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of the U.S. Classic Postal Issues



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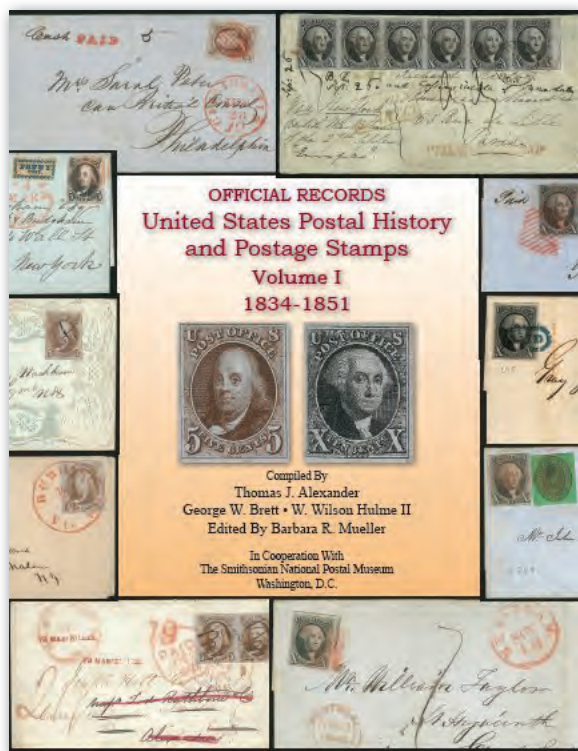
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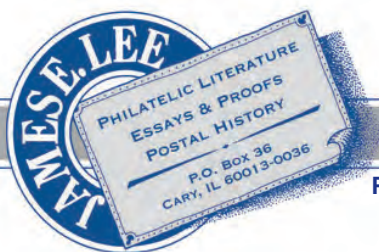
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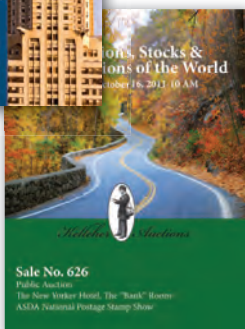
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IN THIS ISSUE: DISCOVERIES

Discoveries are a *Chronicle* specialty, but this issue is extraordinary. At least seven of our articles involve new discoveries, some of them major.

Deciphering how mail was carried in the era before postal markings can be frustrating. For their article on colonial free franks (page 305), authors Tim O'Connor and Mark Schwartz searched through thousands of colonial letters in three New England museum archives to find a handful of covers from the late 17th and early 18th centuries that show evidence of free franking—which in turn is evidence of the existence of an organized post. Included is a cover the authors describe as the earliest known free frank from the American colonies.

In our 1847 section (page 323) Alexander T. Haimann tells of finding 16 new 1847 covers, four of which are additionally embellished by carrier and local stamps, including all three paper colors of New York's "U.S. Mail" carrier stamp, one them a new earliest reported use.

Two very different but complimentary articles relate to New York stationer George F. Nesbitt and the first-issue United States stamped envelopes that he created. In our Essays and Proofs section, starting on page 327, Dan Undersander presents information newly located in the National Archives that sheds light on the issuance of the first envelope contract and indirectly addresses a question that has perplexed collectors from the beginning: Are stamped envelopes postage stamps? In our 1851 section immediately following (page 333), Ken Lawrence illustrates a new-found Nesbitt envelope, apparently purchased at New York's Crystal Palace Exhibition in July 1853, that he suggests might be the earliest American philatelic souvenir.

As a bonus article in our 1851 section (page 336), veteran dealer Stanley M. Piller describes what he calls his once-in-a-lifetime find, a black trial color plate proof of the 1¢ 1851 Franklin stamp, pulled from the first 1851 plate. Until this item was authenticated, it was thought that no plate proofs existed from the 1851 plates.

In our 1861 section, page 341, Greg Sutherland presents an array of newly discovered documents that prove the existence of carrier service in Harrisburg, Pennsylvania, and strongly suggest that the enigmatic Harrisburg encircled 1 marking served as both a carrier marking and (at least occasionally) as a precancel.

In our Officials section (page 359), Lester C. Lanphear III provides a comprehensive cover census of Executive stamps used outside Washington, D.C., and after some heavy-weight sleuthing concludes that an off-cover 10¢ Executive stamp was used by President Grant on a day-trip to New York City in the summer of 1875.

And there's more. In our 1869 section, page 349, Scott Trepel raises the curtain on the striking 1869 collection of Nick Kardasis, material that will be new to the stamp community because it has never been exhibited competitively. Stamps from just one page of this collection spruce up our cover this issue. On page 314, Jerry Palazolo and James W. Milgram team up to provide a well-illustrated survey of hand-crafted Tennessee town markings. In our Bank Note section (page 356) Cary Johnson explores the story behind an usual postmark of the Third Assistant Postmaster General. And we continue with the second installment of Richard F. Winter's comprehensive study of U.S.-Spain mail from the pre-U.P.U. era. Commencing on page 365, Winter's opus includes some very interesting covers. ■

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USE OF THE FRANKING PRIVILEGE IN NEW ENGLAND IN 1699-1707:
THE EARLIEST PROOF OF A DURABLE POST

TIM O'CONNOR AND MARK SCHWARTZ

This article documents the establishment of a franking privilege in Massachusetts in 1693 and illustrates a number of letters written between 1699 and 1707 which exercised that privilege. Despite indications of a post office at Boston as early as 1639, the markings on these letters are the first to conclusively demonstrate its existence.

Official permission for British government officials to send or receive mail free of postage dates back to 1652. At that time, the English Council of State ordered that all letters of members of Parliament and of Officers of State and Council should be carried without charge. In 1653, specific instructions, issued to the inland and foreign postmasters, noted that letters without obvious official seals be endorsed "for the service of the Commonwealth". This idea was not universally supported. The speaker of the House of Commons indicated that he was ashamed of these measures, and Sir Heanage Finch called the proposal "a poor mendicant proviso, beneath the dignity of this House." Perhaps they both understood the abuses that could result. In 1693, a royal warrant, noting a series of such abuses, banned the sending of private mail under privilege cover and established specific criteria regarding exactly who had the privilege, when they had the privilege, and the records that the post offices had to maintain in relation to it.¹

With the arrival of colonists, the Crown's privilege was transplanted in America. There are many letters marked "On his Majesty's service," particularly during the Indian Wars of the 1670s when it was important to have speedy communication of intelligence. But these letters do not constitute proof of a postal service. For instance, they could be letters given to couriers granting them free passage over toll roads or ferries.

Formal posts from that time were sporadic. There was a short-lived postal attempt between New York and Boston in 1672, the Governor Lovelace post. Pennsylvania had a weekly post in 1683. Boston had postmasters since 1639 but their task was generally limited to assuring that overseas letters were handled properly upon arrival in the port. But the population was growing and desirous of improved commerce and intelligence. Also, the British Crown appreciated that farming out "a postal patent" was a way to raise revenue.

In 1691, Thomas Neal was granted a patent to organize an intercolonial postal system in America. He chose Alexander Hamilton, governor of New Jersey, to sell his plan to the various colonies. Hamilton negotiated successfully with a number of the colonies—New York, New Hampshire, Connecticut, and Massachusetts. The Act from the Massachusetts Privy Council was read into province laws in 1693. This first American postal act established rates based on distance. Section 9 is pertinent to the matter of free postage.

And be it further enacted by the authority aforesaid that all letters of public concernment for their Majesty's service from time to time and at all times, shall be received, dispatched away, and delivered with all possible speed, according to the respective directions thereon, free of all charge, and without demanding or receiving any money or pay for the same, anything herein before contained notwithstanding: provided that this act, nor anything therein contained, shall continue in force any longer than 3 years from and after the publication of, anything herein to the contrary notwithstanding.²

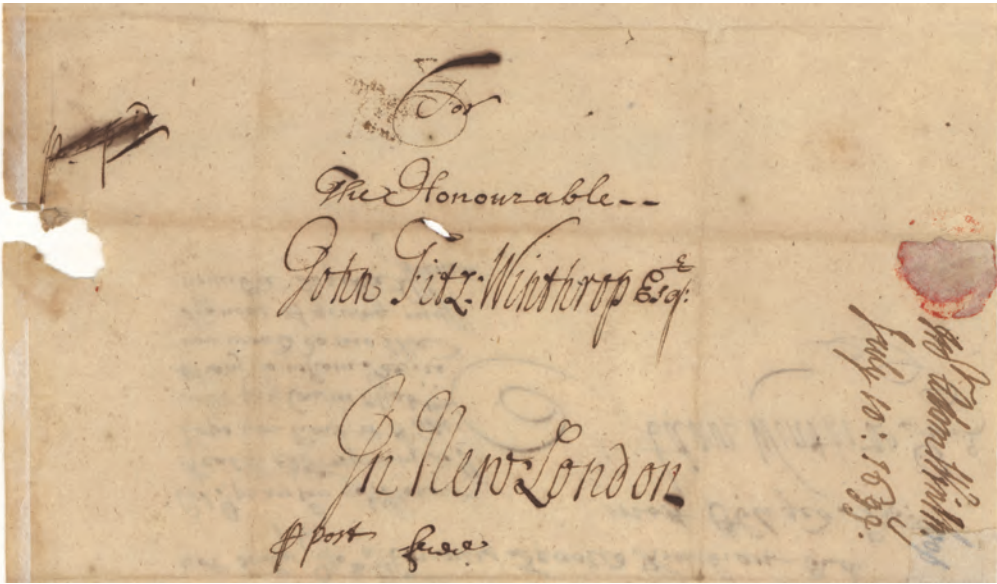


Figure 1. Sent on July 10, 1699 from Adam Winthrop to his cousin, “John Fitz-Winthrop, Esq.,” Governor of Connecticut. Endorsed (in a different hand) “p post free”. Photo courtesy of the Massachusetts Historical Society.

Thus the legislation establishing the first multi-colony post validated a pre-existing official prerogative.

An extensive search of the archives of the Massachusetts Historical Society, the Rhode Island Historical Society and the American Antiquarian Society found hundreds of correspondences, and approximately 2,000 colonial letters. The Winthrop correspondence alone totals about 1,000 letters from the period 1640-1751. Of all the letters examined, only nine fit the criteria of being free franked, and they are listed chronologically in Table 1 at the end of this article (page 311). The tenth letter in the table is from the collection of one of the authors (MS), and was sent in 1707 by the Postmaster of Boston. It will be discussed more extensively below.

The table shows the date of the letter, the recipient and sender (as transcribed from the cover), the text of the free frank marking, a brief summary of the letter content, and reference to an accompanying illustration where appropriate. We have not found any markings indicating free franking prior to 1699, and we do not know why the markings began to be used in that year.

The nine Winthrop letters were sent to or written by officials of the colonies of Massachusetts or Connecticut. As such they are candidates for free carriage and in all nine examples they are so marked. Examples with various types of “free frank” markings are shown in this article.

Figure 1 shows the earliest known free frank from the American colonies. Dated (at right edge) July 10, 1699, this is addressed to “The Honorable John Fitz-Winthrop Esq., in New London.” This John Winthrop, often known as “Fitz John” to distinguish him from his more famous father and grandfather, was born in Ipswich, Massachusetts, in 1637 and was governor of the Colony of Connecticut from 1698 to 1707. The letter within the Figure 1 cover is from Adam Winthrop, Fitz John’s cousin, seeking a letter of introduction. Note the endorsement at bottom, “p post free”, in a different handwriting than the address. We assume this marking was applied by the Boston postmaster (see below) to indicate that the letter was to be carried to Governor Winthrop in New London free of any postal charges.

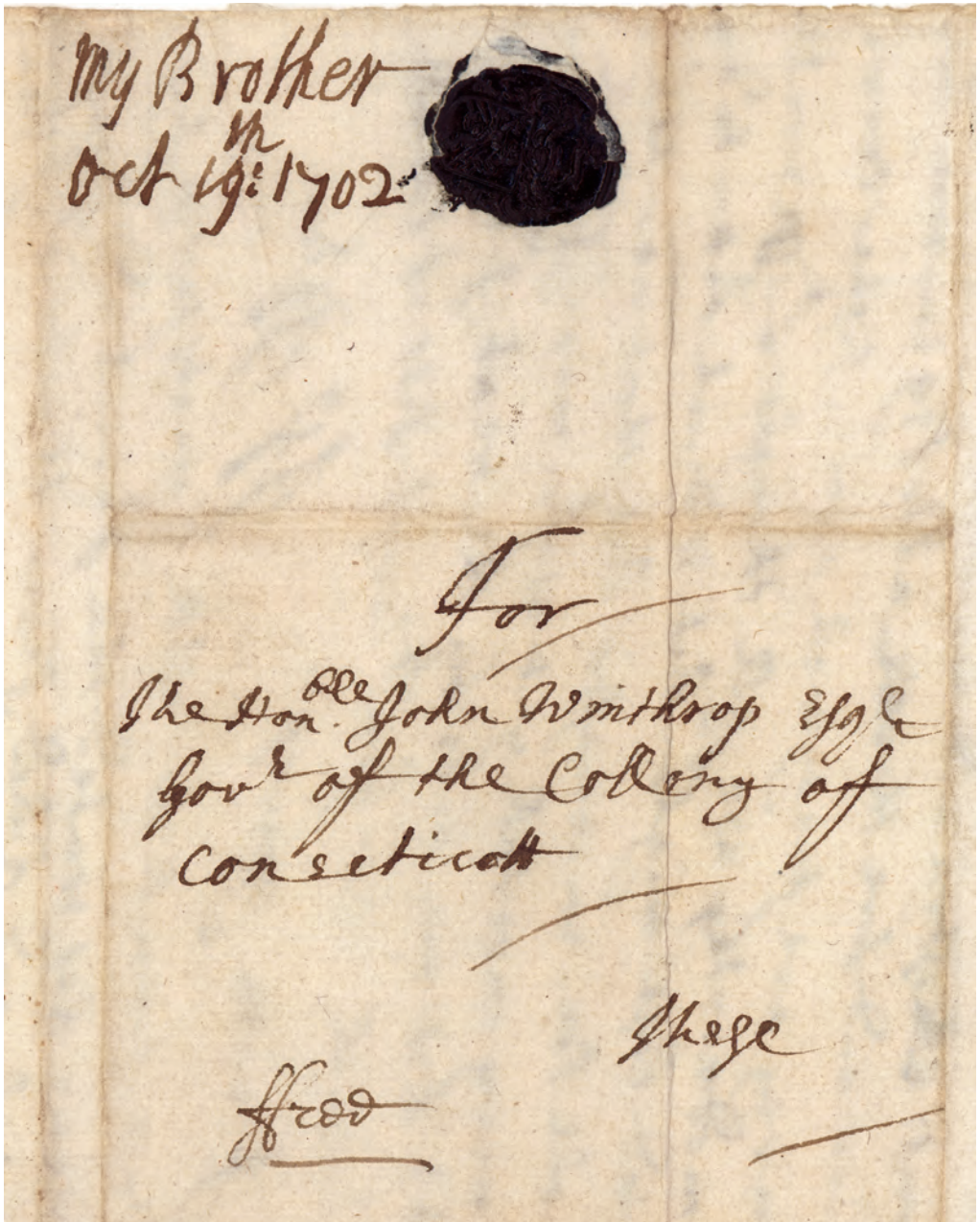


Figure 2. Sent October 19, 1702 from Waitstill Winthrop to his brother, John. Endorsed “free”. Photo courtesy of the Massachusetts Historical Society.

Figure 2 shows the address portion of a folded lettersheet addressed to “The Honorable John Winthrop Esq., Govr of the Colony of Connecticut.” This sheet is docketed at the top (in Winthrop’s hand) “My Brother, Oct. 19th 1702.” The sender of this letter was Waitstill Winthrop, Fitz John’s only brother, who in the early 1690s was one of the judges in the Salem witchcraft trials. The franking endorsement at bottom, in a different hand than the address, reads “free.” Here too we assume this marking was applied by the Boston postmaster to indicate the letter was to be carried to the governor free of postal charges.

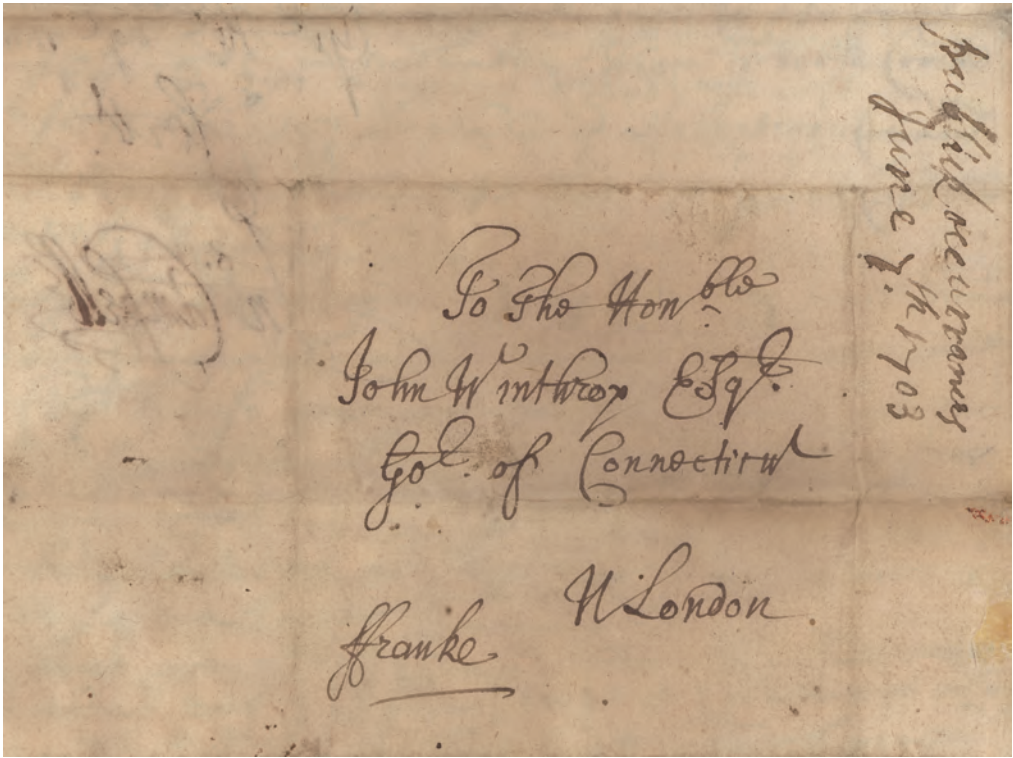


Figure 3. Sent June 7, 1703 from John Campbell, Boston postmaster, to John Winthrop. Endorsed "ffranke". Photo courtesy of the Massachusetts Historical Society.



Figure 4. Sent September 20, 1703 from John Campbell to John Winthrop. Endorsed "ffranck". Photo courtesy of the Massachusetts Historical Society.

Figure 3 is the address portion of a letter to Winthrop from John Campbell, the postmaster of Boston. The full address reads "To The Honorable John Winthrop Esq., Gov. of Connecticut." The manuscript free-franking endorsement at bottom, in what appears to be same hand that applied the address, reads "ffranke." Docketing along the right edge

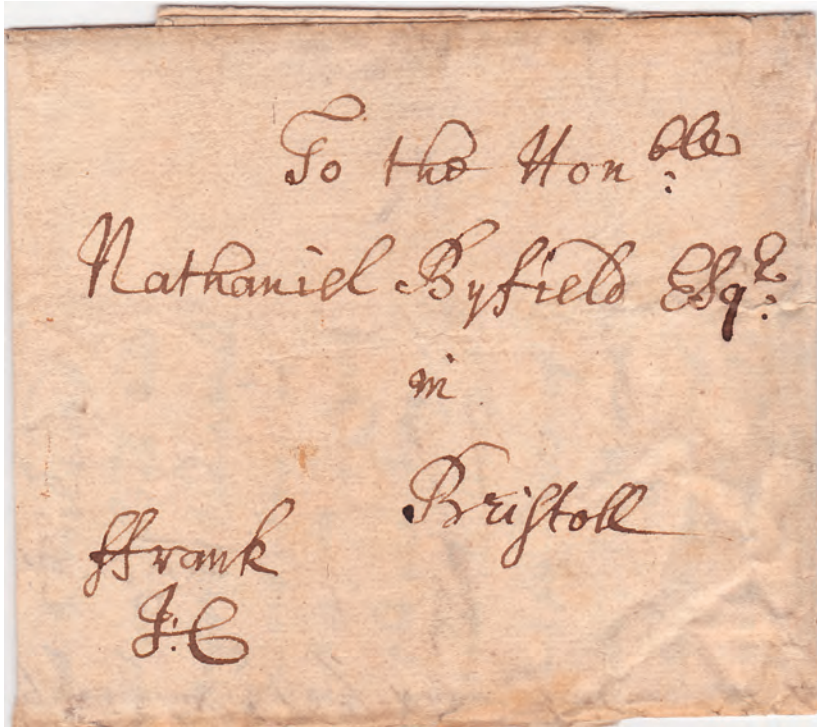


Figure 5. Sent June 9, 1707 from John Campbell to Nathaniel Byfield, in Bristol (then Massachusetts). Endorsed “ffrank J:C” in the same handwriting as the address.

indicates the contents concerned “publick occurrences.” This cover, originating with the postmaster, offers unassailable evidence that he was the source of the “ffranke” marking.

Figure 4 shows the address portion of another letter from Campbell to Winthrop, in the same handwriting (presumably Campbell’s), with an internal date of September 20, 1703. On this letter the franking endorsement reads “ffranck.”

The last letter in the Table 1 listing, dated June 9, 1707, has a most interesting story behind it. Addressed to Nathaniel Byfield in Bristol (then Massachusetts but subsequently split between that state and Rhode Island), the letter was sent by Campbell during the time he was the Postmaster of Boston. Figure 5 shows the address portion of this letter. Campbell’s franking endorsement at lower left reads “ffrank J:C”. Campbell sometimes included his initials (“J:C”) in his franking endorsement. Other examples of this practice were discovered in our research and are noted in the table.

Pioneering a career path that many early postmasters would follow, Campbell became a publisher. Beginning in 1704, he created *The Boston News-Letter*, the first continuously published newspaper in British North America. In the issue dated October 28–November 4, 1706, Campbell published a notice that a thief had been caught with (among other things) a “large old silver tankard” in his possession, in the hope that the owner would see it and claim it. The newspaper notice is shown in Figure 6. With spelling and punctuation modernized, the text reads as follows:

There is a certain person, that calls himself by the name of John Foster, of low stature, pretty fresh colored, aged about 28 years, says he is a Welshman but proves to be an Irishman, that in all probability has stolen two horses and a large old silver tankard [that] will hold near two quarts, has no mark discernable, but the workman’s name that made it. Said

Forster is committed to prison at Bristol, by the Honorable Col. Nathaniel Byfield Esq., one of her Majesty's Justices of the Peace, upon suspicion of stealing; and the said justice sent this relation to be put into the public print, that the true owner may have his own, and the fellow justice done him.

As luck would have it, the owner, a Mrs. Sarah Sanford of New Barbados, New Jersey,³ or her lawyer, Robert Milward, saw the notice and wrote to Campbell.⁴ Milward's letter (not illustrated) was datelined at New York on May 30, 1707, included a description of the maker's mark on the tankard, and requested that it be returned if the mark matched. Milward's letter also included an affidavit to that effect given by Sanford to a Justice Davis of New Jersey. While Milward's letter bears no postal markings, Campbell noted that it "came to me last post."

Campbell sent Milward's letter to Nathaniel Byfield in Bristol. As the *Boston News-Letter* notice indicates, Byfield was the judge who had sent the accused thief to prison. Campbell requested that Byfield determine if the description in Milward's letter matched the tankard.

As noted, Campbell's letter to Byfield, illustrated in Figure 5, bears the endorsement "ffranke/J:C". We believe that this endorsement is allowed as the honorable Nathaniel Byfield, as judge in the Massachusetts Colony, was entitled to receive free mail. Campbell's position as postmaster of Boston did not automatically provide him a franking privilege.

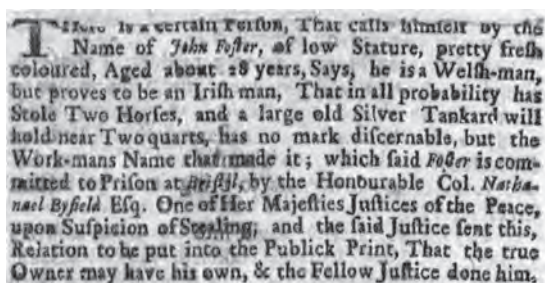
After receiving and reading Campbell's letter, Byfield wrote his own letter on the inside of Campbell's and returned it to Campbell either by private carrier or by post. There are no additional postal markings. In his note Byfield stated that he was "fully satisfied that the tankard which is now in your hands belongs to Mrs. Sarah Sanford."

