9" format, this book is profusely illustrated and freshly designed, with the majority of the visuals (130 in color, 16 black and white) featuring the oddly addressed

fronts of Bray's unusual postcards, most of them configured to challenge postal officials. Bray always included his return address (or that of a particular friend who was a frequent accomplice). An enjoyable book on an odd subject. ■

## **COLIN TABEART'S AUSTRALIA NEW ZEALAND UK MAILS, VOLUME 2, 1881 TO 1900: RATES, ROUTES AND SHIPS OUT AND HOME**

**REVIEWED BY RICHARD F. WINTER**

Colin Tabeart has now produced the second and final volume of his highly-regarded book, *Australia New Zealand UK Mails, Rates Routes and Ships Out and Home*, the first volume of which sold out in six months. Volume 1 covered the years up to 1880 and Volume 2 extends the period covered to 1900. We will soon see a revised second edition of Volume 1, which has been completely overhauled to provide a great deal of sailing data unavailable in the first edition. The revised Volume 1 will make it possible to ascertain the routes and vessels by which over 95 percent of letters carried by mail packets up to 1880 were carried. Originally, the author intended to write the story of the mails between the United Kingdom and Australia/New Zealand all the way up to 1900 in one volume. But it soon became obvious that such a book "would be impossible to lift and prohibitively expensive to post, as it had already amounted to over 400 pages by the time I reached 1880," in his words.

You may ask why Volume 2 is important since it covers a period so late in the 19th century. As those who have used Tabeart's Volume 1 already have realized, the postal rates and routes to the Australia/New Zealand region are not simply understood. By 1880, the end of Volume 1, the countries in this region had still not joined the Universal Postal Union, nor would they until October 1891. That meant the complex rates, made even more complex as combined UPU and non-UPU country rates were applied to mail, would continue through more than half the period covered in Volume 2. The importance of the author's very valuable postal rate and routing information, extended now to 1900, cannot be underestimated. His work has become the principal source of rate and routing information used by collectors and historians today. While his title implies he is interested only in mail to and from the United Kingdom, the United States was involved in some of the principal mail routes. This then makes his book extremely useful for the collector seeking to understand how letters went between the United States and the Australian region.

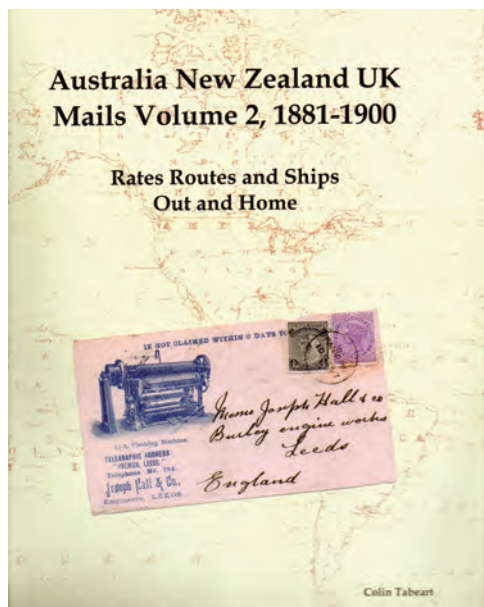
The author notes:

**This book covers mails between the UK and Australia/New Zealand over the period 1 Jan 1881 to 31 Dec 1900, a time of intense activity in postal communications. When it began there were only two contract lines between the UK and Australia/New Zealand – a fortnightly service by the P&O via Egypt and a 4-weekly service by the Pacific Mail SS Co. contract via San Francisco, amounting in all to 3 opportunities to send mail every 4 weeks.**

**Through the 1880s these were joined in rapid succession by: a new Queensland contract service 4-weekly via Torres Straits; various contracts with the Orient Line for a fortnightly service alternating with the P&O; a monthly service by the French Messageries Maritimes; a 4-weekly service by the Norddeutscher Lloyd; and a 4-weekly service via the Two Capes route by the New Zealand Shipping Company. In 1893 these were joined by another 4-weekly trans-Pacific service via Vancouver, so that the colonies now had ten opportunities every 4 weeks compared with the three at the beginning of 1881.**

