

The Chronicle

of the U.S. Classic Postal Issues



Unique adhesive stamp from a little-known Philadelphia local post, used in combination with a 5¢ 1847 stamp on a cover to Middletown, Connecticut, posted in 1848 or 1849. This is the only known example of the 2¢ black Telegraph Despatch Post Office stamp, listed in the Scott specialized catalog as 138L2. The stamp is notable because it misspells its own name—the word “Telegraph” is presented as “Telegaph.” From the concluding installment of a survey article, by David D’Alessandris, on U.S. 1847 stamps used in combination with Carrier and Local stamps.

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THE EDITOR'S PAGE

MICHAEL LAURENCE

IN THIS ISSUE: ARCHIVAL DOCUMENTS FROM THE 1851 ERA—TRAVERS AND MORE

The Travers papers are a trove of Post Office Department correspondence from the middle decades of the 19th century, mostly business letters involving the creation of early United States stamps and other postal paper. In the first years of the 20th century, a postal clerk named Arthur Travers rescued the documents from a POD archive that was slated for destruction.

Then, quite mysteriously, the Travers papers went missing for more than half a century. Their reappearance at a Siegel auction in 1993 sparked various efforts to publish the invaluable information they contained, efforts that were oddly impeded by the fact that the Travers documents by themselves were an incomplete record.

In the massive 2011 work advertised and promoted as *The Travers Papers, Volumes 1 and 2*, author/compiler/editor Tom Alexander did an extraordinary job presenting and interpreting documents (not just the Travers material but many other primary source documents) for the 1834-51 period. While catchy and easy to quote, that abbreviated title under which the book was promoted is a misnomer. The full title of the work, as presented on its title page, makes no mention of Travers. It's *United States Postal History and Postage Stamps, Official Records, 1834-1851*. This puts the Travers documents in their proper place as a relatively small part of the larger record.

Alexander and his contributors rightly felt that any publication of source documents should be as complete as possible. Accordingly, the compilers spent years locating and assembling original documents—and in many cases transcribing them too, since the originals were all handwritten, having come into existence before the advent of the typewriter.

The two-volume Alexander publication is an invaluable record, but one whose very mass makes it difficult to use. And as its full title suggests, the book presents information only up to 1851. For philatelists, that means the content speaks to the 1847 stamps (printed by the firm of Rawdon, Wright, Hatch and Edson) but not beyond. Even within this limited time-frame, the work as published contains more than 1,000 pages. There's no index, the print-on-paper pages are not searchable, and the publication had a list price of \$350.

During the years it took to create volumes 1 and 2, technology advanced to give us a world in which it's unlikely there will ever be a print-on-paper volume 3. But that doesn't mean the information will not be available. Far from it. In fact, the Volume 3 information is available right now.

A two-part article commencing in this *Chronicle*, under the joint byline of Robert S. Boyd and Wilson Hulme II, presents the digital-age equivalent of Volume 3: the Travers documents (plus all known related archival documents) for the era of the 1851 stamps, those printed by Toppan, Carpenter, Casilear and Co. (TCC).

No, we don't publish the actual documents. That would consume another 1,000 pages. Instead, our article surveys and briefly summarizes the most important contents of 643 archival documents relating to stamp printing and other postal affairs during the TCC era. All 643 documents are currently viewable on our Society's website, USPCS.org. Less than one fourth of these documents were unique to the Travers holding.

A proper explanation will take more than the single page that's my usual allotment, but this is an extraordinary work that justifies commandeering some extra space. The Boyd-

Hulme article is organized by topic in rough chronological order. It provides the minimum commentary sufficient to explain what's in the sources. The article is fully and richly annotated, and the vast majority of the 200-plus endnotes refer to specific documents that are viewable in searchable typescript form on our website.

Presented in our 1851 section this issue, the initial installment discusses the 1851 stamp contract; the creation of the first TCC stamps (1¢, 3¢ and 12¢ imperforates); the Carrier stamps; gum problems and their resolution; the first stamped envelopes; bisection; distribution and the establishment of the stamp agency; and the printing of the 5¢ and 10¢ stamps in 1856. The concluding installment, to be published in the *May Chronicle*, will discuss perforation, extension of the TCC stamp contract, the creation of the higher-value stamps (24¢, 30¢ and 90¢), the roll-up of TCC into the American Bank Note Company, and the transfer of materials to the National Bank Note Company after TCC lost the stamp contract. You can view the documents in a PDF file at <http://www.uspcs.org/travers1851>.

In my view, the easy and universal availability of these archival TCC documents constitutes a research breakthrough of unprecedented magnitude, a quantum leap in the diffusion of philatelic knowledge. I'm hoping that this treasure trove of original source material for the 1851-1860 era will spark a new wave of research into the TCC-printed stamps, which because of their complexity and popularity are already the most studied of all classic United States stamps. See for yourself. The Boyd-Hulme article begins on page 60.

Also in this issue

And there's more. In our Essay-Proof section this issue (page 54), Gary W. Granzow describes two recent finds involving essays for the 3¢ 1851 stamp. Both discoveries resulted in revisions in the U.S. specialized catalog. Perhaps not surprisingly, one of these discoveries involves information from the Toppan, Carpenter archive.

In our Stampless section, editor James Milgram provides a broad survey article on the practice of postmaster free franking, from its colonial beginnings up to its abolition in the 1870s. Milgram explores different categories of postmaster free franks and presents (on pages 20-24) three plates showing handstamped postmaster free-frank markings, an appealing collectible subcategory that combines aspects both of marcophily and postal history.

Our 1847 section (page 33) concludes a two-part article by David D'Alessandris, launched in November, discussing covers bearing 1847 stamps used in combination with Carrier or Local stamps. This article draws heavily on another research resource now available on the USPCS website: the searchable and continuously improving database of U.S. 1847 covers.

One item from D'Alessandris' survey adorns our cover this issue: an apparently unique local stamp, the 2¢ Telegraph Despatch Post Office stamp of Philadelphia (Scott 138L2), which happens to survive on a 5¢ 1847 cover, source of the listing in the Scott specialized catalog.

Ex Chapman, Caspary, Lilly, Kapiloff and Kuphfal, this cover has inhabited distinguished collections for more than a century and has been studied and written up by highly regarded experts over the years. But oddly, most scholars have missed the distinctive feature of the unique stamp it bears: the stamp misspells its own name, rendering "TELEGRAPH" as "TELEGAPH." Steve Roth mentioned this in a *Penny Post* article 20 years ago and wrote that the misspelling was recorded in the first published report of the stamp in 1893. But this typo is not mentioned in the Scott specialized catalog (which does not illustrate the stamp) nor was it mentioned in the auction write-ups when it was sold.

Various shades of blue have long perplexed collectors, and thanks to recent advances in forensic philately, students are beginning to resolve some of the confusion. In our Bank

Concluded on page 104

PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

POSTMASTER FREE FRANKING

JAMES W. MILGRAM, M.D.

A frank is a signature on a piece of mail which indicates the right to send the letter free of postal charge. The custom is said by Edward Stern to have originated in England in the 1660s. On November 8, 1775, the Continental Congress set up a committee to establish a post in the colonies. This included free franking for members of Congress and private soldiers who were in service, but an officer had to “frank” the soldier’s cover. Franking was extended in 1782.

From the earliest days a person who held the franking privilege could both send and receive mail without charge. The right of free franking by local postmasters (called deputy postmasters in the various postal laws) is of long standing—although finding written regulations to justify franking by postmasters is murky until the laws of May 8, 1794 and thereafter. In *Chronicle* 232, Tim O’Connor and Mark Schwartz described a 1707 Boston cover from John Campbell, Boston’s postmaster, with manuscript “ffrank J.C.” (“free frank J.C.”) which is believed to be the earliest Boston postal marking after the Lovelace Post and is a candidate for the earliest free frank.

Figure 1 shows a cover from the Vernon Morris collection. Sent to a merchant in Philadelphia in 1749, the cover was franked by the postmaster at Portsmouth, New Hampshire. The franking endorsement at lower left reads “Free E. Russell Junr. PM Portsmo.” Mark Schwartz showed me a cover bearing the frank of Jonathan Hastings, Boston’s postmaster from 1776 to 1804. This cover was docketed in 1784.



Figure 1. A postmaster free franked cover from 1749. Sent from Portsmouth, New Hampshire to Philadelphia, franked (at lower left) “Free E. Russell Junr. PM Portsmo.”

In the postal law of 1794 (repeated in the law of 1798) is a section relating to postmaster franking:

Sect. 19 *And be it further enacted, That the following letters and packets, and no other, shall be received and conveyed by post, free of postage...And provided also, That no letter to or from a deputy postmaster shall be free of postage, if it exceeds half an ounce in weight.*

Thus from the earliest days of the United States post, there was a weight limit on mail sent and received free by postmasters. This topic will be dealt with later in this article.

Each subsequent postal law used much the same language for postmaster franking. The laws of 1820 stated:

Sect. 24 *And be it further enacted, That letters and packets to and from the following officers of the United States, shall be received and conveyed by post, free of postage: Each post-master, provided each of his letters or packets shall not exceed half an ounce in weight... and in case of excess of weight, that excess alone shall be paid for....*

The important law of 1825 used the same language and added a penalty of \$10 for franking a letter written by someone else:

Sec. 27 *...Provided That postmasters shall not receive, free of postage, more than one daily newspaper each....*

Sec. 28. *....if any person shall frank any letter or letters, other than those written by himself, or by his order, on the business of his office, he shall, on conviction thereof, pay a fine of ten dollars, and it shall be the especial duty of postmasters to prosecute for said offence....*

In the laws of 1843, the privilege of franking was extended to six classes of individuals. The third class was deputy postmasters, for whom the previously cited laws remained in effect. Chapter 324 states:

The franking privilege travels with the person possessing it, and can be exercised in but one place at the same time....No deputy postmaster or privileged person can leave his frank behind him upon envelopes to cover his correspondence, public or private, in his absence.

As the years passed, free franking became a much-abused privilege, and the Post Office lost great sums of money from its existence. It lasted until July 1873 when it was finally abolished. Official stamps replaced free franking for the various executive departments. In 1877, penalty envelopes were introduced for mail relating to government business. These are still in use today.

Postmaster free franking

An early postmaster free frank, from the period after postmasters received official franking privileges, is shown through the courtesy of Mark Schwartz as Figure 2. Addressed to a merchant in New York, the cover is docketed 1796 and bears the frank of the Boston postmaster. Handstamped markings are a straightline "BOSTON," a "23MA" date marking and "Free," indicating the cover entered the mails on 23 May 1796. The postmaster's frank at upper right reads "Free Jon Hastings."

There are earlier Boston postmaster free franks including the 1784 cover from Hastings mentioned previously, but those must be considered unofficial, since there was no law officially granting postmasters free franking until 1794.

In the 1800s, larger towns used handstruck town postmarks and often "FREE" handstamps as well, but smaller towns employed manuscript markings.

Figure 3 shows an unusual example of a postmaster's free frank. The enclosed letter is dated 1830 and was sent by postmaster William P. Wing, who applied a postmark that reads FREE (W.P. Wing in manuscript) P:M/GREENWICH VILLAGE CO" HAMPSH" MASS' in two black straight lines. The stumbling punctuation suggests a marking hand-crafted from newspaper type. The town is Greenwich Village in Hampshire County in western Massachusetts. This early county postmark is one of many that that I described in 1991-92 in a series of articles on county and postmaster-named postmarks (*Chronicles* 149-154).



Figure 2. Boston postmaster franking “Free Jon Hastings,” with handstamped “BOSTON,” “23MA” and “Free” on a cover to New York docketed 1796.

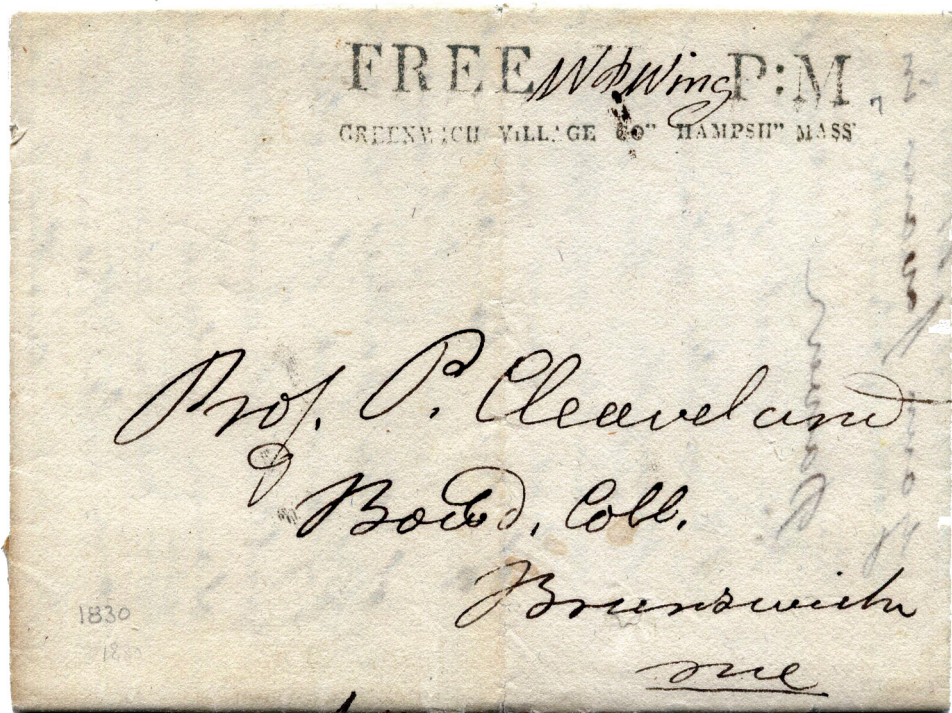


Figure 3. 1830 cover to Brunswick, Maine, manuscript franking “W. P. Wing” within an oddly punctuated two-line handstamp from Greenwich Village, Hampshire County, Massachusetts. Illustration from Daniel Kelleher auction, September 2010.

The franking privilege also included free postage to the individual who possessed the frank. Figure 4 shows a fancy circular “HUDSON N.YORK.MAY 5” postmark with added manuscript “free” on a folded cover addressed to the postmaster at Clermont, New York. Internal docketing dates this cover from 1805. The distance between these two Hudson River valley towns is about 14 miles. The prepaid rate at this time (for a letter carried under 40 miles) would have been 8¢.

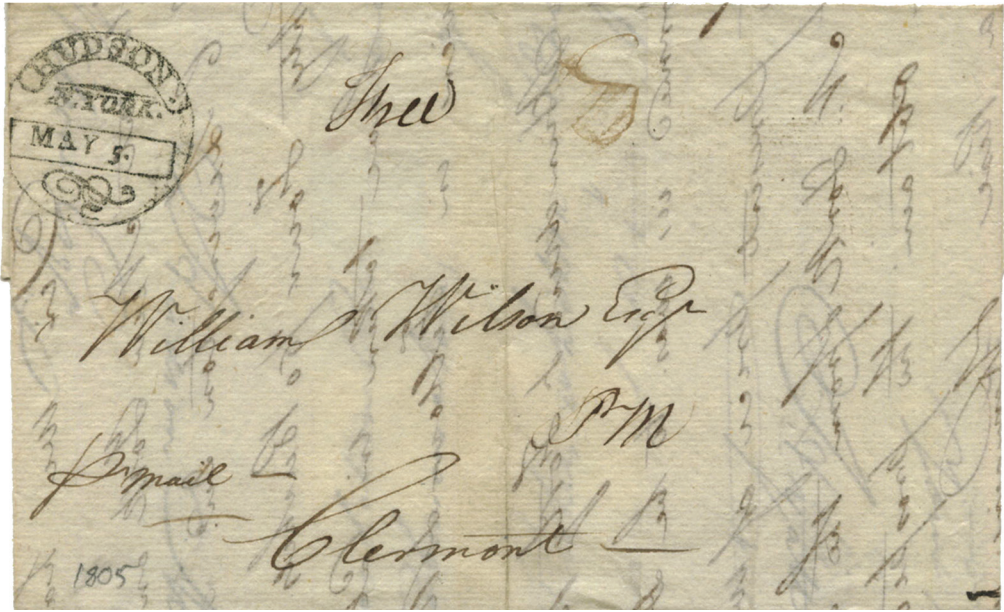


Figure 4. The franking privilege applied on incoming as well as outgoing covers. This cover bears a fancy postmark showing “HUDSON N.YORK MAY 5” (1805) within a decorated circle, on a letter sent free to the postmaster at Clermont, New York.

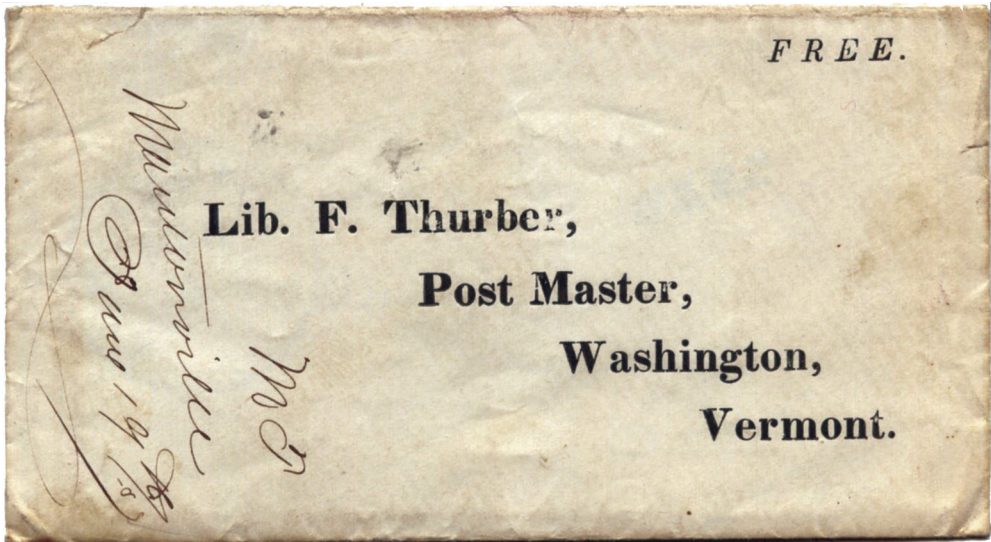


Figure 5. Pre-printed envelope with printed “FREE,” addressed to a Vermont postmaster. The manuscript postmark at left is very scarce and indicates this cover originated in Minnesota Territory: “Mantorville M.T. Jan 19th, 57.”

A later example is the Minnesota territorial cover shown in Figure 5. The manuscript postmark at left reads “Mantorville, M.T. Jan 19th/57.” Only one example of this town postmark is listed in Floyd Risvold’s book on Minnesota postmarks. The Figure 5 envelope bears a preprinted address (“Lib. F. Thurber, Post Master, Washington, Vermont.”) and a preprinted “FREE.” Prepared envelopes like this are very unusual prior to the Civil War. A cover from 1856, not illustrated, is addressed “Postmaster Washington, Vermont” with

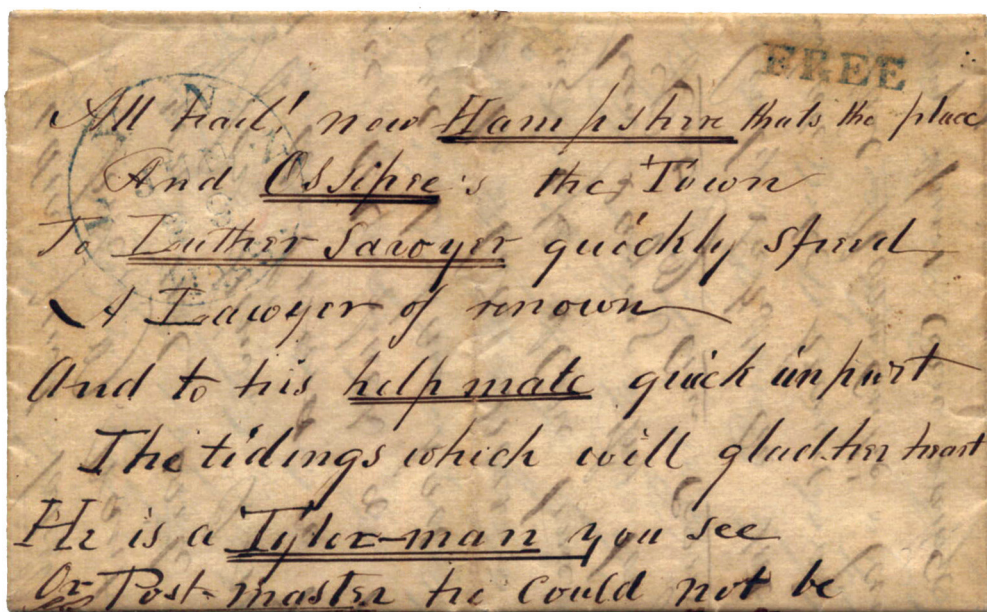


Figure 6. 1844 cover sent free from Lynn, Massachusetts, to the postmaster at Ossipee, New Hampshire. The address is expressed in an amusing political poem.

“BURLINGTON, VT. MAR 4” and “FREE.” This was sent (but not franked) by A. Davis, the postmaster of Chelsea, Vermont. It is interesting that Davis chose this method of sending his letter free, rather than franking it himself.

An earlier cover, addressed with a political poem that wonderfully illustrates free mail to a postmaster, is the item shown in Figure 6. The faint blue circular datestamp at upper left reads “LYNN Mass. JUN 29” and a matching blue “FREE” is struck at upper right. The letter within was written on June 28, 1844, during the period of time when John Tyler was president because of the death in office of his predecessor, William Henry Harrison. Tyler was then running for president in his own right, but Henry Clay received the Whig nomination for 1844, to be defeated by James Knox Polk. This cover was addressed by a Tyler supporter as follows:

**All hail! New Hampshire that's the place
 And Ossipee's the Town
 To Luther Sawyer quickly speed
 A Lawyer of renown.
 And to his helpmate quick impart
 The tidings which will glad her heart.
 He is a Tyler-man you see
 Or Postmaster he could not be.**

A third type of usage was free forwarding for letters sent to or from a postmaster. Figure 7 shows an 1820 cover franked by Charles Rice, the postmaster of Trenton, New Jersey. The cover was originally addressed to Boston, franked “Charles Rice P.M. free” and marked with the poorly struck circular datestamp at upper left: “TREN N.J. NOV 27.” From Boston it was forwarded to New London with a red “BOSTON MS DEC 2.” From New London it was forwarded back to Boston with a red “NEW LONDON CT DEC 5.” All three branches of the trip were free of postage under the postmaster’s franking privilege.

A fourth category of usage involves covers franked by a postmaster of one town that were mailed from a different town. Such uses are unusual, but not especially rare. They have sometimes been termed a “traveling frank,” but I do not care much for that terminolo-



Figure 7. Postmaster free franked cover from Trenton in 1820 (“Charles Rice P.M. free”), forwarded twice. The cover was sent from Trenton to Boston, then forwarded to New London, then back to Boston. All three legs of the journey were free.



Figure 8. A postmaster could frank letters even when he was out of town. This 1815 cover, postmarked “Cleveland, O. August 11” (the only recorded use of this Cleveland marking) bears the franking notation “Free, Z. Wildman, P.M. of Danbury, Con.”

gy. But since individual postmasters were appointed to individual towns, out-of-town uses were a special case, unique to the franked covers of postmasters. Other individuals with the franking privilege had it because of their office, not because of a geographically specific position.

Figure 8 shows an 1815 cover with the only known example of this “CLEVELAND O. August 11” straightline postmark. The cover is franked “Free, Z. Wildman P.M. of Danbury Con.” and is addressed to Danbury, apparently to the postmaster’s wife. Another 1815 cover, not illustrated, bears a double straightline postmark of “EAST BLOOMFIELD N.Y./SEPTEMBER 23RD.” Addressed to Albany, New York, this cover is handstamped “FREE” and endorsed “M. Allen, Postmaster, Richmond” in manuscript. Both these covers were posted during the 13-month period (1 February 1815–1 March 1816) during which a



Figure 9. Postmasters could also receive letters free at offices other than their own. This 1828 cover from Augusta, Georgia, postmarked red “AUGUSa G. FEB 2,” bears a bold manuscript “Free” and is addressed to “Z. Wildman Esq., Postmaster of Danbury, now at Charleston, S.C.” The 1815 cover from Cleveland in Figure 8 was franked by Wildman.

war-related 50 percent surcharge was applied to the 1799 postal rates. But of course that is not relevant here because the covers under discussion were sent free.

A very rare variation of this, a fifth category I suppose, are covers addressed free to postmasters who were traveling to other towns than the place where they held the franking privilege. In Figure 9 is a cover from Augusta, Georgia, with a red circular “AUGUSa G. FEB 2” marking and boldly endorsed “Free.” The letter concerns a business matter and was written by an individual who obviously knew that the well-travelled Danbury postmaster, Z. Wildman, whom we met in Figure 8, was visiting Charleston, South Carolina. The writer took advantage of Wildman’s franking privilege to avoid postage on this letter. This cover dates from 1828, many years after the Figure 8 cover. It appears to be pure chance that both of these covers have survived because they came into collector hands through different correspondences.

Integral FREE postmarks

During the later part of the free-franking era, a number of postmasters introduced special town postmarks indicating that free postage applied to the letters on which they were placed. Almost all of these postmarks are from the 1850s and 1860s. While largely used on mail sent by the postmaster of the issuing office, these integral FREE postmarks were also used on covers sent to other individuals with a franking privilege—such as a Congressman or a federal officer.

An example of such a use is shown in Figure 10. Addressed to the Senate Chamber in Washington, D.C., this cover was franked “Free Geo. W. Jones, USS” by U.S. Senator George Wallace Jones, known as “Iowa’s godfather,” who was Senator from Iowa for two terms, from 1848 to 1859. The Dubuque postmaster affirmed Jones’ frank with the hand-stamped “DU BUQUE Iowa AUG 9 1857 FREE” postmark.

A more typical example, not illustrated but also from the 1850s, is addressed to A.H.

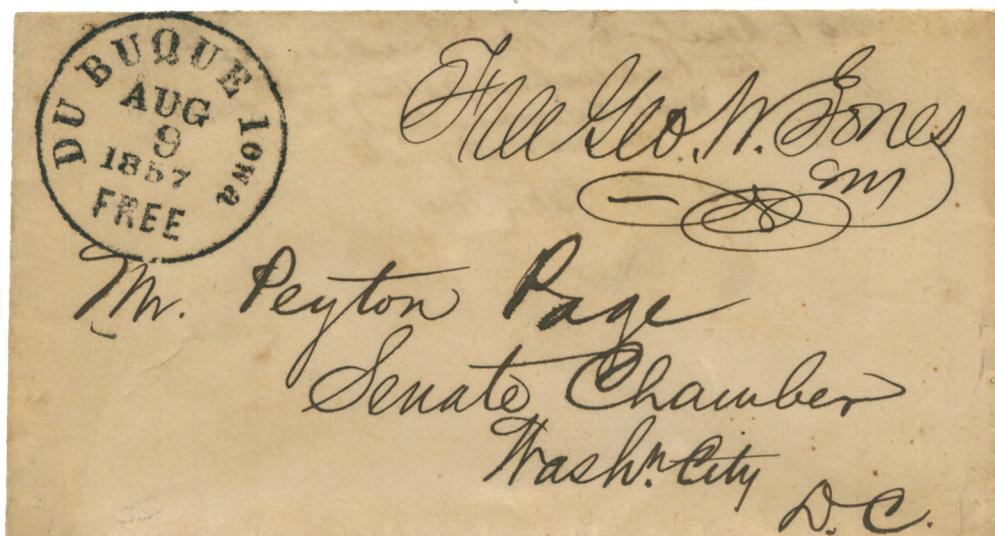


Figure 10. This special free handstamp (“DU BUQUE Iowa AUG 9 1857 FREE”) is here applied to a cover addressed to the Senate chamber and franked by a United States Senator, George W. Jones, a prominent figure in the early history of Iowa statehood.

Coffin, P.M., Mansfield, New York, with a bright red “NEW-YORK/FREE/DEC 14.” Use of these integral “FREE” markings is most common on outgoing franked covers, particularly from Washington, D.C.

Because postmasters could receive their mail free of postage, a number of covers exist which were prepared for any postmaster, not a specific individual. One of many such examples, not illustrated here, is a cover bearing a printed “Post Office Department/Official Business” notation, with partially printed address “Postmaster at” and then the rest filled in in manuscript, in this case “Barren Creek Springs, Somerset Co., Md.”

This cover was obviously part of a mass mailing to many postmasters; the postmark is “WASHINGTON D.C. FREE/5 FEB.” The contents are a copy of the September, 1854 “Instructions and Laws” describing postmaster duties. One portion pertains to the franking privilege for postmasters earning less or more than \$200 (smaller post offices) and indicates that, respecting the use of the franking privilege on personal mail, postmasters at smaller offices were more generously treated than postmasters at larger offices.

A Postmaster whose compensation for the last preceding fiscal year did not exceed \$200, can send through the mail, free of postage, all letters written by himself on his own private business, the weight of each letter not to exceed half an ounce. He cannot receive free, nor frank printed matter of any kind; nor letters addressed to his wife or any other member of his family; nor can he frank letters to editors or publishers containing money in payment of subscription.

The franking privilege of Postmasters whose yearly compensation exceeds \$200, is restricted to sending and receiving free, written communications relating exclusively to the business of their offices, or of the Post Office Department.

Many covers from the 1850s and afterwards are addressed to postmasters and bear handstamped or manuscript markings “POST OFFICE BUSINESS FREE.” When registered mail began in 1855, the receiving post office had to mail the sending post office a “Return Registered Letter Bill.” Envelopes from such correspondence survive. I illustrated a number of examples and discussed this category generally in an article titled “Post Office Business Free,” which was published in *Chronicle* 243 (August 2014). A few postmasters used handstamped facsimile signatures on these envelopes; two of these are shown below (as Figures 16 and 17) in the section of this article discussing those markings.



Figure 11. This 1842 cover was sent free from New York City to the postmaster in Peninsula, Ohio. In addition to the red “NEW-YORK NOV 23” circular datestamp, the New York postmaster applied the marking “SEE 295 SEC. P.O./INSTRUCTIONS”, to alert the receiving postmaster that this mailing was a potential abuse of the franking privilege.

New York City in the 1840s employed an interesting two-line red postmark “SEE 295 SEC. P.O./INSTRUCTIONS,” referring to a section of the Postal Laws and Regulations relating to franking abuse. The example in Figure 11 is struck on a cover sent by a New York publisher to the postmaster at Peninsula, Ohio. The cover carried a printed two-page circular from a publication called the *Advocate of Moral Reform*, devoted to redeeming wayward girls and fallen women, along with a handwritten note inquiring about local subscribers:

Dear Sir: Be so good as to inform me if Mr. G. H. Haskell and R. Haskell take the Advocate of Moral Reform from your office or if not, how long since they discontinued doing so & who takes them now. Very respectfully yours &c W. A. Waterstown for Society, 169 Nassau St.