Nathaniel Byfield (1653-1733) was born in Surrey, England and came to Boston in 1674. At the close of King Phillip's War, he invested heavily in Rhode Island lands and became a settler in Bristol. He was a member of the General Court in 1696 and 1697, and served as Speaker in 1698. He was Judge of Probate for Bristol County, as well as of the Inferior Court of Common Pleas in Bristol and Suffolk. He was the first judge of the Court of Vice Admiralty in 1699-1700, 1703-1715 and 1728-33. His legal acumen was so sound that no decision of his was ever reversed by a higher court.⁵

Duncan and John Campbell, father and son, were postmasters of Boston between 1693 and 1718. Duncan was appointed by Alexander Hamilton under the Neale Patent and the Massachusetts provincial act establishing a post office. Originally, he was a bookseller. He died in 1702 at which time John Campbell became postmaster. Duncan Campbell's surviving letters are few, and they document petitions to the Bay Council for financial support of the post which would be "of so great a benefit to this country."⁶

As publisher of *The Boston News-Letter*, John Campbell had the official support of the legal authorities (Governor Dudley) and was uncontroversial. As many of his letters illustrate, one of Campbell's tasks was to transmit a report of local and foreign news to the governor of Connecticut. It is assumed that many of these pieces of news first arrived at the port of Boston. These letters are the public-occurrences missives which presage his newspaper content. As "Postmaster of New England" and "Master of the Post Office in Boston and New England," he encouraged growth of the postal system.

In his September 23, 1706 letter to John Winthrop, Governor of Connecticut, he says "I was proposing to some gentlemen of Hartford for their interest and the upper and lower



There is a certain Person, That calls himself by the Name of John Foster, of low Stature, pretty fresh coloured, Aged about 28 years, Says, he is a Welsh-man, but proves to be an Irish-man, That in all probability has Stole Two Horses, and a large old Silver Tankard will hold near Two quarts, has no mark discernable, but the Work-mans Name that made it; which said Foster is committed to Prison at Bristol, by the Honourable Col. Nathaniel Byfield Esq. One of Her Majesties Justices of the Peace, upon Suspicion of Stealing; and the said Justice sent this Relation to be put into the Publick Print, That the true Owner may have his own, & the Fellow Justice done him,

Figure 6. Notice of a theft, from *The Boston News-Letter*, Oct. 28-Nov. 4, 1706

DATE	TO/FROM	MARK	CONTENT	REF
July 10, 1699	Honorable. John-Fitz Winthrop/Adam Winthrop	P post free	Cousin seeks intro letter	Figure 1
Oct 9, 1792	Honorable John Winthrop Gov of Conn/Wait Still Winthrop	ffree	Docketed "my brother"	Figure 2
May 3, 1703	Honorable John Winthrop Gov of Conn/John Campbell	ffranke	Public occurrences	
May 7, 1703	Honorable John Winthrop Gov of Conn/John Campbell	ffranke	Public occurrences	
June 7, 1703	Honorable John Winthrop Gov of Conn/John Campbell	ffranke	Public occurrences	Figure 3
Sept 20, 1703	Honorable John Winthrop Gov of Conn/John Campbell	ffranck	Plea for increased pay	Figure 4
Aug 7, 1704	Rev Mr Gurdon Saltonstall/Wait Still Winthrop	ffrank/JC	No contents	
Aug 28, 17xx	John Winthrop Gov Conn./Wait Winthrop	ffrank/JC	No contents	
Sept 23, 1706	John Winthrop Gov Conn./John Campbell	frank/JC	Discusses post above Saybrook	
June 9, 1707	Honble Nathaniel Byfield/John Campbell	ffrank/JC	Judicial matters	Figure 5

Table 1. Ten Colonial covers showing free-frank markings.

towns from Saybrook and the interest of the whole colony for a post to meet every Thursday morning at Saybrook, to carry their letters. The charges to be paid one quarter by the Colony, one quarter by the towns above Saybrook, and I would pay the one half the first year, adding three pence for what letter should go from here to thee—six pence to Saybrook.” In Campbell’s time, there was a weekly summertime post from Pisquataqua⁷ to Philadelphia along the shore route of the post road, and the inland route through Hartford. The Saybrook proposal would have been his attempt to create a cross post route. His endeavors underscore that the post’s financial success was elusive. His dismissal in 1718 may have been partly due to his inability to return much profit to the Crown.

In conclusion, there are various marks on early mail, starting in the 17th century, that certified that the enclosed letter was to be carried free. These designations are among the earliest to verify that a post existed and was regularly functioning. They predate town marks and other rate markings and are the first proof of a functioning post office. Important questions remain to be answered, including the reasons for the markings’ initial appearance. Further research can only expand our understanding of the birth pangs of the earliest American posts.

Endnotes

1. Lovegrove, J. W., *Herewith My Frank...*, K.B. Printers, Bournemouth, U.K., 1975, pp. 9-14.
2. Massachusetts Archives Collection, Shurtleff volumes, Records of the Governor and Company of Massachusetts Bay, Province Laws, 1st Session, 1693, pp. 115-117.
3. Now Hackensack, New Jersey.
4. At the time he wrote this letter for Mrs. Sarah Sanford, Milward was a Justice of the Province of New York and was engaged in the trial of Francis Makemie, the father of American Presbyterianism, who was charged with preaching without a license. Makemie was acquitted and this became a landmark case in favor of religious freedom in America.
5. Munro, W.H., *The History of Bristol, Rhode Island*, Providence, 1880.
6. Collections of the Massachusetts Historical Society, Series 3, 7:55.
7. Now Portsmouth, New Hampshire. ■

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HAND-CRAFTED TENNESSEE TOWNMARKS

JERRY PALAZOLO AND JAMES W. MILGRAM, M.D.

In the early 1800s, Tennessee's inland location made it more remote and isolated than the seaboard states that could be approached by water. Inland waterways were still undeveloped at the beginning of the 19th century, though by 1830s steamboats could be found on major rivers. In the first decades of the 19th century everything necessary to run a postal service in Tennessee had to be carried in by wagon. This included the early postmarking devices used on stampless covers. Many early Tennessee postmarks are highly individual in their design and in the typefaces they show. This is because they were contrived locally from available printer's type.

This article attempts to list and illustrate all the non-manufactured Tennessee townmarks that are found on stampless covers. Markings that were distributed from Washington by the Post Office Department, or markings that were created in quantity by specialist manufacturers and advertised and sold to postmasters, have been deliberately excluded.

The great majority of the markings in this listing date from the pre-stamp era and are thus found only on stampless covers. But in some instances, usage extended into the stamp era. As with any such listing, the information presented herewith is necessarily incomplete; additions will be welcomed.

The method of presentation chosen for this article—photographic images of markings electronically cropped from the covers on which they appear—permits us to illustrate most of the locally produced Tennessee postmark types from the years before 1845. This approach could also be used in a future catalog. It provides images that are more exact than tracings, and presents them in their original colors, just as they appear on their covers.

This article illustrates the markings lifesize, but it would be simple enough to use smaller magnification, such as 75 percent, for a catalog. The advantage is a more accurate presentation of markings than the word-based descriptions of the current stampless cover catalog.¹ Of course, the full cover includes the town to which the letter is directed, and sometimes shows interesting auxiliary or ancillary marks as well, so a full cover image presents the most information. But depicting the markings themselves in cropped color images, as we have done here, is the most economical and accurate way to illustrate a large number of markings (as long as the source covers show clear strikes).

This method of illustration enables us to show in this one article nearly all the hand-crafted early Tennessee markings that we know of. In many instances, specific year-date information is unavailable, but we have provided such information when we have it. We illustrate and discuss the markings alphabetically by town, and within each town the markings are arranged and numbered chronologically. Chronological presentation provides at least a rough means of year-dating when such evidence is otherwise lacking.

Bolivar

The illustrated examples of early Bolivar postmarks come from letters that are missing the year dates, so the dating is speculative. Both markings are probably from the 1820s or 30s; certainly they predate 1845. Bolivar 1 shows the earliest type, which is slightly ovoid in a direction opposite to that shown in the drawing in *The American Stampless Cover Catalog*.



Bolivar 1



Bolivar 2

Note that some of the letters touch the outer circle, and that the circle is composed of dashes at the bottom. This primitive marking is a good example of a device created locally from available printer's type. Two distinctive features are the "A" and the spacing of the comma. Bolivar 2 shows a different type; here the word Tennessee is spelled out .

Carthage

Carthage 1 has a perfect circle for the outer rim with loose printer's type for the lettering. The horizontal date, placed very low within the circle, suggests this is an "arch" type of postmark within a circular outer rim. But for catalog purposes we would keep this in the circular category. But the next Carthage postmark, Carthage 2, is a true arch with no outer



Carthage 1



Carthage 2



Carthage 3

frame. Note that we do not call this an arc as it is termed in the stampless catalog. An arch has two elements, a superior curved element open below, and a horizontal pediment component. An arc has only the superior curved element. The earliest known use of Carthage 3, the third type of Carthage postmark, is 1829. The strike we illustrate, from 1830, is unusual in that it shows an example of ordinal dating: "Aug. 6th."

Castalian Springs

This undated circular datestamp ("CASTALIAN SPRINGS/TENN") is taken from a stampless cover that was addressed to Castalian Springs and forwarded from there to Bowling Green, Ohio. The cover was rated "5" (collect) in manuscript so it probably dates from the 1851-55 period. The odd lettering is quite different from the typical manufactured postmark of this era, giving strong appearance of a handmade marking, which is why we have included it here (Castalian Springs 1).



Castalian Springs 1



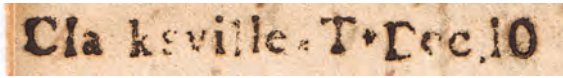
Charleston 1

Charleston

Although from 1842, this unusual Charleston marking, with thin, highly serifed letters all touching a circular frame is another homemade townmark. This marking is shown here as Charleston 1.



Clarksville 1



Clarksville 2



Clarksville 3



Clarksville 4



Clarksville 5



Clarksville 6

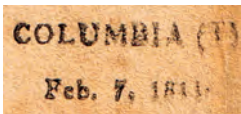
Clarksville

Clarksville produced two straightline markings showing distinctive differences so both should be cataloged. The earlier example, Clarksville 1, dates from 1810 and shows odd punctuation in the postmark and all lower case letters for the month. The later example, Clarksville 2, shows stars separating the elements of the postmark. The “R” is missing from the name of the town and the month is capitalized. The catalog lists another type of straightline, from 1812, in red.

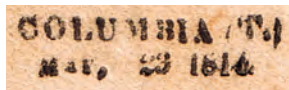
Clarksville 3 is an arc that is dated in the catalog as 1818. Clarksville 4 is the first circular type. It shows thin lettering and is found in brown ink. The example shown here dates from 1825. Clarksville 5 is a more interesting 1828 circle with the month shown at the bottom of the rim and a big gap between the town and the state abbreviation. Finally, there is a very primitive asymmetrical oval postmark, Clarksville 6, dated 1829.

Columbia

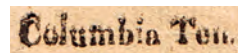
This town used a number of different straightlines between 1811 and 1818. The first type, Columbia 1, is year-dated and shows parentheses around the state abbreviation. Co-



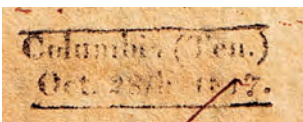
Columbia 1



Columbia 2



Columbia 3



Columbia 4



Columbia 5

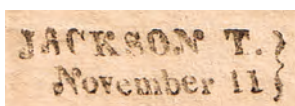


Columbia 6

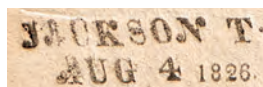
lumbia 2, from 1814, is similar, but the lettering in the town name is more widely spaced and there's much less leading between the two lines. The catalog lists a similar marking from 1815 without parentheses.

Columbia 3 is the next type of straight line, from 1816. This shows upper and lower case lettering and abbreviates the state as "Ten." with no parentheses. The catalog lists an 1817 variation of this with year, month and date. A new 1817 postmark is shown as Columbia 4. This two-line marking has rules above and below the postmark and parentheses around "Ten."

Next are two circular types with unusual lettering. The earlier is from 1822. The strike we show as Columbia 5 is faint, but appears to show a single curved array of italic letters. Columbia 6 dates from 1826 and is a more conventional circle type; but note the irregularity in the placement of the letters, especially in "TEN."



Jackson 1



Jackson 2

Jackson

The catalog listing example is shown as Jackson 1. This cover is dated 1820, not 1826 (a catalog error). The lettering is very fancy reverse italics; note the swirling serifs in the letter "N". Jackson 2 is a similar marking without a bracket and with the addition of a year date ("1826") in different type.



Jonesborough 1



Jonesborough 2



Jonesborough 3

Jonesborough

Jonesborough 1 is a circular marking with type in very small letters arrayed just within the circle. A new early date for this marking (1819) is shown. Jonesborough 2 is similar, with the addition of a fleuron in the middle of the circle. Jonesborough 3 is similar in concept but the type is much larger and the fleuron has been replaced by a rule. The marking shown dates from 1831 and is struck in red. This is still an early hand-crafted circular postmark.

Kingston

The cover bearing the marking shown as Kingston 1 is dated 1825. This is an unusual circular marking. The month ("Feb") is positioned at the rim of the circle, perpendicular to the first letter in the town name and directly opposite the state abbreviation, a tiny "T".

Knoxville

In most towns that used them, straightline markings came first, followed by ovals. Knoxville inverted this se-



Kingston 1



Knoxville 1



Knoxville 2



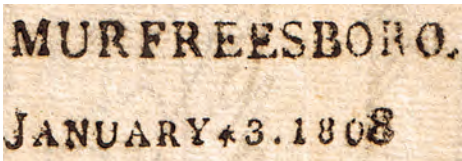
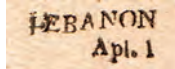
Knoxville 3

quence. The earliest known handstamped postmark from Knoxville is the oval shown here as Knoxville 1. This was followed by the italic straightline marking we call Knoxville 2. The example shown here is year-dated 1813. The lettering is distinctive and similar to the lettering in Jackson 1, except the Knoxville letters slope forward and the Jackson letters slope backward. A scarce arc type postmark, Knoxville 3, was used during the 1820s.

Lebanon

In the 1850s, a very late date, Lebanon used a tiny straightline postmark composed of printer's type. This is shown here as Lebanon 1. As our illustration suggests, the type in this marking was very crudely assembled.

Lebanon 1



Murfreesboro 1



Murfreesboro 2



Murfreesboro 3



Murfreesboro 4



Murfreesboro 5



Murfreesboro 6

Murfreesboro

Murfreesboro 1 is a new listing for Murfreesboro, a bold and distinctive straightline marking from 1808. The circular markings of Murfreesboro that followed, showing different typefaces, are also very distinctive. The earliest circular styles have capital letters within a circular frame and show year year dates of 1817 through the early 1820s. Murfreesboro 2 has "Tennessee" oddly abbreviated as "(T)"; this would be classified as a three-line straightline if it were not contained in a circular frame. The example shown is from 1819 and is the first Murfreesboro marking lacking a year date.

Murfreesboro 3 is what we call an arch marking (both curved and horizontal elements) within a circular frame. The example we show is a new listing because it contains

a previously unlisted element, the 1819 year date. The month is in italic capital letters. Murfreesboro 4 is a variant of this, with the month in Roman letters, caps and lower case. It also shows a highly irregular “1821.” Murfreesboro 5 shows significant space between the circular frame and the lettering. The example we show, from 1822, is dated December and lacks a year date in the cancel. This is similar to the drawing in the catalog dated “Nov 21.” Another example from May, 1823, is similar. Murfreesboro 6 is the final circular type in our listing. The odd lettering is highly serified and the marking shows the state name, “TEN,” spelled out horizontally beneath the town name. This dates from 1824.

Nashville

Four Tennessee towns have served as the state capital and each relocation seems to have had at least some effect on the deployment of early postmarking devices. Knoxville was the first capital city from 1796 to 1812, when the General Assembly moved to Nashville for five years. In 1817 the capital returned briefly to Knoxville, but in 1818 the General Assembly moved to Murfreesboro. In 1826 the capital was moved back Nashville where it has remained ever since.

From 1800 to 1815, Nashville used a series of straightline markings, showing a large variety of type faces and styles. The smallest lettering (2 millimeters high) was used in the earliest marking. The example shown here as Nashville 1 is from a cover dated February 18, 1802. We cannot show examples of the next two types—“NASHV” with tiny “t” and a small Nashville, all capital letters, with “T”. Nashville 2 shows the subsequent type, larger lettering with no comma after the town name. Nashville 3 is a new setting with comma. The catalog lists an italicized marking from 1809-1810; Nashville 4 is a version of this which includes an italicized date.



Nashville 1



Nashville 2



Nashville 3



Nashville 4



Nashville 5



Nashville 6

The 1810 marking in Nashville 5 shows an oversized “N”. We have several examples including one on a forwarded cover. The last straightline listing, with the town name in all upper-case italics, is shown as Nashville 6. The catalog then lists an 1815 circular marking (not shown here). This was followed by a series of oval markings.

Nashville 7, the first oval type, presents the town name in capital letters and “Tennessee” in upper and lower case italics. The month and day are in italics as well. This is from 1815. Nashville 8, dated 1816, is identical except that the month and day are in Roman capital letters.

Nashville 9, from an 1816 cover, is all italics, with the town name upper case and the state name (“Tennessee.”) upper and lower. Nashville 10 is similar, all italics, but the state name is upside down in the frame. Nashville 11, from an 1818 cover, shows upper and lower case italics with a highly distinctive “N,” with swirling serifs similar to those found on Jackson 1.



Nashville 7



Nashville 8



Nashville 9



Nashville 10



Nashville 11



Nashville 12

The final primitive Nashville oval, with monotype elements abbreviating “NASHv” and with a lone “T” at bottom, is shown as Nashville 12, this from a cover dated 1818.

Paris

A very unusual circle marking from Paris, Tennessee, is shown as Paris 1. This shows an odd typeface and unusual decorative internal elements.



Paris 1



Sparta 1



Rogersville 1

Rogersville

In 1814 Rogersville also used an unusual circular marking (“ROGERSVILLE,/TEN.”) in which the town and state name, in italic capital letters, seems to have been fashioned from individual pieces of newspaper type. The date at center is also presented in italic letters, capital and lower case. This marking is shown here as Rogersville 1.

Sparta

In 1824, Sparta, Tennessee also used a distinctive type marking with fleuron decoration. An example is shown as Sparta 1.

Trenton

The straightline marking used at Trenton, Tennessee, in 1828-9 is shown as Trenton 1. The type is set in two lines with only the year date in the second line. All of the type elements appear boldfaced, but this may simply reflect very heavy striking.



Trenton 1

Washington

Washington 1, a crude circular handstamp from Washington, Tennessee, all capital letters, dates from 1851, but fits in this study as an example of a primitive hand-carved device used during a later period.

The authors are soliciting information on non-manufactured Tennessee postal markings different from those illustrated. Please include a scan and year-date information if available.



Washington 1

Endnote

1. *American Stampless Cover Catalog*, Vol. 1, Fifth Edition, Phillips Publishing Co., N. Miami, Florida, 1997. ■

DEPARTMENT OF AMPLIFICATION

JAMES W. MILGRAM, M.D.

Several readers whose opinions I respect have taken issue with my interpretation of the “Paid/R” marking on the cover shown on page 204 of *Chronicle* 231. Sent from Newburgh to Albany, New York, in late 1845, this cover was clearly prepaid. In addition to “PAID” and “5” markings, both applied by the Newburgh postmaster, the cover was inscribed by its sender “Paid/R”. The upper left corner of the cover, showing this marking, is illustrated herewith.



“Paid/R” marking from cover in *Chronicle* 231.

The cover was sent from one bank official to another and contained a draft for \$68.85. It appears to me to be a very early example of unofficial registration, with the “R” applied by the sender of the cover, indicating he was familiar with the unofficial registration system that was just at this time taking shape.

Those who disagree with this interpretation observe that the sender’s last name begins with “R,” and that he notes in his letter that “I have always paid my postage.” In this view, the “Paid/R” could be a notation from the sender affirming prepayment, applied (perhaps in attempt to discourage theft) on a letter sent to the post office with 5¢ cash via an errand-runner.

This is certainly a possible explanation, but I don’t think it is likely. I stand by my belief that this is an early example of unofficial registration.

This is certainly not a charge-to-box marking. I have written extensively about charge-to-box markings and have never seen an example that used just a single initial for identification. After all, how could the postmaster know whose account is referenced? And this could not represent a personal charge account in an individual’s name, since the letter was written by a cashier on behalf of a bank. If it were a charge notation, it would show the initials of the bank. ■



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**RECENT FIND OF 5¢ 1847 COVERS INCLUDES
 EARLIEST REPORTED USE OF “U.S. MAIL” CARRIER STAMP**

ALEXANDER T. HAIMANN

Lightning rarely strikes twice in the same spot, but that seems to have happened with regard to my participating in another new discovery of 1847 covers. *Chronicle* 231 highlighted my recent find of 1847 material connected to a prominent figure in early Michigan history. That discovery encompassed four stampless covers, four covers with 1847 stamps, and two 3¢ 1851 covers, all sent to the same addressee in Pontiac, Michigan.

The subject of this article is the discovery of not four new 1847 covers but 16! I recognize that 16 covers is not the same as the several hundred uncovered by Major Bandholtz and his wife in 1923 (the famous Ludlow Beebee find), but given that 165 years have passed since the 1847 stamps were first issued, it’s pretty remarkable to have a find involving a quantity of covers in the double digits.

The covers were unearthed in Albany, New York, in 2009. Unfortunately, not much information about the circumstances of the actual discovery exists. I acquired the covers from an agent representing the owners, descendants of the original addressee.

Details of the newly discovered covers are presented in Table 1. All the covers are addressed to Albany, and all are franked with 5¢ 1847 stamps. Of the 16 total items, seven are folded letters and nine are envelopes. The dateable covers range from late May 1849 to early February 1851. Each is addressed to an Albany-based attorney named James Dexter. Most of the addresses use specific handwritten directions (“Office at corner of North Pearl & State Streets”) from an era long before global positioning systems. According to docketing notations on some of the folded letters, the sender of all the letters in this find is Ms. Anna M. Bridgen. The letter contents are mundane, discussing family legal and business matters, with Ms. Bridgen making various requests of Dexter.

Twelve of the items in this find are pretty basic 5¢ 1847 uses: nine were sent from New York City, one from Saratoga Springs, N.Y., one from Troy, N.Y. and one from Summit, Penn. The truly remarkable aspect of this discovery is that four of the covers show 5¢

Date	Origin/destination	Scott #s	Reference
May 29, [1849]	NYC/Albany	1, 6LB9	Figure 1
Jun 2, 1849	Troy/Albany	1	
Jun 19, 1849	Summit, PA /Albany	1a	
Nov 10(?), 1849	NYC/Albany	1, 6LB11	Figure 2
Dec 12, 1850	NYC/Albany	1	
Aug 28, 1850	Saratoga Springs, NY/Albany	1	
Dec 12, 1850	NYC/Albany	1	
Jan 22, [1851]	NYC/Albany	1, 6LB10	Figure 3
Feb 8, 1851	NYC/Albany	1	
Feb 26, 1851	NYC/Albany	1	
May 31, 1851	NYC/Albany	1	
Feb 7, 18??	NYC/Albany	1	
Feb 19, 18??	NYC/Albany	1b	
Mar 20, 18??	NYC/Albany	1	
June 26, 18??	NYC/Albany	1, 20L7	Figure 4
Dec 22, 18??	NYC/Albany	1	

Table 1. The 16 covers in the new 1847 find described in this article.



Figure 1. From the recently discovered Dexter covers, a 5¢ 1847 stamp used along with a 1¢ black-on-rose “U.S. Mail” Carrier stamp, Scott 6LB9. This cover was sent from New York City to Albany on 29 May 1849.

1847 stamps used in combination with U.S. carrier and local stamps.

Considering the number of fake carrier and local covers that have shown up over the years, I was suspicious at first. The “too good to be true” caveat seemed especially apt because the three covers with Carrier stamps (Figures 1-3) exhibited the three differently colored “U.S. Mail” adhesive stamps issued in 1849-50 by the New York City Carrier Department. What are the odds that the only three covers with Carrier stamps in a find would show each of the three different paper color varieties with no duplicates? Fingers crossed, I sent the covers to the Philatelic Foundation. But I shouldn’t have worried. After all, this was an original find. All the covers returned with certificates of genuineness.

