

The

Chronicle

of the U.S. Classic Postal Issues

THE CHRONICLE May 2015 (No. 246)

Distances From Each Other In The

THE MAIN LINE OF POST TOWNS, FROM FARMINGDALE, In the District of New York, TO SUNBURY, In the State of Georgia.

North Latitude	East & West Longitude from Washington City	Town	Distance
44 55 N	0 05 E	Paramaribo	0
34 53 S	9 14 E	40 Natalay	40
44 16 N	9 1 4	38 40 Frederic's Bay	38
44 23 S	8 1 36	38 42 Port Royal	38
44 1	7 1 51	406 113 70 Wiscasset	406
43 49 N	7 1 24	215 165 123 63 Bath	215
43 53 S	7 1 15	221 177 137 93 10 Brunswick	221
43 45 N	6 5 57	240 192 152 110 40 27 13 North Yarmouth	240
43 34 N	7 1 -	255 207 167 123 50 43 30 17 Portland	255
43 26 N	6 1 47	273 225 185 143 73 60 48 37 18 Bickford	273
43 17 N	6 1 35	287 239 199 137 87 74 62 47 32 19 White	287
43 7 N	6 1 30	303 255 213 173 103 90 78 63 48 30 18 York	303
43 5 N	6 1 26	315 267 227 193 112 101 86 73 60 48 37 18 Ipswich	315
43 53 S	6 1 14	337 289 249 207 137 134 112 97 83 64 50 34 20 Newbury Port	337
43 13 S	6 1 13	349 301 261 219 149 134 121 106 88 74 60 48 34 18 Salem	349
43 13 S	6 1 10	361 313 273 231 161 148 135 121 103 89 75 61 59 47 18 Boston	361
43 12 S	6 1 -	376 326 288 246 176 165 151 136 121 103 89 75 61 59 47 18 Worcester	376
42 18 S	5 1 20	424 376 336 294 224 212 200 185 169 151 137 121 109 87 73 63 48 Springfield	424
42 16 N	4 1 25	472 428 384 342 272 260 245 230 215 199 185 169 151 135 123 111 96 48 Hartford	472
41 50 N	4 1 20	500 452 412 370 300 288 273 258 243 227 213 197 181 163 143 129 114 76 20 Middletown	500
41 30 N	4 1 20	514 466 426 384 314 302 287 272 257 241 225 209 193 175 155 140 124 108 68 40 20 New Haven	514
41 20 N	4 1 10	540 492 432 410 340 328 313 298 283 267 251 235 219 203 185 165 150 134 118 82 54 40 18 Stratford	540
41 15 N	4 1 8	534 486 444 418 344 332 317 302 287 271 255 239 223 207 189 173 157 141 125 90 62 48 22 8 Fairfield	534
41 14 S	3 1 53	562 514 474 432 358 346 331 316 301 285 269 253 237 221 205 189 173 157 141 125 90 62 48 22 8 Fairfield	562

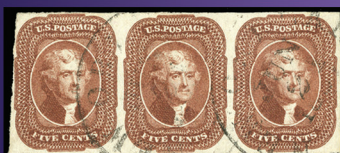
A rare piece of early Americana: Fragment of an elaborate table of U.S. postal rates and routes, printed in Scotland in 1815—on a linen bandana. The entire bandana is shown close to lifesized on our centerfold this issue, accompanied by an explanatory article, "Postal History You Can Wear," by Diane DeBlois.

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P.O. Box 238, Vandalia, OH 45377	
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WALTER DEMMERLE (wdemmerle@verizon.net).....	<i>Publication Sales Chairman</i>
821 Winthorpe Drive, Virginia Beach, VA 23452	

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IN THIS ISSUE

After I took over as general editor, it was inevitable that the *Chronicle* would sooner or later feature a centerfold. We're pleased this issue to showcase in our centerfold position a rare piece of early Americana: a detailed postal rate chart, from 1815, printed on a linen bandana. This fascinating object is highly regarded in the textile world but little known to philately. Diane DeBlois, who boasts credentials as both a postal historian and a student of textiles, tells the story in a short but fascinating Special Feature entitled "Postal History You Can Wear," beginning on page 151.

In our Stampless section this issue (page 114), editor James Milgram discusses postal markings that contain the word "DROP" and the stampless covers on which they appear. Milgram's article includes a useful plate of markings and supporting data.

On page 126, 1847 editor Gordon Eubanks takes us on a tour of the 1847 material that reposes in the Swiss Communication Museum in Berne. This was a bequest from Charles Hirzel, a Swiss-American banker whose classic U.S. exhibit won the big prize at the U.S. international show in Washington in 1966. A few years ago, the Hirzel U.S. collection was scheduled to be exhibited at the Smithsonian's National Postal Museum, but negotiations broke down and the planned showing never transpired. Too bad, because as Eubanks reveals, the collection contains wonderful things.

Our 1851 section (page 134) concludes a highly important two-part article by Robert S. Boyd and Wilson Hulme II, begun in February, exploring archival letters (now available on our society's website, USPCS.org) from the years when Toppan, Carpenter, Casilear & Co. held the printing contract for United States stamps. Readers who are coming in late are advised to consult the introductory explanation published in *Chronicle* 245. As a bonus, the 1851 section also includes (page 149) a short article by Milgram discussing tiny round markings known as "thimble" cancels. Completing a hat trick this issue, on page 195 Milgram also reviews a welcome new book, *The Mails of the Western Expansion, 1803-1861*.

Ronald Burns is a well-known archival researcher who is a specialized collector of the 3¢ large Bank Note stamps. A previous Burns article, in *Chronicle* 217, announced his discovery of a new die state on the 3¢ National Bank Note stamp. Burns' article in our Bank Note section this issue analyzes a cover that boasts three very special features. On page 166, you can read why the author calls it a "trifecta."

Between 1864 and 1872, French mail steamers of the Compagnie Générale Transatlantique (CGT) carried postal agents on the route between New York and Le Havre. These French-line agents processed mail on board their steamships, using special maritime postmarks that are complex, diverse and highly collectible. In our Foreign Mail section this issue (page 174) Steven Walske begins a two-part article discussing the French line, its markings, and the rich postal history legacy it left for us.

Last but not least, in our 1869 section, Scott Trepel provides details about two recent finds of high-value 1869 covers, both involving new covers from previously well-known correspondences. In doing his research, Trepel consulted a *Chronicle* article I wrote decades ago ("British Mail Covers to the Orient During the 1869 Period," *Chronicle* 87,

(Concluded on page 199)

DROP LETTER HANDSTAMPS

JAMES W. MILGRAM, M. D.

Drop letters are letters that were left at a post office for pick-up by the addressee at the same office. Thus they were not carried between post offices by mail carriers. Only the postmaster (or his assistants) at the office of mailing handled a drop letter. Until 1845, the postage on these letters was 1¢, usually paid by the person receiving the letter. Between 1845 and 1851, the drop charge was increased to 2¢. After July 1, 1851, it reverted to 1¢. Throughout the stampless era, the drop charge was a fee, assessed regardless of weight. It became a rate (based on weight) in mid-1863.

This article illustrates and discusses, more or less chronologically, representative and interesting stampless covers that bear handstamped markings containing the word “DROP.” An accompanying table (page 122) presents data describing all such markings that have been recorded on stampless covers. This information is keyed to photographic images showing many of the markings (page 123).

Figure 1 shows a forerunner, a cover with a special marking used on drop letters at Binghamton, New York, in 1844. This is from the earliest era when the drop letter fee was 1¢. The text of the marking on the Figure 1 cover is unusual: “BOX ONE CENT.” In this first 1¢ period, the word “drop” was not used in postal markings.

Also note the address: “Mr. Franklin Whitney, Present.” Many drop letters are addressed this way, with just the recipient’s name and the word “Present.” Since the letter would not leave the office where it was posted, there was no need to apply an origin



Figure 1. “BOX ONE CENT”: red straightline used at Binghamton, New York, here on a folded cover posted in 1844, the era before the drop letter fee was increased to 2¢. Prior to 1845, the word “drop” was not used in postal markings.

marking or a date. For this reason, on drop covers that don't contain the town name in the address, the town of origin must be deduced from other evidence. In the data table that accompanies this article, markings from these towns are indicated by the acronym "NTM"—for "No Town Marking."

Some early drop letters show just a simple "1" rating. I showed examples in an article published in *The American Philatelist* in 1980.¹ Binghamton also used a fancy "BOX 2" handstamp on drop letters after 1845; I illustrated one in my *AP* article. Wilmington, Delaware, also appears to have used a "BOX ONE CENT" handstamp before 1845, but I do not have an illustration to confirm this.

Effective July 1, 1845, as part of the larger package of postal reforms, both the drop letter fee and the circular rate were set at 2¢. It was at this time that the first "drop" handstamps—specifically created for drop letters—appeared at a few post offices. The 2¢ drop fee remained in effect from 1845 until the rate changes of 1851.

The reader must keep in mind that drop letters were common. Most were just marked with the postage—"2" or "2 cts" from this era, with or without a town marking, more commonly without. A few drop covers were prepaid, in which case the letter would be struck with an additional "PAID" marking. The "2" could be handwritten or handstamped. Likewise, the "PAID" could be handstamped or written. Specific "PAID 2" markings were devised at a few post offices and a number of towns used town postmarks with an integral "2," possibly intended for circulars, on drop mail.

"Drop 2" handstamps

In addition, the word "Drop" was used occasionally to designate these letters. This article is devoted to handstamped postal markings specifically containing that word. Manuscript "Drop 2" markings are seen infrequently. Handstamps with the word "Drop" are very uncommon.

The earliest example that I have recorded is a green "Drop" with manuscript "2" used August 22, 1845 at Indianapolis, Indiana. This cover is shown in Figure 2. This cover is addressed to Indianapolis, so we have no need to sleuth out the origin of the marking.

Indianapolis used "Drop" throughout the 2¢ era, but the three other examples I am



Figure 2. "DROP" in green ink, with a manuscript "2," on a folded letter dated August 22, 1845 and posted at Indianapolis. This is the earliest known use of a handstamped marking showing the word "drop".



Figure 3. “DROP” in red ink, with matching handstamped “2” in circle, on an Indianapolis drop letter from 1848. This straightline appears to have been struck by a different device than the “DROP” marking on the cover in Figure 2.

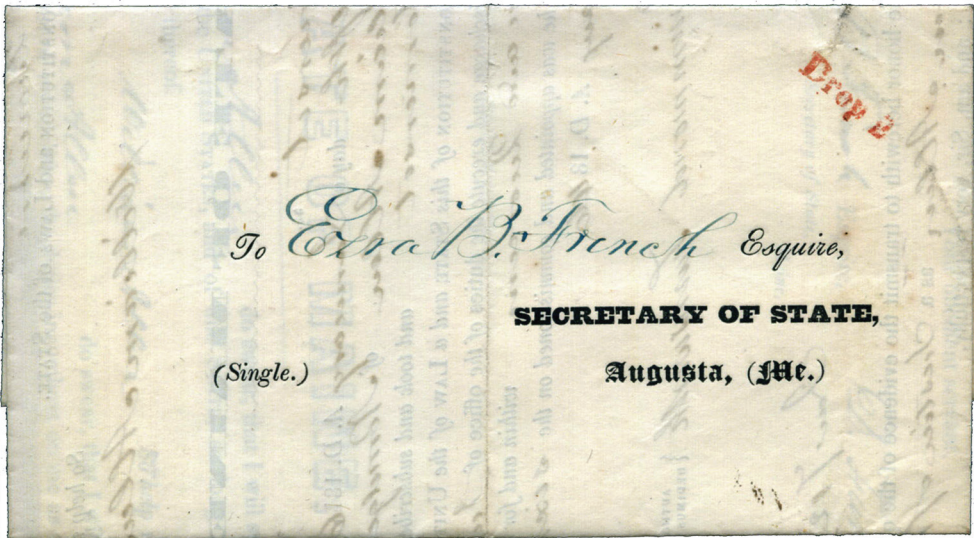


Figure 4. “Drop 2” red straightline on an 1846 form letter to the Maine Secretary of State at Augusta. This example is thought to be the earliest use of this marking.

aware of used red ink and a handstamped “2”. Figure 3 shows an example, with those two markings handstamped on a drop cover whose contents date it from 1848.

Another town using a “Drop” handstamp with some frequency was Augusta, Maine. That handstamp was a red straightline “Drop 2.” Like Indianapolis, this was used without a town marking. The example shown in Figure 4 is handstamped on a preprinted form dating from 1846. The strike on this cover is thought to be the earliest use of this marking, which continued for several years, always as the only marking on its cover.



Figure 5. “DROF/2” in double red circle used at Mobile, Alabama, here on a letter dated 1849. Mobile used several different drop markings in various styles.



Figure 6. A most unusual handstamp is this “DROF.2.” within an elegant rectangular frame formed of four inward-sloping curves, on a drop letter posted at Woodville, Mississippi. A “DROF.1.” version is shown on the cover in Figure 10.

Along with New Orleans, Mobile, Alabama, employed several different handstamps for drop letters. The first Mobile drop marking was a double circle with “DROF/2”, recorded as early as 1845. The example on the cover in Figure 5 is struck in red and dates from 1849. This marking is also known in blue and black inks. Later Mobile used two other handstamps for the 1¢ rate; see markings 10 and 11 in the accompanying plate.

Probably the most unusual “DROF/2” handstamp was used at Woodville, Mississippi. As shown on the cover in Figure 6, this shows “DROF. 2.” within an elegant rectangular frame formed of four inward-sloping curves.

Other “Drop 2” handstamps have been reported from Plymouth Hollow, Connecticut (shown in Ashbrook); Evansville, Indiana; Buffalo, New York; and Syracuse, New York. I have not seen any of these.

In an article on integral rate markings in *Chronicle* 226, I showed a drop cover from Kingston, New York, bearing a circular town marking with “DROP/2” in the position where the date would ordinarily be. The marking appears black in the black-and-white *Chronicle* illustration, but my notes indicate the marking is actually red.