The Section 295 quoted in the handstamp concerns the use of the franking privilege for purposes not intended, which surely includes this mailing.

295. If any person, having the right to receive his letters free of postage, shall receive, enclosed to him, any letter or packet addressed to a person not having that right, it shall be his duty to return the same to the post office, marking thereon the place from whence it came, that it may be charged with postage. Act of 1825, sec. 28.

I would guess that the New York postmaster handstamped the letter with this unusual marking because the bulk of the cover raised his suspicions, and he wanted to alert the Ohio postmaster to his duty under the law. Certainly this was a clever misuse of the Ohio postmaster’s privilege to receive letters free.

Handstamped postmaster free franks

By law a frank required a signature on the addressed portion of a letter. But from very early days, certain postmasters decided on their own to manufacture handstamps to serve in lieu of a signature. Strictly interpreting the regulations, all these markings were illegal, but I have never seen a cover on which such usage was denied. Other postmasters routinely accepted these handstamps as free franks.

Handstamped postmaster free franks are a special and highly collectible subcategory of free franks, combining aspects both of postmark collecting and postal history. This is a subject I have been interested in for many years.

Examples of all the pre-1870 handstamped (and printed) franks of postmasters known to me are listed and illustrated in the marking plates and tabular data presented in the pages that follow (pages 20-24). Offices that used handstamped or printed postmaster free franks are listed alphabetically by town name. The "Description" column indicates the marking shape (C=circle, SL=straightline, 2 SL=double straightline, etc.) and shows the marking size in millimeters, when that information is known. The "Date" column shows the approximate date of use and the reference number ("Ref" column) locates the marking in the adjacent marking plates, which depict photographic or traced images from actual covers.

I have been accumulating this information for almost 50 years, and some of the material from early days is represented by black and white photos. This is certainly not a complete listing; information about additional markings will be welcomed.

As the table indicates, the earliest use of a handstamped postmaster free frank was in 1792, from Smithfield, North Carolina (Plate 2, Marking 38). A cover bearing a lovely early marking is shown in Figure 12. Applied in 1802 at Durham, Connecticut, this is not only an early handstamped postmaster free frank, but also the second earliest fancy postal marking used in the United States. The earliest is the New York clamshell oval from 1798.

The Durham marking, superbly struck on the Figure 12 cover, shows both the postmaster's name and the town name ("David Camp Post Master Durham Conn't./FREE") within an ornated circular rim. In his bold and readable handwriting, Postmaster Camp also added a dated manuscript postmark (Durham, Decm. 10th") at upper left.

The cover in Figure 13, shown here through the courtesy of Joseph Antizzo, RA 3948, bears a very unusual set of markings. There is a most unusual town postmark "FARMINGDALE Me." with manuscript dating and an attached year date "1858" outside the circular rim. Then in the upper left corner of the cover are a black "S.B. McCausland," apparently applied via a stencil, and a separate handstamped "FREE". To eliminate all doubt, postmaster McCausland added "P.M." in manuscript under the stenciled imprint of his name.



Figure 12. 1802 cover with December 10 manuscript postmark and a superb strike of the fancy handstamped double-circle postmaster franking marking from Durham, Connecticut. The full text of the marking reads "David Camp Post Master, Durham, Conn't./FREE." This is one of the earliest fancy U.S. postal markings.



Figure 13. An unusual and labor-intensive combination of markings: “FARMINGDALE Me.” circular datestamp with attached “1858,” manuscript “May 20” and separate “FREE,” along with a stencil “S.B. MacCausland” with manuscript “P.M.” notation.



Figure 14. Presidential campaign envelope for Whig candidate Winfield Scott in 1852 with red “STANLEY CORNERS, N.Y. SEP 6” circular datestamp, “FREE,” and a matching straightline handstamped postmaster free frank: “L. STANLEY P.M. FREE.”

Figure 14 illustrates a campaign envelope for Winfield Scott, the unsuccessful Whig party presidential candidate in 1852. Addressed to Cleveland, Ohio, the cover bears a red “STANLEY CORNERS, N.Y. SEP 6” circular datestamp with a matching straightline “L. STANLEY P.M. FREE” franking and a separate stand-alone straightline “FREE”. The “FREE” after the postmaster’s name appears to be an integral part of the handstamp. Stanley Corners is now the hamlet of Stanley, part of the town of Seneca in Ontario County, New York.

(text continued on page 24)

HANDSTAMPED OR PRINTED POSTMASTER FREE FRANKS

POST OFFICE	TEXT OF MARKING	DESCRIPTION	DATE	REF
Albany, N.Y.	G.B. SHERILL POSTMASTER ASSEMBLY ALBANY N.Y.	C-32	1850s	1
Alum Springs, Va.	FREE/(ms name) PM ROCKBRIDGE ALUM SPRINGS, VIRG'A	printed box, several types	1850-60s	2
Amboy, Iowa	H.L. HOLCOMB/P.M./FREE	C-35	1859	3
Baptist Mission, C.N.	WM. MUSGROVE Baptist Mission	2 SL, in frame	1850s	4
Berlin, Vt.	FREE/Israel Dewey	2 SL, 30x2	1847	5
Blossville, N.Y.	J GRAM P.M.	SL		
Bolster's Mills, Maine	Free/Wyatt Turner, P.M.	printed	1850s	6
Bonus Prairie, Ill.	ORRIN MILLER/FREE/P.M.	C-21, red	1847	7
Bovina, Miss.	FREE D.F. COWAN BOVINA, MISS.	3 SL, 47x26		8
Cazenovia, N.Y.	J. KILBORN P.M.	2 SL, red	1830	9
China, Ind.	Free./J.M.H. WILDER,/P.M. CHINA, IA.	3 SL, 24x8	1837	10
Columbia, S.C.	P.O.B./J.B. Glass, P.M.	2 SL 50x10, printed	1853	11
Corinna, Maine	FREE/V. A. SPRAGUE P M	DC-20	1856	12
Creelsboro, Ky.	P.M. CREELSBORO, FREE	printed, ms signature		13
Derby, Vt.	N. COLBY P.M. DERBY VT.	2 SL	1830	14
Durham, Conn.	David Camp Post Master Durham, Conn't. FREE	C-26	1802	15
E. Bridgewater, Mass.	FREE M.K. P.M.		1820	
Ellenville, N.Y.	FREE GEO. DUDLEY, P.M.	SL	1850	16
Experimental Mills, Pa.	JAS. BELL, Jr. P.M. EXPERIMENTAL MILLS, P.O. Monroe Co., Pa.	3 SL, printed	1862	17

Handstamped or printed postmaster free franks up to 1870, listed alphabetically by town name. "Post Office" column shows the town where the marking was used. "Description" column shows marking size in millimeters and shape (C=circle, SL=straightline, 2 SL= double straightline). Printed markings are indicated, all others are handstamps. Reference number ("Ref") keys to the accompanying marking plate.

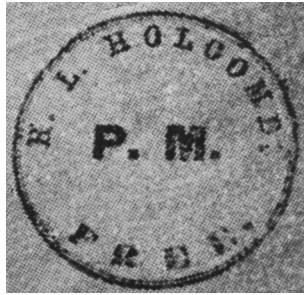


PLATE 1

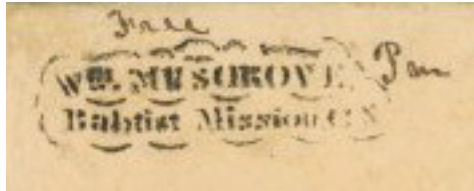


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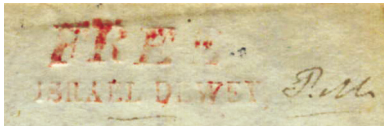
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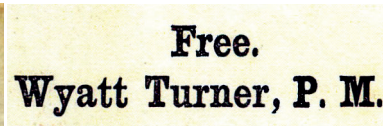
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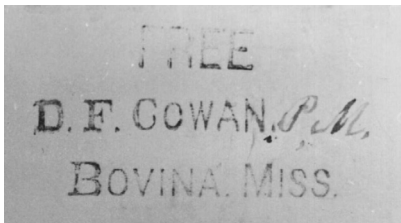
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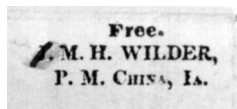
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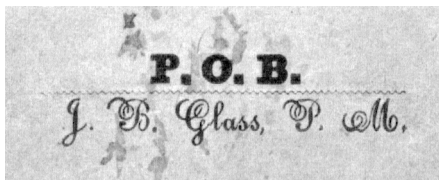
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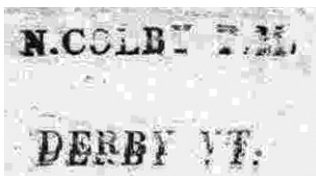
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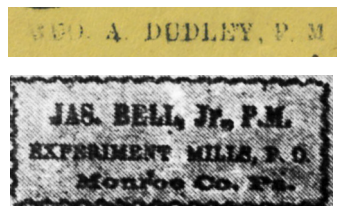
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14



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16

17

POST OFFICE	TEXT OF MARKING	DESCRIPTION	DATE	REF
Farmingdale, Maine	S.B. McClausand	Stencil	1858	18
Greenwich Village, Mass.	FREE (ms name) P:M.	SL 65x6	1827	19
Hodges, S.C.	Chas. M. Pelot P.M.	SL in script	1850s	20
Hubbardton, Vt.	R.M. Whipple, P.M.	SL	1852-55	21
Jordanville, N.Y.	FREE A MILLER, PM.	SL 42x2½	1850s	22
La Porte, Cal.	W YOULEN	SL 32x8	1857	23
Liberty, Ind.	G.C.W. Thompson	SL 40x4	1851	24
Liverpool, Ohio	S.C. PRICHARD, FREE		1860	
Lyman, N.H.	FREEMAN HINMAN P.M.	SL 40x2, red	1850	25
Montpelier, Ohio	FREE C.W. MALLORY P.M.	2 SL 32x8½	1847	26
New Prospect, Miss	T P BROWN PM	ornamented mortised SL 50x25, red	1850	27
New York, N.Y.	James Kelly PM	printed in script	1860s	28
Northampton, Mass.	AUGUSTUS CLARKE, P.M.	SL 41x2½	1850s	29
North Clarendon, Vt.	E.B. Holden, P.M.	SL 29x2½	1855	30
Ostrander, Ohio	Wm. C. WINGET PM	ornamented mortised SL	1850s	31
Painesville, Ohio	J. MILLS	SL 29x2½	1825	32
Pleasant View, Va.	A. FLESHER.	SL 30x5	1850s	33
Portland, Maine	W. Davis P.M.	SL 51x5 in script	1860s	
Ridgebury, Conn.	GEO. BOUTON, P.M./FREE	Arc-35	1850s	34
Robin's Nest, Ill.	FREE, (ms. name), P.M.	2 SL 10x24, printed	1842	35
San Francisco, Cal.	R.F. Perkins P.M.	SL 68x15 in script	1860s	36
Scottsburg, Ore. T.	FREE E.R. FISKE, P.M.	2 SL 32x9	1854	37
Seneca Falls, N.Y.	FREE- P.O. BUSINESS, J.T. MILLER, P.M.	3 SL, printed	1850s	
Smithfield, N.C.	FREE/CALVIN JONES Postmaster Smithfield	4 SL	1792	38
Stanley Corners, N.Y.	L. STANLEY P.M. FREE	SL 48x2.5, red	1852	39

PLATE 2

18 N. B. McCausland

19 FREE Wing P.M.

20 *Chas. H. [unclear] Sell,*

21 R. M. Whipple, P. M.

20

21

22 FREE... MILLER, P. M.

23 WYOULEN

22

23

24 G. E. W. Thayer.

25 FREEMAN HENRY, P. M.

24

25

26 FREE
G. W. MALLORY P. M.

27 T. P. BROWN PM

28 James Kelly

26

27

28

29 AUGUSTUS CLARKE, P. M.

31 Wm. C. WINGET, P.M.

32 J. HILL

29

32

30 E. B. Holden, P. M.

33 A. FLESHER.

30

33

34 GEO. BOUTON
FREE P.M.

35 FREE.
[Signature] P.M.

34

35

37 FREE.
E. R. FISKE, P. M.

36 R. J. [unclear] P.M. 10 U.S. POSTAGE 10

37

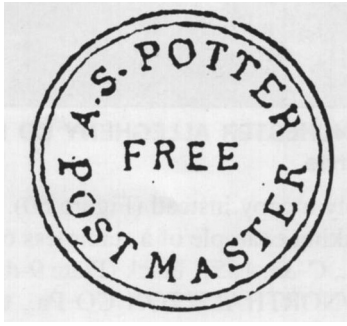
36

39 L. STANLEY P.M. FREE

38 FREE
CALVIN JONES
Postmaster
[unclear]

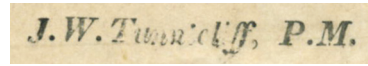
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PLATE 3



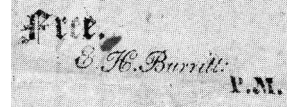
41



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44



43

POST OFFICE	TEXT OF MARKING	DESCRIPTION	DATE	REF
Steamburg, Pa.	A.S. POTTER/FREE POSTMASTER	DC-40	1859	40
Voluntown, Conn.	C.H. KINNE, P.M. VOLUNTOWN, CT.	DC	1866	
Warren, N.Y.	J.W. Turncliff, P.M.	SL 43x3	1837	41
Washington, Conn.	FREE/M.J.CHURCH P.M.	C-31	1855	
Washington, D.C.	OFFICIAL BUSINESS S.J. Bowen POSTMASTER	Oval 33x20	1866	42
Watson's Store, Ga.	Free. E.H. Burritt (in script) P.M.	3 SL 55x15	1823	43
Wells, Vt.	Free O. Lewis P.M.	SL 55x7	1848	44
West Rupert, Vt.	JOHN P. YOULEN RUPERT VERMONT	Oval 50x35, red	1858	
Zoar, Ohio	J.M. BIMELER, P.M./ZOAR O.	2 SL 47x9	1831	

A few of these postmaster markings were preprinted rather than handstamped. The earliest and probably the best known is the marking from Robin's Nest, Illinois (Plate 2, Marking 35). Figure 15 illustrates a striking envelope on which both the postmarking and the postmaster frank are printed. This was also provided by Route Agent Antizzo. The printed townmark reads "Bolster's Mills, Maine" and the postmaster franking reads "Free. Wyatt Turner, P.M." Other similar covers from Bolster's Mills show the town name printed but with a manuscript franking by Turner.

At a later date certain postmasters created handstamps containing script representations of their signatures. Most of these are found on post office business envelopes that carried returned bills or receipts. Figure 16 shows one of the more interesting types of these covers. The postmaster at San Francisco had a supply of 1861 10¢ stamped envelopes which were of little use after the transcontinental rate was reduced in 1863 to 3¢. He punched a hole through the embossed head of Washington, devaluing the envelopes for postal usage

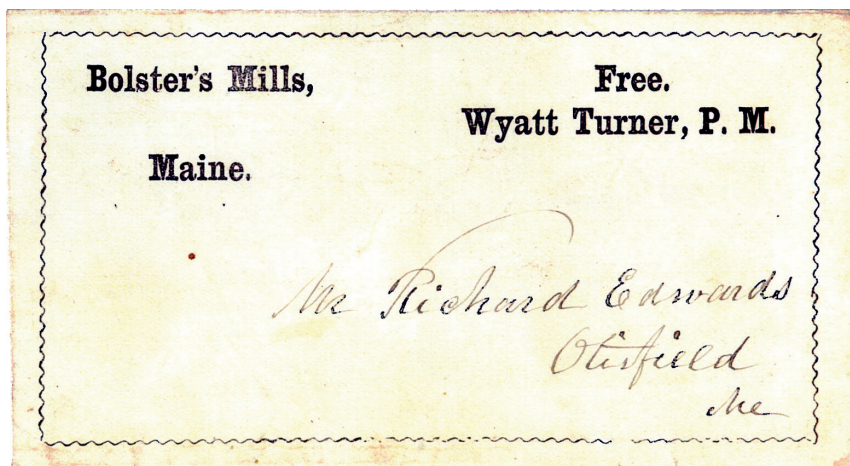


Figure 15. Striking example of a printed postmaster free frank: Printed envelope with “Bolster’s Mills, Maine” and “Free, Wyatt Turner, P.M.” all within an ornamental frame.

and creating a supply of envelopes that could be used for post office business purposes.

The Figure 16 cover shows two franking handstamps, “P.O. BUSINESS FREE” with decorative scrolls and a separate script handstamp reading “R. F. Perkins P.M.” “Post Office Business Free” markings were used by a number of postmasters in the middle of the 19th century; as previously noted, I wrote about these markings extensively in *Chronicle* 243.

In addition to the franking handstamps, the cover in Figure 16 was postmarked separately with a San Francisco circular datestamp. Note that this envelope was originally addressed to someone else, but Perkins, clearly a dedicated recycler, used a label to cover that name and readdressed the envelope to a different person. Most of these envelopes were used to carry return receipts to senders of registered letters, this according to an 1863 modification of the registration instructions.



Figure 16. 10¢ entire envelope with punch through the center of the envelope imprint, handstamped “POST OFFICE BUSINESS FREE” with a handstamped script facsimile of the San Francisco postmaster’s signature (“R.F. Perkins P.M.”) on a devalued government envelope that probably contained a return registered letter receipt.



Figure 17. Envelope with preprinted “Official Business” and “POSTMASTER” address. The handstruck single-oval marking reads “OFFICIAL BUSINESS./S.J.Bowen/POSTMASTER” and reproduces the postmaster’s signature in facsimile form.

Figure 17 shows an envelope with preprinted “Official Business” and “POSTMASTER” bearing a handstruck “WASHINGTON D.C. FREE DEC 23 66” circular datestamp. The handstruck single oval marking at right center reads “OFFICIAL BUSINESS./S.J.Bowen/POSTMASTER” with the postmaster’s name rendered as a small facsimile signature. Bowen was then the postmaster of Washington, D.C., here writing to the postmaster at Newbury, Vermont.

Excess postage charges

As noted above, from the very beginning, postmasters could send and receive only ½ ounce of mail free. Although the 1794 laws governing franking by postmasters limited the privilege to letters under ½ ounce in weight, charges on individual letters have not been seen on any 18th century covers. In fact, the earliest examples of excess weight charges are not encountered until the second decade of the 19th century. Covers showing charges for excess weight are scarce but not rare.

The Act of 3 March 1825 called for payment of excess postage for over ½ ounce. At that time postage was charged by both the number of sheets of paper and the distance a letter traveled, but letters over ½ ounce were charged one additional rate for each excess ¼ oz. or fraction thereof. Under the Act of 3 March 1845, effective July 1, 1845, rates were simplified, and free franked letters weighing over ½ ounce were charged one additional rate for each additional half ounce. Overweight free franks fall into two categories. In the first and much the more common category are covers on which the excess charge is indicated (usually by the sending postmaster) at the time he mailed the letter.

Figure 18 shows an 1837 letter from Rutledge, Tennessee, containing a legal deposition. The cover was franked by a postmaster in the upper right, but because the letter weighed 1½ oz. an additional 75 cents (four times the 18¾¢ rate for 150-400 miles) was prepaid at Wyeth Court House, Virginia. The rate breakdown was carefully and elaborately noted on the cover.

As noted, postmasters could also receive mail free. Figure 19 shows a May 1845 cover sent from Paoli, Indiana, addressed to the postmaster of Salem, Iowa. One half ounce

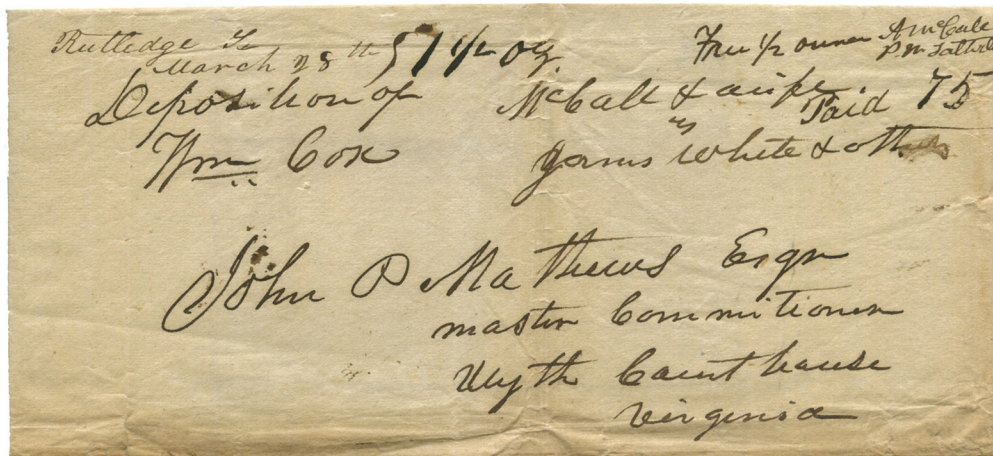


Figure 18. Excess postage added to the basic free frank and charged at the time of mailing. Cover postmarked (at upper left) “Rutledge Te March 28” (1837). The weight (“1½ oz.”) and rate calculation is noted at upper right.

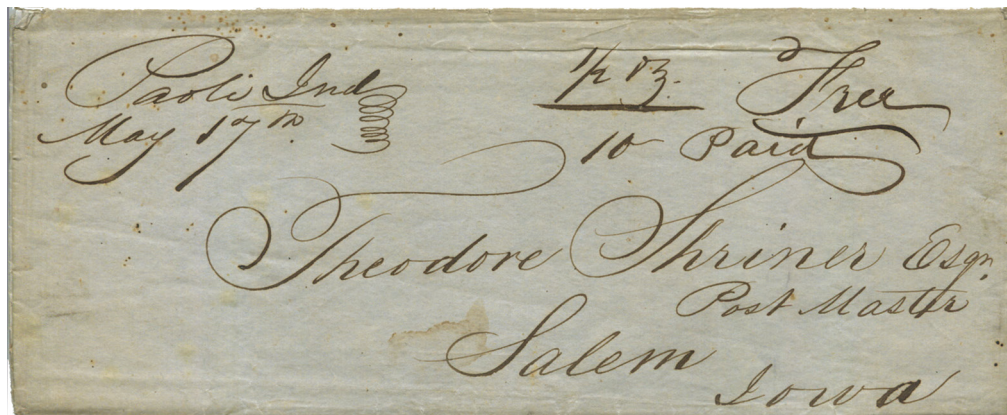


Figure 19. Excess postage charged on a cover addressed to a postmaster. Posted at “Paoli Ind May 17” (1845) and addressed to the postmaster at Salem, Iowa. Per the notations at upper right, the first half ounce was free and 10¢ was prepaid in cash.

was free and an additional 10¢ was prepaid for the excess. It is not clear why only 10¢ was deemed the appropriate additional prepayment. Ten cents would have been required (for a distance over 300 miles) under the simplified 1845 rates, but the new rates went into effect on July 1, 1845 and this cover entered the mails six weeks before that, on May 17.

Rarer are examples of franked covers that were subsequently reassessed for excess weight. Figure 20 shows such a cover, franked 22 October (1847) by the postmaster (“Free James W. Welsh P.M.”) at East Parsonfield, in York County, Maine. In a different handwriting it was subsequently rerated for 5¢ collection (“Excess over ½ oz. 5¢”) from the recipient at the county seat of Alfred, Maine.

Uncovered charges

In addition to overweight charges, there were other postal fees not covered by the franking privilege. Shown in Figure 21 is a cover free franked by the postmaster at Wethersfield, Connecticut, in 1831. The cover is addressed to a man on board a ship moored at the

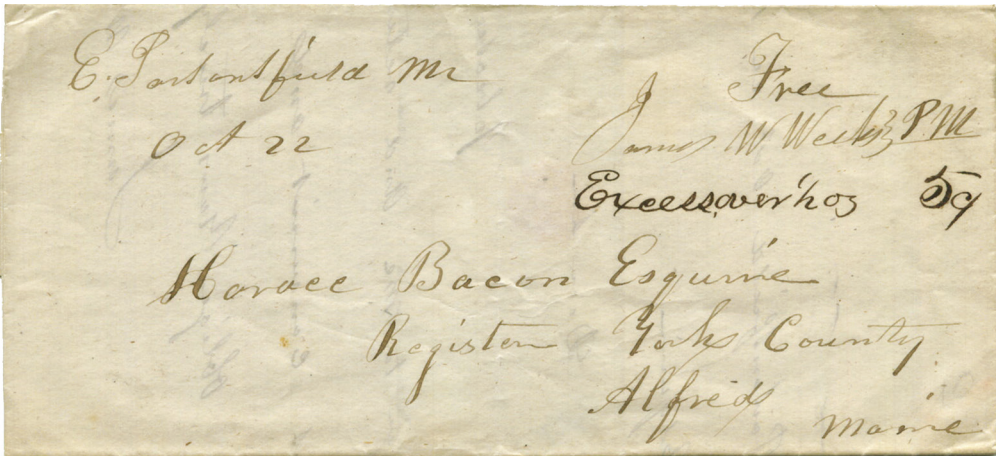


Figure 20. Cover postmarked “E. Parsonfield Me. Oct 22” (1847) with postmaster franking: “Free James W. Welsh P.M.” Apparently overweight, this cover was subsequently rerated for additional postage (“Excess over ½ oz. 5¢”) by the receiving postmaster.

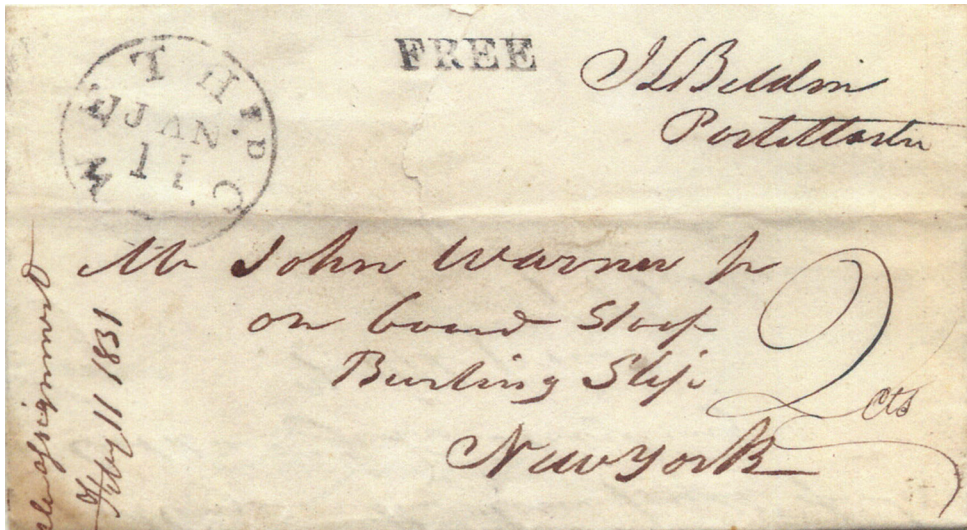


Figure 21. Sent free by the postmaster of Wethersfield, Connecticut in 1831, this cover was addressed to a man on board a sloop moored in the East River in lower Manhattan. Apparently by prearrangement, the cover was sent from the New York post office to the recipient via carrier, with 2¢ collected for this service (manuscript notation at lower right). Illustration courtesy Vincent Vaicekaskas.

Burling Slip on the East River in lower Manhattan. Evidently an arrangement had been made with the post office to provide from-the-mails carrier delivery on such letters. The manuscript marking at lower right shows that the cover was marked for “2 cts” carrier postage due from the recipient, since the carrier fee was not covered by the frank. When registered mail began in 1855, the registration fee was similarly not covered.

Postmaster franking and the Express Mail

When the Express Mail of 1836 commenced, free-franked express letters from anyone, even the Postmaster General, were prohibited. This service charged triple postage for

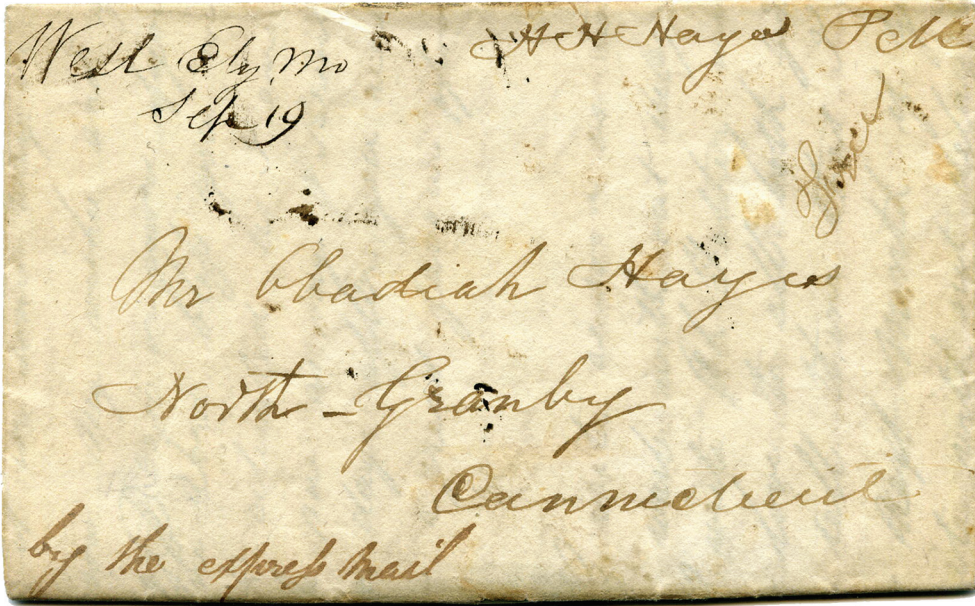


Figure 22. Free-franked and intended for the express mail of 1836-39: Manuscript “West Ely, Mo. Sep 19” (1838), “by the express mail,” and “H. H. Hayes P.M. Free.” Despite this endorsement, the cover did not travel in the express mail. The western branch of the express had been discontinued before this letter was posted.

light letters to be carried by horseback over the Express Mail route. If franked letters had been permitted, there would have been no limit to frankers sending their letters by express rather than regular mail. In fact, even collect letters were prohibited about a year after the express service commenced; prepayment was required as of November 1, 1837.

Despite these regulations, there is a postmaster’s free frank that was intended to have been carried over the express. Figure 22 shows this cover, which is an urgent letter about a family member sent from the postmaster at West Ely, Missouri. There is no doubt that postmaster H.H. Hayes intended this letter to travel to its destination in Connecticut “by the express mail” and he clearly marked it “Free.” However, by September 1838, when this letter was posted, the the western express branch into Missouri had been discontinued.

Postmaster franks and the Confederacy

All of the states in the Confederate States of America were originally a part of the federal union, so their postal procedures would have been just the same as other states until the Confederate Postal Service commenced on June 1, 1861. Thus, letters from postmasters and to postmasters continued to be sent free during the brief periods between the secession of each state and the commencement of the Confederate postal service. Such covers are called independent state uses. Figure 23 shows an 1861 cover with a “RICHMOND Va. MAY 28” circular datestamp, addressed to a postmaster. Although the cover does not bear a free postmark, this is clearly a free frank use, sent post-free just days before the commencement of Confederate postal service.