The “U.S. Mail” carrier stamps on these covers were a product of the restarted operation of a government carrier service in New York City. The first attempted government-run carrier service ceased operation on November 28, 1846. When the carrier fee was set at 1¢ in January 1849, the government then believed that its renewed carrier service had a fighting chance of competing with the private local posts.

In the October 2009 Issue of *The Penny Post*, Larry Lyons published his census of 5¢ 1847 stamps used in combination with “U.S. Mail” Carrier stamps. The Lyons census listed 14 1847 covers with the “U.S. Mail” Carrier stamp on rose paper (Scott 6LB9), 10 with the stamp on yellow paper (6LB10) and 15 with the stamp on buff paper (6LB11). As far as can be determined, the three 1847 covers in this new find (which of course are not in the Lyons listing) constitute the only matched set of the paper color varieties of the “U.S. Mail” carrier stamps used in combination with 1847 stamps, same sender to the same recipient.

The first “U.S. Mail” Carrier stamp to be put into use by the newly reestablished New York City Carrier Department was the 1¢ adhesive printed in black on rose paper, Scott 6LB9. This carrier stamp was in use from February 1849 through the end of that year. Figure 1 shows the example from the recent find. On this 5¢ 1847 cover, the 1¢ black-on-rose Carrier stamp is placed to the right of the 5¢ 1847 stamp. As noted, the geographically specific addressing is typical of this correspondence. The carrier stamps on the covers in this find paid the fee required to take the cover to the post office. The Figure 1 cover bears a red May 29, [1849] New York circular date stamp at far right.



Figure 2. From the same find, a 5¢ 1847 stamp used with a 1¢ black-on-buff “U.S. Mail” Carrier stamp, Scott 6LB11. This cover is docketed November 12, 1849, which makes it the earliest recorded use of the 6LB11 stamp.



Figure 3. From the same find, a 5¢ 1847 stamp used with a 1¢ black-on-yellow “U.S. Mail” Carrier stamp, Scott 6LB10. The red New York circular date stamp at bottom right reads “JAN 22” [1851].

The second “U.S. Mail” Carrier stamp issued by the reestablished New York City Carrier Department was the 1¢ stamp printed in black on buff paper (6LB11). The example from the recent find is shown in Figure 2. According to the Lyons census, the earliest known

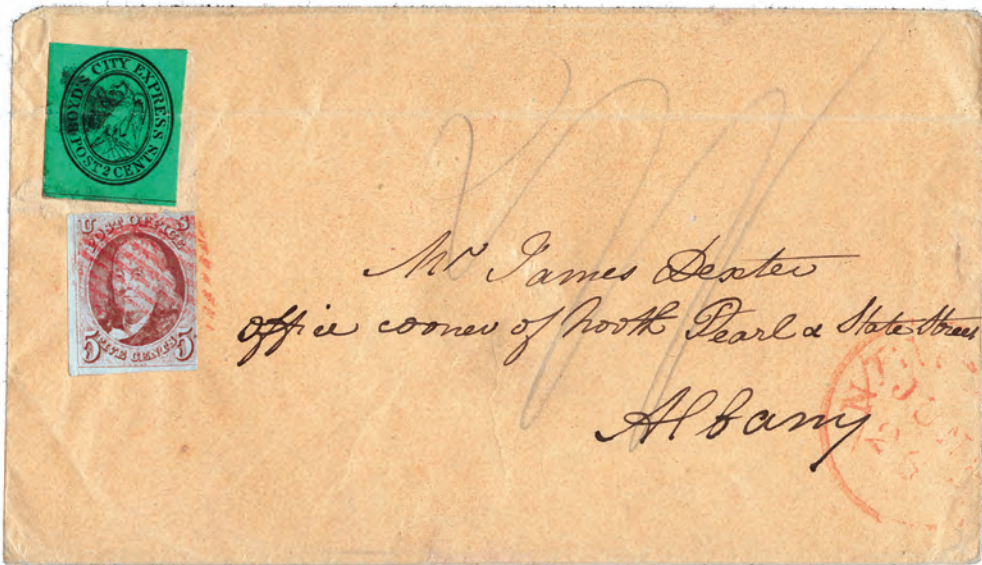


Figure 4. Also from the same find, a 5¢ 1847 stamp used along with a 2¢ Boyd's City Express local, black on green glazed paper, Scott 20L7.

use of this stamp with an 1847 stamp was on a cover dated March 2, 1850. Additionally, Lyons's survey of all 6LB11 covers puts the earliest known use in mid-December 1849.

The folded letter in Figure 2 does not bear a circular datestamp but it shows receipt docketing of November 12, 1849. Thus, this 5¢ 1847 folded letter is the only recorded 1849 usage with this Carrier stamp and pushes the earliest known use of the black-on-buff stamp back by a month, to approximately November 10, 1849.

Finally, the Figure 2 cover provides a convincing bridge between the periods of use for the black-on-rose Carrier stamp (6LB9) and the black-on-buff stamp (6LB11). This new cover demonstrates the two U.S. City Carrier stamps were used simultaneously in 1849. The latest known use of the black-on-rose adhesive is mid-December 1849. Interestingly, a similar 6LB11/1847 combination cover, from the same sender to the same James Dexter in Albany, was sold by the Siegel auction firm in 1999 as part of the David Golden collection. Clearly some of the 1847 material from this correspondence made its way into the philatelic marketplace many years before these 16 covers came to light.

The third and final "U.S. Mail" Carrier adhesive to be put into use was the 1¢ stamp printed in black on yellow paper (6LB10). This Carrier stamp was used from June 1850 until mid-summer 1851. The example from the recent Dexter find is shown in Figure 3. This folded letter bears a 5¢ 1847 stamp tied by a square grid cancel at upper left and a 1¢ black-on-yellow carrier adhesive at upper right. The red New York circular date stamp at bottom right reads "JAN 22" [1851].

Figure 4 shows the fourth extraordinary cover from this find. Here a 5¢ 1847 stamp is used along with a 2¢ Boyd's City Express local post adhesive, printed in black on green glazed paper (Scott 20L7). Another Dexter cover with this same franking was sold by the Siegel auction firm in 2000.

While looking through these newly discovered members of the U.S. postal history family, one cannot help but think about what other treasures might still be out there franked with our nation's first two postage stamps. Maybe the most exciting 1847 cover is still hidden from philatelic view, waiting to be found. This author is not expecting lightning to strike a third time, but if it does, it will be an honor, as it has been with these 16 1847 covers, to share the new discovery in the pages of *The Chronicle*. ■

ISSUANCE OF THE FIRST U.S. STAMPED ENVELOPE CONTRACT

DAN UNDERSANDER

Over the years the United States Post Office has transferred old records to the National Archives in Washington, D.C. Records of the Post Office Stamped Envelope Agency are not large but contain some interesting correspondence. This article brings to the philatelic record for the first time some letters found in the files at the National Archives that provide interesting insight into the activities surrounding the issuance of the first issue of United States stamped envelopes. The archival material, for the most part, represents letters received by the Post Office.¹ Apparently the Post Office at this time did not make copies of most letters sent, or retained them in a letter book that is now missing. However, the surviving incoming letters help us look behind the scenes and show how the Post Office proceeded in granting the envelope contract.

Congress authorized the issuance of stamped envelopes on August 31, 1852. For security purposes, the Post Office decided to issue envelopes with embossed stamps as the British had done.

In expectation of the approval of the envelope act, on 29 May 1852 the Post Office

queried Toppan, Carpenter, Casilear and Co., the current supplier of U.S. postage stamps, about the cost of supplying embossed envelopes. The Post Office included sample British envelopes. One of them must have been the 1850-51 pink one penny envelope, an example of which is shown in Figure 1. The British envelope had a circular embossed stamp of Queen Victoria on the front and an ornamental seal on the back flap. The following letter, addressed to Postmaster General N. K. Hall and headed Philadelphia, May 31, 1852, is Toppan, Car-



Figure 1. One Penny Queen Victoria envelope of 1850-51. In soliciting bids for the first issue of United States stamped envelopes, the Post Office sent an example of this envelope to bank note and stationery companies.

penter's response. This and subsequent quoted letters are verbatim transcripts of the text of the manuscript originals, with small modifications in punctuation and capitalization. Material set in italic type appears underlined in the original letters.

Dear Sir,

Your favor of 29th is received.

The manufacture of such stamps as the enclosed being entirely mechanical, we are scarcely prepared to give a reliable estimate of the cost of envelopes stamped similar to the English, but as we presume that an approximate estimate will answer your present purpose, we give it as follows –

Viz: Envelopes of the size of Nos. 1, 2 & 3 of white paper, of a quality equal to the samples, and with stamp of similar size and character to that of the specimens enclosed, at the rate of \$4 to \$4.50 *per thousand* – No. 4 at \$6.50 and No 5 at \$7.50 *per thousand*.

We are unable at present to state the difference in cost (if any) between the *threads* in the paper and a *watermark*, and with a view to its ascertainment we have taken the liberty to retain Envelope No. 1 for the purpose of exhibiting it to a paper maker. As soon as we secure his reply, we will immediately write you on the subject.

Very Respectfully

Your Ob't Servant

Toppan, Carpenter, Casilear and Co

The envelope numbers mentioned in this letter apparently relate to samples of the British embossed Victoria envelopes of 1850-51 that were included as examples of what the Post Office desired. Note that there were no specifications of envelope size, paper weight, type, etc. The early postal stationery advertisements from the Post Office always included samples; the bid was to match the samples attached.

The last paragraph, referring to threads in the paper, indicates that the Post Office wanted envelopes manufactured from paper with one or more additional security devices. The Post Office was apparently considering the alternative of silk threads in the paper, as had been promoted by John Dickinson in England and used on some of the Queen Victoria envelopes.² Toppan, Carpenter, were also asked to consider watermarked paper. This was decades before postage stamps were printed on watermarked paper.

The firm apparently felt a need to respond quickly before they could get full information on cost. To protect themselves (or because they felt assured they would get the contract) they provided very high estimates on the bid.

The need to estimate conservatively was certainly a consideration. The Post Office request for quotation was made at a time when the use of envelopes in the mails was just starting to be significant. Prior to 1847, few envelopes had been used because mail was charged by the number of sheets sent and using an envelope would double the postage on a single-page letter. Thus, envelopes were used largely for special occasions and for letters to be sent outside the mails.

Envelopes were manufactured by hand-cutting paper sheets around a form and then hand-folding and gluing the envelope. This hand manufacturing is the reason for considerable size variation among the early Blood envelopes. No one had manufactured envelopes in large volumes. Even George Nesbitt, the stationer who finally won the contract, had made only a few thousand envelopes the year before he got the contract and began manufacturing them by the millions. The first patents for machines to fold and glue envelopes were issued in the late 1840s and early 1850s.

Thus the lack of envelope-manufacturing expertise generally, coupled with Toppan, Carpenter's complete lack of experience in envelope fabrication, must have raised concern. Additionally, the engraving of dies for embossing requires very different skills than line-engraving for stamp printing and is more similar to engraving for coin production. So the

firm would have needed to hire new engravers to create embossing dies (or contract the work out).

While it is likely that Toppan, Carpenter bid high due to their lack of experience in mechanized envelope production, it is also possible that they felt they had the contract locked in, and so could bid high and make extra profit.

A third possible explanation relates to the firm's strong desire to use a line-engraved stamp impression on the envelopes, rather than the requested embossed stamp. Reference to "steel dies" in subsequent correspondence made this preference very clear. Toppan, Carpenter could print engraved stamps on envelopes without acquiring new skills, labor and equipment. We know that essays of envelopes bearing the firm's line-engraved stamps of 1851 were created and submitted to the Post Office. These were likely produced to encourage the Post Office to look favorably on envelopes without embossing.³ The National Bank Note Company, after it got the stamp contract, continued down this road, submitting envelope essays with line-engraved stamps through 1870.

It appears that the high bids received from Toppan, Carpenter caused the Post Office to approach other companies, perhaps more familiar with envelope manufacture, about producing the stamped envelopes. Toppan, Carpenter must have got wind of this and was prepared to react strongly. In a letter addressed to Third Assistant PMG John Marron, headed Philadelphia, September 21, 1852, Toppan Carpenter replied to a letter it had received that very day, asserting their position that they had the exclusive right to supply stamped envelopes as part of the stamp contract.

Dear Sir:

Your favor of 21st inst is just received and we are very sorry to learn that the Postmaster General is of opinion that the matter of furnishing the stamped envelopes authorized by the Act of Congress approved 31 August 1852 is not embraced in the contract made by you (us) with the Department on the 10 June 1851. According to the *letter* of the argument he is correct—there is nothing in that contract about *envelopes*. But we do submit most respectfully that in *spirit* and according to the true interpretation of the meaning of that contract (as always understood by us) they are embraced in its provisions.

We beg to refer you to the following clause of that contract in proof of our position, viz: "and further, that the whole printing and furnishing of postage stamps of *every description* for the use of the Post Office Department, including carriers stamps where those shall be furnished by the department, shall be given to the said T.C.C & Co. *exclusively* for the full term of six years from the date of this agreement."

More, we would respectfully ask, are not these *stamped envelopes* in every sense of the term "postage stamps"? And does not the term "postage stamps of every description" embrace these "envelope postage stamps"? And if so, are we not entitled to the exclusive right to furnish them for the full term of 6 years from the date of our contract?

Of course the introduction of envelopes and the issue of postage stamps in that form, involves the necessity of an additional contract or agreement as to terms for furnishing the article in that form, but we contend that if we are willing to execute the work on the same terms as others (who would do it equally well) we are entitled to a preference over all others, for the reason that the introduction of these stamps will in all probability greatly lessen the consumption of the adhesive stamps and thus destroy and render worthless our present contract.

You were cognizant of our entire negotiation with the late Postmaster General and you will doubtless remember that we distinctly stated to him, that we would not be willing to contract for a *part* of the stamps unless at an advance of 25 percent more than we would contract for the *whole*. We agreed to furnish them at a very low rate (25 percent less than other offers) upon the express condition that we were to have the exclusive right to furnish *all* the stamps that might be required by the Department during the period of our contract.

We did not expect to be remunerated for our heavy expenses in preparing the various dies, plates and additional machinery necessary to a proper execution of the work during the first year or two, but knowing the great increase of the use of postage stamps in England within the last few years, and anticipating a like result in this country, we confidently looked to the *future* for remuneration.

Now if at the moment that there was a prospect of a huge increase in the consumption of our stamps, another should be introduced which would have the effect to greatly *reduce* instead of increase the use of ours, is it not evident that we must suffer great injury thereby?

There are other points in regard to our contract which appear to us to have a strong bearing on our claims to the favorable consideration of the Postmaster General, but which we will not now trouble you with, but conclude with asking of you to do us the favor to present these views to the notice of the Postmaster General and inform him that our Mr. Carpenter will endeavor to be in Washington on Friday morning next when he will be prepared to make proposals for furnishing the new envelope stamps.

We are very respectfully your obedient servants, Toppan Carpenter Casilear & Co

Toppan, Carpenter forcefully argued that their original discussions and the 1851 stamp contract were an agreement that the company would have the exclusive contract to produce “postage stamps of every description.” They argued that “stamped envelopes” were “postage stamps.” Beyond losing the business of this new form of postage, their concern was that the competition of stamped envelopes would reduce the need for postage stamps and result in reduced stamp orders that would diminish the value of their contract to produce stamps. The “late Postmaster General” referred to was Nathan Hall, who negotiated the stamp contract with Toppan, Carpenter. Hall went on to a Federal judgeship and was replaced by Samuel Hubbard on August 31, 1852.

Carpenter must have visited the Post Office Department as promised in the previous letter. Shortly thereafter, on 24 September 1852, his firm apparently submitted a formal bid for the stamped envelope contract. This is not in the archival holding, but a follow-up revision is. This is datelined Philadelphia, 30 September 1852, and is addressed to Postmaster General Samuel D. Hubbard:

Sir:

Since Mr. Carpenter’s return we have received some replies from paper makers whom we had addressed on the subject of the cost of papers of suitable quality for envelopes, and finding that it will be something less than we had supposed, we respectfully ask to withdraw our proposition of the 24th instant and substitute in lieu thereof the following.

Viz: We will furnish to the Post Office Department all the envelope postage stamps that be requested during the term of six years from the date of contract on the following terms.

No. 1. For Self Sealing “Pocket Envelopes” of the following sizes (8 $\frac{3}{4}$ by 3 $\frac{3}{8}$ inches, 5 $\frac{1}{2}$ by 3 $\frac{1}{4}$ inches, and 4 $\frac{3}{4}$ by 2 $\frac{7}{8}$ inches) made of white paper which shall be equal in quality to the sample herewith (marked A) having a watermark impressed therein and having stamped on each envelope by means of steel dies engraved expressly for that purpose, postage stamps of such denominations as may be required, and also an additional stamp on the flap, or where the envelope is usually sealed, the whole complete and ready for use, at the rate of *two dollars and sixty cents for every one thousand envelopes*.

No. 2 For the same kind and quality of envelopes and stamps in every respect as described in No. 1—except that they shall be of the form designated by the enclosed (marked B) (and not what is usually designated as “Pocket Envelopes”) at the rate of *two dollars and fifty cents for every one thousand envelopes*.

In the execution of this contract we guarantee that we will engrave in the best manner, free of charge and subject to the approval of the Postmaster General, such dies and other work for the above stamps as shall be best calculated to prevent counterfeiting and that in the event of any one of them being counterfeited we will engrave and substitute new dies in the best style of art and without cost to the government.

Very Respectfully, Toppan Carpenter Casilear and Co.

The act of Congress authorizing stamped envelopes directed that the envelopes should have “such watermarks or other safeguards against counterfeiting...and denominations and value printed or impressed thereon.”

The term “self sealing pocket envelopes” refers to envelopes with glued flaps for the user to moisten and seal the envelope. The earliest envelopes had been manufactured with a flap without glue. They had to be sealed by the user with melted wax. The Post Office



Figure 2. Mimicking early British envelopes and hoping to discourage the use of sealing wax, the Post Office initially requested that U.S. embossed stamped envelopes contain an embossed seal on the back flap. When George Nesbitt won the envelope contract, he used the seal to promote his own business. The seal was soon dropped.

generally wanted to reduce the use of wax for sealing envelopes because it added to weight and sometimes melted, making a mess in the letter bags. Note that both the Victoria envelope and the early first Nesbitt envelopes (an example is shown in Figure 2) have a seal on the back flap. Early communications from the Post Office called for a seal on the back flap, likely to reduce the use of wax to seal the “self sealing envelope.”⁴

In the 30 September 1852 letter just quoted, Toppan, Carpenter sought to submit a lower bid than the week before. The second bid was lower than the first but apparently still above the bid submitted by Nesbitt. Note that Toppan, Carpenter’s September 30 bid was approximately half what their estimates had been in the 31 May letter. Whether the lower bids were due to more complete information on costs, as stated in the letter, or knowledge of the Nesbitt bid or other (stationery) company bids is unknown. But Toppan, Carpenter persisted in offering line-engraved stamping (“steel dies engraved expressly for that purpose”) rather than embossing.

In spite of Toppan, Carpenter’s persistence, the Post Office awarded the stamped envelope contract to a New York stationer, George Nesbitt, in early October, 1852. The following letter, addressed to Third Assistant PMG Marron and signed by Carpenter himself, is datelined at Philadelphia, 19 October 1852:

Dear Sir:

Your favor of 15th is received. Please accept my thanks for your reply to my enquiries as to the award of the contract for postage stamp envelopes. I will only say that I regret that the Postmaster General has felt it his duty to decide this question without reference to us and the rights which we feel were intended to be guaranteed to us under our contract, but which we think are likely to be seriously invaded by the contract now made with Mr. Nesbitt. I cannot but feel that under the circumstances, we were *entitled* to the *offer* of the contract, provided we would take it on the same terms as others. However, it is done and I shall not trouble you with unavailing complaints....

Very Respectfully, Your obedient servant, L. H. Carpenter

The letter would indicate that that Toppan, Carpenter had received a letter dated October 15 stating that George Nesbitt was the low bidder and had been awarded the stamped envelope contract. It appears that the Post Office stated they had let the bid and would not cancel the contract to re-let it to Toppan, Carpenter, despite the firm’s offer to reduce their

rates to match the Nesbitt bid. Clearly a portion of Post Office decision was based on wanting embossed stamps rather than line-engraved stamps on envelopes and the desire to have stationery made by a company with stationery manufacturing experience.

The October 19 letter states Carpenter's disagreement with the decision but recognizes that the decision is made and states he will not continue with complaints. However, he did submit essay envelopes with the 1851 1¢ and 3¢ line-engraved stamps either at this time or when the postal stationery contract was re-let four years later (and awarded again to Nesbitt).

Postal stationery has always been printed under (generally) four-year contracts with private companies. While bank note companies continued to submit envelope essays when bids for new contracts were requested until 1870, never were the stamp and postal stationery contracts held by the same company. (An exception was the Grant letter sheet of 1886, which was printed by the American Bank Note Company in a format similar to the concurrent 5¢ Garfield stamp.) Postal cards were initiated in 1873 as a separate contract from envelopes and wrappers since postal cards were printed from line-engraved plates rather than embossed. Postal cards were manufactured by a different private contractor than postal stationery until production transferred to the Government Printing Office in 1910.

Few collectors are aware of the activity surrounding the letting of the first postal stationery contract. This first contract was a great risk for anyone agreeing to produce millions of envelopes at a time when this had never been done before in the United States. (The British were just starting mass envelope production.) The company winning the contract needed to invent and/or adapt most of the equipment needed for envelope making. Nesbitt won the contract at least in part because he could provide embossing. He also provided the embossed seal that the Post Office initially insisted upon (see Figure 2), using it as an opportunity to advertise his own firm. The seal was soon dropped.

While there are no supporting records, the U.S. Post Office was obviously in contact with Thomas De La Rue and Company, the British stamp, currency and envelope printers. The extent to which Nesbitt was influenced by British-built envelope-printing and folding machines is not known. At least two envelope-manufacturing machines were on display at the Crystal Palace Exhibition in London in 1851, one by De La Rue and one from an American company. It is thought that Nesbitt had one or more envelope manufacturing machines in 1852 and it is known that he demonstrated an envelope-manufacturing device at the New York City Fair (a.k.a. the Crystal Palace exhibit) in New York in 1853.

Endnotes

1. National Archives RG28, Stack Area 28, Room 7E4: Row 20, Compartment 11, Shelf 6; Row 21, Compartment 2, Shelf 2.
2. Dagnall, H., *John Dickinson and his Silk-Thread Paper*. Published by the author, Leicester, England, 1975.
3. Undersander, Dan, *Catalog of United States Stamped Envelope Essays and Proofs*, United Postal Stationery Society, Chester, Virginia, 2003.
4. Undersander, Dan. "The Nesbitt Seal on the First Issue of U.S. Envelopes," *Postal Stationery*, March-April 2002, pp. 30-32. ■

IS THIS THE OLDEST AMERICAN PHILATELIC SOUVENIR?

KEN LAWRENCE

For the past several years I have researched and published articles about the origin of stamp collecting in the world and in the United States. Briefly, the world's oldest stamp collection belongs to the Royal Irish Academy in Dublin. It's an album of revenue stamps and handstamped chargemarks compiled in 1774 by John Bourke, Receiver General of the Stamp Duties.

An album of British autographs, franks, and adhesive stamps gathered in 1840 and earlier by C. Barrington, a young woman in Dublin, is probably the oldest extant postage stamp collection. It had once been owned by Frederick C. Dixon, and was sold in the April 5, 1990, Christie's Robson Lowe sale of Dixon's estate.

A member of the British royal family, Angela Lascelles, owned an impressive album of stamps from many countries, including the second postal issue of the United States, assembled in the 1850s. Her estate sold at a Christie's South Kensington sale on October 28, 2007, and the rare philatelic items were later resold by Corinphila in 2008 and 2009, promoted as the "Fort Belvedere collection." From time to time, other European collections purportedly begun in the 1850s have laid claim to being among the earliest.

I believe a collection of canceled 3¢ United States stamps of 1851-56 currently in my possession, saved and mounted inside a textbook by a 13-year-old schoolboy in Pennsylvania named David T. Latimer in 1856, is the oldest American stamp collection extant.

Older collections might be lurking elsewhere and awaiting discovery. Henry Shaw, the father of Henry Wheeler Shaw (better known as Josh Billings, the humorist), may have been the first American stamp collector, liberally construed. He is said to have purchased the two newly issued postage stamps on August 6, 1847, and kept the 5¢ Benjamin Franklin as a curiosity. But I doubt that anyone could locate that stamp today.