“Drop 1” handstamps

The Act of 3 March 1851, which went into effect on July 1 of that year, brought the local letter charge back down to 1¢. During the 1850s, this charge was usually indicated by a handstamped “1”—although some smaller towns still used manuscript markings. This was the period when prepayment of postage was becoming more commonplace, so “PAID 1” markings were used at some offices.² However, the more usual approach was to employ two separate handstamps, “PAID” and “1”.

If an envelope lacks contents and has no postmark, it can be difficult to distinguish local drop usage from circular usage. There are also a few townmarks with integral “1” or “1 ct.” Some of these markings included the word “PAID”. After 27 February 1861, the drop letter fee, when prepaid, had to be prepaid by a stamp.

The most common style of drop letter marking was a single circle containing the wording “DROP/1ct.”—indicating the collection on an unpaid drop letter. Because these markings are on envelopes, frequently the year date cannot be known.

The marking plate on page 123 shows ten different examples of single-circle “DROP/1ct.” markings. On first glance they all seem alike, but closer examination will reveal small but distinctive typographical variations: italic versus standard letters, different formats for the numeral “1,” and the presence or absence of a period after “ct”.

Figure 7 shows a crude and very unusual “DROP, 1 ct.” straightline marking from Waynesboro, Pennsylvania. Probably made from printers’ type, the marking is here struck on an embossed lady’s envelope. The marking reads more clearly when the cover is viewed upside down.



Figure 7. “DROP, 1ct.” black straightline on an embossed lady’s envelope. On this cover there is no indication of the town of origin, but this crude and primitive marking, probably fabricated from printer’s type, is known to have been used at Waynesboro, Pennsylvania.



Figure 8. An unusual example of a prepaid drop letter with separate “DROP” and “PAID” handstamps, along with circular “BRADFORD N.H. 25 FEB” datestamp.



Figure 9. Another example of a prepaid drop letter: “DROP/1 CT.” in an unusual rimless arch format with matching “PAID” and “SAG HARBOR N.Y. MAR 23 (1854).”

Prepaid “DROP” usage, indicated by handstamps, has been recorded from just two towns. Figure 8 shows the “DROP” handstamp from Bradford, New Hampshire (year not known) with a separate “PAID.” Note that the fee is not stated.

Figure 9 shows a similar combination of markings from Sag Harbor, New York, on a cover from 1854. Notable here is that the drop rate (“DROP/1 CT.”) is indicated by a very unusual rimless arch marking.

The marking on the 1852 cover shown in Figure 10 is “DROP.1.” in a curved rectangle from Woodville, Mississippi. This is part of a sequence of drop markings (see Figure

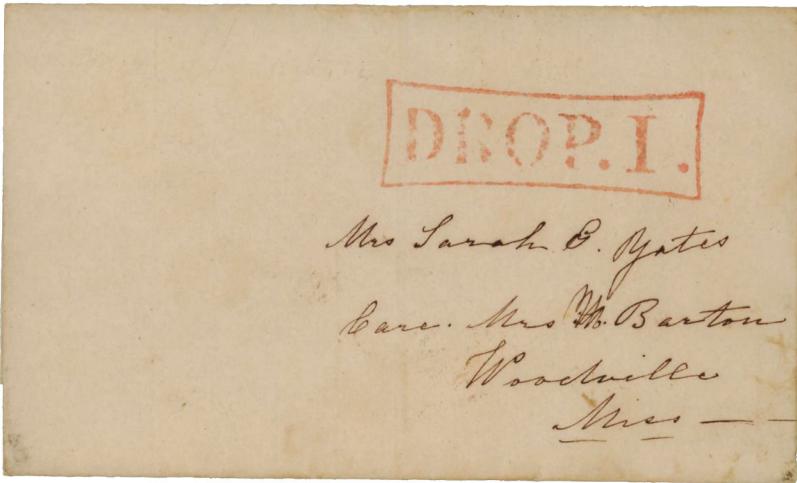


Figure 10. A matching companion to the cover in Figure 6: “DROP.1.” in distinctive rectangle posted at Woodville, Mississippi, and docketed from 1852. This is one of the fanciest drop markings.

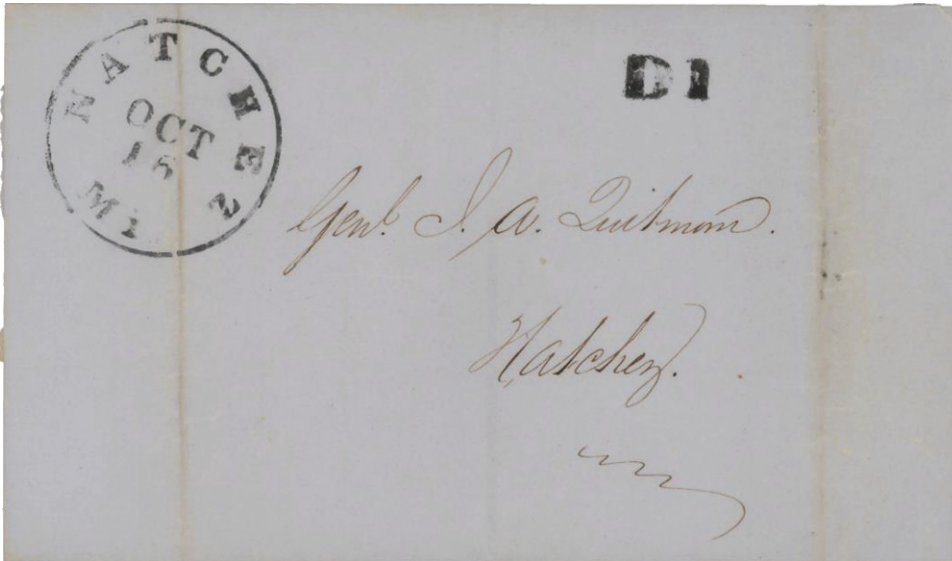


Figure 11. “D1” in black straightline with circular “NATCHEZ MI OCT 16”. Most unusually, the “D1” abbreviates “Drop 1.” Per the contents, the year date is 1852.

6) that constitute the fanciest drop handstamps that this writer has seen. The 1¢ marking on the cover in Figure 10 is also known on a cover to the same addressee, Sarah Yates, as the 2¢ cover shown in Figure 6.

One of the most unusual handstamps is the “D1” shown on the cover in Figure 11 with “NATCHEZ MI. OCT 18” and address to Natchez. No question, the “D1” is shorthand for “Drop One.” The Natchez circular datestamp indicates October 16 [1852].

Other recorded markings include a straight line “DROP” from Yreka, California in 1855; an Indianapolis “DROP” with “1”; a red straightline “DROP LETTER-ONE CENT” from Syracuse; and circular “DROP/1ct.” handstamps from Bowling Green (Kentucky), Gloucester (Mass.), New Orleans, Norwich (N.Y.), Philadelphia, Rochester (N.Y.), Sacramento and Trenton.



Figure 12. Encircled “DROP” on a 3¢ 1857 cover canceled “NEW ORLEANS JAN 12 1859” on an overpaid drop letter that originated and terminated in New Orleans.



Figure 13. “CHESTER, Ct.” circular datestamp on an 1863 cover addressed to the same town. The postmaster affirmed the drop use with his “DROP/1ct.” handstamp.

Figure 12 shows a cover bearing a 3¢ 1857 stamp tied by a New Orleans circular datestamp dated January 12, 1859. Since the cover was posted in New Orleans and addressed there, this is a drop letter. The drop fee was 1¢, regardless of weight, so using the stamp represented a 2¢ overpayment. While it wasn't necessary, the postmaster struck the cover with his encircled “DROP” handstamp to emphasize the usage.

The cover in Figure 13 is a similar and equally unusual use. A 1¢ 1861 stamp was canceled with a townmark on this drop letter, posted at Chester, Connecticut. The town name is clear enough, but the date is illegible. The postmaster struck the cover with his encircled “DROP/ 1ct.” postmark to affirm that this was a prepaid drop letter.

Town	Text	Color and shape	Year	Reference
Augusta, Me.	Drop 2	red, SL 8x4 (NTM)	1845	1, Figure 4
Binghamton, N.Y.	DROP/1 CT	black, C-20	1861	2
Bowling Green, Ky.	DROP 1	black, C-20, two types	1850s	
Bradford, N.H.	DROP	black, SL 18x6.5	1850s	3, Figure 8
Buffalo, N.Y.	DROP/2CTS	blue (NTM)	1851	
Chester, Conn.	DROP/1 ct.	black, C-22.5	1862	4, Figure 13
East Boston, Mass.	DROP/1 ct.	black, C-21	1860	5
Evansville, Ind.	DROP/2	blue, 2 SL 22x16 (NTM)	1840s	
Gloucester, Mass.	DROP/1 ct.	black, C-23	1860	
Great Falls, N.H.	<i>DROP/1ct.</i>	<i>DROP/1 ct., C-21</i>	1860	6
Indianapolis, Ind.	DROP	with ms 2; green, SL 14x4.5 (NTM)	1845	7, Figure 2
Indianapolis, Ind.	DROP	with hs 2; red, SL 14x4 (NTM)	1846	8, Figure 3
Indianapolis, Ind.	DROP	with hs 1; black, SL 14x4 (NTM)	1850s	
Kingston, N.Y.	KINGSTON N.Y./DROP 2	red, C-31, 1840's	1840s	
Mobile, Ala.	DROP/2	red, blue, black, DC-24	1845	9, Figure 5
Mobile, Ala.	DROP/1	black, blue, rectangle 22x18	1851-52	10
Mobile, Ala.	<i>DROP/1ct.</i>	black, DC-22	1853	11
Natchez, Miss.	D1	black, SL 12x6	1850s	12, Figure 11
New Orleans, La.	DROP/1	red, black, 2 SL 22x18	1852-60	13
New Orleans, La.	DROP/1.	black, C-21	1858	
New Orleans, La.	DROP	black, C-21	1858	14, Figure 12
New Orleans, La.	DROP/1 ct.	black, C-21	1860	15
New Orleans, La.	Drop Letter	black, SL 36x8	1864	16, Figure 14
Newburyport, Mass.	DROP/1 ct	black, C21	1850	
Norwich, N.Y.	DROP/1 ct.	black, C-20	1851	
Philadelphia, Pa.	<i>DROP/1 ct.</i>	black, C-21	1858	17
Plymouth Hollow, Conn.	DROP 2 CENTS	red, C-19 NOR	1850	
Providence, R.I.	DROP/1cts.	black, O-23x21	1850s	
Providence, R.I.	DROP/1 ct.	black, red, C-20	1857-62	18
Richmond, Va.	DROP/1 ct	black, blue, C-21 (NTM)	1850s	19
Rochester, N.Y.	DROP/1 ct.	black, C-19	1853	
Sacramento, Cal.	DROP/1 ct	black, C-22	1850s	
Sag Harbor, N.Y.	DROP/1 CT	black, arch NOR, 15x10	1854	20, Figure 9
Sag Harbor, N.Y.	DROP/1	red, 2 SL 23x6	1850s	
San Francisco, Cal.	DROP/1 ct.	black, C-21	1858	21
Southold, N.Y.	DROP/1ct	black, C-20	1850s	22
Trenton, N.J.	DROP/1 ct	black, C-21	1845	
Waynesboro, Pa.	DROP/1 ct.	black, SL 18x2.5 (NTM)	1850s	23, Figure 7
Woodville, Miss.	DROP.2.	red, fancy rectangle, 42x13 (NTM)	1850	24, Figure 6
Woodville, Miss.	DROP.1.	red, fancy rectangle, 43x13	1852	25, Figure 10
Yreka, Cal.	DROP	black, blue, SL	1855	

Handstamped markings (seen on stampless covers) that contain the word "Drop," listed alphabetically by town. The "Color and shape" column shows marking dimensions in millimeters, using standard stampless abbreviations. "NTM" indicates a marking that was generally applied to covers without an accompanying townmark.

**HANDSTAMPED MARKINGS THAT
CONTAIN THE WORD "DROP"**



1. Augusta, Me.



3. Bradford, N.H.



2. Binghampton



4. Chester, Ct.



5. East Boston



6. Great Falls, N.H.



7. Indianapolis



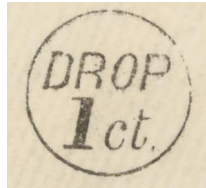
8. Indianapolis



9. Mobile



10. Mobile



11. Mobile



12. Natchez



13. New Orleans



14. New Orleans



15. New Orleans



16. New Orleans



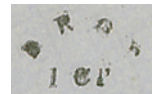
17. Philadelphia



18. Providence



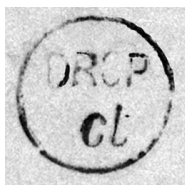
19. Richmond



20. Sag Harbor, N.Y.



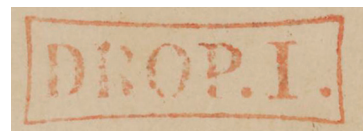
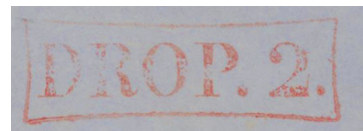
21. San Francisco



22. Southold



23. Waynesboro, Pa.



24 & 25. Woodville, Miss.

After 1 July 1863, unpaid postage was charged double postage due. On that same date, the drop charge was raised from 1¢ to 2¢ and became a weight-based rate. The soldier's letter within the cover shown in Figure 14 was datelined Alexandria (Virginia) 26 March



Figure 14. After mid-1863, the drop rate was again raised to 2¢ and unpaid postage was charged double postage due. The Straightline “Drop Letter” and encircled “DUE/4” indicate due postage of twice the 2¢ drop rate on this 1864 cover, which was bootlegged into New Orleans and posted there.