Free franked letters of all types were prohibited in the Confederate postal system. Even Jefferson Davis had to use stamps. Nonetheless, there are a few franked covers known. One of them is the postmaster free frank shown in Figure 24. The envelope contained a patriotic lettersheet showing a Confederate 11-star flag and cannon, also shown (in part) in Figure 24. Addressed to the postmaster at Stone Wall Mills, Virginia, this small cover



Figure 23. Sent free to a postmaster while Virginia was an independent state: the datestamp reads “RICHMOND Va. MAY 28, 1861.” The CSA Post Office began June 1.



Figure 24. Free franking was prohibited in the Confederate postal system, but a few franked covers are known. This cover from Norfolk, handstamped “FREE” and addressed to a postmaster, carried a lettersheet illustrated with a Confederate cannon.

bears a blue “NORFOLK, VA. OCT 30 1861” and “FREE” and seems to have reached its destination with no postage prepaid or assessed.

An even scarcer use is a “POST OFFICE BUSINESS FREE” handstamp struck at New Orleans October 19, 1861 on an envelope addressed to a postmaster in Mississippi. This was illustrated as Figure 11 in my article on “Post Office Business Free” markings in the August *Chronicle*. A similar item is known from Richmond, showing “POST OFFICE BUSINESS FREE” on a 3¢ Star Die entire addressed to the postmaster at Halesford, Virginia, with a presumed date of 1864. This cover is shown in Figure 26 and (despite the marking) appears not to have been sent from the Post Office Department.



Figure 25. Another illegal use of free franking during the Confederacy: “POST OFFICE BUSINESS FREE” in circle on a devalued Star Die envelope, with “RICHMOND Va. NOV 29” (1864), sent to the postmaster at Halesford, Virginia.

Conclusion

Handstamped postmaster free franks are a special and highly collectible subcategory of free franks, combining aspects both of postmark collecting and postal history. The listing that accompanies this article may be incomplete, but is based on many years of research and makes a good beginning. Additional citations will be welcomed.

Acknowledgements

Thanks to the following, who contributed listings or other information for this article: Paul Abajian, Joseph Antizzo, Ron Cipolla, Kelleher Actions, Richard Marek, Vernon Morris, Rumsey Auctions, Mark Schwartz, Harvey Teal and Vincent Vaicekauskas. ■

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**COVERS BEARING U.S. 1847 STAMPS
IN COMBINATION WITH CARRIER AND LOCAL POST STAMPS
PART 2: NEW YORK AND PHILADELPHIA**

DAVID D'ALESSANDRIS

The first installment of this article, published in *Chronicle* 244, provided introductory information. It presented a comprehensive table showing the number of covers recorded bearing various carrier and local post stamps in combination with United States 1847 stamps. And it illustrated and discussed details of significant and representative covers from Baltimore, Boston, Charleston and Cincinnati. This concluding installment discusses covers from New York and Philadelphia.

New York City

New York City offers the greatest variety of local post covers bearing 1847 stamps. Combination covers are recorded for Adams City Express Post, Bouton's City Dispatch Post, Boyd's City Express, Dupuy & Schenck, Hall and Mills' Despatch Post, Messenkope's Union Square Post Office, G.A. Mills' Despatch Post, and Swarts' City Dispatch Post. There are 45 New York carrier stamp covers with 1847 stamps and 85 New York local post covers with 1847 stamps.

New York City carrier department stamps

The carrier delivery services in New York City were consolidated under Robert Roberts in 1849.¹ In February of that year, Roberts announced in a newspaper notice the availability of "stamps receivable for City postage only."² These were the "U.S. Mail One Cent Pre-Paid" carrier stamps that remained in use for the life of the 1847 stamps.

The on-line census of 1847 covers, fully discussed in *Chronicle* 240 and accessible on the web site of the U.S. Philatelic Classics Society, lists 17 1847 covers with the New York "U.S. Mail One Cent Pre-Paid" carrier stamp in black on rose paper colored through (Scott 6LB9): 16 covers in combination with a single 5¢ 1847 and one cover (addressed to Canada) with a horizontal pair. The census lists 13 covers with the carrier stamp in black on yellow surface-glazed paper (6LB10). Eleven of the 13 covers are in combination with a single 5¢ 1847, and two covers bear two 5¢ stamps. Fifteen covers are recorded with the 1¢ black on buff surface-glazed paper (6LB11), 14 covers with a single 5¢ stamp and one cover with two 5¢ stamps. Figure 1 is a June 20, 1849 cover on which the New York 1¢ black on rose carrier stamp pays for delivery to the post office and the 5¢ 1847 pays the rate for a distance under 300 miles to Cambridge, Massachusetts.

Adam's City Express Post

Until recently, very little was known about Adam's City Express Post. The local post was believed to have been operated by Alvin Adams, who had previously operated a package express.³ It was also thought that the local post had been sold because the Adam's City Express Post stamps were replaced with City Express Post stamps in the same design, but



Figure 1. 1¢ black on rose New York carrier stamp (Scott 6LB9) with a 5¢ 1847 stamp, sent to Cambridge, Mass. from New York, on June 20, 1849. As usual, the carrier stamp paid for delivery to the post office.

with “Adam’s” replaced by a scroll ornament.⁴ However, the truth is much stranger than prior conjectures. Thomas C. Mazza recently told the story in *The Collectors Club Philatelist*, and a fascinating tale it is. The post was founded by Henry Fuller in 1850 or 1851, following Fuller’s September 1850 arrest for stealing from letters while he was a carrier for another local post, the Bowery Post Office.⁵ Fuller and his brother Ferdinand apparently opened their own local post. They were arrested in August 1851 for stealing from the mail deposited in the local post’s collection boxes. Making the arrest, police found several sheets of Adam’s Express post stamps and undelivered letters in Fuller’s fraudulent post office.⁶ The Fuller brothers managed to avoid prosecution and opened another local post, this time under the name City Express. In December 1851, the brothers were arrested again for stealing from the mails (a third strike for Henry Fuller).⁷

There are four Adam’s City Express Post covers in the census, each franked with a single 2¢ black on buff Adam’s City Express stamp (2L2) and a single 5¢ 1847. Figure 2 shows a very nice example, on a cover to Albany, posted 8 April 1851, that was once in the Caspary collection. The Adams stamp is not tied, as is usual for these very scarce covers.

Bouton’s City Dispatch Post

John Bouton acquired the Manhattan Express Post in the spring of 1847, and began using a “Bouton’s City Despatch Post” handstamp the next year.⁸ Bouton also issued its “Rough and Ready” stamps in 1848. By early 1849, Bouton had sold his local post to Aaron Swarts, the owner of Swarts’ City Dispatch Post.⁹

The census lists nine Bouton’s City Dispatch Post covers with 1847 stamps. Three covers show the first design of the 2¢ black Zachary Taylor “Rough and Ready” stamp, with corner leaves (18L1). Two of these bear a 5¢ stamp and one a 10¢ stamp. There are six covers with the second design of the 2¢ “Rough and Ready” stamp with corner dots (18L2): five covers with a 5¢ stamp and one cover with a 10¢ stamp. The single cover (actually a front) with the second-design “Rough and Ready” stamp in combination with a 10¢ 1847 is illustrated in Figure 3. This very attractive item also shows a red “PAID BOUTON” marking. The 2¢ Bouton stamp paid the local post fee to the New York post office, where the cover entered the mails on November 9, 1848. The 10¢ 1847 stamp paid the rate for a distance over 300 miles to Oswego, New York. There are also two covers with 1847 stamps

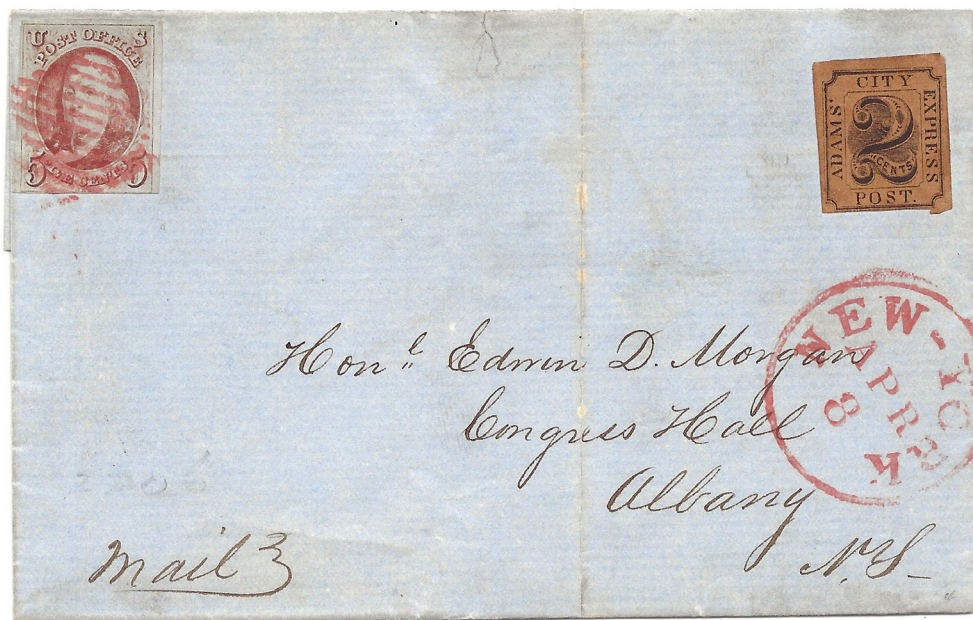


Figure 2. 2¢ black on buff Adam’s City Express stamp (2L2) and a single 5¢ 1847, on a cover from New York City to Albany, ex Caspary, posted 8 April 1851. The Adams stamp is not tied, as is usual for these very scarce covers.



Figure 3. Bouton’s City Dispatch Post, 2¢ black Zachary Taylor “Rough and Ready” stamp, with corner dots (18L2), used with a 10¢ 1847 stamp on a cover front posted at New York City on November 9, 1848 and directed to Oswego, New York (distance over 300 miles). Image courtesy Robert Siegel Auction Galleries.

and Bouton’s handstamp markings. These are not included in the above listing of covers with adhesive stamps, nor in the comprehensive tabular listing presented in the first installment of this article.

Boyd's City Express

John Thomas Boyd established his local post in New York City in 1844.¹⁰ Boyd's local post stamps had already been in use for several years when the 1847 stamps were released. Boyd's local post operated for nearly 50 years, until 1892, despite the Post Office's repeated attempts to suppress local posts.

The census lists 39 Boyd's City Express covers with 1847 stamps. There is a single cover recorded with the 2¢ black on green 1844 large eagle stamp (20L1) and a 5¢ 1847. There are 21 covers with the 2¢ black on green 1845 Boyd's stamp (20L4): 18 with a single 5¢ stamp; one cover (addressed to Canada) with two 5¢ stamps; and two covers with 10¢ stamps, one addressed to Canada. Figure 4 is a cover with the 2¢ 1845 Boyd's City Express stamp that paid the local post charge to the post office. The cover entered the mails on February 17, with no year date, and the 5¢ 1847 stamp paid the postage for the distance (under 300 miles) to New Brunswick, New Jersey.



Figure 4. 2¢ 1845 Boyd's City Express stamp (20L4) paying carriage to the post office on a cover to New Brunswick, New Jersey, posted Feb. 17 (year unknown).

Another 21 covers are recorded with the 2¢ black on green glazed paper 1848 Boyd's stamp (20L7): 19 covers with a single 5¢ 1847 stamp, one cover with two 5¢ stamps, and a single cover with a 10¢ stamp. Figure 5 is a March 13, 1849 cover with a Boyd's City Express local post stamp paying the charge to the post office. The 5¢ 1847 paid the postage for a distance under 300 miles to Philadelphia. The Boyd's stamp in Figure 5 is cut to shape. Although not afforded a separate listing in the Scott catalog, the cut-to-shape stamps were actually die cut prior to sale. Because of this, cut-to-shape stamps probably deserve separate catalog listing. However, the stamps also exist scissor-cut to shape by their users. Three unglazed (20L4) covers and three 20L7 covers (including Figure 5) exist with the Boyd's stamp cut to shape. Not included in the above totals, there are also three covers with 1847 stamps and Boyd's handstamp markings but no government adhesive stamps.

Broadway Post Office

James C. Harriott established the Broadway Post Office in May, 1848. Harriott sold the local post to Benjamin Lockwood around 1853-54, shortly before Lockwood acquired Swarts' Chatham Square Post Office. The Broadway Post Office was reportedly sold to Charles Miller in 1860.¹¹



Figure 5. 2¢ black on green (glazed paper) 1848 Boyd’s City Express stamp (20L7), on a cover posted March 13, 1849 and sent from New York City to Philadelphia.



Figure 6. July 4, 1848, cover from New York City to Erie, Pennsylvania, carried to the mails by the Broadway Post Office, whose handstamp from the reverse is shown inset at lower left. Image courtesy of Gordon A. Stimmell.

The Broadway Post Office used adhesive stamps (26L1 and 26L2, two very early depictions of a locomotive) but none are known on cover with 1847 stamps. The on-line census of 1847 covers lists two covers that passed through the Broadway Post Office local post and received their handstamp. One of these covers bears a horizontal pair of 5¢ 1847s and the other a 10¢ 1847. Figure 6 one of these, is a 4 July 1848 cover to Erie, Pennsylvania, that was carried to the mails by the Broadway Post Office. The local post’s oval handstamped marking “Broadway Post Office 418 Broadway 208 Canal St, New York” appears on the back of the cover and is shown inset in Figure 6. Erie is more than 300 miles from New York City, thus the 10¢ rate.

City Despatch Post

In his 1991-92 *Chronicle* series cited in the first installment of this article, Robert Meyersburg reported a City Despatch Post 2¢ black on green stamp (40L2) on cover with a 5¢ 1847. Meyersburg reported the cover as a May 7, no-year-date cover to Farmington, Maine. But that cover, nor any logical variant of such a cover, does not appear in the on-line census, nor did it appear in the Alexander data on which the census is based.

Dunham's Union Square Post Office

Joseph E. Dunham took over operation of the Union Square Post Office from Charles F. Messenkope in the Spring of 1850.¹² Dunham subsequently sold the local post to Phineas C. Godfrey in late 1853 or early 1854. While Dunham did issue local post adhesive stamps, none are known on cover with 1847 stamps. However, there is one Dunham's cover in the census,¹³ a February 15 valentine cover with a Dunham's handstamp marking indicating that the local post carried the letter to the mails.

Dupuy and Schenck

Henry Dupuy and Jacob H. Schenck were carriers for the United States City Dispatch Post before opening their own local post in late 1845 or 1846.¹⁴ Dupuy and Schenck may have been acquired by Bouton's City Dispatch Post in September 1847.¹⁵ The census lists one 5¢ 1847 cover with a Dupuy and Schenck 1¢ black on gray paper stamp (60L2).¹⁶ Unfortunately, the image in the census is of insufficient quality to publish in the *Chronicle*.

East River Post Office

J.D. Clark and H. Wilson established the East River Post Office in 1850 and then sold the post to Sigmund Adler in 1852.¹⁷ There are no genuine East River Post Office combination covers recorded. However, there is one poor fake in the census. This is a genuine cover to Philadelphia with a manuscript-cancelled 5¢ 1847 stamp and no origin postmark. The purported East River local post stamp is actually a cut-out of a genuine East River Post Office handstamp marking, glued to the cover to look like an adhesive stamp.¹⁸ The handstamp does not resemble the genuine East River Post Office adhesives (62L1 through 62L4) and should not fool anyone.

Hall and Mills

Amasa C. Hall and Gustavus A. Mills established a local post around 1847, and issued a local post stamp under the name "Hall & Mills' Despatch Post" (76L1). The name was later changed to G.A. Mill's Despatch Post.¹⁹ The census records a single cover with a Hall and Mills 2¢ black on green glazed paper stamp (76L1) in combination with a 5¢ 1847 stamp.²⁰ Once again, the image quality is not adequate for publication.

Kenyon's Letter Office

Pardon W. Kenyon operated a letter office from 1845 until 1865, but did not issue adhesive stamps.²¹ The census lists two covers frankled with 1847 stamps and marked with Kenyon's Letter Office handstamped local post markings: a cover with two 5¢ stamps and one with a 10¢ stamp. The latter is shown as Figure 7. This is an August 31, 1849 cover with the red oval Kenyon's Letter Office handstamp indicating local post transmission to the mails and the 10¢ 1847 paying the rate for a distance over 300 miles to Portland, Maine.

Messenkope's Union Square Post Office

Charles F. Messenkope established the Union Square Post Office in late 1847 or early 1848.²² Messenkope operated the post until the spring of 1850 when ownership was transferred to Joseph E. Dunham, as discussed above. There are 16 covers with the 1¢ black on



Figure 7. August 31, 1849 cover with the red oval Kenyon's Letter Office handstamp indicating local post transmission to the government mails.

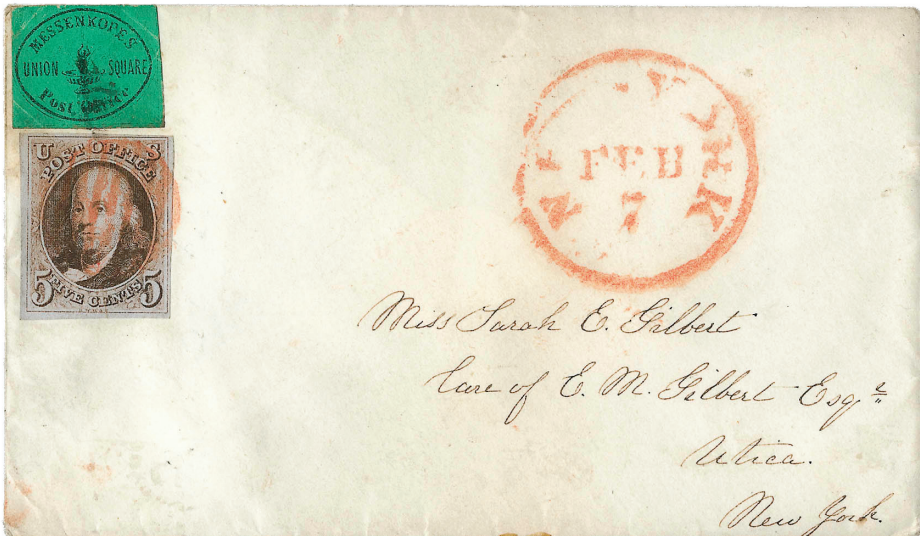


Figure 8. 1¢ Messenkope's Union Square Post Office stamp (106L1), along with a 5¢ 1847 stamp, on a cover to Utica, New York, posted February 7, no year date.

green glazed paper Messenkope's Union Square Post Office local (106L1), 14 with single 5¢ 1847 stamps and two covers with two 5¢ stamps.

Figure 8 is a cover with the 1¢ Messenkope's local post stamp paying delivery to the New York post office. The cover entered the mails at New York with a February 7 postmark (no year date) and the 5¢ 1847 stamp paid the postage (for a distance under 300 miles) to Utica, New York. Meyersburg also listed a cover with the 2¢ black on pink paper Messenkope's stamp (106L2), on a cover with two 5¢ stamps addressed to Saratoga, New York. This cover is not in the census, and none of the covers from New York to Saratoga match Meyersburg's description of a cover with two 5¢ 1847 stamps.

G.A. Mills' Despatch Post

As discussed above, Amasa C. Hall and Gustavus A. Mills established a local post around 1847, and issued a local post stamp under the name "Hall & Mills' Despatch Post" (76L1).²³ By late 1847, Hall was no longer associated with the firm and Mills had the existing Hall & Mills' stamp modified to read "G.A. Mills' Despatch Post."²⁴ There are three 5¢ 1847 covers in the census with the 2¢ green on black surface glazed paper G. A. Mills' Despatch Post stamp (109L1).



Figure 9. 2¢ green on black surface glazed paper G. A. Mills' Despatch Post stamp (109L1) on a January 27, 1848 cover carried to the post office by the G.A. Mills post. The cover is franked with a 5¢ 1847 and was rated "due 5" for an additional 5¢ collection because the distance from New York to Farmington, Maine, was over 300 miles.

Figure 9 is a January 27, 1848 cover carried to the post office by the G.A. Mills post. The cover is franked with a 5¢ 1847 and was rated "due 5" because the distance from New York to Farmington, Maine, was over 300 miles. The small circular mark beneath "Farmington" is the monogram marking of C.E. Chapman, an early and important collector of local post covers, whose exhibit of U.S. carriers and locals won a gold medal at the New York International stamp show in 1913.

Meyersburg and the Alexander census also list a G. A. Mills' Despatch Post cover with a 10¢ 1847 stamp. This cover is also listed in Larry Lyons' census of G. A. Mills' stamps and covers, with the most recent sighting being a 1958 Harmer Rooke sale.²⁵ The on-line census of 1847 covers contains a cover in a 1967 Siegel auction from New York to the same addressee in Farmington, Maine, with the same date, but without a local post stamp. Thus, there is either a second cover in the same correspondence with the stamp date, or the Mills stamp was removed from the cover between the Harmer Rooke sale in 1958 and the Siegel sale in 1967.

Swarts' City Dispatch Post

The New York post office operated a branch post office in Chatham Square from August 1844 until January 1847.²⁶ When the branch post office closed, one of its carriers, Aaron Swarts, opened a local post that he referred to as a branch post office.²⁷ Swarts did not



Figure 10. 2¢ red on wove paper Swarts “Rough and Ready” stamp (136L4), that paid the local post charge to the New York and New Haven Railroad terminal.

issue adhesive stamps until after he took over Bouton’s City Despatch Post, as discussed above. He subsequently had the Bouton “Rough and Ready” stamp modified by replacing Bouton’s name with his own.

There are nine covers with Swarts’ City Dispatch Post adhesive stamps in combination with 1847 stamps, plus another 43 1847 covers with the Swarts’ handstamp marking but no local adhesives. Five 5¢ 1847 covers are recorded with the 2¢ Swarts’ Zachary Taylor “Rough and Ready” stamp: two covers with the black on green glazed paper stamp (136L1) and three covers with the red on wove paper stamp (136L4).

Figure 10 shows a cover posted October 9, 1850. The 2¢ red Swarts “Rough and Ready” stamp paid the local post charge to carry the cover to the New York and New Haven Railroad terminal where it entered the mails. The 5¢ 1847 stamp paid the postage for a distance under 300 miles to Port Chester, New York.

There are also two 1847 covers with the Bouton’s “Rough and Ready” stamp, manuscript changed to “Swarts,” used after Swarts acquired the local post from Bouton (136L13): one cover with a single 5¢ stamp and one with a horizontal pair. Finally, there is one 5¢ 1847 cover, with the 1¢ red “Swarts for U.S. Mail” stamp (136L15) with a bad Philatelic Foundation certificate. Meyersburg also listed a cover with the Swarts Zachary Taylor stamp in black on dark green paper (136L2). The black on dark green cover (136L2) is in the census, but the Swarts stamp has been corrected to black on green glazed (136L1).²⁸ A second cover with the black on dark green stamp is in the census but has not been seen since a 1957 Siegel auction. A third 5¢ 1847 cover with the 2¢ black on green glazed stamp was condemned as fake by Stanley Ashbrook in his *Special Service*.²⁹ Ashbrook opined that the cover was actually a stampless folded letter with both the 5¢ 1847 and the Swarts local post stamps added. Jerome Wagshal discussed this cover in the 1847 section in *Chronicle* 169 and concluded that the 5¢ 1847 did not originate, but that the Swarts local post stamp likely belonged.³⁰

Curiously, the Scott *Specialized Catalogue of United States Stamps and Covers* lists a Swarts Zachary Taylor pink on wove paper stamp (136L3) on cover with a 5¢ 1847. However, Meyersburg did not list such a combination and it is not present in the on-line census. The listing in the specialized catalog is most likely a mistaken record of the 2¢ red stamp (136L4) as a 2¢ pink.



Figure 11. December 1847 cover with a “SWARTS/B./POST OFFICE/N.Y./CHATHAM SQUARE” handstamp carrier marking, indicating that Swarts carried the letter to the New York post office. The 5¢ 1847 paid the rate to Boston where the cover was put on board the Cunard *Britannia* to Liverpool. One shilling was due for the sea postage and British inland postage to Kingston-upon-Thames. Image courtesy of Gordon Eubanks.

As mentioned above, there are 43 covers franked with 1847 stamps and showing Swarts handstamp markings (but not adhesive stamps). Of these, 39 covers bear single 5¢ 1847 stamps and four show 10¢ stamps. Figure 11 is a December 1847 cover with a “SWARTS/B./POST OFFICE/N.Y./CHATHAM SQUARE” handstamp carrier marking, indicating that Swarts carried the letter to the New York post office. The 5¢ 1847 stamp paid the rate for a distance under 300 miles to Boston where the cover was put on board the Cunard line *Britannia* for carriage to Liverpool. In England the cover was rated 1 shilling due for the sea postage and British inland postage to Kingston-upon-Thames, in southwest London. Several varieties of Swarts handstamp markings exist on 1847 covers.³¹

Philadelphia

Of roughly 350 covers recorded with 1847 stamps used in combination with carrier and local stamps, nearly 200 originated at Philadelphia. About three-quarters of the Philadelphia covers are Blood’s covers, with small numbers of covers from the carrier department and a few other local posts.

Philadelphia carrier department

The Philadelphia carrier department was reorganized in 1849 in an attempt to compete with the private Blood’s local post.³² The first carrier adhesive stamps were issued around this time. There are 24 1847 covers in the on-line census with Philadelphia carrier stamps. These covers include 1847 stamps in combination with 11 different carrier stamps, so the number of covers with any single stamp combination is quite small.

Seven covers bear the “U.S.P.O. 1 Cent” design with carrier initials: one with a 5¢ 1847 with the 1¢ black on rose carrier stamp with initials “LP” (7LB1); one with two 5¢ 1847s and the 1¢ black on rose carrier stamp with the initial “S” (7LB2); three, each with a single 5¢ 1847, with the 1¢ black on rose carrier stamp with the initial “H” (7LB3); one with a 5¢ 1847 with the 1¢ black on rose carrier stamp with the initials “LS” (7LB4); and one with a 5¢ 1847 and the 1¢ black on rose carrier stamp with the initials “JJ” (7LB5).

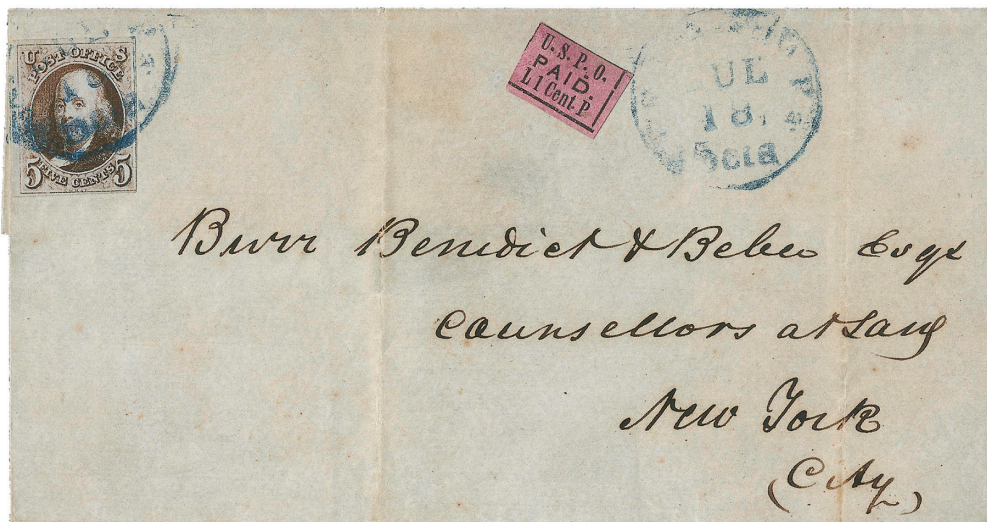


Figure 12. On this cover the black on rose “U.S.P.O. PAID 1 Cent” stamp of the Philadelphia carrier department, here with initials “LP” (7LB1), paid carriage to the post office, and the 5¢ 1847 stamp paid the postage to New York City.

Figure 12 is a July 18 (no year date) cover with the “LP” carrier initial stamp to take the cover to the post office, and a 5¢ 1847 stamp paying the postage to New York City, a distance under 300 miles.

There are six additional covers with the “U.S.P.O. 1 Cent” design without carrier initials: two covers, each with a 5¢ 1847, with the 1¢ black on blue glazed paper carrier stamp (7LB7); three covers, each with a 5¢ 1847, with the 1¢ black on vermilion glazed paper carrier stamp (7LB8); and one cover with a 5¢ 1847 and the 1¢ black on yellow glazed paper carrier stamp (7LB9). Figure 13 is a cover posted March 8, 1851, on which a 1¢ Philadelphia carrier stamp on vermilion glazed paper (7LB8) pays the charge to the post office and the 5¢ 1847 stamp pays the postage (for a distance under 300 miles) to Richmond,



Figure 13. 1¢ Philadelphia carrier stamp on vermilion glazed paper (7LB8) with a 5¢ 1847 stamp, on a cover to Richmond, Virginia, posted March 8, 1851.

Virginia. Meyersburg additionally listed a post-demonetization cover with the 1¢ black on rose carrier stamp (7LB6) that does not appear in the census.

The census lists 11 covers with the Philadelphia carrier “sausage” stamp: eight covers each with a 5¢ 1847 and the 1¢ gold on black carrier stamp (7LB11); two covers each with a 5¢ 1847 and the 1¢ blue carrier stamp (7LB12); and one cover with a 5¢ 1847 and the 1¢ black carrier stamp (7LB13). Meyersburg indicated that the 1¢ blue and 1¢ black “sausage” stamps were issued after July 1, 1851, so that covers in combination with 1847 stamps could not be genuine. But the 7LB13 cover has a good Philatelic Foundation certificate.

There are covers franked with 1847 stamps that can be identified as having been handled by the Philadelphia carrier department because they bear an encircled “2” marking thought to have been used only by the carrier department.³³ These covers, along with many other covers with manuscript markings or other rate markings, are not included in this article because the marking does not identify itself as a carrier or local post marking.

D.O. Blood and Company

D. Otis Blood operated one of the largest and most successful local posts in the country. His post was established in 1840 or 1841,³⁴ and began issuing adhesive stamps in 1842. At its peak, Blood’s had over 500 letter boxes in Philadelphia, with four collections and deliveries per day.³⁵ Covers with Blood’s stamps constitute nearly half of all the carrier and local post combination covers with 1847 stamps. There are over 160 1847 covers using 11 different Blood’s post stamps, including an astounding 80 covers with the bronze on black stamp, Scott 15L13. Additionally, there are another 29 1847 covers with Blood’s hand-stamp markings but no adhesives, for a total of nearly 200 covers.