Readers who desire full details of those collectors and their collections may consult my articles in the August and December 2009 issues of *Scott Stamp Monthly*. In the May 1997 *London Philatelist*, John E. Homersham reported a December 14, 1841, British letter about stamp collecting. In the Swedish Postal Museum 1999 annual *Postryttaren*, author Bjorn Sylwan described and illustrated an 1850s collection kept by the artist Olof Arbo-reus. Wolfgang Maassen, editor of the German journal *Philatelie*, owns a collection begun in about 1854 by a Swiss girl named Anna Elisabeth Tobler; he told her story in his April 2009 issue.

The earliest recorded public display of stamps was a single-page worldwide exhibit at a Brussels map museum mounted by the Flemish cartographer Philippe Vandermaelen in 1852. The first philatelic exhibition, held at Dresden in 1870 to honor and entertain wounded veterans of the Franco-German War, presented major portions of Alfred Moschkau's 6,000-stamp collection. At the time, Moschkau lacked only seven stamps for completion, and his collection was regarded as the world's foremost.

As details of our hobby's roots have emerged, it has become clear that stamp collecting arrived later in the United States than in Europe, and that it pursued a somewhat different course here. For one thing, a widespread passion for stamps arose alongside the



Figure 1. This souvenir combined a government postage stamp, a local post stamp, and a stamped envelope, all of which were on sale and available for use at the New York Crystal Palace in July 1853. The imperforate 3¢ stamp is a replacement.

fad of collecting Civil War patriotic envelopes. One consequence of that convergence was the practice of collecting and exhibiting entire covers in the United States, before “postal history” became a philatelic pursuit elsewhere.

A Boston publisher issued an album for organizing, protecting and viewing decorated envelopes in July 1861, about a year before Justin Lallier published the first stamp album in France. The Lallier album was copied and marketed by D. Appleton & Company of New York in 1862 and 1863.

With all those reports of philatelic pioneers in mind, I offer Figure 1 as a candidate for earliest American philatelic souvenir. This is an unused first-issue 3¢ George Washington stamped envelope of 1853, with the Nesbitt seal on the flap. The 3¢ Washington adhesive stamp is a replacement; I mounted it where the lost original had obviously rested, to restore its appearance, to the left of the original owner’s “Postage Stamp” inscription. The die-cut Boyd’s City Express Post 2¢ Eagle local stamp is original; the owner wrote beneath it, “Boys Express, a kind of opposition Post office—delivery oftener than the mail.”

The central inscription—“The New American Postage Envelope!”—is good evidence that a foreign visitor, probably from Great Britain or Ireland, assembled the souvenir combination as a keepsake. The most probable creator would have been someone who came to this country to attend the Exhibition of the Industry of All Nations, held at the New York Crystal Palace, which is illustrated on the Figure 2 cover.



Figure 2. The view on this 1853 illustrated cover promoted the Crystal Palace world's fair, formally known as the Exhibition of the Industry of All Nations.

The Crystal Palace was located on Sixth Avenue between 40th and 42nd Streets, the current location of Bryant Park, just west of the New York Public Library and across the street from the current offices of the Philatelic Foundation. The Crystal Palace was an architectural masterpiece built of glass and steel. Alas, it burned to the ground in 1858, and was never rebuilt. For a comprehensive report on postal artifacts of the Crystal Palace, see my article in the October 2008 *Scott Stamp Monthly*.

The Crystal Palace exhibition, America's first world's fair, opened on July 14, 1853, about two weeks after the stamped envelopes had made their debut. All three items—postage stamps, stamped envelopes, and Boyd's local stamps—were available to show-goers. Figure 3 shows a portion of the exhibition map that included the locations of the exhibition post office and a Boyd's collection box.



Figure 3. A portion of a visitor's map shows the locations of the United States post office and a Boyd's collection box (also drinking fountains and Water Closets) at the Exhibition of the Industry of All Nations, America's first world's fair.

This notice appeared on page 6 of the July 12, 1853 issue of the *New York Herald*:

CRYSTAL PALACE LETTER DELIVERY – OFFICE. Boyd’s City Express Post, No. 46, William St. The undersigned made arrangements with the committee of the Crystal Palace, for the delivery of letters to and from the palace. Two large boxes are placed there for the reception of such letters, and there will be four deliveries of city letters and five deliveries of mailable letters for the United States Post Office. A special messenger with a locked bag will leave the palace at 8, 11, 1 and 3 o’clock. Letters left at this office will be sent direct to the palace by the cars at 9, 12, 2 and 4 o’clock. After the 4 o’clock delivery at the palace, all mailable letters in the boxes will be sent to the United States Post Office. This arrangement will go into effect on the 13th inst. JOHN T. BOYD, Proprietor.

Boyd’s was the only local post with an official presence at the exhibition.

Two exhibitor stands also promoted interest in postal communication. According to the *Official Catalogue of the New York Exhibition of the Industry of All Nations*, stand 25 in Division D, Court 10, exhibited “Wood type, wood stamps for post-offices, model of cheap proof press, E.S. Zevely, Pleasant Grove, Maryland.” Cheryl R. Ganz provided details in the *Chronicle* 221 (February 2009).

Zevely’s booth was in the Class 17 area of the fair: “Paper and Stationery, Types, Printing and Bookbinding.” A few positions away from him, “Specimens of letterpress printing – George F. Nesbitt & Co., prop Corner of Wall and Water streets, New York City,” occupied stand 42.

Nesbitt’s firm was the largest stationer in the country, and held the government contract to print stamped envelopes, which had been issued just two weeks before the fair opened. Until he was ordered to stop on July 7, Nesbitt had printed his own advertisement on the flaps. The Nesbitt seal on the flap of the Figure 1 envelope supports my belief that this souvenir originated about July 1853.

Does anyone own an earlier American philatelic souvenir? ■

DISCOVERY: A MOST IMPORTANT PROOF

STANLEY M. PILLER

Every now and then, advanced dealers and collectors find something important. Once every five or ten years you might find something extremely important. But when you find a once-in-a-lifetime item, then you can say you have really accomplished something.

Recently I discovered that once-in-a-lifetime item. Here is the story.

Clarence Brazer was an amazing collector and dealer in proofs and essays. When Brazer died his collection was purchased intact from his widow by Morton Dean Joyce. In June 1990 the Robert A. Siegel Auction Galleries sold the Joyce holding of the Brazer collection. There were 2,200 lots in the sale, with a very large number of rare and unique items. I attended that sale because of my interest in 3¢ 1851-57 proofs and essays. This was a rare opportunity to acquire elusive items.

Lot 188 in the Siegel Brazer sale consisted of 15 different shade varieties of trial color proofs, all on stamp paper, of the reprinted 1¢ 1851 stamp, Scott 40. This lot sold for \$2,700 (hammer) to a well-known proof and essay dealer. The buyer recognized that one of the proofs was not a reprint proof (Scott 40TC) but a much scarcer black trial color proof of the issued stamp.

He submitted the item to the Philatelic Foundation and received a certificate indicating it was a genuine black trial color proof of the Type II 1¢ Franklin stamp, listed in the trial color proof section of the Scott specialized catalog as 7TC5. This proof is illustrated, greatly enlarged, as Figure 1.

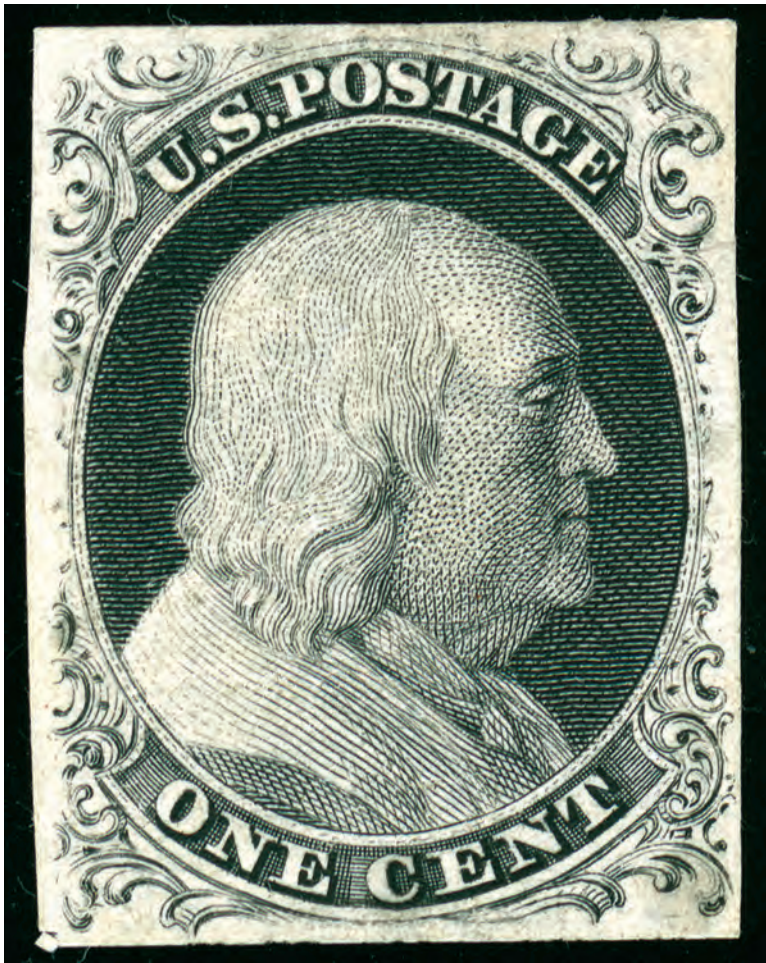


Figure 1. U.S. 1¢ 1851 Franklin, Type II, black trial color plate proof on stamp paper, newly recognized as Position 87L1E, making it the only known plate proof from an 1851 plate.

The dealer sold it and it eventually reappeared in Siegel's sale of the Lakeshore collection (Siegel sale 890, February 2005), where it was hammered down for \$2,900, described as follows: "1¢ Black, Trial Color Plate Proof on Stamp Paper (7TC5). Large margins, intense shade and impression, few toned spots on back only, insignificant corner crease at top right not mentioned on accompanying certificate. EXTREMELY FINE. THIS IS THE ONLY TRIAL COLOR PROOF FOR THE ONE-CENT 1851 ISSUE. A GREAT RARITY."

No question, the black trial color proof is a great rarity. Very few examples are known. In his book about the 1¢ Franklin stamp, Mortimer Neinken noted that his collection contained several examples of a black trial color proof, which he attributed to Plate 2, created sometime after 1852. The Scott catalog does not list any other type of trial color proof (large die or plate) for this issue.

Stanley Ashbrook and Neinken both claimed that the only proofs known from the 1851-56 issue were the proofs produced in 1856 from then-current 1¢, 3¢, 5¢ and 10¢ plates. No trial colors in black are known of the 12¢. They may once have existed, but

since this was a black stamp to begin with, they were indistinctive and have disappeared. Ashbrook and Neinken knew of no plate proofs of any sort from the first (1851) 1¢ plate.

In the Spink sale of August, 2011, the Figure 1 proof was sold again, this time for \$1,700, to me. In the Spink catalog it was described (lot 40) as follows: “#7TC5, 1¢ Franklin trial color plate proof in black on wove, full margins, fresh color and paper, tiny stains on back only, plus a minute scissor cut in the bottom left corner (not mentioned on the accompanying certificate and mentioned by us only for strict accuracy), very fine; a great 1851 Issue rarity, this being the only trial color proof for the One Cent value; 1991 PF certificate; ex Lake Shore.”

When I received the stamp I tried to plate it. Ashbrook, Carroll Chase and Neinken all talk about 1856 proofs, which for the 1¢ stamp would necessarily mean Plate 2. But the Figure 1 proof did not plate from Plate 2. It looked to me like an impression from the early state of Plate 1.

I sent scans to Dick Celler and Richard Doporto, both known for their skills in plating the 1851-57 stamps. Independently each plated the Figure 1 proof to Position 87L1E, confirming my thought that it came from Plate 1.

Without getting into all the detailed characteristics that prove this stamp comes from Position 87L1E, here are some of the highlights. The plating paragraphs that follow are largely taken from a plating analysis that Doporto provided for of the Figure 1 proof. The 1¢ plating design in Figure 2 is taken from Doporto’s on-line archive of plating characteristics of the 1¢ Franklin stamp;¹ the nomenclature was initially established by Ashbrook.

Platers of the 1¢ Franklin use several tricks to help narrow down the 200 positional possibilities of a stamp when the plate that produced the stamp is known. The most important trick is to determine the relief type. The entry of the engravings for Plate 1 Early was made by a three-relief transfer roll.

The Figure 1 proof clearly shows evidence of the relief known as Type B. The top left ornaments T and U are complete (see Figure 2) and the top right ornaments W, X and Y are complete. Ornament Z is about three fourths complete. This means the Figure 1 proof can only have come from the 3rd, 5th, 7th, 9th or 10th horizontal rows of the 200-subject plate.

The Figure 1 proof also shows a small guide dot within the lower right plume. Guide dots are found on all B relief positions in Plate 1 Early except the 10th horizontal row and the 10th vertical column of the left and right panes. This narrows the possibilities to 71 plate positions.

Another key plating characteristic on the Figure 1 proof is a tiny mark that platers call the “dingle”. This is a fragment of a partially erased full plume at lower left. The “dingle” shows only on stamps from the 9th horizontal row of the 200-subject plate, positions 81L1E-89L1E and 81R1E-89R1E. So the presence of the “dingle” diminishes the plate position possibilities to just 18.

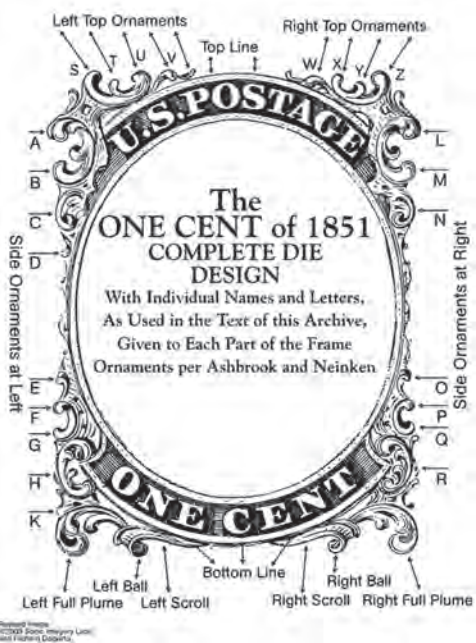


Figure 2. 1¢ 1851 plating characteristics, after Ashbrook, from the plating website of Richard Doporto.



Figure 3. Pair of Type II stamps, ex Wagshal, from positions 86-87L1E. The right stamp in this pair is from the same plate position as the Figure 1 proof. The identifying characteristics match up in every instance.

Close examination of the left side ornaments A, B, C, F, G and H (see Figure 2) shows that they are quite short. The plating diagrams in Neinken's book (page 94) show only two stamps from this row with short left side ornaments, positions 87L1E and 88L1E. But 88L1E shows several unique plating marks not present on the Figure 1 proof, and it shows a different position for the guide dot. This leaves 87L1E as the only possible position for the Figure 1 proof.

By way of corroboration, in August 2010 the Siegel firm sold part of the vast Jerome Wagshal collection of 1¢ 1851-56 imperforate stamps (sale 994). Lot 692 was a pair of Type II stamps (with a "Prov. & Stonington R.R." route agent datestamp) from positions 86-87L1E. This pair is shown enlarged as Figure 3. The right stamp in this pair is from the same 87L1E position as the Figure 1 proof. The identifying characteristics match up in every instance.

In September, 2011, the Philatelic Foundation issued a certificate of authenticity (#499,017) for the Figure 1 proof, confirming that it is a "trial color plate proof, position 87L1E, on stamp paper."

Having been identified as 87L1E, Figure 1 becomes the only recorded plate proof of an 1851 stamp from a plate that was prepared in 1851. All the other plate proofs of stamps of the 1851 issue were created from plates produced after 1852.

Remarkably, this item took 160 years to identify properly. In the 20 years it was around, away from Brazer and Joyce, no one ever tried to plate it.

Now that its significance has been established, we must ask: Where did it come from? How did Brazer obtain it?

Here I can only speculate. The reverse of the proof is shown in Figure 4. Note the dots around the edges, indicating where the proof was originally glued down in a file or a presentation book. This suggests it came from an archive. My guess is it came from the archives of the American Bank Note Company, possibly through the hands of Thomas Morris, who

was chief designer for ABNC and a known conduit of proof and essay material into the philatelic market.

I can't prove this, but it makes sense. If the Post Office ever had this item, it would still be in the Post Office archive. A few years ago I was asked to bid on an appraisal for the Post Office, enabling me to see what the Post Office has in proofs and essays. They had no plate proofs of stamps printed in 1851 in their files.

The ABNC probably pulled a plate proof, in black (as was customary for proofing) to check the plate; then they kept this copy in their files. Where the other 199 examples went (assuming the ABNC proofed the full plate) is anybody's guess. Probably they were destroyed.

No other 1851-printed stamp plate proof, of any denomination, has ever been recorded, which means the Figure 1 proof is most likely unique. For that reason I consider it the most important plate proof in U.S. philately.

I would like to thank Richard Celler and Richard Doporto. Without their help in confirming the plating of this stamp, I could not with certainty prove my point.

Endnote

1. http://www.slingshotvenus.com/FranklinArchive/frnkl_n_archv_Main.html. Last viewed 9-27-2011. ■



Figure 4. Reverse of the proof stamp shown in Figure 1. Dots show the proof was originally glued down in a file, suggesting it came out of an archive.

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STUDY OF HARRISBURG CARRIER CANCEL LEADS TO NEW INSIGHTS

GREG SUTHERLAND

Some years ago I purchased two 3¢ 1861 covers from Harrisburg, Pennsylvania. They were described by the dealer as carrier uses because of their “1” in circle cancels (Skinner–Eno type NS-A 8). Since Harrisburg wasn’t a fee-basis carrier city that I was familiar with, a little research followed, but not enough to support the hypothesis that Harrisburg had a post-office sanctioned carrier in place during the 1861-1863 period. This article, which has been a work in progress since 1997, is an attempt to prove (or at least encourage) this idea. A nice Harrisburg cover bearing the “1” in circle marking is illustrated in Figure 1.

Background

Situated along the banks of the Susquehanna River in Dauphin County, Harrisburg is the capital of the state of Pennsylvania. Harrisburg was incorporated as a borough in 1791 and as a city in 1860. The population in the 1860 census was 13,485, divided into 6 wards. The population in 2000 was 50,000.

During the period under discussion, George Bergner was postmaster, as well as proprietor of the *Harrisburg Telegraph* newspaper. Bergner was appointed postmaster on 27 March 1861 by President Abraham Lincoln. He first established the post office at his home, 225 Market Street, and subsequently (according to a 26 June 1862 article in his newspaper) moved the office to his book store, no address given.

Prior to 1860, letter-carrier fees varied in different cities, 2¢ in some and 1¢ in others.



Figure 1. Cover with Harrisburg postmark and circle 1 cancel tying the stamp. Image courtesy of Jose Rodriguez.

Effective 1 July 1860 this was standardized to 1¢, whether for pick-up or delivery. The fee for carrier service to the post office was prepaid by the sender. The fee for delivery from the post office was paid to the carrier by the addressee, but only by those who had previously notified the post office that they wanted their mail delivered (instead of being held for pick-up at the post office). The Act of 3 March 1863, effective 1 July 1863, ended all carrier fees. The service continued as part of the basic letter rate.

The Handstamp

Between 1861 and 1863 some covers originating in Harrisburg were hand-stamped with a circle 1 device (or devices). I have 13 covers showing the use of this handstamp, two 3¢ 1861 government envelopes and ten 3¢ 1861 adhesive stamp uses. The 13th item is an incoming cover from Millersburg, Pennsylvania, dated July 28, on which the handstamp is used to indicate the 1¢ fee for advertising. The double-circle Harrisburg datestamp consistently associated with the circle 1 marking appears on the reverse of this cover and is dated 15 October 1862, indicating the cover was forwarded to the Dead Letter Office on that date.

The diameter of the circle enclosing the “1” measures 8.5 to 9 millimeters in all cases, but the serif appears different in some examples. On examples dating from December 1860 the width of the shaft of the “1” measures 1.5 mm, while the example used to advertise the incoming letter in 1862 measures 2 mm. Four other examples attributed to 1862 measure 1.5 mm, and the remaining examples measure 2 mm. The year dates in about half of these examples are hard to read, so the picture is not very clear. It appears to me that two similar but different circular 1 handstamps were used simultaneously.

With the exception of the advertised cover, all examples show carriage to the post office. The stamp-bearing covers consist of two on which the stamp is tied to the cover, and eight where the hand-stamp is struck only on the stamp. On both 1861 entire envelopes, the circle 1 marking is struck directly upon the franking imprint. There is absolutely no consistency in the distance between the circular datestamp and the circle 1 hand-stamp, which eliminates the possibility of a duplex canceller.

Other Records

Records of the use of this hand-stamp from auctions, other articles or the collections of other individuals add 12 more covers, described briefly as follows: two stampless, undated Harrisburg drop letters; 1¢ and 3¢ 1861 stamps on a to-the-mails carrier cover from New York, forwarded to Harrisburg with handstamped 1¢ advertising fee, 25 June 1862; patriotic cover to Philadelphia, 23 October 1862; patriotic cover to Philadelphia, 22 January 1862 (or 63); Pennsylvania Militia cover to Wilkes-Barre, 1 September 1862; patriotic cover to Herrickville, 28 October 1862; buff cover mailed within Pennsylvania, 19 November 1862; cover to Lebanon, 1 January 1863; cover to Oberlin, Ohio, 3 or 9 February 1863; cover to Cross Creek, Pennsylvania, 6 February 1863; and the cameo cover to Shippenburg, 27 February 1863, shown in Figure 1. The last nine of these 12 covers represent outbound (to-the-mails) uses, of which six show the stamp tied by the circle 1 handstamp and three show the marking struck solely on the stamp.

Two additional items of interest consist of inbound mail addressed to Harrisburg as follows: Monticello (state unknown) CDS dated “11 Dec” with a handstamped “12/14”; and Millersburgh (Pennsylvania) CDS dated “13 Apr” with a handstamped “4/13.” Both bear 3¢ 1861 stamps but lack year dates. These appear to be inbound (from the post office) carrier uses. Figure 2 shows the Millersburgh cover. The small date handstamp above the address appears to be a carrier marking applied at Harrisburg. Other examples exist.

These cancels were discussed briefly in the “Cover Corner” in *Chronicle* 113 (February 1982), and in the 1861-1869 section of *Chronicle* 125 (February 1985), with a follow-



Figure 2. Cover from Millersburg, Pennsylvania to Harrisburg with “4/13” carrier handstamp applied at Harrisburg.

up in *Chronicle* 127. At that time the circle 1 markings were considered as possible carrier uses, but such usage was dismissed because of lack of evidence that Harrisburg had a postal carrier. Precancel usage was also considered at the time, because of the large number of examples of this marking that are not tied to their covers, but this possibility was also dismissed. But recently, clear evidence of early carrier service in Harrisburg has come to light, and this puts the precancel explanation back into play.

Discovery in the Postal Records

Carrier service in Harrisburg is first listed in the Postmaster General’s Reports for 1857 and 1858 under the heading “pamphlets received and delivered by carriers, and the amount received for carriage, in the cities of New York, Philadelphia, Boston, Baltimore, New Orleans, Harrisburg, Lowell, Syracuse, Rochester, and Manchester.” No information for the number of letters, circulars, or pamphlets is provided in the 1857 report, but a revenue amount of \$981.02 is attributed to Harrisburg. The 1858 report lists the number of letters carried as 22,257, and number of newspapers and pamphlets as 2,896 for a total of 25,153, for which \$883.25 was paid for carriage. Similar numbers were published in 1859, and a large increase, almost double, was reported for the fiscal year ending 30 June 1860: letters 41,510, newspapers and pamphlets 9,297 for a total 50,807, amount paid \$876.68. Similar numbers prevailed in 1861 and 1862, with the figures for the year ending 30 June 1863 as follows: letters 71,145, pamphlets 5,563, total paid for carriage \$739.22. So Harrisburg actually did have carrier service in the 1860s.

The Letter Carrier

According to an obituary published in a Harrisburg newspaper, which I obtained through the courtesy of the Dauphin County Historical Society, Jonas Rudy was a letter carrier during this period, having been first appointed under Harrisburg Postmaster James Peacock in 1833. Up to the period of George Bergner as postmaster, Rudy was the only letter carrier in Harrisburg.

