

The

# Chronicle

of the U.S. Classic Postal Issues



Advertising cover promoting John Hoey's New York City office of the Adams Express Company, with photos of the two major types of "Free for the Regiment" markings. In a major research article, Scott Trepel provides background on covers carried by Adams Express to and from Union troops defending Washington at the outset of the Civil War.

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# The Chronicle

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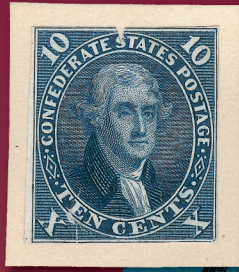
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## THE EDITOR'S PAGE

MICHAEL LAURENCE

### IN THIS ISSUE

With this issue we have a new editor for our Bank Note section: H. Jeffrey Brahin, an eastern Pennsylvania attorney who for some years has been developing a specialized collection of the 10¢ Bank Note stamp. Brahin brings to this assignment a finely-honed skill set and a lot of enthusiasm, but he will need help from other members of our society, who should read and heed his introductory note on page 350. Matthew Kewriga, a stamp professional whose Bank Note expertise is well known, has volunteered to serve as assistant editor. Please join me in wishing both men every success in their new roles. The first Bank Note article under Brahin's editorship, from overseas member Burkhard Krumm, describes the discovery of a new earliest use for the 30¢ orange-brown Bank Note stamp.

We continue to harvest fruits of the database of United States 1847 covers that is now fully searchable on our society's website. In our 1847 section, David D'Alessandris begins an exploration of covers that bear 1847 stamps in combination with carrier or local stamps. This installment considers covers from Baltimore, Boston, Charleston and Cincinnati.

In our stampless section, James Milgram takes a wide-ranging look at refused mail—covers rejected by their addressees, often because they refuse to pay the due postage. The conventional wisdom is that refused covers were a common occurrence during the pre-stamp era, but Milgram's article indicates that very few such covers have survived.

In our 1861 section, Scott Trepel takes us back to the panic-stricken opening days of the Civil War, to reexamine the historical context in which were created the scarce and popular Adams Express "Free for the Regiment" markings (as featured on our cover).

James Allen continues to make discoveries involving the 12¢ 1851 stamp. His article in our 1851 section employs deft plating techniques and some international sleuthing to assemble definitive evidence that the 12¢ stamp exists in an early state, without marginal imprints. This was long thought to be a possibility, but it had never been proved.

An article by Stephen Tedesco in *Chronicle* 243 employed contemporary newspaper sources to put to rest the notion that the 1869 stamps had been sold as early as March 20, 1869. Tedesco's article consigned to the dumpster a 2¢ 1869 cover that for years had been celebrated as the earliest known use of an 1869 stamp. In a follow-up article in our 1869 section this issue, the owner of that cover, Stephen Rose, calmly accepts the judgment of the recent research. Rose can be more magnanimous than most of us would under these circumstances, because when he acquired the now-dethroned cover he had the good sense to retain the second earliest known use, which now moves to the front of the queue.

In our Essays and Proofs section, Texas collector Sam McNeil reveals another newly discovered die state for the small-numeral 1869 essays. In the previous *Chronicle* McNeil showed us a new 2¢ small-numeral die; this time he presents a new 3¢ die. And on page 353, Steven Walske continues his bicentennial exploration of covers from the War of 1812, this time featuring letters that passed through the blockade of Boston.

Our Foreign Mails section this issue presents the concluding installment of an important article, by James Allen and Dwayne Littauer, on Portland and Detroit exchange-office mails. The initial installment, in *Chronicle* 243, set the scene by exploring the evolution of the Grand Trunk Railway, which was intimately related to the establishment of the Chicago, Detroit and Portland exchange offices. This final installment discusses covers and markings. It concludes with five long-needed tracing plates of Portland and Detroit markings (and marking data) that will be welcomed by all collectors of transatlantic mails. ■



## CONTENTS

THE EDITOR'S PAGE	
In This Issue	
<i>by Michael Laurence</i> .....	294
THE PRE-STAMP AND STAMPLESS PERIOD	
Refused Covers	
<i>by James W. Milgram, M.D.</i> .....	298
THE 1847 PERIOD	
Covers Bearing U.S. 1847 Stamps in Combination with Carrier and Local Stamps	
Part 1: Baltimore, Boston, Charleston and Cincinnati	
<i>by David D'Alessandris</i> .....	306
THE 1851 PERIOD	
Proof of the Existence of 1851 12¢ Plate 1 Early	
<i>by James A. Allen</i> .....	316
THE 1861 PERIOD	
Mail to and from U.S. Forces Protecting the Capital in April-June 1861	
<i>by Scott R. Trepel</i> .....	323
ESSAYS AND PROOFS	
Discovery: Unlisted Die State for 3¢ 1869 Small-Numeral Die Essay	
<i>by Sam McNiel</i> .....	343
THE 1869 PERIOD	
More on Earliest Use of 1869 Stamps	
<i>by Stephen Rose</i> .....	347
THE BANK NOTE PERIOD	
30¢ Orange Brown Bank Note Stamp: New Earliest Documented Use	
<i>by Burkhard Krumm</i> .....	350
SPECIAL FEATURE	
Annals of the War of 1812: Running the Blockade of Boston	
<i>by Steven Walske</i> .....	353
THE FOREIGN MAILS	
Portland and Detroit Exchange-Office Mails, Part 2: Covers and Markings	
<i>by James A. Allen and Dwayne O. Littauer</i> .....	357
THE COVER CORNER .....	389
ADVERTISER INDEX .....	392

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## PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

### REFUSED COVERS

JAMES W. MILGRAM, M. D.

Refused covers—not picked up because the recipient refuses to pay the postage due—are a part of the mythology of postal history. The legend of Rowland Hill includes the story, reminiscent of Isaac Newton and the apple, of how the idea of postal prepayment occurred to Hill. He watched a poor maid reject a letter from afar, on the grounds that the postage was more than she could afford. In a gesture of generosity, Hill paid the postage so the young woman could receive her letter, only to discover that his money had been wasted. The woman and her correspondent had been gaming the system. The contents were blank. The letter itself was the communication, proof that the writer was alive and well.

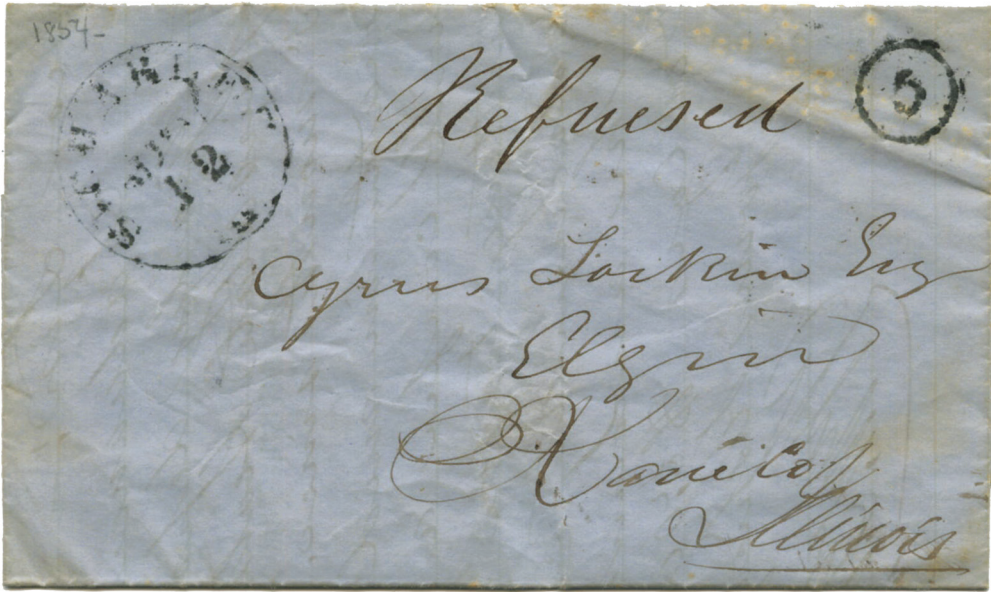
This anecdote has been shown to be apocryphal; Hill never witnessed or participated in such an event.<sup>1</sup> But the myth persists that refused letters were one of the major contributors to the wave of postal reform that led to the imposition of prepayment and to the postage stamps that made prepayment possible.

This may be true, but if it is, there is very little evidence to support it. At least with United States stampless covers, “refused” is one of the rarest auxiliary markings. In more than 50 years of looking, I have seen fewer than half a dozen stampless covers with “refused” marked on the front. Throughout the 19th century this marking is all but unknown, and with very few exceptions (discussed below) it appears only in manuscript form.

The topic of refused covers is not discussed in the Postal Laws and Regulations, nor is it mentioned in the sections on dead letters in the Postmaster General Reports. A electronic search of back issues of the *Chronicle*, now available through the website of this Society, found no references to refused covers. In fact, I was unaware that “refused” covers existed



Figure 1. “Refused” in manuscript across top of letter sent unpaid with “5” due and “HARRISBURG Pa. FEB 16” to Mercersburg, Pennsylvania. An unwanted valentine?



**Figure 2.** “Refused”(misspelled), on a cover sent by the North-Western Law and Collection Agency with “St. CHARLES III. JUL 12” (1854), containing a request for payment.

until I chanced to encounter one some years ago. Since then a few more have turned up, but my conclusion is that they are rare.

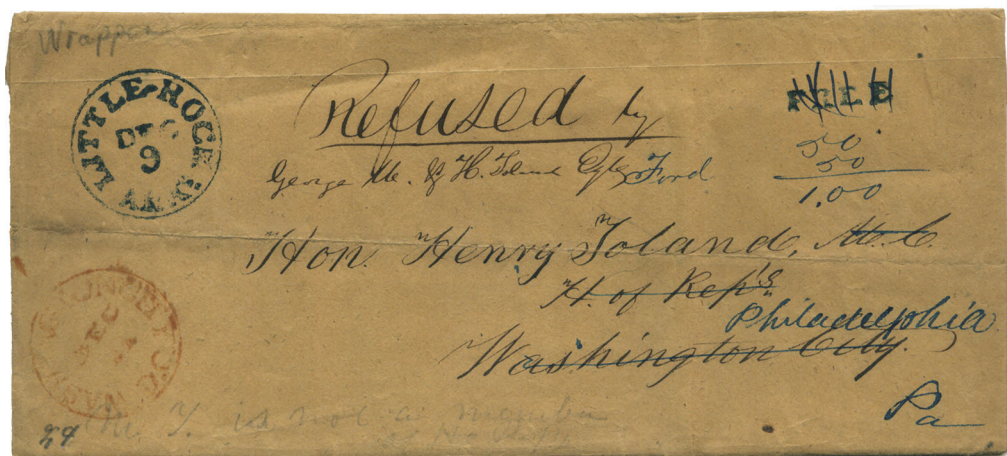
Figure 1 shows a simple stampless cover, probably from the early 1850s, with 5¢ postage due at Mercersburg, Pennsylvania. The cover bears no distinguishing features to capture the attention of the recipient. Still, for reasons one can only conjecture, the addressee refused to pay the postage. Given the February 16 date, one possible explanation is that the cover represents a rejected valentine. Another would be that the manuscript “refused” is a modern embellishment, added to the cover with the intention of defrauding collectors. That is certainly possible, but the circumstances under which this letter was found make it unlikely.

The cover in Figure 2, sent from St. Charles, Illinois, and addressed to an attorney at Elgin, Illinois, bears a bold manuscript “Refused” (misspelled) across the front. The letter content is an 1854 note from The North-Western Law and Collection Agency. The principal, William T. West, describes advancing money to pay for the addressee’s yearly deposit with The Empire State Health Association, an action from which the addressee apparently dissented.

A cover with more interesting markings is shown in Figure 3. This is a large wrapper; the contents are no longer present. It was sent from Little Rock, Arkansas, probably in 1843 or 1844. In addition to its blue circular datestamp, Little Rock applied its matching “FREE” postmark, because the letter was addressed to a member of Congress, who could receive mail under the franking privilege.

However, the addressee, Henry Toland, was not a member of Congress. The postmaster at Washington, D.C. crossed out the “M.C.,” “H. of Reps” and “Washington D.C.” The letter was postmarked with a red “WASHINGTON C.D. DEC 21” circular datestamp and redirected to Philadelphia with a manuscript “Ford” notation and in the same black ink rated for collection of one dollar (“50, 50/\$1.00”) with the “FREE” crossed out.

In manuscript across the top of the cover is the notation “Refused by George W. and H. Toland Esq.” The *Biographical Directory of the American Congress, 1771-1927* indicates George W. Toland was a member of the 25th through 27th Congresses (March 4,



**Figure 3. “Refused by George W. & H. Toland Esq.” on cover postmarked “LITTLE ROCK ARK DEC 9” with “FREE,” addressed to Henry Toland, Member of Congress in Washington. However, Henry Toland was never a member of Congress. The Congressional credentials were crossed out and the cover was redirected to Philadelphia and marked “Ford” with “50+50/ 1.00” postage due (quadruple rate for over 300 miles).**

1837 to March 3, 1843) as a Whig representative from Philadelphia. Evidently his brother, to whom the cover is addressed, was mistaken for the congressman. Or perhaps the sender was trying to take advantage of the free franking system to send some expensive materials to the brother.

Having to pay postage for a letter from someone you don’t know would be sufficient reason to refuse a letter (as seems the case in Figure 3). Letters in the handwriting of someone whose letters you don’t want to receive would be another reason. And since printed circulars (junk mail), were charged regular postage before July 1, 1845, a printed message arriving postage due would be yet another reason to refuse to pay the postage.

The postal reforms enacted in the decade between 1845 and 1855 took giant steps toward eliminating unpaid domestic letters. By 1855, when prepayment became mandatory on domestic letter mail, the volume of refused letters, whatever it might have been earlier, must have greatly diminished.

But as noted, there is no documentation about refused letters in published Post Office Department reports or regulations. So I was both delighted and surprised to find among my own papers some post office documents that described refused letters at the close of the 1850s. These documents suggest that not all refused letters were unpaid letters. Prepaid letters were also refused, and this practice, while limited, likely continued throughout the 19th century. The documents I refer to are a series of letter bills sent from the post office at Newark, New Jersey, to the Dead Letter Office (DLO) in Washington in 1859-60.

Shown in Figure 4 is a form dated 1 September 1859 listing (by rate) the “Dead” letters that were sent from Newark to the Post Office Department at Washington. From other similar forms that have survived from Newark, we know that these sendings were made twice a month. The forms are duplicates or worksheets recording information that was sent to Washington along with the actual letters.

Inspection of the Figure 4 document will indicate that this September 1859 shipment included refused letters both unpaid and prepaid. The upper section documents two “Paid Refused” letters, and the bottom section details seven refused unpaid letters with individual due postage varying from 1¢ to 96¢. (While it’s not relevant to this article, note that the first two entries depict batches of 32 and 400 drop letters, all being consigned to the dead

*Dead*  
 ^ **LETTERS** From Newark, N. J. *Sep 1* 1859  
 To *P.O. Dept Washington DC*

Rates.	Unpaid.			PAID HERE.						Free.
				By Stamps.			In Money.			
	Cents.	No.	Dolls. Cents.	No.	Dolls. Cents.	No.	Dolls. Cents.	No.		
1	32		32	<i>Drop letters</i>						
1	466		466							
8	8		32	<i>2 Paid Refused</i>						
4	8		48	<i>2 " destination not known</i>						
6	8		98							
11	9		98							
4	12		96							
16	6		168	<i>119 Paid Drop letters</i>						
22	3		23							
23	1		23							
28	44	11	00							
	1		27							
31	19	5	89							
36	2		72							
43	2		86							
	1		49							
	1		9							
	1		143							
	1		31							
	1		96							
	1		125							
	1		20							
	2		10							
	1		3							
	1		3							
			615							
			53							
			668							
			6153183							

*Refused*

Chas. T. Gray. P. M.

Figure 4. "DEAD" LETTERS sent from Newark to the Post Office Department in Washington, D.C., on 1 September 1859. Retained as a duplicate or a file copy at the Newark post office, this bill lists several refused letters, both unpaid and paid.

letter office. These might represent illegal lottery mailings, which were sometimes dumped into local post offices in quantity, in hopes they would be distributed to local boxholders.)

Note also that the Figure 4 listing does not include undelivered letters that were advertised. In 1859 almost all advertised letters would have been prepaid by stamps.

A similar document from about a year later, reproduced in Figure 5, shows two "Paid Refused" letters (listed at top) and four "Foreign Refused" letters (at bottom)—two at 20¢

*Dead*  
LETTERS from Newark, N. J. *Nov 15* 1860

To *A. C. Dept Washington Dc*

Rates.	Unpaid.				PAID HERE.						Fees.	
					By Stamps.			In Money.				
	Cents.	No.	Dolls.	Cents.	No.	Dolls.	Cents.	No.	Dolls.	Cents.		No.
	1	213	2	13	2							
	1	6		6	1							
	11	1		11	1							
	6	2		12								
	25	16		28								
		1		4 00								
		1		28								
	4	5		3								
		1		20								
		1		5								
		1		6 26								
		12		24								
		2		20								
		25	13	96								
		24										
		26										

C. T. Gray, P. M.

Figure 5. Another duplicate letter bill from Newark, from 15 November 1860, listing several types of dead letters returned to the Dead Letter Office. Included are two paid refused letters and four refused foreign letters with individual postages itemized.

postage, one at 24¢ and one at \$6.26. Six dollars was a good week's wages in 1860, so it's not surprising that a letter requiring \$6.26 in postage was refused.

I have 18 of these Newark letter bills, dated between 1 February 1859 and 1 January 1861. In aggregate, they indicate that a total 46 unpaid refused letters and 59 paid refused letters were turned over by Newark to the DLO during the 18 half-month periods represented by the surviving bills. From this we can extrapolate that Newark, with a population in 1850 of around 39,000, was generating refused letters (both paid and unpaid) at a rate of around 140 a year. So it's no wonder examples are not frequently encountered.

There is no report of a handstamp for refused letters in any of the standard catalogs. However, an example appeared at a Kelleher auction in 2011. Unfortunately, I didn't obtain a quality image at the time. This cover, shown reduced in Figure 6, was posted at San Francisco on December 1, 1851, sent unpaid to New York. This was obviously a very heavy letter, rated 90¢ (9x10¢) postage due. It was addressed to George W. Riblet, who was a notary of the City and County of New York.

In pencil at lower left is the notation "Refused for non-payment of postage" with initials. A bold black straightline handstamp "REFUSED" was applied, presumably at New York. The cover also received the black straightline "ADVERTISED" marking known to have been used at New York in 1852 when the advertising fee was 1¢. In magenta ink at the right side of the cover is the notation "Opened and filed May 24, 1852." It is uncertain where this notation was applied. Additionally, the cover shows remnants of blue linen tape held in place by red sealing wax. Undelivered advertised letters (and refused letters) were



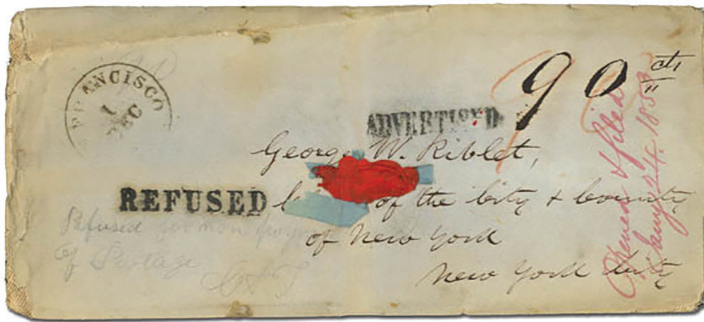


Figure 6. “SAN FRANCISCO 1 DEC” and “90” for nine times the transcontinental rate. This letter was “ADVERTISED” and then “REFUSED” at New York. Ultimately it may have been returned to its sender by the Dead Letter Office. From a Kelleher auction, June 2011.

supposed to be sent to the DLO. It is likely this cover was ultimately returned to its sender.

While not germane to this discussion, there is also a handstamped “REFUSED” marking from the Civil War era, an example of which can be seen on the very interesting cover in Figure 7. During the war this marking was used for an unknown period of time at Port Royal, South Carolina, which was a federal post office after November, 1861. Addressed to Savannah, Georgia, the cover in Figure 7 bears a 3¢ 1861 stamp, a circular datestamp “SPARTA N.J. NOV. 30 1864” and a manuscript routing “By Flag Truce via Hilton Head So. Ca.” The cover is backstamped “PORT ROYAL S.C. FEB 1 1865.” On the front of the envelope is a “REFUSED” handstamp.

This letter was posted about three weeks prior to the fall of Savannah, which occurred on December 21, 1864. Since it arrived at the Port Royal before federal troops had reopened the Savannah post office, it was treated as an unmailable southern letter. The “REFUSED” marking here reflects a rejection not by the addressee but by the post office, treatment similar to earlier covers that were marked “MAILS SUSPENDED.” In due course, the Figure 7 cover was probably returned to its sender, which is how it comes down to us. Obviously, this use of a refused marking is very different from the stampless markings that are our subject here, but it is a most interesting marking, unknown to the majority of collectors.<sup>2</sup>

While this article was in preparation, I shared a scan of the Figure 7 cover with Mi-



Figure 7. “REFUSED” handstamp applied on flag-of-truce cover from Sparta, New Jersey to Savannah, Georgia, in late 1864 with backstamp of Port Royal, South Carolina.

chael McLung, our 1861 editor, who has a special expertise in this area. His alternative analysis of this cover is as follows:

“The Figure 7 cover appears to be a civilian flag-of-truce cover, carried in the U.S. mail to Hilton Head Island (Port Royal occupation post office) where it would have arrived in the first week of December, 1864. Because flag-of-truce boats were making regular trips between Hilton Head and Savannah during much of the war, the writer probably believed his letter would be accommodated. It’s likely that the letter was refused and returned by officials in Savannah (or Port Royal or the boat) because it did not comply with the rules for flag-of-truce mail (letter size, content etc.).

“I would not say this cover falls into the ‘MAILS SUSPENDED’ or ‘unmailable southern letter’ category, because such letters were addressed to Confederate towns to which the U.S. mail could not possibly make delivery. The Figure 7 cover is addressed to Savannah, which was accessible for U.S. mail delivery by flag-of-truce boat. The USPO just refused to accept this letter for that treatment.”

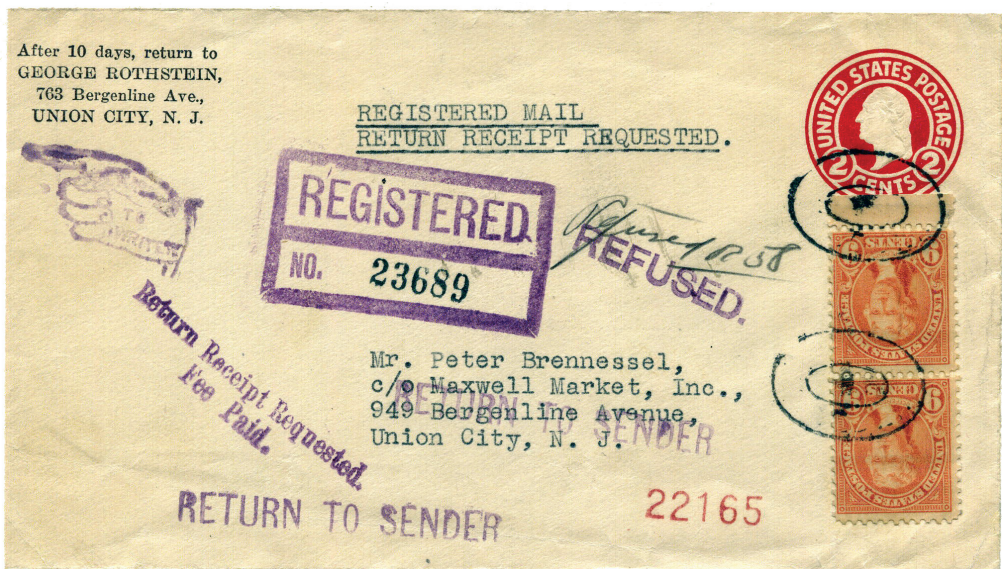


Figure 8. “REFUSED” handstamp from the 20th century, on a 1930 registered cover bearing 20¢ in postage sent locally within Union City, New Jersey. A return receipt was requested by the sender, but the intended recipient refused to accept the letter.

To conclude this article with a bit of color, Figure 8 shows a refused cover from the 20th century. This is a 2¢ entire envelope, mailed in 1930, franked with a vertical pair of 9¢ Jefferson stamps (Scott 641) and sent locally within Union City, New Jersey. The letter included a demand for a return receipt, to which the addressee apparently refused to comply. The carrier first noted this in pencil (“Refused R[oute] 58”) and the cover was subsequently marked with a “REFUSED” handstamp in purple ink and with two strikes of a “RETURN TO SENDER” straightline. The 20¢ postage on this cover breaks down as follows: First-class letter rate (surface mail), effective 1 July 1919–5 July 1932, 2¢. Registry fee, indemnity under \$5, effective 1 July 1928–30 June 1932, 15¢. Return receipt fee, effective 15 April 1925–25 March, 1944, 3¢. Thanks to Route Agent Roger Brody for this rate analysis.

### Endnotes

1. Catherine J. Golden, *Posting It: The Victorian Revolution in Letter Writing* (Gainesville, Fla.: University Press of Florida, 2009).
2. James L.D. Monroe, “New Interrupted Mails Marking,” *The Confederate Philatelist*, Jan.-Feb. 1996, pp. 29-30. ■

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**COVERS BEARING U.S. 1847 STAMPS  
IN COMBINATION WITH CARRIER AND LOCAL STAMPS  
PART 1: BALTIMORE, BOSTON, CHARLESTON AND CINCINNATI**

**DAVID D'ALESSANDRIS**

Carrier and local post stamps have long been one of the more challenging fields in classic United States philately, due to the scarcity of some issues, a lack of historic documentation regarding the posts, the fact that many stamps genuinely used on cover are not cancelled, and the prevalence of forgeries and bogus issues. United States carrier department and local post adhesive stamps predate the 1847 issue, and some were used into 1863, when free city delivery was instituted and local posts outlawed. Some local posts continued to operate after 1863 as special messenger services, delivering bills and circulars.

Thus, it is possible to find the earliest U.S. postage stamps used in combination with adhesive stamps issued by carrier and local posts. Such combination covers are prized by 1847 collectors due to the interest of the additional stamps and the scarcity of the covers.

One of the advantages of Mark Scheuer's census of 1847 covers, fully discussed in *Chronicle* 240 and now universally accessible on the web site of the U.S. Philatelic Classics Society, is that it permits the user to search through cover listings in ways that were not possible in the published Alexander census, which is organized by origin postmark.<sup>1</sup> While the Alexander census does contain some separate listings of covers not organized by origin postmark (foreign destination covers, for example) the book does not provide a separate listing for 1847 covers used in combination with carrier and local stamps. Thus, to locate carrier and local covers, the reader would need to review every listing for covers in cities with carrier and local stamps.

Robert Meyersburg published a summary of his records regarding carrier and local adhesive stamps in a four-part article in the *Chronicle* in 1991 and 1992.<sup>2</sup> His information was remarkably complete, given that it was compiled before the 2001 Alexander census of 1847 covers, which significantly updated an earlier census by Susan McDonald and Creighton Hart. The Meyersburg articles listed the number of recorded carrier and local covers for each combination, but did not publish census details for individual covers. With the new on-line census of 1847 covers, this information is easily accessible, and it is possible to perform additional analysis of the covers.

While the numbers of covers reported in this article were accurate at the time of publication, the on-line census is regularly updated, so the reader may find discrepancies between the totals reported in the article and current census information. It is hoped that publication of this article will result in additions and corrections to the census. The ability to continuously update information is one of the important features of an online cover census.

Prior to 1863, the United States Post Office did not provide free mail collection or delivery. As cities expanded, it became increasingly difficult for patrons to go to the post office to pick up or deposit mail. By 1847, when the first federal postage stamps were issued, postal patrons increasingly paid fees to government-provided carriers and/or private local posts to provide this service.

Carrier stamps were used to pre-pay the fee for the city carrier departments operating

in some of the larger post offices. Many other post offices offered carrier service, but did not issue adhesive stamps. During the lifetime of the 1847 stamps, the carriers were appointed by the local postmaster under the direct authority of the postmaster general and were under bond to the government. Because the post office controlled incoming mail, most local deliveries from the mails (referring to letters arriving from another post office) were handled by a city carrier office rather than a local post. From-the-mails carrier covers are rare, and generally do not bear adhesive carrier stamps, because the sender, located in another city, would not have access to the carrier stamps used in the destination city. For this reason, from-the-mails postage was normally paid on account by the addressee.

Carrier departments also provided delivery to the mails (that is, from a local address to the post office) and local delivery (from one address to another within the same city). Of course, carrier covers for local delivery within the origin city did not need an 1847 stamp. During the 1847 period, prepayment for drop and local delivery letters was not required, and there was no 2¢ government issue stamp. Thus, covers that show 1847 stamps in combination with carrier stamps are all to-the-mails uses. Private local posts provided the same service, often at a lower price. In summary, the 1847 covers franked with local stamps are to-the-mails uses, in which the sender paid a local post to carry a letter to the post office.

There is an interesting history of competition between the local posts and carrier departments. While this story is beyond the scope of this article, it is worth noting that carrier departments typically charged 2¢ for delivery to or from the mails. But when facing competition from a local post, the carrier department often delivered to the mails for 1¢ (because the local posts charged 1¢) while retaining the 2¢ charge for delivery from the mails, where there was less competition from local posts.