The earliest Bloods stamps are the Striding Messenger stamps. There is a single reported cover with a 5¢ 1847 and the 2¢ black “D.O. Blood & Co.” Striding Messenger (15L5) and a single cover with a 5¢ 1847 with the 2¢ black “D.O. Blood & Co. City Despatch” stamp (15L6). This cover is shown in Figure 14. The 15L5 cover has not been seen in over 50 years and its authenticity has been questioned.³⁶ On the cover in Figure 14, which was posted on August 6, 1847, the Striding Messenger stamp carried the letter to the post office and the 5¢ 1847 stamp, nicely tied by the Philadelphia “PAID” lozenge, paid the postage for a distance under 300 miles to New Haven, Connecticut.

The census lists a total of 19 covers bearing 1847 stamps in combination with the round “For the Post Office” Blood’s local post stamps. There are four covers with 5¢ 1847 stamps in combination with 2¢ black “For the Post Office/CITY DESPATCH PAID” stamps (15L8). Two of these covers show single 5¢ stamps; the other two covers have two 5¢ stamps.

There are 15 covers with 1847 stamps in combination with the “FOR THE POST OFFICE/CITY DESPATCH PAID” stamps (15L9). Seven of the covers have single 5¢ stamps; five have two 5¢ stamps; and three covers show 10¢ 1847 stamps. All eight covers paying the 10¢ rate for a distance over 300 miles are addressed to Canada (seven to Montreal and one to Toronto). These eight covers represent more than half of all carrier and local covers with 1847 stamps sent to foreign destinations.

Figure 15 shows one of the covers to Canada. This is a June 21, 1848 cover with a Blood’s “For the Post Office” stamp (15L9) paying the local post charge to the post office and two 5¢ 1847 stamps paying the 10¢ rate for distances over 300 miles to the exchange office at the Canadian border. The cover was rated 4½ pence due in Canadian currency (pen manuscript notation at lower left) for Canadian postage for the distance under 60 miles from the exchange office to Montreal.

There are eight 1847 covers with the 2¢ black on blue “for the POST OFFICE” Scroll



Figure 14. Blood's Striding Messenger stamp with "City Despatch" (15L6) on a cover posted August 6, 1847. The iconic Blood's stamp carried the letter to the post office, and the 5¢ 1847 stamp paid the postage for the distance under 300 miles to New Haven, Connecticut. Image courtesy of Vernon R. Morris Jr.



Figure 15. June 21, 1848 cover with a Blood's "For the Post Office" stamp (15L9) paying the local post charge to the post office. The two 5¢ 1847 stamps paid the 10¢ rate for the distance (over 300 miles) to the exchange office at the Canadian border; 4½ pence (Canadian currency) was due from the recipient.

stamp (15L10): seven covers with a single 5¢ 1847 stamp and one cover with a 10¢ 1847. There is also a cover with a 5¢ 1847 and a 2¢ black on green Dove stamp (15L11). The Philatelic Foundation has declined to issue an opinion on this cover.



Figure 16. The Blood's Scroll stamp (15L10) carried this undated cover to a post office route agent on board the Philadelphia Railroad. The 5¢ 1847 stamp paid the under 300 mile rate to Pawtucket, Rhode Island. Image courtesy of Siegel Galleries.

Figure 16 is an unusual use of the Scroll stamp to take the cover to a post office route agent on board the Philadelphia Railroad. Both stamps were cancelled by the straightline "PHILADA RAIL ROAD" marking in New York. The 5¢ 1847 stamp pays the under 300 mile rate to Pawtucket, Rhode Island.

Six 1847 covers are recorded with the 2¢ gold on black glazed paper "Blood's Paid Despatch" stamp (15L12): four covers with a single 5¢ 1847; one with a vertical pair of 5¢ stamps; and one with a 10¢ 1847. As noted above, there are 80 covers with 1847 stamps in combination with the 2¢ bronze on black glazed "Blood's One Cent Despatch" stamp (15L13): 54 covers with single 5¢ 1847s; 12 covers with two 5¢ stamps; and 14 with 10¢ stamps

Figure 17 shows a cover posted August 13, 1850 and addressed to Portland, Maine. A Blood's "One Cent Despatch" stamp (15L13) carried the letter to a post office route agent on the Philadelphia Railroad; as with the cover in Figure 16, this cover entered the mails in New York, and shows the straightline "PHILADA RAIL ROAD" route agent marking, but this cover bears a 10¢ 1847 stamp, paying the rate for a distance over 300 miles.

There are 46 covers with 1847 stamps used in combination with the 2¢ bronze on black glazed paper "Blood's Post Office Despatch" stamp (15L17); 31 of these covers bear single 5¢ stamps; six have two 5¢ stamps; and nine covers show 10¢ stamps. Figure 18 shows a May 9 cover (no year date) with the Blood's bronze on black glazed paper Post Office Despatch stamp. The Blood's stamp carried the letter to the post office and the 10¢ 1847 stamp paid the rate (for a distance over 300 miles) from Philadelphia to Pittsburgh.

Two Blood's postal stationery envelopes are known used with 1847 stamps. Figure 19 is the unique combination of a white Blood's envelope with red embossed "Office 28 So. 6th St." imprint (15LU1) with two 5¢ stamps. The 5¢ 1847s pay the rate for a distance over 300 miles to Marietta, Ohio. The other Blood's envelope is a red on buff "Blood's Dispatch Envelope/Pre Paid" imprint (15LU6A) used with a 10¢ 1847 stamp.

Bloods also used handstamp local post markings on covers franked with 1847 stamps.



Figure 17. 1¢ bronze on black glazed Blood’s “One Cent Despatch” stamp (15L13) on a cover posted August 13, 1850 and (as with Figure 16) carried to a route agent on board the Philadelphia Railroad. The 10¢ 1847 stamp was required to take the cover to its destination in Portland, Maine. Image courtesy of Siegel Auction Galleries.



Figure 18. 2¢ Blood’s “Post Office Despatch” stamp (15L17) on a cover posted at Philadelphia May 9, year date not known. The local stamp carried the cover to the post office and 10¢ 1847 stamp paid the over-300-mile rate to Pittsburgh.

There are 29 covers in the census with Blood’s handstamp markings: 22 covers with single 5¢ stamps; one cover with two 5¢ stamps; and six covers with 10¢ stamps. Blood’s used several different handstamp markings on these covers. But since the census does not contain images of all the covers, it is not possible to state how many of each marking were used.



Figure 19. A unique combination: Blood's white envelope with red embossed "Office 28 So. 6th St." imprint (15LU1) with two 5¢ 1847 stamps. Image from Siegel Galleries.



Figure 20. 2¢ G. Carter's Despatch stamp (36L1) paying for local post delivery to the Philadelphia post office on September 28, 1849. Image courtesy of Gordon Eubanks.

G. Carter's Despatch

George Carter operated his Philadelphia local post from 1847 until 1851 or 1852.³⁷ Five covers show 1847 stamps used in combination with the 2¢ black G. Carter's Despatch stamp (36L1). All show single 5¢ 1847 stamps. Figure 20 is a September 28, 1849 cover on which the 2¢ G. Carter's Despatch stamp pays local post delivery to the Philadelphia post office, and the 5¢ 1847 stamp pays the rate to New York City.

Eagle City Post

W.B. Stait worked for the American Letter Mail Company before the independent mails were shut down by Congress in 1845.³⁸ Stait then worked for Adams Express in Philadelphia, which operated the Eagle City Despatch Post.³⁹ The local post shortened its



Figure 21. 2¢ black circular “sawtooth” Eagle City Post stamp (61L2) along with a 5¢ 1847 stamp on a cover to Carlisle, Pennsylvania. Image courtesy of Siegel Galleries.



Figure 22. Another unique combination: 1¢ red rectangular Eagle City Post stamp (61L3) in combination with a 5¢ 1847 stamp. Image courtesy of Gordon Eubanks.

name to Eagle City Post, and issued adhesive stamps beginning in 1846. Stait apparently played a major role in Eagle City Post, because some of the local post covers also have handstamp markings reading Stait’s Despatch. The Eagle City Post and Stait’s Despatch both disappeared after 1851.⁴⁰

There are two Eagle City Post covers in the on-line census of 1847 covers, and each is unique. Figure 21 is the cover with a 5¢ 1847 and the 2¢ black circular “sawtooth” Eagle City Post stamp (61L2). The legend on this stamp reads “Eagle City Post, PAID, 80 Chesnut [sic] St., ADAMS’ EXPRESS.”

The other cover, shown in Figure 22, bears the 1¢ red rectangular Eagle City Post



Figure 23. And another: Unique combination of a 5¢ 1847 stamp with the 2¢ black Telegraph Despatch Post Office stamp (138L2), here on a cover sent from Philadelphia to Middletown, Connecticut. Notably, the 2¢ stamp misspells its own name: “Telegraph” is rendered “Telegaph.” Image courtesy of Robert A. Siegel Auction Galleries.

stamp (61L3) in combination with a 5¢ 1847. The legend on the rectangular stamp reads “PAID EAGLE POST AT ADAMS’ EXPRESS and 48 So. 3rd.” On this cover the 1¢ red stamp paid the local post fee to carry the cover to the Philadelphia post office, where it entered the mails on September 25, 1850. The 5¢ 1847 stamp paid the postage for a distance under 300 miles to Providence, Rhode Island.

Telegraph Despatch Post Office

Based on the three surviving covers, this local post operated in Philadelphia in 1848 and 1849.⁴¹ Nothing more is known about this post. The on-line census lists a single cover with a 5¢ 1847 stamp in combination with the 1¢ black Telegraph Despatch Post Office stamp without address (138L1) and a single cover with a 5¢ 1847 in combination with the 2¢ black Telegraph Despatch Post Office stamp with address (“OFFICE No. 61 Sth 8 St.”)—Scott 138L2. This cover is shown in Figure 23. More notable than the address text in the stamp is the fact that the stamp misspells its own name—the word Telegraph is presented as “Telegaph”. This apparently unique stamp is not illustrated, nor is its misspelling mentioned, in the Scott specialized catalog. Like the cover in Figure 9, Figure 23 bears the faint purple monogram (below “Middletown”) of C. E. Chapman, well-known a century ago as a collector of local covers.

Johnson’s Box

The Johnson’s Box adhesive is actually an advertising label. It is believed that a Philadelphia merchant put these labels on letters deposited in a letter box on its premises. The merchant offered free delivery to the post office for letters deposited in his letter box.⁴² The Johnson’s Box labels are not listed in the Scott specialized catalog, but are generally collected along with local post stamps. As with many local post stamps, there are forgeries of the Johnson’s Box labels. The on-line census of 1847 covers records one cover with the unlisted Johnson’s Box local post label in combination with a 5¢ 1847 stamp.⁴³

Conclusion

Carrier and local stamps used in combination with 1847 stamps are an interesting and challenging collecting area. Although a few of these combination covers are relatively common, there are a great many rarities.

Endnotes

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TOPPAN, CARPENTER 3¢ 1851 ESSAYS: TWO RECENT FINDS

GARY W. GRANZOW

Several collectors have asked me how the die-sunk essay shown in Figure 1 was found after so many years, and how it was determined to be a genuine Toppan, Carpenter and Casilear (TC&C) essay submitted by that printing firm as part of the bidding for the 1851 stamp contract. As it happens, within a year of this find I was fortunate enough to identify another previously unrecognized Toppan Carpenter essay for the same contract. This article describes the research that led to these finds.

In April 2006, in Part 3 of the Lake Shore Collection, the Siegel Auction Galleries sold (as lot 1049) a large die proof of a rare essay described as Scott 11-E17a. This is shown close to life-sized as Figure 1. At that time the *Scott Specialized Catalogue of Stamps and Covers* did not list a die-sunk essay like this one.

Three things appeared to be significant about the Figure 1 essay. First, the vignette is surrounded by decorative scroll work similar to the scrollwork on the 1¢ 1851 stamp. All other recognized 3¢ 1851 essays by TC&C, six in all, were engraved with complicated tessellation work on all four sides. The essay in Figure 2 is an example; this is listed in the Scott specialized catalog as 11-E19.

Second, the head of Washington in the Figure 1 essay is substantially larger than on all the other 1851 essays. The head of Washington in Figure 1 measures approximately 18 by 12 millimeters, versus approximately 15x10 mm for Figure 2 and the other 1851 Washington-head essays. The die-sunk portion of the es-



Figure 1. Large die proof of a rare essay, printed by Toppan, Carpenter and Casilear, the company that printed the 1851 stamps. Shown here lifesized, this is Scott 11-E17a, printed in rose carmine on India paper die sunk on card, with pencil notation “By Casilear” at lower left.

say measures 50 by 60 millimeters. This is identical to the die-sunk portion of other Toppan Carpenter essays, including 11-E18A, which was a predecessor to the issued 3¢ 1851 design.

Third, a matter of considerable interest in the Figure 1 essay is the penciled note at the bottom “By Casilear.” John William Casilear trained as an engraver under Gideon Fairman and as a painter under Asher Durand. He joined the Carpenter firm in 1849 and left it in 1854 to concentrate on painting. He subsequently became famous as one of the Hudson River School of artists.¹

During further research, three helpful letters were found in the Travers papers, the recently rediscovered document trove currently available at the National Postal Museum and accessible on the website of the U.S. Philatelic Classics Society.²

The first letter, addressed simply to “Messrs. Toppan, Carpenter and Co.,” was a request from A.N. Zevely, Third Assistant Postmaster General (who was in charge of stamp procurement), dated June 21, 1860:

Can you furnish me with a few specimens of each kind of postage stamp that you ever made, either in circulation or as mere patterns—not including those now in circulation?

The word “essays” was not then part of the stamp vocabulary, but the reference to “mere patterns” makes clear that essays were what Zevely sought. A few days later, in a letter dated June 26, 1860, the firm responded. The salient portion of their letter reads as follows:

Upon further consideration of your favor of the 21st inst we deem it possible that your inquiry has reference, perhaps, to specimens of stamps of the same rates as those now used. Of these there are several which bear more or less resemblance to the designs adopted by the Dep’t., but they were never taken up and transferred to plates. The original bed pieces, in a more or less finished condition, have been carefully packed away in our private vault, but we will, of course, be happy to furnish you with a few proofs of them taken as soon as possible....

Two days later, the firm delivered on this promise. In a letter dated June 28, 1860, the firm wrote to Zevely as follows:

...Enclosed we have the honor to send you four impressions of designs originally made for the Three Cent Plate; but laid aside for that now in circulation. We think the large head of Washington very fine and striking. The whole size of the engraving is larger than the size adopted; but the oval wherein the head is engraved of the same dimensions as that inclosing the Franklin head of the One Cent rate....

In my view there is no question, from Toppan Carpenter’s description of “the large head of Washington,” that the “four impressions of designs originally made for the Three Cent Plate” were examples of the Casilear design shown in Figure 1. Very possibly, the proof shown in Figure 1 was one of those four impressions.

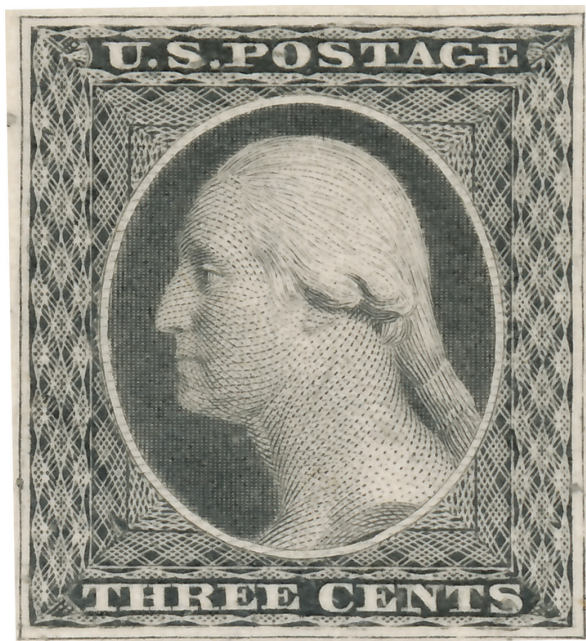
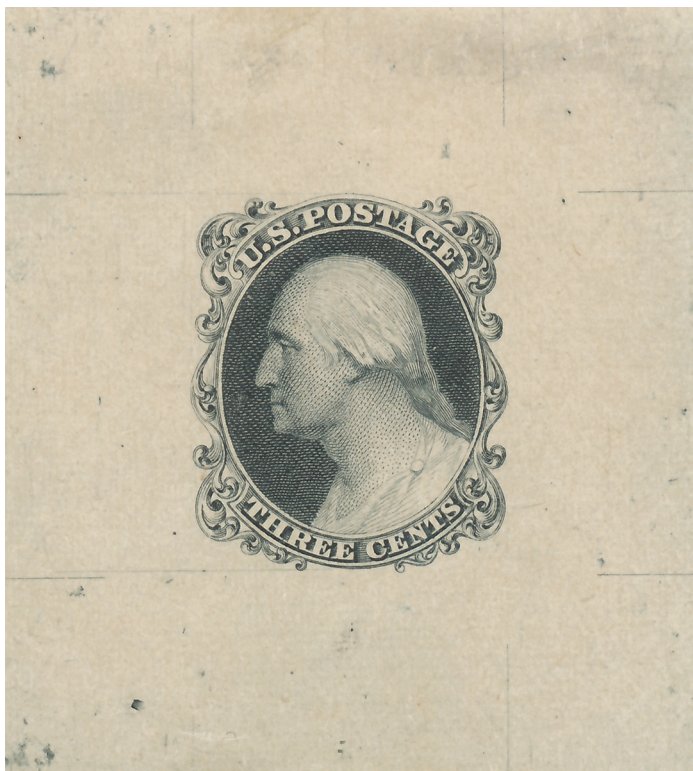


Figure 2. The design of all the other Toppan, Carpenter essays for the 3¢ 1851 stamp were engraved with complicated tessellation work on all four sides. Greatly enlarged, this is Scott 11-E19, printed on bluish black on old ivory paper.

Figure 3. Another recent discovery: 3¢ 1851 essay, Scott 11-E17b, die proof in bluish black, printed on old ivory paper.



With these clues the only question remaining was the kind of paper used in printing the essay. The Figure 1 proof was sent to James Lee, editor of the Essay and Proofs section of the *Chronicle* and a recognized expert in this area. Lee examined it and determined it to be a genuine 3¢ 1851 essay on India paper die sunk on card, and confirmed that it was not listed as such in the then-current catalog. He also said it is the only one of its kind, as of the publication of this article.

Lee also had considerable discussions with James E. Kloetzel, editor emeritus of the Scott specialized catalog, who still has substantial involvement in the essay section of the catalog. Kloetzel agreed that the essay in Figure 1 is genuine. He said it will be listed in the 2015 specialized catalog as "11-E17a, die on India, die sunk on card, penciled 'By Casilear' on card at lower left, rose carmine." Additionally, a footnote has been added at the end of the 11-E17 listings, to read as follows: "No. 11-E17a also is known cut down, and is worth much less."

Second unlisted 1851 essay

The essay shown in Figure 3 was purchased in March, 2007, as lot 1032 in Siegel sale 930. It is similar to the essay listed in the 2013 Scott Catalogue as 11-E17b except it is printed in deep bluish black ink instead of rose carmine. The general belief was and at the moment still is that this essay was engraved in 1860 for the Toppan Carpenter bid for the 1861 issue. It is catalogued with the 1851 essays because it more closely resembles them. All of the listed 3¢ essays for the 1861 issue have numbers in circles in the corners and tessellations on the sides. They do not have tessellations into the corners, scroll work or rosettes as do various essays for the 1851 issue. The 3¢ 1851 scholar and author Carroll Chase does not mention the Figure 3 essay in his 1942 book.³

As with Figure 1, the Figure 3 discovery was sent to Lee, who identified it as a genuine 3¢ essay from 1851 on old ivory paper. Kloetzel agreed. It was added to the 2014 *Scott*

Specialized Catalogue of Stamps and Covers, described as 11-E17b, die proof on old ivory paper, bluish black.

Although both new finds have similarities in their scroll work borders to the issued 1¢ 1851 stamp, all other features are very different. They are also quite different from any of the other essays of the 3¢ stamp and the issued stamp.

Acknowledgements

Thanks to James Lee and James Kloetzel for their assistance in getting these items into the catalog, and to Scott Trepel and the Siegel Auction Galleries. Siegel's liberal policy of creating and hosting high-resolution scans that can be downloaded from the on-line Siegel catalogs is a generous and very useful contribution to philatelic research.

Endnotes

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3. Chase, *op. cit.*, pp. 21-27. ■

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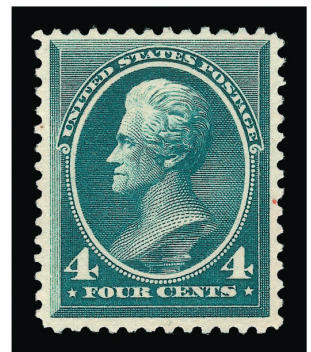
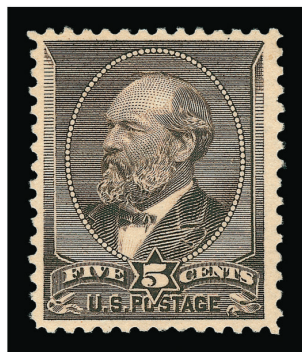
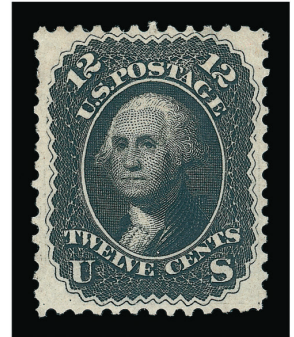
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THE TRAVERS PAPERS
TOPPAN, CARPENTER, CASILEAR & CO.—1851-61: PART 1
ROBERT S. BOYD AND WILSON HULME II

Introduction

Before his death, W. Wilson Hulme II sought to extend the scope of the valuable compilation to which he contributed, along with George W. Brett and principal author Thomas J. Alexander: *The Travers Papers, Official Records, United States Postal History and Postage Stamps, Volumes I & II: 1834-1851*, published by James Lee in 2011. While Wilson was not given the time to complete his planned extension, he did leave behind an unpublished manuscript for Volume III, containing documents covering the 1851-61 period, when Toppan, Carpenter, Casilear & Company (TCC) held the contract for producing United States postage stamps.

The Alexander book tells the full story of the genesis of the Travers papers. In 1907, Arthur M. Travers, chief clerk for the Third Assistant Postmaster General, responded to an order to reduce the volume of documents in storage by selecting documents for preservation and making typescripts.¹ The documents from the TCC years (1851-61) were from the letter books and files of the Third Assistant Postmaster General, TCC's records having been destroyed in a fire in 1873. Sometime around 1910, the Travers copies and their originals disappeared for 80 years. In the 1990s, the Travers typescripts reappeared in a Robert A. Siegel auction² and many originals were discovered at the Smithsonian National Postal Museum and the National Archives.

In assembling documents for the TCC era, Wilson did not rely solely on the Travers papers. He meticulously researched files at the National Postal Museum and the National Archives. In all, he discovered 516 documents related to the TCC years, including letters and Post Office memos. He incorporated typescripts of each into his manuscript.

Following Wilson's death, the United States Philatelic Classics Society facilitated transfer of the Travers papers to the National Postal Museum, after scanning the documents and posting them on the USPCS website. After the transfer, the NPM discovered a number of papers that had been in its vault all along and apparently had not been available to Wilson. NPM scanned those papers and provided digital copies to USPCS. The additions relevant to TCC totaled 127 and included a number of important documents, including sworn certificates for each delivery of stamps the firm made to the government until mid-1855.

Thus, the typescripts originally prepared by Travers comprise less than one-quarter of the 643 documents, covering the TCC years, that form the basis of the article that follows. Typescripts of all 643 documents are now available on the USPCS website under the heading *The Travers Papers: Toppan, Carpenter—1851-61, Documents*.³

The pie chart in Figure 1 shows the original sources of the 643 TCC-related documents. Almost half the documents, 318 in all, reposed all along in the National Postal Museum (and prior to that in the archive of the Postal Service and the predecessor U.S. Post Office Department) and were not duplicated in the Travers material. Another 177 documents have long reposed in the National Archives. The Travers material contained 105 documents not represented anywhere else. And 43 documents were duplicated, being both in the NPM and in the Travers holding.

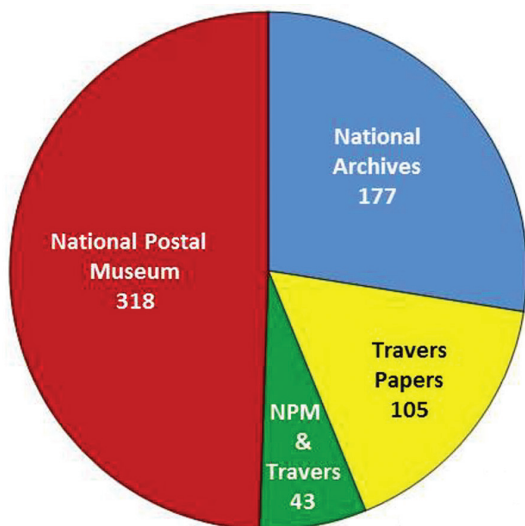


Figure 1. Sources of the 1851-related documents, now accessible on the website of the U.S. Philatelic Classics Society, to which the accompanying article refers. Of the total 643 documents relating to the the Toppan, Carpenter era, almost half (318 documents) repose in the National Postal Museum (having previously been in the archive of the Post Office Department). Only 105 documents were unique to the Travers holding. Forty-three documents were duplicated, being both in the Travers holding and in the NPM. The other 177 documents have long reposed in the U.S. National Archives.

The purpose of this article is to survey the contents of these documents, adding enough commentary and information from other sources to provide context. The article is organized by topic in rough chronological order. Endnotes refer to the specific documents, all of which may be viewed on the USPCS website, and identify which documents may be seen in their original form and which are available as typescripts.

So as not to overwhelm the *Chronicle*, this article has been divided into two parts. The initial section discusses the 1851 stamp contract, the creation of the first TCC stamps (1¢, 3¢ and 12¢), the Carrier stamps, gum problems and their resolution, the first stamped envelopes, bisection, distribution and the establishment of the stamp agency, and the printing of the 5¢ and 10¢ 1856 stamps.

The conclusion of this article, scheduled for the May *Chronicle*, will discuss perforation, extension of the TCC stamp contract, the creation of the higher-value stamps (24¢, 30¢ and 90¢), the roll-up of TCC into the American Bank Note Company, and the transfer of materials to the National Bank Note Company after TCC lost the stamp contract.

A planned future article, not yet scheduled for publication, will combine Travers information about stamp deliveries with other historical sources to make estimates of the numbers of stamps of each denomination that were printed quarterly throughout the life of the TCC contract. Among other things, this should serve as the basis for future estimates of the number of 1¢ stamps produced from each plate.

The 1851 contract

An Act to Reduce and Modify the Rates of Postage in the United States was approved by Congress on 3 March 1851 to take effect on 1 July 1851. On 8 March 1851, Postmaster General (PMG) Nathan K. Hall invited several engraving firms to provide essays by 20 April. The essays were to be for 3¢ stamps with a profiled head of Washington on an engraved background with the denomination in letters.⁴ Rawdon, Wright, Hatch, & Edson, the firm that had supplied the 1847 stamp issue without competition, initially declined to participate. They had already submitted an essay without the head of Washington, were unwilling to incur the expense of preparing another essay, and seemed insulted at the prospect of competitive bidding. They stated they were making scarcely any profit from their stamp contract and their claims for producing the 5¢ and 10¢ stamps had not been settled.⁵ They later asked to be considered if the deadline for submitting essays could be extended,⁶ but the Department rejected their request.⁷

Six firms submitted essays and initial bids by 20 April. The 1847 contract had been for the price of 20¢ per thousand stamps, and that was the baseline for several firms.⁸ After review by the PMG, his assistants, and senior clerks,⁹ PMG Hall deemed the essays from Toppan, Carpenter, Casilear & Co. (abbreviated TCC throughout for simplicity, although Casilear left the company in 1855)¹⁰ and Danforth, Bald & Co., both of Philadelphia, of equal merit. He asked the two finalists to submit prices if they were to provide all stamps; 3¢ stamps only; and 1¢ and 6¢ or 1¢ and 12¢ stamps only.¹¹

Danforth, Bald wanted 20¢ per thousand for all stamps or for the 3¢ only, and 25¢ per thousand for the remaining stamps.¹² TCC set their prices at 15¢ per thousand for all stamps, 17¢ for the 3¢ stamp alone, and 20¢ for the remaining stamps, so the PMG awarded the contract to that firm.¹³

The contract was originally intended to last four years, but before it was signed TCC asked that it be extended to eight years. They feared that the number of stamps required might “not be sufficiently large to remunerate” them.¹⁴ On 30 May 1851, PMG Hall compromised with a six-year duration and placed the first order for \$120,000 in new stamps (\$21,000 1¢, \$75,000 3¢ and \$24,000 12¢).¹⁵ Both parties had signed the following contract by 10 June 1851:¹⁶

Articles of agreement made and entered into between the United States of America, by Nathan K. Hall, Postmaster General, of the one part, and Charles Toppan, Samuel H. Carpenter, John W. Casilear, Henry E. Saulnier and William C. Smillie, known as and constituting the firm of Toppan, Carpenter, Casilear & Company, Engravers of the City of Philadelphia, of the other part, witnesseth;

That it is agreed on the part of the United States of America to employ the said firm of Toppan, Carpenter, Casilear & Company of Philadelphia to engrave and print for the use of the Post Office Department of the United States all the postage stamps which may be required by the Postmaster General under the “Act to reduce and modify the rates of postage in the United States and for other purposes,” approved March 3rd, 1851, and to pay them at the rate of fifteen cents per thousand stamps as soon as they shall be executed and received by the Post Office Department, and further that the whole printing and furnishing of postage stamps by every description for the use of the Post Office Department, including carrier stamps when those shall be furnished by the Department, shall be given to them the said Toppan, Carpenter, Casilear & Company, exclusively, for the full term of six years from the date of this agreement; and it is agreed on the part of the said Toppan, Carpenter, Casilear & Company that they will engrave steel dies and provide steel plates for furnishing postage stamps for the United States Post Office Department of the denominations of one, three and twelve cents without charge for said dies and plates, or for keeping them in continual repair, and that they will engrave and furnish without charge any additional steel dies and plates for such postage stamps of other denominations as the public service may require, to be by them likewise kept in continual repair without charge, and that they will in like manner engrave and furnish and keep in continual repair without charge to the Post Office Department such steel dies and steel plates as may be ordered for printing carrier stamps, and that if any of the dies and plates so engraved and furnished by them shall be counterfeited, they will furnish others of new designs and keep them in repair without charge, and that they will furnish stamps from all or any of the plates and dies herein stipulated by them to be engraved and furnished, printed on suitable paper of the best quality, well and fully prepared for use with gum, at the rate of fifteen cents for every thousand stamps. The stamps are to be executed in the best style of line engraving and all the dies and plates engraved and provided under this agreement are to belong to and be the exclusive property of the United States of America for the use of the Post Office Department, and the said Toppan, Carpenter, Casilear & Company further agree that all the stamps shall be printed with the best quality of ink and that the Postmaster General may prescribe from time to time the colors of the ink to be used in printing any or all of the stamps the Department may order or require without subjecting it to any additional expense, and they further agree that they will not prepare, or permit to be prepared in their establishment any similar dies, plates or engravings from which printed postage stamps might be issued resembling those prepared for the Post Office Department, and further that they will adopt every means and precaution within their power to prevent the issue by any one in their employment or connected with their establishment, of postage stamps from the dies and plates engraved and used for the Post Office Department or any other stamps resembling them. The stamps are to be prepared by the said Toppan, Carpenter, Casilear & Company in all respects ready for use without additional labor or expense to the Post Office Department. It is further

agreed by the parties of the second part that the orders of the Postmaster General for postage stamps shall be executed with all reasonable dispatch and that the stamps shall be delivered from time to time to such persons as shall be authorized to receive the same by an instrument of writing, duly executed under the hand of the Postmaster General and the seal of the Post Office Department, and that on the delivery of each parcel of stamps ordered, they, the said parties of the second part, will prepare and furnish the agent authorized to receive them, with an accurate statement verified by oath of one of said parties of the second part, of the number of stamps prepared and delivered by them to said agent of the Department. And the parties of the second part further agree that if the Postmaster General shall deem it necessary, he may appoint a Special Agent of the Department who shall be at all times present when the dies and plates are taken from the place of deposit hereinafter mentioned to be delivered to the parties of the second part for the execution of any order for stamps given by the Department and be and remain with them during the process of printing and preparing said stamps and receive them as fast as they may be finished. When any order for stamps is filled or completed, then the dies and plates are to be carefully enveloped and sealed up, the agent of the Post Office Department placing his seal and Toppan, Carpenter, Casilear & Company placing their seal upon the package or packages, which are to be deposited with the Assistant Treasurer of the United States at Philadelphia for safekeeping. When the plates and dies or either of them are again required for use, the opening of the package or packages is to take place in the presence of the Agent of the Post Office Department and one of the firm of Toppan, Carpenter, Casilear & Company, or their Agent, each breaking his own seal. And the said parties of the second part do further covenant and agree that they will be responsible to the United States for any and all damages that may be sustained by any violation of any of the foregoing stipulations or by any omission to fulfill them on their part in their true spirit and meaning and that for such violation or omission the Postmaster General may have the right of annulling this agreement.