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An additional document from the Dauphin County Historical Society, "History of the Harrisburg Post Office," by Jay E. Best, states that Rudy was appointed as the first letter carrier in the United States, having been appointed in 1847 by President James K. Polk. It goes on to state: "Mr. Rudy made two deliveries a day; one in the morning and the other in the afternoon and covered the whole town. Of course there were no mail collections, but if you gave the carrier your letter, he posted it for you. He also made a directory, another Harrisburg First, by which means they were enabled to locate people not in the regular directory or only stopping here temporarily, and it was that arrangement that has cut down the list of advertised uncalled for letters, from two columns in the newspapers to a very few names, a forerunner to change-of-address files."

An additional document provided by the Dauphin County Historical Society appears to be a copy of a newspaper article, and features a photograph of the first six letter carriers of the Harrisburg Post Office, including Rudy, taken in 1879. The text essentially repeats the assertions made of Rudy in the History of the Harrisburg Post Office quoted above.

An unattributed obituary of Rudy, dated 1879 in manuscript, also provided by the Dauphin County Historical Society, provides more details of Rudy's duties and sheds light on the mores and postal practices of its era:

Jonas J. Rudy, the Oldest Letter Carrier in the United States. After a long and painful illness, made more from the activity of the subject of this sketch while in good health, Jonas J. Rudy died at his residence, No. 26 North Fifth street, on Saturday evening. For almost half a century Jonas J. Rudy was a letter carrier in the Harrisburg post office, receiving his first appointment under James Peacock in 1833, and remaining in under that gentleman, Isaac G. M'Kinley, John H. Brant, George W. Porter, George Bergner and M. W. M'Alarney. At his death Mr. Rudy was the oldest letter carrier, without a doubt, on the rolls of the department, serving from Andrew Jackson's Presidency and Amos Kendall's Postmaster Generalship, to the Presidency of Rutherford B. Hayes, a period covering the rise and fall of a number of political parties and the greatest change in politics that ever swept over the Republic. Up to the Postmastership of George Bergner, 1861, Mr. Rudy was the only letter carrier in the office, making all the deliveries, and receiving his pay by a percentage on the letter carried - two cents on each, and one cent on every newspaper. If he carried thirty letters to one hotel, which frequently occurred during the winter, he received sixty cents for the service. This made his salary run to six, seven and occasionally eight hundred a year, a sum regarded as very large in "the good old times."

When the system of letter carrying was reorganized, and the city districted, the faithful old veteran was retained on a route, each successive postmaster making his duties as light as possible, and indeed all the clerks and carriers in the office doing what they could to lighten Pap Rudy's load on his downward path that leads to the narrow house of the dead.

In the early days Mr. Rudy delivered all invitations to weddings, funerals and parties of a social character, those especially for State dignitaries, a service which he regarded as of high order, and for which he was paid the regular rates of two cents each. Always courteous, a sincerely religious man, trustworthy, energetic to the last, the veteran letter carrier was assiduous in the strict performance of his duties, yielding only when his health became so much reduced that he could not pass over his route. His was a march of duty for nearly half a century, through sunshine and storm unwearied and undeviating from his orders, the stringency of which only those who have served under the postal system can fully appreciate. We'll all miss the old postman, but we all have the consolation of knowing that his last delivery of his life to God who gave it was the most blessed to himself.

The 2¢ carrier rate quoted in the obituary must have been for the period prior to 30 June 1860.

Record Keeping

It is obvious from the Reports of the Postmaster General as cited above that accurate records were kept, as required for the letter carrier to collect his salary, which was based on carrying letters at either 1¢ or 2¢ per letter prior to 30 June 1860 and 1¢ thereafter. How the accounting was accomplished prior to 30 June 1860 is still unknown, but the circle 1 handstamp provides a useful explanation after that date.



Figure 3. Pennsylvania Senate Chamber cover with Harrisburg postmark, pen stroke precancel on stamp and “Jackson/Senate” endorsement.

The evidence of the covers suggests the handstamp was used to cancel the stamps on covers picked up, for which 1¢ had been collected by Carrier Rudy on his rounds. In this case the handstamp was an accounting aid. The number of covers with this handstamp would have been matched against the money brought in by the carrier (minus delivery fees and postage due). The marking was also possibly used as a precancel on stamps sold to patrons desiring to have their mail picked up, indicating the additional 1¢ carrier fee had been prepaid. In this case, the handstamp would have represented a surcharge (3¢ + 1¢).

Elephant in the Room—the Pennsylvania Legislature

It seems improbable that a population of 13,485 could support the carrier revenue numbers shown in the PMG Reports. This led to years of research procrastination on my part, in the hope that some later discovery might explain the disparity. But the answer had been there all along: the Pennsylvania Legislature.

For many years the philatelic community has been well aware that the Pennsylvania Legislature used precancels, but no one was able to fully explain the circumstances. The precancels consist mostly of brush or pen strokes, although a few handstamped cancels have been offered up as well. A good example of the Harrisburg legislative precancel appears on the 3¢ 1861 stamp on the cover in Figure 3. The brush-stroke across the entire stamp was obviously applied before the stamp was affixed to the cover. These precanceled stamps were used by members of the Pennsylvania legislature with their initials or signature appearing somewhere on the cover. It has been theorized that the covers were turned over to someone acting as a postal clerk, House Master-at-Arms, or some similar position, and that the precancels served an accounting purpose or provided protection from stamp theft. Documented usage of the practice extends from 1857 through 1869.

It’s my contention that these precancels were used in much the same way as the circle 1 hand-stamp (before 1 July 1863) to indicate, on letters picked up by the carrier, that the carrier fee had been prepaid. This explanation can apply while the reasons for precancels

previously offered (accounting purposes or theft protection) remain in play.

Summary

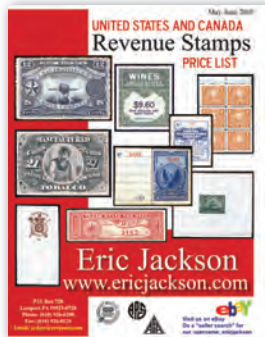
While the original intent of this study was to nurture the idea that the Harrisburg circle 1 handstamp indicated carrier use, investigation suggests broader conclusions, including the possible use of the circle 1 marking as a precancel, and the possibility that the Harrisburg legislative precancels could have helped account for carrier use (at least thru 30 June 1863) in addition to their originally intended purpose.

The newly discovered documentation cited here shows that those who originally suggested carrier use were on the right path. While this article isn't conclusive, it adds much weight to the carrier side of the scale. The role of the legislative precancel as an indicator of carrier use is certainly a possibility, and the concurrent use of the circle 1 marking as a precancel is still not out of the question.

Acknowledgements

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INSIDE THE NICK KARDASIS 1869 COLLECTION

SCOTT R. TREPEL

For the past couple of decades, a formidable collection of the 1869 pictorial issue has been quietly formed by a gentleman named Nick Kardasis, an avid stamp collector of long standing. Nick's careful and disciplined approach to life is reflected in his trim physique and modest manner. He enjoys showing his collection to others, but does not exhibit for medals. He sincerely appreciates praise for what he has accomplished, as though he has some lingering doubt about his worthiness for any kind of critical philatelic acclaim. Unlike collectors who value the chase more than the prize, Nick derives enormous pleasure from simply viewing his stamps and covers.

My decision to devote an entire article to one collector's collection will puzzle some *Chronicle* readers and cause others to suspect that I have an ulterior motive (everyone may rest assured that the collection is not for sale). Therefore, a brief explanation is warranted.

Nick's 1869 collection is exceptional, because it has been conceived purely from an aesthetic point of view. We do not see many collections of this kind in today's philatelic world. There is no quest for completion, no "story line" of the sort demanded of exhibitors, and no pretense of "serious" philatelic study involving plating marks or rates and routes.

Even the way Nick arranges his collection on pages—without captions or lengthy narrative—stands in contrast to the exhibition style of presentation that is *de rigueur* today. By way of providing a sample, Figure 1 shows two of Nick's album pages. His collection is



Figure 1. Representative album pages from the collection of Nick Kardasis. At left, a superb original-gum set of 1869 stamps; at right, some lovely 30¢ 1869 material.



Figure 2. Unused original-gum set of 1869 stamps, from the Nick Kardasis collection. Each stamp can be called a “gem”.

simply a visual feast, patiently assembled one item at a time by a collector whose constant refrain has been that, in order to gain entry, an item must “speak” to him.

Faced with competition from 1869 exhibitors and specialists over many years, Nick has diligently followed his “speak to me” mantra. As an auction bidder, he is fiercely competitive, because once a stamp or cover has spoken to Nick, he is determined to acquire it for his collection.

Now that the *Chronicle* prints in color, it seems like the right time to lift the curtain on this spectacular collection. I was quite surprised when Nick gave me permission to publish this article. He is neither socially gregarious nor covetous of accolades. But I wanted to document his collection as something extraordinary and unusual, because it is unlikely that Nick will ever exhibit his stamps and covers. And if he did, it would never be in the competitive arena where judges would have a problem with his unconventional collecting style.

The Garden of 1869 Delights

Robson Lowe once told me that he could always tell what kind of a collection he was about to view when he saw the gardens around a collector’s home. This certainly applies to Nick, whose bucolic and colorful surroundings are well-cared for by him personally. The balance of colors and shapes that makes a landscaper’s palette beautiful may also be found in philatelic collections, in which engravings, colors and cancellations come together in aesthetically pleasing forms.

The 1869 pictorial issue comprises only 10 basic denominations and designs. The original 1869 series includes two subtle design types of the 15¢. The 1875-80 reissues and special printings (without grills) add a third 15¢ type and two 1¢ paper/shade varieties.

The heart of Nick’s collection displays “sets” of 1869s—more than 20 complete sets in total, plus some covers and a few multiples—each assembled with an eye for complementary characteristics. Colors and cancellations are especially important factors in Nick’s



Figure 3. A very carefully selected used set of 1869 stamps, each with a star cancel.

arrangement. Condition criteria, such as soundness, centering and placement of cancel, are also core elements of Nick’s collecting approach.

Figure 2 shows the stamps from the left-hand album page in Figure 1. This is a basic complete set of the 11 catalog-listed 1869 stamps (Scott numbers 112-122) in original-gum condition. Each stamp is sound and extremely well-centered, what we might call a “gem.”

Another set is shown in Figure 3. This is one of the nearly two dozen used sets, along with many other groupings, comprised of items that have common or complementary features. In this case, Nick has managed to assemble all of the 11 Scott-listed 1869s with star-design fancy cancellations. Although the 2¢ and 3¢ values are relatively common with star cancels, the other values are scarce to rare.

The 30¢ on the page of star-cancelled 1869s provides a demonstration of Nick’s ability to create mix-and-match pages. This 30¢ stamp is cancelled by a green star, the only recorded use of a green star cancel on this 1869 value. The stamp was acquired in the 1997 Siegel sale of the Jonathan W. Rose collection of 1869s. Nick usually shows it as part of his “Star Set” but it works equally well as part of his page of 30¢ items (right-hand album page in Figure 1). Figure 4 shows lifesized images of the other three items on that page. In addition to the star stamp shown in Figure 3, the grouping includes what are arguably the finest recorded used singles of the normal stamp and the Inverted Flags error, along with a superb single on cover, paying the double 15¢ treaty rate to France prior to January 1, 1870.

At this point it is appropriate to repeat a story that John R. Boker, Jr. often told about a collector who was renowned for paying exorbitant prices for high-quality stamps. When the collector was asked how he could justify paying such a high price for one particular item, he responded by saying that each time he looked at that or any item in his collection, in his own mind he would charge himself a nominal admission fee. After a certain point he surpassed his cost basis in terms of viewing pleasure.

The use of fancy cancellations was at its zenith when the 1869 stamps were current, from March 1869 to March 1870. It is not surprising that Nick Kardasis has been attracted



Figure 4. Grouping of 30¢ 1869 items from the Kardasis collection. Above, a fat, fresh 30¢ 1869 stamp on a cover to France franked at two times the 15¢ treaty rate. At left, what is arguably the finest surviving used copy. And at right, a very nice example of the 30¢ 1869 stamp with flags inverted.



Figure 5. Waterbury Running Chicken, on cover and on single 3¢ 1869 stamps. On Kardasis' album page, these items are placed to suggest the fowl is taking flight.

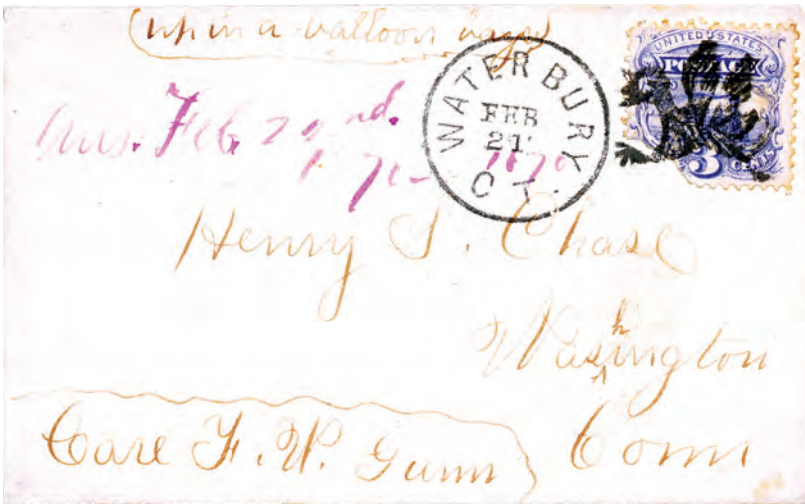




Figure 6. At left, an almost complete strike of the Union Mills, Pennsylvania, “KKK” Skull and Crossbones on a 3¢ 1869 stamp.

Figure 7. Below, pair of 3¢ 1869 stamps showing dramatically misaligned perforations created by a corner fold-over after the sheet was printed but before it was perforated and grilled.



to the hand-carved geometric and pictorial cancellations of the era. However, where most collectors are satisfied to own a representative example of each design, Nick has again explored the complementary relationship of multiple examples of the same cancellation. His approach is best exemplified by his page devoted to the famous Running Chicken cancel carved by John W. Hill of Waterbury, Connecticut. The items from this page are shown in Figure 5, four examples of the Running Chicken on the 3¢ 1869 stamp. The baby chick is running from right to left, and the three off-cover stamps have strikes that create the effect of the chick taking flight. Below the stamps is a cover from the Chase correspondence with a complete strike of the marking and the enigmatic notation “Up in a balloon boys.”

Another noteworthy fancy cancellation in Nick’s collection is the Union Mills, Pennsylvania, “KKK” Skull & Crossbones on a 3¢ 1869. This large cancellation is difficult to find fully struck. Nick’s example, shown in Figure 6, is one of the most complete and clearest strikes known.

Although Nick does not make a study of plate and production varieties, he has acquired some items that meet his “speak to me” requirement. The 3¢ pair in Figure 7 “yells” more than it speaks. This remarkable pair was dramatically misaligned due to a fold-over after the sheet was printed but before it was perforated and grilled.



Figure 8. Used block of 30¢ 1869 stamps.

There are a few multiples in Nick's collection, because finding 1869 pairs, strips and blocks that are well-centered and attractively cancelled is very difficult. The 30¢ block in Figure 8 is one of several known used 30¢ blocks. Unlike the other 1869 bi-colored stamps, the 30¢ is not rare in used block form, but most of the known examples, which apparently came from the same source, are somewhat faded and heavily cancelled with large smudged obliterators. Nick found a well-centered block with good color and light cancels, which makes it much more desirable than any of the other known blocks.



Figure 9. The Kardasis set of reissued 1869 stamps shows the attention to freshness and centering evident elsewhere in the collection. The set includes two examples of the 15¢ stamp, one properly perforated and the other imperforate horizontally.



Figure 10. Used pair of the reissued 90¢ 1869 stamp.

The 1875 reissues and 1880 special printings are included in Nick's collection. Figure 9 shows a set in condition comparable to that of the mint set of the issued stamps shown in Figure 2. Included with the Reissue set is a single of the 15¢ imperforate horizontally (Scott 129a). Figure 10 shows a used pair of the 90¢ 1869 reissue stamps, which was originally used with 15¢, 24¢ and 30¢ 1869 reissue pairs. These pairs, with identical cancels, were the subject of my article, "A 'Once Upon a Time' Cover" in *Chronicle* 127 (August 1985).

Eye of the Beholder

Calvet Hahn frequently complained about collectors who focused too much on beauty. He derisively referred to them as engaging in "visual philately." I was never sure if there was such a thing as non-visual philately. If he were alive today, Cal would be pleased to see that his preference for historical attributes over aesthetic appeal is shared by many collectors and exhibitors. Stampless folded letters with common postmarks and manuscript notations are provided with lengthy, well-documented write-ups explaining why they are significant and rare. Humble in appearance as they might be, these are "artifacts" of history, the tangible evidence of events of long ago.

In contrast we have the collection formed by Nick Kardasis, a monument to the artistic allure of the 1869 pictorial issue. No captions, documentation or maps are needed to convey the essence of Nick's stamps and covers. They are simply beautiful philatelic items.

It is impossible to know where philately will be ten years or one hundred years from now, but this article records the fact that in 2011, at least one collector created an 1869 collection that "spoke to him" in silent beauty. ■

**ACCOUNTABILITY AT THE POST OFFICE DEPARTMENT:
A REPORTED INFRACTION**

CARY E. JOHNSON

The subject of this article, illustrated in Figure 1, is an interesting commercial cover with a mysterious cancellation. Addressed to Milwaukee, this is a business envelope pre-paid with a single 2¢ 1883 Bank Note stamp and postmarked August 24, 1885 from George Warren & Co., lumbermen and merchants in Warren Mills, Wisconsin. This post office operated in Monroe County as Warren’s Mills between 1871 and 1892. The post office name was changed to the current name of Warrens in 1892 and operates to this day. It is interesting that neither the return address on the Figure 1 cover, nor the postmark, match the official post office name.

The stamp is cancelled by a blue Aug. 31, 1885 circular datestamp of the “Third Assistant P.M.G. P.O.D.” An enlargement of this marking is shown in Figure 2. This very unusual marking is dated a week later than the Warren datestamp and is hard to explain at first.

A pencil notation written across the left end of the envelope provides a clue. This is shown enlarged in Figure 3. It reads: “Kindly return this envelope with stamp uncanceled to the Post Office. Geo H Paul P.M.” Using the U.S. Postal Service’s “postmaster search” program (<http://webpmt.usps.gov>), I tried to find the postmaster appointments for Warren Mills and Warrens, Wisconsin—with no luck, as the town listings were incomplete. Then I checked the postmasters for Milwaukee and found that George H. Paul was Milwaukee postmaster from May 12, 1885 to August 17, 1889.

The Google search engine provided information about the Third Assistant Postmaster General as follows: “The Third Assistant Postmaster General’s Office was created by



Figure 1. 2¢ 1883 Bank Note stamp on business envelope postmarked August 24, 1885 from George Warren & Co., lumbermen and merchants in Warren Mills, Wisconsin. The handstamp cancelling the stamp is dated a week later.



Figure 2. Enlargement of the cancel on the Figure 1 cover. It reads: "THIRD ASSISTANT/P.M.G./AUG 31 '85/P.O.D."

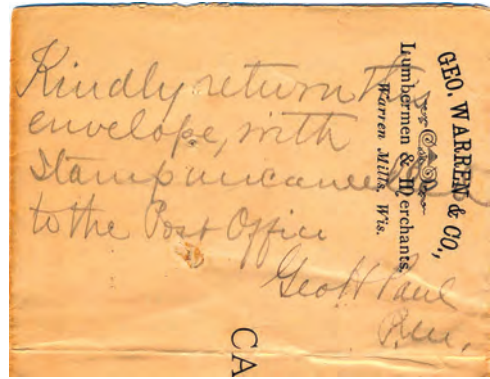


Figure 3. Enhanced enlargement of the pencil notation written across the left end of the Figure 1 cover: "Kindly return this envelope with stamp uncanceled to the Post Office. Geo H Paul P.M." The author of this note, George H. Paul, was the postmaster of Milwaukee from 1885 to 1889.

Congress on 2 July 1836 to provide more effectually for the settlement of the accounts of the Post Office Department (POD). All of the Department's financial and accounting operations came under its charge, including collecting revenues from postmasters; paying the Department's contractors; and administering the dead letter office, registered mail service (introduced 1855), postal money orders (1864), and the postal savings system (1911)." The office is located in Washington, D.C.

As Paul Harvey would have said, "And now, the rest of the story." This cover from Warren Mills arrived in Milwaukee on August 25 (per receiving backstamp) and was brought to the attention of Postmaster Paul. Why? Because its stamp had not been canceled.

Paul wrote the pencil notation on the envelope and the cover was delivered to the Milwaukee National Bank without delay. A bank employee, as requested, returned the now empty envelope to the post office. Postmaster Paul sent it in a separate envelope to the Post Office Department in Washington. If he followed the rules, he sent the offending envelope directly to the Postmaster General, whom he might have known. (The PMG at that time as William F. Vilas, a Wisconsin resident who was previously a law professor at the University of Wisconsin in Madison.)

When the Figure 1 cover reached the Third Assistant P.M.G. he cancelled the stamp with his personal handstamp and sent the envelope as evidence (along with a likely warning or reprimand) to William A. Barber, the postmaster of Warren Mills, who had failed to cancel the stamp. Barber weathered the storm and remained postmaster at Warren Mills until February, 1913. He retained this envelope along with many other items related to his duties as postmaster and this material eventually reached postal historians via his estate.

The procedures under which the Figure 1 cover was handled can be found in section 3751 of the Postal Laws and Regulations of 1879.¹ This is shown as an excerpt in Figure 4. The procedure required that the receiving postmaster deface the uncanceled stamp(s) and report the offending postmaster to the Postmaster General. This procedure was not followed by the Milwaukee postmaster, which is why the uncanceled stamp received the killer of the Third Assistant PMG.

I have seen several examples of uncanceled stamps that were simply cancelled by the circular datestamp of the receiving town; one example is shown in Figure 5. The Kalamazoo, Michigan postmaster may also have been reported by a letter to the Postmaster

Sec. 375. Postage-stamps to be Canceled.—Postage-stamps affixed to all mail-matter or the stamped envelopes in which the same is inclosed shall, when deposited for mailing or delivery, be defaced by the postmaster at the mailing [post] office, in such manner as the Postmaster-General may direct; and if any mail-matter shall be forwarded without the stamps or envelopes being so defaced, the postmaster at the office of delivery shall deface them, and report the delinquent postmaster to the Postmaster-General. (R. S., § 3921.)

Figure 4. Excerpt from the 1879 Postal Laws and Regulations of 1879 specifying that the receiving postmaster should deface uncanceled stamps and report the offending postmaster to the Postmaster General.

General, but there is no direct evidence, as we have on the Warren Mills cover.

Covers with uncanceled stamps reported and sent to the Postmaster General must be uncommon, as they required intervention by the receiving postmaster, return of the envelope to Washington, forwarding under separate cover to the offending postmaster and then subsequent survival. The cover in Figure 1 is special because the Third Assistant's marking clearly indicates how it was handled.

How many covers have each of us received with uncanceled stamps? I know I have received many, most of them over-size envelopes with high-value stamps. Times have



Figure 5. Advertising cover from Upjohn Pill & Granule Co. of Kalamazoo, Michigan, sent to Dauphin, Pennsylvania, and received there with uncanceled stamp. The stamp was cancelled with a receiving postmark at Dauphin on July 10, 1893.

changed and not always for the better for the struggling United States Postal Service.

I would appreciate information about other covers similar to Figure 1. Thanks to Richard Frajola for providing critical clues necessary to solve the story behind this mystery marking.

Endnote

1. *The Postal Laws and Regulations of the United States of America*, approved March 3, 1879 (Washington, D.C.: Government Printing Office, 1879), pg. 103. ■

EXECUTIVE STAMP USES OUTSIDE WASHINGTON, D.C.

LESTER C. LANPHEAR III

Introduction

The Executive branch of government was issued Official stamps on 1 July 1873. Official stamps were used by the various Executive departments until their use was discontinued on 5 July 1884. The Executive Office and the Department of State had offices only in Washington, D.C. The subject of this article is the use of Executive Official stamps by the President and his staff outside Washington, D.C.

The office of the President used Executive stamps on official correspondence from July 1873 until January 1880. The latest recorded use of an Executive stamp is a 3¢ cover dated 23 January 1880 and sent from Washington, D.C. Rutherford Hayes was inaugurated in 1877, the same year penalty-clause mail was initiated. No Executive stamps are recorded used outside of Washington during the Hayes presidency. Hayes used Executive stamps from 5 March 1877 until the supply ran out and then converted to penalty mail.

Summer Executive Office

To escape the capital's stifling heat, President Ulysses Grant and his family spent part of their summers at a retreat in Long Branch, New Jersey. From this location Grant conducted official business with the government offices in Washington.