### **Carrier and local covers**

Before addressing the individual carrier and local posts, a few general observations are in order. First, 1847 covers with carrier and local stamps are significantly scarcer than 1847 covers to foreign destinations. The census contains carrier and local covers with 1847 stamps, including covers with handstamped markings. There are 368 covers with adhesive carrier and local stamps. By contrast, the census includes 446 covers to Canada alone. The number of covers with carrier and local adhesive stamps is almost the same as the number of foreign destination covers to countries other than Canada (368 carrier and local covers vs. 336 to foreign destinations other than Canada).

The most common local post stamp on covers with 1847 stamps is the Bloods “One Cent Despatch” stamp (15L13) with 80 covers recorded. However, this is still roughly as scarce as 1847 covers to England or France, with 94 and 79 covers recorded, respectively.

Second, despite the fact that collectors are often hesitant to purchase carrier and local combination covers due to fears that the carrier and local covers may have been faked by the addition of a stamp (either adding a carrier or local stamp to a genuine 1847 cover, or adding an 1847 stamp to a genuine carrier or local cover), fakes do not appear to be a major problem on 1847 covers. The census records only eight covers with bad or decline-opinion Philatelic Foundation certificates. (Such covers are not included in the accompanying tabular listing.) In fact, the percentage of 1847 covers with bad Philatelic Foundation certificates is actually slightly below the percentage of all 1847 covers with bad certificates (2.1 percent for carrier and local covers with adhesive stamps versus about 2.5 percent for all covers with 1847 stamps).

Third, 10¢ 1847 stamps are much scarcer on carrier and local covers than on 1847 covers in general. Roughly one-fourth of the covers in the 1847 census are franked with 10¢ stamps. For covers with carrier and local adhesive stamps, 10¢ stamps appear on roughly one-tenth of the covers. One may assume that the reason for the lower share of 10¢ covers would be the fact that the carrier and local covers are almost all from New York or Philadel-

phia, because the carrier and local services were more useful in bigger cities, and most commercial destinations would be within 300 miles of those cities, thus requiring 5¢ postage.

However, the share of 10¢ covers from New York City is actually higher than the average across all covers—more than one in three. The share of 10¢ covers from Philadelphia is lower than the average across all covers, roughly 20 percent—but still almost double the share reported for all carrier and local covers.

Another possible explanation is that people did not keep 10¢ stamps at their home or business and would just use two 5¢ stamps to pay the 10¢ rate. However, there is no discernable difference in the share of covers franked with two 5¢ 1847 stamps. Slightly fewer than 15 percent of all covers franked with 5¢ 1847 stamps show two stamps paying the 10¢

<b>COVERS BEARING U.S. 1847 STAMPS IN COMBINATION WITH CARRIER AND LOCAL POST STAMPS</b>						
City	Firm	Stamp description	Scott	Covers with		Total covers
				5¢	10¢	
P	Blood's	One Cent Despatch (bronze on black)	15L13	66	14	80
P	Blood's	Post Office Despatch (bronze on black)	15L17	37	9	46
B	carrier	Penny Post (blue)	3LB1	26		26
NY	Boyd's	2 Cents Eagle on Globe, type IV (black on green)	20L4	19	2	21
NY	Boyd's	2 Cents Eagle on Globe, type V (black on green)	20L7	20	1	21
NY	carrier	U.S. Mail One Cent Pre-Paid (black on rose)	6LB9	17		17
NY	Messenkope's	Union Square Post Office (black on green)	106L1	16		16
NY	carrier	U.S. Mail One Cent Pre-Paid (black on buff)	6LB11	15		15
P	Blood's	FOR THE POST OFFICE, City Despatch Paid	15L9	11	3	14
NY	carrier	U.S. Mail One Cent Pre-Paid (black on yellow)	6LB10	13		13
P	carrier	U.S.P.O. Paid 1 Cent "sausage" (gold on black)	7LB11	8		8
P	Blood's	Post Office Despatch (black & blue)	15L10	7	1	8
P	Blood's	Bloods Despatch Paid (gold on black)	15L12	5	1	6
NY	Bouton's	Bouton's City Dispatch, 2¢ with corner dots	18L2	5	1	6
B	carrier	Penny Post Paid (blue)	3LB2	5		5
P	Carter's	G. Carter's Despatch, Paid (black)	36L1	5		5
NY	Adams'	Adams' City Express Post 2¢ (black on buff)	2L2	4		4
P	Blood's	For The Post Office, City Despatch Paid (black)	15L8	4		4
Ch	Honour's	Paid Honour's City Post 2 Cents (black on bluish)	4LB8	2	1	3
P	carrier	U.S.P.O. Paid 1 Cent "H" (black on rose)	7LB3	3		3
P	carrier	U.S.P.O. Paid 1 Cent (black on vermilion)	7LB8	3		3
NY	Bouton's	Bouton's City Dispatch, 2¢ with corner leaves	18L1	2	1	3
NY	G.A. Mills	G.A. Mills' Despatch Post, Free (black on green)	109L1	3		3

**Figure 1. Listing of covers that bear United States 1847 stamps used in combination with U.S. carrier or local stamps. In the "City" column, B=Boston, Ba=Baltimore, Ch=Charleston, Ci=Cincinnati, NY=New York and P=Philadelphia. The last three columns show the number of 5¢ covers, the number of 10¢ covers, and the total.**

rate. This is essentially the same percentage as for 1847 covers also franked with a carrier or local adhesive stamp.

Finally, it is worth noting that there are a few carrier and local stamps that are easily found in combination with 1847 stamps, and there are many great rarities. Fifty-four different carrier and local adhesive stamps are recorded in combination with 1847 stamps, but just five carrier and local post stamps are responsible for more than half of the covers (194 of 368).

Those five are the Bloods “One Cent Despatch” (15L13) and “Post Office Despatch” (15L17) stamps, with 80 and 46 covers respectively; the Boston Carrier stamp (3LB1) with 26 covers in the census; and the two Boyd’s Eagle stamps (20L4 and 20L7) with 21 each. In

City	Firm	Stamp description	Scott	5¢	10¢	Total
NY	Swarts	Swarts’ Dispatch “Rough and Ready” (red)	136L4	3		3
Ba	carrier	Post Office One Cent Despatch (red)	1LB1	2		2
Ch	Honour’s	Honour’s City Post 2 cents (black on bluish)	4LB5	2		2
P	carrier	U.S.P.O. Paid 1 Cent (black on blue)	7LB7	2		2
NY	Swarts	Swarts’ Dispatch “Rough and Ready”	136L1	2		2
NY	Swarts	Bouton’s Dispatch ms changed to Swarts’	136L13	2		2
Ch	Honour’s	Honour’s City Express Post 2 cents (on br. rose)	4LB1		1	1
Ch	Honour’s	Honour’s City Express Post 2 cents (on yellow)	4LB2		1	1
P	carrier	U.S.P.O. Paid 1 Cent “LP” (black on rose)	7LB1	1		1
P	carrier	U.S.P.O. Paid 1 Cent “S” (black on rose)	7LB2	1		1
P	carrier	U.S.P.O. Paid 1 Cent “LS” (black on rose)	7LB4	1		1
P	carrier	U.S.P.O. Paid 1 Cent “JJ” (black on rose)	7LB5	1		1
P	carrier	U.S.P.O. Paid 1 Cent (black on yellow)	7LB9	1		1
P	carrier	U.S.P.O. Paid 1 Cent “sausage” (blue)	7LB12	1		1
P	carrier	U.S.P.O. Paid 1 Cent “sausage” (black)	7LB13	1		1
P	Blood’s	D.O. Blood & Co. “Strider” (black)	15L5	1		1
P	Blood’s	D.O. Blood & Co., City Despatch “Strider” (black)	15L6	1		1
P	Blood’s	Blood’s Despatch “Dove” (black on green)	15L11	1		1
P	Blood’s	For Phila. Delivery, Office 28 So. 6th St.	15LU1B	1		1
P	Blood’s	For Phila. Delivery, Pre Paid (red on buff)	15LU6A		1	1
NY	Boyd’s	2 Cents Eagle on Globe, type I (black on green)	20L1	1		1
NY	D & S	Dupuy & Schenck’s Penny Post (black on gray)	60L2	1		1
P	Eagle City P.	Eagle City Post, 80 Chesnut St. (black)	61L2	1		1
P	Eagle City P.	Eagle Post at Adams’ Express & 48 So. 3rd	61L3	1		1
Ci	Frazer & Co.	Frazer & Co. City Despatch Post (black on yellow)	69L4		1	1
Ci	Frazer & Co.	Frazer’s City Express Post, 2 Cents (black on blue)	69L7		1	1
NY	Hall & Mills	Hall & Mills’ Despatch Post, Free (black on green)	76L1	1		1
Ba	S & M	Stringer & Morton’s City Despatch (gold on black)	134L1	1		1
NY	Swarts	Swarts’ Dispatch “Rough and Ready”	136L7		1	1
P	Tel. Desp.	Telegraph Despatch P.O. 1 ct. (black)	138L1	1		1
P	Tel. Desp.	Telegraph C.D. Paid 2 Cts (black).	138L2	1		1
			<b>Total</b>	<b>328</b>	<b>40</b>	<b>368</b>

fact, these numbers underestimate the number of Blood's and Boyd's covers because there are several local post covers in the census with records simply noting "Blood's local" or "Boyd's local." Because no stamp is identified, these covers are not included in Figure 1.

Conversely, there are more than 20 carrier and local post stamps with just a single cover bearing the stamp in combination with an 1847 stamp. (This total does not distinguish between 5¢ and 10¢ stamp covers.) If unique stamp combinations are considered, there are more than 30 unique combinations. Another dozen or so combinations exist on only two or three recorded covers.

The two-page table in Figure 1 presents detailed information about the various carrier and local stamps to be found on covers that also bear 1847 stamps. The data is arranged according to frequency. The Blood's One Cent Despatch stamp (Scott 15L13) tops the list with 66 5¢ 1847 covers and 14 10¢ covers. At the bottom of the list, arranged in numerical order according to Scott number, are the 25 carrier and local stamps for which only one 1847 cover is known. The tabular data should make clear that, while there are a few carrier and local stamps that can be found fairly easily on 1847 covers, a well-developed specialized collection of carrier and local stamps on covers bearing 1847 stamps would be difficult to the point of impossible.

Twenty-odd years ago, Meyersburg organized his listing of covers with adhesive carrier and local post stamps by catalog number order. This article is instead organized alphabetically by city. Most of the covers originate in New York and Philadelphia; however, covers are also recorded from Baltimore, Boston, Charleston, and Cincinnati.

#### **Baltimore: Baltimore Carrier Department**

The Baltimore carrier department "words only" stamps (Scott 1LB1 through 1LB5) were most likely issued during the administration of Postmaster Charles T. Maddox, who served from May 1849 until the start of April 1853.<sup>3</sup> The "words only" stamp was issued in June 1850; however, the earliest known use is November 1850.<sup>4</sup>

Only two Baltimore covers show carrier stamps in combination with 1847 stamps. Both recorded carrier covers have a 5¢ 1847 in combination with the red on bluish Baltimore city carrier department "One Cent Despatch" stamp ("words only"—Scott 1LB1). Only one of the covers is illustrated in the census, and the image quality is inadequate for reproduction in the *Chronicle*. Both covers are addressed to Philadelphia, but to different addressees. One of the covers was a double weight cover, as it is marked due 5¢. Meyersburg reported the existence of a November 11 year-unknown cover with the 1¢ red on white paper (Scott 1LB5); however, this appears to be a duplicate listing of the November 11, 1850 listing of a cover with the red on bluish paper 1LB1 stamp.

#### **Baltimore: Stringer and Morton's City Despatch**

Very little is known about Stringer and Morton's City Despatch. Figure 2 shows the sole local post cover from Baltimore. It bears the 1¢ gold on black Stringer and Morton's City Despatch stamp (Scott 134L1) in combination with a horizontal pair of 5¢ stamps. The cover shows a Baltimore Railroad October 21, 1850 origin postmark, and the pair of 5¢ stamps pays the over-300-mile rate to Monson, Massachusetts. Meyersburg reported a second Stringer and Morton cover addressed to Easton, Maryland. This appears to be a misattribution of the similar-appearing Blood's local post stamp (Scott 15L13) on a cover with a Baltimore origin postmark handed by Blood's to a Philadelphia-to-Baltimore railroad route agent.<sup>5</sup>

#### **Boston: Boston carrier department stamps**

James H. Patterson was appointed to operate the Boston carrier office in February 1848.<sup>6</sup> In November of the following year, Patterson issued the first Boston carrier stamp, with a second carrier stamp issued in 1850.<sup>7</sup> The Boston carrier stamps remained in use





**Figure 2.** 21 October 1850 cover from Baltimore to Monson, Massachusetts, with 1¢ 1850 Stringer & Morton’s City Despatch local post stamp (134L1) in combination with a pair of 5¢ 1847 stamps. The local stamp paid for delivery to a route agent who applied the “Baltimore Railrd” circular date stamp. The 10¢ paid the U.S. postal rate for a distance over 300 miles. Image courtesy of Robert A. Siegel Auction Galleries, Inc.

during the currency of the 1847 stamps.

There are 31 Boston covers with carrier stamps in combination with 1847 stamps, and no Boston local post stamps in combination with 1847 stamps. Twenty-six covers are recorded with 5¢ 1847 stamps in combination with the Boston “Penny Post” carrier stamp (Scott 3LB1) and five covers with 5¢ 1847 stamps with the Boston “Penny Post Paid” carrier stamp (Scott 3LB2). Although these carrier stamps do not have a value indicated, they were 1¢ stamps. One cover with a “Penny Post” stamp is addressed to Wisconsin and franked with two 5¢ stamps to pay the rate for a distance over 300 miles. The other covers all have single 5¢ stamps. However, there are two covers addressed to Washington, D.C., which is over 300 miles from Boston, that are marked 5¢ due.

Notably, there are two Boston “Penny Post” carrier covers addressed to foreign destinations: one to Canada and one to France. The cover to France is the only 1847 cover with a carrier or local stamp sent to a foreign destination other than Canada.<sup>8</sup> It was illustrated and written up by Steven Walske in in *Chronicle* 234 and more recently by Mark Schwartz in an article in *Chronicle* 241 on 1847 covers from Boston.

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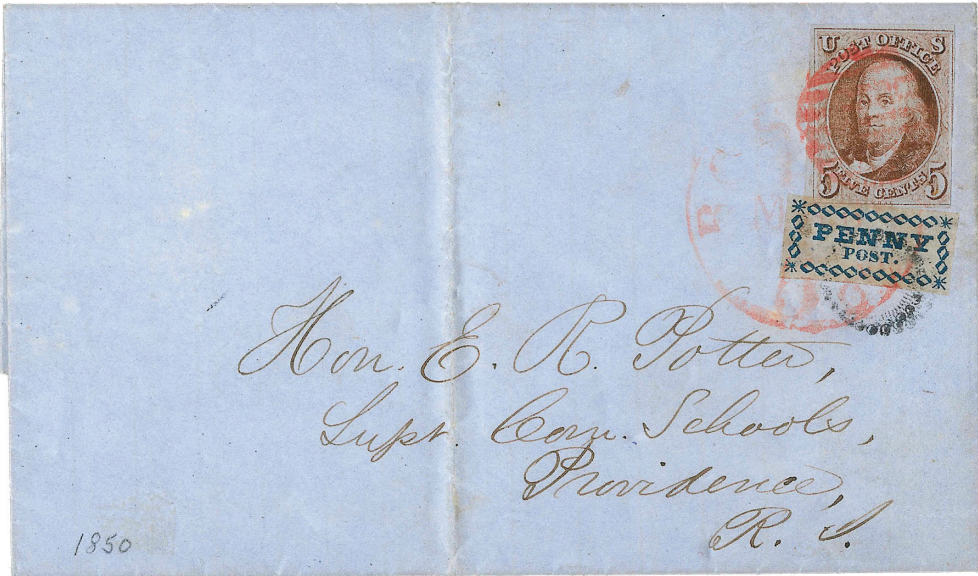


Figure 3. 18 March 1850 cover from Boston to Providence, Rhode Island, with 1¢ blue 1849 Boston Penny Post carrier stamp (3LB1) in combination with a 5¢ 1847 stamp. The carrier stamp paid for delivery to the post office. Image courtesy of Robert A. Siegel Auction Galleries, Inc.

Figure 3 shows a less exotic use. This is a March 18, 1850 cover with a Boston “Penny Post” carrier stamp (3LB1) paying carriage to the post office and a 5¢ 1847 paying the rate for a distance under 300 miles, in this case to Providence, Rhode Island.

Figure 4 is a June 18, 1851 cover with the less commonly seen combination of a Boston “Penny Post Paid” carrier stamp (3LB2) paying the carrier charge. Once again a 5¢ 1847 pays the rate for a distance under 300 miles, this time to Hallowell, Maine.



Figure 4. 18 June 18 1851 cover from Boston to Hallowell, Maine, with a 5¢ 1847 stamp and a 1¢ blue 1851 Boston Penny Post Paid carrier stamp (3LB2) for delivery to the post office. Image courtesy of Robert A. Siegel Auction Galleries, Inc.

### Charleston: Honour's City Express

John H. Honour was appointed as letter carrier in Charleston in February 1849, and he hired his brother-in-law, E.J. Kingman, to assist with the penny post.<sup>9</sup> They reportedly divided the city between them, with one carrier covering the eastern half of the city and the other the western half. Around 1851, Honour and Kingman split and Kingman was separately appointed to be a carrier.<sup>10</sup> While Kingman issued his own carrier stamps in 1851, none are reported in combination with 1847 stamps.

There are seven 1847 covers with carrier stamps from Charleston, and no local post stamps in combination with 1847 stamps. Of the seven covers, two are unique uses of the carrier stamp in combination with an 1847 stamp and another is a unique use of the carrier stamp with a 10¢ 1847.

Figure 5 shows the only recorded cover with the 2¢ black on brown-rose “Honour's City Express Post 2 Cents” oval carrier stamp (Scott 4LB1) with any 1847 stamp. On this July 14, 1849 cover the Honour's carrier stamp paid the 2¢ fee to the post office and a 10¢ 1847 stamp paid the rate (for a distance over 300 miles) to New York City. This cover has a distinguished provenance, going back to the legendary French collector Philipp von Renotiere Ferrary, whose tiny violet trefoil marking can be seen in the bottom right corner of the cover



**Figure 5.** 14 July 1849 cover from Charleston to New York City with 2¢ black on brown rose 1849 Honour's City Express carrier stamp (4LB1) in combination with a 10¢ 1847 stamp. The carrier stamp paid for delivery to the post office. The violet trefoil marking in the lower right corner of the cover is the owner's mark of the legendary Ferrary. Image courtesy of Robert A. Siegel Auction Galleries, Inc.

Just one 1847 cover is also recorded with the 2¢ black on yellow “Honour's City Express Post 2 Cents” oval carrier stamp (Scott 4LB2), this too with a 10¢ 1847.

There are two covers with the 2¢ black on bluish “Honour's City Post 2 Cents” stamp (Scott 4LB5) in combination with a pair of 5¢ 1847s. And three covers are recorded with the black on bluish “Paid, Honour's City Post 2 Cents” stamp (Scott 4LB8), two with single 5¢ stamps and one cover with a 10¢ stamp.



**Figure 6. 7 June 1851 cover front from Charleston to Philadelphia with 10¢ 1847 stamp and a 2¢ black on bluish 1851 Honour’s City Post carrier stamp (4LB8) paying for delivery to a railroad route agent who applied the “Wilmington & Raleigh Railroad” circular date stamp. Image courtesy of Robert A. Siegel Auction Galleries, Inc.**

The very attractive cover in Figure 6 shows a June 7 circular datestamp, with no year date. The Honour’s carrier stamp (4LB8) took the cover not to the post office, but to a post office route agent on the Wilmington and Raleigh Railroad, who applied his postmark and cancelled the 10¢ 1847 stamp with a pinwheel killer. The stamp paid the rate (for a distance over 300 miles) to Philadelphia. There is also a cover front with this carrier stamp, with a Philatelic Foundation certificate indicating that neither the 4LB8 nor the accompanying 5¢ 1847 stamp, originated. Fake items appear in the on-line census (as is appropriate for completeness and reference value), but they have no place in population studies such as this discussion and they have not been included in the tabular listing.

### **Cincinnati: Frazer’s City Express Post**

Just one cover is recorded with a Cincinnati carrier stamp used in combination with an 1847 stamp, and just one cover is known with a Cincinnati local post stamp used in combination with an 1847 stamp. Figure 7 shows the carrier cover, postmarked November 3 [1848] and franked with a 10¢ 1847 stamp and 2¢ black on yellow “Frazer & Co. City Despatch Post” stamp (Scott 69L4) that paid for delivery to the post office. The 1847 stamp paid the rate (for a distance over 300 miles) to New York City.

The Cincinnati local post cover, for which no image is available, is franked with the 2¢ black on blue “Frazer’s City Express Post” stamp (Scott 69L7) and a 10¢ 1847. Frazer & Co. used its stamps both while it was a semi-official carrier for the Cincinnati post office and also after its affiliation with the post office ended and Frazer operated as a local post. The Frazer stamps are listed as local post stamps in the Scott Catalog (with a “L” number rather than a “LB” number), but the catalog notes that uses of the stamp between February 3, 1848 and June 30, 1849, when Frazer was under appointment as a carrier, are actually carrier stamps. The cover in Figure 7 is a November 3, 1848 use and thus a carrier cover. The local post cover is franked with Frazer’s second design, used while Frazer was operating as a local post.

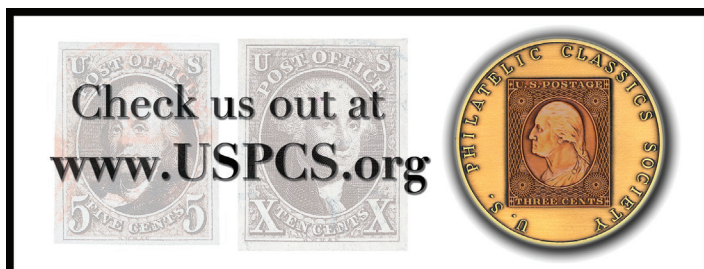


**Figure 7. Cincinnati carrier cover, posted 3 November 1848, franked with a 2¢ black on yellow “Frazer & Co. City Despatch Post” stamp (Scott 69L4) that paid delivery to the post office, and a 10¢ 1847 stamp that paid the postage to New York City.**

The concluding installment of this article, scheduled to appear in the February 2015 issue of *The Chronicle*, will discuss 1847 covers showing carrier and local stamps from New York and Philadelphia. As Table 1 indicates, there are many combination covers from these two cities.

### Endnotes

1. Thomas J. Alexander, *The United States 1847 Issue: A Cover Census*, (Austin, Texas: U.S. Philatelic Classics Society, 2001).
2. Robert B. Meyersburg, “1847 Postage Stamps Used in Combination with Carrier and Local Adhesives” in *Chronicles* 151, 152, 153 and 156.
3. Larry Lyons, “The Usage of Carrier Adhesives in Baltimore: Part I,” *The Penny Post*, 67 (April 2009).
4. *Ibid.*
5. USPCS 1847 cover census, #2587.
6. Gronowski, Stephen, “LO2 Usages Outside of Philadelphia, Washington D.C., Cincinnati and Kensington, Pa.,” *The Penny Post*, Vol. 11 No. 3 (July 2003).
7. *Ibid.*
8. Census #3249.
9. Elliott Perry, *Pat Paragraphs* (Springfield, Virginia: Bureau Issues Association, 1981), pg. 248.
10. *Ibid.* ■



## THE 1851-61 PERIOD

WADE E. SAADI, EDITOR

### PROOF OF THE EXISTENCE OF 1851 12¢ PLATE 1 EARLY

JAMES A. ALLEN

In the summer of 2000, I began correspondence with the Museum of Communication at Berne, Switzerland. I was completing research for my summary updates for the 12¢ 1851 stamps that would be published in 2006 in *The 1851 Issue of United States Stamps: A Sesquicentennial Retrospective*.<sup>1</sup> The Museum of Communication, formerly known as the Swiss PTT museum, contains over 600 mounted pages of classic United States stamps and covers, mostly from a bequest made by Swiss-American banker Charles A. Hirzel, who died in 1966. This collection is primarily known for its 1847 and 1869 rarities.

I had earlier obtained several plated 12¢ 1851 stamps from a portion of the Hirzel collection (not part of the bequest) that had made its way into the marketplace years before. During Hirzel's lifetime, many of the 12¢ singles in his collection were the basis of the 12¢ 1851 plating—by Tracy, Ashbrook and Neinken—that is described in my article in the *Sesquicentennial* book. Philip Ward, a well-known auctioneer and stamp expert of that era, stated that Tracy's entire original 12¢ 1851 plating—"reconstructed plate" as it was phrased—had been purchased by Hirzel. In communicating with the Swiss museum, I had hoped to find many of the remaining 12¢ stamps to help me rationalize some plating anomalies I had encountered.

A request for color copies of the 1851-60 portion of the Hirzel collection (referred to as "Old US" by the museum) netted 10 photocopy pages of 1851 12¢ stamps and covers, and six pages of various 1857-61 stamps and covers, including a famous unused block of 41 of the 12¢ Plate 3 stamp of 1860, Scott 36B.

The plain pages were minimally annotated. The stamps had been selected for cancellations, centering and overall appearance. On the exhibit pages are 16 12¢ singles, six pairs, three strips of three and a block of six, both on and off cover. Not only were there few multiples, but there was no plating information whatsoever. I was disappointed at the time,



**Figure 1. Double-rate cover to Norway, posted at Buffalo, New York, on 11 August 1852, showing nine examples of the early state of the 12¢ 1851 stamp. Image courtesy of the Charles A. Hirzel collection, Museum of Communication, Berne, Switzerland.**

even though the collection contains some rarities and univities that have not been seen in a very long time (if ever) by most collectors of classic U.S. stamps. The museum was kind enough to review the original 1966 inventory of the donation to confirm that the 12¢ plating was never present in the bequest.

One of the rarities that caught my eye was the cover that is shown here in Figure 1. This was noteworthy because of the physical size of the franking, the Norway destination, and because I had never seen or read of this cover before, despite extensive cataloguing of 12¢ material. I attempted to plate the stamps from the photocopy image the museum provided (which I do for every 1851 Plate 1 stamp I encounter, as a matter of discipline) but the resolution was just not sufficient to permit position assignment. I did note that the block of six on the cover was the largest continuous multiple on cover I had recorded. It still is, tied for size with another cover (in private hands) containing a horizontal strip of six. I put the color photocopies aside and wrote the articles for the 2006 volume.

### **It may be what you don't see that counts**

In the fall of 2001, dealer Stanley Piller contacted me concerning an item he had acquired, the unused marginal block of four of the 1851 12¢ stamp shown in Figure 2. Piller was interested in the plating of the item. From a pretty good scan, this normally would have been easy. The guide dot, well out into the left margin near a midpoint between the stamps, was previously unrecorded at that time and a confirming copy would not be forthcoming for another couple of years, so it was not automatically definitive. The imprint was absent, so that would narrow the options for positions quickly; I thought that would be helpful. But the guide dots in the lower right corners of the individual stamps, normally a very clear fingerprint for the various positions, didn't all match my reference material.

Then I determined that some minor imperfections in the block, while not affecting the overall great appearance of the item, had caused the disfigurement of a couple of the



**Figure 2. Unused block, early state of 12¢ 1851 Plate 1, Positions 61-62L1E, 71-72L1E. Image courtesy of Gordon Eubanks.**

guide dots. Once I figured that out, the plating was simple. The block plates from Positions 61-62L1 and 71-72L1. There was only one problem: there was no imprint in the margin, as there should have been. The presence of the complete margin selvage made that certain. There was no evidence of an imprint or of its removal.

Figure 3 shows a strip of eight from Positions 63-70R1, with the 70R1 margin containing the opposite portion of the imprint. This shows what one should expect to see on position 61L1 in the upper left hand corner of the block in Figure 2. Figure 4 shows a typical imprint portion on a pair from Position 51-52L1.

### Imprints matter

There had long been some unresolved issues concerning the imprints on the 1¢, 3¢, and 12¢ 1851 stamps, most of which have been clarified over the years. One of the challenges, especially for the 12¢ stamp, is the scarcity of material that can be studied. Reviewing dealer stocks, 75 years of auction catalogs and other sales catalogs over a period of 24 years, I have recorded a total of 20 imprint copies on and off cover for the 12¢ 1851 Plate 1 stamps. Imprint copies are likely scarce because the selvage was trimmed so as not to take up too much space on mailed items. Sometimes selvage was trimmed off and used as adhesives or for other purposes. Only three Plate 1 imprint imperforate stamps are recorded on cover. These imprints consistently measure 2.1-2.2 millimeters from the frame line of the adjacent stamps. On the left pane, the imprint is adjacent to positions 31, 41, 51 and 61 and on the right pane, adjacent to positions 40, 50, 60 and 70.

Ashbrook summarized his thoughts on the 1¢ and 12¢ imprints as follows: “We have no evidence whatsoever when the Imprint and Plate number were added to the first 12¢ Plate, but no doubt it was not done until some months after the Plate was made. There was only one 1¢ Plate and only one 12¢ Plate, hence apparently there was little necessity to number these at the time the first 3¢ plates were given Imprints and Plate numbers.”<sup>2</sup>



Figure 3. Strip of eight from Positions 63-70R1L. Position 70R1L shows the imprint, the mirror image of which should have been expected for Position 62L1E in Figure 2.

Figure 4. Positions 51-52L1, showing a portion of the typical 1851 imprint in the left margin.





Ashbrook assumed that the imprints were added later for the 12¢ stamp, as he states, “I feel reasonably certain that neither the Imprint nor Plate number were added to the plate until along about May 1852, at which time I place the alteration. Dr. Chase believes that several of the 3¢ Plates had the Imprint added in the fall of 1851 and of course it is possible that the imprint was added to the One Cent Plate at that time.”