Witness our hands and respective seals this tenth day of June 1851.

The contract was signed by Charles Toppan, Samuel H. Carpenter, John W. Casilear, Henry E. Saulnier and William C. Smillie, with various witnesses, for TCC; and by PMG N.K. Hall.

While five partners signed the contract for TCC, Samuel H. Carpenter was the principal partner for this contract. He was the one responsible for almost all correspondence with the Post Office Department (POD), usually addressing John Marron, Third Assistant Postmaster General, who was responsible for finance and accounting and in that role exercised overall supervision of the printers and managed the delivery of stamps to post offices. The two corresponded frequently.

Printing commenced on 2 June 1851.¹⁷ The initial order called for 4,800,000 stamps: 2,100,000 1¢, 2,500,000 3¢ and 200,000 12¢. By 16 June, TCC had printed 1,500,000 and told Marron they expected to be able to deliver 1,600,000 gummed stamps a week later.¹⁸ Before the first delivery, the POD ordered an additional 16,500,000 stamps (6,000,000 1¢, 10,000,000 3¢ and 500,000 12¢).¹⁹



Figure 2. The first three United States stamps printed by Toppan, Carpenter, Casilear & Company under the 1851 contract were the imperforate 1¢, 3¢ and 12¢ stamps of 1851. Printing of these stamps commenced on June 2, 1851; the first delivery was June 21.

The first delivery of 500,000 stamps was made by TCC to a special agent of the POD on 21 June 1851. For this delivery and each subsequent one, TCC obtained a sworn statement that the firm submitted to the Third Assistant PMG by a letter repeating the quantities of stamps and often making other observations. In the first delivery letter to Marron, TCC remarked that many of the 3¢ stamps were defective because they did not understand the gumming process and had “utterly spoiled” 80,000 stamps.²⁰ Gum problems would bedevil TCC for months.

By mid-July the increased demand for stamps caused TCC to surge operations. They had two 3¢ plates in use, but had to print in double shifts to achieve expected production of 3,000,000 stamps per week. The company promised to engrave a third 3¢ plate to ensure an adequate supply.²¹ About the same time, the Department directed TCC to deliver the stamps each Wednesday and Saturday to the Philadelphia postmaster instead of the special agent²² and to make only 3¢ stamps until further notice (although deliveries of the 1¢ and 12¢ stamps continued during July, presumably because they had already been printed).²³ Even a third 3¢ plate was insufficient to meet demand, so they engraved a fourth plate in late July “in order to prevent delay when any one of the 3 plates now in press shall require retouching.”²⁴

In the first few weeks of the contract TCC delivered 1,300,000 stamps (13,000 sheets). Carpenter admitted the company had a steep learning curve. Besides a continuing problem with the gum, the inks often appeared oily due to uneven sizing of the paper.²⁵ The weather contributed to the difficulties; temperature inside the Printing and Gumming Room reached 97 degrees one day. The company had 15 full-time employees and another 3-4 transients working from early morning until nearly dark. In a little more than a week, they printed and gummed another million stamps albeit with continuing poor quality control.²⁶

Supply caught up with demand in early August 1851, and Marron directed TCC to begin weekly deliveries of 1,400,000 3¢ (actually 1,500,000 because 30,000 were in each individual package) and 100,000 1¢ stamps.²⁷ In January 1852, Marron again asked TCC not to send any more 1¢ and Carrier stamps.²⁸ Deliveries began to be made any day of the week.²⁹

An important provision of the contract was that dies and plates were “to be carefully enveloped and sealed up” by both parties and “deposited with the Assistant Treasurer of the United States at Philadelphia for safekeeping.” This did not refer solely to disposition of dies and plates at the end of the contract, but whenever the dies and plates were not in active use. When again required for use the seals were broken in the presence of both parties.

A vault on TCC premises provided storage for stamps overnight.³⁰ Given the requirements to prevent unauthorized use, TCC probably would not have kept plates on the shop floor if they were not mounted in presses. In January 1854, TCC wrote Marron that an order for 3¢ stamps could not be completely filled because “demand having exceeded our expectations we have not kept all the plates in hand—we will immediately put them all in press” and send a further supply in a week.³¹ The week’s delay suggests that the additional plate(s) had been secured in the U.S. Mint in Philadelphia as provided for by the contract. As shown in Figure 3, TCC was located near the Post Office, but about 1¼ miles from the Mint, so it would not have been a trifling matter to retrieve any plates that had been secured as the contract required.

Gum problems

As bank note engravers, TCC had no experience in gumming stamps. Carpenter attributed a lack of adhesiveness of the 3¢ stamp to an ingredient in a “handsome, brilliant” ink, so they stopped using it.³² TCC adjusted the color of the 1¢ stamps as well, but had trouble with the blue ink rubbing off, resulting in the stamps having a mottled or blurred appearance from the gumming process.³³ The Department was concerned that the inadequate

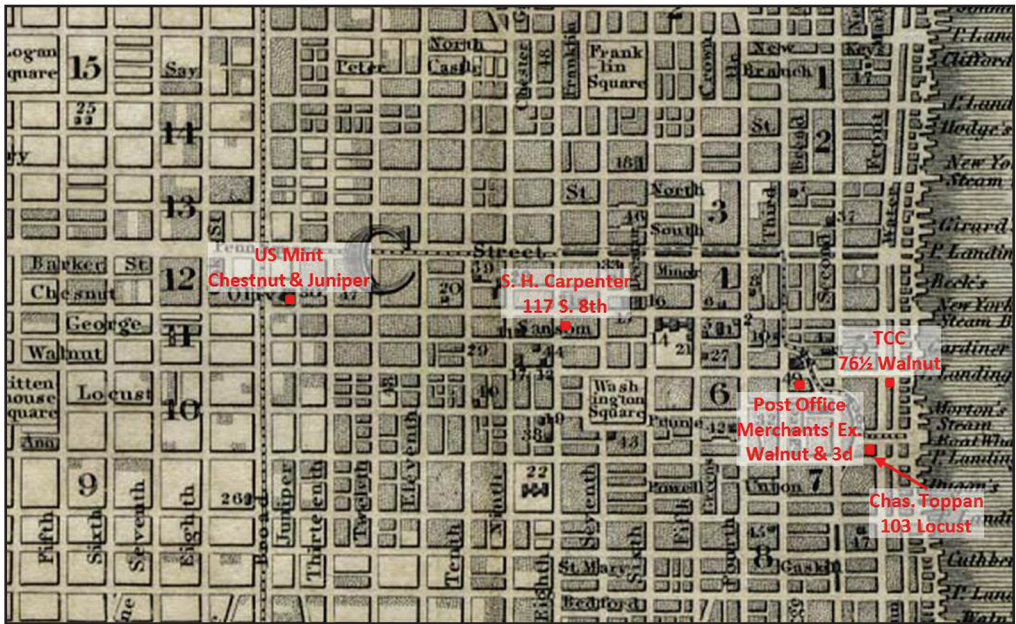


Figure 3. This 1850s-era street map of Philadelphia shows the proximity of the sites of the various facilities discussed in this article. Toppan, Carpenter, Casilear & Co. was just a few blocks from the Philadelphia post office, but more than a mile from the U.S. Mint.

adhesiveness of the stamps made them easy to remove so they could be reused.³⁴ Carpenter noted that often stamps were canceled lightly or not at all, adding to the problem.³⁵

TCC needed to rely upon advice from outside the firm. For example, when told the gum had to have sugar added to prevent cracking, they added too much. They wrote to Great Britain for advice and to order gum of the type used on British stamps. In the meantime they tried a mix of gum Arabic and white glue.³⁶ Despite TCC's claims that they had fixed the problem, complaints from the public and postmasters continued.

Carpenter determined the best way to fix the gum problem was to visit Great Britain and France himself to consult experts, so he arranged for a 16 August 1851 departure from New York on the Collins Line steamer *Pacific*. He expected to be gone two months.³⁷

Prior to Carpenter's return from Europe, TCC stopped gumming stamps in order to be able to implement any improvements he had discovered.³⁸ Carpenter wrote Marron on 10 November 1851 that there was a similar problem with the British and French stamps at first due to the newness of the paper. The sizing was not old or hard enough, so the paper absorbed the gum. TCC had ordered a large quantity of paper and found that it "greatly improved" over time. In order to take public pressure off the Department, the PMG had Carpenter's letter of explanation published in newspapers.³⁹

Carpenter wrote that gumming would be more effective if they could deliver the stamps in sheets of 200, rather than 100.⁴⁰ Marron initially acceded to that request,⁴¹ but found it inconvenient since many parcels reached post offices in horse saddle bags in which the longer sheets did not fit. Accordingly Marron directed a return to earlier packaging.⁴²

Carpenter had ordered a large quantity of the same gum used on British stamps and began using it in early December.⁴³ It was nearly used up in a month, and another large order was placed since Marron preferred it to the darker domestic gum.⁴⁴ TCC had to use the domestic gum in the interim, but further improved appearance by pressing each sheet after gumming.⁴⁵ Deliveries of 1¢ stamps resumed on 3 May 1852; all of those had been printed before January and had been gummed with the darker domestic gum.⁴⁶

The gum problem appeared to have been fixed, but complaints recurred in 1853. TCC wrote Marron that the same persons had done the gumming for many months and their periodic tests disclosed no flaws. TCC believed it was simply a case of getting the stamps too wet and asked to contact directly the people who complained.⁴⁷ Marron provided the names of two postmasters. TCC asked for the defective stamps and sent the postmasters stamps to test, but they did not reply.⁴⁸

Carrier stamps

The PMG envisioned a special stamp for the use of mail carriers even before the TCC contract was signed. On 24 May 1851, TCC informed the PMG they were ready to transfer and finish the plate for the Carrier stamp,⁴⁹ but it was not until 2 August that Marron directed TCC to prepare “impressions of the Carrier stamp in green, yellow or any other color which can be readily distinguished by candle light from the stamps we are using.”⁵⁰ Carpenter sent Marron four impressions on colored paper a few days later.⁵¹ Marron directed that 300,000 carrier stamps be printed in “blue ink on pink paper.”⁵² The Franklin head Carrier stamps were ready for delivery on 27 September, and were delivered on 6 October 1851.⁵³

Also in October, Marron directed TCC to produce a new Carrier stamp (the Eagle stamp) designed by TCC and requested by Philadelphia postmaster John C. Montgomery. One million of the stamps were ordered.⁵⁴ In the meantime, PMG Hall ordered another 10,000 of the original carrier stamp for Montgomery, and they were delivered on 17 November 1851.⁵⁵ TCC provided impressions of the proposed new Carrier stamp through Montgomery to the department.⁵⁶ The PMG approved production on white paper with a uniform shade of blue ink in order to be better able to detect cleaned stamps. He ordered 20,000 for the Philadelphia post office.⁵⁷

In December 1851, the Baltimore postmaster requested carrier stamps, and Marron gave him the choice of the Franklin head or Eagle stamps. He chose 50,000 of the Eagle design.⁵⁸ The New York Postmaster received 250,000 Carrier stamps in April 1852, and the next month was authorized to sell them to carriers and stationers at a 10 percent discount.⁵⁹ Demand for carrier stamps was small; by mid-October 1852, the New York postmaster had sold only 6,800.⁶⁰

The carrier stamps were short-lived. The last recorded delivery to the Philadelphia postmaster for use by Washington was 200,000 Carrier stamps on 27 January 1852,⁶¹ and the next day Marron asked TCC to send no more Carrier stamps.⁶² He expected the few requests for Carrier stamps could be satisfied by stock on hand in Washington. Based upon subsequent verbal authorization, TCC did provide some directly to postmasters. The last such delivery recorded was 40,000 to the Washington, D.C. postmaster on 16 July 1853.⁶³

Stamped envelopes

In late May 1852, the POD asked TCC about the production of stamped envelopes and inclusion of threads and watermarks as security features. TCC referred the questions to Crane Paper Co. in Dalton, Massachusetts, who wrote they could do it, but three months would be required to get the watermark apparatus from Great Britain.⁶⁴ The inquiry to TCC suggests the PMG believed that TCC had the rights to produce stamped envelopes under terms of the 1851 contract. Congress passed the act authorizing stamped envelopes effective 31 August 1852.

PMG Hall left in August 1852 to accept a judgeship, and President Fillmore appointed Samuel Hubbard to replace him effective the same day. A month later, Marron informed TCC that PMG Hubbard was of the opinion that the contract referred to stamps, not stamped envelopes, since they were not mentioned in the contract. TCC protested on the grounds that the spirit of the contract included “postage stamps *of every description*” and that the sale of envelopes would cut into their stamp business.⁶⁵ Carpenter went to Washington to

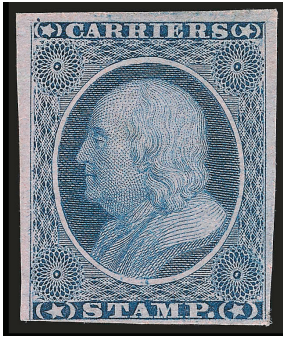


Figure 4. The two types of Carrier stamps printed by Toppau, Carpenter under the 1851 contract. At left is the Franklin Carrier stamp, which Scott designates as LO1. Below, the Eagle Carrier stamp (LO2), in a bottom margin block of eight, showing the engraver's marginal imprint.



handle this himself. He met with PMG Hubbard on 24 September 1852, and submitted a proposal to produce stamped envelopes for \$2.70 per thousand,⁶⁶ which a week later was superseded by a proposal for \$2.60 or \$2.50 per thousand depending upon the design.⁶⁷ George F. Nesbitt of New York was the low bidder of three to produce stamped envelopes and the contract was awarded to him. TCC complained that the Nesbitt contract infringed theirs, but did not pursue the matter in court.⁶⁸

Bisects

Cutting postage stamps in half to make up rates (or less charitably, to reuse uncanceled portions of stamps) began to be a problem early in the life of the contract. In December 1851, Marron wrote the following to the postmaster of Newburyport, Massachusetts:⁶⁹

I am directed by the Postmaster General to say that *halves* or other important parts of postage stamps will not be recognized in prepayment of the postage on any letter or packet passing in our mails, and that letters bearing such stamps must in all cases be treated as unpaid letters.

The use of parts of stamps is probably confined to those persons who think it no derogation from their moral standing to preserve imperfectly canceled stamps for the purpose of using again those parts of them which have not been defaced. Please report the Postmasters which send to you letters bearing half stamps.

The practice continued, and other postmasters reported bisects in 1853.⁷⁰

Packaging and delivery before 1855

Prior to the execution of the contract, PMG Hall specified to companies contending for the contract that they were to be printed 100 stamps per sheet and delivered in sealed packages of 200 sheets each.⁷¹ When he placed the first order on 30 May 1851, PMG Hall

directed that the stamps be put up “in parcels of 300 sheets, enveloped in strong brown paper for delivery.”⁷² In the Department’s second order on 20 June 1851, Marron specified that 1¢ stamps be packed in parcels of 500 sheets, 3¢ 300 sheets, and 12¢ 200 sheets, with slips of paper between each hundred sheets.⁷³ Packing of Carrier stamps varied; the Franklin stamps were put up in parcels of 100 sheets and the Eagles 200 sheets, but at least one parcel of 400 sheets was delivered.⁷⁴ One shipment of 3¢ stamps in parcels of 600 sheets was made in December 1851,⁷⁵ but the standard sizes continued until TCC began packaging stamps in response to post office orders in 1855.

Since there was no Post Office Department representative located on TCC premises until 1855, TCC employees wrapped and packaged the stamps, put them in large packages and delivered them to the Philadelphia Postmaster (the first few deliveries were made to a Department Special Agent), who sent them on to Washington. The Post Office Department then counted, packed, and readied shipments to individual post offices.⁷⁶

In late 1851, after his trip to see how stamps were produced and handled in Great Britain and France, Carpenter recommended to Marron that wooden boxes with locks capable of holding 600,000-800,000 stamps be procured; he offered to have the boxes made.⁷⁷ In January 1852, the Postmaster General approved the use of boxes because of the abuse inflicted on the stamps transported in bags. He authorized procurement of four boxes, each capable of holding about 1,000,000 stamps.⁷⁸ Shortly thereafter, Carpenter agreed to have the boxes made, but as an experiment, the first two would have a capacity of 500,000 each for ease of handling⁷⁹ and that size became standard. The actual capacity of each box was over 600,000 stamps, but that was occasionally exceeded. The usual fill was 500,000-600,000 stamps per box.

In 1853, replacing the wooden boxes with heavy leather cases was considered, but the cost of \$25 per case made the deal unappealing to Marron.⁸⁰ In 1854, new boxes were obtained for \$7 each.⁸¹ It is not clear if that purchase was to replace old boxes or to add to the total. In 1854, three deliveries were delayed because TCC did not have boxes.⁸²

Stamp Agency established at Philadelphia

The POD found the cost of filling post office orders burdensome. TCC offered to put stamps ordered by individual post offices into envelopes for \$30 per thousand parcels; this was less than the cost of packing materials and wages to the Department. According to Marron, TCC could provide this service more cheaply since they used employees who were not “devoted to the regular business” and perhaps “female labor.”⁸³ The POD placed a Stamp Agent in an office on TCC premises to verify the orders that TCC had placed into envelopes and to box them for shipment to individual post offices.⁸⁴ TCC continued to package stamps for delivery to post offices until 1861, although as part of the contract renewal in 1857, they changed from the fee of \$30 per thousand parcels to a flat packaging cost of 1½¢ per thousand stamps.

The Stamp Agent, Jesse Johnson, began his duties on 6 June 1855, at a salary of \$1,200 per year. His first action was to appoint a clerk, for which he was reprimanded by Marron. James Campbell, appointed PMG when President Pierce took office on 4 March 1853, was a Philadelphia politician and former judge who wanted to use this new position for patronage. He expressed “astonishment” that Johnson made the appointment without consulting him,⁸⁵ so Johnson withdrew the appointment. Campbell instructed him to tender an appointment to Thomas Webb, son of Edward G. Webb, a Philadelphia newspaper editor and staunch Democrat. Thomas Webb declined it, so his father suggested Edwin Lamasure, “a sterling and active Democrat.” Lamasure was appointed with a salary of \$700 per year; that was about twice the average manufacturing wage of the time and illustrates the value of even an assistant’s position as a patronage opportunity.⁸⁶

The Stamp Agent streamlined the supply process by accepting the stamps from TCC and sending them directly to postmasters.⁸⁷ Postmasters still sent requisitions to the Third Assistant PMG, but the Philadelphia Stamp Agency filled them.⁸⁸ Once the Stamp Agency began operations, the record of stamp deliveries ceased except for special cases.

TCC provided the room, but the government was responsible for providing furnishings, heat, and cleaning. The Philadelphia Postmaster reimbursed Johnson for compensation and expenses, which sum initially was not to exceed \$175 per month.⁸⁹ After receiving the stamps in envelopes for each order from TCC, the agency verified them, and packed them into boxes for shipment. Orders for the west coast, Texas, and Florida were packed in tin boxes and the others in paper boxes.⁹⁰

By December 1855, the workload exceeded the 120-150 parcels per day that Johnson and Lamasure could handle, so Marron authorized Johnson to hire another assistant for three months. This time, Johnson must have consulted the PMG, because he hired William Henry Oakford, a man with the same surname as a crony involved in Lamasure's hiring.⁹¹ Before the end of Oakford's three-month term, Johnson was authorized to hire two more assistants.⁹² Agency employees worked 8-9 hours per day.⁹³ Despite the extra help, by February 1856 Johnson was falling behind again and asked for authorization to hire additional help or to pay overtime, which Marron granted. Johnson estimated that with a fourth clerk, the agency could send 400 parcels per day, and on one day it sent 500.⁹⁴ With Johnson and four clerks, the monthly cost of the agency was \$350.⁹⁵ In June 1856, Johnson had three assistants, which he considered the minimum,⁹⁶ but in November 1856, he requested approval to fire Oakford, who had missed two weeks of work and was no longer considered suitable for employment at the agency. That allowed salary increases for Johnson and the remaining assistants. Marron approved and set compensation at \$1,500 for Johnson, \$900 for Lamasure, and \$800 for the second clerk.⁹⁷

For the life of the contract, inadequate packaging was blamed for losses of stamps in transit. In May 1860, POD Special Agent Jonathan Guest was charged by the PMG to look into the process of stamp manufacturing and packaging. TCC and the Stamp Agent received high marks for inventory control and security. To respond to complaints, Carpenter had suggested a minor change in wrapping. The alternative was to pack shipments to small post offices in the tin boxes used for long-distance shipments. There would have been 5,000 such shipments per quarter. Tin boxes cost \$8.50 per hundred, so the quarterly cost would have been \$425. In the third quarter of fiscal year 1860, 37 post offices had 15,110 damaged stamps, which at 18½¢ (sic) per thousand cost only \$2.79½ to produce, so it was far more cost-effective to accept the minimal damage. In his report to the PMG, Guest observed that TCC maintained on hand a stock of 50-60 million stamps to meet orders.⁹⁸

In November 1860, President Buchanan's PMG Joseph Holt decided to transfer the Stamp Agency to Washington and appointed Special Agent Guest to supervise the move. Lamasure expressed willingness to move with the agency and asked Marron's replacement as Third Assistant PMG, Alexander N. Zevely, to retain him; Johnson supported his request. TCC would continue to do the packing for the post offices under the contract, but would make up bulk shipments for the Philadelphia post office to send on to Washington.⁹⁹

Holt resigned his position on 31 December to fill in as Secretary of War for the remainder of Buchanan's term. With the change of administrations pending and war looming, the move of the Stamp Agency to Washington did not occur, and the decision was deferred until the new stamp contract was awarded. The request for proposals to interested bidders included the options of delivery at Washington or the place of manufacture.

In January 1861, Zevely appointed Special Agent James Orr to check stamps and stamped envelopes in post offices in Wisconsin, Iowa, Illinois, and Minnesota. Orr reported that the paper boxes for small amounts of stamps were often broken during handling of the

mail pouches. In one office, the chief clerk told Orr that half of all the packages arrived with an edge “completely burst open.” Orr recommended replacing the boxes with linen-lined envelopes.¹⁰⁰ Zevely referred Orr’s letters to TCC, who replied that the boxes were “as perfect an article as possible which [combined] all the essential requisites of strength, capacity, smallness in bulk and lightness.” The firm opined that “the post bags are thrown down and aside with utter disregard of their contents, and we believe sincerely that scarcely anything but iron could stand the usage received in [journeys] of thousands of miles from all modes of transportation rendered necessary.” TCC further observed that Orr wrote that despite the burst box, the “package inside was all right.”¹⁰¹ They did not think linen or muslin envelopes would be the answer, since the envelopes would leave the stamps themselves subject to all the pressure and twisting that broke open the boxes. The firm did promise to look into covering the boxes in muslin or linen to combine strength with resistance to bursting.¹⁰²

On 1 April 1861, Daniel M. Boyd replaced Johnson as agency head. On 10 August 1861, the assistants were terminated and Boyd moved the agency to New York to work with the winner of the new stamp contract, National Bank Note Co. Because of the Nesbitt contract for stamped envelopes, there was already a Stamped Envelope Agency in New York. Both agencies were united under Boyd in February 1862.¹⁰³

10¢, 5¢ (and 2¢) stamps

In September 1851, the New York firm of Carnes & Haskell, importers of drugs and chemicals, asked PMG Hall to restore the 10¢ stamp and to print it on thinner, smaller paper. With ½ ounce being the weight for a single rate, letters addressed to Europe required four or five stamps, which could increase the postage and leave insufficient space for addressing.¹⁰⁴ In 1853, Carnes & Haskell wrote the New York postmaster that other companies felt the same and asked that he contact the PMG requesting the return of the 10¢ stamp.¹⁰⁵ It was not until the Act of 3 March 1855 was passed that the Post Office decided to print 10¢ stamps, to accommodate the new 10¢ rate for domestic mail sent over 3,000 miles. The next week, the PMG directed TCC to prepare a 10¢ proof, the “details of the stamp, such as color, design, & etc.” left to TCC, and placed an order for one million of them.¹⁰⁶

The plate for the new 5¢ stamp had been completed by 19 October 1855. Five days later the PMG selected the brown color and ordered 6,000 sheets of 100.¹⁰⁷ In a February 1859 letter to Sen. David Levy Yulee of Florida, Marron stated that the 5¢ stamp was intended to pay the inland postage (via British Open Mail) on letters to foreign countries with which the United States had no postal arrangements and, with a 10¢ stamp, to make up the 15¢ rate to France. In the same letter, he wrote the purpose of the 10¢ stamp (and the 10¢ envelope) was for letters to California, British North America, Cuba, Bremen, and Hamburg, and to non-treaty foreign destinations under 2,500 miles.¹⁰⁸

Figure 5. The last two postage stamps printed by TCC under the 1851 contract were the imperforate 5¢ Jefferson and 10¢ Washington stamps, both printed in 1856. Perforation commenced in 1857.



In the summer of 1856, Nelson J. Waterbury, assistant postmaster of New York and former justice of the New York City Marine Court, stopped by the Philadelphia TCC office to discuss production of a new 2¢ stamp. Apparently Waterbury was under the misconception that he had ordered such a stamp, while the bookkeeper with whom he had spoken regarded it as an inquiry. Waterbury asked the Philadelphia postmaster for the status, and TCC responded that they would begin production upon receipt of an order from the PMG.¹⁰⁹ Waterbury wrote that he had left an order for the stamp signed by Marron directing execution of a 2¢ stamp with the head of John Hancock.¹¹⁰ TCC and Waterbury wrote the PMG asking for an order.¹¹¹ Nothing further came of this inquiry.

As noted at the outset, the conclusion of this article will discuss the advent of perforation, extension of the TCC stamp contract, the creation of the higher-value stamps (24¢, 30¢ and 90¢), the roll-up of TCC into the American Bank Note Company, and the transfer of materials to the National Bank Note Company after TCC lost its stamp contract.

Endnotes

1. *The Travers Papers, Official Records, United States Postal History and Postage Stamps, Volume I, 1834-1851*, Thomas J. Alexander, George W. Brett, W. Wilson Hulme II, Washington, 2011.
2. Siegel Auction Galleries, Sale 747, 17-19 February 1993, Lot 1150.
3. <http://www.usps.org/travers1851>
4. *The Travers Papers: Toppan, Carpenter—1851-1857, Documents*, W. Wilson Hulme II and Robert S. Boyd, available at <http://www.usps.org/travers1851> (hereinafter TP:TCD), Document 134, 8 March 1851, PMG Hall to Rawdon, Wright, Hatch & Edson, New York; Toppan, Carpenter, Casilear & Co., Philadelphia; Baldwin & Adams, New York; Danforth, Bald & Co., Philadelphia; Draper, Welsh & Co., Philadelphia; and John E. Gavit, Albany, NY. According to Document 483, a memo by Third Asst. PMG Marron written about June 1857, an invitation to bid was also extended to Henry Benner, Washington, D.C., upon his application. Neal & Pate, New York, also submitted a bid. Of these eight prospective contractors, Rawdon, Wright, Hatch & Edson did not submit a bid, and Baldwin & Adams submitted specimens but no bid.
5. TP:TCD, Document 135, 10 March 1851, Rawdon, Wright, Hatch & Edson to PMG Hall.
6. TP:TCD, Document 139, 12 April 1851, Third Asst. PMG Marron to Rawdon, Wright, Hatch & Edson.
7. TP:TCD, Document 141, 12 April 1851, Third Asst. PMG Marron to Rawdon, Wright, Hatch & Edson.
8. TP:TCD, Document 483, Memo by Third Asst. PMG Marron written about June 1857.
9. *Ibid.*
10. TCC made at least five 3¢ essays, but all may not have been submitted to the PMG. Besides what became the actual 3¢ stamp, there were four others: a large Washington head similar to the 1¢ design and a small Washington head with three different frames. These may have been the essays now numbered 11-E17 to 11-E20 in the *Scott Specialized Catalogue of United States Stamps and Covers*. Refer to TP:TCD, Document 555, Third Asst. PMG Zevely to TCC, 27 June 1860, which responded to a request from Zevely for copies of all stamps produced by TCC. The four essays existed in dies only, plates never having been made. They were stored in TCC's private vault, and were company property.
11. TP:TCD, Document 148, 22 April 1851, PMG Hall to Danforth, Bald & Co. and TCC.
12. TP:TCD, Document 151, 22 April 1851, Danforth, Bald & Co. to PMG Hall.
13. TP:TCD, Document 152, 23 April 1851, TCC to PMG Hall, and Memo 153, Third Asst. PMG Marron affirming a verbal notice of acceptance of their offer was made to TCC on 23 April 1851.
14. TP:TCD, Document 160, 29 May 1851, TCC to PMG Hall.
15. TP:TCD, Document 161, 30 May 1851, PMG Hall to TCC.
16. TP:TCD, Document 168, Contract, Postmaster General Nathan K. Hall and partners of Toppan, Carpenter, Casilear & Co., 10 June 1851.
17. TP:TCD, Document 162, TCC to PMG Hall, 31 May 1851.
18. TP:TCD, Document 172, TCC to Third Asst. PMG Marron, 16 June 1851.
19. TP:TCD, Document 173, Third Asst. PMG Marron to TCC, 20 June 1851.
20. TP:TCD, Document 175, TCC to Third Asst. PMG Marron, 21 June 1851.
21. TP:TCD, Document 184, TCC to PMG Hall, 11 July 1851.
22. TP:TCD, Document 185, Third Asst. PMG Marron to Philadelphia PM White, 11 July 1851, and Document 186, POD to TCC, 11 July 1851.
23. TP:TCD, Document 189, Third Asst. PMG Marron to TCC, 17 July 1851. Deliveries of 1¢ stamps were recorded on 28 July and of 1¢ and 12¢ stamps on 4 August (191/193, TCC to Third Asst. PMG Marron, 28 July/4 August 1851).
24. TP:TCD, Document 190, TCC to Third Asst. PMG Marron, 24 July 1851.
25. "Sizing" treats paper to make printing clearer by minimizing absorption of ink so more ink remains on the surface.
26. TP:TCD, Document 182, TCC partner Carpenter to Third Asst. PMG Marron, 2 July 1851.