Seven covers franked with Executive stamps have survived from Grant's summer correspondence. This represents less than 10 percent of the total of 78 covers recorded with Executive stamps from the Grant and Hayes administrations. Table 1 describes the recorded covers sent by President Grant while in Long Branch. The table shows the denomination of the stamp, the date of the postmark (including the year, when that is known), the cancel, the addressee, and notes about the printed legend on the envelope. For convenience in reference, I have given each cover an ID number

Six covers are franked with 3¢ Executive stamps and one cover is franked with a 6¢ Executive stamp. For six of the seven covers, the destination was Washington. We do not

ID	St.	Date	Cancel device	To	Notes
1	3¢	25 Aug PM	Barely tied, black cork	EP UR	"EXECUTIVE Secretary"
2	3¢	27 Aug AM	Tied, black cork	EP UR	"EXECUTIVE Secretary"
3	3¢	21 Aug 5 PM (76)	Magenta star	JT UR	"EXECUTIVE Secretary"
4	3¢	21 Aug AM	Barely tied, black cork	?	"FROM THE PRESIDENT..."
5	3¢	5 Sept AM (76)	Magenta star	JT UR	"EXECUTIVE Secretary", Grant sig.
6	3¢	30 Aug 5 PM (76)	Magenta star	JT UR	"EXECUTIVE Secretary"
7	6¢	12 Aug AM (75)	Not tied, black cork	SS UR	"EXECUTIVE Secretary"

Table 1. Census of covers addressed to Washington, D.C., franked with Executive stamps from Long Branch, New Jersey, where President Grant had a summer residence. "To" column indicates the addressee: EP=Judge Edwards Pierrepont; JT=Postmaster General James W. Tyner; SS=Secretary of State.

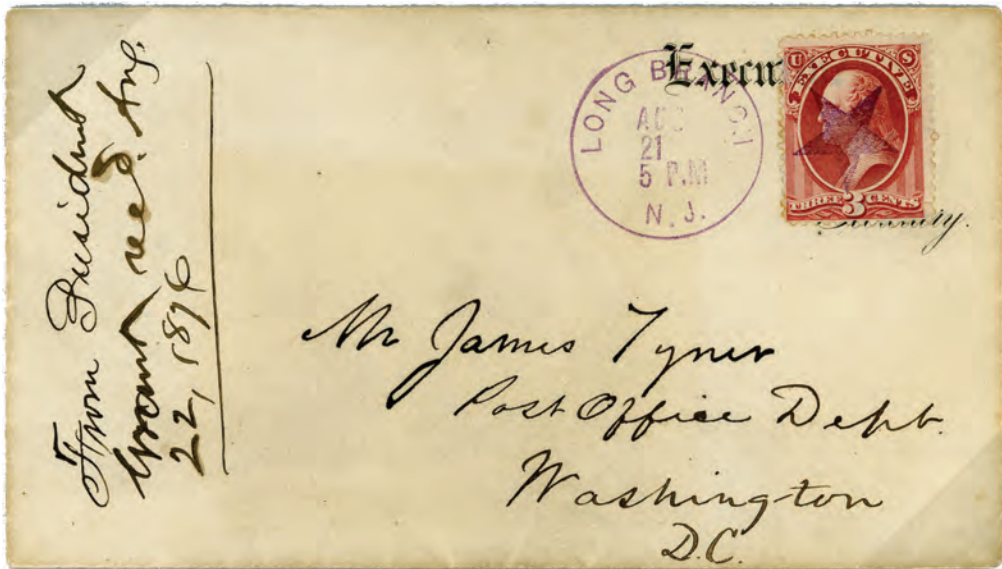


Figure 1. 3¢ Executive stamp used on a cover from Long Branch, New Jersey, addressed to Postmaster General James Tyner in Washington.

know the destination of cover #4. Its last known auction appearance was in the Ackerman sale in 1933.¹ The cover was described but not illustrated.

As Table 1 indicates, the covers were sent to just three different people: Judge Edwards Pierrepont, who served as Attorney General from 1875-1876; James Tyner, who was Postmaster General during 1876-1877; and Hamilton Fish, who received one cover while he was Secretary of State. He served in that position from 1869 to 1877. Figure 1 shows cover #3 in Table 1, sent to PMG Tyner.

President Grant is recorded to have traveled to Long Branch and back to Washington, D.C. on the following dates: 6 June to 26 September, 1873; 4 July to 12 September, 1874; from 16 June to an unknown date in 1875; and from 19 August to 6 October 1876.²

Among the seven recorded covers from Long Branch there are three covers on which the stamp was canceled by a magenta star killer. The other covers were all canceled with a black cork. Strikes of the magenta star, probably an early commercial vulcanized rubber device, are much sought after both on and off cover.³ Shown in Figure 2 is a strip of five 10¢ Executive stamps cancelled with the Long Branch magenta star.

Corner Imprints

There is one significant difference between the Long Branch covers and the Executive covers that were posted at Washington during the Grant presidency. At least six of the Long



Figure 2. Five 10¢ Executive stamps cancelled by the Long Branch magenta star.



Figure 3. Corner imprints from envelopes prepared for use with Executive department free franks. At left “Executive,” indicating generic departmental use. At right, “Executive Mansion,” with space for a secretary’s signature.

Branch covers were printed for free-frank use, with the words “EXECUTIVE, Secretary” in the upper right corner. On similar free frank covers mailed at Washington, the legend at the upper right reads “EXECUTIVE MANSION, Secretary.” Examples of both legend styles are presented in Figure 3, which shows both upper right corner types in a gothic style font. The inescapable conclusion is that special envelopes had been printed for use outside the Executive Mansion. The Grunin collection included a free-franked cover showing the shorter legend sent by Grant from Long Branch.⁴ Along with the cover is a letter sheet with “Long Branch, N.J.” printed at the top right.

Executive Stamps Cancelled at New York City

In addition to the Long Branch cancels on Executive Official stamps, there are two other off-cover Executive stamps that clearly originated on covers posted in New York City.

The first is shown in Figure 4. This is a 6¢ Executive stamp with a New York Foreign Mail (NYFM) cancel. This cancel is ST-8P11 according to the Weiss taxonomy and is recorded to have been used between 1 May 1873 to 18 May 1874.⁵ Two identical cancel devices with the same pattern are believed to have existed, one for the foreign division and the other for the city delivery division.⁶

The only plausible explanation for this stamp is that President Grant was in New York City and mailed a letter to a foreign country. The pre-UPU treaty rate to England and many other European countries at this time was 6¢. The Grant papers place the President in Manhattan on three different occasions that fall generally within the Weiss date range for covers bearing ST-8P11: 20-21 September 1873, 3 April 1874 and 22-23 May 1875.⁷ The reasons for these trips were to consult with officials and bankers about the financial panic in of 1873 and for Grant and family to see off the newlyweds, Ellen “Nellie” Wrenshall Grant and Algernon C.F. Sartoris, on their trip to England. The couple were wed in the White House on May 21, 1874.



Figure 4. 6¢ Executive stamp with NYFM cancel ST-8P11. Courtesy of Alan C. Campbell.

The second off-cover stamp, shown in Figure 5, is a 10¢ Executive stamp cancelled by a New York City negative “2” cancel. Many numeral cancels (positive, negative and Roman) were used on domestic mail in New York City during the early 1870s. This innovation, in which a specific numeral canceller was assigned to each clerk, was intended to increase accountability in the correct postmarking of mail.



Figure 5 (left). 10¢ Executive stamp with partial strike of what appears to be a New York City negative “2” killer.



Figure 7 (right). Tracing of the negative “2” cancel, made by John Donnes from the Figure 5 stamp.

John Donnes has an extensive census of New York City cancel tracings from covers. I corresponded with him about Figure 5 to try to verify the assumption that it was a New York cancel. I sent him a large blowup and received the following response:

“That is a very nice looking Executive stamp. As you believe, and I concur, the stamp is most definitely canceled by a NYC numeral 2 cancel. For some reason the negative numeral 2 was very sparingly used, especially during the 1874 period (the positive numeral 2, in circle, was used throughout 1873 and into 1874). I show this negative style 2 cancel, with the right angle turn on the tail, as being used during two time periods. During the first period I only show two examples of the negative 2 as being used in 1874. These examples were used in August and September of 1874. The second period of usage was from late April throughout May and June and into July of 1875. From the overall size of the 2 (the 1874 negative 2’s were ever so slightly smaller than the 1875 2’s with tails), we can probably rule out an 1874 usage (wish I had more examples of 1874 usages). Don’t hold me to this, but my best bet is, with its overall larger size, the large distance between the downward backside curve of the 2 to the upper tip of the tail, its general wear, plus the greater number of negative 2’s known used in 1875, I would date your cancel from the latter part of July, or early August, of 1875.”

Donnes sent scans of pages of cancels showing the NYC numeral 2 that he has traced over many years. These scans included both positive and negative cancels. The most relevant portion is presented as Figure 6.



Figure 6. Tracings of New York City negative “2” cancels with known dates of use.

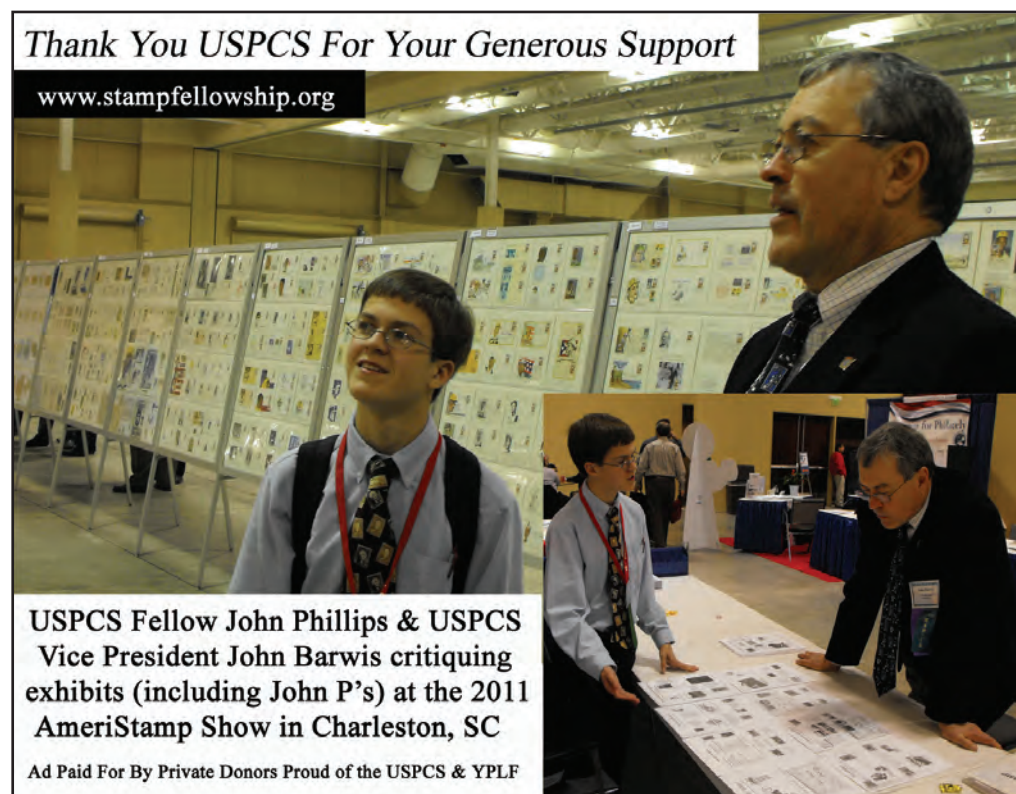
In July of 2010 I met with Donnes and showed him the stamp. To better view the cancel, he produced a tracing (Figure 7) for comparison with previously traced New York City cancels.

Using the date range provided by Donnes from his census data and using the Grant papers as a source of the President's travels, I was able to tie this stamp to a trip Grant made to New York City on 24 July 1875 to attend the funeral of George Templeton Strong, a prominent New York Republican.⁸

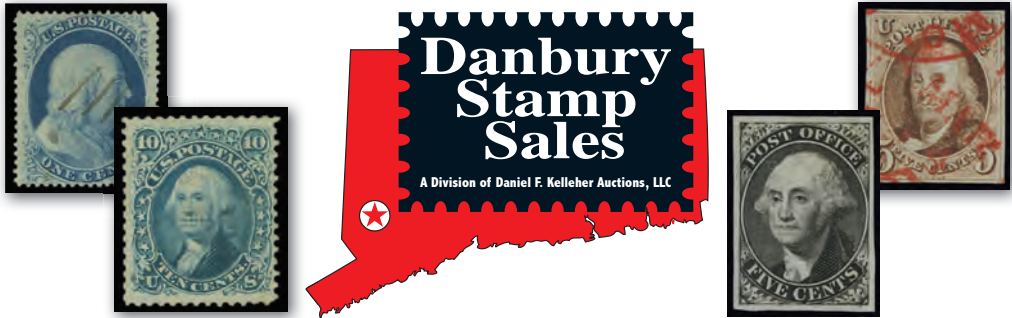
Grant traveled extensively around the country while President, yet as of today, no cover or stamp artifacts have been located from these trips, which were mostly in the east but extended as far west as Salt Lake City. Here's hoping that some day other examples will surface.

Endnotes

1. J. C. Morgenthau & Co., sale 317, Ernest R. Ackerman collection, 5 December 1933, lot 17.
2. *The Papers of Ulysses S. Grant*, Vol. 24, pg. xxi-xxii; Vol. 25, pp. xxiii-xxiv; Vol. 26, pg. xxiv; and Vol. 26, pg. xxvii (Southern Illinois University Press, 2003), edited by John T. Simon. (A digital version of these volumes is available at <http://digital.library.msstate.edu/collections/index.php>.)
3. Alan C. Campbell, "Commercial Vulcanized Rubber Killers on United States Official Stamps," *Chronicle* 211, pp. 215-30.
4. Robert A. Siegel Auction Galleries, sale 750, "The Louis Grunin Collection of Free Franks and Americana," 5 May 1993, lot 108.
5. William R. Weiss, Jr., *The Foreign Mail Cancellations of New York City, 1870-1878*, (1990), pg. 196.
6. *Ibid.*, pg. 196.
7. *The Papers of Ulysses S. Grant*, Vol. 24, pg. xxii and Vol. 25, pp. xxii and xxiii.
8. *Ibid.*, Vol. 26, pg. xxv. ■



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**UNITED STATES—SPAIN MAIL
UNDER BRITISH AND FRENCH CONVENTIONS
PART 2**

RICHARD F. WINTER

Via England and France to Spain: 1 October 1858 to 31 December 1867

The British and Spanish concluded their first postal convention on 21 May 1858 at Aranjuez, the Spanish royal residence about 28 miles southeast of Madrid. Ratifications were exchanged at Madrid on 10 July 1858. The convention went into effect on 1 October 1858 as announced in the United Kingdom by a Treasury Warrant. The convention stipulated that the principal exchange of mail between the two countries would take place in closed mails through France. Mail also could be exchanged by mail packets directly between the two countries, but the vessels could be withdrawn when either country decided to do so. As noted earlier, the P&O service to the Iberian Peninsula ended in July 1862. Exchange offices were established at Irun, La Junquera, San Roque, Cadiz, Vigo and Santa Cruz de Tenerife in the Canary Islands for Spain, and London, Dover, Southampton, Plymouth and Gibraltar for the United Kingdom.

The basic rate for a $\frac{1}{4}$ ounce letter was 6 pence in the United Kingdom and 2 reales de vellon in Spain. Unpaid letters were to be charged double. Insufficiently paid letters were to be charged double the amount deficient unless the amount paid was less than a single rate, in which case the letter would be considered unpaid. For paid letters originating in countries or colonies overseas, the British would pay Spain 2 pence per $\frac{1}{4}$ ounce. The convention rates were the same whether the letter went by the direct mail route from Southampton or the overland route through France.

Because the convention allowed full payment to destinations in either country, letters from the United States sent in the British mail could pay the full rate to the Spanish destination with no postage due even though there was no convention between the United States and Spain. Letters from Spain, however, could not be paid to destinations in the United States, only to the limits of the British mail system, since the Spanish had no postal arrangement with the United States. This limit was the U.S. border if the letters were conveyed on British packets from the United Kingdom or to the U.K. departure port if sent on American contract packets. Postage due in the United States was either 5¢ by British packet or 21¢ by American packet.

On 4 October 1858, a U.S. Post Office Department notice published in the Washington, D.C. newspaper *Evening Star* advised the public of the new prepaid rates to Spain including Majorca, Minorca and the Canary Islands, when sent in the British mails. Majorca and Minorca are the two principal Balearic Islands in the Mediterranean off the Spanish east coast. The new rates were 33¢ for a letter not exceeding $\frac{1}{4}$ ounce and 45¢ for a letter weighing above $\frac{1}{4}$ ounce and not exceeding $\frac{1}{2}$ ounce. The 33¢ rate consisted of 21¢ to get the letter to the United Kingdom plus 12¢ for the British convention rate to Spain.

For the first time it was possible to pay a letter from the United States to a destination in Spain or its possessions. But these new rates were never published in the monthly rate tables of *The United States Mail & Post Office Assistant*, which were used by most post offices. *U.S. Mail* was a government-sanctioned newspaper that was commercially produced



Figure 27. 10 June 1860, Mobile to Palma, Majorca, 33¢ British convention rate to Spain fully prepaid to destination with a 3¢ and three 10¢ 1857 stamps. New York credited 12¢ to United Kingdom and London credited 2d to Spain for ¼ oz. letter. Carried by Vanderbilt European Line *Vanderbilt* from New York to Southampton.

from October 1860 and contained official rates to foreign countries. Only the open mail rates of 5¢ and 21¢ were listed for British mail to Spain. As a result, the 33¢/45¢ rates to Spain were seldom used. Very few examples are known. To date, I have recorded only 10 covers, even though the rates were in effect for more than nine years. It is probable that the Post Office Department didn't advertise these rates because a single-rate letter of ¼ ounce would cost considerably less if sent in the French mail (which will be discussed later) than if sent by the British open mail. It is not known how long the 33¢/45¢ fully-paid rates to Spain remained in effect. Cover examples show use as late as November 1862; however, these rates may have continued until January 1868.

A fully-paid letter at the ¼ ounce rate is shown in Figure 27, a cover sold by the Robert A. Siegel Auction Galleries in the 25 March 1993 sale of the Stanley M. Piller collection. This partly-printed folded letter was posted at Mobile, Alabama, on 10 June 1860 and was addressed to Palma on the Spanish Balearic Island of Majorca. The only routing endorsement was a generic one in the upper left corner, "pr. steamer." The letter was paid 33¢ with a 3¢ and a horizontal strip of three 10¢ 1857 adhesives. This was the correct rate for a fully-paid letter weighing up to ¼ ounce sent from the U.S. to Spain by the British mail. The letter was sent to New York, where an exchange office clerk struck a red orange circular datestamp on the reverse, NEW-YORK/(date)/AM. PKT., to show the letter would leave on an American packet. The clerk struck on the front, in the upper right corner, a red orange handstamp 12 to indicating a credit of 12¢ to the United Kingdom for transit fees from England to Spain. The remaining 21¢ was retained by the United States for transporting the letter to England. The letter was part of the mail carried from New York on 16 June by the Vanderbilt European Line steamship *Vanderbilt*, arriving at Southampton on 26 June 1860. The letter reached London the next day, shown by a red orange circular datestamp with the word "PAID." It also received on the right side the red orange circle PD. The London clerk marked in red ink on the right side "2" to show that 2 pence was credited to Spain for a paid single-rate letter. Although I have not seen the reverse of this cover, it should



Figure 28. 11 September 1861, New York to Las Palmas, Grand Canary Island, fully paid to destination (45¢ rate) with a 5¢ orange brown, a 10¢ green Type 5, and 30¢ orange 1860 adhesive. New York credited 40¢ to United Kingdom and London credited 4d to Spain for ½ oz. letter. Carried by Cunard *Asia* from New York to Queenstown.

have contained a black circular datestamp of La Junquera (about 30 June), and a black circular datestamp of Palma (about 3 July). No postage was due at Palma.

Figure 28 illustrates a folded letter fully paid to Spain in the British mail at the next rate increment, between ¼ and ½ ounce. This letter was sold in the 3 October 1992, Siegel sale of a portion of the Leonard Kapiloff collection. It originated in New York City on 11 September 1861 and was addressed to Las Palmas, Grand Canary Island, a Spanish possession in the Atlantic about 140 miles off the west coast of Morocco.

The sender struck a faint red orange oval business marking in the lower left corner and endorsed the letter in the upper left corner “per ‘Asia,’” a reference to the desired steamer to carry the letter to England. In the lower left corner was written “via England.” The required 45¢ postage was paid by a 5¢ orange brown 1861, a 10¢ green (Type V) 1859, and a 30¢ orange 1860 adhesive. As noted in the auction catalog, the New York exchange office clerk struck on the reverse a red orange circular datestamp, NEW-YORK/(date)/BR. PKT., to show the letter would leave on a British packet. He also marked 40 to the left of the adhesives in magenta ink, indicating that 40¢ was credited to the United Kingdom. On this letter the United States was entitled only to 5¢ because it was to be carried across the Atlantic on a British packet.

The letter was included in the mail carried from New York 11 September on the Cunard steamship *Asia* and arrived at Queenstown on 21 September 1861. Arrival of the letter at London would have been marked on the reverse, which I have not seen, probably with the next day’s date. The London clerk struck the faint red orange oval PD on the left front. He wrote in red ink (now oxidized to a brown color) to the left of the adhesives “d4” to show the 2 x 2 pence = 4 pence was credited to Spain for this ½ ounce letter.

The next vessel carrying contract mail to the Canary Islands, the African Steam Navigation Company steamship *Armenian*, was scheduled to depart from Liverpool on 23 September 1861. If carried on that vessel it would have taken about 10 days for the cover to



Figure 29. 27 May 1859, Charleston to Palma, Majorca, paid pre-October 1858 rate of 73¢ for British packet service to the United Kingdom and P&O service directly to Spain. Boston credited 68¢ to the United Kingdom. Letter carried by Cunard *Canada* from Boston to Liverpool. London credited 2d to Spain.

get to Tenerife. Without seeing the reverse of the cover I don't know the arrival date at La Palmas.

A peculiar cover treated as a fully paid is shown in Figure 29, one of two covers known from the same correspondence and prepaid the same amount. This folded letter originated in Charleston, South Carolina, dated 27 May 1859 and addressed to Palma on the Spanish Balearic Island of Majorca. The sender, Herckenrath Wragg & Co., struck an orange oval business marking in the lower right corner. The letter was endorsed in the upper left corner, "Pr. 'Canada'/'via England," routing instructions for the British contract steamer of that name. In the lower left corner was written, "Chge.' Key Box 25," the account of the company to which the prepayment was charged.

When posted later the same day, the letter received in the upper right corner a black circular datestamp of the Charleston post office. The Charleston clerk struck a black handstamp PAID in the upper left corner and wrote alongside to the right in black ink "73," indicating cash prepayment of 73¢. This was the July 1849 rate for a letter to Spain sent in the British mail and intended to go by the P&O packet directly to Spain, a rate that was not in effect after 1 October 1858.

What makes this even more curious is the fact that in early October 1858 the *Charleston Courier* newspaper carried the Post Office notice about the new, paid-to-destination rates to Spain. The letter was actually overpaid by 40¢, since the rate for a letter weighing under ¼ ounce was now just 33¢. Even if the Charleston clerk thought the letter's weight exceeded ¼ ounce, the overpayment would have been 28¢.

No explanation for this very high prepayment has been found. The letter was sent to Boston because the steamer *Canada* was scheduled to depart from there. The Boston exchange office clerk struck in black ink on the reverse the circular datestamp, BOSTON/(date)/BR. PKT., to show the letter would be carried by a British contract steamer. On the

front in the lower left corner he marked, in bright red orange crayon, “68” to credit 68¢ to the United Kingdom. Compounding the Charleston clerk’s error, Boston credited the entire overpayment to the United Kingdom instead of retaining it for the U.S. post office. The letter left Boston 1 June on the Cunard steamship *Canada* and arrived at Liverpool on 11 June 1859. It reached London on 13 June, shown by a red orange circular datestamp on the right side with the word “PAID.” The London exchange office clerk marked at the top a red orange oval handstamp PD and a red ink “2” in the upper left corner to show that 2 pence was credited to Spain for a letter weighing under ¼ ounce. A black circular datestamp on the reverse shows that the letter, sent in a closed mail bag from London, arrived at the Spanish exchange office of La Junquera on 16 June. A second datestamp on the reverse shows arrival at Palma on 19 June 1859. No postage was charged on the letter at its destination.