This assumption would imply that marginal copies with no imprints might exist, but there was absolutely no evidence that this was or should have been the case. It was simply an assumption, based on what had been recorded for the 1¢ and 3¢ stamps, which of course were much more numerous.

The imprint content remained the same for the 1¢ and 12¢ up through the introduction of the perforated issues from the same plates in 1857. This was unusual, given that John W. Casilear retired from the firm in October, 1854 (to pursue a painting career), but the imprint remained, “Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS, Phila. New York. Boston & Cincinnati.”

A 12¢ perforated stamp, issued in 1857 and used in 1860, can be seen on a cover presented on page 50 of *Chronicle* 241. The left margin selvedge clearly shows Casilear’s name. The text of the inscription just quoted has been constructed from separate stamps or multiples for the 12¢, because as no complete imprint inscription has ever been recorded for the 12¢ stamp. Full inscriptions do exist for the 1¢ and 3¢ denominations, and evidence of a constant inscription, without any numbering, is confirmed by 1¢ plates 2, 3 and 4 that were produced in the interim period after 1851 and before the introduction of perforations. We note the latter plates were all numbered as well. Interestingly, Neinken makes no mention of the two possible states of Plate 1, that is, before and after imprint, in his highly-regarded 12¢ monograph from 1964.<sup>3</sup> He does mention the possibility of a before-and-after “plate number state” for the imprint and he refers to the 12¢ Plate 1 as the “early” plate in contrast to Plate Two (which was likely damaged) and Plate Three which was later put into service in 1860. The reader needs to guard against confusion about Neinken’s use of “early plate” and our new use and meaning of an “early state” of Plate 1 which will parallel the “early states” of the 1¢ and 3¢ stamps.

In a 1961 issue of the *Chronicle*, when it was still called the *U.S. 1851-60 Chronicle*, Earl Oakley addressed the physical numbering of the plate in the imprint inscription.<sup>4</sup> There Oakley discussed the 12¢ imprint in some detail. He pointed out, without proving conclusively, that stamps with the imprint did not contain any numbering for Plate 1. Oakley produced one full-margin single-stamp example to prove this point for the imperforate stamp. To this day, only one example has been recorded, proving that within reason, 12¢ Plate 1 was never numbered. Neinken references Oakley’s work in his monograph. Of the three 12¢ plates produced, the only plate that was numbered, based on existing evidence, was Plate 3. Three complete imprint inscriptions are recorded that illustrate this, two in museums and one in private hands. So at this point, we have established that there is a left-pane example of the 12¢ Plate 1 without an imprint, and that the Plate 1 imprint apparently never contained the number “1.”

### **Back to the Norway cover**

In early 2005, I learned that Wilson Hulme planned to visit the Museum of Communication in Berne, repository of the Norway cover previously mentioned. Dick Winter and I had been discussing this cover and covers to Norway in general. Due to the scarcity of Norway destination covers, little was understood about the rate structure and markings prior to the Prussian Closed Mail agreement enacted in November, 1852. Dick knew of my interest, so he asked Wilson to photocopy the front and back of the cover. While the resultant photocopies were very low resolution in black and white, they were sufficient to identify the

relevant postal markings. The plating possibilities were another matter.

Regarding the cover's markings, referring back to Figure 1, Dick informed me via email that, "...some very interesting things have come up from this look at the cover. First, from the information available on the backstamps, I can date the cover to 1852. The double-circle blue K.D.O.P.A. HAMBURG datestamp was the marking of the Danish post office in Hamburg. They shifted to blue ink sometime after April 1852. Before it had been in black ink. Also, the ST.P.A. black oval datestamp on the reverse is that of the Hamburg city post office. The marking is not clearly struck, but I believe it reads 30 Aug 52, when I examine the scan under magnification. This matches well with the Ocean Line steamer *Hermann* departing New York on 14 August 1852 and arriving at Bremerhaven on 29 August 1852. Additionally, Wilson has a few covers with 1851 uses of the 3¢ stamp at Buffalo on 12 and 27 July 1851. The datestamp used on the Hirzel cover is different, so we know this is not an 1851 cover. Since the PAID ALL handstamp of New York was used only before August 1853, when a new convention was negotiated with Bremen, we know the cover has to be either 1851 or 1852. The dates in 1851 for the Ocean Line sailing are a little too early. So I am satisfied this is an 1852 cover."

Dick surmised the cover was indeed authentic, probably underpaid the full amount for a ½-¾ ounce letter to Norway. Since it paid sufficiently to get to Bremen, an amount which the Post Office Department recommended instead of the full amount to Norway, the New York office allowed it to go through and credited Bremen with 68¢, which was the overpayment to United States.

In the meantime, after closely examining the cover, Wilson had digitally reassembled the photocopied images of the block of six and strip of three and hypothesized that they may have been part of an original block of nine.<sup>5</sup> The resolution was very poor, and a digital scan was not available. However, by assuming that the reassembly was correct, I proceeded with the plating, using the process of elimination for certain guide dots as necessary. I wrote to Wilson and Dick and stated that the block appeared to be positions 28R1, 38R1, 48R1 for the strip of three, and 29-30R1, 39-40R1, and 49-50R1 for the block of six, confirming the block of nine hypothesis. Based on this plating, imprint evidence should have appeared in the margin for both 40R1 and 50R. But it was absent.

With that being the case, this multiple was an example of the "early state" of the plate from the right pane, prior to the addition of the imprint. Because I could not definitively prove these positions based on the low-resolution images, nothing more was said. But now I have now finally obtained high-resolution scans of the subject items from the museum. The stamps are of the finest impressions of the earliest printings, and that was one of the reasons for the plating difficulties. The guide dots are very fine on these early stamps. This sharp printing result is consistent for the harder, smooth linen paper surfaces of the early 1851 production. Few 12¢ stamps were used in the first full year of the stamp's introduction, so an 1852 cover can be expected to have stamps from the earliest production runs. This is observed for most 12¢ covers posted in 1852.

Figure 5 shows an enlargement of the reassembly (using Photoshop techniques and creative editing to show a small part of the block of six that was covered by the strip of three) of the strip of three and block of six from the Norway cover from which the definitive plating was made. The right margin measures about 6 mm, well outside the normal 2 mm distance to the imprint. With this the original plating is now confirmed. The lack of evidence of any imprint inscription at these positions in the right pane, coupled with the evidence of the left pane block shown in Figure 2, proves conclusively the existence of an "early state" of Plate 1 of the 12¢ 1851 stamp, for both the right and left panes.

While this article was in draft form, I decided to review my collection of 12¢ stamps, on or off-cover, for any left or right margins in the correct plating positions that might not



**Figure 5. Digitally reconstructed block of nine stamps from the Norway cover in Figure 1. The positions are 28-48R1E for the strip of three, and 29-30R1E, 39-40R1E, and 49-50R1E for the block of six.**

have imprints and, hence, would be from the early state of the plate. Figure 6 shows just such an early state stamp. It is position 41L1E, clearly identified using Neinken or other standards, with a characteristic guide dot in the lower right, recut all across the top, recut inner lower right and left, and recut lower left on the outer frame line. I have four imperforate or perforated copies of this position, and only one had any margin. The margin is 2.2+ mm from the frame line, sufficient to capture the serifs of the letters or the tops of the capital letters of the different font in the inscription. But no traces of letters are present, nor is there any scuffing or evidence of removal. The paper is 0.0022 inches in thickness, on the thin side, relatively stiff for this thickness, with a very smooth surface and not very opaque. For comparison, the average thickness of the 12¢ 1851 stamp is about .0027 inches. The catalogued part-India papers typically measure around 0.0018 inches in thickness. I purchased the Figure 6 stamp in 1993 because of the sharpness of printing and the blue CDS,

not realizing its additional significance. The paper is reminiscent of the majority of early production of this stamp.

Additionally, close examination of the individual stamps in the evidence presented shows that at least for these examples, positions we will now call, 61L1E, 62L1E, 71L1E, 72L1E, 28-30R1E, 38-40R1E, 48-50R1E, the plate recutting on each stamp was accomplished prior to the re-entry for the imprint. This is consistent with current understanding. While this sequence of events is likely true for the entirety of the plate, this data does not prove that all recutting was done before the plate was originally issued.

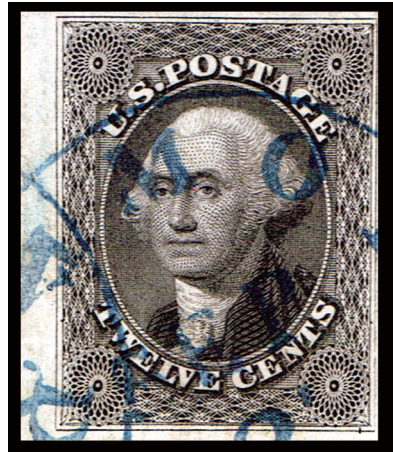
### Conclusions

It has now been shown that the 12¢ Plate 1 exists in an early state, just like the first plates of the 1¢ and 3¢. The primary difference is that most, if not all, recutting on the 12¢ was accomplished before the reworking. The earliest 1¢ and 3¢ plates had be reworked because of plate wear, with the imprint being added at some point during reworking. All three denominations existed without a printer's imprint at some point. All existed in an "early state" as has been defined for the 1¢ and 3¢ issues. Unfortunately, the defining characteristic for this 12¢ early state requires sufficient margin in the correct location. Three examples have been discovered for the 1851 12¢ Plate 1 Early. Are there more? I am sure. We just need to look for them.

I would like to thank Dick Winter for his salient comments and analysis of the 12¢ Norway cover.

### Endnotes

1. Hubert C. Skinner and Charles J. Peterson, editors, *The 1851 Issue of United States Stamps: A Sesquicentennial Retrospective*, New Orleans: The U.S. Philatelic Classics Society, Inc., 2006, pg. 175. This book is now out of print, but the content is accessible on the USPS website.
2. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, New York: H.L. Lindquist, 1938, pg. 144.
3. Mortimer L. Neinken, *United States: The 1851-57 Twelve Cent Stamp*, New York: Collectors Club, 1964, pp. 3-5.
4. Earl Oakley, "A Hundred-Year-Old Mystery Unfolds," *U.S. 1851-60 Chronicle*, #40, (October, 1961), pp. 1-3.
5. Personal email from Wilson Hulme and Dick Winter. ■



**Figure 6. Position 41L1E , showing the left margin but no trace of an imprint. This is an example of the recently discovered early state of the 12¢ 1851 stamp.**

# DOUBLEDAY



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**MAIL TO AND FROM UNITED STATES FORCES  
PROTECTING THE CAPITAL IN APRIL-JUNE 1861**

**SCOTT R. TREPEL**

**Introduction: Update of a remarkable story**

The covers carried free by Adams Express to and from troops defending Washington in the spring of 1861 have long been prized by collectors, because they are rare examples of an unusual short-lived free mail service operated for the benefit of a relatively small group of soldiers and their families and friends at home.

The Adams free regimental express has been the subject of several articles by respected postal historians and philatelic writers, including Edward S. Knapp, Thomas M. Parks, Herman Herst Jr., Calvet M. Hahn and Richard B. Graham. Knapp published his pioneering study in 1925 in the *Southern Philatelist*. Parks wrote his article for *Stamps* magazine on the 150th anniversary of the formation of the 7th Regiment. Herst's articles, including his revamped piece in the 1981 *Congress Book*, attempted to give background history, but his account is so riddled with factual errors and unsubstantiated claims that it is essentially a work of fiction. Hahn's 1973 *American Philatelist* article gave a detailed day-by-day account of the events related to the express, based on his exhaustive newspaper research in the pre-digital era. Graham, who had published an article on the subject in a 1964 *S.P.A. Journal*, followed up with two *Chronicle* articles, the second and more substantial of which appeared in 1991. Since then, nothing of note has been published on the subject.

The time has come to reexamine these covers and the circumstances that created them, and to incorporate new research by historians outside the postal history field. Hahn's article, while more thorough and well-documented than the others, contains numerous statements that are now known to be incorrect. This is in no way a criticism of his methods or conclusions, but any historical account is only as good as the facts available to the historian. As Hahn himself acknowledged in his article, the contemporary sources were filled with misinformation. By thoroughly analyzing data from multiple sources it is possible to get closer to the truth, and there has been progress in the past 40 years.

The historical account that follows is largely based on the work of John and Charles Lockwood, whose book, *The Siege of Washington: The Untold Story of the Twelve Days That Shook the Union*, is currently the most authoritative history of the tense days in the capital between the fall of Fort Sumter on April 13 and the arrival of the 7th New York State Militia Regiment on April 25. Using the Lockwood account and contemporary records (newspapers, military reports, etc.), this article will first present the historical context in which Adams Express and John Hoey (Adams's New York superintendent) operated the free regimental express. The history segment is followed by an updated analysis of markings and dates, based on the author's census of covers. Finally, a little-known mail service operated by a New York City newspaper, represented by one recorded cover, will be introduced as a significant part of the story.

## **Lincoln's call to arms and the defense of the capital**

On April 15, 1861, in response to the official surrender of Fort Sumter on the previous day, President Lincoln issued a proclamation calling for 75,000 militia troops to combat what Lincoln described as “combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the powers vested in the Marshals by law....”

Lincoln, the lawyer, carefully avoided using words that could be construed as a declaration of war or that implied recognition of the seceded states' legitimacy. As Lincoln viewed it, his call to arms was necessary to ensure that the government—or “Union,” as he corrected himself in his handwritten draft—would be able to fulfill its responsibility to suppress lawless rebellion and to protect Union property and loyal citizens. The public and the newspapers were less circumspect. They called it a “proclamation of war.”

The new Lincoln government and the nation's capital were situated in a hotbed of pro-South secessionism. Immediately south of Washington D.C. was Virginia, where representatives attending the state's secession convention debated whether to secede from the Union. Although a vote in early April went against secession, the surrender of Fort Sumter and Lincoln's proclamation pushed the April 17 vote in the secessionists' favor. Virginia left the Union on that day (subject to the formality of a popular referendum).

North of the capital, in Maryland, public sentiment was also strongly pro-slavery and anti-Lincoln. State officials went so far as to conspire with secessionists to prevent U.S. forces from entering the state. The attacks on soldiers and the destruction of railroad tracks and telegraph lines around Baltimore so incensed President Lincoln that he threatened to “lay their city to ashes.”

Over most of the two weeks following the fall of Fort Sumter, the President, military officials, government employees and residents of Washington, D.C. all anxiously awaited the arrival of troops to protect the capital from invasion. The fear that secessionist and Confederate forces might raid Harper's Ferry and launch a well-armed attack on the capital was palpable. The arsenal at Harper's Ferry was destroyed to prevent it from falling into rebel hands.

Many residents evacuated Washington. Army officers loyal to the South—Robert E. Lee among them—tendered resignations and returned to serve their native states. Prices for basic goods and services skyrocketed in the siege economy, while hotels, restaurants and meeting places were eerily empty and quiet.

Before the arrival of troops from the North, the capital was guarded by only 900 U.S. Army regulars and 600 District volunteers. Under the command of Colonel Charles Stone, this force was dispersed throughout the city and worked feverishly to fortify defensive positions in government buildings and at key crossing points, such as Long Bridge over the Potomac River.

In answer to Lincoln's call, state militias quickly assembled and prepared to defend the vulnerable capital and military installations. On April 15, regiments of the Massachusetts Volunteer Militia (MVM), the “Minutemen,” were ordered by Governor Andrew to assemble in Boston. On April 17 the 4th MVM became the first to leave the state when they departed for Fortress Monroe. The 3rd, 5th, 6th and 8th MVM followed shortly thereafter.

On April 18, approximately 500 volunteers from Pennsylvania, traveling with a small force of U.S. Army regulars (4th Artillery), left Harrisburg in the morning and arrived in Washington at 7 p.m. the same day. Although they were heralded as the capital's “First Defenders,” any comfort their presence might have brought was overwhelmed by the alarming reports of their harrowing trip through Baltimore.

Baltimore ordinances prohibited steam-engine trains from running inside the city, making it necessary for passengers to cross on rail cars towed by horses between stations. During this leg of the trip on April 18, the soldiers arriving from Harrisburg on their way to

Washington were exposed to an angry mob of anti-Union protesters, said to number 2,500, who hurled objects at the soldiers as they made their way between stations. When the mob spotted Nicolas Biddle, a 65-year-old African-American orderly wearing an honorary uniform, they yelled racial epithets and struck him in the face with a stone.

The April 18 attack on the First Defenders, though brutal and frightening, was merely a prelude to the violence that followed in Baltimore the next day. On Friday, April 19, 1,700 men of the 6th MVM Regiment and 27th Pennsylvania Regiment (the Washington Brigade) attempted to cross from President Street station to Camden Street station along Pratt Street. After nine cars were successfully towed to Camden Street, the mob blocked the tenth car and destroyed the track. The men at President Street were forced to march through thousands of hostile protesters. After one soldier was struck with a stone and beaten to death, gunfire erupted from both sides. The confrontation resulted in the deaths of four soldiers and twelve civilians, as well as 36 injured troops and countless more bloodied civilians.

The 6th MVM and 27th Pennsylvania regiments arrived in Washington late that evening. News of the Baltimore riot quickly circulated and paralyzed the city with fear. It now seemed inevitable that hostile forces surrounding the capital were determined to invade.

That same evening, in the aftermath of the Pratt Street riot, Maryland Governor Thomas H. Hicks, Baltimore Mayor George W. Brown and Baltimore Police Marshal George P. Kane, approved a plan to destroy railroad tracks and sever telegraph lines, in an effort to cut off Washington from the North and to prevent U.S. troops from entering Maryland.

Marshal Kane actually led one of the two saboteur teams that left Baltimore during the early morning hours of April 20 to wreak havoc on the transportation and communication system. (Subsequently, in June 1861, Kane was arrested by U.S. authorities. After his release from a 14-month prison term, he joined the Confederate cause. None of that seemed to matter when he was elected mayor of Baltimore in 1877.)

The destruction of rail and telegraph lines in Maryland caused a severe disruption in communication. No post office mail was carried to or from Washington from April 20 until the evening of April 25, when a mail bag arrived from Annapolis. This meant that the seat of government was unable to send or receive news, except by courier, for nearly six days.

### **The 7th Regiment's journey to Washington**

New York State maintained the nation's largest organized state militia. In January 1861 the total number of officers and men was 19,189. When the call went out for troops, the New York State legislature was in session. They created a State Military Board and, on April 16, passed "An Act to Authorize the Embodying and Equipment of a Volunteer Militia and to Provide for the Public Defense."

Within days of Lincoln's April 15 proclamation two regiments of New York State Militia were ready to head south to protect the nation's capital. These were the 5th and 7th New York State Militia Regiments, popularly known as the National Guards. The 5th Regiment was composed entirely of German immigrants or citizens of German descent. Members of the long-established 7th Regiment generally came from wealthier, native-born New York families, giving rise to the nickname, the "Silk Stocking" regiment. The existing New York militia regiments were numbered 1st, 2nd, 3rd and so on. The volunteer New York regiments created during the Civil War were also numbered in sequence, starting with the 1st and eventually reaching the 194th. This duplicative numbering can be confusing. The earlier militia regiments will be identified in this article as NYSM (New York State Militia) and the wartime volunteer regiments as NYV (New York Volunteers).

Under the command of Colonel Marshall Lefferts, the 7th Regiment departed New York City on April 19, the same day the Massachusetts and Pennsylvania regiments were attacked in Baltimore. There was great patriotic fanfare surrounding the 7th's mobilization, with local merchants donating money for supplies and the public cheering the columns of



**Figure 1. Patriotic fever: Oil painting by Thomas Nast, depicting the 7th Regiment of the New York State Militia (NYSM) marching down Broadway on April 19, 1861, the day they departed for Washington, D.C. (Photo courtesy of New York State Military Museum).**

sharply-attired soldiers marching down Broadway to meet the ferry bound for Jersey City. Figure 1 shows an oil painting of this event, sketched by famed cartoonist Thomas Nast on the day it took place. After the war Nast expanded his sketch into the oil painting reproduced here, shown courtesy of the New York State Military Museum

At Jersey City the 7th Regiment boarded the southbound train to Philadelphia, which arrived at 2 a.m. on Saturday, April 20. In Philadelphia they encountered troops from the 8th MVM, who had arrived a few hours earlier.

The threat to soldiers posed by secessionists in Baltimore forced the militia commanders to delay their regiments' departure from Philadelphia and to seek other routes to the capital. While they tried to decide on a plan, General Benjamin F. Butler of the 8th MVM and Colonel Lefferts of the 7th NYSM clashed over a difference of opinion, which digressed into an argument over rank and authority. As a result, General Butler and Colonel Lefferts chose to lead their men on separate courses. The map in Figure 2 shows the different routes taken by the 8th MVM and 7th NYSM. The 7th's route (in red) is labeled with dates and times gleaned from letters and official reports.

On Saturday, April 20, at 3 p.m., General Butler and the 8th MVM boarded a train for Perryville, Maryland. From there they traveled on the steamer *Maryland* across Chesapeake Bay to Annapolis, reaching the harbor by midnight. But before they could make landfall the sight of signal flares and activity along the shoreline caused Butler to abort a landing attempt for fear of ambush. In the shallows the *Maryland* became lodged in a mud bank, and the men on board were unable to disembark until April 22.

On Saturday, the day the 8th MVM departed Philadelphia by train, Colonel Lefferts and his men boarded the steamer *Boston*, which left around 5 p.m. They intended to navigate directly to Washington, but after reaching the mouth of the Potomac, Colonel Lefferts chose not to proceed up river, because there was no naval escort to protect them against



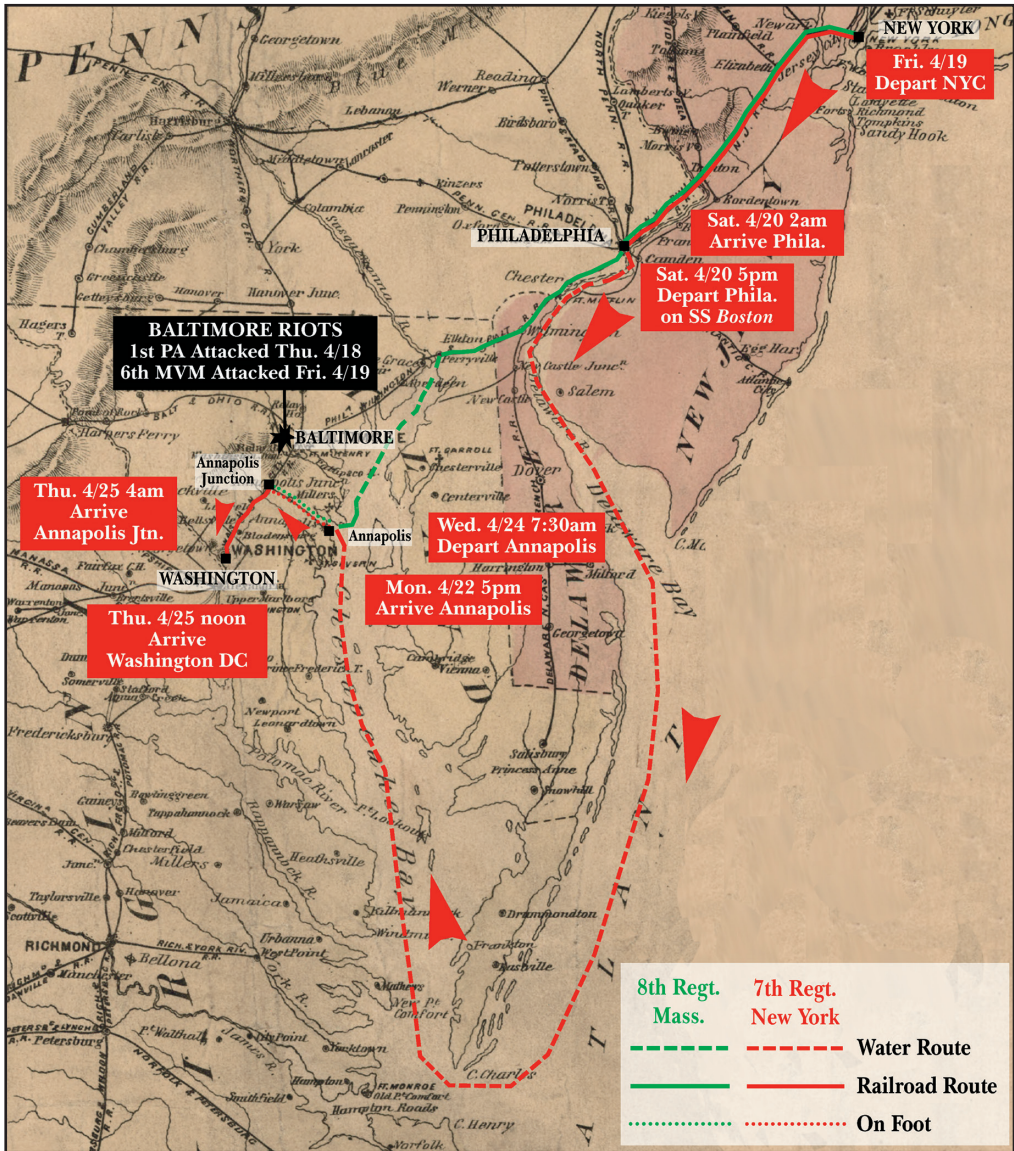


Figure 2. Map showing the routes taken by the 7th Regiment NYSM (in red) and the 8th Massachusetts Volunteer Militia (in green) from New York to Washington, circumventing Baltimore. The boxes in red provide key departure and arrival information for the 7th Regiment trip, important to understanding the covers.

possible attacks. Instead, the *Boston* steamed up Chesapeake Bay to Annapolis, arriving Monday morning, April 22. There the 7th found the men of the 8th MVM still on the decks of the mud-bound *Maryland*. The day was spent dislodging the vessel, and by 5 p.m. April 22 the soldiers of the 8th MVM and 7th NYSM were on shore at Annapolis.

Without a secure route to Washington, the soldiers waited, and the two commanders, Butler and Lefferts, began arguing again. On April 23 the troops at Annapolis were joined by the NYSM 6th, 12th and 71st Regiments, which had left New York on April 21 on board the steamers *Columbia*, *Baltic* and *R. R. Cuyler*; respectively.

On Tuesday morning, April 23, General Winfield Scott sent a military courier to Annapolis with orders for the regiments to proceed immediately to Washington. This urgent

order broke the impasse between Butler and Lefferts, and they quickly implemented a plan to march to Annapolis Junction. At the same time, Colonel Stone in Washington was ordered to repair and secure the track between the capital and Annapolis Junction on the Baltimore and Ohio line (B&O).

The 8th MVM started out on April 23. First the troops secured the train station at Annapolis. Then they traveled along the tracks of the Annapolis and Elk Ridge Railroad toward Annapolis Junction, repairing the damaged rail and bridge crossings along the way.

At 4 a.m. on Wednesday, April 24, two companies of the 7th NYSM—about 250 men—formed an advance guard and proceeded toward Annapolis Junction. At 7:30 a.m. the rest of the 7th left camp and marched all day in sweltering heat. After catching up with the advance guard and the 8th MVM, the main body of the 7th NYSM reached Annapolis Junction at 4 a.m. on Thursday, April 25. The 8th MVM stayed behind to continue repairing and guarding the rail line.

After a brief rest, the 7th NYSM boarded a train to Washington, using the B&O line that Colonel Stone's men had secured. The trip normally took less than an hour, but the train carrying the 7th had to stop to repair telegraph lines along the way. Colonel Lefferts and the 7th arrived in the capital around noon on April 25. Unshaven, exhausted and hungry, they paraded along Pennsylvania Avenue for a review by President Lincoln. The siege was over.

On April 26 the 7th NYSM was mustered into U.S. Army service, and troops from the north continued flowing into the capital. Various government buildings were used as quarters. The 7th NYSM and the 6th MVM encamped in the Representatives chamber of the U.S. Capitol. The 25th NYSM occupied the Casparis House, which was later converted to an army hospital. The 71st NYSM guarded the Washington Navy Yard, and the 12th NYSM occupied the Assembly Rooms.

Major General Charles W. Sandford arrived in Washington on May 21 and was given command of all New York State militia forces. On May 23 and 24 Sandford was ordered by Scott to begin the occupation of Alexandria and to guard the southern and western approaches to Washington. As discussed more extensively below, it was during this Alexandria operation that Colonel Elmer E. Ellsworth was killed.

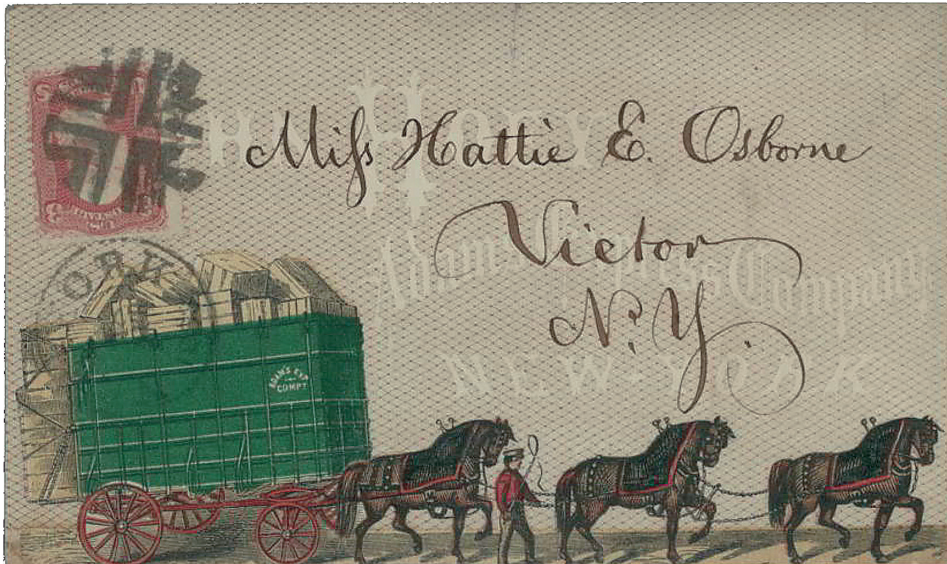
Since members of the 7th NYSM had been among the first to respond to the call of duty, and many had left their business affairs unattended, they were given a special exemption from the standard three-month term of service and allowed to muster out after 30 days on June 3. Many of the original 7th Regiment joined regular U.S. Army volunteers after their original terms expired.