27. TP:TCD, Document 194, Third Asst. PMG Marron to TCC, 5 August 1851.
28. TP:TCD, Document 254, Third Asst. PMG Marron to TCC, 28 January 1852.
29. TP:TCD, Documents 254-259, TCC to Third Asst. PMG Marron, January-April 1852.
30. TP:TCD, Document 365, TCC to Third Asst. PMG Marron, 12 January 1855, and several other documents mentioning the vault.
31. TP:TCD, Document 336, TCC to Third Asst. PMG Marron, 23 January 1854.
32. TP:TCD, Document 177, TCC partner Carpenter to Third Asst. PMG Marron, 24 June 1851.
33. TP:TCD, Document 198, Third Asst. PMG Marron to TCC, 12 August 1851.
34. TP:TCD, Document 198, Third Asst. PMG Marron to TCC, 12 August 1851.
35. TP:TCD, Document 199, TCC partner Carpenter to Third Asst. PMG Marron, 12 August 1851.
36. TP:TCD, Documents 177 and 193.
37. TP:TCD, Document 196, TCC partner Carpenter to Third Asst. PMG Marron, 8 August 1851.
38. TP:TCD, Document 231, TCC to Third Asst. PMG Marron, 7 November 1851.
39. TP:TCD, Documents 233 and 234 between TCC partner Carpenter and Third Asst. PMG Marron, 12 and 13 November 1851.
40. TP:TCD, Document 232, TCC partner Carpenter to Third Asst. PMG Marron, 10 November 1851.
41. TP:TCD, Document 233, Third Asst. PMG Marron to TCC partner Carpenter, 12 November 1851.
42. TP:TCD, Document 241, Third Asst. PMG Marron to TCC, 10 December 1851.
43. TP:TCD, Document 240, TCC partner Carpenter to Third Asst. PMG Marron, 9 December 1851.
44. TP:TCD, Document 250, TCC to Third Asst. PMG Marron, 9 January 1852; and 251, Third Asst. PMG Marron to TCC, 14 January 1852.
45. TP:TCD, Document 252, TCC to Third Asst. PMG Marron, 17 January 1852.
46. TP:TCD, Document 261, TCC to Third Asst. PMG Marron, 3 May 1852.
47. TP:TCD, Documents 303, Worcester, Mass. PM to Third Asst. PMG Marron, 2 April 1853; 304, Third Asst. PMG Marron to TCC, 2 April 1853; and 305, TCC to Third Asst. PMG Marron, 4 April 1853.
48. TP:TCD, Documents 310, 311, and 314 between TCC and Third Asst. PMG Marron, May 1853.
49. TP:TCD, Document 159, TCC to PMG Hall, 24 May 1851.
50. TP:TCD, Document 192, Third Asst. PMG Marron to TCC, 2 August 1851.
51. TP:TCD, Document 196, TCC partner Carpenter to Third Asst. PMG Marron, 8 August 1851.
52. TP:TCD, Document 198, Third Asst. PMG Marron to TCC, 12 August 1851.
53. TP:TCD, Document 207, TCC to Third Asst. PMG Marron, 27 September 1851, Document 213, 6 October 1851.
54. TP:TCD, Document 218, Third Asst. PMG Marron to TCC, 16 October 1851.
55. TP:TCD, Document 222, PMG Hall to TCC, 21 October 1851, and 235, TCC to Third Asst. PMG Marron, 17 November 1851.
56. TP:TCD, Document 228, TCC to Third Asst. PMG Marron, 6 November 1851.
57. TP:TCD, Document 230, Third Asst. PMG Marron to TCC, 7 November 1851.
58. TP:TCD, Documents 243, Baltimore Postmaster C. T. Maddox to Third Asst. PMG Marron, 15 December 1851; 244, Third Asst. PMG Marron to Philadelphia Postmaster W. J. P. White, 22 December 1851; 245, Philadelphia Postmaster W. J. P. White to Third Asst. PMG Marron, 24 December 1851; 247, Third Asst. PMG Marron to Baltimore Postmaster C. T. Maddox, 26 December 1851; and 248, Baltimore Postmaster C. T. Maddox to Third Asst. PMG Marron, 27 December 1851.
59. TP:TCD, Documents 260, New York Postmaster William N. Brady to Third Asst. PMG Marron, 17 April 1852; 261, TCC to Third Asst. PMG Marron, 3 May 1852; 262, New York Postmaster William N. Brady to Third Asst. PMG Marron, 5 May 1852; and 265, Third Asst. PMG Marron to New York Postmaster William N. Brady, 21 May 1852.
60. TP:TCD, Document 285, New York PM William N. Brady to Third Asst. PMG Marron, 16 October 1852.
61. TP:TCD, Document 253, TCC to Third Asst. PMG Marron, 27 January 1852.
62. TP:TCD, Document 254, Third Asst. PMG Marron to TCC, 28 January 1852.
63. TP:TCD, Document 320, TCC to Third Asst. PMG Marron, 16 July 1853.
64. TP:TCD, Documents 268, TCC to PMG Hall, 31 May 1852; and 269, Crane Paper Co. to TCC, 3 June 1852.
65. TP:TCD, Document 277, Third Asst. PMG Marron to TCC, 21 September 1852.
66. TP:TCD, Documents 278-280, TCC partner Carpenter to PMG Hubbard and Marron, 24 September 1852.
67. TP:TCD, Document 282, TCC to PMG Hubbard, 30 September 1852.
68. TP:TCD, Documents 287, Synopsis of Proposals, October 1852; and 288, TCC to Third Asst. PMG Marron, 19 October 1852.
69. TP:TCD, Document 242, Third Asst. PMG Marron to Newburyport, MA Postmaster, 10 December 1851.
70. TP:TCD, Documents 323 and 329, 15 August and 20 September 1853.
71. TP:TCD, Document 148, POD 22 April 1851.
72. TP:TCD, Document 161.
73. TP:TCD, Document 173.
74. TP:TCD, Documents 234A/235, TCC to Third Asst. PMG Marron, 17 November 1851; and 246/246A, TCC to Third Asst. PMG Marron, 25/26 December 1851.
75. TP:TCD, Document 238A, Sworn Certificate by TCC, 8 December 1851.

76. TP:TCD, Document 483, Memo by Third Asst. PMG Marron written about June 1857. See Document 209B, a ledger showing deliveries by the Office of the Third Asst. PMG during the first quarter of the contract.
77. TP:TCD, Document 239, TCC to Third Asst. PMG Marron, 8 December 1851.
78. TP:TCD, Document 251.
79. TP:TCD, Document 252.
80. TP:TCD, Documents 320/321/322/324, TCC to Third Asst. PMG Marron, 16 July 1853/30 July 1853/6 August 1853/20 August 1853; 325, Third Asst. PMG Marron to TCC, 2 September 1853; and 326/330, TCC to Third Asst. PMG Marron, 5 September 1853/3 October 1853.
81. TP:TCD, Document 336.
82. TP:TCD, Documents 346/347/356, TCC to Third Asst. PMG Marron, 28 April/10 May/29 September 1854.
83. TP:TCD, Document 483, Memo by Third Asst. PMG Marron written about June 1857. Documents 380/382/385, TCC to Marron, 4/12/24 April 1855, describe preparation for TCC to undertake this function. Document 392, TCC to Marron, 29 May 1855, confirms contract modifications and readiness for the Agent to begin operation.
84. TP:TCD, Document 392, Third Asst. PMG Marron to TCC, 29 May 1855.
85. TP:TCD, Document 393, Stamp Agent Johnson to Third Asst. PMG Marron, 6 June 1855.
86. TP:TCD, Documents 395, Edward G. Webb to John Oakford, 9 June 1855; and 396, Oath by Edwin Lameasure, 14 June 1855. Docketing on 395 provides the salary, confirmed by the Stamp Agency records (Document 639).
87. TP:TCD, Documents 399, Stamp Agent Johnson to Third Asst. PMG Marron, 20 June 1855; 400, Benton, MO Postmaster Felix G. Allen to Stamp Agent Johnson, 4 July 1855; 402, Stamp Agent Johnson to Third Asst. PMG Marron, 14 July 1855; and 404, Stamp Agent Johnson to Third Asst. PMG Marron, 26 July 1855.
88. TP:TCD, Document 415, POD Circular, 20 November 1855.
89. TP:TCD, various. Typical are documents 414 and 421, Stamp Agent Johnson to Third Asst. PMG Marron, 10 November 1855/18 January 1856.
90. TP:TCD, Document 484, Stamp Agent Johnson to Third Asst. PMG Marron, 10 June 1857.
91. TP:TCD, Documents 416, Stamp Agent Johnson to Third Asst. PMG Marron, 17 December 1855; 417, Oath of William Henry Oakford, 20 December 1855; and 418/419, Stamp Agent Johnson to Third Asst. PMG Marron, 21/26 December 1855.
92. TP:TCD, Documents 421; 422, Oath of William Kelly, 18 January 1856; and 423, Oath of Samuel L. Durand, 12 January 1856.
93. TP:TCD, Document 425, Stamp Agent Johnson to Third Asst. PMG Marron, 26 January 1856.
94. TP:TCD, Documents 429/430/431, Stamp Agent Johnson to Third Asst. PMG Marron, 19/22/23 February 1856.
95. TP:TCD, Document 432, Stamp Agent Johnson to Third Asst. PMG Marron, 1 March 1856.
96. TP:TCD, Document 444, Stamp Agent Johnson to Third Asst. PMG Marron, 2 June 1856.
97. TP:TCD, Document 450, Stamp Agent Johnson to Third Asst. PMG Marron, 3 November 1856.
98. TP:TCD, Document 538, POD Special Agent Jonathan Guest to PMG Holt, 16 May 1860.
99. TP:TCD, Documents 580, Special Agent Guest to Third Asst. PMG Zevely, 13 November 1860; 581, Special Agent Guest to Third Asst. PMG Zevely, 22 November 1860; 582, Stamp Agent Johnson to Third Asst. PMG Zevely, 13 November 1860; 583, Assistant Clerk Lamasure to Third Asst. PMG Zevely, 23 November 1860; and 584, Special Agent Guest to Third Asst. PMG Zevely, 26 November 1860.
100. TP:TCD, Documents 585, Special Agent James Orr to B. N. Clements, Chief Clerk, Post Office Department; and 586 and 587, Special Agent James Orr to Third Asst. PMG Zevely, 1 February 1861.
101. TP:TCD, Document 589, TCC to Third Asst. PMG Zevely, 9 February 1861.
102. TP:TCD, Document 590, TCC to Third Asst. PMG Zevely, 12 February 1861.
103. TP:TCD, Document 639, Statistics of Stamp & Envelope Agencies 1855 to 1865, undated, but after 9 June 1865. Lamasure was appointed an assistant in New York in July 1862 at a fraction of his former salary and resigned in October.
104. TP:TCD, Document 206, Carnes & Haskell to PMG Hall, 26 September 1851.
105. TP:TCD, Document 319, NY PM Isaac Fowler enclosing Carnes & Haskell letter, 16 July 1853.
106. TP:TCD, Documents 370, Third Asst. PMG Marron to TCC, 10 March 1855; and 371, TCC to Marron acknowledging receipt of the instruction, 12 March 1855.
107. TP:TCD, Document 410, TCC to Third Asst. PMG Marron, 19 October 1855, which forwarded proofs and apparently recommended the brown color; 411, Marron to TCC, 24 October 1855, which gave the PMG's selection of the brown color; and 412, TCC to Marron, 25 October 1855, agreeing the color should be called "Brown."
108. TP:TCD, Document 503, Third Asst. PMG Marron to Sen. D. L. Yulee, 11 February 1859.
109. TP:TCD, Document 463, TCC to Philadelphia Postmaster Miller, 19 February 1857.
110. TP:TCD, Document 465, Assistant New York Postmaster Waterbury to TCC, 24 February 1857.
111. TP:TCD, Documents 466, TCC to Asst New York Postmaster Waterbury, 26 February 1857; and 467, TCC to PMG Campbell, 26 February 1857; and 468, Asst. New York Postmaster Waterbury to PMG Campbell, 27 February 1857. ■

USE OF INFRARED ABSORPTION SPECTROSCOPY
AS AN ADJUNCT IN THE DIFFERENTIATION OF
THE 1¢ FRANKLIN BANK NOTE STAMPS

HARRY G. BRITAIN

The National Bank Note Company (NBNC) was the only firm under contract to print stamps for the United States Post Office Department when it issued a set of pictorial stamps during 1869. Given their small size and the unpopularity of the designs, Postmaster General John Creswell decided to base a new series of stamps on the profiles of distinguished Americans using “marble busts of acknowledged excellence” as models. Between 1870 and 1893, stamps of various denominations were printed by three different Bank Note companies, using a variety of papers and printing inks. It is not the purpose of this article to trace the history of the Bank Note stamps, as this has been done in the standard reference texts.¹ It is important to note, however, that collectors differentiate the various issues of a given Bank Note stamp through careful examination of secret marks, ink colors and the quality of the printing paper.

Recently, interest has developed in the use of forensic analytical methods as adjunct technologies that can be used to supplement the classical methods of stamp identification. For example, Saadi used X-ray fluorescence to learn that the ink used to print the 5¢ 1847 stamps was based on lead pigments, and not on iron oxide pigments as had been thought.² In *Chronicle* 239 I provided a primer on the utility of Fourier transform infrared absorption (FTIR) spectroscopy coupled with attenuated total reflectance (ATR) sampling, and identified the components in the ink used to print the Franklin stamps of the 1861 series (Scott 63).³ In addition to providing an introduction to the forensic technology, that study established that the blue pigment was Prussian blue, softened by two whiteners, and that a chemical reaction between the components produced a zinc soap compound.

In order to learn whether FTIR spectroscopy could be used as an adjunct technique to aid in the differentiation of the various printings of the 1¢ Franklin Bank Note stamps, stamps across the entire era were analyzed by the methodology described in my article in *Chronicle* 239. Since slight variations in ink composition are common for stamps of this time period, each FTIR spectrum shown below represents the numerical average of the FTIR spectra of 25 individual stamps of the same type.

The National Bank Note Company: Scott 145 (1870-71)

The first 1¢ Franklin stamps were released by the NBNC during April 1870. National was the only company to employ grills on its stamps. Beginning with the 1870-71 issue, these stamps were printed both with grills (Scott 134) and without grills (Scott 145). Due to difficulties with the grilling machines and the realization that the grills were ineffective in fulfilling their desired security purpose, the grilling of stamps was eliminated after the 1870-1871 issue. The earliest documented use (EDU) of the 1¢ Bank Note stamp with grill is 9 April 1870, and the EDU of the 1¢ NBNC stamp without grill is 7 May 1870. A strip of three of the 1¢ National Bank Note without grill is shown in Figure 1.



Figure 1. Strip of three 1¢ National Bank Note stamps. The region sampled for ink analysis (as plotted in Figure 2) was from the uncancelled blue area just above Franklin's head. The area sampled for paper analysis was in the unprinted regions at the bottom.

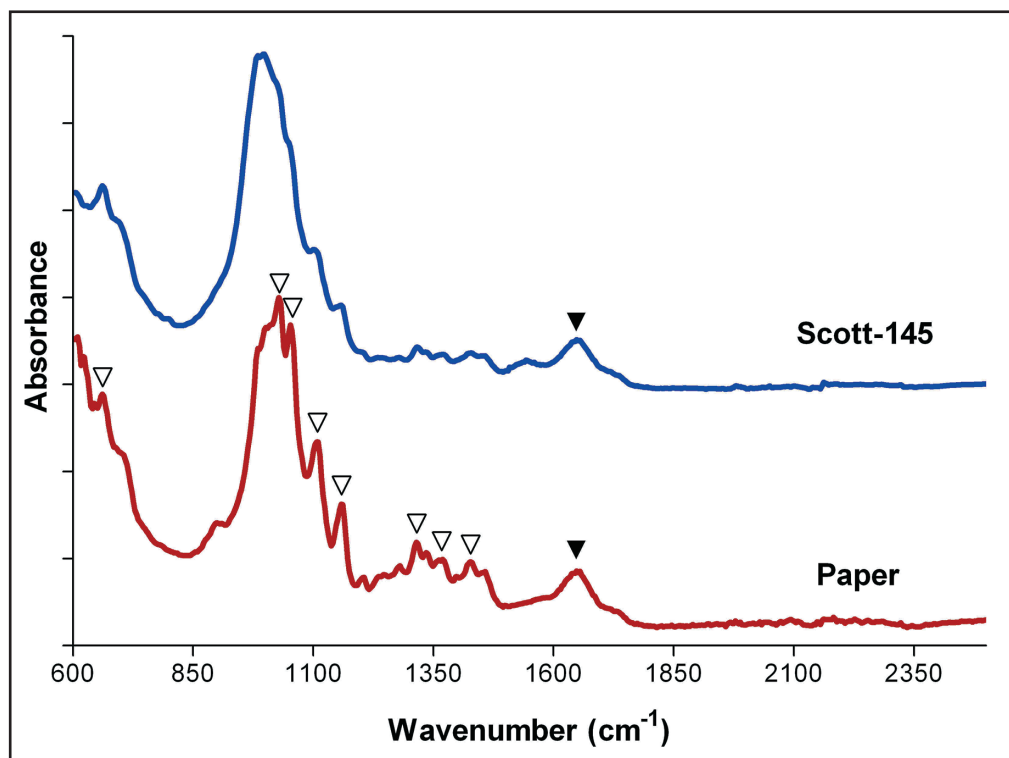


Figure 2. Averaged infrared absorption spectrum obtained for the non-printed paper region of 25 1¢ National Bank Note ungrilled stamps (red line) and the averaged FTIR spectrum of the blue printed region of the same 25 stamps. The features marked by the symbol Δ are due to various absorption bands associated with cellulose, while the band marked at 1650 wavenumbers (symbol \blacktriangledown) suggests the presence of rosin in the paper.

Figure 2 contains the averaged FTIR spectrum of blue ink portions from the face of the 25 Scott 145 stamps studied, along with the averaged FTIR spectrum obtained from the unprinted paper areas of these stamps. Unlike the 1¢ Franklin stamp of 1861, 1¢ ungrilled NBNC stamps lack an absorption band at approximately 2090 wavenumbers, which would establish the presence of Prussian blue in the ink, demonstrating that the blue color of the

1870 stamp is due to the presence of a different pigment. Examination of Figure 2 also reveals that the strong and complex absorption bands associated with the cellulose of the paper (which have been marked in the FTIR spectrum of the paper) are considerably obscured in the FTIR spectrum of the inked portion, indicating that the non-printed region contains absorption bands associated with the presence of an additional compound besides cellulose.

In order to obtain the FTIR spectrum of the compound whose absorption bands overlap with the cellulose bands, the FTIR spectrum of the uninked portion of the paper was digitally subtracted from the FTIR spectrum of the inked region. In other words, the red spectrum of Figure 2 was digitally subtracted from the blue spectrum to yield the differential FTIR spectrum shown in Figure 3. This differential FTIR spectrum was found to be equivalent with the FTIR spectrum of pure synthetic ultramarine pigment. The equivalence between the two spectra proves that ultramarine was used as the blue pigment in the 1¢ NBNC ungrilled stamps. In addition, the lack of an absorption band associated with Prussian blue demonstrates that ultramarine was the only blue pigment used in the 1¢ NBNC stamps.

It is to be noted that the FTIR spectra obtained from the surfaces of the grilled 1¢ Bank Note Franklin stamps were exactly equivalent to the FTIR spectra obtained from the surfaces of the ungrilled stamps, which indicates that these stamps were all derived from the same printings.

Interestingly, the FTIR spectrum of the Scott 145 stamps lacks any absorption bands that could be attributed to a whitening agent in the ink. X-ray fluorescence analysis conducted at the Smithsonian National Postal Museum indicated that the printed regions fea-

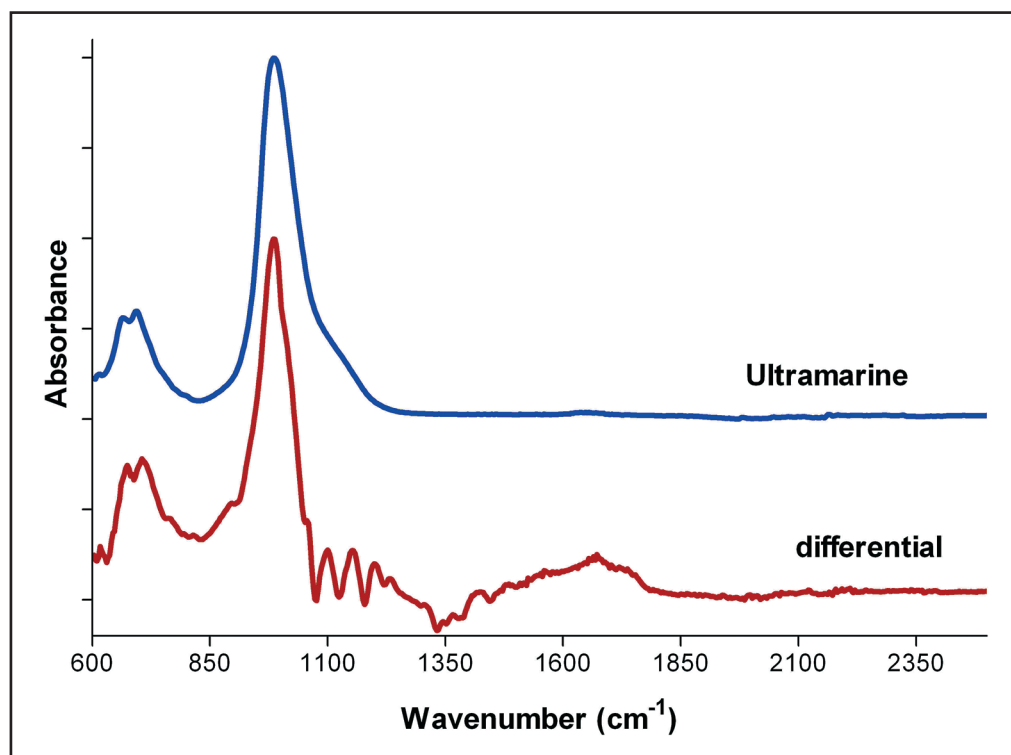


Figure 3. Differential infrared absorption spectrum obtained by digitally subtracting the averaged FTIR spectrum of the non-printed paper region from the averaged FTIR spectrum of the blue printed region of the 1¢ National Bank Note ungrilled stamps. Also shown (blue line) is the FTIR spectrum of pure synthetic ultramarine.

tured a substantial zinc response, which would be consistent with the presence of white zinc oxide in the ink (zinc oxide does not exhibit any significant absorption bands in its FTIR spectrum).⁴

The Continental Bank Note Company: Scott 156 (1873-75)

The Continental Bank Note Company (CNBC) won the next contract for stamp production, and starting in May of 1873, the plates used by the National Bank Note Company for its printings were transferred to Continental. Continental first released these stamps during July of 1873, and the EDU of the 1¢ CNBC stamp (Scott 156) is 22 August 1873. A top margin pair of this stamp is shown in Figure 4.



Figure 4. Top margin pair from a block of four 1¢ Continental Bank Note stamps bearing plate number 160.

inked region of 25 1¢ NBNC stamps (Scott 145) and 25 1¢ CBNC stamps (156). The two curves are identical. The total equivalence in the FTIR spectra shown in Figure 6 reveals that Continental used the same printing ink composition for its 1¢ stamps as National used

Since Continental reused the National printing plates, it elected to distinguish its printings (and protect itself from any possible financial exposure) from those of National by adding a small mark on each stamp entry. Commonly referred to as a “secret mark,” this consists of a small horizontal dash added to the largest of the pearls immediately to the left of the numeral “1”. In the two enlargements in Figure 5, the image on the left is a National stamp without the secret mark. The image on the right, a Continental stamp, shows the secret mark.

Figure 6 shows the averaged infrared absorption spectra obtained from the blue inked region of 25 1¢ NBNC stamps (Scott 145) and 25 1¢ CBNC stamps (156). The two curves are identical. The total equivalence in the FTIR spectra shown in Figure 6 reveals that Continental used the same printing ink composition for its 1¢ stamps as National used



Figure 5. At right, the numeral area from a 1¢ Continental Bank Note stamp, greatly enlarged, showing the “secret mark” added in the pearl at the left of the numeral “1”. The image at left is that of the predecessor 1¢ National Bank Note stamp, here without grill, clearly lacking the secret mark.

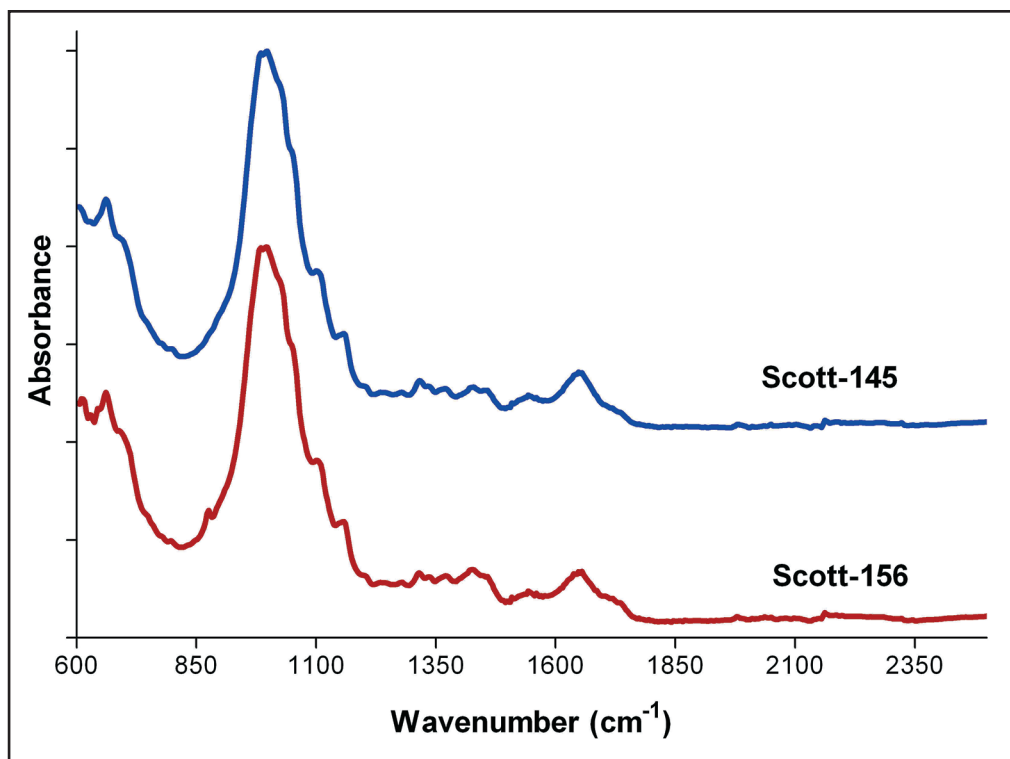


Figure 6. Averaged infrared absorption spectra obtained from the inked region of 25 1¢ NBNC stamps (Scott 145) and 25 1¢ CBNC stamps (156). The two curves are identical.

for its 1¢ stamps. This conclusion is supported by X-ray fluorescence analysis conducted at the Smithsonian National Postal Museum, where it was learned that the inked portions of National and Continental 1¢ stamps contain the same elemental composition.

It is clear from Figure 6 that FTIR spectroscopy alone cannot be used to differentiate the 1¢ CNBC stamps from their National counterparts. Fortunately, these stamps are easily distinguished by the presence or absence of the secret mark illustrated in Figure 5.

The American Bank Note Company: Scott 182 (1879)

On 4 February 1879, the CNBC was consolidated with the American Bank Note Company (ABNC). The new company used the plates of its predecessor. Thus the earliest 1¢ American Bank Note 1879 stamps (Scott 182) contain the secret mark introduced by Continental, although the mark became less distinguishable as the plates wore. A top margin strip of six 1¢ ABNC stamps, showing the American imprint and plate number 336, is shown in Figure 7.

Although it has been the practice to identify a 1¢ Bank Note stamp as being an American printing if it appears to have been printed on soft porous paper (as opposed to the hard paper of most Continental issues), the situation is not that clear-cut. Apparently, Continental used soft paper from August 1878 through early 1879, when the consolidation was completed. Collectors have therefore classified as Scott 182 any 1¢ Franklin Bank Note stamp printed on soft paper. Since it is difficult to accurately evaluate the quality of the paper of a stamp still on cover, only the cancellation date can be used as a positive means of identification. The EDU of the 1¢ American Bank Note stamp is 3 January 1879.