1864 and sent from a brother to his sister, addressed in care of the U.S. Engineers Office in New Orleans. The letter was carried privately to New Orleans and dropped into the mail there for local delivery. At New Orleans it was postmarked “Drop Letter” in straightline, “DUE/4” in a circle, and “NEW ORLEANS LA MAR 30 ‘64”. The 4¢ postage due double the 2¢ drop letter rate, doubling being the unpaid penalty.

This writer would be very interested to see images of any drop handstamps not mentioned in this article. Drop handstamps will be a section in the new stampless catalog.

Acknowledgements

Thanks to Van Koppersmith, Fred Schmitt and Don Tocher for providing covers and markings featured in this article.

Endnotes

1. James W. Milgram, “Drop Letters,” *American Philatelist*, Vol. 94, pp. 802-12 (1980).
2. Thomas J. Alexander, *Simpson’s U.S. Postal Markings*, (U.S. Philatelic Classics Society, 1979), pg. 225. ■



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THE CHARLES HIRZEL U.S. 1847 COLLECTION
IN THE MUSEUM OF COMMUNICATIONS, BERNE, SWITZERLAND
GORDON EUBANKS

Charles Hirzel, a collector and exhibitor of classic United States stamps and covers in the 1950s and 1960s, bequeathed his United States material (also his Swiss collection) to the Swiss PTT Museum in Berne, Switzerland. This museum subsequently expanded its scope and changed its name to the Museum of Communications. It now covers many aspects of communications and offers a wide range of educational programs. Located at 16 Helvetiastrasse in the Kirchenfeld section of southeastern Berne, the museum is open six days a week (closed Mondays). The museum website (www.mfk.ch.com) provides detailed information. Four languages including English are supported.

While it now has a much broader focus than just philately, the museum does possess one of the largest openly accessible international stamp collections to be seen anywhere in the world. The entire Hirzel collection is on public display, easily viewed in well-lighted pull-out frames. Figure 1 shows a photo of the exterior of the Museum and Figure 2 shows examples of a few of the pull-out frames, revealing a few of the many pages of United States material.



Figure 1. Exterior and entrance to the Swiss Museum of Communications, located at 16 Helvetiastrasse in the Kirchenfeld section of southeastern Berne.

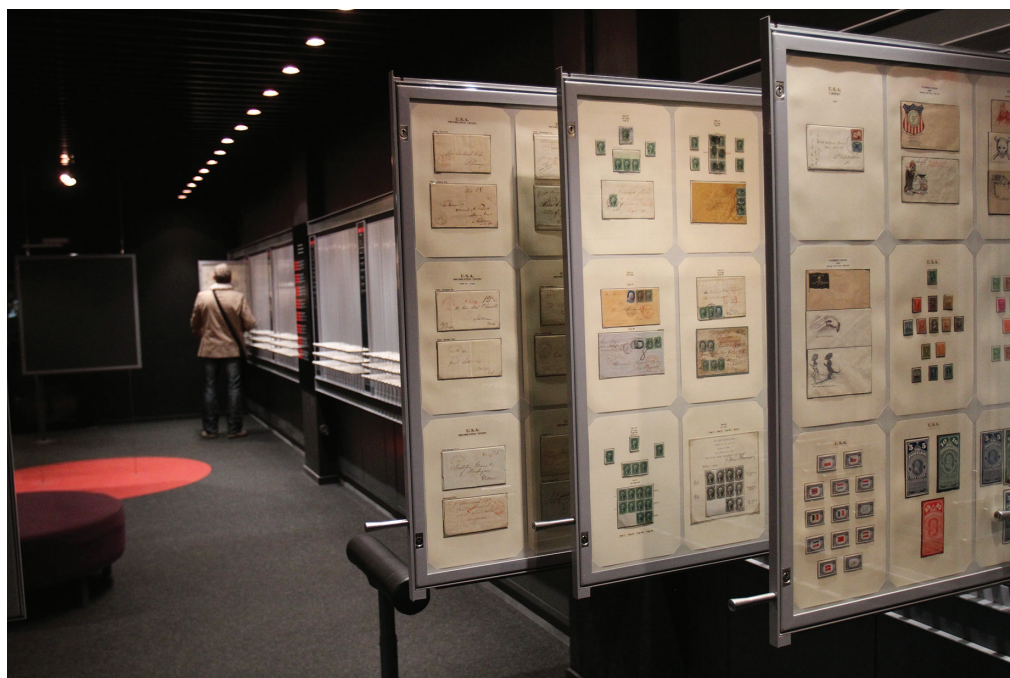


Figure 2. A few frames at the Swiss Museum of Communications, pulled out to show pages from the Charles Hirzel collection of classic United States stamps and covers.

In *Chronicle* 113 (February 1982), Philip Wall wrote a short article for the 1847 section highlighting some of the key 1847 items in the Hirzel collection and providing background information on Hirzel himself. This follow-up article is intended to provide more details on the extent of the Hirzel 1847 material and to show color photos (not possible when Wall wrote) of some of the key items. In its entirety, the Hirzel collection provides a thorough showing of United States stamps and covers through the 1869 issue, and good coverage of other classic U.S. material as well.

The collection contains about 120 items from the 1847 period, displayed in four pull-out frames. This includes 70 off-cover singles and off-cover multiples, and about 50 covers. As was common during the era when this collection was assembled, most items do not have expert certificates.

There are 19 off-cover items involving multiple stamps (either 5¢ or 10¢) and five covers with multiple copies of either a 5¢ or a 10¢ stamp. Surprisingly, there are no items (either on piece or on cover) containing both stamps. An irregular block of eight of the 5¢, shown in Figure 3, has full original gum. It is in good condition (with a vertical crease within the left three stamps) and shows large to adequate mar-



Figure 3. Irregular block of eight from the Hirzel collection with full original gum. The collection also contains two used blocks of eight (one horizontal, one vertical) and two blocks of four.



Figure 4. The Hirzel holding contains two 5¢ 1847 blocks of four, one unused and one used. This original-gum unused block shows margins all around.

gins all around. There are also two used blocks of eight, one vertical and one horizontal; both blocks have large margins.

Two blocks of four of the 5¢ stamp are present, one unused with original gum (shown as Figure 4) and one used block (not shown). These blocks have adequate margins and appear to be fault free. The used block is canceled with red 8-bar circular grids. Additionally, there is a piece with six 5¢ stamps, a strip of five with large margins except touching at the bottom of two stamps, and also a single stamp. All six stamps are canceled with a red grid and a red Albany postmark. A right-margin 5¢ stamp canceled with a black “21” is also included, and there is a 5¢ reprint block of six, unused with original gum.

Hirzel’s unused top-margin block of four of the 10¢ 1847 stamp is shown in the Wall article. The block has large margins all around and some staining in the right top and bottom stamps. It is not possible to inspect the back, but the museum inventory indicates original gum. Additionally, there are two unused original-gum strips of four, one horizontal and one vertical. The hor-

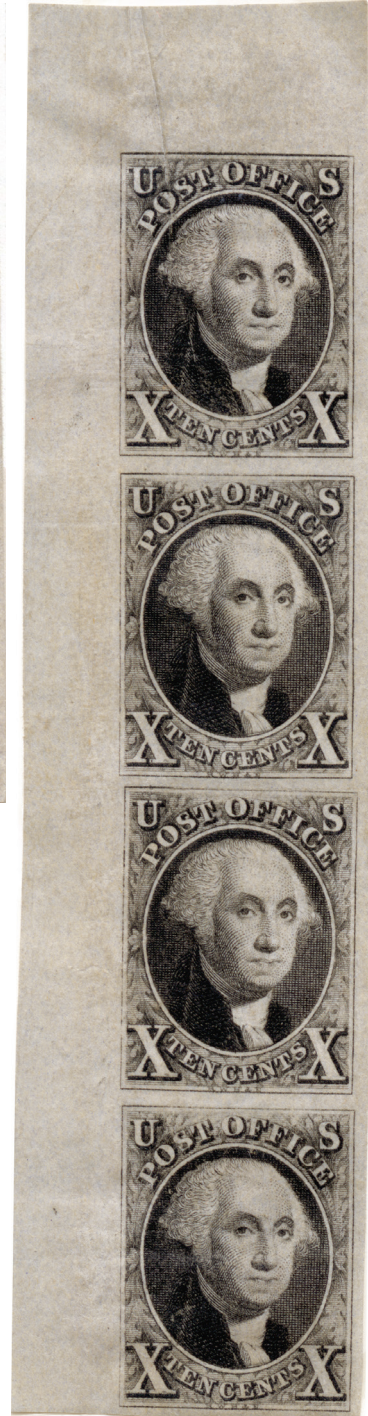


Figure 5. Strip of four, unused, original gum, ex Lozier, Positions 1L, 11L, 21L, 31L. Despite a crease in the top stamp, this is one of the gems of the Hirzel collection.



Figure 6. The largest and second-largest 10¢ 1847 multiples, all pen cancelled. These two strips both originated on one big cover, found in the 1920s.

horizontal strip has margins that are adequate to just touching, and evidences some staining. The vertical strip, shown in Figure 5, was originally in the Lozier collection and shows large sheet margins at top and left. Despite a crease that extends into the top stamp, this is a stunning item.

The Hirzel collection also contains the two largest known 10¢ 1847 multiples, a block of 14 and a strip of ten, both shown in Figure 6. On both these multiples, each stamp is pen cancelled with a large black “X.” These strips were shown as black and white images in the Wall article. They originated on one very large cover, sent from Cleveland to Providence and discovered in the 1920s. Lester Brookman tells the story in Chapter 7 of the various editions of his book. Both pieces are full horizontal strips showing sheet margins on both sides; the block of 14 includes the full top margin as well.

Fifty-one items, almost 40 percent of the Hirzel 1847 material, are single stamps, either off cover or on piece. Twenty-nine are 5¢ stamps and the rest 10¢. In general the stamps have four margins, many with very substantial margins. Five-cent stamps are included with seven-bar circular grids in red, blue, black (an example in black is shown in Figure 7); a blue ‘FREE’ in oval (also shown in Figure 7) and a green herringbone. Three 5¢ stamps are tied with “5” rate markings.

Most of the Hirzel 10¢ stamps also show four margins. They include seven-bar circular grids in red, blue, orange and green. A handsome left-margin 10¢ stamp with red grid is shown at right in Figure 7.

There are 47 covers in the collection. All but five bear single stamps. About half have 5¢ stamps and half 10¢ stamps. As with the off-cover stamps, the stamps on cover generally



Figure 7. Typical examples of the individual stamps in the Hirzel 1847 holding: a black grid and a blue “FREE” on 5¢ stamps; and a red grid on a left-margin 10¢ stamp.



Figure 8. Black-brown 5¢ stamp, on 1847 cover from Washington to Philadelphia.



Figure 9. Pair of 5¢ 1847 stamps paying twice the 5¢ British Open Mail rate on a cover originating in New York City and sent to Cologne, Prussia, in late 1849. Only a few of the Hirzel 1847 covers were sent to foreign destinations, and those mostly to Canada.

are four-margin copies in excellent condition. Figure 8 shows a splendid black-brown 5¢ stamp, posted December 23, 1847 and sent from Washington City (red town postmark) to Philadelphia. The four-margin stamp is canceled with a black grid.

Only a few of the Hirzel 1847 covers were sent to destinations outside of the United States, and all but one of these went to Canada. Prior to the appearance of George Hargest's book in 1971, foreign-mail covers were not well understood. As a consequence they were less well appreciated by 1847 collectors than they are today.

A cover to Cologne, Prussia, is shown in Figure 9. Posted in late 1849, this folded letter traveled on the Cunard ship *Caledonia* from Boston to Liverpool and then by rail and ferry to Ostende. The sender prepaid two times the 5¢ British Open Mail rate with a beau-

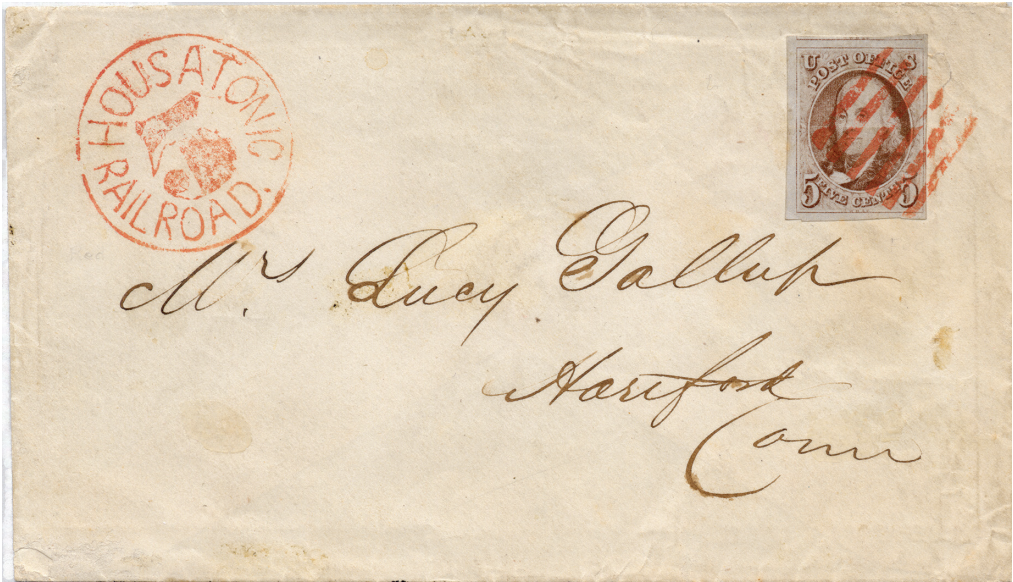


Figure 10. This cover to Hartford bears a lovely Housatonic Railroad route agent postmark, with a matching square red six-bar grid cancelling the 5¢ 1847 stamp.