### **Adams Express “Free for the Regiment” service**

The New York State Militia was among the first to go south, and one can imagine the uncertainty created by the new circumstances for correspondents. How should a letter or package be addressed? Could the mails be carried along disrupted routes? Who would receive the mail and distribute it to the soldiers—the post office or military authorities? If the troops moved, would mail service follow them?

The first individuals to announce a plan to handle mail and packages were two New Yorkers named Hoey and Winchester. Both of their names appear in the first notice of the Adams free regimental express.

John Hoey would work for the Adams Express Company for 40 years. Ultimately he would serve as the firm's president from 1888 until he was forced out in 1891 over charges of corporate misconduct. In 1861 Hoey was the superintendent of the Adams office in New York City. The colorful Civil War period advertising cover shown in Figure 3 depicts an express wagon loaded with packages, a three-horse team and a teamster carrying a whip. In large letters set against the light gray background the envelope reads “John Hoey, Adams Express Company, New York.”



**Figure 3. Advertising cover promoting Hoey's New York office of Adams Express.**

The 7th NYSM's quartermaster was Colonel Locke W. Winchester (shown in Figure 4), who was also active in the express business for many years, having started working for Harnden in 1842 at the age of 18. In his long career he was a partner in different express companies, managed Harnden's New York office, and later served as treasurer and president of the National Express Company. The Harnden firm was absorbed by Adams before the war, so Winchester might have been connected to Adams in 1861.

Colonel Winchester's experience in the express business qualified him to be the 7th NYSM's quartermaster. It is safe to assume that before the war he and Hoey had worked together. They were responsible for organizing the free regimental express, and it was Winchester who first notified the public of the service.

The following notice was published in the *New York Commercial Advertiser* dated April 19, 1861 (page 6, column 3 under "First Edition. Two O'Clock", but with news dates through April 20) [italics added]:

We are requested by Quartermaster Winchester, of the National Guards, to say that packages, or *letters in government stamped envelopes* addressed to the members of the Seventh regiment, while on duty in Washington, will be received by Mr. Hoey, Superintendent of Adams Express Company, and forwarded free of charge. They should be addressed, *care of Quartermaster Winchester*, and delivered at the office of Adams Express Company previous to 4½ P.M.

The same notice appeared on the front page of the April 20 *New York Times*, an unusually prominent position for news about a mail service. The *New York Times* article was described by Hahn as the earliest report of Adams' free regimental express service. Apparently he was unaware of the notice in the April 19-20 *Commercial Advertiser*.

The timing and source of the announcements suggest that the free regimental service and its logistics were planned by Winchester and Hoey days in advance of the 7th Regiment's departure, to ensure an uninterrupted line of communi-



**Figure 4. Col. L. W. Winchester, quartermaster of the 7th NYSM and a likely Adams employee in 1861.**

cation with the troops. If that is correct, it means the concept was not created in response to news of the Baltimore riots on April 18 and April 19, nor in response to the disruption of railroad and postal service on April 20, as other writers have suggested. More likely, the destruction of the rail lines around Baltimore disrupted Adams's operation as much as it did the government mails. Further, dated covers show that mail was carried free by Adams into the middle of June, weeks after the mail routes were restored. If the free express idea was not originally conceived as an emergency stop-gap measure, then what motivated it?

Adams started carrying express mail between the North and South months before the free regimental express was introduced. Examples of Adams Express covers between seceded states and the North are dated as early as February 1861 and appear with more frequency in April 1861, reflecting public demand for secure lines of communication.

Hoey's willingness to carry mail and packages free of charge probably had an element of public relations value. The service certainly generated good will with affluent and influential New York families. Other companies followed his lead and in early May started offering free express service to and from soldiers. Hoey was probably also trying to curry favor with the government to obtain lucrative transportation business. Adams ultimately did receive a contract to transport supplies for the army and to be the exclusive express provider for soldiers' packages.

Colonel Winchester's duties as quartermaster required him to ensure that supply lines were maintained. He might have persuaded Adams to provide the free letter and package express service by waving the carrot of future express business in front of Hoey. Or perhaps Winchester had a financial stake in the Adams business, and the free service made it easier to recommend Adams for the army contract.

When the free express service was planned and announced, Hoey and Winchester must have expected that the rail lines through Baltimore would be remain open. They also had no reason to doubt that the 7th Regiment would reach the capital in a couple of days. The disruption of rail service through Baltimore and the delay experienced by the troops must have surprised both Hoey and Winchester, and forced them to improvise.

The newspapers contain several reports of messengers carrying mail to and from the regiments and other correspondents in and around the capital. The *Herald* and *Courier & Enquirer* of April 25 reported the return of Police Detectives King and Slowey, who had traveled south with the 7th Regiment, with letters from the soldiers while encamped at Annapolis. Based on these and similar reports, it appears that Adams was able to use special impromptu messengers to get mail to and from the 7th Regiment from April 20 to April 25 (and possibly later).

After U.S. forces secured the railway between the capital and Annapolis on April 25, a communication and supply route was opened, and the mail was carried by this special route (still avoiding Baltimore). South to north, the three sections were: Washington-Annapolis, on the B&O and Annapolis and Elk Ridge Railroad; Annapolis-Perryville (Md.), by water across Chesapeake Bay; and, Perryville-Philadelphia-New York, by train. This route was used until the B&O railroad line through Baltimore was restored on May 13.

Evidently the Adams free regimental express was popular, because on May 10 another notice from Winchester was published in the *Commercial Advertiser*, asking the public to stop sending packages of goods through Hoey, because the quartermaster's office had no more capacity to store them (letters and articles of clothing would still be accepted).

### **“Free for the Regiment” markings**

A special four-line marking was struck in shades of greenish blue on covers carried free by Adams to and from the regiments. It comes in two basic versions, distinguished by the wording, and one additional minor typesetting variety. The three types are shown in Figures 5A, 5B and 5C. The hand-held device used was probably a utility marker with loose



Figures 5A, 5B and 5C. The three different versions of the “Free for the regiment” handstamp. The “For the 7th Regiment” marking comes with and without a period after “Hoey” (5A and 5B). The “For the Regiment” version (5C) is the 5B device with “7th” removed and “Regiment” shifted to the left.

type set in multiple lines, similar to a printer’s typesetting stick. The author is convinced only one device was used.

The first version, shown in Figure 5A, reads “FREE./For the 7th Regiment/ADAMS EXPRESS CO./Per HOEY.” with the “7th” regiment specified and a period after Hoey’s name. This variety with period was modified when the period was removed or dropped off, creating the marking shown in Figure 5B. Sometime between April 30 and May 2, the same handstamp was further modified by removing the “7th” to make the second line read “For the Regiment” (Figure 5C), reflecting the fact that mail would be carried for regiments other than the 7th NYSM, such as the 5th, 6th and 71st NYSM, 8th NYV and others in the area.

In the author’s census there are 14 covers with the four-line marking. Six covers have the “For the 7th Regiment” handstamp (two with the period after “Hoey”). An example is shown in Figure 6. Eight have the “For the Regiment” marking, including the cover shown in Figure 7.

The range of dates for the “Free” markings is extremely short. The “For the 7th Regiment” handstamp was applied from April 26 to April 30. The “For the Regiment” handstamp was applied from May 2 to May 8. These dates are based on dated covers and/or letters in the author’s census, but some of the covers do not have dates. Southbound covers are assumed to have been handstamped on the day the letter was written. The northbound

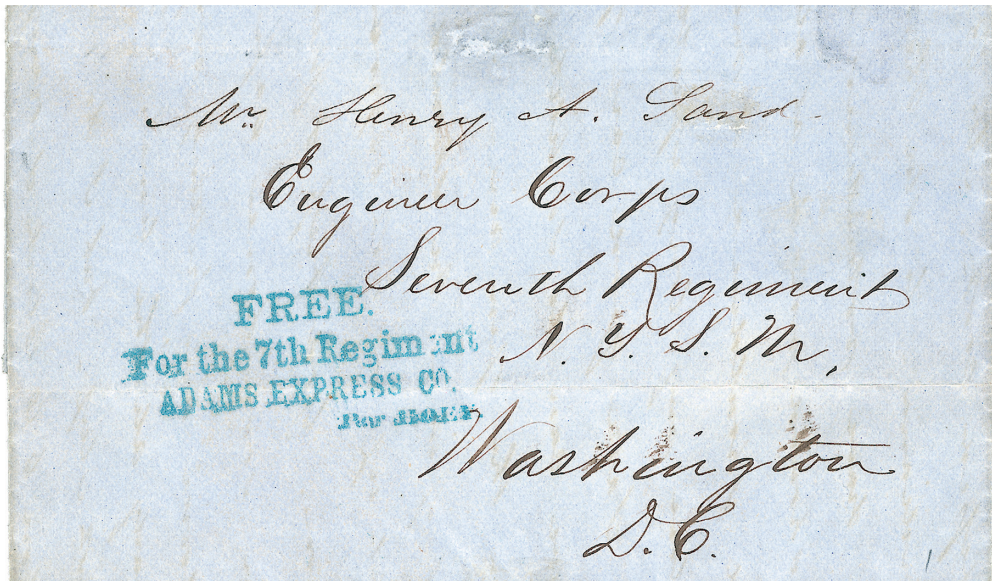
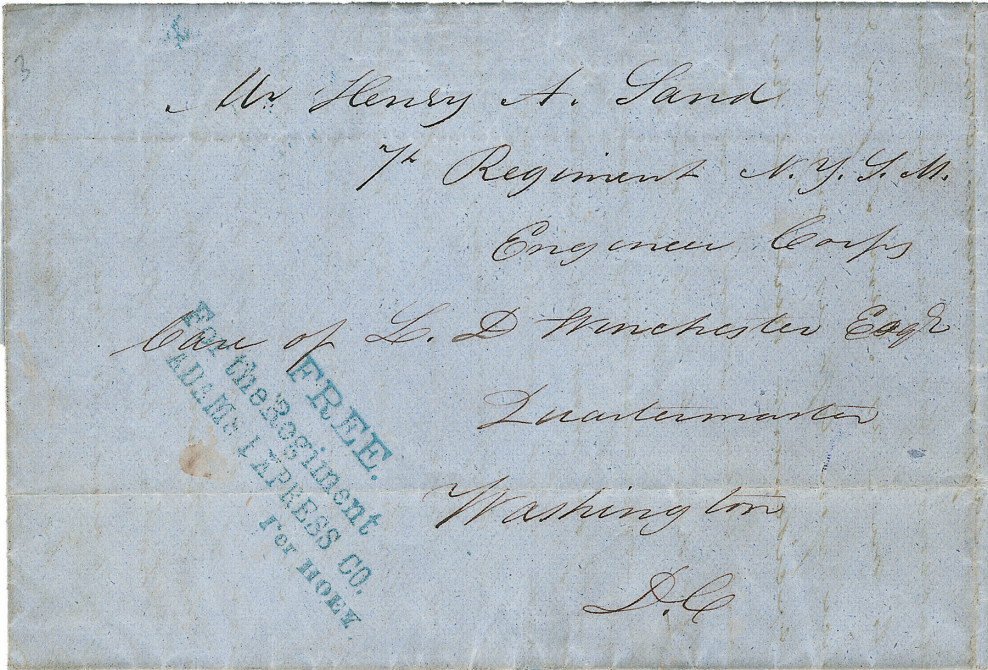


Figure 6. April 26, 1861 letter from Isabella Sand to her son, Captain Henry A. Sand, with the four-line “FREE/For the 7th Regiment/ADAMS EXPRESS CO./Per HOEY.” (the 5A marking with a period after Hoey’s name). This is the earliest recorded use of the marking on a southbound letter.



**Figure 7. May 2, 1861 letter from Isabella Sand to her son, struck with the four-line Adams handstamp (5C type, “For the Regiment”). The letter within mentions that “Adams Express advertises to take parcels & letters for the Seventh—free of charge.”**

covers were handstamped after Adams received them in New York. It is unlikely that the markings were used more than a day or two outside of the ranges indicated.

Only three “For the 7th Regiment” or “For the Regiment” covers originated in Washington and were carried north; on these the markings were applied on arrival in New York. The other 11 covers are southbound covers originating in New York City or Brooklyn. Seven southbound letters are addressed to Captain Henry A. Sand, a member of the 7th Regiment, from his mother and brother in Brooklyn. Without the Sand correspondence, a number of which first appeared in a Vahan Mozian sale in September 1956, there would be far fewer examples of these rare markings.

The letter dated April 26, of which the address panel is presented in Figure 6, shows the Figure 5A marking (with period after “Hoey”) and is probably the earliest of the recorded southbound examples of these special Adams markings (the other example with the period after “Hoey” is undated). The letter within was written by Isabella Sand to her son, Henry, and she provides some interesting and useful information:

Since you left there has been no direct communication to Washington & the people here are furious & have had a meeting on the subject & say they will submit to no temporising on the subject – that the way must be opened through Baltimore to Washington & if the President do not order it – they will assemble an army on their own responsibility & march through.... There are companies of Zouaves – many of them desperate fellows who are used to fighting – who glory in the idea of punishing the Plug Uglies – they are much better antagonists for such wretches – than the gallant 7th.... Capt. Wilson’s Zouaves they say are composed of prize fighters, thieves & all kinds of ruffians. They say one of them remarked that when they left, there would only [be] three rogues left in the city & one of them was [Democratic Mayor] Fernando Wood.

The recipient of this letter, Henry Augustus Sand, shown in Figure 8, was born in 1836 to the affluent von Sand family of German descent. He served as a private in Company K, 7th Regiment NYSM, and was commissioned on March 12, 1862, as a captain in Com-



**Figure 8. Capt. Henry Sand, whose correspondence is the source of many of the markings discussed here.**

panies D and A, 103rd NYV Infantry. Captain Sand was mortally wounded at the Battle of Antietam on September 17, 1862. When the color bearer of his regiment fell, Sand seized the flag and rallied the men to attack. A cannonball struck him in the thigh and he died in an army hospital on October 30, 1862. After his death the colonel of his regiment wrote a letter to Captain Sand's family with this tribute: "With the battle of Antietam will live his name, an ornament to the Army and to his country and a just source of pride to his family, to his friends and to his regiment for whom he has labored and sacrificed in this righteous cause, his life and his blood."

The northbound cover in Figure 9, franked with a 3¢ 1857 stamp, bears a manuscript date "April 22nd, 1861" in pen. This date probably refers to the day the letter was written (the letter is no longer with the cover). If the author's analysis is correct, the cover originated from a 7th Regiment soldier on board the *Boston* or encamped at Annapolis. The soldiers arrived in Annapolis Harbor in the morning of April 22, but did not disembark until that evening. The envelope is addressed in pencil; pencil was typically used on trains or vessels to avoid the possibility of spilling ink.

Once the cover in Figure 9 reached the Adams office in New York, the "Free for the 7th Regiment" marking (without period after "Hoey") was applied, and the letter was delivered to the post office. In 1861 the street address, 410 Broadway, was the location of the Apollo Hotel and various businesses. The addressee, John P. Lawrence, was probably a guest at the hotel, which would explain why the sender did not address it for general delivery at the post office.



**Figure 9. Northbound "Free for the 7th Regiment" cover (marking type 5B) addressed in pencil and dated April 22, 1861. This was written by a soldier while en route to Washington. It was handstamped by the Adams New York office and apparently handed to the post office for delivery to the 410 Broadway address, location of the Apollo Hotel.**

The earliest strikes of the “For the 7th Regiment” marking have a period after “Hoey.” The period was present on April 26, as evidenced by the southbound cover in Figure 6. The marking on the northbound cover in Figure 9 does not have a period. Therefore, it probably reached the Adams New York office after April 26 (after the period dropped out). As previously noted, the New York papers reported the arrival of two detectives on April 25 with mail from the 7th Regiment at Annapolis. The cover in Figure 9 might have been in that mail, which took a couple of days to process.

The 3¢ 1857 stamp is just barely tied by a New York City post office grid cancel. Assuming the stamp belongs, it is a rare example of postage on an Adams regimental express cover. The April 20 notice clearly states that letters were to be sent in government stamped envelopes, conforming to the postal laws requiring U.S. postage on all mailable matter, including privately carried letters. However, the majority of recorded covers do not have U.S. postage, which suggests that the postage prepayment requirement was generally ignored. Since none of the recorded unpaid covers have due markings, it seems that Adams and the quartermaster’s office were tolerant of this breach of postal regulations. Hahn speculated that the U.S. postage requirement might not have applied, because the express had military status.

Knapp reported an April 20 northbound cover from Philadelphia, which has not been seen by this author. If Knapp was correct, then there is one more cover than the author’s census shows, and it is the earliest recorded date. If Knapp erred in his report, then the earliest southbound cover is clearly dated April 26 (Figure 6), and the earliest northbound cover has an April 22 docketing date, but was probably received by Adams in New York after April 26.

#### **Other Adams markings on free regimental mail in May-June 1861**

The latest recorded example of the “Free for the Regiment” marking is a letter dated May 8. Following that is a cover to a member of the 7th Regiment NYSM in Washington D.C. with the “ADAMS EXPRESS CO. N-Y” double-circle and the date “May 10 1861” inserted in manuscript. This is the cover shown in Figure 10, addressed to a member of the 7th Regiment in Washington, D.C.



**Figure 10. “Adams Express Co. N-Y” double-circle handstamp (Type I with “Co.”) and manuscript “May 10, 1861” on cover to a member of 7th Regiment in Washington.**





**Figure 11. Colonel Ellsworth memorial cover free franked by U.S. Congressman C. H. Van Wyck and carried by Adams Express to New York City, where it entered the mails for Exeter, New Hampshire. Notation at right indicates this was sent by Freeman Conner, a member of the 44th New York Volunteers, known as “Ellsworth’s Avengers.”**

The double-circle marking on the cover in Figure 10 is one of two types of the double-circle handstamp used on mail handled by Adams New York office during the early months of the Civil War. Type I reads “Co.,” and Type II reads “Company.” This marking was not created especially for the “Free” service. The earliest recorded use is February 21, 1861 (Walske-Trepel *Special Routes*).

At a certain point Adams must have stopped using the “Free for the Regiment” handstamp and started marking the free regimental mail in the same way they marked other express mail during this period. If an Adams cover dated in May-June 1861 is addressed to a member of the regiments protecting the capital, one can assume it was handled free of charge, even though the cover is not marked “Free.”

The author records nine covers with the Adams New York double-circle handstamp on mail to or from regiments in and around Washington. Eight are southbound (one in combination with the Adams Boston datestamp), and one is northbound.

The northbound cover shown in Figure 11 is free franked by U.S. Congressman C. H. Van Wyck. The congressional practice of franking envelopes for the troops was widespread at the beginning of the war. This is a patriotic envelope memorializing Colonel Elmer E. Ellsworth of the 11th NYV—the famous “Fire Zouaves.” On May 24, 1861, on the Alexandria operation described earlier, Colonel Ellsworth was fatally shot while attempting to remove a Confederate flag flying over an Alexandria hotel. Ellsworth had clerked for Abraham Lincoln in Illinois, campaigned for him and accompanied him to Washington. While not the first casualty, Ellsworth became the first celebrated martyr for the Union cause. The death of President Lincoln’s beloved assistant shocked the nation and inspired the rallying cry “Remember Ellsworth!”

The cover in Figure 11 was sent by Freeman Conner, a member of the 44th New York Volunteer regiment, known as “Ellsworth’s Avengers.” It is addressed to Exeter, New Hampshire, and entered the post office at New York, where it was handstamped with the red New York “Free” in circle (June 1861 month without day). The Adams Express double-circle handstamp is the Type II version, with “Company” spelled out.

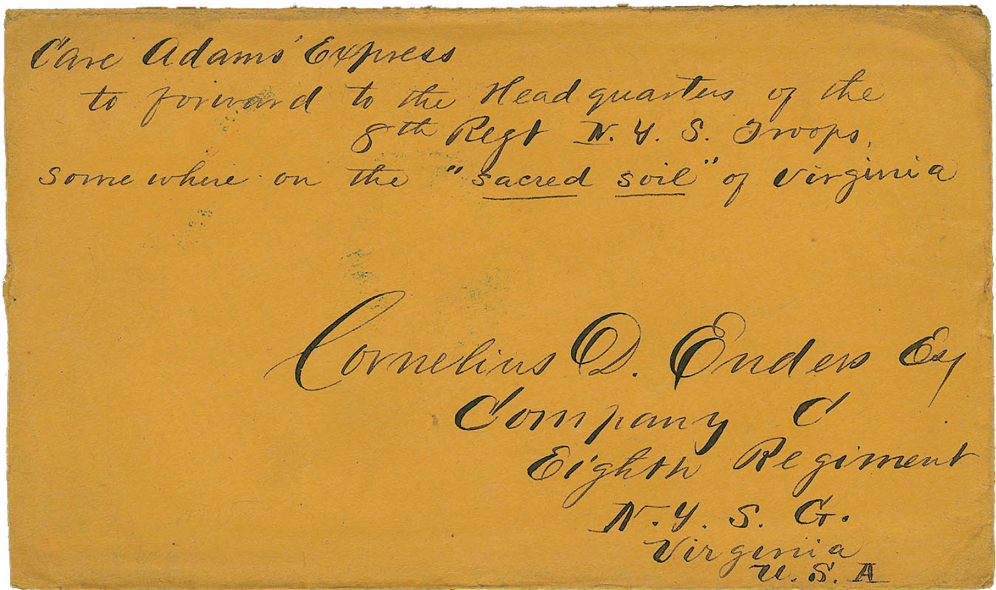


Figure 12. Cover containing a letter dated May 29, 1861, sent by Adams Express to a member of the 8th Regiment NYSM, “somewhere on the ‘sacred soil’ of Virginia.” An Adams backstamp is similar to the double-circle marking on the cover in Figure 10.



Figure 13. Patriotic cover addressed to member of 5th Regiment, Massachusetts Volunteer Militia, in Washington D.C., apparently carried free, with Adams Boston office datestamp dated June 5 (1861).

The southbound cover in Figure 12 is backstamped with the Type I “ADAMS EXPRESS CO. N-Y” double-circle handstamp (undated). It contains a letter datelined at New York on May 29, 1861, after troops in Washington began moving into the surrounding area in Virginia. Written from Adrian H. Vassar to his “brother” Cornelius D. Enders, the letter comments on all the military activity and mentions the expected return of the 7th

Regiment NYSM. The envelope itself has an unusual address: “Care Adams’ Express, to forward to the Headquarters of the 8th Regt N.Y.S. Troops, somewhere on the ‘sacred soil’ of Virginia.” The cover was sent without U.S. postage, evidence that Adams Express and the military authorities continued to disregard the postage prepayment requirement on mail to the troops.

The cover in Figure 13 was handled by the Adams Express office in Boston, which evidently offered free service as in New York. This patriotic envelope is addressed to a member of the 5th MVM in Washington D.C. and bears a clear strike of “THE ADAMS EXPRESS CO. BOSTON JUN 5” [1861] circular datestamp. The Adams Boston datestamp is recorded on later across-the-lines covers, but only five covers in the author’s census are addressed to defenders of the capital. The dates are May 13, June 5, June 10 and June 15 (two). None of these covers have postage or express charges indicated. There is also a northbound cover with the “For the Regiment” four-line handstamp addressed to Boston, which might have been sent by a member of the MVM.

### ***The Leader* special messenger**

A New York City newspaper, *The Leader*, was closely affiliated with members of the 11th New York Volunteer Regiment, the first of the so-called “Fire Zouaves,” raised from the city’s firefighting companies and led by Colonel Elmer E. Ellsworth. Wearing colorful uniforms inspired by the Algerian army Zouaves, the Fire Zouaves were among the first regiments called up to protect the capital, and they fought in the First Battle of Bull Run in July 1861.

*The Leader* advertised a special service to and from the 11th Regiment NYV, as described in the following notice:

**The subjoined letters from members of the Fire Brigade now in Washington, were received by us through special messenger last evening. Parties to whom they are addressed will call at THE LEADER office, 11 Frankfort street, and receive the same. There is a large mail on board the *Baltic* that will probably be received at this office during the coming week. We shall publish weekly a list of letters received by us. Wm. McArthur, 335 Broadway.**

Based on this and information gleaned from other newspaper reports, it seems likely that *The Leader* used Adams Express to forward mail and newspapers to and from the Fire Zouaves.

The cover in Figure 14 is the only recorded example of mail handled by *The Leader* newspaper. It is an undated cover addressed to Captain Andrew Purtell, Company K, Ellsworth’s Zouaves, Washington D.C. Although undated, the “Remember Ellsworth!” patriotic design indicates use in early June 1861. The oval handstamp on the back, shown inset

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**Figure 14. Ellsworth patriotic cover addressed to a member of the 11th Regiment NYV and carried by a special express operated by *The Leader* newspaper in New York City. Inset at upper right is the “LEADER OFFICE” backstamp from this cover.**

at upper right in Figure 14, reads “FORWARDED/FROM/LEADER OFFICE/11 FRANKFORT ST./NEW-YORK.” Captain Purtell was a fireman with the Columbian Engine Company 14, located at Church and Vesey Streets. He was mustered out of service in June 1862.

### Adams Express continues

The *New York Herald* of June 2, 1861, published an announcement that Adams Express was exclusively authorized by the Secretary of War to operate a daily “Army Express” to Fortress Monroe and Old Point Comfort. The entire notice reads:

Adams' Express have, by consent of the Secretary of War, established a daily Army Express to Fortress Monroe and Old Point Comfort. Letters and newspapers are carried free, and delivered to the quartermasters of the different regiments. Those of our citizens having friends in the army, stationed at Washington, Alexandria, Arlington Heights, &c., can send parcels daily by the express, with the certainty of having them delivered inside of twenty-four hours. It is important to mark on each package, letter, &c., the company and regiment.

This notice clearly states that Adams Express would carry letters to soldiers free of charge. Later reports state that the Adams office at Fortress Monroe was run by J. D. Sanborn. The U.S. Army Special Orders No. 64 dated June 21, 1861, specified that Adams Express was the only company authorized to convey packages to Fortress Monroe. This exclusive arrangement must have proved lucrative for Adams.

Based on surviving covers, it seems that the “free” Adams Express service vanished as the war continued. Examples of Adams Express covers from 1862 through the end of the war usually show an express charge (two bits, or 25¢) and a notation indicating that money was enclosed. These charges appear in contradiction to notices stating that Adams would transport soldiers’ packages free of charge, except for “a slight charge only... to cover cost of delivery to the Quartermasters of the regiments” (*New York Tribune*, April 17, 1862).

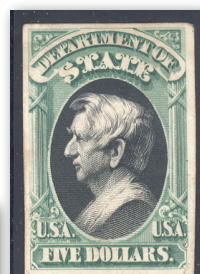
Just how altruistic Hoey and Adams were during the war may never be known. Nonetheless, they performed an essential early service in carrying mail and packages between soldiers and their correspondents back home. A fulsome war-time tribute to Adams and Hoey was published in the February 1, 1862, edition of *Frank Leslie's Illustrated News*

per: “ADAMS EXPRESS—It is very pleasant when we can combine an act of duty with one of personal gratitude, and this double pleasure we have in adding our testimony to the public verdict as to the admirable manner in which Adams Express performs its multifarious and mammoth task of keeping up the communication between the household and the camp. Thousands will cherish to their dying day the grateful recollection of the liberal manner in which the proprietors of the great machinery came forward, to open a constant communication between the family circle and the absent ones, who sever for a time their domestic ties to save their native land. Mr. John Hoey, as usual, is the *primum mobile* of the Express, combining the courteous with the business-like dispatch so important in the commercial world.”

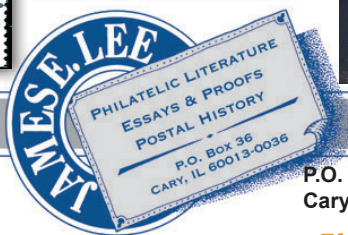
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 Figure 2 (Background Map Image): Louis Prang & Co., Boston, 1861, Library of Congress Geography and Map Division, digital ID: g3851a cw0016000, website: <http://hdl.loc.gov/loc.gmd/g3851a.cw0016000> (last viewed 7-10-2014). ■

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## ESSAYS AND PROOFS

JAMES E. LEE, EDITOR

### DISCOVERY: UNLISTED DIE STATE FOR 3¢ 1869 SMALL-NUMERAL ESSAY

SAM McNIEL

In 1868, in response to a call for bids from the Postmaster General, the National Bank Note Company started work on a new issue of postage stamps. The first essay series for what would eventually become the 1869 stamps was created with numerals smaller than would finally appear on the issued stamps. The 3¢ die was crafted by a team composed of a designer (James Macdonough), a vignette engraver (Christian W. Rose) and a frame-and-letter engraver (George W. Thurber).

For the small-numeral essay for 3¢ 1869 stamp, proofs showing four progressive die states are listed in the Scott *Specialized Catalogue of United States Stamps and Covers*. The Scott numbers are 114-E3, 114-E4, 114-E5 and 114E-6. Each state shows many small changes, in both the vignette and frame, from its predecessor. Strangely enough, the final completed die (114E-6) included a major rework of the frame, both top and bottom, with further small changes in the vignette.

The subject of this article, a proof showing a newly discovered die state, is illustrated in Figure 1. As these notes will make clear, this proof falls between the first two die states currently listed and described in the catalog as 114-E3 and 114-E4.