The other letter from this correspondence, sent six weeks later, also shows 73¢ cash prepayment. This cover went through the New York exchange office, where a credit to the United Kingdom of 68¢ was written on the letter. Since two different exchange office clerks made the same error, it is likely that each thought the higher rates were still in effect for the mail intended for the P&O packets directly to Spain. Perhaps the clerks had not seen the actual British-Spanish Convention, where the rates by both routes to Spain were the same, and they had no new instructions that addressed letters carried by packet from England to Spain. If this was the case, it is understandable that these mistakes could have been made.

These are the only two letters that I have seen showing this major overpayment. Both letters show a 2 pence credit to Spain by the London clerk, indicating that each had a weight not exceeding ¼ ounce in London. Both letters actually were sent from London in closed mail bags through France to the Spanish exchange office of La Junquera, Spain.

By far, the most commonly seen letters to Spain from the United States during this period were sent under the provisions of the British open mail. From the time the United States–United Kingdom Postal Convention went fully into effect in July 1849, there had been a provision for sending open mail to the United Kingdom, which was then dispatched by the British under postal arrangements that they had concluded with other countries. This mail was paid only to the United Kingdom, either 5¢ to the British mail vessel in the U.S. port or 21¢ to England when carried by an American mail vessel. But because mail to Spain from the United Kingdom initially required prepayment, prior to October 1858 the 5¢ and 21¢ British open mail rates from the United States could not be used. The Anglo–Spanish Convention of 1858 allowed optional payment in the United Kingdom for letters to Spain.

This permitted the use of British open mail rates on letters from the United States to Spain for the first time. Postage due would be collected in Spain based on a ¼-ounce weight progression.

The 1858 Anglo–Spanish Convention stipulated that unpaid letters were to be charged double when received. Letters from the United States that paid the British open mail rates were considered “unpaid” under the Anglo–Spanish Convention, therefore the postage due on a ¼ ounce letter was 2 x 2 reales = 4 reales. Table 3 summarizes the U.S. prepayments and the Spanish postage due. The amount collected in Spain usually was consistent with the U.S. prepayments of the British open mail rates shown in Table 3. When occasionally a cover is seen where the Spanish postage due doesn’t agree, it

Ounces	Prepaid in United States		Collect in Spain
	Br. Pkt.	Am. Pkt.	Reales
0 to ¼	5¢	21¢	4
¼ to ½	5¢	21¢	8
½ to ¾	10¢	42¢	12
¾ to 1	10¢	42¢	16
1 to 1¼	20¢	84¢	20
1¼ to 1½	20¢	84¢	24
1½ to 1¾	20¢	84¢	28
1¾ to 2	20¢	84¢	32

Table 3. British Open Mail Rates from the United States and postage due in Spain effective 1 October 1858 to 31 December 1867.



Figure 30. 25 October 1859, Albany, New York, to Palma, Majorca, carried privately to agent in New York City, who paid 5¢ British open mail rate by British packet (pencil, lower left). Letter carried by Cunard *Europa* from Boston to Liverpool. Spanish marked 2x4=8 reales postage due for ¼-½ oz. letter.

most likely was due to slight differences in the weight of the letter determined by the U.S. and Spanish clerks.

In early 1866, the British exchange office in London started marking those letters paid just to the British mail system with a special, two-line handstamp which read PAID-ONLY/TO ENGLAND. Upon arrival in Spain, such letters were charged the due postage shown in Table 3. Letters by either British or American packet show the same postage due in Spain, a fact that has confused some postal historians in the past. Covers with the PAID-ONLY/TO ENGLAND markings are usually seen after 1 January 1868, when the 5¢ and 21¢ British open mail rates were no longer effective and letters were often sent with postage paid only to England. Letters sent before 1 January 1868 are scarcer.

Figure 30 illustrates a letter paid in cash and sent at the British open mail rate from the United States to Spain. This folded letter originated in Albany, New York, on 25 October 1859 and was addressed to Palma, Majorca. It was endorsed in the upper right corner with the routing instructions, “Via England, Spain.” The letter was carried privately, probably in another letter, to a New York City forwarding agent, J.M. Bagigalupi, who posted it after adding the two-line blue handstamp in the upper left corner. The agent paid 5¢ in cash, the British open mail rate for a letter to be carried on a British contract mail steamer to the United Kingdom. A hastily-written pencil “5” in the lower left corner shows this payment, a marking typical of the New York office. The exchange office clerk struck in the upper right corner a red orange circular datestamp, NEW-YORK/(date)/BR. PKT., to show the letter would leave on a British packet and the planned departure date of the mail from New York for the next-day sailing of the British packet from Boston.

On 2 November the Cunard steamship *Europa* departed Boston and arrived at Liverpool on 13 November 1859. A red orange circular datestamp on the reverse shows the letter reached London the next day. The letter was placed in a closed mail bag for Spain, and sent via France as an unpaid letter. The bag was opened at the Spanish exchange office of La Junquera on 17 November, shown by a black circular datestamp on the reverse and then



Figure 31. 20 January 1863, New Orleans to Bilbao, 5¢ British open mail rate by British packet paid by 5¢ red brown 1862 stamp. Letter carried by Cunard *Arabia* from New York to Queenstown. Spanish marked 4 reales postage due for ¼ oz. weight.

sent on to Palma, Majorca, arriving on 20 November 1859, also shown by a black circular datestamp on the reverse. The letter was marked in black ink, 8.Rs., to show the postage due of 8 reales, the Spanish rate for a letter weighing between ¼ and ½ ounce (Table 3).

A typical example of a single-rate letter paid with a postage stamp is shown in Figure 31. This folded letter originated in federal-occupied New Orleans on 20 January 1863 and was addressed to Bilbao, Spain. It was endorsed in the upper left corner, “Via England,” routing instructions for the British open mail. The letter was posted on 24 January with the British open mail rate by British packet paid by a 5¢ red-brown 1862 stamp.

The cover was sent to New York to be included in the British mail. Here an exchange office clerk struck at the top a red orange circular datestamp, N.YORK.BR.PKT./ (date)/ PAID, to show the letter would leave the United States on a British packet, the date of the mail departure from New York for the next-day sailing from Boston, and that the letter was paid. The amount paid was just the U.S. portion under the postal convention with the United Kingdom, and paid postage just to the British steamer in Boston harbor. All other transit fees to Spain were unpaid. The letter was sent to Boston, where it departed 4 February on the Cunard steamship *Arabia* and arrived at Queenstown on 15 February 1863. The letter reached London the next day, shown by a small blue datestamp on the reverse without the word “PAID.” The London clerk placed the letter in a closed mail bag to go through France to the Spain. The only other datestamp on the letter was an arrival datestamp of Bilbao struck in black ink on the reverse on 19 February 1863. Here the letter was marked in red ink 4R., to show that 4 reales postage was due for a letter weighing up to ¼ ounce. See Table 3.

Figure 32 illustrates a heavier letter sent in the British open mail by British packet. This cover was sold in the 3 October 1992, Robert A. Siegel Auction Galleries sale of a portion of the Leonard Kapiroff collection. It was posted in New Orleans on 24 February 1859 and was addressed to Barcelona, Spain. The letter was endorsed in the upper left corner with “Via England,” routing instructions for the British mail. Apparently, the sender



Figure 32. 24 February 1859, New Orleans to Barcelona, 3x5¢ triple British open mail rate by British packet (1-1½ oz.) paid by a single and a pair of 5¢ brick red 1858 stamps. New York considered that the cover weighed less than 1 ounce and allowed 5¢ overpayment. Carried by Cunard *Canada* from Boston to Liverpool. Spanish marked 16 reales postage due for a letter weighing ¾-1 oz.

thought that a letter weighing between 1 and 1½ ounce required three rates and paid 3 x 5¢ = 15¢ with a single 5¢ brick-red 1858 stamp and a vertical pair. However, a triple rate was not permitted under the U.S.-U.K. Postal Convention at the time. Fortunately, the New Orleans clerk considered the letter to weigh just less than one ounce, making the 15¢ payment more than sufficient, in fact, overpaid by 5¢.

The letter was sent to New York to be made up in the British mail. A New York exchange office clerk struck in the upper right corner a red orange circular datestamp, NEW-YORK/(date)/BR. PKT., to show the letter would leave on a British packet and the planned departure of the mail from New York for the next-day sailing of the steamer from Boston. The exchange office clerk was satisfied that the weight of the letter was under one ounce and sufficiently paid.

On 9 March the Cunard steamship *Canada* left Boston and arrived at Liverpool on 21 March 1859. Since I haven't seen the reverse of the cover, I cannot say when it arrived at London, but most likely it was the next day. A London clerk placed the letter in a closed mail bag to go through France to the Spain. The mail bag containing this letter for Barcelona would have been opened at the Spanish office of La Junquera two or three days after arriving at London. Another day would have been required to get the letter to Barcelona, which also would have been marked on the reverse. At Barcelona the postage due was marked with a handstamp in black ink, 16Rs, to show that 16 reales postage was due for a letter weighing between ¾ and 1 ounce, as shown in Table 3.

Sometimes, circumstances resulted in a letter going at the British packet open mail rate when that was not the original intention. Addressed to Tarragona, Spain, the folded letter in Figure 33 originated in Charleston, South Carolina, on 31 December 1858. The letter was endorsed in the upper left corner, "por 'Asia'," routing instructions for the steamer of



Figure 33. 31 December 1858, Charleston to Tarragona, prepaid 21¢ in cash for ¼ oz. letter to be sent via French mail. The New York exchange office found the letter weighed over ¼ oz. and sent it in the British open mails by British packet (16¢ overpaid). Carried by Cunard *Asia* from New York to Liverpool. Spanish marked 4 reales postage due for ¼ oz. weight.

that name. The sender used a blue handstamp in the upper right corner, CHARGE BOX 625 H&Co., to notify the Charleston postal clerk that the charge for this letter was to be placed against the account of Hall & Company. Private handstamps of this type are not common. At the Charleston post office the letter was marked PAID in black ink (upper left corner) and “21” in black ink alongside to the right. The amount placed against the company’s account for this letter was 21¢, the rate for a ¼ ounce letter going to Spain by the French mail. The letter was sent to New York. At first the letter was considered for the French mail and marked on the right side with a red orange datestamp, NEW PAID YORK/(date)/18, to show the 18¢ credit to France for a ¼ ounce letter via French mail to Spain. Of the 21¢ rate, the United States was entitled only to 3¢ because the letter was to cross the Atlantic on a British packet. The New York exchange office clerk reweighed the letter and determined it weighed just over ¼ ounce. For this weight, the French mail required two rates of 21¢ each; otherwise the letter had to be sent unpaid. An option, however, was available to send the letter with the 21¢ postage already paid. It could be sent in the open mail by British packet, which required just 5¢ for a weight up to ½ ounce. Although overpaid 16¢ by British open mail, the letter still could be sent using the postage paid.

A six-bar red orange circular grid handstamp, normally used to cancel adhesives, was used to obliterate the credit numeral in the New York datestamp. A new red orange circular datestamp, NEW-YORK/(date)/BR. PKT., was applied to the left of the Charleston datestamp to show the letter would leave on a British packet and the planned departure date from New York. The letter was included in the mail that departed New York 5 January on the Cunard steamship *Asia*, arriving at Liverpool on 16 January 1860. Note that this is the same ship the sender originally designated, but the rate and service are not what he paid for. A circular datestamp on the reverse shows the letter reached London the next day. Here it was placed in a closed mail bag to go through France to Spain. The bag was opened at La Junquera on 20 January and the letter arrived at Tarragona on 22 January 1860, shown by



Figure 34. 16 July 1860, Brunswick, Maine, to Madrid, paid 21¢ with vertical pair of 3¢ claret and a 12¢ black 1857 adhesive on a 3¢ Nesbitt embossed envelope. Letter carried by NY & Havre Line *Fulton* from New York to Southampton. Spanish marked 8 reales postage due for ¼-½ oz. weight.

small black circular datestamps on the reverse. The cover was marked on the front at right center for postage due of 4 reales with a black handstamp, 4 Rs. Apparently, the Spanish considered the letter weight was not greater than ¼ ounce. See Table 3.

Letters at the British open mail rate via American packet are seldom seen. In fact they are quite rare. Since the Spanish postage due did not take into consideration how the letter got into the British mails or the amount paid in the United States, letters in the British open mail to Spain by American packet cost at least 16¢ more than similar ones sent by British packet. Unless the sender desired to send his letter by a particular American steamship, because of the timing or other inclinations, it made little sense to do so.

Figure 34 illustrates one of just nine examples that I have seen of letters sent in the British open mail by American packet during this period. This was lot 626 in the Siegel sale of the Piller collection. Posted at Brunswick, Maine, on 16 July 1860, this envelope was addressed to Madrid. The sender endorsed in the lower left corner, “By Ocean Steamers/To the Care of the American Minister.” Above this, in a separate hand (perhaps that of the postal clerk at Brunswick), it was endorsed “Via London/Am. Packet,” indicating that the letter was to go in the British open mail by an American packet. The letter was paid the proper rate of 21¢ with a vertical pair of 3¢ claret 1857 adhesives and a single 12¢ black 1857 stamp on a 3¢ Nesbitt embossed envelope, each crisply canceled with a black PAID handstamp. A sender’s black ink notation in the upper left corner, “Ch. to 85,” showed a desire to charge the postage to his account, number 85.

The letter was sent to New York, where it was prepared for the open mail to the United Kingdom. A New York exchange office clerk struck a red orange circular datestamp, NEW-YORK/(date)/AM. PKT., to show that the letter would be carried by an American packet and the scheduled date of departure. The New York & Havre Line steamship *Fulton*, under contract to the U.S. post office, departed New York July 21 with this letter, arriving Southampton on 2 August 1860. Since I haven’t seen the reverse of this envelope, I can’t provide the London arrival date, which would have been either the same day or one day



Figure 35. 23 June 1860, New York to Cadiz, double rate letter carried by NY & Havre Line *Arago* from New York to Southampton, 2x21¢ postage paid by horizontal strip of three 10¢ and a single 12¢ 1859 stamp. Spanish marked 12 reales postage due for ½-¾ oz. weight.

later. At London, the letter was placed in a closed mail bag to go through France to Spain. A Madrid circular datestamp is on the reverse, but I don't know the date. The letter was marked in the center with a blue handstamp, 8 Rs., the postage due of 8 reales for a letter weighing between ¼ and ½ ounce. Again, see Table 3.

A second example on a double rate letter is shown in Figure 35. This cover was lot 169 in Siegel's Kapiloff sale of 3 October 1992. The letter was posted in New York City on 23 June 1860 and was addressed to Cadiz. It was endorsed across the top, "pr Steamer 'Via England'," a reference to the British open mail. While there was no indication in the endorsement of the type of packet to carry the letter, the date of the letter and the amount paid indicated American packet service. Postage of 42¢ was paid with a horizontal strip of three 10¢ green 1859 adhesives and a single 12¢ black 1859 stamp. The letter was a part of the mail that left New York 23 June on the New York & Havre Line steamship *Arago* and arrived at Southampton on 6 July 1860. Again, I haven't seen the reverse of the cover and so can't provide the London arrival date, but it would have been either the same day or one day later. At London, the letter was placed in a closed mail bag to go through France to Spain. The closed mail bag was opened at Cadiz and the letter marked on the reverse with a Cadiz circular datestamp, but I don't know the date. The letter was marked in the lower center with a blue handstamp, 12 Rs., the postage due of 12 reales for a letter weighing between ½ and ¾ ounce (Table 3).

As mentioned earlier, mail from Spain to the United States during this period was paid to the limits of the British mail system, but not to the U.S. destination. The postage due in the United States was the British open mail rate of either 5¢ if the letter was carried across the Atlantic by a British packet or 21¢ if carried by an American packet. A change in Spanish currency occurred in January 1866 with the introduction of the escudo where 1 escudo = 100 centimos de escudo. Since 1 escudo = 10 reales de vellon, the 4 reales rate per ¼ ounce to the United States by the British mail, effective from 1 October 1858, was now equivalent to 40 centimos.



Figure 36. 6 May 1867, Cadiz to New York, 40 centimos paid to the U.S. arrival port by vertical pair of Spain 20 centimos lilac 1867 adhesives. Letter carried by Cunard Africa from Queenstown to Boston. New York marked 5¢ postage due, the British open mail rate by British packet.

Figure 36 illustrates a 6 May 1867 letter from Cadiz, Spain, to New York City. This folded letter was endorsed in the upper right corner, “pr Inglaterra,” routing instructions for the British mail. It was paid 40 centimos with a vertical pair of Spain’s 20 centimos lilac 1867 adhesives, paying the 4 reales per ¼ ounce rate to the United States. When posted in Spain the letter received in the lower right corner a small black circular datestamp of Cadiz and in the upper right corner an oval handstamp P.D. in black ink. The letter was sent to Madrid, as shown by a black circular datestamp on the reverse dated 8 May. Here it was placed in a closed mail bag and sent through France to London. Starting in late 1864, mail from Cadiz was sent to Madrid to be exchanged with London, even though Madrid was not one of the exchange offices named in the 1858 Anglo-Spanish postal convention.

The Figure 36 cover arrived in London on 10 May and was marked with a red orange circular datestamp in the lower right corner with the word “PAID.” A London exchange office clerk placed the letter in another closed mail bag for New York. This was sent to Queenstown for the next British-contract mail packet. This was the Cunard steamship *Africa*, which called at Queenstown on 12 May and arrived at Boston on 23 May 1867. The closed mail bag was sent to New York, where it was opened the next day and the letter marked with a black circular datestamp on the reverse, NEW YORK BR.PKT./((date). In addition, the cover front was struck in the lower right corner with a circle 5 handstamp in black ink to show that 5¢ postage, the British open mail rate by British packet, was due from the recipient.

A heavier letter by British open mail and British packet service is shown in Figure 37. This cover was sold as lot 2146 in the 29 September 2004 Siegel sale of the Blake M. Myers collection. Posted in Malaga, Spain, on 9 October 1864, this folded letter was addressed to New York City. It was paid 12 reales with a single, a horizontal pair, and a horizontal strip of three 2 reales deep blue-on-pinkish Spain stamps of 1864. This paid the ½-to-¾ ounce rate from Spain to the United States. The letter was sent via France to London, where it arrived on 14 October, as shown by a red orange double-circle London paid marking at left.



Figure 37. 9 October 1864, Malaga to New York, 12 reales for $\frac{1}{2}$ - $\frac{3}{4}$ oz. rate paid to the U.S. arrival port with a single, pair and strip of three Spain 2 reales deep blue on pinkish 1864 stamps. Letter carried by Cunard *Canada* from Queenstown to Boston. New York marked 10¢ postage due, double the British open mail rate by British packet.

A London exchange office clerk placed the letter in a closed mail bag for New York that was sent to Queenstown for the next British-contract mail packet. This was the Cunard steamship *Canada*, which called at Queenstown on 16 October and arrived at Boston on 29 October 1864. The closed mail bag was sent to New York, where it was opened the next day and the letter marked with a black circular datestamp, N.YORK.BR.PKT./(date)/10. This marking indicated the letter was brought by a British packet and that $2 \times 5\text{¢} = 10\text{¢}$ postage was due for a letter weighing between $\frac{1}{2}$ and 1 ounce under the British open mail rate by British packet service.

Figure 38 illustrates an incoming letter by British open mail and American packet service. This folded letter outer sheet without the letter contents originated in Malaga, Spain, on 17 April 1866 and was addressed to New York City. A blue two-lined business marking of the sender (Baring Brothers at Malaga) was struck in the lower left corner. The letter was posted at Malaga on 17 April 1866, shown by the small black circular datestamp in the lower right corner. It was franked with a horizontal strip of four 20 centimos lilac 1866 Spanish stamps, a total of 80 centimos (8 reales) representing the double rate for a letter to the United States weighing between $\frac{1}{4}$ and $\frac{1}{2}$ ounce. An oval handstamp P.D. in black ink was struck in the center of the cover. A black circular datestamp on the reverse shows the letter was placed in a closed mail bag at Madrid on 20 April 1866.

The letter was sent via France to London, where it arrived on 23 April, as shown by a red orange circular datestamp to the left of the Malaga datestamp. The London datestamp indicated that the letter was paid with the word "PAID" across the center. A London exchange office clerk placed the letter in a closed mail bag for New York that was sent to Queenstown for the next American-contract mail packet. This was the Inman Line steamship *Kangaroo*, which called at Queenstown on 26 April and arrived at New York on 8 May 1866. The closed mail bag was opened and the letter marked in the lower right corner with



Figure 38. 17 April 1866, Malaga to New York, 80 centimos for ¼-½ oz. weight letter paid by a strip of four Spain 20 centimos lilac 1866 stamps. Letter carried by Inman Line *Kangaroo* from Queenstown to New York, where it was marked for 21¢ postage due, the British open mail rate by American packet.

a black circular datestamp, 21/(date)/N.YORK AM. PKT. This marking indicated the letter was brought by an American packet and that 21¢ postage was due for a letter weighing up to ½ ounce carried in the British open mail via American packet service. A docketing notation inside indicates the letter was received on 9 May 1866.

Via England and France to Spain: 1 January 1868 to 31 December 1869

A new postal convention between the United States and the United Kingdom of 18 June 1867 was responsible for the next change in rates on letters between the United States and Spain. This convention became effective 1 January 1868 and established rates which would last until 1 January 1870 when another substantial change in the U.S.–U.K. rates would occur. The governing feature of the 1867 Convention was the first reduction in rates to the United Kingdom since the U.S.–U.K. Postal Convention of 1848, 20 years earlier. The 24¢ rate per ½ ounce was cut in half to 12¢ per 15 grams in the United States or ½ ounce in the United Kingdom. Each country was to be responsible for the transportation of the mail to the other country. This meant that the sea postage would be retained by the sending nation. Under this arrangement, identification of the nationality of the steamship carrying the mails was no longer a factor in accounting for individual letters. American and British packet markings no longer were needed. In effect, all mail from the United States was carried on “American” contract packets and all mail from the United Kingdom was carried on “British” contract packets. Since the reduction of the rates to the United Kingdom was 12¢, a similar reduction in the fully paid rates to Spain should have resulted. A British Treasury Warrant published in *The London Gazette* on 17 September 1867 provided that:

On every letter posted in the United States of America...addressed to any of Her Majesty’s colonies, or to any foreign country, and transmitted by the post from the said United States to any of Her Majesty’s colonies, or any foreign country through the United Kingdom, the said respective letters being conveyed from the said United States to the United Kingdom by packet

boat or private ship direct, there shall be charged, taken, and paid the rate or rates of British postage which from time to time shall be chargeable and payable for British postage on letters posted at the port in the United Kingdom of the arrival of the packet boat or ship conveying the same from the United States to the United Kingdom, and transmitted to such colony or foreign country to which such letters shall be addressed.

This was similar to a provision in the 1848 Convention and meant letters from the United States to foreign countries through the United Kingdom would require the same postage from the United Kingdom to the foreign country as British citizens would pay. The convention rate to the United Kingdom was computed as 2¢ U.S. postage plus 8¢ sea postage plus 2¢ British postage, totaling 12¢. For letters transiting beyond, the postage to the United Kingdom was considered 10¢ and the United States credited any prepaid amount above this to the United Kingdom. Therefore, prepaid mail from the United States to Spain was 10¢ under the new convention plus the 6 pence (12¢) per ¼ ounce for the British rate to Spain via France (the “foreign rate”), or a total of 22¢ per single rate of ¼ ounce, down 11¢ from the previous fully-paid rate of 33¢. The “foreign rate” increased 6 pence (12¢) for each additional ¼ ounce in weight.

For reasons unknown to me, the Detailed Regulations to the 1867 Convention, signed on 9 August 1867 in London and 5 September 1867 in Washington, did not include Spain in the table of countries to which mails could be sent through the United Kingdom. As a result, the “Table of Postages to Foreign Countries” published in *The United States Mail & Post Office Assistant* commencing in January 1868 when the new convention rates went into effect, showed a “direct” rate of 10¢ per ½ ounce to Spain (which was, in reality, the rate to the United Kingdom only) and not the fully paid rate of 22¢ per ¼ ounce. The term “direct” was not well understood and was modified in the September 1868 *U.S. Mail* rate table to “open mail.” An accompanying article on page 2 explained that the term was changed to avoid further misinterpretation by postmasters, at least one of whom was returning letters addressed to Spain, paid only 10¢, for additional postage.