Figure 11. A very attractive cover from the Hirzel holding, sent from Lock Haven, Pennsylvania, to Concord, New Hampshire, and franked with a single 10¢ 1847 stamp to pay the over-300-miles rate. The stamp is wonderfully tied with a bold “10” rate marking.

tiful pair of 5¢ 1847 stamps. The letter weighed slightly over 1.2 ounces and was marked in Prussia as weighing 1 loth (blue pen at upper left). The Prussians paid France 19 1/4 silbergroschen (sgr.) and France then compensated Great Britain. The recipient paid 23 3/4 sgr., of which Germany retained 4 1/2 sgr.

Figure 10 shows a very pleasing cover with a Housatonic Railroad route agent postmark and a matching square red six-bar grid cancelling the 5¢ 1847 stamp. This letter was



Figure 12. Right-margin 10¢ 1847 stamp on a cover from Boston to Utica (a distance of over 300 miles). The “5” in the Boston marking was changed (in manuscript) to “10”.

handed to the route agent on the train and entered the mails there. The stamp has margins all around, three of them huge.

All of the Hirzel 10¢ covers are domestic uses. Figure 11 shows a cover from Lock Haven, Pennsylvania to Concord, New Hampshire, franked with a single 10¢ 1847 stamp to pay the over-300-miles rate. The stamp is wonderfully tied with a bold “10” rate marking; the matching black Lock Haven town postmark is dated September 10.

Figure 12 shows a cover from Boston to Utica, New York, with a crisp right-margin copy of the 10¢ stamp, canceled by a black grid and tied by a red Boston integral rate marking, dated January 23 (1851). The integral numeral “5” in the marking was changed in manuscript to “10” to reflect the over-300-mile rate. Such correction was not necessary, but was sometimes done nonetheless.

The collection contains four diagonally bisected 10¢ stamps on cover and one horizontal bisect on piece. One of the bisect covers is from the Stilphen correspondence, originating in Concord, New Hampshire; another bisect cover, from New York City, is addressed to Elizabeth Parsons.

Of considerable interest are the pair of covers shown in Figure 14, each with a matching bisect from Gardiner, Maine. The two covers were sent three days apart, addressed in the same hand and sent to the same addressee, Mrs. George Evans. Close inspection will reveal that these two bisects were fabricated from the same stamp.

The first is dated 23 May (1851) with a blue town postmark and the upper right diagonal bisect; the second shows the same postal markings and is dated 26 May, with the matching portion of the 23 May stamp. Note that the lower cover in Figure 14 shows a Gardiner “5” rating marking and the upper cover does not.

At least 14 of these Gardiner bisect covers are known, including three matched pairs, none nicer than the matched pair shown in Figure 13. In the 1847 section in *Chronicle* 64 (November, 1969), Susan McDonald wrote about the Gardiner covers extensively, including details of the circumstances of how the covers were found. She published a short follow-up in *Chronicle* 87. The sender of the covers, Mrs. McDonald’s research revealed,



Figure 13. Matching bisects on two covers from Gardiner, Maine, to Brattleboro, Vermont, posted three days apart. Same envelopes, same addressee, same handwriting, same datestamps, same killers—and even the same stamp, bisected diagonally.

had been a U.S. Senator from Maine.

Overall the Hirzel holding represents an excellent 1847 collection with a number of world-class items. It is particularly strong in high-quality singles. There are a few items that should be examined by today's experts to determine if they are genuine and not modified. This article does not address the remainder of the exhibit, which includes wonderful items for the rest of the United States classic period. If you are in Europe with some time available, a visit to the museum is highly recommended.

The author wishes to acknowledge the help of Olivia Strasser, curator of the philatelic collection at the Communications Museum. Her assistance was critical in obtaining high-resolution color scans and an accurate inventory of all the items in the Hirzel holding. Thanks to Richard Winter and Dwayne Littauer for help interpreting the Figure 9 cover. ■

**THE TRAVERS PAPERS:
TOPPAN, CARPENTER, CASILEAR & CO.—1851-61: CONCLUSION**

ROBERT S. BOYD AND WILSON HULME II

Introduction

Before his death, W. Wilson Hulme II sought to extend the scope of the immensely 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*. 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 era, when Toppan, Carpenter, Casilear & Company (TCC) held the contract for producing United States postage stamps.

As explained more fully in *Chronicle* 245 in the first installment of this article,¹ Wilson did not rely solely upon the Travers Papers. He meticulously researched files at the National Postal Museum and in the National Archives. In all, he unearthed 516 documents related to the TCC years, including letters and Post Office memos. He incorporated type-scripts of each into his manuscript. Ultimately, the material Wilson accumulated totaled 643 documents, all now freely available on the USPCS web site as *The Travers Papers: Toppan, Carpenter—1851-61, Documents*. Additional information about accessing the documents can be found in the initial installment in *Chronicle* 245.

The overriding purpose of this article is to survey the contents of the 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 specific documents now available on the USPCS website. The initial installment of this article dealt with the 1851 stamp contract (for the 1¢, 3¢ and 12¢ 1851 stamps) and the problems TCC encountered in fulfilling it; the creation of Carrier stamps and the first stamped envelopes; bisection and how it was dealt with; the establishment of the Stamp Agency in Philadelphia; and the creation of the 5¢ and 10¢ stamps of 1856. This concluding installment discusses perforation, extension of the TCC stamp contract, the creation of the higher-value stamps, 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.

Perforation

British stamps began to be perforated in January 1854. American travelers to Great Britain noticed the perforated stamps and reported back to the Post Office. The first letter in the Travers Papers regarding perforation was from R. K. Swift of Chicago to Postmaster General James Campbell, dated 7 November 1854. Swift enclosed six British stamps “perforated so as to be easily separated.”²

The Act of 3 March 1855 mandated prepayment of postage beginning 1 April 1855 and authorized the PMG to require prepayment by stamps on 1 January 1856. It was widely thought that these new rules would lead to a great increase in the use of stamps. Two weeks after the act was passed, Horace Binney Jr. of Philadelphia wrote PMG Campbell, enclosing four more perforated British stamps and touting the ease of separation.³ Binney and Campbell were fellow members of the Philadelphia bar and no doubt friends. The com-

bination of the Act of Congress and the letter from a friend influenced PMG Campbell to have John Marron, Third Assistant Postmaster General, direct TCC to look into the process of perforation.⁴ TCC acknowledged receipt, promised an answer in a couple of months, and expressed optimism they could do it—“as John Bull has already done it, you may rely upon it, Brother Jonathan will not be outdone.”⁵

TCC had Marron ask the Patent Office for any U.S. patents for perforators, and there were none. Marron placed TCC in contact with Swift and another U.S. citizen who claimed some ability to do perforation, James I. Crowell, who was in contact with the inventor of the machine used in Great Britain. Crowell offered to get a machine and perforate the stamps. Marron instructed TCC not to commit to anyone “for perforating the stamps” without first communicating with the Department.⁶

There were two types of perforators: stroke and rotary. The British stamps were perforated by a stroke perforator invented by Henry Archer of London. The stroke perforator was a punch that cut perforations simultaneously; a “guillotine” could do one line of perforations, a “comb” three sides of each stamp, and a “harrow” an entire sheet. A stroke perforator could not be adjusted to accommodate different sheet sizes.⁷ The rotary perforator, invented by William and Henry Bemrose of Derby, was adjustable but more complex to operate. The machine Swift was trying to sell the POD was a simple stroke perforator invented by Dr. Elijah W. Hadley, source of the 1¢ and 3¢ stamps with “Chicago Perfs.” Hulme told the full story in his article in *Chronicles* 174-175 (May and August 1997) and it is not repeated here.

TCC principal partner Samuel H. Carpenter did not believe contacts with Archer through Swift and Crowell were going to bear fruit, so he sent his son-in-law, William C. Smillie, a partner in TCC’s New York office, to Great Britain in March 1855 to make inquiries.⁸ TCC had a personal relationship with Perkins, Bacon & Co. in London that led them to Bemrose. Perkins and Bacon were both Americans, and TCC partner Charles Toppan was Perkins’ nephew.⁹

On 21 September 1855, Smillie wrote Bemrose to order a perforating machine; he wanted two, but the firm would only approve one. He asked for expedited delivery. TCC so informed Marron the next month and expressed the hope it would be ready by January 1856.¹⁰ TCC ordered the machine on its own responsibility, paying \$1200.¹¹ The firm had hoped the machine would be fabricated in a few months, but it was not delivered to New York until 4 April 1856.¹²

Further delay ensued when TCC attempted to have the Secretary of the Treasury waive customs duties on the grounds that it would be used “exclusively for the Government.” The Secretary declined because the machine was not “imported by the order, and for the use of the Government” as required by the Tariff Act.¹³ Carpenter made further appeals to persuade the government that the firm was being proactive in responding to the PMG’s expressed wish to begin perforating stamps and met the spirit of the Tariff Act. He told Marron that his “only reason for asking to have it admitted free was that we had ordered it made at a heavy expense expressly with a view to its being used for the Government.” Since it was an experiment, Carpenter wished to avoid the customs duties, which could add \$300-400 to the cost.¹⁴ Apparently he interpreted Marron’s direction from the previous year that PMG approval was required before contracting with another firm to perforate the stamps, did not prohibit TCC from purchasing a perforating machine.

Final denial of the appeals occurred in July 1856. Before beginning negotiations about production of perforated stamps, Carpenter requested a delay until September to allow for experiments with the machine and for his recuperation from an illness.¹⁵ TCC paid the customs duties and consigned the machine to George C. Howard of Philadelphia for evaluation, which was completed in October 1856. Howard estimated the machine was satisfactory and could perforate 180 sheets per hour (180,000 stamps in ten hours’ time).

Each sheet was passed through the perforator twice, once for vertical perforations and once for horizontal.¹⁶

With the evaluation complete, on 4 November 1856, TCC submitted three proposals to the PMG:

1. Perforate all postage stamps delivered under the contract expiring 10 June 1857 for an additional 3¢ per thousand stamps and indemnification in the amount of \$9,500 for expenses. All machinery for printing and perforating the stamps would become property of the government.

2. Cancel the existing contract and replace it with a new one terminating on 10 June 1861. This would call for a total rate of 17¢ or 18½¢ per thousand perforated stamps, depending upon the level of expense borne by the government for packaging.

3. Similar to 2, except the termination date would be 10 June 1863, and the rates would be 16½¢ or 18¢.¹⁷

In this letter, TCC stated that the annual cost of perforation was \$949.20, broken down as follows: renewing the punches on the 11 wheels every two months, \$439.20; wages of a man and a boy 10 hours per day for 300 days per year, \$450; interest on cost of machine, \$60.

Using Howard's capacity estimate, TCC calculated the ability of a single machine to perforate 54,000,000 stamps in one year of 300 10-hour days. They forecast a requirement for stamps in 1857 that would require three machines, so the total operating cost would be \$2,848 for the perforators plus \$150 for additional space, for a total of \$2,998. This equated to 1⅞¢ per thousand stamps. This calculation was made to assure the Department that the requested price was in line with actual cost. In addition to the operating cost, TCC estimated they could acquire two more perforators for \$1,000 each and would need to make 13 new plates at \$500 apiece. These costs would be borne by the company.¹⁸

The day TCC submitted these proposals to the PMG, the nation went to the polls and elected James Buchanan as President. Incumbent Franklin Pierce was a Democrat, like Buchanan, but he had failed to win renomination. The old Whig Party had fractured into Republican and Know-Nothing Parties, and the Democrats were separating into northern and southern factions over the Kansas-Nebraska Act of 1854, which nullified earlier compromises and left open the question of slavery when new territories became states. The key state to the Democratic victory was Pennsylvania, which would prove favorable for Carpenter.

PMG James Campbell decided to allow the Buchanan Administration to select the TCC proposal it preferred. In a heartfelt appeal to Marron on 5 January 1857, TCC recounted the difficulties of the past two years and all the trouble and expense the firm had gone to trying to satisfy PMG Campbell's desire for perforation.¹⁹ Marron, a career civil servant who would retain his position under Aaron V. Brown, Buchanan's PMG, gained the outgoing PMG's assent to accept Proposal 1. He so informed TCC on 6 February 1857 and further instructed the firm to begin perforating without delay, to put three perforating machines on line, and to prepare 13 new plates²⁰ (three 1¢, six 3¢, and one each for the 5¢, 10¢, 12¢, and 24¢).²¹

Having won this battle, Carpenter had second thoughts about his firm's ability to satisfy the demand once the first perforated stamps went on sale. Would the new machine need to be "fixed" to operate smoothly? He feared an outpouring of public criticism if the perforated stamps were sold for a while and then replaced by imperforate stamps.²² Marron and Carpenter were up against a hard deadline: Inauguration Day, 4 March 1857. If perforation could not be accomplished by then, there was risk the new PMG would be affected by criticism, allow the present contract to expire, and open a new contract to other bidders. TCC risked losing a significant sum on a machine of little use for anything other than perforating postage stamps.

Carpenter selected a middle-of-the-road option. Since it would take at least three months (i.e., until May) to get two more perforating machines into operation,²³ TCC would start perforating immediately, but only 3¢ stamps. Other denominations would remain imperforate for the time being. Carpenter notified Marron that he could deliver 500,000 perforated 3¢ stamps on 24 Feb 1857.²⁴ Confirmation that this delivery was made is the 28 February 1857 earliest known use (EKU) date of a perforated 3¢ stamp. Three covers are recorded from that date, one of which is shown in Figure 1.



Figure 1. Toppan, Carpenter, Casilear & Company (TCC) rushed to get perforated stamps into distribution before Inauguration Day (March 4) in 1857. The earliest recorded use of a perforated stamp on a United States cover is dated February 28, 1857. Three covers are known, two from New York and one from Philadelphia.

Beating the Inauguration Day delivery deadline was a major success. Within the space of only two weeks, TCC had to deploy an entirely new capability, which required training, reallocation of workers, and practice.

The stamps with the February EKU were from Plate 7. Three more 3¢ plates have EKU dates in April and another in May, so at least one of the two additional perforating machines was probably on line by then. The EKU dates of the remaining stamps show full perforation capacity was achieved by July 1857.