I have never viewed, up close and in person, an impression of the first state of this die, which Scott lists as 114-E3. The best image I have seen is the one shown in *Essays for U.S. Adhesive Postage Stamps* by Clarence Brazer. This same image is presented, less clearly, in the Scott specialized catalog. Both Scott and Brazer describe the same object, a cut-down proof, 30x30 millimeters square, printed in black on ivory paper, “larger motive above and below POSTAGE erased,” and with no shading lines in the numeral shield at bottom.



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**Figure 1. New discovery: A previously unknown die state for the 1868 small-numeral essay that would become the 3¢ 1869 stamp. This is a die proof on india paper, printed in black as is typical of die proofs pulled for inspection during the engraving process. Most likely it was originally created as a large die proof on cardboard backing.**

Brazer's use of the word "motive" (which Scott repeats) is baffling. It apparently refers to the trapezoidal design elements at top and bottom center of the "POSTAGE" tablet. In the Brazer illustration, these trapezoidal elements are clearly larger than on the subsequent dies, and it appears they have been marked (on the proof itself) with pencil or some other instrument. It seems likely this example, which is the source of the listing for 114-E3 and has not been seen by the current generation of collectors and researchers, is unique.

If you examine Figure 1, which greatly enlarges a stamp-sized die imprint on india paper, you will find that it has the identifying characteristics listed for the second die state in both Brazer and Scott. The "POSTAGE" tablet has taken its final shape and the numeral shield has vertical shading lines.

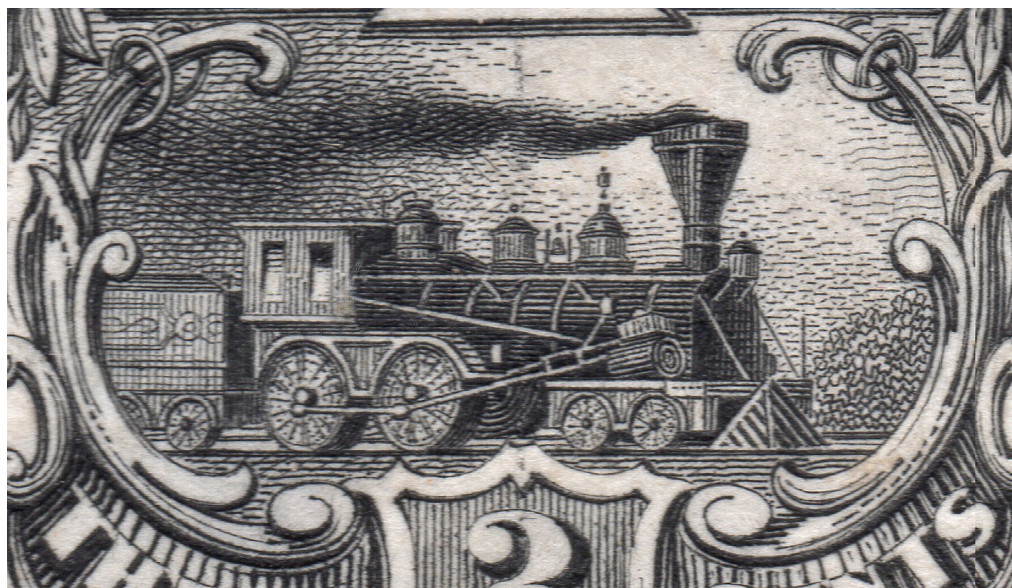
However, there are some differences. Figure 2 shows an example of Scott 114-E4, printed on india paper in orange red. Close examination reveals that this imprint contains



**Figure 2. Small-numeral 3¢ die proof in orange red on india paper. This die state, proofs of which are known in a variety of colors, is listed in the Scott specialized catalog as 114-E4. The central design contains many engraved elements that are not present in the proof shown in Figure 1. See Figure 3 (following page) for details.**

engraved elements that are lacking in the Figure 1 imprint. Thus, Figure 1 must represent an earlier (and unlisted) state of the die.

To make these differences clear, Figure 3 shows enlargements of the central portions of both the proofs shown in Figures 1 and 2. Prominent features in the later (red-orange) state are: the addition of background engraving (small dashes) in the area above the smoke stack; the addition of shading just above the track, between the driven wheels and again between the locomotive and the coal car; and the addition of shading lines in the two scroll balls in the ornamentation flanking the numeral tablet (above the “E” in “THREE” and above the “C” in “CENTS”). There are other differences as well, better viewed than described. No question, the Figure 1 proof shows an earlier state of the die than the Figure 2 proof. The Scott listing should be updated appropriately.



**Figure 3. Comparing the vignette areas of the newly discovered die (black) and the listed 114-E4 die (red-orange). In the listed die, note the addition of background engraving (small dashes) above the smoke stack; additional shading above the track between the driven wheels and between the locomotive and the coal car; and additional shading lines in the two scroll balls flanking the shield-shaped tablet containing the numeral "3".**

Taken sequentially, the 3¢ small-numeral essays provide a nice illustration of how the die evolved and how the stamp engravers used progressive die proofs to monitor progress. The various die states point to a careful approach in the creation of this stamp, which must have taken time and money to complete. Perhaps extra care was devoted because this stamp was intended for the single rate of domestic postage and would have by far the largest production run and the greatest use. The changes revealed in Figure 3 do not alter the overall design, but they do have a purpose. They help provide detail and perspective, and they enhance the illusion of depth. All necessary elements in a great work of art. ■

## MORE ON EARLIEST USE OF 1869 STAMPS

STEPHEN ROSE

In the previous *Chronicle*, Stephen Tedesco presented important new evidence about the release date of the 1869 stamps. For a long time, it had been surmised that the 2¢ pictorials were made available to the public in New York City as early as March 20, 1869. But through deft examination of contemporary newspaper articles, Tedesco convincingly established that the actual release date was March 23, 1869. Issuance of a new postage series was an infrequent and newsworthy event back then, closely tracked by the local press, unlike the current era, in which the release of a new stamp almost every other week has jaded public sensibilities.

The prospective adjustment of the 1869 release date from 20 to 23 March is a good news/bad news story for me. I have a specialized collection of the 2¢ 1869 stamp, including two New York City covers from March 1869. One of them, the cover shown in Figure 1, was certified by the American Philatelic Society in 1998 as the “earliest documented cover, March 20, 1869.”

As the Figure 1 photo suggests, the cover itself is unprepossessing, even shabby. There is no smoking-gun indicator of a March 20, 1869 cancel date. Like most domestic



**Figure 1.** Cover said to have been posted on 20 March 1869 and certified as the earliest documented use of the 2¢ 1869 stamp. Dating on this cover was ambiguous at best. Evidence presented in *Chronicle* 243 showed that the March 20 date was not possible.

New York City covers of that era, it has no year date in the circular datestamp (CDS). The year of use is inferred by what appears to be a contemporary docketing note (“Mch. 19.69.”) in the lower left corner.

Also problematic is the marginal legibility of the CDS. The “RECEIVED” CDS on the left side is only half struck. The “P” and “O” at the nine o’clock and three o’clock positions are mostly legible, but the date itself is frustratingly vague. A “2” seems to be visible as the first numeral in the date, and there is a left semi-circle that could be either a “0” or a “6” as the second numeral. The partial CDS in the upper right corner that ties the stamp has two letters (“MA”) visible before being cut off at the edge. There is no relevant information on the back of the cover.

When the APS expertizing committee considered this cover in 1998, it was no doubt aware of the 1987 *Chronicle* article showing that the New York City postmaster had authorization from Washington to release some of the 1869 stamps as early as March 20. It appears that the APS committee combined this possibility with other circumstantial evidence to conclude that the cover was indeed mailed on March 20, the earliest possible date of use.

Mercer Bristow, the APS. Director of Expertizing, graciously provided the written conclusions of the three committee members who reviewed this cover. One cautiously noted that “Although the research is impressive, I prefer to withhold judgment....I admit this might be a real FDC.” Another opined: “I am satisfied that the documentation shows the cover to be a Mar 20, 1869 use....considered as earliest use.” The third agreed with the second member in part: “Not provable as FDC. Consider it the new EDC.” All in all, this is not the most ringing endorsement of the cover’s status, but it became part of Alan Berkun’s collection of early uses and passed back into the philatelic mainstream via a 2007 Matthew Bennett auction.

The USPCS website includes a compendium of information about early uses of classic U.S. stamps. In light of the new information provided by Tedesco in *Chronicle* 243, some entries for this compilation will need to be updated. One fact remains undisputed, however: The first 1869 stamp to be put into circulation was the 2¢ value. Assuming that the cover described above has been discredited, the next two documented covers in the 1869



**Figure 2.** After the dethronement of the Figure 1 cover, this is the contender for the earliest-documented-use title. This cover is postmarked March 26, with matching contents (shown in Figure 3) dated 1869. Two 2¢ 1869 covers are recorded posted on this date.

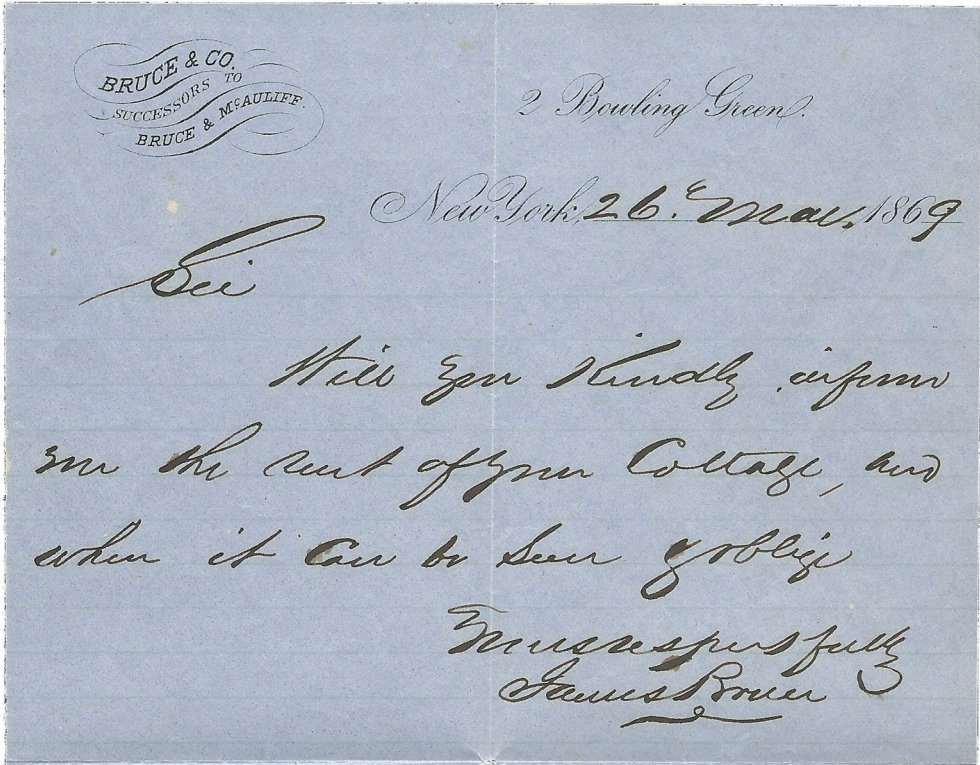


Figure 3. Partial contents of the Figure 2 cover, showing “26 Mar 1869” dateline.

timeline are both 2¢ covers, used locally in New York City on March 26, 1869. The New York postmaster had permission to release the new 1869 stamps only when existing stocks of stamps had been used up, one denomination at a time. As of March 27, only 2¢ stamps had been sold to the public. The earliest documented use of the 3¢ pictorial is March 27; for the 1¢, April 1; for the other 1869 denominations, April or May. Any use of 1869 stamps in March 1869 is scarce.

Figure 2 shows one of the two 2¢ March 26 covers, with a clearly struck MAR//26//11 15 AM cancel. The year date is established by the enclosure, shown in Figure 3, a letter on the same paper stock as the Figure 2 cover, written in the same script. As a clincher, the letterhead inscription on the enclosed stationery (BRUCE & CO.) matches an identical embossing on the rear flap of the envelope.

It seems odd that there are no surviving covers from the first three days of use (23-25 March, Tuesday-Thursday), but much of what rests in philatelic hands today is just the residual flotsam from an era that that did not give a whit about stamps on cover or earliest documented uses.

Thus, the good news is that I still have one of the 1869 earliest documented covers in my specialized collection, despite the de-throning of the would-be March 20 cover. This is the philatelic version of the king is dead, long live the king. ■

**NOTE FROM THE SECTION EDITOR**

*I am excited and honored to assume the stewardship of the Bank Note section. Although many of you have not heard of me—I have neither written articles nor exhibited—I am a long-time collector and student of the Bank Note stamps, and I bring a tremendous amount of energy and enthusiasm to my new post. Assisting me in this endeavor will be Matthew Kewriga, one of our pre-eminent Bank Note scholars. Matt has already provided invaluable assistance and it looks like we make a good team.*

*My goal is to stimulate interest, knowledge and scholarship in the Bank Note era and its artifacts. The Bank Note period, stretching over 20 years, is a fascinating span of postal history, encompassing numerous renegotiations of postal treaties (or lapses, in the case of France), the rise and fall of the fancy New York Foreign Mail cancellations, the disruptions of the Franco-Prussian war and the transition into the Universal Postal Union. In addition, I expect this section to explore the stamps as well, including the large and small Bank Note stamps and the Columbians, with the numerous paper varieties, grill types, secret marks and subtle color differences that characterize the post-1870 stamps that were created by the various private bank note companies.*

*And this is where you come in. I am looking for articles to help achieve this goal, both from experienced authors and from those who have not yet written for publication. If you are working on an exhibit or a research project, you are likely sitting on an article waiting to be put to paper. Even if you just have an idea for an article, please feel free to contact me.*

*The section under new management begins with an important discovery by one of our overseas members, Burkhard Krumm, who presents a new earliest known use for the 30¢ orange brown Bank Note stamp, besting the previous EKV by more than four months. Enjoy!—H.J.B.*

**30¢ ORANGE BROWN BANK NOTE STAMP:  
NEW EARLIEST DOCUMENTED USE**

**BURKHARD KRUMM**

The 30¢ orange brown American Bank Note stamp (Scott 217) was issued in January 1888 with a quantity of approximately 915,000 printed. It is not commonly found on cover, and then mostly on large legal-size envelopes. When compared to its black 30¢ predecessors of 1870-79, with a total of approximately 7,000,000 printed, the orange brown stamp is much scarcer.

In the 2014 *Scott Specialized Catalogue of United States Stamps and Covers* the earliest documented use on cover is listed as 7 September, 1888; an off-cover stamp with a June 26 1888 date is also noted.

The 7 September cover, one of several covers from the “Crossman & Bro.” correspondence, is a large envelope sent from New York City to London, England, franked with a 30¢ orange brown pair, as well as 10¢ brown (Scott 209) and 15¢ red orange (189) Bank Note stamps, totaling 85¢ in postage.



In June, 2014, a quick survey of easily accessible databases recording 30¢ orange brown Bank Note covers (Bennett, Siegel and Philatelic Foundation websites) revealed a total of 16 covers. There are certainly many more than 16 Scott 217 covers in existence, but they are far more elusive than might be imagined. The estimate in *Linn's U.S. Stamp Facts: 19th Century* of "fewer than 1,000" surviving covers, while technically correct, seems wildly excessive. At this point, "fewer than 50" would be a more realistic estimate.

Figure 1 shows the front of a small registered envelope franked with a 30¢ orange brown Bank Note stamp, well tied by a San Francisco circular datestamp and duplexed killer, clearly dated April 16. The front also shows a straightline "REGISTERED" mark that matches the duplex, and a hand-written registration number, 1132.

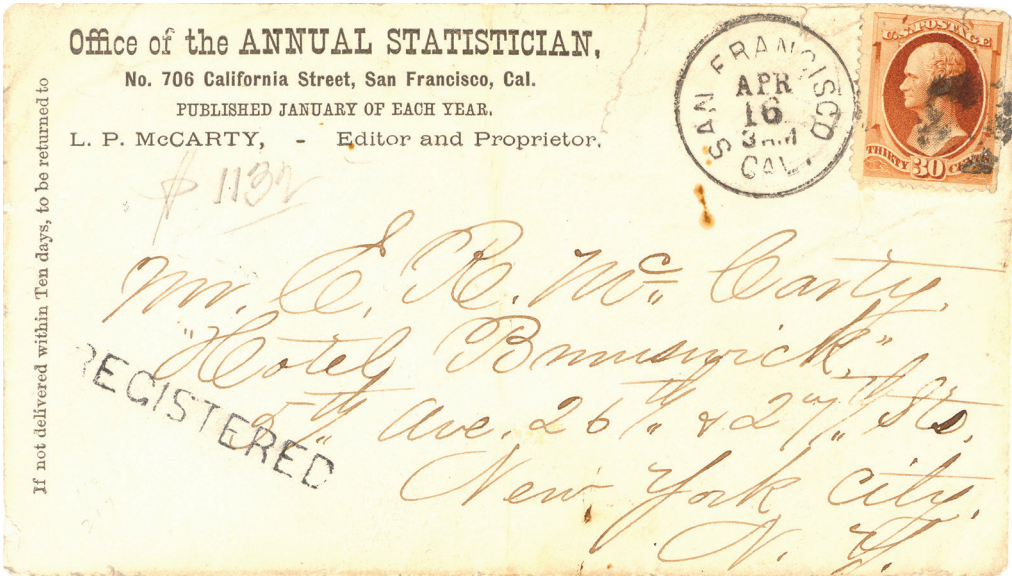


Figure 1. New early use for the 30¢ orange brown Bank Note stamp: 16 April 1888.

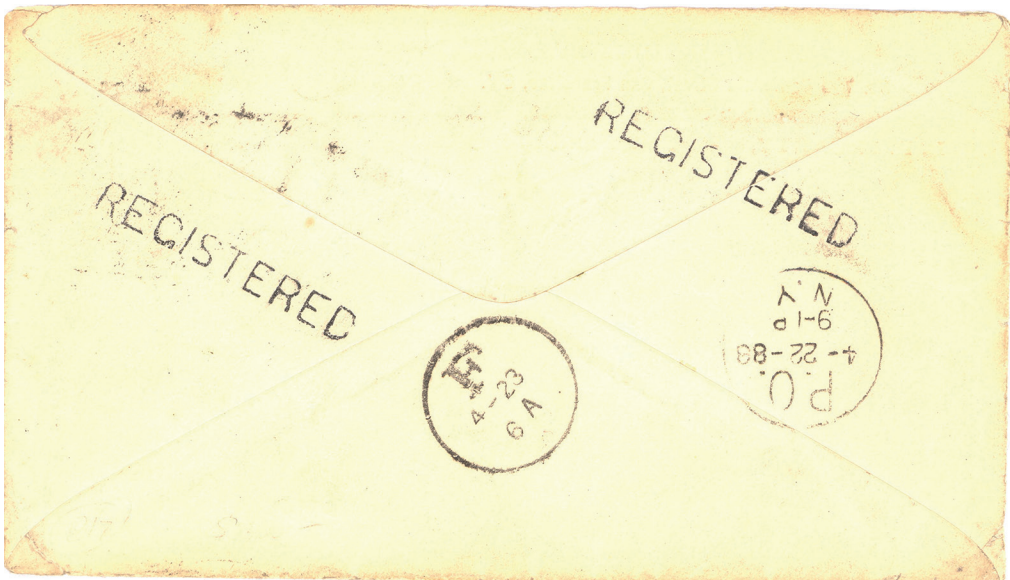
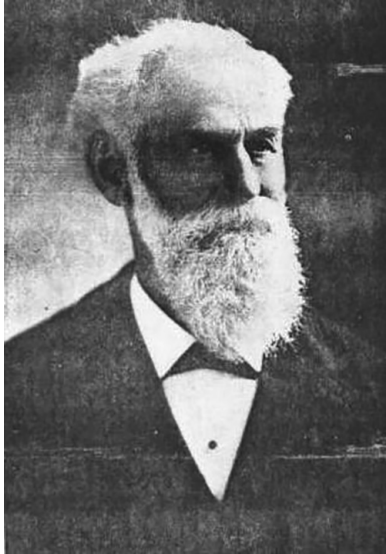


Figure 2. Reverse of Figure 1 cover, showing 1888 year-date in New York receiving mark.

Figure 2 shows the reverse of this cover, which bears two strikes of the same straight-line REGISTERED marking and a circular New York receiving marking dated “4-22-88.”

This cover, which has been certified as genuine by the Philatelic Foundation, obviously dates from 16 April 1888. It pushes back the earliest known on-cover use for this stamp by more than four months.

The cover shows the corner imprint of L.P. McCarty, editor and proprietor of the *Annual Statistician*, published in San Francisco. It most likely carried something heavy, but at the then-current domestic mail rate of 2¢ per ounce, plus the 10¢ registry fee, the cover was surely overpaid. Further evidence of the contents of the cover lies not only in the folds and tears along the edges, but also in the background of its sender.



**Figure 3. Louis Phillippe McCarty, inventor, merchant, editor and publisher, sent the Figure 1 cover.**

Louis Phillippe McCarty, shown in Figure 3, was born in Ohio in 1836 and moved to San Francisco, where he became an inventor and a merchant, as well as the editor and publisher of several periodicals. His monthly *Statistician* and later his *Annual Statistician* and *Biennial Statistician and Economist* provided readers with a variety of information along the lines of a world almanac. His books included *McCarty's Political Statistician* and *The Great Pyramid Jeezah*. McCarty's journal *Health, Happiness, and Longevity* (subtitled *Health without Medicine, Happiness without Money, The Result: Longevity*) dealt extensively with subjects such as self-knowledge, temperance and superstition.

The addressee of the Figure 1 cover, another McCarty whose initials are ambiguous, resided in Hotel Brunswick, New York City and was likely a relative. These facts all support the supposition that the cover was overweight, perhaps containing a pamphlet or even a daguerreotype. But no matter how heavy the contents, it's hard to imagine it weighed ten ounces, which would have been the required weight if the cover were properly prepaid.

Whatever it contained, we must be thankful that the cover was sent registered, because otherwise it would not have received the April 1888 year-date.

I would welcome additional information about covers bearing the 30¢ orange brown Bank Note stamp, with a view toward developing a census of all the known covers. My email address is [dr.bkrumm@web.de](mailto:dr.bkrumm@web.de). ■



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## ANNALS OF THE WAR OF 1812: RUNNING THE BLOCKADE OF BOSTON

STEVEN WALSKE

This is the third in a series of articles marking the 200th anniversary of the War of 1812. The previous articles appeared in *Chronicles* 242 and 243.<sup>1</sup> Like the previous articles, this vignette is about letters which passed through the British blockade of the United States from 1813 to 1815.

After nearly two years of war with England, the United States was ready for peace in 1814. Napoleon's decisive defeat at Leipzig in October 1813 led to the invasion of France in early 1814, and the end of Napoleon's empire was inevitable. This allowed Great Britain to dispatch additional naval and military forces to North America. The prospect of intensified warfare persuaded President Madison to pursue peace on the best terms available.

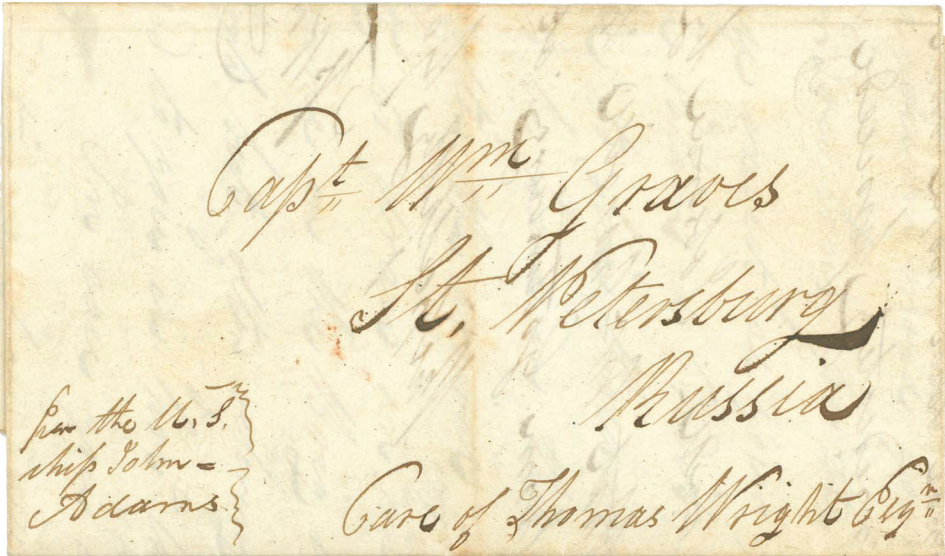
With the Russian Tsar Alexander I offering to mediate, the Americans sent peace envoys to Gothenburg, Sweden, in April 1814 to meet with a British peace delegation. The site of Gothenburg was selected as a mid-point between England and Russia. However, the British were not yet open to negotiations, and did not send a delegation to Sweden. The Tsar travelled to London in May 1814 to take part in allied victory celebrations, and the American delegation took that opportunity to move to Ghent, Belgium, where a British delegation finally met with them.

Throughout the summer of 1814, the British dragged their feet in the negotiations, while three new British armies commenced operations in America. One of these armies burned Washington, D.C. in August, but was defeated at Baltimore in September. Another was repulsed near Lake Champlain in September, while a third was enroute to New Orleans. The dual American victories in September caused the British to become more serious about peace, and the Treaty of Ghent was finally signed on December 24, 1814. The terms did not become effective until ratification by the U.S. Senate on February 17, 1815, by which time the third British army had suffered a devastating defeat at New Orleans.

By April 25, 1814, Britain's tight commercial blockade covered the entire Atlantic coast of the United States. Until the blockade was lifted on March 6, 1815, after ratification of the treaty, the most secure method to send a letter through the blockade was on a cartel ship. Carrels were sailing ships that carried returning POWs or official correspondence under a flag of truce, which made them exempt from capture by the British Navy or by privateers. They are called "cartels" because their exemptions were set out in the Barclay-Mason Cartel (or agreement) of May 14, 1813.

Two members of the U.S. peace delegation left New York aboard the USS *John Adams* on February 24, 1814. Because of that, the British blockading fleet granted cartel status to the *John Adams*, which also carried private letters. Figure 1 illustrates an example.

Addressed to St. Petersburg, this letter was written by Francis Todd in Newburyport, Massachusetts, on February 17, 1814. In his letter, Todd explains: "This letter I send by the U.S. sloop of war John Adams which sails from New York for Gothenburg with Mr Russell & Clay as commissioners to meet our other Commissioners which are in Europe."



**Figure 1.** February 17, 1814 letter from Newburyport to Russia, sent through the British blockade of New York on the cartel ship *John Adams*, which carried peace negotiators who would ultimately be involved in the settlement of the War of 1812.

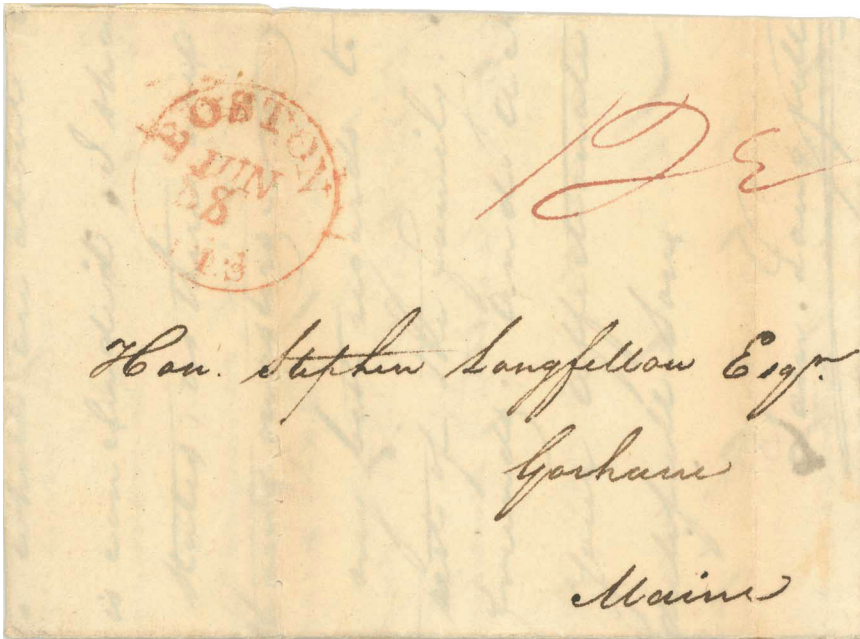
Todd was a merchant in Newburyport who was later slandered by William Lloyd Garrison, who accused him of transporting slaves from Baltimore to New Orleans in one of his ships. In the Figure 1 letter, Todd was writing to Captain William Graves, also of Newburyport, who had been stranded in St. Petersburg with his ship *Abigail* since the beginning of the war.

Todd sent his letter under cover to the care of Thomas Wright, an attorney in New York, who arranged to place the letter on the *John Adams*. That ship left New York on February 24 and arrived in Gothenburg, Sweden on April 11. Todd's letter was forwarded out of the mails to Russia from there.

The USS *John Adams*, shown in Figure 2, was constructed as a 28-gun frigate in

**Figure 2 –**  
**USS *John Adams*,**  
**as depicted**  
**in the oil**  
**painting “A**  
**frigate short-**  
**ening sail**  
**as she runs**  
**into port”**  
**by a British**  
**painter, John**  
**Ward of Hull**  
**(1798-1849).**





**Figure 3 – April 13, 1814 letter from Sweden to Maine, containing news of the arrival of the *John Adams* in Gothenburg. The Russian ship *Neva*, which carried this letter from Sweden, was allowed to enter Boston because she had left port prior to the proclamation of the blockade of New England.**

Charleston, South Carolina in 1799, and served from that point until she ended her naval service as part of the blockading squadron off Charleston during the Civil War. At the outset of the War of 1812, she was sent to New York for repairs and was blockaded there by the British until her February 1814 voyage to Sweden.