FTIR analysis now provides us with a definitive means to distinguish the 1¢ ABNC stamps from the Continental counterparts. As shown in Figure 8, the blue ultramarine pig-



Figure 7. Strip of six 1¢ 1879 American Bank Note stamps bearing plate number 336.

ment of the Continental stamps was augmented by American through the additional inclusion of a small amount of Prussian blue. Figure 8 shows the averaged infrared absorption spectrum obtained from the blue inked region of 25 1¢ 1879 American Bank Note stamps, as well as the spectra of microcrystalline cellulose (MCC) references spiked with 15 per-

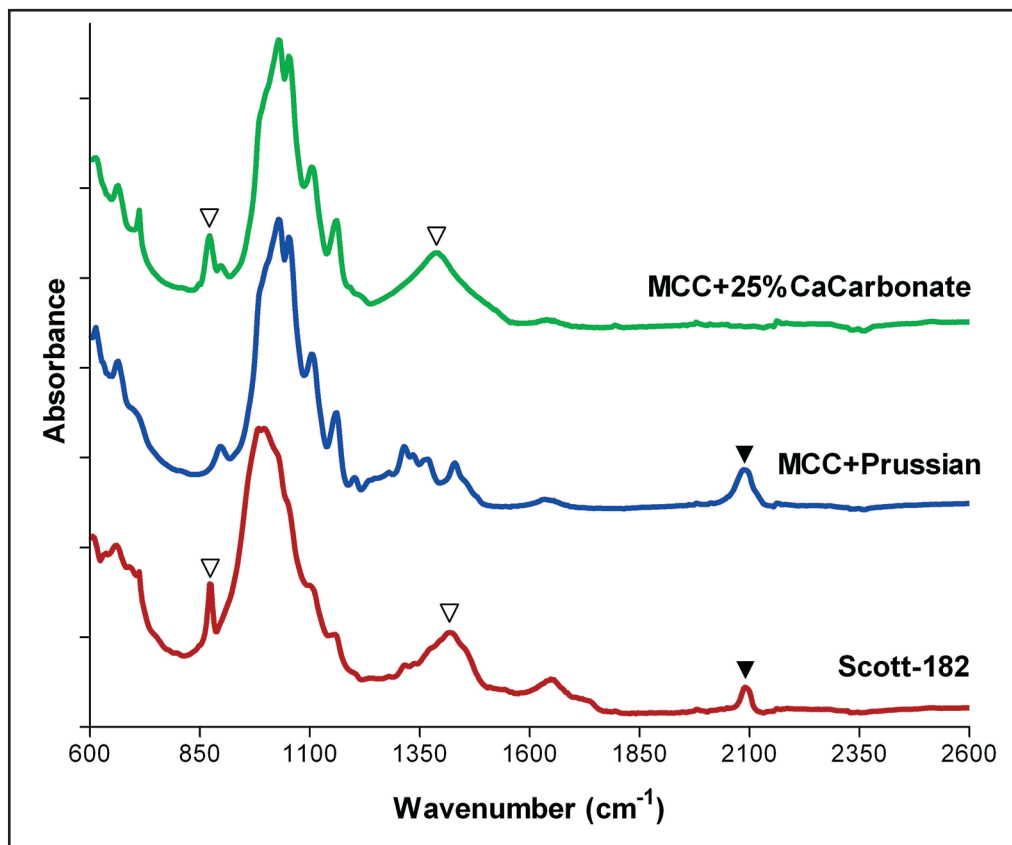


Figure 8. Averaged infrared absorption spectrum obtained from the blue inked region of 25 1¢ 1879 American Bank Note stamps, as well as the spectra of microcrystalline cellulose references spiked with 15 percent Prussian blue and with 25 percent calcium carbonate. The positions of the diagnostic Prussian blue peaks have been marked by the symbol ▼, and the diagnostic calcium carbonate peaks marked by the symbol △.

cent Prussian blue and with 25 percent calcium carbonate. The positions of the diagnostic Prussian blue peaks have been marked by the symbol ▼, and the diagnostic calcium carbonate peaks marked by the symbol Δ.

Evidently, the formulation of a second blue pigment required the addition of an additional whitening agent, as the ABNC stamps were found to also contain a modest amount of calcium carbonate. Interestingly, X-ray fluorescence analysis indicated that the amount of zinc oxide in the 1¢ ABNC stamps was drastically reduced relative to the amount contained in the ink of the 1¢ National and Continental stamps.

The fact that FTIR analysis can easily differentiate the American and Continental 1¢ stamps is extremely important as it is very easy to obtain the FTIR spectrum of a stamp even when that stamp is still attached to a cover. The technique is totally non-destructive, and so can be used to validate the identity of 1¢ Franklin Bank Note stamp, whether on or off cover. Therefore, it is no longer necessary to identify the printer of soft paper 1¢ Bank Note issues using dated covers.

The American Bank Note Company: Scott 206 (1881)

Between early 1881 and 1882, the ABNC made improvements to the plates of several U.S. stamp denominations in order to enhance the quality of the stamps. The plates that printed the previous issues had been used for extensive periods of time, and the quality of the engraving was deteriorating. Accordingly, American either re-engraved lines as needed or burnished sections of the plates smooth before re-applying the transfer roll. Consequently, the 1¢ ABNC stamps of 1881 (Scott 206) are often denoted as one of the “re-engraved issues.”

The varying degrees of shading that were added to the engraving caused the stamps to exhibit a darker impression than their predecessors. American also made a major change in the 1¢ Franklin stamp by printing them in a gray-blue color. However, the 1¢ re-engraved stamps were printed on the same soft porous paper as had been used for the previous American Bank Note issues. The EDU of the 1¢ re-engraved stamp is 2 November 1881. A plate strip of six, bearing the American Bank Note Company imprint, the letter “D” and plate number 504, shown in Figure 9.

The FTIR analysis of the 1¢ re-engraved stamps revealed that the color change from blue to gray-blue was caused by the removal of the Prussian blue component and the formulation of a considerable amount of calcium carbonate. This is evident in Figure 10, which indicates the only blue pigment in the inked regions of the stamps was ultramarine, and the amount of calcium carbonate is estimated to be three times that used in the Scott 182 stamps. The two lines in Figure 10 show the infrared absorption spectrum obtained from the blue inked region of 1¢ 1881 American Bank Note stamps (red line), as well as the spectra of a microcrystalline cellulose reference spiked with 75 percent calcium carbonate. The positions of the diagnostic calcium carbonate peaks are marked by the symbol Δ.



Figure 9. Strip of six 1¢ 1881 American Bank Note stamps bearing plate number 504.

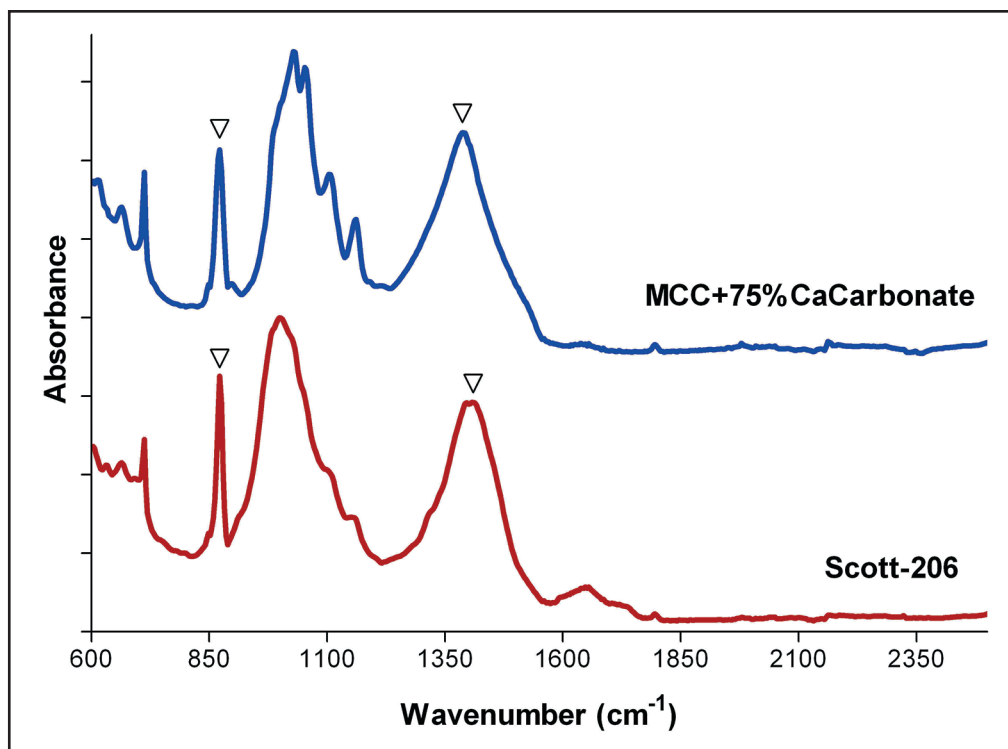


Figure 10. Infrared absorption spectrum obtained from the blue inked region of 25 1¢ 1881 American Bank Note stamps, as well as the spectrum of a microcrystalline cellulose reference spiked with 75 percent calcium carbonate. The positions of the diagnostic calcium carbonate peaks are marked by the symbol Δ.

X-ray fluorescence analysis of the 1¢ re-engraved stamp also demonstrated a lack of zinc in the stamps, indicating that with the extensive use of calcium carbonate, the formulators had removed the zinc oxide from the ink.

The American Bank Note Company: Scott 212 (1887)

In 1887, the Postmaster General had become dissatisfied by the quality of the printing plates used for the 1¢ stamps, and accordingly American developed a new design that still incorporated the familiar bust of Franklin. Besides the desire for a new “look” of the 1¢ stamp, the new plates were engineered to be compatible with the new steam-powered printing press. The EDU of the 1¢ 1887 ABNC stamp (Scott 212) is 15 July 1887. A top margin strip of three, showing the company imprint and the letters “FF,” is illustrated in Figure 11.



Figure 11. Strip of three 1¢ 1887 American Bank Note stamps, electronically reduced from a strip of five, showing the American Bank Note company imprint and the letters “FF.” The two stamps to the left of the letters (not shown) bear the plate number: “No. 644”.

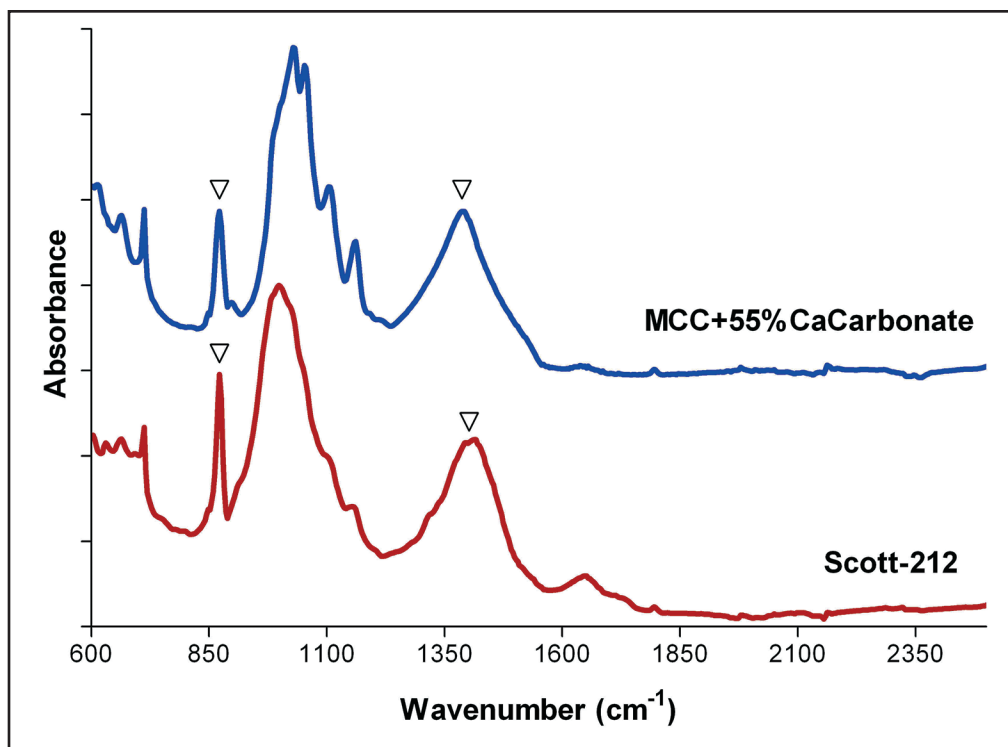


Figure 12. Averaged infrared absorption spectrum obtained from the blue inked region of 25 1¢ 1887 American Bank Note stamps (red line), as well as the spectrum of a microcrystalline cellulose reference spiked with 55 percent calcium carbonate. The positions of the diagnostic calcium carbonate peaks are marked by the symbol Δ .

As shown in Figure 12, the FTIR analysis of 25 1¢ 1887 stamps revealed that the ink contained approximately 20 percent less calcium carbonate relative to the amounts used in the 1¢ 1881 issue, a change that might have been made in order to bring more blue color into the image. The positions of the diagnostic calcium carbonate peaks are marked by the symbol Δ .

The American Bank Note Company: Scott 219 (1890)

The history of the 1890-93 issue is both complicated and interesting. The contract had been awarded to Charles F. Steel in 1889, but it soon became apparent that Steel would not be able to fulfill its terms. ABNC, which had had lost the first bid to Steel, succeeded in obtaining the contract through a second round of bidding. The stamps of the 1890-93 issue were the smallest of any Bank Note stamps of this period, and included numerous portraits of presidents not depicted in previous series. The 1¢ Franklin stamp was officially issued on February 22, 1890. The EDU of the 1¢ 1890 American Bank Note stamp (Scott 219) is 27 February 1890. A bottom margin strip of six, with plate number 280 and the “AMERICAN BANK NOTE COMPANY.” imprint, is shown in Figure 13.

The 1890 1¢ Franklin stamp continued the use of ultramarine as the sole blue pigment, and as illustrated in Figure 14, featured a further reduction down to approximately 40 percent in the amount of calcium carbonate in the ink. The two lines in Figure 14 show the averaged infrared absorption spectrum obtained from the blue inked region of 25 1¢ 1890 American Bank Note stamps (red line), as well as the spectra of a microcrystalline cellulose reference, spiked with 40 percent calcium carbonate. The positions of the diagnostic calcium carbonate peaks are marked by the symbol Δ .



Figure 13. Bottom margin strip of six of the 1¢ 1890 American Bank Note stamps, showing the American Bank Note Company imprint and plate number 280.

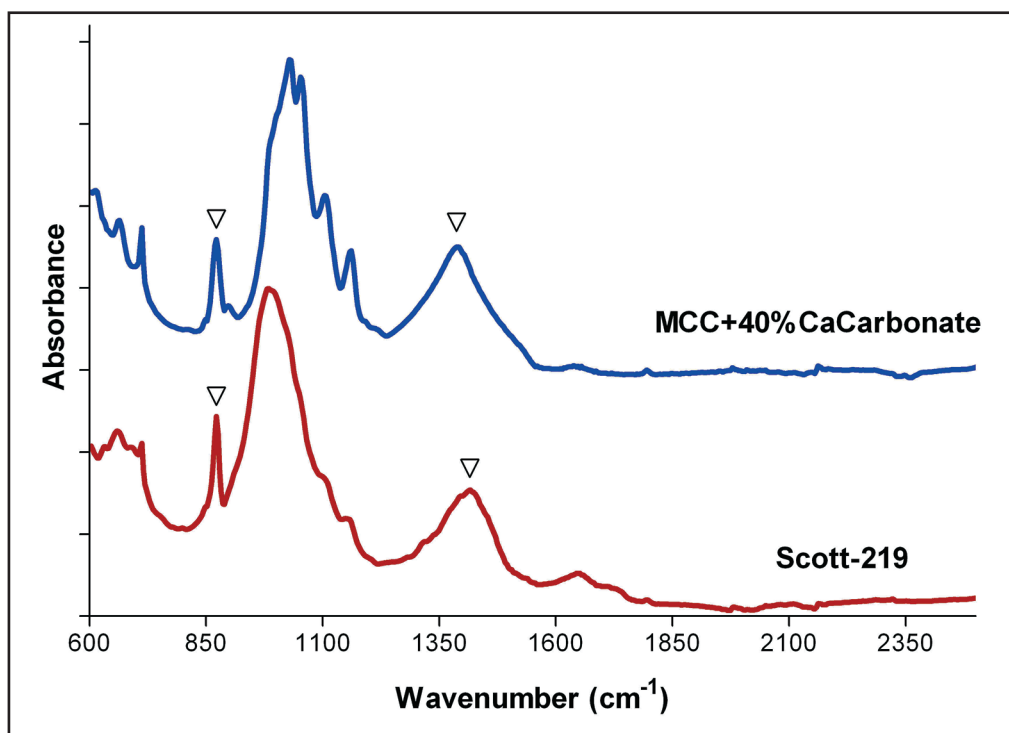


Figure 14. Averaged infrared absorption spectrum obtained from the blue inked region of 25 1¢ 1890 American Bank Note stamps, as well as the spectrum of a microcrystalline cellulose reference spiked with 40 percent calcium carbonate. The positions of the diagnostic calcium carbonate peaks are marked by the symbol Δ .

Conclusions

The forensic FTIR analysis of 1¢ blue Benjamin Franklin stamps of the 1870-90 printings has revealed a number of interesting features that augment the standard sequence of visual identification criteria.

1. The ink used by the NBNC to print its grilled and ungrilled stamps contained only ultramarine as the blue pigment, and did not include Prussian blue (which National had used in the printing of the 1861 stamps).

2. The ink used by the CBNC to print its 1¢ Franklin stamps was the same as used by National. Consequently, only the secret mark added by Continental can be used to distinguish the Continental stamp.

3. The blue coloration in the ink used by the ABNC to print the 1¢ 1889 stamps consisted of ultramarine augmented by a small amount of Prussian blue. The ink also contained a modest amount of calcium carbonate, which was found to be present in an amount equivalent to approximately 25 percent relative to the cellulose of the paper. Because the ink composition of the 1¢ ABNC stamps was significantly different from that of the Continental printing, FTIR analysis provides a definitive, non-destructive means by which to distinguish a the 1¢ American Bank Note stamp from its Continental counterpart.

4. When the ABNC produced the “re-engraved” 1¢ Franklin stamp, it discontinued the use of Prussian blue in the ink and reverted to using only ultramarine as the blue pigment. At the same time, American greatly increased the amount of calcium carbonate in the ink, to an amount equivalent to approximately 75 percent relative to the cellulose of the paper.

5. For the re-designed 1¢ 1887 stamp, the ABNC maintained the use of only ultramarine as the blue pigment. For this issue, American reduced the amount of calcium carbonate in the ink to a level that was equivalent to approximately 55 percent relative to the cellulose of the paper.

6. Finally, when the ABNC produced the Small Bank Note stamps, American continued to use only ultramarine as the blue pigment for the 1¢ stamp. In addition, American further reduced the amount of calcium carbonate in the ink, to a level that was equivalent to approximately 40 percent relative to the cellulose of the paper.

Although the FTIR spectra of the Bank Note company issues are not totally definitive, they can be highly useful adjuncts in the differentiation of the various issues. Use of the technique is definitely superior for those instances where the only current mode of differentiation is associated with a qualitative estimate of the degree of hardness or softness of the stamp paper (i.e., to distinguish the 1¢ ABNC 1879 stamps from the 1¢ Continental stamps). This technique also renders unnecessary the need to use dated covers to prove whether a soft-paper stamp was printed by Continental or by American.

Another aspect of FTIR spectroscopy is that since the attenuated total reflectance method of sampling permits one to obtain the spectrum of whatever is pressed against the surface of the ATR crystal, one can easily obtain the spectrum of a stamp still remaining on cover without the need for its removal. This aspect of the technology will be highly useful in the correlation of cancellation dates with stamp identities, and its use will enable verification of earliest documented use dates.

Acknowledgements

I would like to thank Thomas Lera, Winton M. Blount Research Chair of the Smithsonian National Postal Museum, for conducting the X-ray fluorescence analysis on several 1¢ Franklin Bank Note stamps, as well as for his critical reading of this paper prior to its submission. I would also like to acknowledge the input of John Barwis, who was kind enough to provide a critical review of this paper as well.

Endnotes

1. John N. Luff, *The Postage Stamps of the United States* (Lawrence, Mass.: Quarterman Publications, Inc., 1962, 1981 reprint); Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, Volume II; (North Miami, Fla.: David G. Phillips Publishing Co., Inc., 1966).

2. Wade E. Saadi, “Putting the Ink to the Paper,” *Chronicle* 239 (August 2013), pp. 244-250.

3. Harry G. Brittain, “Forensic Analysis: Composition of Ink and Paper of the 1¢ 1861 Stamp,” *Chronicle* 239 (August 2013), pp. 264-71.

4. This and all the other X-ray fluorescence data in this article were obtained by Thomas Lera, at the Smithsonian National Postal Museum. ■

POSSIBLE PRECANCELED NEWSPAPER STAMPS

WILLIAM E. MOOZ

In preparing an exhibit of the 1895 Newspaper and Periodical stamps, I wanted to illustrate cancels that were used at various post offices by showing all of the denominations that I could assemble that had identical cancellations. After grouping the stamps in this manner, I was struck by the similar appearance of a number of the various cancels. I discussed this with William Weiss, who suggested that some of them might be precancels, applied at individual post offices that had used the stamps.

With this in mind, I thought about how a post office clerk might create precancels. One way, simple and quick, would be to take a sheet of the stamps and then to use a ruler or a stencil brush to make horizontal markings across each row of stamps. Examples illustrating this technique are shown in Figure 1. Note particularly that the stencil brush cancels on two examples (bottom row in Figure 1) do not extend beyond the stamp design at right, as would be expected if the stamps were tied to a receipt-book page.

Some post offices might have used a hand-cancel device that identified that particular office. In this case, the clerk might carefully cancel each stamp in a sheet with a “socked on the nose” cancel. Such precancels would be applied only to the stamps. If the device were used to cancel stamps already affixed to receipt pages, it would be likely that the cancellation would tie the stamp to the page.



Figure 1. Possible precancels on 1895 Newspaper and Periodical stamps. The 2¢, \$2 and \$10 stamps in the top row show straight pen lines that suggest they were applied using a ruler across an unsevered sheet of stamps. The brush strokes at bottom might also have been applied across an unsevered sheet. Note on the 5¢ and \$50 stamps, the brush strokes don't extend beyond the design area at the right edge.

Figure 2. Another group of precancel candidates, here with monogrammed initials “B” and “H” that likely designated an office or a clerk. Note the multiple strikes of the encircled H marking on the 50¢ and \$50 stamps in the bottom row. These suggest the stamps were cancelled while they were still part of an unsevered sheet, rather than after they had been affixed individually into a receipt book.



Two examples that seem to fit such precancel usage are shown in Figure 2. Note particularly that the 50¢ and \$50 denominations with the encircled H show portions of cancels that apparently overlapped onto adjacent stamps. This might be expected if a sheet of stamps was being canceled; it’s a less likely occurrence if the stamps have been affixed individually into a receipt book, which was the proper disposition of these stamps. (See my article in *Chronicle* 240, “Newspaper and Periodical Stamps: Canceled, Uncanceled, and Unused,” for examples of Newspaper stamps properly affixed to their receipt-book pages.)

However, it might reasonably be assumed that these are not precancels, but instead show the careful application of cancellations after the stamps have been affixed to the receipt pages. A challenge to this assumption would be to locate stamps canceled by these suspect cancels that still show original gum.



Figure 3. Definitely precancel candidates, these stamps still bear original gum.

A search of the limited number of stamps with the suspect cancels actually located several that were still gummed. Four such stamps are shown in Figure 3, the illustrations showing the canceled face of the stamp. From this limited sampling, it appears that the supposition that these particular stamps were precanceled is very reasonable. ■

MIXED WEIGHT PROGRESSIONS ON BREMEN/HAMBURG MAIL

DWAYNE O. LITTAUER

Introduction

Some unpaid double-rate covers sent to Germany under the 1853 U.S.-Bremen and the 1857 U.S.-Hamburg conventions show postage due of less than would be expected. As explained below, this occurred because a single rate under the conventions was based on a half ounce, while German internal rates were based on the German zoll loth.

For example, the 1853 United States-Bremen convention provided that the international rate for correspondence between the United States and Bremen was 10¢ for letters not exceeding a half ounce and 20¢ for letters above one half ounce and not over one ounce.¹ Since the convention was between the United States and Bremen, it did not govern rates to and from German states beyond Bremen. Instead, the 1850 German-Austrian Postal Union (GAPU) established uniform rates among the member states based on distance in German miles.² A German mile was equal to 7.4089 kilometers, approximately 4.6 English miles. The GAPU internal rates were assessed as follows: up to 10 German miles, 1 silbergroschen or 3 kreuzer; 10-20 German miles, 2 silbergroschen or 6 kreuzer; and over 20 German miles, 3 silbergroschen or 9 kreuzer.

German internal rates that are based on distance would make it difficult for correspondents in the United States to determine the correct amount necessary to prepay a letter to a destination beyond Bremen. To encourage the creation of uniform rates between Bremen and the other GAPU member states, Article III of the convention provided that GAPU member states could have the advantage of the 10¢ international rate if their postage to and from Bremen was reduced to a uniform 5¢ or less. Correspondence to or from states that did not so reduce their rates were subject to a 15¢ international rate. The 1857 United States-Hamburg convention had similar provisions.³

Weights under the GAPU were based on the zoll loth, which was 1/30th of a zoll pfund (which in turn was equated to 500 French grams).⁴ Thus, a zoll loth was equal to 16.66 grams. Half an ounce is equal to approximately 14.175 grams.

While both conventions attempted to establish a uniform rate, the convention with neither city could govern rates beyond their borders. They could not require that the rate progression on letters to and from Bremen and Hamburg be based on a half ounce rather than a loth. As a result, multiple-rate covers sometimes show rating anomalies.

Covers

Figure 1 shows an unpaid single-rate cover from New York, posted 8 October 1858 and addressed to Limbach, Saxony. The letter was carried on the North German Lloyd Line *Hudson*, which sailed from New York on 9 October 1858 and arrived in Bremerhaven on 26 October 1858.⁵ This was the return segment of *Hudson*'s only round-trip voyage, since the ship was damaged by fire on 2 November 1858. The red crayon $4\frac{1}{2}$ indicates a debit in silbergroschen from Bremen to Hanover. Bremen passed the letter to the Hanover post



Figure 1. Single-rate folded letter from New York to Limbach, Saxony, posted 8 October 1858. The blue handstamp, applied in Bremen, shows the division of 6-5/10 neugroschen (6½ silbergroschen) due: 4½ silbergroschen international postage plus 2 silbergroschen German internal postage.

office in Bremen, which struck in blue $4\frac{1}{2}$ Sgr. AMERICA ÜBER BREMEN. This marking was used in blue between October and December 1858, and very few examples are known in this color. It showed the division of the 6½ silbergroschen total postage: 4½ silbergroschen for the international rate and 2 silbergroschen for the German internal rate. This was equated to the 6-5/10 neugroschen (marked in blue crayon across the address) that was due in the Saxon currency (about 15¢).

Figure 2 is a double-rate envelope posted at New York 4 October 1856 and sent to Cromlau, Prussia. It was carried on the Ocean Line *Washington*, which sailed from New York the same day and arrived in Bremerhaven on 20 October 1856. The 18/N. YORK U.S. PKT. indicates an 18¢ debit from the U.S. to Bremen for the sum of 10¢ (double U.S. internal postage under the convention) plus 8¢ double packet postage. The crayon 9 is a debit in silbergroschen from Bremen to Hanover. The values in the Hanover marking—9/4 Sgr. AMERICA ÜBER BREMEN—are double those in the Figure 1 marking. This represents 9 silbergroschen international rate and 4 silbergroschen German internal postage. The postage due was the sum of these amounts, 13 silbergroschen, approximately 30¢.



Figure 2. Double-rate envelope from New York to Cromlau, Prussia, posted 4 October 1856. The United States debited Bremen 18¢ for double U.S. internal and sea postage. The red handstamp, applied by Hanover, shows division of 13 silbergroschen postage due: 9 silbergroschen international plus 4 silbergroschen German internal.

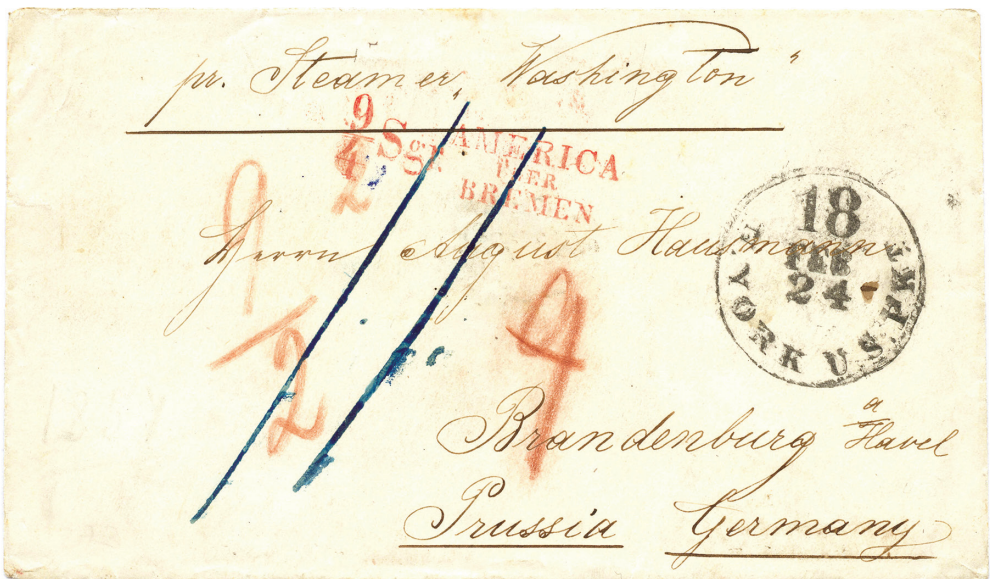


Figure 3. 24 February 1855 envelope from New York to Brandenburg, Prussia. New York debited Bremen 18¢ for double U.S. internal and sea postage. The red double-rate handstamp showing 9 silbergroschen international rate and 4 silbergroschen German internal was corrected to 2 silbergroschen single rate, since the letter weighed less than 1 loth. Due postage of 11 silbergroschen written in blue.

Figure 3 shows an envelope that is a double rate under the Bremen convention but a single rate in Germany. It is from New York 24 February 1855 to Brandenburg, Prussia.

The **18/N. YORK U.S. PKT.** indicates an 18¢ debit from the U.S. to Bremen for the sum of 10¢ (double U.S. internal postage under the convention) plus 8¢ double packet postage. It was carried on the Ocean Line *Washington*, which sailed from New York the same day and arrived in Bremerhaven on 13 March 1855. Bremen marked in crayon the same 9 silbergroschen debit to Hanover for the international rate, and the Hanover post office in Bremen applied the same **9/4 Sgr. AMERICA ÜBER BREMEN**. While the letter may have weighed over ½ ounce (about 14.175 grams), it was less than 1 loth (16.66 grams). Thus, the double-rate 4 in the denominator was corrected to a single rate 2, representing only 2 silbergroschen German internal. This fraction was restated in red crayon as 9/2. The postage due was sum of these amounts, 11 silbergroschen (rather than the usual 13 silbergroschen double rate). This was written across the address in blue ink.



Figure 4. Single-rate patriotic envelope posted 4 May 1861 from New York to Bayreuth, Bavaria. Sent under U.S.-Hamburg convention. The U.S. debited Hamburg 5¢ for U.S. internal postage. The blue Hamburg handstamp shows division of 22 kreuzer due: 4½ silbergroschen international (equated to 16 kreuzer) plus 6 kreuzer German internal.