In February 1861, Marron's replacement as Third Assistant PMG, Alexander N. Zevely, complained about the perforations and compared TCC perforations unfavorably to those on British stamps. Some sheets apparently had missing perforations and other sheets had perforations running "too close to the edges of the stamps and even into them." TCC noted they employed one full-time machinist just for the perforation machines because the punches broke and wore out rapidly and needed replacement. As for alignment, TCC wrote that the sheets had to be placed precisely on the machines, and if there was the slightest error, perforation of the entire sheet would be affected. The firm assured him the perforator employees would take additional care.²⁵

Contract extension

PMG Brown took office on 6 March 1857. With the change of administration, Carpenter began an effort to win an extension of the contract that was to expire in June. He visited PMG Brown in mid-March and again in early April. Each time he handed the new

PMG letters of recommendation from prominent Philadelphians. On 18 March former PMG Campbell wrote him praising Carpenter and recommending renewal of the TCC contract; Campbell assured Brown that he would have done so had the contract expired during his term of office.²⁶ Other prominent Philadelphia lawyers and Democratic Party stalwarts, including one senator (and former governor), three Congressmen, and a future judge, gave glowing recommendations about Carpenter. In addition to giving testimony about his character and the excellence of his professional work, they let him know that Carpenter, an “Old Line Whig,” supported Buchanan and was instrumental in delivering Pennsylvania to the Democratic Party.²⁷

Carpenter’s political clout served TCC well. The firm gained its contract extension shortly after Carpenter’s April visit to PMG Brown. This was critical since shortly after the election, other firms had begun to make inquiries about obtaining a new contract.²⁸ The terms of the renewal were offered by the government on 6 April 1857 and accepted by TCC on 8 April. Both parties agreed the terms, conditions and stipulations of the original contract remained in full force except as amended by the renewal and would be extended to 10 June 1861.

New contract provisions included requirements for stamps to be “completely and thoroughly perforated on the lines of separation” and for TCC to furnish materials (envelopes, paper, and boxes of tin or paper) and to pack all parcels of stamps for mailing. The new contract price was 18¢ per 1,000 stamps instead of 15¢ under the original contract (14½¢ for stamps gummed and ready for delivery, 2¢ per 1,000 for perforating, and 1½¢ for packing).²⁹

The perforators required an additional room,³⁰ so the contract extension was probably the deciding factor in a relocation TCC had been considering since 1856.³¹ In June 1858, the firm moved to the new Farmers and Mechanics Bank at 425 Chestnut St. where they leased the third and fourth floors. The granite construction was fireproof, and the bank agreed to build to suit TCC.³² The Stamp Agent resisted moving with TCC because his assigned space was on the fourth floor, was too small, and adjoined 8-10 noisy printing presses.³³ The Department authorized the Stamp Agent to relocate to an office two blocks away at 314½ Walnut St., despite Carpenter’s misgivings about having the agent outside the building.³⁴ Figure 2 shows a contemporary Philadelphia street map with these two locations (and other relevant locations discussed in this article) superimposed.

American Bank Note Company roll-up

Another major development occurred 29 April 1858, when TCC merged with six other engraving firms, most from New York and Philadelphia, to form the American Bank Note Company. All seven firms agreed to transfer their equipment, plates, dies, and stocks to the trustees of the new company, but the first article of association stated “Nothing in these articles contained shall prevent Toppan, Carpenter & Company from executing their contract for furnishing U. S. Postage Stamps, and reserving from this conveyance” the necessary equipment.³⁵ Charles Toppan had relocated to the New York office in the mid-1850s. He now became the first president of the American Bank Note Co.

The three other Philadelphia firms in the American Bank Note Co. were located around Walnut and Third Streets, and the company’s main Philadelphia office was established on that corner. Within two years, the TCC stamp business moved to 234 S. Third Street, across an alley from the Stamp Agency. TCC also had to deal with major leadership changes. PMG Aaron Brown died on 8 March 1859, and was immediately preceded in death by Third Assistant PMG John Marron. Joseph Holt became PM on 9 March and Alexander N. Zevely became the new Third Assistant on 11 March. In June, Zevely’s first recorded direction to TCC (although now a component of the American Bank Note Co., the

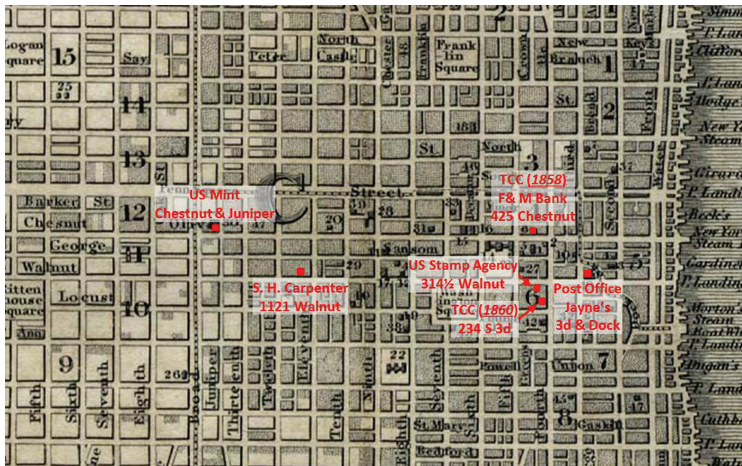


Figure 2. Philadelphia street map from the mid-19th century, showing the proximity of the various sites discussed in this article. TCC moved twice as the stamp business expanded, but stayed close to the Philadelphia post office. The U.S. Mint was more than a mile away.

stamp business retained the original name) was to investigate use of watermarked paper for stamps to guard against counterfeiting.³⁶ D. W. Moore, a special agent of the Department, and TCC responded that the cost of watermarked paper would be expensive and disproportionate to the threat. A bigger problem, Moore noted dryly, was the failure of post offices to cancel stamps in such a manner as to prevent their reuse.³⁷

In April 1856, TCC sent a die proof of “the new 24¢ stamp” to Marron to gain the PMG’s approval. It was described as “entirely original in lathe work” and “as perfect a piece of geometric lathe work as can be produced,”³⁸ but there was no decision to produce the stamp.

After the Act of 3 March 1855 required prepayment for funding for letters within the United States beginning 1 January 1856, PMG Campbell authorized postmasters to hold unpaid letters for postage before sending them monthly to the Dead Letter Office. He intended this to be a courtesy during a time of transition, but large numbers of unpaid domestic letters continued to be posted, so PMG Holt ended the practice on 25 May 1860. He required prepayment by stamps on all transient printed matter and on all letters, foreign and domestic, except when international agreements permitted unpaid letters.³⁹ This decision caused a public outcry that soon resulted in urgent production of high-value stamps.

Philadelphia Postmaster Nathaniel B. Browne wrote Zevely on 28 May 1860 that it would be more convenient for the public to comply with the act if a higher denomination stamp such as the 24¢ were available. He told Zevely that a 24¢ stamp plate had been engraved two years earlier but never used.⁴⁰

Two days later Zevely telegraphed TCC about new plates. The firm responded they could furnish stamps within three weeks of the order being given, since it had a plate ready to print. The only decision remaining was the color desired by the PMG. Apparently Zevely favored yellow, since it could not be confused with current stamps. TCC recommended lilac since it was distinct from the other stamps, being only slightly similar to the 5¢ stamp, and because it offered a contrast with envelopes commonly used. TCC noted the importance of the color since post office clerks “look at the color more than any other mark on the stamp.”⁴¹

That same day Zevely telegraphed that since a plate was ready, TCC should be able to produce 24¢ stamps within a week. TCC replied the next day that the delay was for drying, gumming, and perforating, but they could have 400,000 stamps ready in two weeks from receiving the order. TCC also noted they had about 800,000 12¢ stamps in stock that could be used in the meantime. Zevely replied immediately with an order for the lilac 24¢ stamps, and asked how long it would take to produce two new stamps, perhaps 15¢ and 30¢.⁴²

TCC responded that at least 10-12 weeks would be needed for a new stamp, but recommended two options to speed that up. First, several years earlier “when it was designed to have Carrier Stamps, a head of Franklin was engraved considerably less in size than that now used on the One Cent plate, while the general ornamentation and design differs considerably.” TCC offered to make new plates from the die with that vignette and “Thirty Cents: U. S. Postage” in one-quarter of the time required to produce a new stamp. Second, since they had not printed the Eagle carrier stamp in years, it could be altered for the 15¢ rate and printed in a new color. TCC enclosed a specimen of the proposed 30¢ design in buff and a sheet of the Eagle carrier stamp in orange. The Eagle items are most likely the trial color proofs listed today as LO2TC5a, an example of which is shown in Figure 3. In his reply, Zevely asked to see a specimen of the Franklin carrier stamp altered to become a 30¢ stamp, but declined to order a 15¢ stamp.⁴³



Figure 3. In June 1860, TCC sent to the Post Office proofs of the current Eagle Carrier stamps printed in orange. The item shown here (LO2TC5a) was likely part of that sending.

Public pressure for high-value stamps intensified following Holt’s mandate requiring prepayment by stamps. In a 9 June 1860 complaint echoing that of Carnes & Haskell in the early 1850s, merchants Bucklin & Crane of New York, operators of clipper ships in the tea trade, asked PMG Holt for a range of high-value stamps. They complained that with the highest value stamp being only 12¢ and their business correspondence requiring postage of at least 45¢, the stamps covered the envelope, leaving no room for the address and increasing the weight. Further, Bucklin & Crane regarded the postage rates to the Far East to be “so very large as to form a heavy tax” upon their business and asked for reduction.⁴⁴ On 11 June 1860, an article in the *New York Evening Post* said there were “a number of complaints from merchants and others engaged in foreign trade” that the requirement to prepay postage by stamps was “not only annoying but oppressive.” It asserted that a half-ounce, single-rate letter to China required nine 10¢ stamps, whose weight doubled the rate. On 12 June 1860, the New York Post Office sent this article to First Assistant PMG Horatio King.

Also on 12 June, Zevely passed on the PMG’s approval of the 30¢ stamp, requested urgent action to furnish specimens, and directed TCC to prepare a 90¢ stamp “expending upon it all the talents you can command, in respect to designing, engraving and coloring.” The next day the New York PO letter to King was docketed that it was answered unofficially—24¢, 30¢, and 90¢ stamps had been ordered, and New York Postmaster John A. Dix should so inform the editors.⁴⁵

TCC informed Zevely on 13 June that they would begin work immediately on the 30¢ stamp, Trumbull's portrait of Washington would be best for the 90¢ stamp, and 390,000 24¢ stamps would be ready on 15 June 1860.⁴⁶ TCC submitted impressions of the 30¢ stamp on 25 and 26 June 1860, recommending printing in black to show the beauty of the engraving. Zevely passed on PMG approval of the design on 27 June.⁴⁷ The two or three weeks between TCC's suggestion and PMG approval is evidence the 30¢ design was based upon an early essay for a carrier stamp, though no such essay survives.

On 2 July 1860, TCC sent Zevely proof sheets of the 12¢ and 30¢ in black to show that the difference in design made different colors unnecessary. The next day, Zevely passed the PMG's approval for printing the 30¢ stamp in black.⁴⁸ However, on 11 July TCC informed Zevely that, after printing a large number, the stamp would prove more difficult to cancel than first believed and recommended a buff tint.⁴⁹ Zevely accepted the recommendation and asked for buff with a "lively tint."⁵⁰ The PMG approved printing the 30¢ in an "orange buff" shade, and TCC promised to deliver 280,000 on 31 July 1860.⁵¹

The PMG liked the number "30" on the 30¢ stamp and asked that numbers be included on the 24¢ and 90¢ stamps. In the case of the former, TCC had already printed four million of them, and asked not to make the change because of the severe loss to them (\$720, a large amount in 1860).⁵² Zevely accepted the recommendation on 13 July, and asked that no more be printed unless demand increased.⁵³ However, a few weeks later he asked TCC how much it would cost to put the figure "24" on the stamp. TCC replied that the contract required them "to furnish any new Stamp without cost," so they would provide the stamp if so ordered.⁵⁴

Later that month, TCC submitted a proof of the 90¢ stamp, declaring it a "beautiful specimen of the engraving art."⁵⁵ The PMG liked the style and thought it presented "a striking difference from other stamps," but thought the likeness of Washington would be unfamiliar to the public and expressed preference for features similar to those on the 3¢ stamp. In reply TCC requested reconsideration, noting that Trumbull's portrait of Wash-

ington as commander of American forces was not only one of the finest likenesses of him ever painted, but was the most widely known.⁵⁶ The PMG withdrew his objection and asked that the stamp be printed in a "delicate pink."⁵⁷ In response, TCC noted that "[t]he principal difficulty in these delicate shades lies in their fugitive nature, and a color which looks well in printing fades sometimes quickly in drying and exposure." TCC promised to try, but it was "exceedingly difficult" to get pink to print well.⁵⁸ TCC submitted ten samples on stamp paper (India paper would have been more brilliant and therefore misleading) including two pinks. Figure 4 shows what is most likely one of these, a trial color proof that Scott lists as 39TC5a, with the shade designated as "rose lake." In sending the various color samples, TCC recommended a blue that was "handsomest of them all" and differed so much in appearance from the 1¢ stamp that the two could not be confused.⁵⁹ The PMG approved the blue color on 3 August 1860, and TCC



Figure 4. The PMG originally asked that the new 90¢ stamp be printed in "a delicate pink" color. TCC resisted, but delivered this proof, now listed as by Scott as 39TC5a; the shade is called "rose lake."



Figure 5. The high-value 24¢, 30¢ and 90¢ stamps of 1860 were created after the Postmaster General took further steps to make prepayment by stamps compulsory.

promised to have 300,000 ready on 13 August 1860.⁶⁰ Figure 5 shows the three high-value stamps as issued. Most collectors would probably concur that the dark blue color chosen for the 90¢ stamp, today one of the icons of U.S. philately, was a better selection than the “delicate pink” initially requested.