Although the Detailed Regulations of the new convention did not provide a fully-paid rate to Spain, the British must have notified the U.S. Postmaster General in the early summer of 1868 that the fully-paid rate to Spain was 22¢ per ¼ ounce. This amount began to appear in the *U.S. Mail* foreign rate tables from July 1868. Now the U.S. sender had two choices if the British mail system was to be used: pay the full rate to destination in Spain (22¢ per ¼ ounce) or pay the rate just to the United Kingdom (10¢ per ½ ounce), leaving the remainder of the transit fees to Spain to be paid by the recipient. Remembering from the Anglo-Spanish Convention of 1858 that unpaid letters from the U.K. were to

be charged double postage at destination in Spain, rates on letters to Spain can be constructed as shown in Table 4. For fully-paid letters, the rate progression was to increase one “foreign” rate (12¢ in this case) for each ¼ ounce or fraction thereof. The U.S. inland and sea postage, which was 10¢, was to be increased every ½ ounce or fraction thereof. Thus the fully paid rates were 22¢, 34¢, 56¢, 68¢, etc. Since the British used the ¼ ounce progression for mail via France, Table 4 will use the ¼ ounce progression for the rates from the United States.

Figure 39 illustrates a letter partially paid from the United States to Spain. This folded letter outer sheet with the contents re-

Ounces	Part Paid (U.S.)	Collect in Spain (Reales)	Fully Paid (U.S.)	U.S. Credit to U.K.
0 to ¼	10¢	4	22¢	12¢
¼ to ½	10¢	8	34¢	24¢
½ to ¾	20¢	12	56¢	36¢
¾ to 1	20¢	16	68¢	48¢
1 to 1¼	30¢	20	90¢	60¢
1¼ to 1½	30¢	24	\$1.02	72¢
1½ to 1¾	40¢	28	\$1.24	84¢
1¾ to 2	40¢	32	\$1.36	96¢

Table 4. British Mail Rates from the United States to Spain effective from 1 January 1868 to 31 December 1869.



Figure 39. 12 June 1869, Mobile to Barcelona, 2x10¢=20¢ paid by pair of 10¢ dark green 1868 F-grill stamps. Letter carried by North German Lloyd *Donau* from New York to Southampton. London marked PAID-ONLY/TO ENGLAND. Spanish marked 12 reales postage due for ½-¾ oz. weight.

moved was posted in Mobile, Alabama, on 12 June 1869, addressed to Barcelona, Spain. The letter was paid 2 x 10¢ = 20¢ with a horizontal pair of 10¢ dark green 1868 type F grill stamps, for a letter weighing between ½ and 1 ounce. This was the proper open mail rate listed in the published foreign rate table.

The letter was sent to New York to be prepared for the British mail. A New York exchange office clerk struck in the lower right corner an orange circular datestamp, NEW YORK/(date)/U.S. PKT., to show that the letter would be dispatched on an American packet and the scheduled departure date. Remember, from the start of 1868, all mail steamers from the United States were “American” packets. The date of 16 June, however, is believed to be in error, the date slug not having been changed from mail processing for a previous day’s use. The only mail steamer departing on 16 June was the Cunard *Scotia*, which arrived at Queenstown on 24 June, four days before the London postmark. The letter probably was sent from New York 17 June on the North German Lloyd steamship *Donau*, which arrived at Southampton on 27 June 1869. This voyage is consistent with the letter arriving at London on 28 June, shown by a red orange datestamp on the reverse without the word “PAID.” A London exchange office clerk marked the letter PAID-ONLY/TO ENGLAND in black ink to the left of the Mobile datestamp to make clear that only the transit fees to the United Kingdom were prepaid.

The letter was sent from London as an unpaid letter in a closed mail bag to Spain via France. The mail bag was opened at the Spanish exchange office of La Junquera on 1 July, shown by a dark blue circular datestamp on the reverse. This office was located in the Pyrenees near the French border about 75 miles northeast of Barcelona. Here the letter was marked at the bottom left with a dark blue handstamp, 12.Rs to show postage due of 12 reales for a letter weighing between ½ and ¾ ounces. An additional datestamp in black ink on the reverse shows arrival at Barcelona on 1 July 1869.

A fully prepaid letter by British mail is shown in Figure 40. This cover was lot 303 in



Figure 40. 13 Jul 1869, New York to Barcelona, 22¢ rate ¼ oz. letter to Spain in British mail paid by 10¢ yellow and 12¢ green 1869 stamps. New York credited 12¢ to United Kingdom. Letter carried by Cunard *Java* from New York to Queenstown. London marked 2d credit to Spain. No postage was due.

the Siegel sale (12 May 2006) of the Elliott Coulter 1869 collection. Addressed to Barcelona, Spain, it was posted on 13 July 1869 in New York City. The letter was franked with 10¢ yellow and 12¢ green 1869 stamps, paying the 22¢ (per ¼ ounce) rate to Spain by the British mail. The New York exchange office clerk marked on the right side a red orange handstamp 12 to show the 12¢ credit to the United Kingdom for transit fees from the U.K. to Spain.

According to the auction description, the cover bears on the reverse a red orange circular datestamp indicating that the letter was fully paid and the date it would be dispatched from New York. It was placed on board the Cunard steamship *Java*, which departed New York on 14 July and arrived at Queenstown on 22 July 1869. A red orange circular datestamp of London on the front, with the word “PAID” in the center, shows arrival there on 24 July. To the right of this datestamp the London clerk struck a red orange 2d handstamp to show the required 2 pence credit to Spain under the 1858 convention for a paid letter of up to ¼ ounce. He also struck on the right side a red orange oval handstamp PD to indicate the letter was paid to destination. Since I haven’t seen the reverse of this cover, I cannot provide details of the markings and dates found there, which would have been a blue circular datestamp of the Spanish exchange office at La Junquera and a black circular datestamp of Barcelona.

Figure 41 illustrates a heavier letter, also fully prepaid by the British mail to Spain. This folded letter originated in New York City on 15 December 1869 and was addressed to “Port St Mary’s, Spain.” Puerto de Santa Maria was one of two ports serving Cadiz and the port from which Columbus started his second voyage to the Americas. The Figure 41 cover is endorsed in the upper left corner, “St. Cuba,” routing instructions for the steamer of that name. The letter was franked with 34¢ in postage, paid by 10¢ yellow and a 24¢ green and violet 1869 stamps, paying the correct rate for a letter weighing between ¼ and ½ ounces



Figure 41. 15 December 1869, New York to Port St. Mary's (Puerto de Santa Maria, Cadiz), Spain; 34¢ rate for ¼-½ oz. letter to Spain in British mail paid by 10¢ yellow and 24¢ green and violet 1869 stamps. New York credited 24¢ to United Kingdom. Letter carried by Cunard *Cuba* from New York to Queenstown. London marked 4d credit to Spain and no postage was due.

sent fully prepaid by British mail to Spain.

The New York exchange office clerk struck a red orange handstamp 24 below the 10¢ stamp to show that 24¢ was credited to the United Kingdom for the transit fees beyond England. A “New York Paid All Br. Transit” circular datestamp, date not known, was applied in red on the reverse. The letter was included in the mail carried from New York by the Cunard steamship *Cuba* on 15 December, arriving Queenstown on 25 December 1869. Two partial strikes of a red orange circular datestamp show the letter reached London on 27 December, and that it was fully paid. A London clerk marked “4” in red orange crayon (lower left quadrant) to show that 2 x 2 pence = 4 pence was credited to Spain under the 1858 convention for a letter weighing between ¼ and ½ ounces. The clerk also struck in the center a red orange oval handstamp PD to indicate the letter was paid to destination. I have not seen the reverse of this cover and cannot give the arrival at Puerto de Santa Maria.

Letters from Spain to the United States during this period offer some difficulties that I cannot fully explain. These letters were fully paid in Spain to the limits of the British mail system, which was the U.S. arrival port, since all mail from the United Kingdom at this time was deemed to be carried on British-contract mail steamers. The only postage due in the United States was the American portion under the U.S.–U.K. Postal Convention of 1867. This was just 2¢, but we shall see that the clerks in the exchange offices of New York and Boston treated this mail differently. Letters handled in the New York exchange office were consistently marked for 3¢ postage due while letters handled in the Boston exchange office were marked at first for 10¢ postage due and later for 2¢ postage due. I cannot offer an explanation for the inconsistent postage due amounts, but I will show examples of each.

A paid letter from Spain to the United States is shown in Figure 42. This folded letter originated in Malaga on 19 October 1868 and was addressed to Boston. It was endorsed in the upper right corner, “Via Queenstown,” routing instructions for the British mail. The let-



Figure 42. 19 October 1868, Malaga to Boston, 80 centimos prepaid in Spain with strip of four 20 centimos lilac 1867 adhesives for ¼-½ oz. letter. Carried by Cunard *Cuba* from Queenstown to New York. Boston marked 10¢ postage due for steamship letter.

ter was franked with 80 centimos (8 reales), paid by a horizontal strip of four of Spain’s 20 centimos lilac 1867 stamps, paying the proper rate for a ¼ to ½ ounce letter to the United States.

When posted, the letter received on the right side a black circular datestamp of the Malaga office and above this to the left a black oval handstamp P.D. to indicate the letter was paid to its destination (actually, paid only to the U.S. arrival port). The letter was sent to Madrid (black circular datestamp on reverse dated 21 October), where it was placed in a closed mail bag and sent through France to London. A red orange circular datestamp of London struck over the Malaga datestamp shows arrival at London on 23 October 1868. This datestamp had the word “PAID” in the center, confirming that the letter was paid.

A London exchange office clerk placed the letter in a closed mail bag for New York and sent it to Queenstown for the next mail steamer. On 25 October the Cunard steamship *Cuba* called at Queenstown for mail and arrived at New York on 4 November 1868. The closed mail bag was sent to Boston, arriving the next day, shown by a black circular datestamp at the bottom, BOSTON.AM.PKT./((date)/10. This marking is peculiar because it shows American packet service and 10¢ postage due, neither of which was correct. This was not a case of selecting an incorrect datestamp because two other covers are known arriving at Boston in December 1868 with the same American packet service marking and 10¢ postage due. It would appear that the Boston clerk considered each of these letters as arriving on steamships from a country with which we had no mail contract and were charged the full steamship rate of 10¢. This would soon be corrected.

Figure 43 illustrates a prepaid letter from Spain posted a few months later and handled differently at Boston. Dated in Malaga on 13 April 1869, this folded letter was addressed to Boston. It was endorsed in the upper right corner “Via Queenstown,” indicating the sender wanted it to travel via British mail. The letter was franked with 400 milesimas (40 centimos or 4 reales), the proper rate for a letter under ¼ ounce from Spain to the United States, paid by a horizontal pair of Spain’s 200 milesimas green 1868-69 adhesives.



Figure 43. 13 April 1869, Malaga to Boston, 400 millesimas prepaid in Spain by a pair of 200 millesimas green 1868-69 adhesives for ¼ oz. weight letter. London showed 2¢ credit to United States, which at Boston was obliterated with the circle-of-wedges killer. Letter carried by Cunard *Siberia* from Queenstown to New York. Boston applied the crayon “2” and handstamp “IN U.S. NOTES” indicating 2¢ postage was due in depreciated currency.

When posted later that day the letter received in the lower right corner a black circular datestamp of the Malaga office and a black oval handstamp P.D. to indicate the letter was prepaid to its destination. (Like Figure 42, it was actually paid only to the U.S. arrival port.) The letter was sent to Madrid (black circular datestamp on reverse dated 15 April), where it was placed in a closed mail bag and sent through France to London. A red orange circular London “PAID” datestamp in the upper right quadrant shows arrival there on 17 April 1869 and confirms that the letter was paid.

A London exchange office clerk struck a red orange handstamp 2/CENTS near the right edge, to show a 2¢ credit to the United States and placed the letter in a closed mail bag for New York. The mail was sent to Queenstown for the next mail steamer. On 18 April the Cunard steamship *Siberia* called at Queenstown for mail and arrived at New York on 30 April 1869. The closed mail bag was sent to Boston, arriving the next day, shown by a black circular datestamp of Boston on the reverse. Unlike the previous letter, this Boston datestamp did not indicate a packet service or the postage due. Instead, the Boston exchange office clerk used a circle-of-wedges cork killer, in black ink, to obliterate the British credit handstamp, expressing his view that the letter was not prepaid to its destination and that the credit marking was inappropriate. He struck just below this a handstamp in black ink, IN U.S. NOTES, with a blue crayon “2” indicating that 2¢ postage was due in depreciated currency. But the 2¢ postage due that had been applied was not the amount of U.S. postage due in depreciated currency but the amount that should have been paid in coin with no premium. Presumably, the clerk did not consider this an unpaid letter from the United Kingdom that required the premium for depreciated currency, which would have made the postage due 3¢.

There are other letters to Boston from Spain in my records showing 2¢ postage due, all from the year 1869.



Figure 44. 1 January 1868, Arenys de Mar, Spain, to New York, 40 centimos for ¼ oz. weight prepaid by two pairs of Spain 10 centimos blue green 1867 stamps. London did not credit 2¢ to the United States. Letter carried by Inman line from Queenstown to New York, where letter marked for 3¢ in depreciated greenback notes. Pencil notations are result of postman attempting to locate addressee.

The difference in the handling of letters arriving at New York is shown in Figure 44. Addressed to New York City, this folded letter was posted on 1 January 1868 at Arenys de Mar, Spain, a town on the Mediterranean about 20 miles northeast of Barcelona. It was endorsed in the upper left corner “Via Londres,” routing instructions for the British mail. The letter was paid 40 centimos for the ¼ ounce rate to the United States with two horizontal pairs of Spain’s 10 centimos blue green stamp of 1867. When posted it received in the lower right corner a black circular datestamp of Arenys de Mar, Barcelona Province.

The letter was sent to the Spanish exchange office of La Junquera. On the reverse was struck a blue circular datestamp showing arrival there on 4 January. On the front in the upper right corner in the same blue ink was struck a boxed handstamp P.D. to indicate the letter was paid to its destination (though again, the payment was actually only to the U.S. arrival port).

The letter was placed in a closed mail bag and sent through France to London. A red

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orange London “PAID” circular datestamp in the center shows arrival there on 8 January 1868 and confirms that the letter was prepaid. A London exchange office clerk placed the letter in a closed mail bag for New York and directed it to Queenstown for the next mail steamer. On 9 January the Inman Line steamship *City of Boston* called at Queenstown for mail and arrived at New York on 21 January 1868. This mail was processed the next day at New York, shown by a black circular datestamp of New York on the reverse. The New York exchange office clerk struck on the right side a black handstamp 3 to show postage due of 3¢. This amount was the 2¢ U.S. portion under the 1867 convention with the United Kingdom plus a 1¢ premium for payment in depreciated greenback currency. Five other covers in my records show the same postage due marked at New York.

There are some interesting pencil notations on the Figure 44 cover that should be mentioned. The letter was addressed to a street number in New York City and was turned over to the New York post office carrier service. Under the address penned on the letter the carrier office wrote “296” to restate the Pearl Street number. Apparently the letter carrier could not find the addressee at this location and wrote in pencil in the upper left corner “Removed” and to the right his initials. Underneath the adhesives on the right was written in pencil the number “22.” I don’t know the reason for this number but suspect it may represent the postage to collect on a number of letters to this same address. It is also possible that this number represents a new address number on Pearl Street, but the placement under the adhesives seems odd if this is the case. ■

(To be concluded in *Chronicle* 233 in February, 2012.)

ADDITIONAL STEAMSHIP COVERS FOR UNITED STATES INCOMING STEAMSHIP MAIL, 1847-1875, 2ND EDITION THERON J. WIERENGA

Section Editor’s Note: The following group of covers, and others to follow in subsequent Chronicles, were discovered by Theron Wierenga after his book, United States Incoming Steamship Mail, 1847–1875, Second Edition, went to press in 2000. Had he seen them prior to its publication, they would have been included in the book because of their importance. At the start of each description is listed the chapter heading and subheading, along with the page location where the cover would have been inserted in the book. Previous installments of this update were published in Chronicles 218, 222 and 223.

Chapter V: Early Coastal Covers, The New York–Savannah Route (add after Figure 126 on page 93)

The folded printed circular to Hartford illustrated in Figure 1 is headed “Savannah Shipping and Commercial List. Printed and Published Weekly at the Daily Georgian Office. Vol. XIV Savannah, Wednesday Morning, December 5, 1849 No. 47.” The cover is endorsed across the top, “Cherokee P/C Chg 57,” indicating it was to be carried by the steamship *Cherokee*, was a printed circular, with postage to be charged to the holder of post office box 57 in Savannah. The Savannah post office applied a red SAVANNAH/*GEO* circular datestamp dated DEC 5, a straight line PAID and a 3 handstamp. The basis for this rate and handling appears in the regulations section of the *Postal Laws and Regulations, 1847*:¹

138. On all circulars or handbills which may be printed or lithographed, on quarto post or single cap paper, or paper not larger than single cap, and which are folded and directed but left unsealed, three cents on each for any distance, to be paid in advance when the circulars are deposited in the office; when sealed to be rated as letters, and when rated as letters prepayment is not required.

The coastal steamship *Cherokee*, which carried this printed circular, cleared Savannah on 5 December 1849 and arrived at New York on December 8.² This was the last trip of



Figure 1. Pre-paid circular to Hartford from Savannah in 1849. The endorsement (“Cherokee P/C Chg 57”) indicates a printed circular to be carried by the *Cherokee* with postage charged to the holder of Savannah post office box 57.

the *Cherokee* for the New York and Savannah Line, as Howland and Aspinwall purchased her and placed her on the New York and Chagres route. The *New York Herald* commented on this as follows:³

Another Splendid Steamer on the Chagres Route—Ho! for California!—We learn that Messrs. Howland & Aspinwall have purchased the well known and favorite steamer, the Cherokee, now on her trip to Savannah, on which route she has for some time plied with so much regularity and satisfaction to the travelling community. She is to be placed at once on the route between this city and Chagres, to run in connection with the Pacific Mail Steamers from Panama to San Francisco. This will furnish a direct communication with San Francisco, and afford travellers to that region the opportunity of purchasing at once through tickets hence to San Francisco, by which an inconvenience long felt will be entirely obviated. From the advertisement in another column, we observe the Cherokee leaves on the 13th of December, and that passengers holding tickets of the January steamer from Panama, will be furnished with tickets to Chagres at a deduction of \$10 from the advertised rates.

Chapter VI: British and United States Steamship Lines Connecting at Foreign Ports, Mail from the British West Indies (add after Figure 140 on page 105)

The cover illustrated in Figure 2 is notable for its lack of a postal marking, namely the double-lined JAMAICA/SHIP LETTER handstamp. This letter bears the dateline “Kingston Jama 31st Jany 1852,” and is endorsed in the lower left corner, “p Steamer, El Dorado, 9 Feby 1852.” Letters to be placed on board outgoing ships at Kingston were required to go through the British post office at Kingston, where they would be marked with the JAMAICA/SHIP LETTER handstamp and rated four pence, the outgoing ship letter rate. A number of covers with this marking are known that were carried by United States mail steamships into New York and rated with steamship rates, since Kingston was sometimes used as a coaling stop for the mail steamships.⁴ The calls at Kingston by United States steamships were somewhat infrequent and often irregular. A line in this letter reads “trusting that one of the steamers from N York [will] very shortly visit us —.”

Figure 2. 1852 folded letter from Kingston Jamaica to New York endorsed "p Steamer, El Dorado." This was placed directly aboard the steamship, avoiding British charges and markings. New York applied the appropriate 10¢ due marking for steamship service.



It would appear that letters were often placed in the British post office at Kingston awaiting the arrival of a United States steamship bound for New York. In this way, a writer could deposit his letter and not have to worry about putting it directly on board the steamship when it arrived. In the case of this letter, it seems likely that the steamship *El Dorado* made its appearance just after the letter was written, and the letter was not deposited in the post office. Placing it directly on the steamship avoided the British four pence charge. The *El Dorado* had cleared Chagres on February 5, 1852, and arrived at Kingston about February 9. She cleared Kingston February 9 and arrived at New York on February 16.⁵ New York applied the appropriate 10¢ due marking for steamship service.

Covers inscribed for carriage by the *El Dorado* are difficult to find. It would appear that when the first group of steamships were put on the line from New York to Chagres, their names (*Falcon*, *Ohio* and *Georgia*) were well-known and letters were often endorsed to be carried by them. As the number of steamships on this route increased the use of endorsements to specific steamships became less frequent.

Endnotes

1. *Postal Laws and Regulations, 1847*, Regulations Section, pg. 22.
2. Wierenga, *United States Incoming Steamship Mail, 1847-1875, Second Edition*, pg. 416.
3. *New York Herald*, November 29, 1849.
4. Wierenga, *op. cit.*, pp. 42-43, 102-105.
5. *Ibid.*, pg. 343. ■

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ANSWER TO PROBLEM COVER IN CHRONICLE 231

Our problem cover in *Chronicle* 231, shown here as Figure 1, was a cover originating in Newark, New Jersey, *circa* 1852-1854, and addressed to Sacramento City, California, then forwarded to San Francisco. The cover was prepaid 6¢ by two 3¢ 1851 stamps, but was subsequently rated as “due 10” “for’d 10” summed to a total 20¢ additional postage due. The question was: Why these ratings?



Figure 1. Problem cover from *Chronicle* 231, prepaid from Newark to Sacramento, then forwarded to San Francisco, rated due 10¢ and forwarded 10¢ for a total of 20¢ postage due. The question was: Why this rating?

Route agents Don Getzin and Stanley Piller provided answers. The cover weighed between one half and one ounce, and was prepaid for only half an ounce at the 6¢ prepaid rate. The 20¢ postage due assessment consisted of 10¢ for one unpaid half-ounce rate (the so-called West Coast rate, for a distance over 3,000 miles) and two times 5¢ per half ounce for forwarding at the unpaid internal rate (for a distance under 3,000 miles). This rate was effective from 1 July 1851 through 31 March 1855.

PROBLEM COVER FOR THIS ISSUE

Our problem cover for this issue, shown in Figure 2, is a legal-size cover originating in Boston, Massachusetts and addressed to Stockton, California. As can be seen, there is a

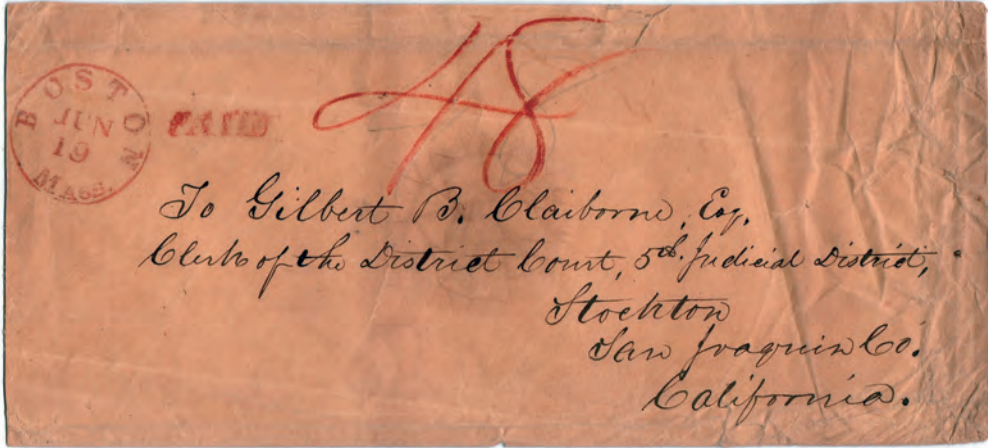


Figure 2. Problem cover for this issue: Legal cover, Boston to Stockton, California, rated “PAID” and “48”. The question is: Is there any way to date this cover and establish what was the basis for the rate?

red “BOSTON Mass. JUN 19” circular datestamp and a matching handstamped “PAID” at upper left, with a red crayon “48” rate marking at top center. The cover is addressed to Gilbert B. Claiborne, Clerk of the District Court, 5th Judicial District, Stockton. The question is: Is there any way to date this cover and establish the basis for the rate? ■

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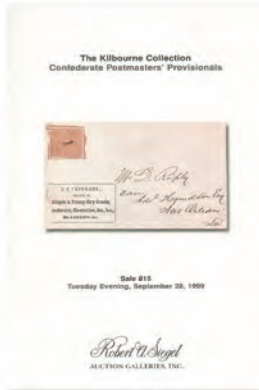
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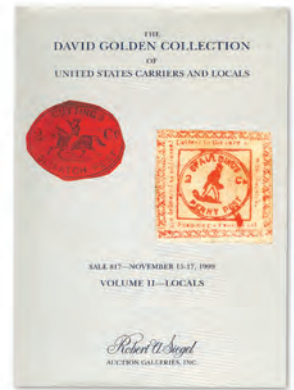
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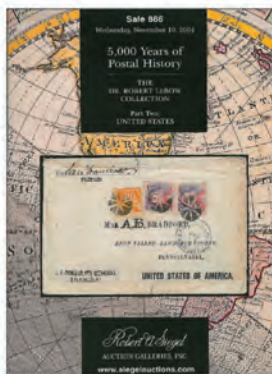
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