Due postage in several German states, primarily in the south, was expressed in kreuzer. The patriotic cover in Figure 4 is a single-rate letter sent from New York on 4 May 1861 to Bayreuth, Bavaria, where 15 years later, Richard Wagner would open a theater dedicated to the performance of his operas. The **5/N. YORK HAMB PKT.** indicates a 5¢ debit from the U.S. to Hamburg for U.S. internal postage under the convention. The envelope was carried by the Hamburg American Line *Bavaria*, which sailed from New York the same day and arrived in Hamburg on 19 May 1861. The Hamburg marking **4½ Sgr. 6 Xr** indicated the 4½ silbergroschen international rate (equated to 16 kreuzer) and 6 kreuzer German internal. These were totaled to 22 kreuzer, which was indicated by the blue **22** to the right of the flag.

Charles Frederick Adae

Figure 5 shows a double-rate envelope from Cincinnati, posted 3 January 1863 and sent to Knittlingen, Württemberg. It was carried by the North German Lloyd Line steamship *New York*, which sailed from New York on 17 January and arrived in Bremerhaven on



Figure 5. Double-rate envelope sent under U.S.-Bremen convention on 3 January 1863 from Cincinnati to Knittlingen, Württemberg. New York debited 6¢ to Bremen for double U.S. internal postage. The red crayon mark at left indicates weight over 1 loth. The recipient paid 44 kreuzer due postage: 32 kreuzer international plus 12 kreuzer German internal.

1 February 1863. The sender was Charles Frederick Adae, a Württemberg-born businessman and banker who was appointed consul at Cincinnati for several German states and eventually for all of Germany. Both stampless and stamped, Adae covers survive in some abundance through the 1869 era (including a 30¢ 1869 cover) and beyond.

The faint **6/N. YORK BREM PKT.** across the address in the Figure 5 cover indicates a 6¢ debit from the U.S. to Bremen for double U.S. internal postage, which was reduced from 5¢ to 3¢ on 17 July 1858 under the U.S.-Bremen convention and in October 1863 under the U.S.-Hamburg convention. The red crayon squiggle to the left designates **1L**, indicating the letter weighed over 1 loth. The Hanover post office in Bremen marked in blue **AMERICA/ÜBER BREMEN** and **44** to indicate 44 kreuzers were due (about 30¢).

Double rate under Hamburg convention, single rate in Germany

Figure 6 shows an example of a double/single rate envelope under the Hamburg convention. It is from the same sender in Cincinnati, posted 1 August 1865 and sent to Riederich, Württemberg. The **6/N. YORK HAMB PKT.** indicates a 6¢ debit from the U.S. to Hamburg for double the U.S. internal postage. The letter was carried on the Hamburg American Line *Teutonia*, which evidently departed New York 6 August 1865⁶ and arrived in Hamburg 18 August 1865. A Hamburg clerk wrote the same mixed-currency single-rate fraction $4\frac{1}{2}/6X$ as seen on the cover in Figure 4, again indicating the $4\frac{1}{2}$ silbergroschen international rate and the 6 kreuzer German internal. Since the letter weighed over $\frac{1}{2}$ ounce (about 14.175 grams) but less than 1 loth (16.66 grams), it was a double rate under the Hamburg convention (based on the $\frac{1}{2}$ ounce progression), but a single rate in Germany (based on the loth). The $4\frac{1}{2}$ was crossed out and corrected to a 9 silbergroschen double international rate, which was equated to 32 kreuzer. To that the 6 kreuzer German internal postage was added, and the resulting 38 kreuzer due postage was written in blue pen at upper left.

Figure 7 is a cover that was sent under the U.S.-Bremen convention from the same sender in Cincinnati. Addressed to Grossingersheim, Württemberg, the cover was posted on 10 October 1866. The 6/N. YORK BREM PKT. marking indicates a 6¢ debit from the U.S. to Bremen for double U.S. internal postage. The envelope was carried by the North



Figure 6. 1 August 1865 envelope from Cincinnati to Riederich, Württemberg. Sent under U.S.-Hamburg convention with 6¢ U.S. debit to Hamburg for double U.S. internal postage. Blue crayon explains 38 kreuzer due postage: 4½ silbergroschen single international rate corrected to 9 silbergroschen (32 kreuzer) double rate (over ½ ounce) plus 6 kreuzer single rate German internal (less than 1 loth).



Figure 7. Cover from Cincinnati, posted 10 October 1866 and sent to Grossingersheim, Württemberg, under U.S.-Bremen convention. The U.S. debited Bremen 6¢ for double U.S. internal postage for a weight over ½ ounce. Postage due was only 38 kreuzer: 16 kreuzer double-rate international postage plus 6 kreuzer single rate German internal postage for a weight less than 1 loth.

German Lloyd steamship *Bremen*, which sailed from New York 13 October and arrived in Bremerhaven 28 October 1866. Like the prior cover, the letter weighed over ½ ounce (about 14.175 grams) but less than 1 loth (16.66 grams), making it a double rate under the U.S.-Bremen Convention, but a single rate in Germany. The Hanover post office in Bremen marked in blue **AMERICA/ÜBER BREMEN** but wrote 38 in blue crayon to indicate 38 kreuzer due postage. Only 6 kreuzer, rather than the usual double-rate 12 kreuzer, was added to the 32 kreuzer international rate.

Conclusion: NGU convention

Effective 1 January 1868, the North German Union convention superseded the Bremen, Hamburg and Prussian conventions with the United States. The new treaty retained the same closed-mail and direct Bremen and Hamburg routes. Unlike the cities of Bremen and Hamburg, which could not control postage rates beyond their borders, the North German Union could agree to rates for the vast newly-united German territory. Article IV of the new convention specified a 15-gram standard weight for a single-rate letter. The weight stated by the dispatching office was to be accepted, except in the case of manifest mistake. As long as the German office employed the loth as its standard weight for a single-rate letter, the U.S. was to accept it as equivalent to 15 grams on mail it received from the German office.⁷ As a result, the period of different rate multiples for the international rate and German internal portions on Bremen and Hamburg mail came to an end.

Acknowledgements

The author gratefully acknowledges U.S.-Bremen mail expert Georg D. Mehrtens' scholarship and generosity, which made this article possible.

Endnotes

1. 16 *U.S. Statutes at Large*, pg. 953.
2. Clive Parry, LL.D., ed., *The Consolidated Treaty Series*, 231 volumes. (Dobbs Ferry, New York: Oceana Publications, 1969), Vol. 104, pp. 1, 6. This rate structure was retained in the 1851 revision of the convention (Vol. 107, pp. 110, 115.)
3. 16 *U.S. Statutes at Large*, pg. 958.
4. Articles VIII and XVIII of the 1851 revision of the GAPU Convention. Parry, *op. cit.*, Vol. 104, pp. 113, 115.
5. All North Atlantic sailing dates are from Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988).
6. This is one day later than shown in *North Atlantic Mail Sailings*, (pg. 178).
7. 16 *U.S. Statutes at Large*, pp. 979-80. ■

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POSTAL HISTORY

ANNALS OF THE WAR OF 1812: END OF THE BLOCKADE

STEVEN WALSKE

This is the fourth and concluding installment in a short series of articles marking the 200th anniversary of the War of 1812.¹ As in the previous articles, historical aspects of the war are illustrated by letters that passed through the British blockade of the United States.

By April 25, 1814, Britain's tight commercial blockade covered the entire U.S. Atlantic coast. The most secure method to send a letter through the blockade was on a cartel ship. Cartels were sailing ships that carried returning prisoners 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.

On December 24, 1814, the Treaty of Ghent restored peace between the warring countries. Shortly after the ratification of the treaty by the U.S. Senate on February 17, 1815, instructions were sent out to the British blockading ships to stand down. The last ship was notified on March 6, so that date is considered the end of the blockade.

From March 1813 to May 1815, the war forced Great Britain to change the western terminus for their Falmouth-New York packets from New York to Halifax, Nova Scotia, so New York was not served by Falmouth packets during that time.² This created a potential problem for correspondents in Great Britain, but in 1799 the British post office had established an outgoing private ship service to destinations not served by post office packets.³ The cost of the service was one-half the prevailing packet rate, and the post office would bag such mail and place it on a private ship for conveyance to destination. By law, all outgoing ship letters were supposed to be handled in this way, but that requirement was not enforced, and the vast majority of outgoing British ship mail was handled outside of the post office, largely because of the exorbitant cost imposed by the post office. But during the War of 1812, the post office only placed ship mail on officially-sanctioned cartels, so letter-writers could use the outgoing paid ship letter service to ensure more secure transmission through the blockade of the United States.

Figure 1 shows an example of a prepaid ship letter from Great Britain to New York. This commercial letter was written on July 8, 1814 in London, but postmarked as an outgoing "Paid Ship Letter" in London on October 21, 1814. The three and a half months' gap between writing and posting was undoubtedly due to a delay in finding an appropriate cartel ship to carry the post office ship mail. Half the prevailing packet rate from London, or one shilling one penny (the packet rate from London to North America was 2/2) was prepaid per the red manuscript "1/1."

The post office routed the letter to the Spanish cartel ship *San Felipe*, which left Yarmouth on November 6, but was forced into Plymouth, England a week later by adverse winds. The *San Felipe* finally left Plymouth on December 2 with 296 exchanged American prisoners-of-war. After a difficult trip with a stop at Tenerife for repairs and a boarding by the HMS *Madagascar*, *San Felipe* arrived in the Hampton Roads of the Chesapeake Bay on February 23, 1815.⁴ There was some delay in getting the mail ashore, and this letter



Figure 1. July 8, 1814 letter from London to New York via Norfolk. Because of the disruptions of the war, this letter took almost eight months to reach its destination.

was postmarked in nearby Norfolk, Virginia, for the March 2 departure of the mail for New York. It was rated “Sh” as a ship letter and assessed 33 cents postage due (manuscript notation at upper right). Note that the elapsed time between the date this letter was written in London and received in New York was approximately eight months. The war had a very severe impact on commerce and communication.

The U.S. postage due on the Figure 1 letter was calculated according to the 1815 “War Surcharge Rates.” To help pay for the heavy costs of the war, the U.S. Congress (in its December 23, 1814 act, effective February 1, 1815) increased all inland postage rates by 50 percent. Norfolk applied the new 30¢ rate for the 300-500 mile distance to New York, and increased the 2¢ ship fee by 50 percent to 3¢. The 2¢ ship fee was not intended to be increased under this act, but that was not clarified until a March 23, 1815 post office circular.⁵

This unpopular postal tax was removed by the February 1, 1816 act, effective March 31. Thus, the “War Surcharge Rates” were in effect for only 14 months. Since these rates overlapped with the British blockade for only one month (February 1 to March 6, 1815), blockade letters showing “War Surcharge Rates” are rare.

As the war progressed, the British post office took account of the lost revenue from outgoing private ship letters handled outside the postal system, and decided to begin enforcing the compulsory payment of all ship fees. The July 30, 1814 Ship Letter Act required that postage be prepaid on all outgoing ship letters, and introduced penalties for non-compliance, effective October 10.⁶ The Act also introduced a lower-cost option:⁷

The Post Master General shall receive letters directed to places abroad, both within the King’s dominions and kingdoms and countries beyond the seas, from persons who may be desirous to forward them themselves, upon payment of a third of the packet rates; and shall mark the postage and return the letters to the persons, who may forward them by any vessels not being packet boats, without penalty.

This extraordinary system required letter writers to bring their letters to the post office, pay an outgoing ship fee in exchange for a paid postmark, and then “withdraw” them



Figure 2. November 17, 1814 “POST PAID WITHDRAWN SHIP LETTER” from London to Washington, D.C. via Norfolk, Virginia.

from the post office to find a suitable ship to carry them. With packet rates to North America at two shillings two pence, the “Post Paid Withdrawn Ship Letter” fee was 8½ pence, and amounted to no more than a tax, since the post office expended no effort in forwarding such letters. This part of the act was justifiably unpopular. In just ten months, the July 11, 1815 act rescinded the “withdrawn ship letter” system.

Figure 2 shows a November 1814 example of a post-paid withdrawn ship letter. This was written in London on November 17, 1814, and prepaid one third of the prevailing packet rate, or 8½ pence, per the red manuscript “8½” above the address. London applied its November 17 crowned “Post Paid Withdrawn Ship Letter” postmark, and the sender took the letter from the post office to find suitable transportation by private ship to the United States. Figure 3 shows the complete strike of this postmark.

The letter in Figure 2 was sent by Reuben G. Beasley, agent for American prisoners in England, to John Mason, Commissioner General of Prisoners in the United States.



Figure 3. The “Post Paid Withdrawn Ship Letter London” postmark, reassembled from the cover in Figure 2.

Beasley stated his business and then added a relevant postscript:

I subjoin copy of letter addressed to me by the Transport Board by which you will perceive that the 157 American Citizens whose names are annexed and who were released on parole by Captain Hillyar and who were allowed to proceed to the United States on board the *Essex Junior*, are declared to be at perfect liberty to serve.

P.S. There is so much ceremony to go through before my official letters can go free of postage that I prefer writing & paying it. By a late act of Parliament all private letters must pay postage, I of course am obliged to pay for it.

Beasley was the former Acting U.S. Consul to England, who had been pressed into wartime duty looking after American prisoners in England. He was despised by the prisoners, who felt that he did little to alleviate their conditions.

John Mason was the son of Founding Father George Mason, and was a prominent merchant in Georgetown, D.C. He had been appointed Brigadier General of the District of Columbia militia, and this led to his role as Commissioner General of Prisoners during the War of 1812. In that role, he negotiated the May 14, 1813 Barclay-Mason Cartel, which governed prisoner exchanges and cartel ship designations.

Beasley arranged to get his letter to the cartel ship *San Felipe* during her November 13 to December 2 stop at Portsmouth, England. This was the same ship that carried the letter illustrated in Figure 1. Beasley's letter was postmarked in Norfolk on February 27, four days after the *San Felipe's* arrival in Hampton Roads. This was probably when the mail reached Norfolk from the ship, and was three days earlier than the postmark on the cover in Figure 1. Official mail and dispatches were forwarded immediately, while Figure 1 had to wait for the departure of the next regular mail to New York. Because of the official status of the addressee, Norfolk rated the letter "Sh Free" as a ship letter free frank. In this way, the onerous "War Surcharge Rates" were avoided.

The Captain Hillyar referenced in Beasley's letter was the captain of the British frigate HMS *Phoebe*. The *Phoebe* and the HMS *Cherub* inflicted a significant loss on the U.S. Navy by capturing Captain David Porter's frigate, the USS *Essex*, in March 1814. The *Essex* had ravaged British shipping in the Pacific and had stopped in Valparaiso, Chile during its return. The *Phoebe* and the *Cherub*, in pursuit of the *Essex*, reached Valparaiso in February and blockaded the *Essex* and the USS *Essex Junior* until both were captured after a short but violent engagement on March 28. Captain Hillyar paroled his American captives (including Captain Porter and the future Admiral David Farragut) and sent them to New York in the *Essex Junior*. The July 8, 1814 *New York Advocate* reported her arrival:

By the arrival, yesterday, at quarantine, of the Cartel Ship *Essex Junior*, in 70 days from Valparaiso, we have received the painful intelligence of the capture of the U.S. frigate *Essex*... After the action, Captain Porter and his crew were paroled, and by arrangement permitted to come home in the *Essex Junior* as a cartel with his crew. Off the Hook they were detained 24 hours by the British razeed *Saturn* in company with the frigate *Narcissus*. Captain Porter left the *Essex Junior* yesterday afternoon in one of her yawls with six men.

Ironically, the cartel *San Felipe* had put into Portsmouth, England on November 13, 1814 because of adverse winds—the same day that the HMS *Phoebe* arrived in Portsmouth with her prize, the former USS *Essex*.

With the end of the blockade, normal transatlantic commerce gradually resumed. The first American ship into Liverpool after the peace was greeted enthusiastically, as reported by the June 1, 1815 *Intelligencer* of Portsmouth, New Hampshire.

Liverpool, E. April 1.

Several hundred vessels left this port yesterday & the day before, that have been detained many weeks by adverse winds. The river afforded a most brilliant and interesting spectacle.

A still more pleasing and interesting sight, which happened on Thursday about 1 o'clock, was the arrival of the ship *Milo*; first ship belonging to the U. States which has arrived here since the peace. The day was remarkably fine, and she came up the river in very fine style, with

the British flag flying at her mainmast head, and the American colors at her mizzenmast. This first effect of the restoration of amity between the two countries designed by nature, habits & mutual interests, to maintain uninterrupted the relation of peace, was hailed with great delight by the great number of spectators who covered the piers and the shore.

The *Milo* was also the first American ship to arrive back in the United States from England after the peace. Figure 4 shows a letter carried on that trip.



Figure 4. April 5, 1815 “Withdrawn Ship Letter” from Liverpool to Portsmouth, N. H.

This commercial letter was datelined April 5, 1815 in London and endorsed “Via Boston p the Milo.” It was prepaid two shillings three pence per the red manuscript “p 2/3”

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even though the correct “Post Paid Withdrawn” triple rate was 2/1½. A Liverpool postal clerk applied the faint red April 8, 1815 “Post Paid Withdrawn Ship Letter Liverpool” postmark on the reverse (shown unfolded at left in Figure 4) and returned the letter to the sender for forwarding.

It was then taken to the *Milo*, which left Liverpool on April 26 for Boston. The New York *Evening Post* reported her June 2 arrival.

Boston, June 2d – 12 o’clock

Arrived, ship Milo, Glover, 36 days from Liverpool, with a full cargo of dry goods, hardware, to about 50 persons. Sailed 26th April...

The letter was postmarked in Boston on June 3, rated “SHIP” and assessed a triple-weight 47¢ due, consisting of a 2¢ ship fee plus 45¢ for the triple 40-90 miles “War Surcharge Rate” to Portsmouth, New Hampshire. Another letter carried on this trip of the *Milo* provides a fitting conclusion to this series of articles:⁸

The re-establishment of our commercial relations with the United States, having at length been happily confirmed by the ratification of the Treaty, on the part of the American Government, it is with sincere pleasure that we avail ourselves of the earliest opportunity of renewing our communications through the accustomed channels....

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), pp. 193-95; “Annals of the War of 1812: Running the Blockade of New York,” *Chronicle* 243 (August 2014), pp. 280-83; and “Annals of the War of 1812: Running the Blockade of Boston,” *Chronicle* 244 (November 2014), pp. 353-56.
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5. Richard Frajola, “1815 War Surcharge Rates,” *Chronicle* 119 (August 1983), pp. 158-67.
6. Tabaert, *op. cit.*, pg. 21.
7. Robertson, *op. cit.*, pg. D-32.
8. Richard Frajola 1989 Net Price Sale, “The War of 1812,” lot 61. ■

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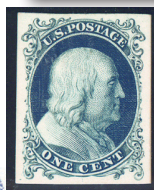
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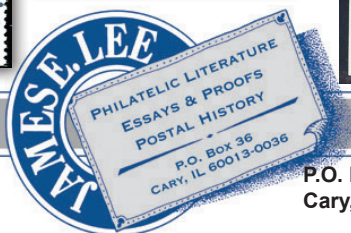
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ANSWER TO PROBLEM COVER IN CHRONICLE 244

We received excellent responses to the Problem Cover in *Chronicle* 244, which is shown here as Figure 1. The cover is a 3¢ Reay envelope, additionally franked with a 15¢ Bank Note stamp, posted at Warren, Kentucky and sent to Alfred, Maine. The challenge was to explain and provide a time-frame for the usage of the stamps, and to explain the significance of the various markings. Extra credit was offered to those who could add some biographical background on the addressee.



Figure 1. Our problem cover from the previous issue was this cover from Warren, Kentucky to Alfred, Maine. The challenge was to explain the franking and the markings, with extra credit offered for biographical background on the addressee.

The responses of Patricia Walker and Todd Hause deserve special notice; both were thorough and accurate. But the last-minute response we received from Chip Ahrens, RA 671, was special. Not only was it complete and accurate, but it added some charming personal elements that we think are worth sharing. Below in its entirety is a very mildly edited version of Ahrens' response:

"The date is fairly simple: Based on the 15¢ registry fee, the letter must have been posted between 1 January 1869 and 1 January 1874. The 15¢ Bank Note stamp, of which the earliest documented use is from June 1870, is a further limiter. The cover must have been posted on March 19, 1871, 1872 or 1873.

"The \$5.00 marking (in a different color ink) was added by the recipient (see below) and designates the amount of cash that was enclosed.

“The 99 and 3776 are registration numbers applied by the sending postmaster at Warren, Kentucky.

“H.B. Shaw was a female. She hid behind the initials H.B. because in the 19th century it was highly uncommon for a woman to be running a business. The H stood for Harriet, Hat for short. She placed ads in small-town publications all around the country offering to sell various products. Then she used the incoming envelopes as bookkeeping devices (thus the \$5 notation on the illustrated cover) and saved all her envelopes in a cavernous barn adjoining her house. Both structures still survive.

“The Shaw covers were acquired around 1910 by Sterling Dow, author of the definitive work on Maine postal history, who learned of the existence of the covers from a local antiques dealer. He made several trips to Shaw’s house and put the covers into barrels to ship to his home by rail. One story has it that several barrels of covers never arrived—perhaps they still exist at some railroad siding or warehouse! Many of the covers were damaged; Dow soaked the stamps off these. The large number of Shaw covers still in existence are just a fraction of what he found.

“Shaw has been viewed alternately as a scam artist and as a legitimate business person. I have read various stories that at times Shaw advertised sewing machines for either \$1 or \$2; when she received payment, Shaw would send back a needle, a thimble and thread. Many of Shaw’s advertisements solicited agents to sell products which included such items as medicines, polishes, liniments, lotions, and so on. For example: ‘\$25 A DAY! 40 new articles for agents, samples sent free. H.B. Shaw, Alfred, Maine.’

“Shaw’s business, which was started by her father in the 1850s on a much smaller scale, lasted from about 1865 to about 1880. I have read in several places that the business was closed by the Post Office alleging mail fraud.

“I’m a lawyer in Maine and the Shaw house is a short walk from the York County Courthouse. One time when I was driving past the house I noticed it was for sale. I couldn’t resist calling the broker to request a tour of the house and attached barn. Alas, the barn had been completely cleaned out, but it was fun to think about all of the covers that were once stored there—and to picture Hat Shaw opening and marking her mail.

“Dow’s son, also named Sterling, was a respected professor of Classics at Harvard with a particular interest in Greek archeology. I was friends with Sterling Dow’s grandson Tad until his untimely death some years ago. Tad had been given a Greek stamp collection by his father (which I sold for him) and a few Shaw covers which he passed on to me. None particularly noteworthy, but I kept them because I liked the idea that they came to me from the original finder of the Shaw correspondence.

“A collector in Maine named Sidney Emery accumulated and exhibited Shaw covers for many years. After his death, his covers were sold in Spink Shreves Galleries Sale 142 (March 22-23, 2013). There were 64 individual cover lots from the Shaw correspondence and a large balance lot of 413 covers that sold for \$9,500.

“Herman Herst Jr. wrote a number of stories about Hat Shaw. See, for example, his chapter ‘The Great Shaw Find’ in *More Stories to Collect Stamps By*. I knew Pat Herst fairly well, having grown up not far from Shrub Oak, where he did business. I visited him regularly as a teenager and attended many of his auctions. I first learned about the Shaw covers from Pat. There are many other sources of information about the Shaw’s business and her covers.”

A tip of the hat to Ahrens for these fascinating insights. In the interest of completeness, we should add that Chapter 1 in *Chronicle* editor Michael Laurence’s acclaimed book on the 10¢ 1869 covers contains a brief biography of Shaw, a photo of her as a young woman, and a photo of the Shaw home, taken in the late 19th century when Shaw lived there. Additionally, there’s a lovely Shaw cover on the dust jacket of the book.

PROBLEM COVER FOR THIS ISSUE



Figure 2. Our problem cover for this issue is this forwarded stampless cover.

Our problem cover for this issue is shown in Figure 2. Your mission, should you choose to accept it, is to trace this cover's journey from start to finish by using the information provided by the numerous markings on the cover front. The handwritten notations are important; the reverse is mute. An explanation of the ratings is a necessary part of the explanation. The one marking on cover that is faintly struck and may not be clearly evident is the oval hotel marking in the lower left quadrant. To make your job easier, a tracing of this marking is shown herewith. ■



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Note section, page 74, Harry G. Brittain applies state-of-the-art analytical technology to the task of differentiating the various 1¢ Bank Note stamps. Among his many conclusions: FTIR analysis can differentiate American from Continental 1¢ stamps; and the blue ink of the 1¢ National stamps (both grilled and ungrilled) contained no Prussian blue pigment, only ultramarine. (The 1¢ 1861 stamps, which Brittain examined in *Chronicle* 239, used Prussian blue, which Brittain also found in small amounts in the 1¢ American Bank Note stamps of 1889, but in no other 1¢ Bank Note stamps.)

Since the early 1990s, William E. Mooz has contributed frequently to the *Chronicle* on a wide variety of subjects relating to special-printing and back-of-the-book subjects. In a short but provocative special feature on page 85, Mooz looks at used Newspaper and Periodical stamps and reaches the conclusion that some of them may well have been pre-cancelled.

In our Foreign Mails section commencing on page 87, Dwayne O. Littauer shows how two different units of weight measurement—the ounce in the U.S. and the zoll loth in the German states—conspired in certain circumstances to create covers that required different ratings depending on where they were weighed.

Back in May, Steven Walske commenced a series of short articles marking the bicentennial of the War of 1812. Walske's article on page 94 concludes the series by examining covers that depict various aspects of the end of the British blockade. If you've ever wondered (as I have) what is a Withdrawn Ship Letter, Walske's article usefully explains and illustrates this odd British practice.

All in all, this issue of the *Chronicle* contains a lot of new information for collectors to chew on. Enjoy! ■



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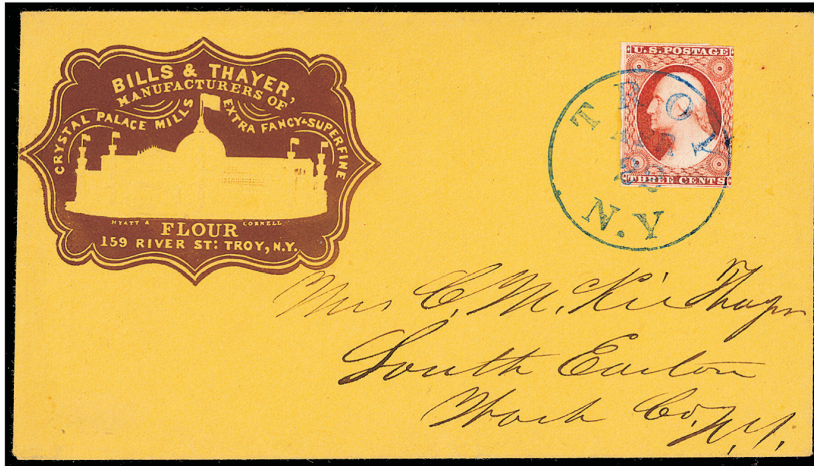
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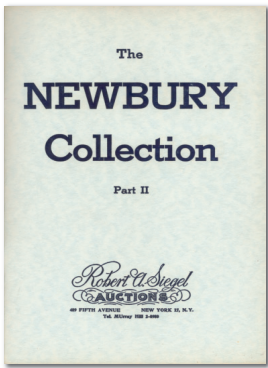
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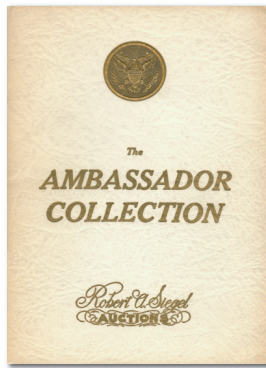
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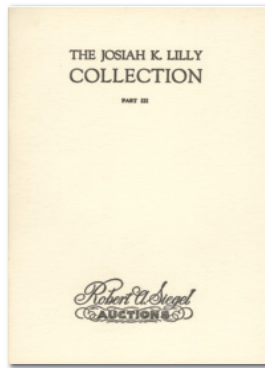
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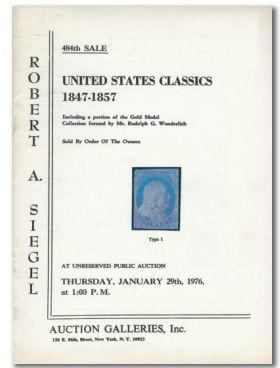
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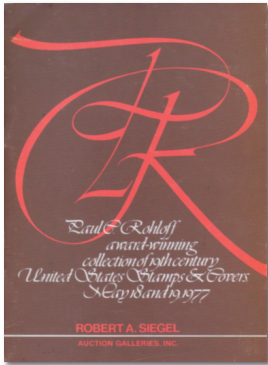
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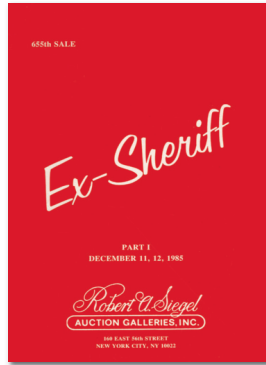
Lilly 1967



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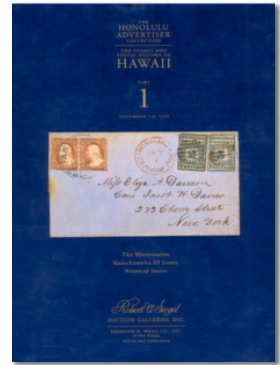
Rohloff 1977



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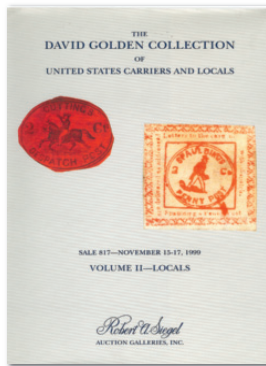
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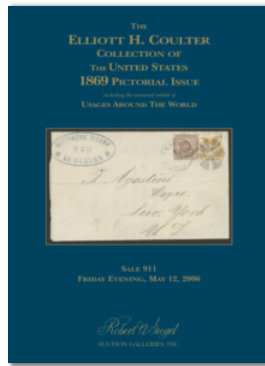
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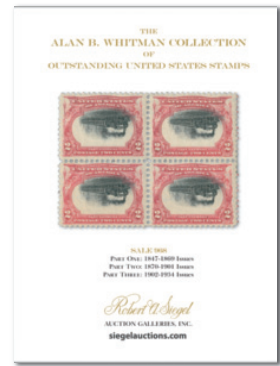
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Golden 1999



Coulter 2006



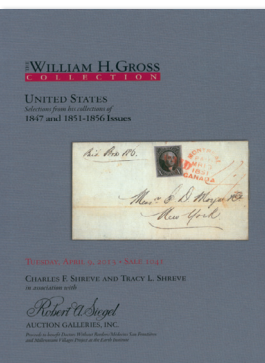
Whitman 2009



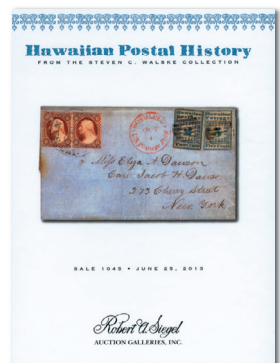
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