Meanwhile, another American captain, Samuel Longfellow, had been trapped in Gibraltar by the outbreak of hostilities. The uncle of the famous poet Henry Wadsworth Longfellow, Samuel made his way from Gibraltar to Gothenburg in September 1813 and finally returned to Amelia Island, Florida in October 1814. He was in Gothenburg for the arrival of the *John Adams*, and, in the letter illustrated as Figure 3, wrote to his father Stephen on April 13, 1814 that

The day before yesterday the U.S. Ship *John Adams* arrived in 46 days from New York with Mess. Russel & Clay. The British have not yet sent any person here to meet them, but I believe we may soon expect somebody, and pray God they may do something altho it is a very unfavorable time to treat. I shall remain here and see the results of the negotiations which are about to take place and if peace is concluded, I shall return to the United States as there are many American vessels here without masters.

Longfellow entrusted the Figure 3 letter to the Russian ship *Neva*, which had wintered at Landsrona, Sweden after leaving St. Petersburg on October 31, 1813.

The June 7, 1814 Salem, Massachusetts *Essex Register* reported as follows:

**Boston, June 7.**

**The *John Adams* Arrived.**

Capt Wm Appleton of Portsmouth, a passenger in the Russian ship *Neva*, which arrived yesterday from Sweden, left Gottenburg April 12, and informs that the U.S. Corvette *John Adams*, Capt. Angus, with Commissioners Russel and Clay, as passengers, arrived below Gottenburg about the 10th of April, the ice preventing her getting up to the city. Capt A saw their Secretary in the city.

The June 7, 1814 Boston *New England Palladium* concurred with the *Neva*'s arrival date, but reported a somewhat different departure:

**Monday, June 6 – Arrived, the Russian ship *Neva*, Capt. Christianson, from St. Petersburg, Oct. 31, and from Landsrona, April 19, where she wintered...took her departure from the Orkney Islands April 27. Has not seen a vessel on the passage, until this forenoon, when she fell in with two frigates in Boston Bay. One of which stood for her for about 3 hours, and ran close in to the Light-house. The *Neva* did not hear of the blockade until she took a pilot within the Light-house.**

The *Neva*, which had no authorization to cross the British blockade, was stopped by two British frigates who nonetheless allowed her to proceed since she had left port before learning of the April 25, 1814 proclamation of the blockade of New England.

Accordingly, Longfellow's letter was posted in Boston on June 8 and rated for 12½ cents postage due to Gorham, Maine. The 2¢ ship fee was not assessed.

### Acknowledgements

John Olenkiewicz and Richard Frajola provided essential assistance in period newspaper research.

### Endnotes

1. "Annals of the War of 1812: Running the Blockade of New London, Connecticut," *Chronicle* 242 (May 2014); and "Annals of the War of 1812: Running the Blockade of New York," *Chronicle* 243 (August 2014). ■

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## **PORTLAND AND DETROIT EXCHANGE-OFFICE MAILS, PART 2: COVERS AND MARKINGS**

**JAMES A. ALLEN AND DWAYNE O. LITTAUER**

The first installment of this article examined the historical background of Canada's Grand Trunk Railroad (GTR) and the complex mail transport system that it supported.<sup>1</sup> Commencing in the middle of the 19th century, this network carried United States and Canadian domestic and international mail across southern Canada and portions of the United States. It sparked the evolution of the Chicago, Detroit and Portland exchange offices (and their markings) and fostered innovative developments in railway mail-handling. This concluding portion of the article focuses on the postmarks of the Detroit and Portland exchange offices and how they were used under the early United States postal conventions with the United Kingdom, France, and Prussia. Five plates at the end of this article (pages 382-387) provide lifesize tracings of all the Detroit and Portland exchange office markings that the authors have documented.

For fuller understanding of the covers discussed in the pages that follow, the reader might want to refer to the previous article (in *Chronicle* 243), which contains rail maps illustrating the complex and seasonally-determined routes the Allan line covers travelled on the overland portions of their journey. The Chicago exchange office, an important part of this nexus, has been well treated by Leonard Piszkiwicz in his 2006 book on Chicago postal history.<sup>2</sup>

### **United States-United Kingdom treaty**

Portland was made an exchange office under the 1848 United States-British postal treaty by additional articles signed on 11 January 1859 in Washington and 3 February 1859 in London. Portland was to exchange mails with Liverpool and London by means of British, Canadian or United States mail packets plying between Liverpool and Portland.<sup>3</sup>

Chicago and Detroit (along with Dublin, Cork and Galway) were made exchange offices by additional articles signed in London on 25 November 1859 and in Washington on 14 December 1859. Portland, which had exchanged only with Liverpool and London, was also to exchange mail with Dublin, Cork, and Galway. Portland and Cork were to exchange mails by means of Canadian mail packets plying direct between Liverpool and Portland during the winter, and between Portland and London, Liverpool and Cork by means of Canadian packets plying between Liverpool and Rivière-du-Loup in the summer.<sup>4</sup> In 1860, Londonderry and Glasgow were added as exchange offices with Portland, Chicago, Detroit, Boston and New York by means of Canadian mail packets.<sup>5</sup>

Hargest explained why Portland exchange-office markings are more common on incoming mail than outgoing mail. Under the additional articles, Boston, New York, and Philadelphia could make up a mail, direct it to one of the British offices, and send it to Portland



**Figure 13. Milltown, Maine, 3 May 1866 to Bradford, Yorkshire, England. Treaty-rate postage of 24¢ prepaid by pairs of 10¢ and 2¢ stamps. Portland exchange office marked 3¢ credit to Britain for its internal postage under the U.S.-British convention.**

for conveyance to Liverpool. Such mail had Boston, New York, and Philadelphia markings, rather than Portland markings. Portland made up mail from Portland and from local offices that directed their mail to Portland. The British offices prepared separate mailbags only for mail specifically addressed to Boston, New York and Philadelphia. The Portland exchange office processed incoming mail addressed to all other parts of the United States.<sup>6</sup>

#### **Portland exchange-office covers under U.S.-British treaty**

Figure 13 shows a prepaid letter from Milltown, Maine, posted 3 May 1866 to Bradford, Yorkshire, England. The 24¢ postage was paid by pairs of 2¢ and 10¢ 1861 stamps. The letter was sent to the Portland exchange office, which marked **3/PORTLAND ME. AM. PKT.** in red (marking P-1 in Plate 3) to indicate a 3¢ credit to Britain for British internal postage. The U.S. retained the balance of the 24¢ prepayment for 5¢ U.S. internal and 16¢ sea postage. The Allan Line steamer *Nova Scotian*, which departed Portland on 5 May 1866 and arrived at Londonderry on 16 May 1866, carried the letter.<sup>7</sup>

Figure 14 shows an unpaid letter from Chicago, posted 30 November 1859 and addressed to Nottingham, England. Chicago was not yet an exchange office. The additional articles that would make Chicago an exchange office were signed on 14 December 1859. The first Chicago exchange-office markings appeared in January 1860.<sup>8</sup> Therefore, the letter was processed at the Portland exchange office, which marked **21/PORTLAND ME. AM. PKT.** (P-4 in Plate 3) in black to indicate a U.S. 21¢ debit to Britain (5¢ U.S. internal and 16¢ sea). The letter was carried on the first voyage of the Allan Line *Bohemian*, which sailed from Portland 3 December 1859 and arrived in Liverpool 15 December 1859. *Bohemian* was one of the four new steamers (along with *Nova Scotian*, *North Briton* and *Hungarian*) that were ordered so the Allan Line service could be increased to weekly. On the reverse, Liverpool marked in black the scarce **LIVERPOOL/COL PACKET**, which was used on mail carried by the Allan Line. At lower left on the front, Liverpool also marked **1/-** (equated to 24¢) in black, to indicate that one shilling was due.







Figure 14. Unpaid letter sent from Chicago, 30 November 1859, to Nottingham, England. The Portland exchange office marked 21¢ debit to Britain, representing 16¢ sea and 5¢ U.S. internal postage. One shilling (=24¢) was collected from the recipient.



Figure 15. Boston, 11 February 1865 to Stonehaven, Scotland. Sent unpaid. Boston marked 21¢ debit to Britain for 16¢ sea and 5¢ U.S. internal under the Convention. Boston sent letter to Portland for Allan Line sailing. A mail agent on board the steamer applied the the 1 shilling due marking and the Canadian packet marking.

Figure 15 shows a letter that was sent through the Portland exchange office without receiving any Portland marking. The cover was posted in Boston 11 February 1865, addressed to Stonehaven, Scotland. The Boston exchange office applied **BOSTON AM. PKT./21** in black to indicate a U.S. 21¢ debit to Britain (5¢ U.S. internal and 16¢ sea). The letter was sent to the Portland exchange office and put on board the Allan Line *Peruvian*, which sailed from Portland 11 February 1865 and arrived at Londonderry on 22 February

1865. An on-board mail agent marked the rimless circular **CANADIAN PKT./E** in black and 1/- to indicate one shilling postage due. The **E** in the packet marking indicated east-bound. Glasgow marked **GLASGOW PACKET/UNPAID**. In 1860, Glasgow became an exchange office with Portland, Chicago, Detroit, Boston and New York by means of Canadian packets.<sup>9</sup> Such mails continued to be landed at Liverpool for onward transmission north by rail where they were handled by the Glasgow exchange office.<sup>10</sup>



**Figure 16.** Cover franked with two British 6d 1856 stamps at Haverfordwest, England, sent 19 November 1862 to Westernville, New York. The London exchange office marked 21¢ credit to the U.S. for 16¢ sea and 5¢ U.S. internal under the convention. The Portland marking showed the full 24¢ rate had been prepaid.

Figure 16 is a westbound letter from Haverfordwest, England, posted 19 November 1862 and sent to Westernville, New York. It was prepaid one shilling by a pair of lilac six pence 1856 stamps canceled by Haverfordwest's **345** killer. The letter was sent to London, which applied **21/CENTS** credit to the U.S. (5¢ U.S. internal and 16¢ sea). The letter crossed the Atlantic on the Allan Line steamer *Hibernian*, which sailed from Londonderry 21 November 1862 and arrived in Portland 3 December 1862. The Portland exchange office applied **24/PORTLAND PAID ME. AM. PKT.** (P-10 in Plate 3) in red to indicate that the full postage was prepaid.

Figure 17 is a double-rate letter from Liverpool, posted 15 January 1863 and addressed to Bangor, Maine. It was prepaid by two green one shilling 1862 stamps (one a wing margin) canceled by Liverpool's barred elliptical **466** killer. Liverpool applied **42/CENTS** credit to the U.S. (double the sum of 5¢ U.S. internal and 16¢ sea). The letter was sent on the Allan Line *Norwegian*, which sailed from Liverpool 15 January 1863 and arrived in Portland 1 February 1863. The Portland exchange office applied **48/PORTLAND PAID ME. AM. PKT.** (P-12 in Plate 3) in red to indicate that the full postage was paid.

Figure 18 shows a cover from Derry, Ireland, posted 20 April 1866 and addressed to Charlottesville, Virginia. It was prepaid one shilling by a pair of lilac six pence 1865 stamps (plate 5) canceled by Derry's diamond **172** killer. In June 1860, Allan Line steamers began calling at Moville, the port for the city of Londonderry, which became an exchange office on 21 July 1860.<sup>11</sup> The Londonderry office marked **PAID/DERRY/COL. PACKET/E**, which it used on mail carried by the Allan Line beginning at least in 1862.<sup>12</sup> The Londonderry office also marked a **21/CENTS** credit to the U.S. (5¢ U.S. internal and 16¢ sea).



Figure 17. Liverpool, 15 January 1863 to Bangor, Maine. The Liverpool exchange office marked 42¢ credit to the U.S. for double the 16¢ sea and 5¢ U.S. internal postages. The Portland exchange office marking indicated the full 48¢ rate was paid.

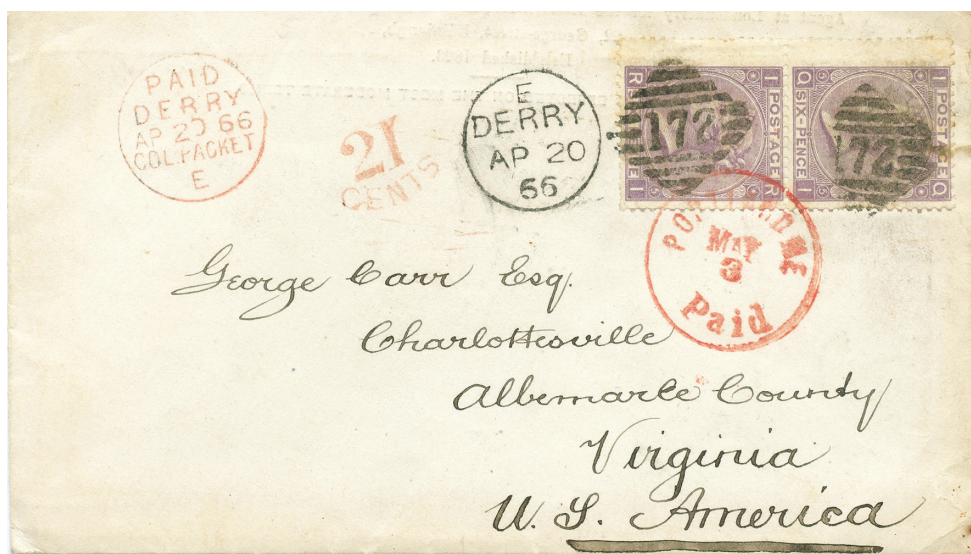


Figure 18. Cover from Derry, Ireland, posted 20 April 1866 and sent to Charlottesville, Virginia. The Londonderry exchange office marked 21¢ credit to the United States for 16¢ sea postage and 5¢ U.S. internal under the convention. The Portland exchange office marking indicated the letter was paid, without indicating 24¢ rate.

Although this marking is similar in style to London's marking,<sup>13</sup> the credit on this cover had to have been applied at Londonderry since the letter did not pass through London. The letter was carried by the Allan Line *Hibernian*, which sailed from Londonderry 20 April 1866 and arrived in Quebec 1 May 1866. The letter was sent to the Portland exchange office, which marked **PORTLAND ME/Paid** (P-34 in Plate 4), without indicating that the 24¢ rate had been prepaid.

Figure 19 shows a partially-paid letter from Falmouth, England, posted 5 August 1862 and addressed to North Yarmouth, Maine. Only one penny was paid (by an 1857 stamp), which may have been applied to pay a late fee (for late posting of the letter). The treaty rate could be unpaid, but the late fee had to be prepaid by stamps.<sup>14</sup> The London office marked in black **3/CENTS** to debit the U.S. for the British internal postage. The letter was sent on the Allan Line *Anglo-Saxon*, which sailed from Londonderry on 8 August 1862 and arrived in Quebec 18 August 1862. The letter was then sent to the Portland exchange office, which applied **24/PORTLAND ME. AM. PKT.** (P-5 in Plate 3) in black to indicate 24¢ was due.



**Figure 19. Falmouth, England, 5 August 1862 to North Yarmouth, Maine. The British 1d stamp most likely paid a late fee. The London exchange office marked 3¢ debit to the U.S. for British internal postage under the convention. The Portland exchange office marking indicated that 24¢ postage was due.**

Figure 20 shows an unpaid double-rate letter posted at Liverpool on 4 April 1860 and sent to Richmond, Virginia. The Liverpool exchange office marked in black **6/CENTS** to debit the United States for double British internal postage. The letter was sent on the Allan Line *North American*, which sailed from Liverpool on 4 April 1860 and arrived in Portland on 19 April 1860. The Portland exchange office applied **48/PORTLAND ME. AM. PKT.** (P-7 in Plate 3) in black to indicate 48¢ double-rate postage was due.

Figure 21 is an unpaid letter from Cardiff, Wales, posted 4 August 1863 and addressed to Stockton, Maine. The London office marked in black **3/CENTS** to debit the United States for British internal postage. The letter was sent on the Allan Line *Hibernian*, which sailed from Londonderry on 7 August 1863 and arrived in Quebec 18 August 1863. The letter was sent to the Portland exchange office, which applied **PORTLAND 24 AM PKT. OR U.S. 29 NOTES** (P-48 in Plate 5) in black to indicate postage due of 24¢ in specie or 29¢ in depreciated greenback notes. “Due 29 cts” was also noted in manuscript at left, most likely by the Stockton postmaster.

Figure 22 shows an open-mail letter from Sandridge, Victoria (now a suburb of Melbourne), posted 24 August 1861 and addressed to Richmond, Maine. The under-one-half-ounce rate via Southampton was prepaid by a blue one shilling 1859 stamp and a gray-lilac two pence 1860 stamp. The barred circular “73” killer identifies Sandridge as the origin. Victoria marked in manuscript an 8d credit to Britain. The letter was carried on the follow-



Figure 20. Liverpool, 4 April 1860 to Richmond, Virginia. Sent unpaid. The Liverpool exchange office marked 6¢ debit to the U.S. for double British internal under the Convention. The Portland exchange office marking indicated that 48¢ was due.

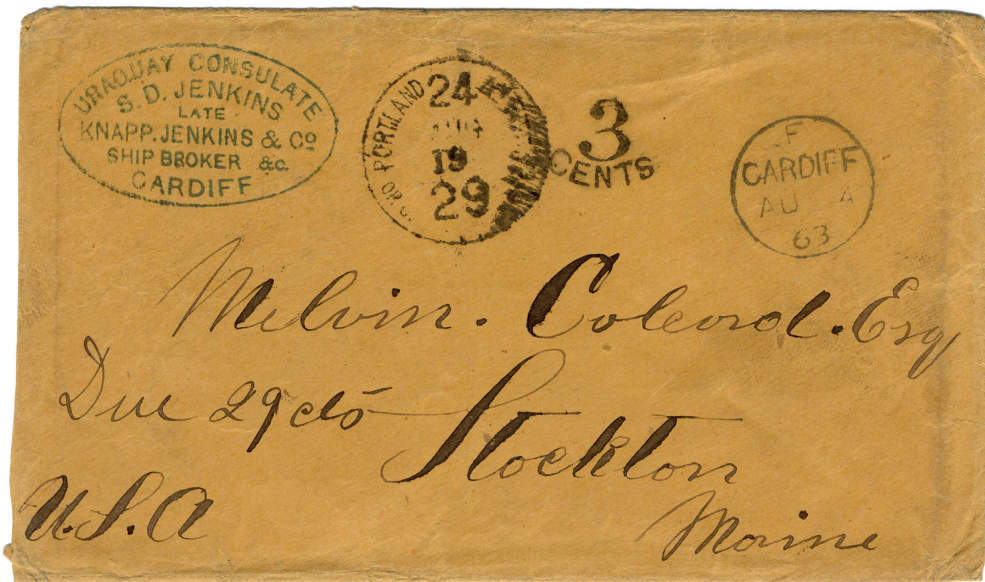


Figure 21. Cover from Cardiff, Wales, posted unpaid on 4 August 1863 and addressed to Stockton, Maine. The London exchange office marked 3¢ debit to the U.S. for 3¢ British internal postage under the U.S.-U.K. convention. The Portland exchange office marking indicated 24¢ was due in specie or 29¢ in greenback notes.

ing relay of P&O Line steamers: *Benares* which sailed from Melbourne 26 August 1861 and arrived at Galle, Ceylon, on 16 September 1861; *Simla*, which sailed from Galle on 19 September 1861 and arrived at Suez on 5 October 1861; and *Indus*, which sailed from Alexandria 9 October 1861, and arrived at Southampton on 22 October 1861. The London



**Figure 22. Cover from Sandridge, Victoria, 24 August 1861, franked with a blue one shilling 1859 stamp and a gray-lilac two pence 1860 stamp, sent via Suez and Southampton to Richmond, Maine. The manuscript “8” is 8d credit from Victoria to Britain. London applied 16¢ credit to the U.S. The Portland exchange-office marking indicated 5¢ was due for U.S. internal postage under the open-mail provisions of the treaty.**

exchange office marked in red **16/CENTS** to credit the U.S. with sea postage. The letter then crossed the Atlantic on the Allan Line *Jura*, which sailed from Londonderry on 25 October 1861 and arrived in Quebec on 4 November 1861. From Quebec the letter was sent to the Portland exchange office, which applied **5/PORTLAND ME. AM. PKT.** (P-2 in Plate 3) in black to indicate 5¢ was due from the recipient for U.S. internal postage under the terms of the U.S.-British treaty.

#### **Detroit exchange-office covers under U.S.-British treaty**

Figure 23 shows a prepaid letter from Oshkosh, Wisconsin, posted 3 September 1866 and addressed to Manchester, England. The treaty-rate postage was prepaid by a 24¢ 1861 stamp. The letter was sent to the Detroit exchange office, which marked **DETROIT AM. PKT./3 PAID** in red (D-5 in Plate 1) to indicate a 3¢ credit to Britain for British internal postage. The United States retained the balance of the 24¢ prepayment for 5¢ U.S. internal and 16¢ sea postage. The Allan Line steamer *Hibernian*, which departed Quebec on 8 September 1866 and arrived at Londonderry on 17 September 1866, carried the letter.

Figure 24 shows a bi-color patriotic envelope (“Union, now and forever”) posted unpaid at Saint Johns, Michigan, on 14 August 1863 and sent to Swaffham, Norfolk, “Old England.” The 24¢ unpaid postage was marked in blue manuscript at upper right. The Detroit exchange office struck **DETROIT AM. PKT./21** in black (D-2 in Plate 1) to indicate a U.S. 21¢ debit to Britain (5¢ U.S. internal and 16¢ sea postage). The letter was carried on the Allan Line steamer *Hibernian*, which sailed from Quebec 29 August 1863 and arrived in Londonderry 7 September 1863. A Londonderry clerk marked the postage due of 1/- (equivalent to 24¢) in dark blue ink.

Figure 25 is a westbound letter from Lincoln, England, posted 20 November 1861 and addressed to Wilmington, Ohio. The cover was prepaid one shilling by a wing-margin green 1856 stamp, which was canceled by Lincoln’s 458 killer. The letter was sent to London, which applied the **21/CENTS** credit to the United States (5¢ U.S. internal and 16¢ sea post-



Figure 23. Cover to Manchester, England, franked with a 24¢ 1861 stamp and posted at Oshkosh, Wisconsin, on 3 September 1866. Detroit marked 3¢ credit to Britain for British internal postage under the United States/United Kingdom postal convention.

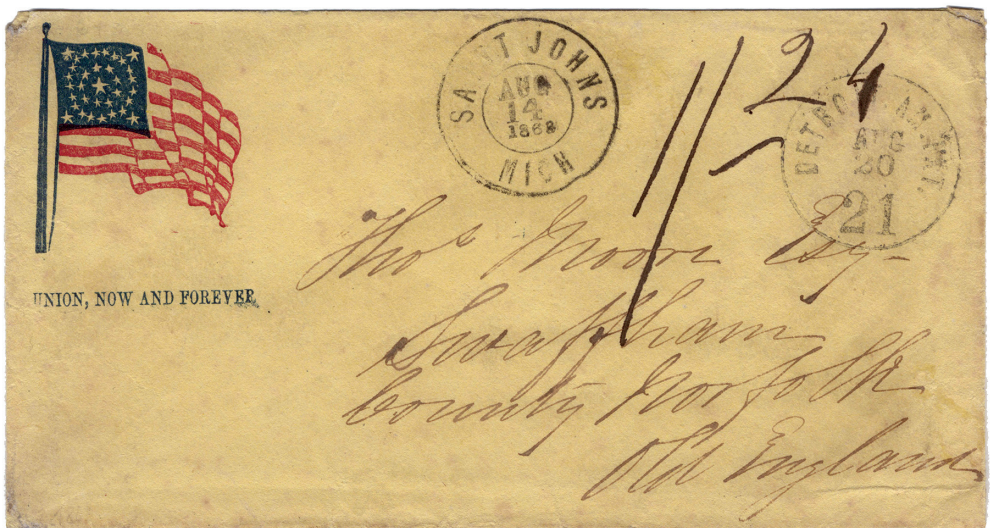


Figure 24. "Union, now and forever" patriotic envelope sent unpaid from Saint Johns, Michigan, 14 August 1863, to Swaffham, England. Detroit office marked 21¢ debit to Britain for 16¢ sea and 5¢ U.S. internal postage under the convention; 1 shilling due.

age). The cover was then placed on board the Allan Line steamer *North American*, which sailed from Londonderry 22 November 1861 and arrived at Portland 6 December 1861. The Detroit exchange office applied **DETROIT AM. PKT./24 PAID** in red (D-7 in Plate 1) to indicate that the full postage was prepaid.

The unpaid letter in Figure 26 was posted at London on 23 December 1867, addressed to Detroit. The London office marked in black **3/CENTS** to debit the U.S. for British internal postage. The letter was sent on the Allan Line steamer *Moravian*, which sailed from Liverpool on 26 December 1867 and arrived in Portland 8 January 1868. The Detroit ex-

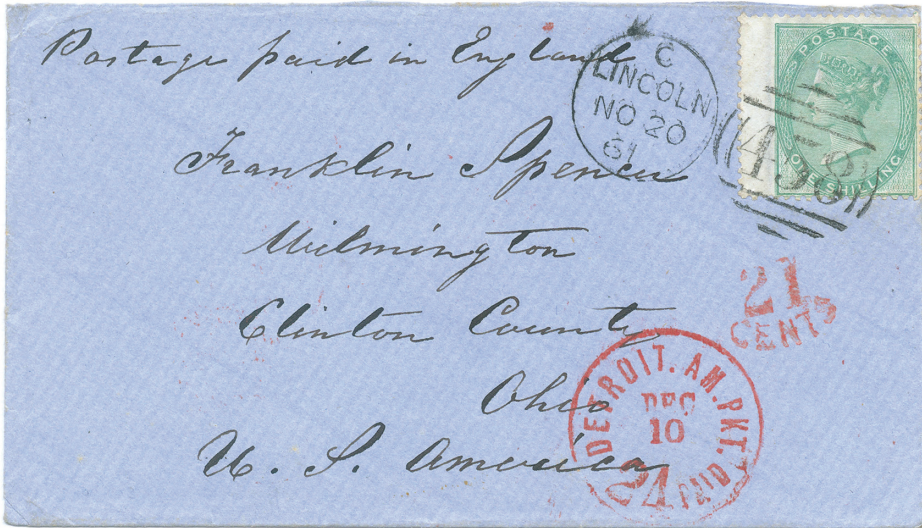


Figure 25. Lincoln, England, 20 November 1861 to Wilmington, Ohio. London office marked 21¢ credit to the U.S. for 16¢ sea and 5¢ U.S. internal under the Convention. The Detroit exchange office marking indicated the full 24¢ rate was paid.



Figure 26. Unpaid letter sent from London, 23 December 1867, to Detroit, Michigan. The London office marked 3¢ debit to the United States for British internal postage under the Convention. The two Detroit exchange office markings indicated 24¢ was due in specie or 32¢ in depreciated greenback currency.

change office applied **DETROIT AM. PKT./24** (D-3 in Plate 1) and **IN U.S. NOTES/32** in black (D-31 in Plate 2) to indicate postage due of 24¢ in coin or 32¢ in depreciated U.S. notes.

Figure 27 shows an unpaid double-rate letter that was posted 15 August 1864 on board the first eastbound voyage of the Allan Line steamer *St. David*. The letter's dateline reads: "at sea near the coast of Labrador." The letter was addressed to the writer's home in Detroit. The on-board mail agent struck his **CANADIAN PKT./E/AU 13/1864** marking. Since this is dated two days before the dateline in the letter, we can surmise that the agent





**Figure 27. Posted unpaid on board the first eastbound voyage of the Allen Line steamer *St. David* on 15 August 1864. The on-board mail agent applied the Canadian Packet marking at lower left. On arrival in Ireland, the cover was mailed unpaid at Derry and sent to Detroit. Londonderry office marked 6¢ debit to the U.S. for double 3¢ British internal. Detroit marked (blue crayon) that 48¢ was due in specie or \$1.12 in U.S. notes.**

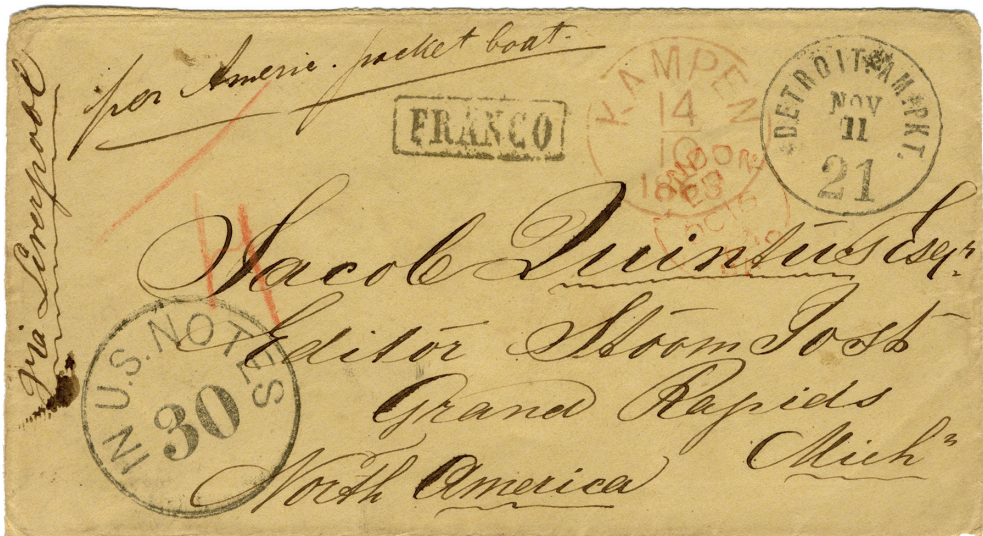
did not change the date in his marking to reflect when he actually received the letter.