In his 10-page introductory chapter, the author introduces the reader not only to information on how to use the book, but also to detailed information on the principal seaports in the Australia/New Zealand region and the rail lines that facilitated the movement of mail to the steamships. As in Volume 1 of his book, he feels it is important to start with a com-

prehensive examination of the postal rates before delving into the steamship lines and the valuable sailing data he is about to provide. His 20-page second chapter gives first a general rate description of the 20-year period of the book, then an extensive examination of the postal rates to each of the Australian/New Zealand colonies. Here you will find not only letter rates but also postcard rates, the latter becoming available between the United Kingdom

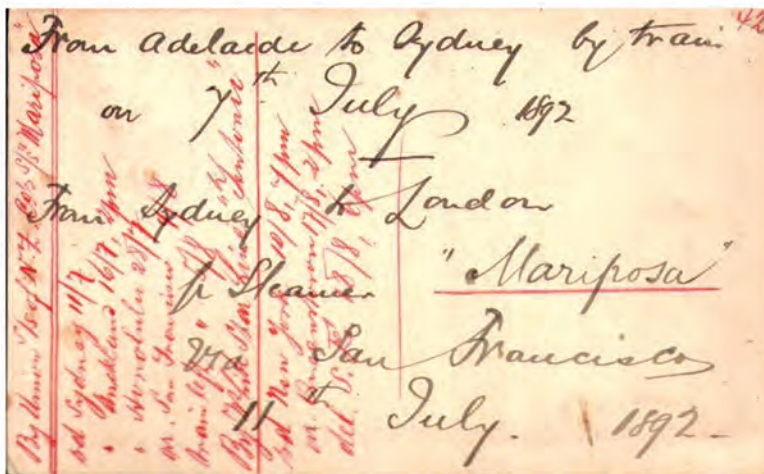


and Australia/New Zealand for the first time during this period. They were only allowed from 1 January 1889 onwards, and are a special study in their own right, especially in the period 1 January 1889 to 1 January 1891, when there were different rates via Brindisi and via Southampton, all scarce. As far as I know, there is no other publication with comprehensive postcard rate data for this period. While Tabcart's rate information is concerned only with United Kingdom rates to the Australian/New Zealand colonies, the rates to that region in effect from the United States can easily be found using the Starnes rate book, *United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU* or existing United States Official Postal Guides.

The next eight chapters examine different mail-carrying steamship lines including a continuation of the P&O service, the Orient Line, French and German steamship lines, other lines providing direct service to and from San Francisco, and several different Australian/New Zealand services via The Two Capes routes, the Torres Straits route, and All Red routes via Vancouver. The latter was a mail route that took the mail between Australia/New Zealand and the United Kingdom without going through any non-British territory. Each of these chapters discusses existing mail contracts held by the lines, their vessels and when they operated on the routes, and detailed sailing data along with pictures of steamships and covers carried on the routes described. The sailing data for the Queensland Royal Mail, the North German Lloyd (German), the Two Capes Route, the San Francisco Route and the All Red Route have never been documented anywhere else as far as I know, and the data for the French

***Australia New Zealand UK Mails, Volume 2, 1881 to 1900, Rates Routes and Ships Out and Home*, by Colin Tabcart. Published 2011 by the author, 238 Hunts Pond Road, Fareham, PO14 4PG, England. A4 format (8.3 x 11.7 inches), vi + 410 pages, tables of contents and a closing page about the author; 11 chapters, a bibliography, two indexes, 111 illustrations (covers, documents and ships) and 18 maps. Hardbound \$120 surface mail or \$140 airmail (£67/£78) from the author (PayPal preferred), colintabcart@btinternet.com. Also available from Leonard Hartmann, P.O. Box 36006, Louisville, KY 40233, sold as a set (revised Volume 1 and new Volume 2) at \$240 delivered to a U.S. address.**

Messageries Maritime is much improved over Salles. I feel the P&O data is superior to Kirk, and that for the Orient Line improves on Molnar. An illustration of one item from Tabcart's book that provides a very unusual and fascinating glimpse of postal history found by the author on a postal card is shown here as Figure 1, taken from the book. The author's comments appear below the illustration.