On 8 October 1860, PMG Holt published an instruction to postmasters and the public that domestic letters that were not prepaid would be sent directly to the Dead Letter Office instead of being held for postage. Curiously, this instruction did not mention letters to foreign countries or the requirement to prepay by stamps that had caused the May outcry resulting in printing the high-value stamps. In the 1860 *Report of the Postmaster General*, Holt confirmed that this instruction emphasized domestic mail.⁶¹

Follow-on contract

By February 1861, potential competitors were expressing interest about obtaining the stamp contract when it expired on 10 June. As was customary, initial feelers came through political channels. John Dainty, a copperplate engraver in Philadelphia, sent his letter through Senator Simon Cameron, the powerful Pennsylvania Republican whom President Lincoln would soon name Secretary of War. Dainty observed that “the present parties have had the contract sixteen years,”⁶² obviously referring to Rawdon, Wright, Hatch & Edson and TCC, both now part of American Bank Note Co. (and assuming Rawdon, Wright’s contract began in 1845 with the New York Postmaster Provisional). On 6 March 1861, TCC asked Zevely when the PMG would consider advertising for a new contract.⁶³

Later that month the Department released an invitation for proposals to furnish perforated postage stamps for a six-year term beginning 1 July 1861. Stamps were to include the then-current denominations with values shown in numbers as well as letters. Bids were to be accompanied by a specimen of engraving, with proofs of other stamps submitted before the contract was executed. The format for bids showed what the Department had learned about the importance of packaging for delivery to post offices. The request was for bids priced per 1,000 stamps deliverable in packages of 10,000 to Washington or to an agent at the place of manufacture; and priced per 1,000 for stamps separated for delivery to post offices, “never less than two hundred stamps and securely packed in tin cases, board boxes or lined envelopes.” Specimens of the packaging were to be submitted with each bid.⁶⁴

Proposals were to be received by 27 April, which proved to be bad timing. Two proposals referred to an interruption of the mails.⁶⁵ Following the surrender of Fort Sumter on 14 April, the political situation in the south and border areas deteriorated. Serious riots in Baltimore on 19 April cut Washington off by rail from the North for several days.

This interruption in transportation and communication could have been the reason TCC submitted its own proposal, even though its partners were aware the American Bank Note Co. board had decided to compete as a single company. TCC submitted its proposal dated 25 April 1861, and the New York office of American Bank Note Co. submitted a proposal on 27 April. Of note, the TCC proposal included an offer to engrave 17 new plates (three 1¢, eight 3¢ and one each of other denominations) in order to accommodate larger perforations.⁶⁶

The American proposal stipulated the work could be done either in New York or Philadelphia. Before competing, the company had to prove to the Department it was authorized to proceed on behalf of TCC. Document submissions included an engineering survey attesting to the strength and fireproofing of its offices in the New York Exchange Building,⁶⁷ certification that TCC partners held 5,510 American Bank Note Co. shares (of 25,000 total) and a copy of a 10 April resolution of the board of trustees (at which Toppan and Carpenter were present) authorizing President Tracy R. Edson to offer a proposal.⁶⁸ Because of President Lincoln’s 18 April proclamation forbidding trade with the Confederate states, American Bank Note Co. also assured the Department that the company no longer accepted work from them. This must have grieved Edson, who had run the New Orleans office under Rawdon, Wright, Hatch & Edson from 1837 to 1847.⁶⁹

Edson also provided letters of recommendation from Charles Francis Adams, son of President John Quincy Adams and soon to be President Lincoln’s ambassador to Great Britain, and from Congressman Alexander Hamilton Rice.⁷⁰

Philadelphia merchants and bankers were not about to let this plum contract go to New York without a fight, even to a company of which TCC was part, and petitioned PMG Blair to keep the work in Philadelphia.⁷¹ John Butler, a Philadelphia publisher and unsuccessful Congressional candidate in 1860, wrote two letters, including a testimonial for the stamp specimen provided with the TCC bid, writing that “for exquisite beauty and finish [it] cannot be surpassed in the world.”⁷²

In the end, the American Bank Note Co. and Philadelphia-New York infighting was in vain. The National Bank Note Co. had been formed in 1859 by partners and staff members of the bank note engraving firm of Danforth, Wright & Co. who did not want to join American.⁷³ As shown in Table 1, which compares the bids in four essential categories, the upstart company beat American’s proposal by up to 4¢ per 1,000, or 25 percent.⁷⁴ Even if the Department wanted to consider other factors, it could not make any decision other than to accept National’s offer. In his 1861 Report, the PMG called the “terms very advantageous to the Department, from which there will result an annual saving of more than 30 per cent in the cost of the stamps.”⁷⁵

Edson protested the award of the contract to National. In a 7 May 1861 letter to the PMG, he noted that the advertisement for bids indicated that price alone would not be the

TABLE 1

Contract specification	TCC	ABNC	NBNC
Per 1,000 stamps delivered to Washington, D.C. (10,000+)	16½¢	15¢	14¢
Per 1,000 delivered to agent at place of manufacture (10,000+)	16¢	14½¢	12¢
Per 1,000, incl. all packaging, delivered in place of manufacture	17¢	16¢	12¢
Per 1,000, incl. all packaging, delivered to Washington, D.C.	17½¢	17¢	14¢

Table 1. Offers from major bidders for key terms of the 1861 stamp contract.

sole factor, and asserted that National’s bid of 13½¢ per thousand stamps was below cost (National’s bid for the most likely term was actually only 12¢), and further that National lacked the “requisite facilities for carrying out the contract.”⁷⁶ The latter charge may have had some basis in truth. On 11 May 1861, National requested a delay of the Department’s facility inspection because the company had “not definitely fixed as to what building, rooms &c. they will use for the manufacture and packing of the postage stamps.”⁷⁷

Another indication that National may have realized they lacked full capability to discharge their new responsibilities was their attempt to entice Joseph R. Carpenter of TCC to join them to take charge of the contract. Joseph Carpenter had succeeded Samuel Carpenter as managing partner in the later stages of the previous contract. He assured Zevely that if he moved to National, the transition would be seamless. Zevely approved, but Carpenter was unable to reach agreement with National and so informed Zevely on 24 May.⁷⁸

Toppan, Carpenter’s return of government property

On 11 May 1861, Zevely requested the actual numbers of postage stamps then on hand and “specimens of the various forms of your accounts of paper and stamps.”⁷⁹ The firm had over 55 million stamps on hand. The detail by denomination is presented in Table 2. Regarding the request for various accounting forms, TCC begged to be excused “for declining to give the benefit of all our labor and experience to those who are about to attempt the performance of the duties heretofore fulfilled by us.”⁸⁰

The contract expired on 10 June 1861, but National was initially unable to provide enough stamps. There were sufficient new stamps for the larger offices, but because of the quantity required to exchange them for old stamps, “all the new stamps manufactured daily were absorbed by these offices.” Accordingly, distribution of old stamps to other post offices was necessary.⁸¹ On 25 June 1861, Zevely asked TCC to continue to deliver stamps from stock until further notice, and TCC agreed to do so.⁸² On 12 August, Joseph Carpenter requested instructions for handing over the balance of stamps because he inferred “(though not officially informed)” that TCC deliveries had ceased.⁸³ On 14 August, TCC delivered to the Treasurer of the Mint in Philadelphia the plates, dies, and transfer rolls. An accounting of these items was made in 1873 when they were transferred from the Mint to the Stamp Agency in New York. Detail of the items transferred, by denomination and item type, is presented in Table 3.⁸⁴ On the next day, August 15, the stock on hand amounted to 27,931,912 stamps. Final disposition was made on August 15 and 16, 1861, when two shipments were forwarded to Washington. Details by denomination and delivery date are presented in Table 4.⁸⁵

The Department’s requirement to stock a quarter’s worth of stamps in order to be able to fill orders without delay was the reason for the large remainder, so TCC wanted reimbursement. Besides the stock to be returned, TCC discovered 1,092 excess stamps that were inadvertently separated while making up packets for deliveries (1,008 were 1¢ stamps). Since they presumably had already been paid for by the government, TCC sought no payment and adjusted the total in final stock to 27,930,820 stamps. After discussion with Jonathan Guest, the Post Office Department special agent overseeing the return of stock,

Stamp	Quantity
1¢	10,950,947
3¢	39,313,744
5¢	397,805
10¢	837,685
12¢	689,060
24¢	2,736,375
30¢	188,460
90¢	176,520
Total:	55,290,596

Table 2. TCC stock of stamps on hand at the expiration of the contract (10 June 1861).

TABLES 3 AND 4

Stamp	Plates	Dies	Rolls
1¢	8		
3¢	21		
5¢	2		
10¢	2		
12¢	3		
24¢	1		
30¢	1		
90¢	1		
Franklin Carrier	1		
Eagle Carrier	1		
Unspecified	24	10	24
Total	65	10	24

Stamp	15 Aug	16 Aug	Total
1¢	4,000,000	320,208	4,320,208
3¢	10,050,000	9,328,644	19,378,644
5¢		295,695	295,965
10¢		360,495	360,495
12¢		592,885	592,885
24¢		2,658,875	2,658,875
30¢		154,550	154,550
90¢		170,290	170,290
Total:	14,050,000	13,881,642	27,931,912

Table 3, left, shows numbers of plates, dies and transfer rolls TCC turned over to the POD. Table 4, above, shows final stamp deliveries from TCC in August, 1861.

TCC agreed to take 12¢ per thousand for those stamps rather than the contract price of 16½¢ (18¢ minus 1½¢ for packaging). The total payment sought of \$3,351.70 represented a discount of \$1,256.88 to the government.⁸⁶

Besides the stamps, TCC had 89,100 envelopes used for packaging stamp orders, for which they had paid \$750. After Zevely balked at paying \$500, TCC offered to settle for \$450.⁸⁷ Special Agent Guest told Zevely the new contractors would take all the envelopes for \$500, and that in his opinion TCC also was entitled to the discount of “nearly \$1,200” for the balance of stamps.⁸⁸ TCC requested Zevely’s permission to sell the envelopes to the National Bank Note Co. for \$500,⁸⁹ but subsequently PMG Blair agreed to receive all the envelopes for \$450.⁹⁰ TCC sent 40,000 envelopes to New York and the remaining 49,100 to Washington.⁹¹

In September, TCC learned from newspapers that the Post Office Department continued to sell the old stamps and figured the sales must be from the remnants TCC had shipped in mid-August. The firm believed the discount price of 12¢ per thousand they had settled for was unfair under these circumstances. On 20 September 1861, TCC wrote Zevely to that effect. The letter is here quoted in full:⁹²

Dear Sir: We observe in the papers that the Department has found it necessary to continue the use of the “old” Stamps until within a very recent period; and we conclude therefore that further deliveries have been made of the Stamps forwarded to Washington D.C. on the 15th and 16th ult—

As it was expressly understood by us from Mr. Guest, Special Agent, that those stamps would be no longer used by the Department we consented to forego our just claim for the whole amount due upon them under the express stipulation of our contract. Under the present circumstances, however, we feel that we are doubly entitled to the full price for all the stamps furnished to the public, inasmuch as we printed and prepared every sheet of them not only with the knowledge and approval of the Government, but by its explicit and direct order; and, had we not done so, but printed merely enough for the actual supply up to the termination of our contract, the Government would have been in a very unfortunate condition, as not one of

the new stamps was furnished for two months afterwards; and indeed, the new Contractors have not furnished a full supply until possibly within a day or two. Now after all our efforts to meet the wants of the Department and our precautions to prevent the possibility of an interruption to the regular and full supply of stamps we feel that we have an indisputably just claim for full payment for all stamps delivered: and how much more powerful that claim for all stamps actually used by the Government!—Indeed, if they were not all used it was from no fault of ours. We did our best (with the full knowledge and approval of the Department) to provide for a contingency which, had it happened, would have been of serious injury and immense inconvenience to the Government and the public; and, having done so, we cannot but think that, in all equity and justice, we are entitled to full pay according to our contract.

We beg you to submit this truthful exposition of facts to the candid consideration of the Post Master General, and we trust that he will acknowledge its force. The difference of price, while a matter of small moment to the Government, is of importance to us, in view of the entire destruction of our business caused by the transfer to other parties of a contract which we had most satisfactorily fulfilled for the Department for years past.

On 1 October 1861, Zevely informed TCC that he had recommended to PMG Blair that the Department pay the contract price (16½¢ exclusive of packaging) for the stamps. TCC expressed gratitude and inquired about the \$450 for the envelopes; apparently no final settlement had yet been made for them. TCC concluded by noting the firm was “much in want of money.”⁹³

Conclusion

The period of the Toppan, Carpenter & Co. stamp contract was the most momentous in the history of United States postage stamps. Stamps went from optional to mandatory. Postal conventions resulted in a proliferation of rates requiring new stamps. In addition to producing superb artwork, the company applied technology to gum, ink, paper, engraving and printing, and then introduced perforation. The company not only met all its obligations but advanced the technology, despite a deteriorating political situation that would culminate in the Civil War. We are fortunate indeed to have a comprehensive record of this critical time in our philatelic history.

Acknowledgement from Robert S. Boyd

Wilson Hulme gave a copy of his manuscript to Richard C. Celler, who kindly provided it to me to use in our work reconstructing Plate 11 of the 1¢ 1857. In the course of using it for that purpose, it became apparent the documents contained information of more general interest, hence this article. In addition to giving me the fruits of Wilson’s labors, Dick Celler has been my mentor. I could not ask for a more reliable, knowledgeable partner for research focused on Plate 11, and he will forever have my gratitude for leading me into philatelic research. Thanks too to the Robert A. Siegel Auction Galleries, whose easily searchable database is a wonderful repository of photos and information, and was the source of all but one of the images presented with this article.