On arrival in Londonderry on 25 August 1864, the letter was placed in the unpaid mail bound for the United States. Derry applied its **K/DERRY** circular marking and marked in black **6/CENTS** to debit the U.S. for double British internal postage. The letter was sent on the Allan Line *Belgian*, which sailed from Londonderry the next day, 26 August 1864, and arrived in Quebec on 5 September 1864. The Detroit exchange office applied its **DETROIT MICH/AM PKT** in black (D-9 in Plate 1), struck out with blue crayon the potentially misleading 6¢ marking and added the fraction **48/1.12** to indicate postage due of 48¢ in coin or \$1.12 in depreciated greenback notes.

The Figure 28 letter was sent from Kampen, Netherlands, 14 October 1863 to Grand Rapids, Michigan. On the reverse is marked a 40 Dutch cents prepayment only to England. The red crayon 4 indicates a 4 pence credit from the Netherlands to Britain. The London office handled the letter on 16 October 1863, as indicated by its small red circular marking. The letter was sent on the Allan Line *Nova Scotian*, which sailed from Londonderry on 23 October 1863 and arrived at Quebec on 9 November 1863. The Detroit exchange office applied **DETROIT AM. PKT./21** in black (D-2 in Plate 1) to indicate 21¢ was due (16¢ sea and 5¢ U.S. internal postage) under the open-mail provisions of the U.S.-U.K. treaty. Detroit also applied its circular **IN U.S. NOTES/30** marking (D-29 in Plate 2) to indicate the required collection if paid in greenbacks.

### United States-French convention

Chicago, Detroit, and Portland were added as exchange offices (along with Paris) under the 1857 U.S.-French Convention by additional articles signed in Washington on 22 February 1861 and in Paris on 8 March 1861. These additional articles went into effect on 1 April 1861. They provided for the exchange of mail carried by Canadian mail packets plying between Liverpool and Portland or Rivière-du-Loup. The convention's provisions concerning letters carried by British packets were to apply to letters carried by Canadian



**Figure 28. Kampen, Netherlands, 14 October 1863 to Grand Rapids, Michigan. Prepaid 40 Dutch cents, representing prepayment only to England. 4d Netherlands credit to Britain. The Detroit office marked the cover 21¢ due (5¢ for U.S. internal and 16¢ sea).**

mail packets.<sup>15</sup> This provision is the reason that at least until 31 December 1867, letters carried by Allan Line ships are rated as British packets under the French Convention, rather than as American packets as under the British and Prussian Conventions.<sup>16</sup>

Exchange Office	Origin and Destination of Correspondence
Chicago	Illinois, Wisconsin, Minnesota, Iowa, and Missouri, and the U.S. Territories of Kansas and Nebraska
Detroit	Michigan, Ohio, Indiana, and Kentucky
Portland	All of the U.S. (except Michigan, Ohio, Indiana, Kentucky, Illinois, Wisconsin, Minnesota, Iowa, Missouri, California, and Oregon, and the cities of New York, Boston, and Philadelphia), and U.S. Territories (except Kansas, Nebraska, and Washington)

**Table 2. Regions of the United States that were assigned to the Chicago, Detroit and Portland exchange offices in articles added to the U.S.-French postal treaty in 1861.**

The articles specified what regional mails the three newly-designated U.S. exchange offices would handle.<sup>17</sup> The detailed description is summarized in Table 2. Mail sent to or received from Boston, New York, and Philadelphia via Portland or Rivière-du-Loup was to comprise only mail sent from or addressed to those cities.

#### **Portland exchange-office covers under U.S.-French convention.**

Figure 29 shows a prepaid letter from Paris, posted 21 September 1864 and addressed to Norwich, Connecticut. A perforated 80 centime rose stamp of the 1862 Napoleon issue prepaid the single rate up to 7½ grams. The Paris office marked a red boxed **PD** to indicate the letter was fully paid. Additionally, the Paris exchange office wrote 3 in black at left to



**Figure 29. Paris, 21 September 1864 to Norwich, Connecticut. Prepaid 80 centimes by a rose Napoleon stamp. France credited the U.S. 3¢ for U.S. internal postage under the convention. The Portland exchange office marking indicated the letter was fully paid.**

indicate a 3¢ credit to the United States, which represented U.S. internal postage under the convention. This is the normal credit for letters carried by a British packet.

The letter was carried in a closed mailbag through Britain and sent on the Allan Line steamer *Peruvian*, which sailed from Londonderry 23 September 1864 and arrived in Quebec 2 October 1864. The cover was then sent to the Portland exchange office, which marked **PAID/PORTLAND ME. AM. PKT.** in red (marking P-9 in Plate 3). Seemingly inconsistent with this marking's indication that an American packet carried the letter, the Portland office also marked its octagonal red **Br Service** marking (P-39 in Plate 4). As noted above, the U.S.-French convention treated Allan Line steamers as British packets.

Figure 30 is an earlier example that lacks the ambiguity of Figure 29. The Figure 30 cover was posted in Paris 29 May 1861, addressed to New Orleans. A pair of 40 centime orange imperforate stamps of the 1853 issue prepaid the single rate up to 7½ grams. The Paris office marked a red boxed **PD** to indicate the letter was fully paid. The Paris exchange office wrote 3 in black (it appears within the "Br Service" marking) to indicate a 3¢ credit to the U.S., which represented U.S. internal postage under the convention. The letter was carried in a closed mailbag through Britain and was placed on board the Allan Line *Bohemian*, which sailed from Londonderry 31 May 1861 and arrived in Quebec 13 June 1861. The cover was then sent to the Portland exchange office, which marked in red its **PORTLAND ME/PAID 15** and octagonal **Br Service** markings (P-31 and P-39 in Plate 4). Louisiana seceded from the Union 26 January 1861 and joined the Confederate States of America 4 February 1861. On 31 May 1861, the U.S. discontinued postal service to the Confederacy. The Figure 30 cover reached Portland shortly after this date and was sent to the Dead Letter Office (double oval marking at upper left). The cover was presumably delivered after the Civil War ended.

Figure 31 is an envelope from Lucerne, Switzerland, posted 23 August 1864 and sent to Orange, New Jersey. A 1 franc yellowish bronze stamp and a 10 centime blue stamp of the 1862 issue prepaid the single rate up to 7½ grams. A black Swiss **PD** marking indicates the letter was fully prepaid. The Paris office marked **SUISSE/3 ST. LOUIS 3** in red to



Figure 30. Paris, 29 May 1861 to New Orleans. Prepaid 80 centimes. France credited the U.S. 3¢ for U.S. internal. The Portland marking indicated 15¢ rate was fully paid. Sent to dead letter office since U.S. mail service to the South ended May 31, 1861.



Figure 31. Lucerne, Switzerland, 23 August 1864, cover sent to Orange, New Jersey. Prepaid 1 franc 10 centimes. Entered France at St. Louis. France credited the U.S. 3¢ for U.S. internal. The Portland marking indicated that the 15¢ rate was fully paid.

indicate the letter entered France at St. Louis, France. The Paris office stamped its large red 3 to indicate a 3¢ credit to the United States, which represented U.S. internal postage under the convention. The letter was carried in a closed mailbag through Britain and sent on the Allan Line *Belgian*, which sailed from Londonderry 26 August 1864 and arrived in Quebec 5 September 1864. It was sent to the Portland exchange office, which marked in red **PORTLAND ME/PAID 15** and octagonal **Br Service** markings (P-31 and P-39 in Plate 4).



Figure 32. Paris, 16 April 1862, unpaid cover sent to Newark, New Jersey. France debited the U.S. 12¢ (manuscript marking at upper right), representing 4¢ French internal, 2¢ British transit and 6¢ sea). Portland indicated 15¢ postage was due.

Figure 32 is an unpaid folded letter from Paris posted 16 April 1862 to Newark, New Jersey. At the upper right, the Paris exchange office wrote 12 in black to indicate a 12¢ debit to the United States, which represented 4¢ French internal, 2¢ British transit and 6¢ sea postage. The letter was carried in a closed mailbag through Britain and sent on the Allan Line *North American*, which sailed from Londonderry 18 April 1862 and arrived in Quebec 1 May 1862. The cover was then sent to the Portland exchange office, which marked its octagonal **Br Service** marking in red and its **PORTLAND ME/15** (P-39 and P-22 in Plate 4) in black, to indicate 15¢ postage was due.

Figure 33 is an envelope from Chamonix, France, posted 31 August 1863 and sent to New Haven, Connecticut. The letter weighed more than 7½ grams and was considered a



Figure 33. Charmonix, France, 31 August 1863 to New Haven, Connecticut. Sent unpaid. France debited the U.S. 24¢ (double 4¢ French internal, 2¢ British transit and 6¢ sea). The Portland marking indicated 30¢ was due in specie or 38¢ in paper money.

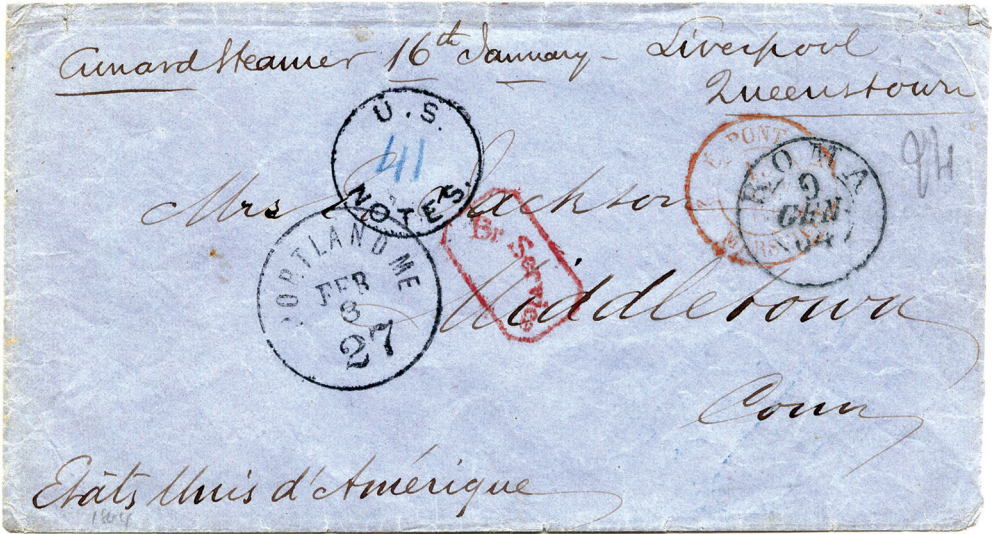
double rate. At the upper left, the Paris exchange office wrote **24** in black to indicate a 24¢ debit to the U.S., which represented double the sum of 4¢ French internal, 2¢ British transit, and 6¢ sea postage. The letter was carried in a closed mailbag through Britain and was sent on the Allan Line steamer *Damascus*, which sailed from Londonderry 4 September 1863 and arrived in Quebec 18 September 1863. From Quebec it was sent to the Portland exchange office, which marked its octagonal **Br Service** marking in red (P-39 in Plate 4), and its **PORTLAND 30 AM. PKT./OR U.S. 38 NOTES.** (P-55 in Plate 5) in black, to indicate postage due of 30¢ in coin or 38¢ in depreciated paper money.

Figure 34 shows an envelope from Lucerne, Switzerland, posted 8 June 1863 and addressed to Middletown, Connecticut. The Paris office marked **SUISSE/3 ST. LOUIS 3** in red to indicate the letter entered France at St. Louis, France. At the upper right, the Paris exchange office wrote **18** in black to indicate an 18¢ debit to the U.S., which represented 10¢ French and foreign transit, 2¢ British transit, and 6¢ sea postage. The letter was carried in a closed mailbag through Britain and sent on the Allan Line steamer *Bohemian*, which sailed from Londonderry 12 June 1863 and arrived in Quebec 23 June 1863. It was then sent to the Portland exchange office, which marked its octagonal **Br Service** (P-39 in Plate 4) marking in red, its **PORTLAND ME/21** (P-23) and the scarce **IN U.S. NOTES/30** (P-41) marking, both in black to indicate postage due of 21¢ in coin or 30¢ in greenbacks.

Figure 35 is an envelope from Rome, posted 9 January 1864 and addressed to Middletown, Connecticut. The Paris office marked **É. PONT./2 MARSEILLE 2** in red to indicate the letter entered France at Marseille. At the upper right, the Paris exchange office wrote **24** in pencil to indicate a 24¢ debit to the United States, which represented 16¢ French and foreign transit, 2¢ British transit, and 6¢ sea postage. The letter was carried in a closed mailbag through Britain and sent on the Allan Line steamer *Nova Scotian*, which sailed from Londonderry 15 January 1864 and arrived in Portland 2 February 1864. The Portland exchange office marked its octagonal **Br Service** marking (P-39 in Plate 4) in red and its **PORTLAND ME/27** marking (P-24 in Plate 4) in black. It also applied the scarce **U.S./NOTES** circular marking in black (P-45 in Plate 5) and wrote 41 in blue crayon within the



Figure 34. Lucerne, Switzerland, 8 June 1863 to Middletown, Connecticut. This cover was sent unpaid. It entered France at St. Louis. France debited the U.S. 18¢: 10¢ French and foreign transit, 2¢ British transit and 6¢ sea postage. Portland markings indicated 21¢ was due in specie or 30¢ in paper money. James W. Milgram Collection.



**Figure 35. Rome, 9 January 1864 to Middletown, Connecticut. Sent unpaid, this cover entered France at Marseille. The French exchange office debited the U.S. 24¢: 16¢ French and foreign transit, 2¢ British transit and 6¢ sea postage. Portland markings indicated 27¢ was due in specie or 41¢ in paper money. James W. Milgram Collection.**

circle. These two markings indicated postage due of 27¢ in coin or 41¢ in paper money.

Article II of the United States-British Convention, which became effective 1 January 1868, provided that each country was responsible for arranging for and paying the cost of carrying mail to the other country. Beginning 1 January 1868, the British entered into a new contract with the Cunard Line to carry mail only from the United Kingdom to the United States. The United States entered into a contract with the Cunard line to carry mail only from the United States to the United Kingdom.<sup>18</sup> Hargest observed: "From 1 January 1868 there was no 'British packet' service by French mail, via England. All letters, via England, by French mail conveyed by the Cunard line were rated as American packet letters through England." Hargest said he had not seen a cover carried by the Allan Line, so he could determine how such letters were rated.<sup>19</sup>

The authors have records of six eastbound covers that appear to have been carried by the Allan Line under the United States-French Convention. A February 1868 cover from Boston was rated as carried by a British packet. Two covers handled by the Chicago exchange office in March and April 1868 were rated as carried by British packet. However, two covers from the Portland exchange office in September and December 1868 were rated as carried by American packet. The Chicago exchange office rated a June 1869 letter as carried by an American packet. No eastbound letters handled by the Detroit exchange office under the United States-French convention during 1868 or 1869 have been identified. More covers will need to be examined to determine the exact date when eastbound Allan Line letters were rated as carried by American packet by each of the exchange offices.

Figure 36 is an example of one of these six covers. It was sent prepaid from Portland to Paris on December 19, 1868. The 1866 15¢ Lincoln stamp paid the under-¼-ounce single rate to France. A Portland clerk marked the cover with the **PORTLAND ME/Paid** marking (P-34 in Plate 4) and rated the letter as carried by an American packet, rather than as a British packet. This is evidenced by the red crayon 6, to indicate a 6¢ credit to France, representing 2¢ British transit and 4¢ French internal postage. This was the typical credit for a single-rate letter carried to France by American packet under the U.S.-French treaty after 1 January 1868.



**Figure 36. Portland, Maine, 19 December 1868 to Paris. Prepaid 15¢. Probably sent from Portland on the Allan Line steamer *Peruvian*. U.S. 6¢ credit to France (2¢ British transit and 4¢ French internal) for carriage by American packet is a change from previous U.S.-French convention rating of Allan Line steamers as British packets.**

The letter might have been carried by the Inman Line *City of Paris*, which sailed from New York 19 December 1868 and arrived at Queenstown on 28 December 1868. However, the train ride to New York would have to be fast to get the mail to the steamer in time to get aboard for a 10 AM departure. More plausibly, the Figure 36 cover was sent on the Allan Line steamer *Peruvian*, which sailed from Portland 20 December 1868 and arrived in Londonderry 29 December 1868. In that case, this cover would support the proposition that Allan Line covers were rated as carried by American packet beginning in 1868.

On December 31, 1868, the Paris exchange office applied its **ÉT-UNIS/3 SERV. AM.CALAIS 3** marking in blue to show the letter was carried by an American packet and entered France at Calais. Paris also applied its boxed **PD** marking in blue to show the letter was fully prepaid.

#### **Detroit exchange-office covers under U.S.-French convention**

Figure 37 shows a patriotic envelope to Bern, Switzerland, that was posted unpaid on 21 June 1864 at La Crosse, Wisconsin. It traveled on the LaCrosse & Milwaukee Railroad to Milwaukee where it was sent across Lake Michigan on a ferry, which landed in Grand Haven, Michigan. From Grand Haven, it traveled on the Detroit & Milwaukee Railroad to Detroit. This was the planned link to the Grand Trunk Railway network from across the lake; GTR eventually controlled this rail line.

Although the La Crosse post office wrote 35 at the upper right to indicate the 35¢ unpaid rate under the U.S.-Prussian convention, the letter was sent under the U.S.-French convention. The Detroit exchange office applied its **DETROIT MICH/3** marking in black (D-15 in Plate 1) to debit France 3¢ for U.S. internal postage under the convention. Detroit also applied its octagonal **Br Service** marking (D-27 in Plate 2) in red since the convention treated Allan Line steamers as British packets. From Detroit, the letter was sent north to Port Huron and then on the Grand Trunk Railway to Quebec. In Quebec, the letter was put on board the Allan Line *Belgian* (formerly the Hamburg American *Hammonia*), which





Figure 37. Unpaid from La Crosse, Wisconsin to Switzerland in 1864 under the U.S.-French convention. Detroit debited France 3¢ for U.S. internal; 110 centimes due.

sailed on 25 June 1864 and arrived in Londonderry on 5 July 1864.

The letter then travelled in a closed mailbag through Britain. The Paris exchange office applied its **3 ETATS-UNIS 3/SERV.BRIT.CALAIS** to indicate the letter entered France at Calais and was carried by a British packet. A backstamp shows the letter was carried on the Pontarlier-Neuchatel railroad on 9 July, and arrived in Bern 9 July 1864. Pontarlier is a French town on the frontier of Switzerland. The Swiss due postage of 1 franc 10 centimes (equal to about 21¢) was written in bold red crayon across the front of the cover.

Figure 38 is an envelope posted at Paris on 10 May 1865 and sent to Cincinnati, Ohio. An 80 centime rose stamp of the 1862 issue prepaid the single French rate up to 7½ grams.



Figure 38. Posted in Paris on 10 May 1865 and addressed to Cincinnati, Ohio. Prepaid 80 centimes. France credited the U.S. 3¢ for U.S. internal postage under the U.S.-French convention. Detroit's red handstamped marking indicated the 15¢ rate was fully paid.

The Paris office marked a red boxed **PD** to indicate the letter was fully paid. The Paris exchange office wrote **3** in black to indicate a 3¢ credit to the U.S., the U.S. internal postage under the French convention. The letter was carried in a closed mailbag through Britain and crossed on the Allan Line steamer *Moravian*, which sailed from Londonderry 12 May 1865 and arrived in Quebec 25 May 1865. It was sent to the Detroit exchange office, which on May 29 marked **DETROIT MICH/PAID 15** in red (D-21 in Plate 1). The Detroit office also marked in red its octagonal **Br Service** marking since the convention treated Allan Line steamers as British packets.

### United States-Prussian convention

Chicago, Detroit and Portland were added as exchange offices under the 1852 U.S.-Prussian convention (Prussian closed mail) by additional articles that were signed in Washington 28 December 1860 and in Berlin 24 April 1861. The two countries were to account to each other for mail sent by Canadian mail packets in the same manner as if by a U.S. packet between New York and Liverpool.<sup>20</sup> The exact date these new provisions went into effect is not known, but Hargest concluded it was probably in mid-May 1861.<sup>21</sup>

### Portland exchange-office covers under U.S.-Prussian convention

Figure 39 illustrates a mourning letter from Gorham, Maine, posted 25 June (probably 1862 or 1863) and sent to St. Petersburg, Russia.<sup>22</sup> The letter was prepaid the 37¢ rate by ungrilled 1¢ blue, 12¢ black, and 24¢ steel-blue stamps of the U.S. 1861 issue. They were cancelled by three strikes of Gorham's **PAID** marking. The letter was sent to the Portland exchange office, which applied a very clear strike in red of the **PORTLAND ME AM PKT/14 PAID** marking (P-18 in Plate 3) to indicate a 14¢ credit to Prussia. This represented 2¢ Belgian transit, 5¢ German internal postage, and 7¢ transit credit to Russia.

As noted, the letter likely was sent in 1862 or 1863. The Prussian Convention rate to Russia was 37¢ from October 1852 to May 1863, when the rate for a prepaid letter became 35¢ as a result of a reduction in the sea postage.<sup>23</sup> This reduction would not have affected the 14¢ credit to Prussia because under the convention the United States either retained the



Figure 39. Gorham, Maine, 25 June (probably 1862 or 1863) to St. Petersburg, Russia. Prepaid 37¢. U.S. credited Prussia 14¢: 2¢ Belgian transit, 5¢ German internal, and 7¢ transit to Russia. 3 silbergroschen foreign postage. Siegel sale 995.



Figure 40. Gorham, Maine, late February (probably 1862) to St. Petersburg, Russia. Double rate, so 37¢ single rate prepayment disregarded. U.S. debited Prussia 46¢ (double 5¢ U.S. internal and the 18¢ sea and British transit). 24 silbergroschen international transit and 4 silbergroschen Prussian transit to Russia. Siegel sale 995, lot 2230.

sea postage (for mail carried by American packets) or separately compensated Britain for sea postage (for mail carried by British packets). In neither case was the sea postage credited to Prussia.<sup>24</sup> The years 1862 and 1863 best fit an Allan Line sailing for a 27 June date in the Portland postmark and the use of ungrilled stamps. If the letter was sent in 1863 in the month after the rate change, it would have been overpaid by 2¢.

Portland sent the cover to Quebec where it likely was put on either the Allan Line *Jura*, which sailed on 29 June 1862 and arrived at Londonderry on 10 July 1862 or the Allan Line *St. Andrew*, which sailed on 27 June 1863 and arrived at Londonderry on 12 July 1863. The letter then travelled in a closed mailbag through Britain and Belgium. The Prussian exchange office at Aachen wrote in magenta ink **f3** to indicate the 3 silbergroschen foreign postage beyond the German Austrian Postal Union (GAPU).

Figure 40 is a double rate letter from the same correspondence, sent from Gorham to St. Petersburg in late February (probably 1862).<sup>25</sup> From Gorham the letter travelled to the Portland exchange office. Although the letter was paid 37¢ by the same three stamps as Figure 39, it was found to weigh over ½ ounce. The prepayment was disregarded and the letter was sent as an unpaid double-rate letter. The Portland office struck in black **PORTLAND ME AM PKT/46** (P-15 in Plate 3) to indicate a 46¢ debit to Prussia. This represented two times the 5¢ U.S. internal and twice the 18¢ sea and British transit. The letter likely was put on the Allan Line *Bohemian*, which sailed from Portland on 2 March 1862 and arrived in Londonderry on 13 March 1862. It was sent in a closed mailbag through Britain and Belgium. The Aachen exchange office clerk wrote in blue at the upper left **2f** to indicate a double rate. The clerk also wrote in blue the fraction **24/4** to indicate Prussia was entitled to 24 silbergroschen for the international transit and 4 silbergroschen for Prussian transit to Russia.<sup>26</sup> Postage due in Russia of 118 kopek was indicated on the reverse of the cover.

Figure 41 is a westbound prepaid folded letter from Mainz, Grand Duchy of Hesse, posted 6 January 1864 and sent to Philadelphia. It was prepaid 41 kreuzer by a 30 kreuzer orange, 9 kreuzer bister, and two 1 kreuzer green Thurn und Taxis imperforate 1859-62 stamps. The fraction **6/35** in red crayon at lower left indicated that 6 kreuzer was for Ger-



Figure 41. Mainz, Grand Duchy of Hesse, to Philadelphia, 6 January 1864. Prepaid 41 kreuzer (6 kreuzer was for German internal and 35 kreuzer for external transit fees). Prussia debited the United States 23¢ (5¢ U.S. internal, 16¢ sea and British transit, and 2¢ Belgian transit). The red Portland marking indicated the 28¢ rate was paid.



Figure 42. Creuznach, Prussia, 3 April 1862 to Baltimore, Maryland. Sent unpaid. 5¢ debit from Prussia to the U.S. for German internal. Portland marking indicated 30¢ was due. Transatlantic carriage via Allan Line steamer *Anglo-Saxon* from Londonderry.

man internal and 35 kreuzer for external transit fees. The cover was sent to the Aachen exchange office, which struck in red its double circle **AACHEN/PAID 23 Cts.** marking to indicate a 23¢ Prussian credit to the United States (for 5¢ U.S. internal, 16¢ sea postage and British transit and 2¢ Belgian transit). The Aachen exchange office sent the letter in a closed mailbag through Belgium and Britain. The mailbag was put on board the Allan Line steamer *Damascus*, which sailed from Londonderry 8 January 1864 and arrived in Portland 26 January 1864. The Portland exchange office struck in red **PORTLAND ME AM.PKT/28 PAID** (P-19 in Plate 3) to indicate that the 28¢ rate was prepaid.

Figure 42 is an unpaid westbound folded letter from Creuznach, Prussia, posted 3 April 1862 and addressed to Baltimore. It was sent to the Aachen exchange office, which struck in black its double circle **AACHEN/5 Cts.** marking to indicate a 5¢ Prussian debit to the U.S. for German internal (GAPU) postage. The Aachen exchange office sent the letter in a closed mailbag through Belgium and Britain. The mailbag was put on the Allan Line steamer *Anglo-Saxon*, which sailed from Londonderry 7 March 1862 and arrived in Portland 19 March 1862. The Portland exchange office struck in black **PORTLAND ME AM PKT/30** (P-14 in Plate 3) to indicate 30¢ postage was due.



**Figure 43. Frankfurt am Main, 8 March 1864 to Washington, D.C. Sent unpaid. 5¢ debit from Prussia to the U.S. for German internal. Portland marking indicated 30¢ was due in specie or 48¢ in U.S. notes. Transit via Allen Line steamer *America*.**

Figure 43 is an unpaid cover posted 8 March 1864 at Frankfurt am Main, and sent to Washington, D.C. The blue manuscript 2 at upper right is a 2 silbergroschen debit from Thurn and Taxis to Prussia. The letter was sent to the Aachen exchange office, which struck in black its double circle **AACHEN/5 Cts.** marking to indicate a 5¢ Prussian debit to the U.S. for German internal (GAPU) postage. The Aachen office sent the letter in a closed mailbag through Belgium and Britain. The mailbag was put on board the Allan Line steamer *America*, which sailed from Londonderry 11 March 1864 and arrived in Portland 25 March 1864. The Portland exchange office struck in black **PORTLAND 30 AM. PKT./OR U.S. 48 NOTES.** (P-56 in Plate 5) to indicate postage due of 30¢ in silver coin or 48¢ in depreciated paper money.

#### **Detroit exchange office covers under U.S.-Prussian convention.**

Figure 44 is an eastbound prepaid letter from Sturgeon Bay, Wisconsin, posted 15 April 1863 and addressed to Schimsheim, Grand Duchy of Hesse. It was prepaid 30¢ by three 10¢ green stamps of the 1861 issue. This overpaid the 28¢ prepaid letter rate, which became effective in September 1861.<sup>27</sup> The letter was sent to the Detroit exchange office,



**Figure 44. Sturgeon Bay, Wisconsin, 15 April 1863 to Schimsheim, Grand Duchy of Hesse. The three 10¢ green 1861 stamps overpaid the 28¢ rate. Detroit marked 7¢ U.S. credit to Prussia (2¢ Belgian transit and 5¢ German internal). A 2 kreuzer local fee was due.**

which struck in red **DETROIT MICH AM PKT/7 PAID** (D-13 in Plate 1). This indicated a 7¢ credit to Prussia (2¢ Belgian transit and 5¢ German internal postage). The Detroit office sent the letter on the Grand Trunk Railroad to Portland. There it was put aboard the Allan Line *Hibernian*, which sailed from Portland 25 April 1863 and arrived at Londonderry 5 May 1863. The cover then travelled in a closed mailbag through Britain and Belgium. The Prussian exchange office at Aachen stamped in red its boxed **AACHEN/FRANCO** marking to indicate the letter was fully paid. The manuscript **2** in blue ink may be a 2 kreuzer local fee applied at destination.

Figure 45 is an unpaid double-rate letter posted at Detroit on 22 September 1864 and addressed to Schwaan, Mecklenburg-Schwerin. The exchange office struck in black **DETROIT MICH AM PKT/46** (D-12 in Plate 1) to indicate a 46¢ U.S. debit to Prussia. This represented two times the 5¢ U.S. internal postage and two times the 18¢ sea postage and British transit. The letter was sent on the Grand Trunk Railroad to Quebec where it was put on board the Allan Line *North American*, which sailed on 24 September 1864 and arrived in Londonderry on 7 October 1864. It was sent in a closed mailbag through Britain and Belgium. The Aachen exchange office clerk wrote in blue crayon **26** to indicate 26 silbergroschen due. This was subsequently crossed out and **42** was added, to indicate the postage due in Mecklenburg-Schwerin schilling. The manuscript **6** at the far left is probably docketing by the recipient.