**1892. Front and back of a remarkable postcard from Adelaide to London.**

The writer indicated the route and named the steamer, *Mariposa*, to San Francisco in black ink. In red ink, at right angles the complete routing is described thus, presumably by the recipient: S[aile]d Sydney 11/7. S[aile]d Auckland 16/7. S[aile]d Honolulu 28/7. Ar[rived] San Francisco 4/8. Train left ditto 5/8.

By White Star Line "Teutonic" S[aile]d New York 10/8, 7 pm. Ar[rived] Queenstown 17/8 2 pm. Del[ivered] SE 18/8 6 pm<sup>17</sup>

Figure 1. Illustration from Tabcart book showing front and reverse of 7 July 1892 postcard from Adelaide, South Australia, to London, upon which the details of the postcard's route through the Pacific to San Francisco have been written by the sender (in black ink) and the complete transit to London by the recipient (in red ink).

The author's final chapter provides an overview of the Royal Navy in and around Australia/New Zealand and the associated Pacific Islands during the latter part of the 19th century. Retired from the Royal Navy, Tabcart has had a very long interest in all things related to the Royal Navy, especially the postal history related to it. This small chapter offers some fascinating glimpses into the Royal Navy in Australasia and shows some of the covers the author has been able to find related to the Royal Navy in the region. His identification of vessels that served in those waters is particularly important as the ship names often appear on postal history items.

With the publication of this book and the soon-to-be released second edition of Volume 1, Colin Tabcart will have produced eight books related to postal rates and specific maritime postal history. As a maritime postal historian myself I consider each of his books to be very important parts of my reference library. His style of writing and arrangement of important reference data, such as the extensive sailing tables that he provides, is very user-friendly. Footnotes, where used, appear on the bottom of each page. As in Volume 1, he can be relied upon to provide additional reference in the form of notes to his sailing table entries, which give original source information, frequently excerpts from newspaper reports related to the sailings. Each of his books is intended to be a reference book, suitable for beginners as well as the most advanced historians. The type face selected is easy to read and the page layout very considerate of the reader. His trademark style of organizing voyages outbound and homebound from and to the United Kingdom also is user-friendly. If more than one vessel is involved in either outbound or homebound journey, its voyage is included so a complete picture of each transit is presented. His 11-page index will guide the reader to many more important historical events than one might imagine. It also includes a separate section of vessel names since these names often appear on postal history items.

I consider the two volumes of this book a very important part of any collector's reference library. Whether you collect Australian/New Zealand material or not, you will want to have this valuable source of information readily available. There is nothing similar to these books anywhere in philatelic literature. The author is to be congratulated for his skill in making this information available to collectors everywhere. ■

## ADVERTISER INDEX

Matthew Bennett International. . . . .	256
Columbian Stamp Company Inc. . . . .	250
David Feldman USA. . . . .	193
Freeman's (Global Philatelic Associates) . . . . .	207
H. R. Harmer, Inc. . . . .	Inside Front Cover
Leonard H. Hartmann . . . . .	249
Eric Jackson. . . . .	235
Kelleher Auctions.. . . .	236-237
Kristal Kare, Inc.. . . . .	241
James E. Lee . . . . .	194
The Philatelic Foundation. . . . .	296
Philatelic Stamp Authentication and Grading (PSAG). . . . .	200
Stanley M. Piller & Associates . . . . .	242
Regency-Superior . . . . .	288
Schuyler Rumsey Philatelic Auctions. . . . .	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc. . . . .	196-197, Back Cover
Spink Shreves Galleries . . . . .	244-245
United States Stamp Society. . . . .	255

### ANSWER TO PROBLEM COVER IN CHRONICLE 230

Our problem cover in *Chronicle 230*, shown here as Figure 1, was a stampless cover from 1851, originating in Providence, Rhode Island, and sent to Philadelphia. In addition to the Providence integral “3 PAID” circular datestamp, the cover bears a bright red Roman Numeral 85 (“LXXXV”) within a fancy red banner. The question was: What does this hand-stamped Roman numeral represent?