Endnotes

1. Robert S. Boyd and Wilson Hulme II, “The Travers Papers: Toppan, Carpenter, Casilear & Co.—1851-61 (Part 1),” *Chronicle* 245 (February 2015), pp. 60-73.
2. TP:TCD, Document 361, R. K. Swift to the PMG, 7 November 1854.
3. TP:TCD, Document 372, Horace Binney Jr. to PMG Campbell, 15 March 1855.
4. TP:TCD, Document 373, Marron to TCC, 16 March 1855.
5. TP:TCD, Document 374, TCC to Third Asst. PMG Marron, 19 March 1855.
6. TP:TCD, Document 376, James I. Crowell to Third Asst. PMG Marron, 29 March 1855; and 377, Marron to TCC, 29 March 1855.
7. *Early American Perforating Machines and Perforations 1857-1867*, Winthrop S. Boggs, Toronto, 1982, pg. 2.
8. TP:TCD, Document 383, TCC partner Carpenter to Third Asst. PMG Marron, 12 April 1855. He wrote that his son-in-law left for Great Britain on the *Africa*, a Cunard steamer that sailed from Boston 28 March 1855. See the comments concerning that document for a full explanation of his son-in-law’s identity.
9. “Early Rotary Perforation Machine,” Wilson Hulme, National Postal Museum, 2007, (http://www.postalmuseum.si.edu/museum/1d_Perforation_Machine.html).

10. TP:TCD, Documents 407, TCC NY Office (obviously written by the person who made the trip) to Bemrose, 21 September 1855; and 412, TCC to Third Asst. PMG Marron, 25 October 1855, which stated that Mr. Smillie, who made the trip to Great Britain and saw a working model of the machine, was the partner who ordered the perforator from Bemrose. "Antecedents of the American Bank Note Company of 1858," Foster Wild Rice, *The Essay-Proof Journal*, Nos. 71 and 72 (1961) shows two Smillies as TCC partners at this time, William Cumming Smillie and James Smillie; the former is likely to be the older and is probably the one who made the trip to Great Britain.
11. TP:TCD, Document 451, TCC to PMG Campbell, 4 November 1856.
12. TP:TCD, Document 436, TCC partner Carpenter to Third Asst. PMG Marron, 7 April 1856; and 437, TCC to PMG Campbell, 9 April 1856; delivery date was the arrival date for *Asia* listed in *North Atlantic Mail Sailings 1840-75*, Walter Hubbard and Richard F. Winter, U. S. Philatelic Classics Society, 1988, pg. 37.
13. TP:TCD, Document 438, Secretary of the Treasury James Guthrie to PMG Campbell, 12 April 1856.
14. TP:TCD, Documents 439/445, TCC partner Carpenter to Third Asst. PMG Marron, 22 April/1 July 1856.
15. TP:TCD, Document 446, TCC partner Carpenter to Third Asst. PMG Marron, 7 July 1856.
16. TP:TCD, Document 449, Third Asst. PMG Zevely to TCC, 12 June 1860.
17. TP:TCD, Documents 451 and 455, TCC partner Carpenter to PMG Campbell, 27 November 1856. The rates in Proposals 2 and 3 both include charges of 2¢ per thousand for perforation and 1½¢ per thousand for envelopes, boxes, and packing. The lower rate in proposal 3 is due to TCC's accepting only 14½¢ per thousand for stamps instead of the 15¢ contract price.
18. *Ibid.*
19. TP:TCD, Document 458, TCC to Third Asst. PMG Marron, 5 January 1857.
20. TP:TCD, Document 459, Third Asst. PMG Marron to TCC, 6 February 1857. TCC acknowledged receipt of Marron's instructions in Document 461, 9 February 1857, but requested a delay in perforation.
21. *The 3¢ Stamp of The United States 1851-1857 Issue*, Carroll Chase, New York, 1929, Statement by S. H. Carpenter, 159.
22. TP:TCD, Documents 460, 461, and 462, TCC to Third Asst. PMG Marron, 9 February 1857 (460-461) and 14 February 1857 (462).
23. *Ibid.*
24. TP:TCD, Document 464, TCC partner Carpenter to Third Asst. PMG Marron, 20 February 1857.
25. TP:TCD, Document 588, TCC to Third Asst. PMG Zevely, 8 February 1861. The manuscript does not include the original complaint by Zevely on 6 February, but some of that letter was quoted.
26. TP:TCD, Document 470, Former PMG Campbell to PMG Brown, 18 March 1857.
27. TP:TCD, Documents 471, George H. Martin to PMG Brown, 18 March 1857; 472, Josiah Randall to PMG Brown, 18 March 1857; 475, John Cadwalader to PMG Brown, 30 March 1857; 476, Job R. Tyson to PMG Brown, 30 March 1857; 477, Henry M. Phillips to PMG Brown, 30 March 1857; 478, Thomas B. Florence to PMG Brown, 30 March 1857; 479, William B. Reed to PMG Brown, 31 March 1857; and William Bigler to PMG Brown, 1 April 1857. Randall was a former Whig and prominent Philadelphia lawyer who became a vocal supporter of the Democratic Party before the election. Cadwalader was appointed to the federal bench in 1858 by Buchanan. Tyson was a Whig congressman whose term expired in March 1857. Phillips was elected to Congress as a Democrat in 1856 and served one term. Florence was a member of Congress 1851-61. Reed was the former Pennsylvania Attorney General. Bigler was Pennsylvania governor 1852-55 and a sitting US senator.
28. TP:TCD, Documents 454, J. L. Vattier to PMG Campbell, 25 November 1856; 456, G. E. Pugh to PMG Campbell, 6 December 1856; and 473, State Senator Stanley Matthews to PMG Brown, 20 March 1857.
29. TP:TCD, Document 481, TCC to PMG Brown, 8 April 1857. Annotation by Marron that the letter is a correct copy of the Department's 6 April proposal and was mutually accepted as an extension of their contract for four years from 10 June 1857.
30. TP:TCD, Document 483, Memo by Third Asst. PMG Marron written about June 1857.
31. TP:TCD, Document 455, TCC partner Carpenter to PMG Campbell, 17 November 1856.
32. *Ibid.*
33. TP:TCD, Document 498, Stamp Agent Johnson to Third Asst. PMG Marron, 17 June 1858.
34. TP:TCD, Documents 500, TCC partner Carpenter to Third Asst. PMG Marron, 24 June 1858; 501, same, 19 July 1858; and 502, Stamp Agent Johnson to Third Asst. PMG Marron, 22 November 1858. By this time, the Philadelphia Post Office had moved from the Merchants Exchange building across Dock Street to Jayne's building, but TCC rarely dealt directly with the Postmaster after the establishment of the Stamp Agency.
35. *US Three Cent 1851 Essays for Postage Stamps (And Related Topics)*, Roy Weber, compact disc, 78.
36. TP:TCD, Documents 510, Third Asst. PMG Zevely to TCC, 9 June 1859; 511, Third Asst. PMG Zevely to Special Agent D. W. Moore, 9 June 1859; and 512, TCC to Third Asst. PMG Zevely, 10 June 1859.
37. TP:TCD, Documents 517, Special Agent D. W. Moore to Third Asst. PMG Zevely, 16 June 1859; and 519, TCC to Third Asst. PMG Zevely, 23 June 1859.
38. TP:TCD, Document 440, TCC to Third Asst. PMG Marron, 24 April 1856.
39. Report of the Postmaster General, 1 December 1860, 442, with particulars from TP:TCD, Document 539, Philadelphia PM Nathaniel B. Browne to Third Asst. PMG Zevely, 28 May 1860.
40. TP:TCD, Document 539, Philadelphia PM Nathaniel B. Browne to Third Asst. PMG Zevely, 28 May 1860. The

letter does not say how Browne, who had been appointed in 1859, knew about the plate nor does he indicate where it was stored. According to the terms of the original contract, it should have been stored at the US Mint.

41. TP:TCD, Document 540, TCC to Third Asst. PMG Zevely, 30 May 1860.
42. TP:TCD, Document 541, Third Asst. PMG Zevely to TCC, 30 May 1860; Document 542, TCC to Third Asst. PMG Zevely, 1 June 1860; and Document 543, Third Asst. PMG Zevely to TCC, 1 June 1860. On 2 June, Philadelphia PM Browne wrote Zevely that 15¢ and 30¢ stamps would be useful for the French and German rates (Document 544).
43. TP:TCD, Document 545, TCC to Third Asst. PMG Zevely, 4 June 1860; and 546, TCC to Third Asst. PMG Zevely, 8 June 1860.
44. TP:TCD, Document 547, Bucklin & Crane to Third Asst. PMG Zevely, 9 June 1860.
45. TP:TCD, Document 549 and 550, NY PO Secretary R. C. Morgan to First Asst. PMG Horatio King, 12 June 1860, which included the *Evening Post* article.
46. TP:TCD, Document 551, TCC to Third Asst. PMG Zevely, 13 June 1860.
47. TP:TCD, Documents 553, TCC to Third Asst. PMG Zevely, 25 June 1860; 554, TCC to Third Asst. PMG Zevely, 26 June 1860; and 555, Third Asst. PMG Zevely to TCC, 27 June 1860.
48. TP:TCD, Documents 559, TCC to Third Asst. PMG Zevely, 2 July 1860; and 560, Third Asst. PMG Zevely to TCC, 3 July 1860.
49. TP:TCD, Document 562, TCC to Third Asst. PMG Zevely, 11 July 1860.
50. TP:TCD, Document 565, Third Asst. PMG Zevely to TCC, 13 July 1860.
51. TP:TCD, Documents 568, TCC to Third Asst. PMG Zevely, 16 July 1860; 569, Third Asst. PMG Zevely to TCC, 18 July 1860; and 570, TCC to Third Asst. PMG Zevely, 30 July 1860.
52. TP:TCD, Documents 563, Third Asst. PMG Zevely to TCC, 11 July 1860; and 564, TCC to Third Asst. PMG Zevely, 12 July 1860.
53. TP:TCD, Document 565.
54. TP:TCD, Document 575, Third Asst. PMG Zevely to TCC, 3 August 1860; and 576, TCC to Third Asst. PMG Zevely, 4 August 1860.
55. TP:TCD, Document 561, TCC to Third Asst. PMG Zevely, 9 July 1860.
56. TP:TCD, Documents 563 and 564.
57. TP:TCD, Document 565.
58. TP:TCD, Document 567, TCC to Third Asst. PMG Zevely, 14 July 1860; and 570.
59. TP:TCD, Document 572, TCC to Third Asst. PMG Zevely, 1 August 1860.
60. TP:TCD, Documents 575 and 576.
61. TP:TCD, Document 579, Regulation, Post Office Department, 8 October 1860; and Report of the Postmaster General, Post office Department, 1 December 1860, pp. 441-442.
62. TP:TCD, Documents 591, Jonathan C. Sims to Sen. Simon Cameron, 18 February 1861; and 592, John Dainty (addressee unspecified), 16 February 1861.
63. TP:TCD, Document 594, TCC to Third Asst. PMG Zevely, 6 March 1861.
64. TP:TCD, Document 595, Post Office Department, 16 March 1861. The original no longer exists; this is from a preliminary draft of the formal invitation to bid.
65. TP:TCD, Documents 598, Union Bank Note Co., Newark, to Third Asst. PMG Zevely, 25 April 1861; and 600.
66. TP:TCD, Document 600, TCC to PMG Blair, 25 April 1861; and 603, Tracy R. Edson, President, American Bank Note Co., 27 April 1861.
67. TP:TCD, Document 601, James Raunch Jr. to Tracy R. Edson, President, American Bank Note Co., 26 April 1861.
68. TP:TCD, Documents 602, cover letter from Tracy R. Edson, President, ABNC, to Third Asst. PMG, 30 April 1861, that enclosed 595A, certification on letterhead from Neziah Wright, Treasurer, 6 April 1861, and copy of Resolution on letterhead from Wm. H. Whiting, Secretary, ABNC, 19 April 1861. The cover letter bears a Washington dateline, suggesting it was hand-carried.
69. TP:TCD, Document 609A, letter from Tracy R. Edson, President, ABNC, to PMG Montgomery Blair, 3 May 1861; *The Story of American Bank Note Company*, William H. Griffiths and W. Frederic Colclough, New York, 1959, pg. 40; and Rice, pg. 22.
70. TP:TCD, Document 602, Tracy R. Edson, President, American Bank Note Co. to Third Asst. PMG Zevely, 30 April 1861, datelined Washington, DC.
71. TP:TCD, Document 604, several merchants and bankers of Philadelphia to PMG Blair, 1861 (no specific date).
72. TP:TCD, Document 596, TCC to Third Asst. PMG Zevely, 20 April 1861 (Document 599 is another copy of this letter); and 605, John M. Butler to PMG Blair, 27 April 1861.
73. Griffiths and Colclough, 39.
74. TP:TCD, Document 601C, James Macdonough, Secretary, National Bank Note Co., to the Third Asst. PMG, April 1861.
75. Report of the Postmaster General, 2 December 1861, Washington, DC, pg. 572.
76. TP:TCD, Document 609B, Tracy R. Edson, President, American Bank Note Co. to PMG Blair, 7 May 1861.
77. TP:TCD, Document 611B, Post Office Dept. Special Agent J. Holbrook to Third Asst. PMG Zevely, 18 May 1861.
78. TP:TCD, Documents 611A/611D, Joseph R. Carpenter to Third Asst. PMG Zevely, 18 May/24May 1861.
79. TP:TCD, Document 610, Third Asst. PMG Zevely to TCC, 11 May 1861.