Figure 46 is a westbound cover that was fully prepaid in cash. Addressed to Liverpool, Ohio, it was posted at Hamburg on 19 January 1864. The red crayon **16** together with the attached **PD** below the circular Hamburg town marking indicate that the sender prepaid 16 Hamburg schillinge (roughly equivalent to 28¢ U.S.). The letter was sent to the Aachen exchange office, which struck in red its double circle **AACHEN/PAID 23 Cts.** marking to indicate a 23¢ Prussian credit to the United States, for 5¢ U.S. internal postage, 16¢ sea and British transit, and 2¢ Belgian transit. The blue crayon **10** over the 16 is the silbergroschen equivalent of the 23¢ debit. The Aachen office sent the letter in a closed mailbag through Belgium and Britain. The mailbag was put on board the Allan Line *Jura*, which sailed from

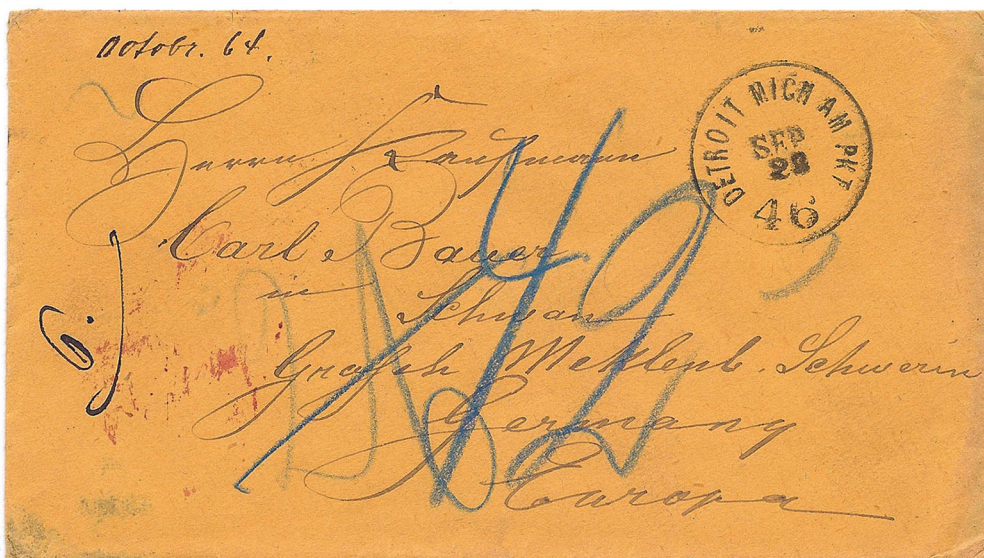


Figure 45. Detroit, 22 September 1864 to Schwaan, Mecklenburg-Schwerin. Sent unpaid. Detroit marked 46¢ U.S. debit to Prussia (double 5¢ U.S. internal and the 18¢ sea and British transit). 26 silbergroschen or 42 Mecklenburg-Schwerin schilling due.

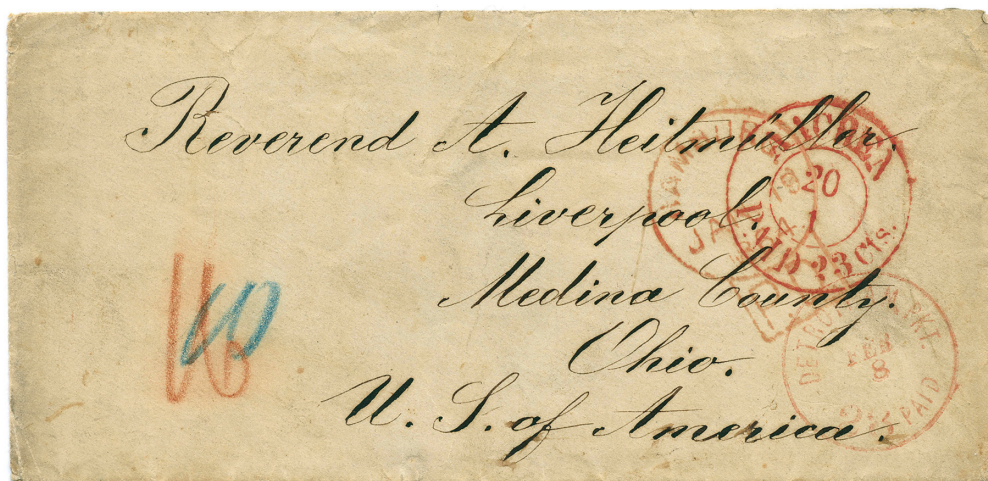


Figure 46. Hamburg, 19 January 1864 to Liverpool, Ohio. Prepaid 16 Hamburg schillinge. Prussia debited the U.S. 23¢, equal to 10 silbergroschen foreign postage (5¢ U.S. internal, 16¢ sea and British transit, and 2¢ Belgian transit). The Detroit exchange-office marking indicated that the full 28¢ rate had been prepaid.

Londonderry 22 January 1864 and arrived in Portland 4 February 1864. The letter was sent on the Grand Trunk Railroad to Detroit where the Detroit exchange office struck in red **DETROIT AM. PKT./28 PAID** (D-8 in Plate 1) to indicate the letter was fully prepaid.

### Tracing plates

The tracing plates on the pages that follow list and illustrate handstamped Detroit and Portland exchange office markings that have been fully documented by the authors. The Detroit list relies on Howard Selzer's articles, *(text concluded on page 388)*

PLATE 1



D-1



D-2



D-3



D-4



D-5



D-6



D-7



D-8



D-9



D-10



D-11



D-12



D-13



D-14



D-15



D-16



D-17



D-18



D-19



D-20



D-21



D-22



D-23



D-24



PLATE 2



D-25



D-26



D-27



D-28



D-29



D-30



D-31



D-32

Marking number	Text of marking	Shape and size	Color	Earliest use	Latest use
D-1	DETROIT.AM.PKT/5	C-25	B, R	8/18/1864	11/26/1865
D-2	DETROIT AM.PKT./21	C-25	B	7/9/1860	2/15/1866
D-3	DETROIT AM.PKT./24	C-25	B	5/30/1860	1/11/1868
D-4	DETROIT AM.PKT./PAID	C-25	R	2/8/1860	6/20/1867
D-5	DETROIT AM.PKT./3 PAID	C-26	R	4/19/1860	11/14/1867
D-6	DETROIT AM.PKT./6 PAID	C-26	R	9/9/1869	
D-7	DETROIT AM.PKT./24 PAID	C-25	R	3/4/1860	11/13/1867
D-8	DETROIT AM.PKT./28 PAID	C-26	R	2/8/1864	
D-9	DETROIT MICH/AM PKT	C-26	B	9/7/1864	
D-10	DETROIT MICH AM PKT/23	C-25	B	7/4/1861	11/10/1864
D-11	DETROIT MICH AM PKT/30	C-25	B	7/25/1861	11/11/1862
D-12	DETROIT MICH AM PKT/46	C-25	B	9/22/1864	
D-13	DETROIT MICH AM PKT/7 PAID	C-25	R	4/23/1863	7/2/1864
D-14	DETROIT MICH AM PKT/14 PAID	C-25	R	5/3/1862	
D-15	DETROIT MICH/3	C-25	B	11/19/1863	6/23/1864
D-16	DETROIT MICH/6	C-25	B	6/27/1861	6/29/1865
D-17	DETROIT MICH/21	C-25	B	9/20/1861	12/19/1867
D-18	DETROIT MICH/42	C-26	B	11/4/1861	6/13/1866
D-19	DETROIT MICH/45	C-25	B	11/7/1858	
D-20	DETROIT MICH/PAID 12	C-25	R	9/27/1861	9/27/1866
D-21	DETROIT MICH/PAID 15	C-25	R	3/27/1861	5/29/1865
D-22	DETROIT MICH/PAID 18	C-25	R	8/27/1863	
D-23	DETROIT MICH/PAID 24	C-25	R	10/13/1863	
D-24	DETROIT MICH/PAID 30	C-25	R	2/25/1862	
D-25	DETROIT PAID ALL/DIRECT	C-23	R	6/3/1869	2/22/1875
D-26	DETROIT/DIRECT	C-23	B	11/19/1875	12/2/1885
D-27	Br Service	21x13 box	R	6/27/1861	5/29/1865
D-28	DETROIT PAID ALL/BR.TRANSIT	C-26	R	5/23/1872	8/2/1874
D-29	IN U.S.NOTES/30	C-30	B	11/11/1863	3/13/1866
D-30	IN U.S.NOTES/31	C-30	B	12/21/1867	12/31/1867
D-31	IN U.S.NOTES/32	C-30	B	1/1/1866	1/11/1868
D-32	IN U.S.NOTES/48	C-30	B	6/24/1864	

PLATE 3



P-1



P-2



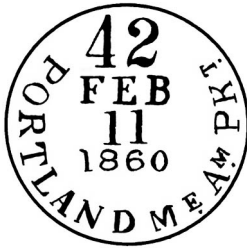
P-3



P-4



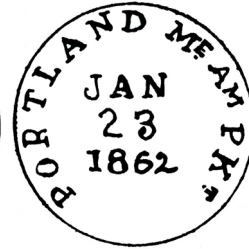
P-5



P-6



P-7



P-8



P-9



P-10



P-11



P-12



P-13



P-14



P-15



P-16



P-17



P-18



P-19



P-20



P-21

PLATE 4



P-22



P-23



P-24



P-25



P-26



P-27



P-28



P-29



P-30



P-31



P-32



P-33



P-34

33

P-35



P-36

39

P-37

45

P-38



P-39

U.S Notes

P-40

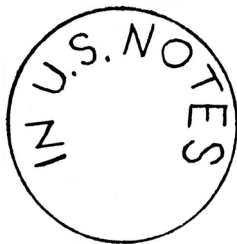


P-41



P-42

P-43



P-44



PLATE 5



P-45



P-46



P-47



P-48



P-49



P-50



P-51



P-52



P-53



P-54



P-55



P-56



P-57



P-58

Marking number	Text of marking	Shape and size	Color	Earliest use	Latest use
P-1	PORTLAND ME.AM.PKT./3	C-32	R	12/17/1859	11/22/1867
P-2	PORTLAND ME.AM.PKT./5	C-33	R, B, Bl	4/4/1861	12/29/1866
P-3	PORTLAND ME.AM.PKT./6	C-33	R, B	12/3/1859	12/17/1859
P-4	PORTLAND ME.AM.PKT./21	C-32	B	12/3/1859	3/24/1866
P-5	PORTLAND ME.AM.PKT./24	C-32	B, R	3/11/1859	3/2/1869
P-6	PORTLAND ME.AM.PKT./42	C-33	B	2/11/1860	
P-7	PORTLAND ME.AM.PKT./48	C-33	B	1/6/1860	2/17/1863
P-8	PORTLAND ME.AM.PKT.	C-33	B	12/17/1859	2/28/1862
P-9	PORTLAND ME.AM.PKT./PAID	C-32	B	2/14/1860	10/5/1864
P-10	PORTLAND/PAID/ME.AM.PKT./24	C-33	B, R	1/10/1860	4/1/1864
P-11	PORTLAND/PAID/ME.AM.PKT./24	C-33	R	12/8/1859	2/15/1865
P-12	PORTLAND/PAID/ME.AM.PKT./48	C-33	R	2/2/1863	4/22/1865
P-13	PORTLAND ME AM PKT/23	C-25	B	2/8/1862	4/8/1862

Marking number	Text of marking	Shape and size	Color	Earliest use	Latest use
P-14	PORTLAND ME AM PKT/30	C-25	B	8/15/1861	12/10/1862
P-15	PORTLAND ME AM PKT/46	C-25	B	3/1/1862(?)	
P-16	PORTLAND ME AM PKT/60	C-25	B	11/4/1861	
P-17	PORTLAND ME/AM PKT.	C-25	B	3/13/1861	12/26/1866
P-18	PORTLAND ME AM PKT/14 PAID	C-24	R	6/27/1862(?)	
P-19	PORTLAND ME AM PKT/28 PAID	C-25	R	6/13/1862	1/27/1864
P-20	PORTLAND ME AM PKT/30 PAID	C-26	R	8/22/1861	11/19/1861
P-21	PORTLAND ME AM PKT/Paid	C-24	R	7/18/1861	3/24/1869
P-22	PORTLAND ME/15	C-26	B	6/7/1861	5/3/1862
P-23	PORTLAND ME/21	C-25	B, R	5/17/1861	6/25/1863
P-24	PORTLAND ME/27	C-26	B	4/25/1861	2/3/1864
P-25	PORTLAND ME/30	C-25	B, R	12/3/1859	3/13/1863
P-26	PORTLAND ME/42	C-26	B	5/22/1861	7/24/1862
P-27	PORTLAND ME/45	C-26	B	10/21/1863	8/15/1865
P-28	PORTLAND ME/60	C-25	B	5/3/1861	11/4/1861
P-29	PORTLAND ME	C-25	B	7/8/1861	6/26/1867
P-30	PORTLAND ME/PAID 12	C-26	R	1/12/1862	9/11/1868
P-31	PORTLAND ME/PAID 15	C-26	R	5/10/1861	9/6/1864
P-32	PORTLAND ME/PAID 24	C-26	R	1866	4/27/1868
P-33	PORTLAND ME/PAID 30	C-26	R	6/28/1861	8/6/1864
P-34	PORTLAND ME/Paid	C-25	R	4/16/1861	8/1/1873
P-35	33	14x11	B	12/26/1860	2/28/1862
P-36	35	C-16	B	7/8/1861	9/4/1861
P-37	39	12x13	B	12/17/1859	
P-38	45	14x12	B	1/28/1862	
P-39	Br Service	21x13 box	R	5/22/1861	12/27/1867
P-40	U.S NOTES	SL 33x4	B	6/15/1863	
P-41	IN U.S. NOTES./30	C-36	B	6/25/1863	
P-42	IN U.S. NOTES.	C-36	B	6/25/1863	
P-43	IN U.S. NOTES	C-31	B	9/13/1866	6/26/1867
P-44	IN U.S. NOTES/61	C-31	B	8/15/1865	
P-45	U.S./NOTES.	C-21	B	2/3/1864	1867
P-46	U.S./65/NOTES.	C-21	B	10/21/1863	12/26/1866
P-47	U.S./67/NOTES.	C-21	B	11/20/1866	
P-48	PORTLAND/24/AM.PKT./OR U.S./29/NOTES.	C-26	B	7/31/1863	8/19/1863
P-49	PORTLAND/24/AM.PKT./OR U.S./32/NOTES.	C-26	B	5/27/1865	3/12/1867
P-50	PORTLAND/24/AM.PKT./OR U.S./33/NOTES.	C-26	B	1/23/1866	8/27/1867
P-51	PORTLAND/24/AM.PKT./OR U.S./34/NOTES.	C-26	B	12/21/1865	1/6/1866
P-52	PORTLAND/24/AM.PKT./OR U.S./48/NOTES.	C-26	B	6/24/1864	1/28/1865
P-53	PORTLAND/24/AM.PKT./OR U.S./50/NOTES.	C-26	B	10/6/1864	10/27/1864
P-54	PORTLAND/24/AM.PKT./OR U.S./50/NOTES. (with mustache)	C-26	B	10/6/1864	8/21/1867
P-55	PORTLAND/30/AM.PKT./OR U.S./38/NOTES.	C-26	B	9/19/1863	
P-56	PORTLAND/30/AM.PKT./OR U.S./48/NOTES.	C-26	B	3/26/1864	
P-57	PORT/15/LAND/OR U.S./23/NOTES.	C-25	B	2/24/1864	
P-58	PORT/21/LAND/OR U.S./30/NOTES.	C-26	B	12/3/1863	12/14/1865

(from page 381) “Detroit—The Stampless Postmarks,” which appeared in the *Michigan Postal History Review*, issue #4 (December 1991) and issue #6 (June 1992). The primary data for Portland markings was provided by Bruce Hazelton. These records have been enhanced by data from Richard F. Winter and from many others.

The tabular information that accompanies the tracings assigns each marking a number, presents the text of the marking, describes its shape (C=circular, SL=straightline) and its dimensions in millimeters, notes the color(s) the marking is known in (B=black, R=red, Bl=blue) and presents the earliest and latest recorded dates of use. The tracings and the tables show only representative examples of U.S. note values for depreciated-currency markings. The authors continue to record dates of use for other depreciated-currency values. This listing is confined to handstamped postal markings. Manuscript rate markings on incoming covers, while fairly common during the Greenback era, are not recorded. On incoming covers from this era, the Portland exchange office sometimes used mute “U.S. Notes” markings with a manuscript rating; the cover in Figure 35 shows an example. In such instances, only the handstamped “U.S. Notes” marker is represented in the data. Markings P-40, P-42, P-43 and P-45 were used for this purpose.

This listing is a work in progress as new tracings and new dates are added. The authors will welcome reports of unlisted markings or colors and earlier or later dates of use.

### Endnotes

1. *Chronicle* 243, pp. 263-279.
2. Leonard Piszkiwicz, *Chicago Postal Markings and Postal History* (Cary, Illinois: James E. Lee Publishing, 2009), pp. 174-88.
3. 16 *U.S. Statutes at Large*, pg. 824.
4. *Ibid.*, pg. 825.
5. *Ibid.*, pp. 826-27.
6. George Hargest, *History of Letter Post Communication Between the United States and Europe 1845–1875*, 2nd Ed. (Lawrence, Massachusetts: Quarterman Publications, Inc., 1975), pg. 135.
7. All sailing data is from Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988).
8. Piszkiwicz, *op. cit.*, pg. 178.
9. Additional articles signed in London 13 August 1860 and in Washington 1 September 1860. 16 *U.S. Statutes at Large* pg. 827.
10. Colin Tabcart, *Robertson Revisited* (Limassol: James Bendon, 1997), pg. 97.
11. Hargest, *op. cit.*, pg. 135; Additional articles signed in London 28 June 1860 and in Washington 21 July 1860; 16 *U.S. Statutes at Large*, pg. 826.
12. Tabcart, *op. cit.*, pp. 220-21.
13. *Ibid.*, pp. 214-15 (marking M26).
14. Jane and Michael Moubray, *British Letter Mail to Overseas Destinations 1840-1875* (London: The Royal Philatelic Society, 1992), pg. 27.
15. 16 *U.S. Statutes at Large*, pp. 890-91.
16. Hargest, *op. cit.*, pp. 136-37.
17. 16 *U.S. Statutes at Large*, pp. 891-98.
18. 16 *U.S. Statutes at Large*, pp. 833 and 836.
19. George E. Hargest, “The Effect of the 1868 and 1869 U.S.-British Conventions on the Continuation of French Mail,” *The Congress Book 1972* (Clearwater, Florida: The American Philatelic Congress, 1972), pg. 96.
20. 16 *U.S. Statutes at Large*, pg. 978.
21. Hargest, *Letter Post Communication, op. cit.*, pg. 138.
22. Robert A. Siegel Auction Galleries, sale 995, lot 2231 (19-20 October 2010).
23. *United States Mail and Post Office Assistant* (Chicago reprint: Collector’s Club of Chicago, 1975), Vol. 1, pg. 128.
24. 16 *U.S. Statutes at Large*, pg. 964 (Article VI).
25. Siegel, *op. cit.*, lot 2232 (19-20 October 2010).
26. Richard F. Winter, “United States—Russia Mail: 1840-1875 Part 1: Bremen Mail, British Mail, Prussian Closed Mail,” *Chronicle* 241 (February 2014), pg. 79.
27. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, Revised Edition (Louisville, Kentucky: Leonard H. Hartmann, 1989), pg. 17. ■

### ANSWER TO PROBLEM COVER IN CHRONICLE 243

Our problem cover from last issue, shown below as Figure 1, was a stampless wrapper that entered the mails at Jackson, Mississippi, in 1852. A circular rating mark, obviously applied at Jackson, originally indicated “PAID 3 Cts” but the handstamped “3” was overwritten with a manuscript “6.” The cover was originally addressed to Richmond, Louisiana, but “Richmond” was stricken out and “Baton Rouge” added. The cover also bears a handstamped straightline “STEAM” and a manuscript “1”. The challenge was to explain the markings and say how the cover travelled from its origin to its destination.

We had quite a pow wow about this cover at the Hartford APS show in August. A number of collectors and dealers contributed observations and responses: Phil Stevens, Walter Haag, John Barwis, Labron Harris, John Amberman and Gil Fitton, among others. All had valuable insights to contribute, but the explanation that follows is largely the handiwork of Jerry Palazolo, who emailed us an extensive written analysis.

Per the circular datestamp, this letter originated in Jackson, Mississippi, on January 25, 1852. The post office in Jackson struck the wrapper with their standard “PAID/3/ Cts.” rate marking. A tracing of this marking, plucked from Bruce Oakley’s Mississippi book, is shown nearby. According to a notation on the reverse, this outer wrapper once contained a “petition from a judge.” Presumably because of the excess weight, the “PAID/3” rating was changed at Jackson to “6” (in manuscript) with the entire amount charged to the sender’s box, as indicated by the notation at upper left. When the cover arrived in Richmond, Louisiana, addressee Alonzo Snyder had already departed for Baton Rouge. Snyder was a well-travelled cotton planter, lawyer, judge and state senator; his papers currently repose in the special collections library at Louisiana State University.



Figure 1. Problem cover from last issue. Stampless cover that entered the mails in Jackson, Mississippi, in 1852. The circular handstamped Jackson “PAID 3 Cts.” rater has been overwritten with a manuscript “6” and the address has been changed from Richmond to Baton Rouge. Other markings are “STEAM” and what appears to be a numeral “1”. The challenge was to explain the markings and say how the cover was handled.

An associate or family member of Snyder apparently took delivery of the letter and redirected it in manuscript to Baton Rouge, adding (at lower left) the routing notation that the was to be carried by the steamer *Princess No. 3*.

The town of Richmond, in Madison Parish, was 10 miles inland from the Mississippi River at the junction of the Roundaway and Brushy Bayous. Local business interests had cut a 60-foot channel along the bayous to provide year-round light-draft steamer access to the Mississippi. This letter must have been handed over to someone on one of those light-draft steamers to be transported to New Carthage, a Mississippi River port some 20 miles to the south. From there it was probably carried on board the *Princess No. 3*, which had a U.S. mail contract, to Baton Rouge.

At Baton Rouge the letter again entered the U.S. mail system as evidenced by the small “STEAM” marking (at center) which is unique to this city. In addition to the “STEAM” marking, the post office in Baton Rouge rated the letter collect “1” cent for the local drop rate, to be paid when the cover was picked up by the addressee. It is not clear if this letter was treated as “WAY” mail or was simply carried by favor to Baton Rouge by a passenger on board the *Princess No. 3*.

### PROBLEM COVER FOR THIS ISSUE



Figure 2. Problem cover for this issue, from Warren, Kentucky to Alfred, Maine.

Our problem cover for this issue, shown in Figure 2, is less complex and may provoke more responses. This is a 3¢ entire envelope with a 15¢ Bank Note stamp, posted at Warren, Kentucky and sent to Alfred, Maine. The challenge is to explain and provide a time-frame for the usage and to explain the significance of the various markings. Extra credit will be given to those who can add some biographical background on the addressee. ■



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**ADVERTISER INDEX**

American Stamp Dealers Association. . . . . 289  
 Phil Bansner. . . . . 352  
 Columbian Stamp Company Inc. . . . . 305  
 Doubleday Postal History. . . . . 322  
 Friends of YPLF . . . . . 392  
 H. R. Harmer, Inc. . . . . Inside Front Cover  
 Harmers International Inc. . . . . 356  
 Leonard H. Hartmann . . . . . 337  
 Steven Hines . . . . . 343  
 Eric Jackson. . . . . 342  
 Kelleher Auctions.. . . . 296-297  
 Kristal Kare, Inc. . . . . 342  
 James E. Lee . . . . . 339  
 Philatelic Foundation . . . . . 290  
 Stanley M. Piller & Associates . . . . . 311  
 Regency-Superior . . . . . 391  
 Schuyler Rumsey Philatelic Auctions. . . . . Inside Back Cover  
 Spink. . . . . 340-341  
 Robert A. Siegel Auction Galleries, Inc. . . . . 292-293, Back Cover

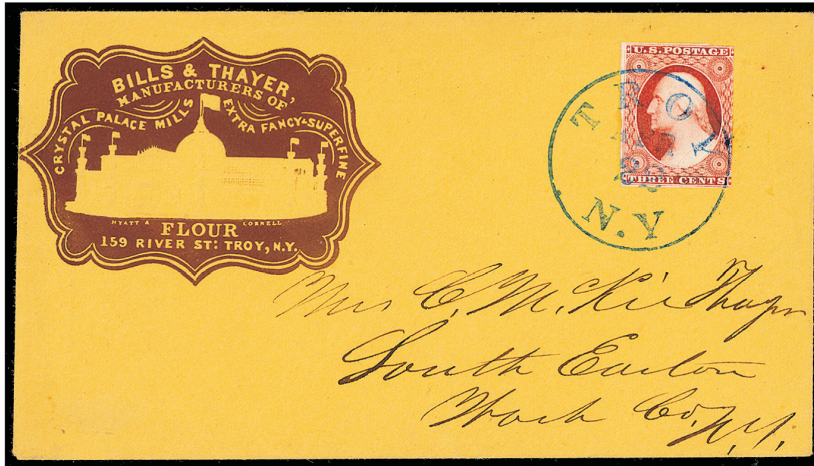
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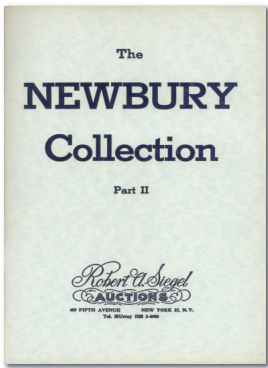
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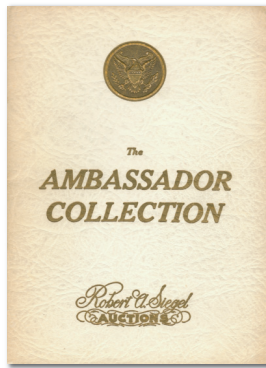
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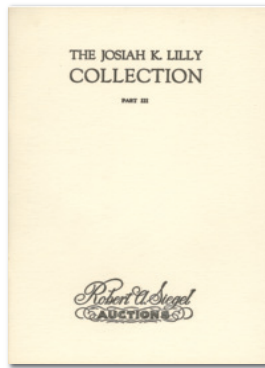
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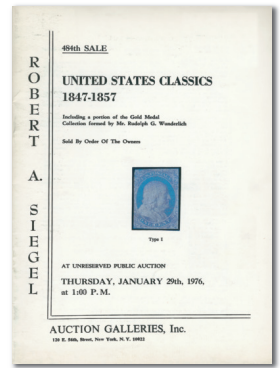
Newbury 1961



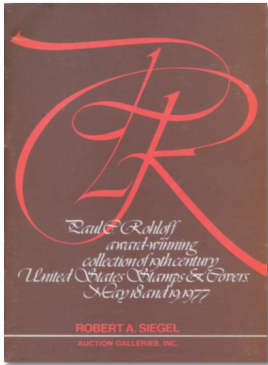
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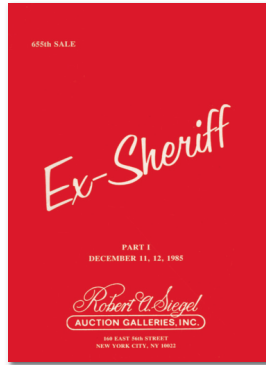
Lilly 1967



Wunderlich 1976



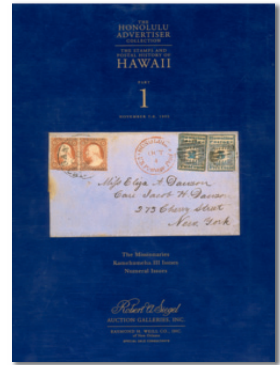
Rohloff 1977



Sheriff 1985



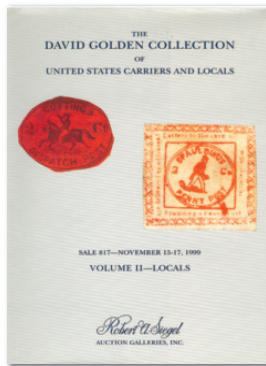
Kapiloff 1992



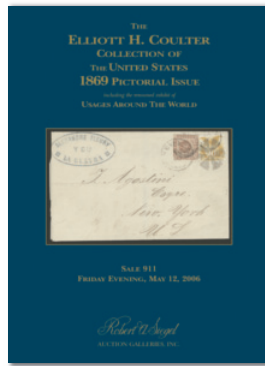
Honolulu Advertiser 1995



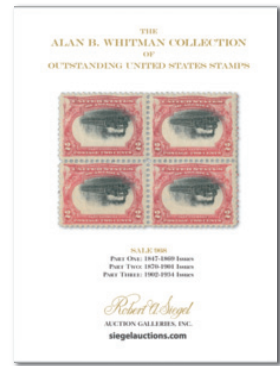
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Coulter 2006



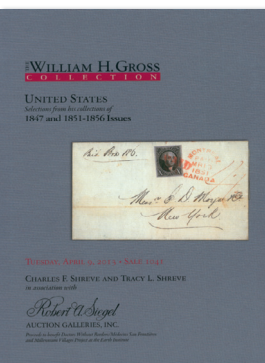
Whitman 2009



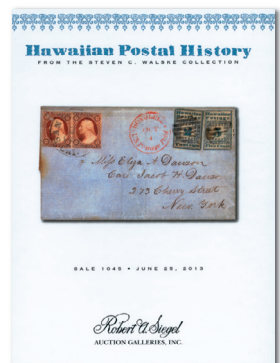
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