Route agents Geoff Dunlop, Jim Milgram and Don Tocher all provided correct answers. Milgram’s response, the most extensive, is quoted here at length:

“With regard to the cover shown in the Cover Corner section of *Chronicle 230*, the one with the Roman numeral 85 in red banner, it is my belief that this is a private marking, applied by Hill, Carpenter and Co., a Providence business firm, to instruct the Providence postmaster to prepay the letter and charge the postage to the sender. I have a similar cover from this same correspondence, posted two days earlier, showing the same address, handwriting and markings. My cover also bears a second marking in black, a private “PAID” in a funny, shiny ink. I believe both the ‘PAID’ and the ‘LXXXV’ are private markings directing the Providence postmaster to charge the postage (3¢ in these instances) to the sender’s account (box 85).



Figure 1. Problem cover from *Chronicle 230*, prepaid stampless cover from Providence to Philadelphia. The question was: What does this hand-stamped Roman numeral 85 (“LXXXV”) represent?



“I first recognized these charge-to-the-box markings and wrote them up in ‘Charge It to My Post Office Account’ in *The American Philatelist*, Volume 89, page 613, in 1975. I discovered two examples that were Confederate and saw several handwritten Confederate examples as well.

“I expanded on this subject in *Chronicle* 138 (May, 1988) in an article entitled ‘Postage Charged to Post Office Box Accounts.’ By then I had realized that these markings come in two types. ‘Charge’ is applied by the sender, directing the postmaster to prepay an outgoing letter and charge his box account. ‘Charged’ is applied by the postmaster to an unpaid incoming letter, indicating to the recipient that his account has been charged for the due postage. The *Chronicle* 138 article included a bibliography.”

This subject will be discussed in a new section in the forthcoming revision of the stampless cover catalog, to be published by our Society. This project is being spearheaded by past president Van Koppersmith.

### PROBLEM COVER FOR THIS ISSUE

Our problem cover for this issue, shown in Figure 2, is a cover originating in Newark, New Jersey and addressed to Sacramento City, California, forwarded within California to San Francisco *circa* 1852-54. As can be seen, the cover was prepaid 6¢ by two 3¢ 1851 stamps, but it was rated as due 10¢ and forwarded 10¢, summed up to 20¢. The question is: Why was it rated due 10¢ and forwarded 10¢? There’s a hint in the first sentence. ■



Figure 2. Problem cover for this issue, Newark to Sacramento, franked with 6¢ postage but rated due 10¢ and forwarded 10¢. The question is, why this rating?

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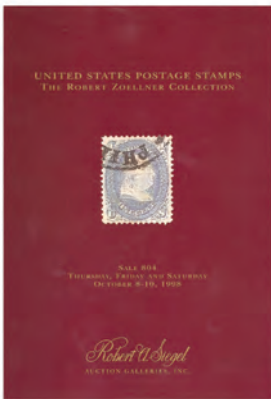
Lilly 1967



Kapiloff 1992



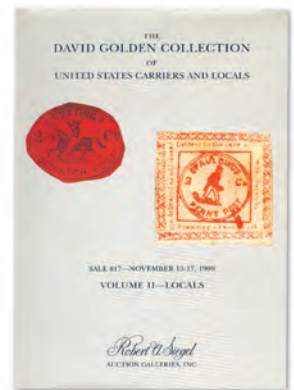
Honolulu Advertiser 1995



Zoellner 1998



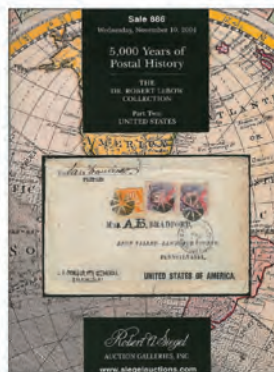
Kilbourne 1999



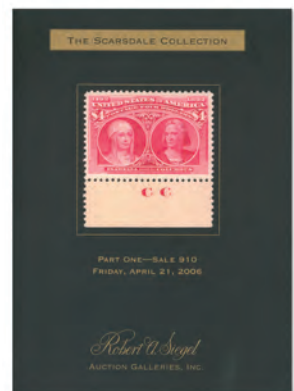
Golden 1999



Hall 2001



LeBow 2004



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