80. TP:TCD, Document 611, TCC to Third Asst. PMG Zevely, 13 May 1861.
 81. TP:TCD, Document 630, Post Office Department Memo, 30 September 1861.
 82. TP:TCD, Documents 615, Third Asst. PMG Zevely to TCC, 25 June 1861; and 616B, TCC to Third Asst. PMG Zevely, 27 June 1861.
 83. TP:TCD, Document 616E, Joseph R. Carpenter to Third Asst. PMG Zevely, 12 August 1861.
 84. TP:TCD, Document 643, Receipt from Wm. M. Ireland, Chief Clerk, Post Office Department, 12 November 1873.
 85. TP:TCD, Documents 619 and 620, TCC to Third Asst. PMG Zevely, 15 August 1861; and 623, TCC to Third Asst. PMG Zevely, 16 August 1861.
 86. TP:TCD, Documents 620, 623, and 628, TCC to Third Asst. PMG Zevely, 20 September 1861.
 87. TP:TCD, Document 621, TCC to Third Asst. PMG Zevely, 16 August 1861.
 88. TP:TCD, Documents 622 and 626, Special Agent Guest to Third Asst. PMG Zevely, 16 and 19 August 1861. There was no real discrepancy in the discount; in Document 626, Guest calculated using round numbers and stated "I entertain not a shadow of doubt they were entitled to be paid 16½¢ per M."
 89. TP:TCD, Documents 624, TCC to Special Agent Guest, 17 August 1861; and 625, TCC to Third Asst. PMG Zevely, 17 August 1861.
 90. TP:TCD, Document 627, Special Agent Guest to Third Asst. PMG Zevely, 23 August 1861.
 91. TP:TCD, Document 627C, TCC to Third Asst. PMG Zevely, 2 September 1861.
 92. TP:TCD, Document 628.
 93. TP:TCD, Document 633, TCC to Third Asst. PMG Zevely, 7 October 1861. ■

THIMBLE-SIZED POSTMARKS ON 1851-57 STAMPS

JAMES W. MILGRAM, M. D.

Tiny postmarks sometimes found on covers from the 1850s have been called "thimble cancels" because their circumference is comparable to the base of a sewing thimble. The seamstress' thimble is less frequently encountered in the 21st century, but it was a common household object in the 19th century that endured well into the 20th.

The earliest thimble-sized cancel I know of is the red circular marking on the cover in Figure 1. This small circular postmark, approximately 18 millimeters in diameter, orig-



Figure 1. "EDGARD, LA. Aug 11 [1855]" 18-millimeter circular townmark with date added in manuscript, on a cover to New Orleans with a pen-canceled 3¢ 1851 stamp. By way of comparison, a crude tracing of the base of a thimble has been superimposed.

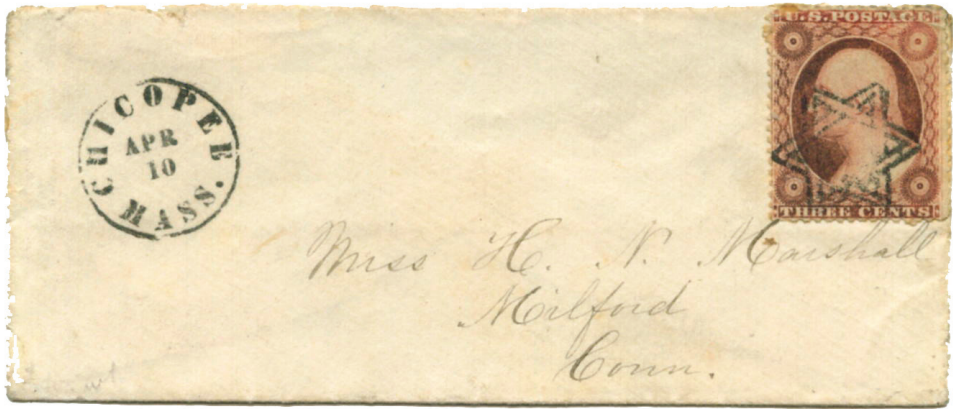


Figure 2. “CHICOPEE MASS. APR 10” 19-millimeter circular datestamp with matching six-pointed star on 3¢ 1857 stamp, on a cover (year uncertain) to Milford, Connecticut.



Figure 3. “FLORENCE MASS. SEP 1” 17-millimeter circular datestamp and two “PAID” cancels, tying a pair of 3¢ 1857 stamps on a double-rated cover sent in 1860 from western Massachusetts to Providence, Rhode Island.

inated at Edgard, Louisiana, a river town near New Orleans. The date (added by the postmaster in manuscript) is August 11, and the year (per the contents) is 1855. On this cover a collector has placed his tracing of the base a thimble, showing that the size is comparable.

Figure 2 shows a cover from Chicopee, Massachusetts, with a slightly larger (19 mm) thimble cancel. The perforated 3¢ 1857 stamp is cancelled by Chicopee’s well-known six-pointed star. The date in the Chicopee circular datestamp is April 10. While the specific year is not known, this cover must date from 1858-1861.

Figure 3 shows an even smaller postmark (17 mm) on a cover sent from Florence, Massachusetts to Providence in 1860. This is a double-rated cover, with postage paid by a nice pair of 3¢ 1857 stamps, tied by two strikes of a straightline “PAID” marking.

(Continued on page 156)

POSTAL HISTORY YOU CAN WEAR: U.S. RATES-AND-ROUTES BANDANA FROM 1815

DIANE DEBLOIS

Introduction

Better known to textile buffs than to philatelists, a piece of early printed fabric now celebrating its bicentennial has intrigued historians since the 19th century. Entitled: *A Geographical View of All The Post Towns in The United States of America And Their Distances From Each Other According to The Establishment of the Post Master General in The Year 1815*, this large kerchief or bandana¹ is marked: “Printed by R. Gillespie, Anderston Printfield, near Glasgow.”

Few of these bandanas have survived. A splendid example, printed in blue ink on linen fabric, is shown as Figure 1 on the two pages that follow. This bandana, from the Wintertur collection,² is the one most cited in the textile literature,³ though an example printed in red (faded to brown) was auctioned at a New York map gallery in 2012.⁴

Early reports

Various reports about the Gillespie bandana go back to the 19th century. An account published first in the *Concord* (New Hampshire) *Monitor*, and then reprinted in the *The Conservative* of Nebraska City of August 25, 1898, tells how George F. Ives of Danbury, Connecticut, acquired a copy of the bandana and mailed a detailed photograph of it to Major Lewis Downing in Nebraska. Ives was apparently a collector of Americana particularly interested in stagecoaching in New England. Editor Julius Sterling Morton admired the ingenuity of the “handy helper” fabric chart, and observed: “Nowadays we stick a two-cent stamp in the corner of an envelope and post the letter without further thought if it is going anywhere in this broad land.”

Alice Morse Earle, an early social historian whose observations of the postal service in her 1901 *Stage-Coach and Tavern Days* are surprisingly accurate, believed that the bandana reflected British admiration for the American topographical survey of 1811-12, which mapped the post road from Passamaquoddy to St. Mary’s.⁵ Though the survey was notable, the Gillespie bandana was based on prior information.

Richard Gillespie

Richard Gillespie was one of the three sons of William Gillespie, an industrial entrepreneur who had helped establish Anderston as an area dedicated to cotton and linen spinning, weaving, and printing. Richard had taken over the calico-printing business around 1809,⁶ but it was his brother Colin who was undoubtedly the link to American postal information. Colin had emigrated to the United States in 1793, became a citizen in 1798, and then split his time between New York and Glasgow under the trade name Colin Gillespie & Company. When war between his two countries ended in 1814, it might have been his idea



CROSS POST ROADS.

Newport to New Haven (Brought forward) 24 Sylbrook 18 77 Gulford 18 95 New Haven 18 113 Boston to Providence 24 Providence to Worcester 40 Springfield to Kinderhook Springfield to Storbridge, 44 Kinderhook, 25 69	Boston to Haverer Boston to M Concord 80 Groton 18 58 Auburnham 20 58 Newmarket 26 84 Walspole 16 100 Charlestown 16 116 Corneth 15 131 Lebanon 14 165 Haverer 4 185	Norhampton to Wilmington Norhampton to New London Hartford to Middletown 18 New London 41 55 Hartford to New York Hartford to Litchfield 32 New Milford 20 62 Danbury 13 65 Ridgefield 10 75 New York 60 135	Hudson to Painted Post Hudson to M Hipersfield 58 Oulont 36 94 Chenango 50 144 Union 9 153 Owego 7 160 Newtown 45 205 Painted Post 15 220 Elizabethtown to Morristown 18 Sussex 32 50 Philadelpia to Rhinebeck Philadelpia to Bethlehem 53 Easton 3 63 Hope 8 93 Sussex 17 100 Warwick 29 129 Coshen 12 131 Waldbridge 10 151 Shawangunk 10 161 New Paltz 12 173 Kingston 14 187 Rhinebeck 6 193	Philadelphia to Sagara M (Brought forward) 125 Williamsburgh 40 180 Niagara 80 370 Philadelphia to Pittsburgh Lancaster 66 Yorktown 23 89 Carlisle 31 120 Shippensburg 21 141 Chambersburgh 11 152 Bedford 58 210 Greensburgh 67 217 Fitzburgh 33 310 Pittsburgh 37 310 Philadelphia to Norfolk Philadelphia to Wilmington 95 Cantwellbridge 23 51 Duck creek 12 63 Frieders 12 75 Milford 7 82 Clowes 19 94 Dagsborough 21 121 Snowhill 31 152 Horseshoe 16 168 Accomack 26 194 Bellsheven 20 214 Northampton 20 234 Urbana 43 271 Wilmington to Snowhill Wilmington to Wesick 45 Georgetown 9 34 Charlestown 10 50 Easton 37 87 Vicmas 28 115 Salisbury 15 150 Snowhill 19 149	Baltimore to Chambersburgh Baltimore to M Bredricktown 52 Sharpsburgh 24 76 Hagerstown 14 90 Chambersburgh 21 111 Alexandria to Staunton Alexandria to Leesburgh 46 Shepherdston 32 78 Martinsburgh 10 88 Winchester 22 110 Stevensburgh 5 118 Staunton 10 128 Woodslock 12 140 Rockingham 33 173 Staunton 37 210 Fredericksburgh to Urbana Fredericksburgh to Leedstown 40 Westmoreland 14 54 Kinsale 20 74 Northumberland 15 69 Urbana 30 119 Fredericksburgh to Urbana Fredericksburgh to Richmond 20 Tappanahock 30 50 Urbana 28 78 Richmond to Portsmouth Richmond to Williamsburgh 68 Yorktown 12 80 Hampton 18 98 Newark 18 116 Portsmouth 37 87 Richmond to Danville Columbia 40 Charlottesville 40 80 Staunton 40 120 Lexington 33 150 Fincastle 40 199 Montgomery (C) 55 248 Wythe (C) 47 308 Abington 58 358 Hawkins (C) 66 423 Danville 200 623	Petersburgh to Berkenoth Petersburgh to M Cahoonpoint 24 Smithfield 37 63 Suffolk 32 85 Portsmouth 28 113 Petersburgh to Wilmington Petersburgh to Suffolk 85 Edenton 54 139 Plymouth 23 62 Washington 38 200 Newbern 38 238 Wilmington 93 331 Halifax to Plymouth Halifax to Blountsville 36 Wilmington 25 59 Plymouth 24 79 Halifax to Salisbury Halifax to Wilmington 35 Williamsburgh 18 35 Hillsborough 48 101 Gauld (C) 50 151 Salem 25 116 Salisbury 35 211 Edenton to Indiantown Edenton to Hertford 16 Nixonton 12 28 Indiantown 26 54 Fayetteville to Wilmington Fayetteville to Elizabethtown 36 Wilmington 41 83 Camden to Sunbury Camden to Staunton 20 Charlestown 100 120 Jacksonborough 70 150 Cosenwhatchie 70 192 Savannah 47 239 Sunbury 49 288 Charlestown to Georgetown Augusta to Washington Augusta to Georgetown 40 Greensborough 32 72 Washington 25 100 Charlestown to Beaufort 74
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OF AMERICA, U.C.

Rate of Postage

Single Letters conveyed by Land for any distance, not exceeding 10 Miles 6Cents
Over 10, not exceeding 60 Miles 8
60 100 130
100 150 175
150 200 225
200 250 275
250 300 325
300 350 375
350 400 425
400 450 475
450 500 525

Double Letters are charged double and Triple Letters triple of these rates A Packet weight 1/2 ounce avoirdupois at the rate of single Letters.

GENERAL EXPLANATION OF THE TABLE.

I—THE MAIN LINE.
To know the distance from Boston to New York—first find Boston and from thence carry your eye straight down the column to the square or angle of meeting opposite New York, and you will find the distance to be 252 miles

II—THE CROSS POST ROADS.
To know the distance from any place on the Main Line to any other place in the Cross Roads—first, find the distance from the place you are at to the place on the Main Line where the Cross Road branches from the Main Line, which added to the distance marked in the column opposite the place in the Cross Roads will be the answer. Example:—The distance from Boston to Fitzburgh is required, Boston to Philadelphia is 347 miles, and from Philadelphia to Pittsburgh is 310 miles, both added together make 657 miles, being the distance from Boston to Pittsburgh, which was required

Printed by R. CHESBROUGH, Anderson Prinsfield, Near GLASGOW.



to have his brother provide an easily portable chart of the postal network that would serve re-opened commercial traffic.⁷

He didn't design the chart itself. Instead, he copied a broadside, which was printed on paper with the same title as the bandana. The example in the collection of the Massachusetts Historical Society shows the following authorship: "An engraved plate. 99th Massachusetts district copyright issued to Samuel A. Ruddock, as author, 12 May, 1796. B. Callender sculp Boston."⁸

Differences from the source material

What changes did the Gillespies make to the 1796 broadside? The most obvious addition was the decorative border which included visual references contemporary with 1815: Madison as President; as well as both sides of the so-called "capped bust" coin, without denomination, but with the year (the designer turned the eagle the wrong way). City populations have been updated. But the Scots didn't revise enough to bring either the postal or the geographical information up to 1815.

To begin with, the postage rates as quoted (6¢ for a distance not exceeding 30 miles; 8¢ for 60; 10¢ for 100; 12¢ [leaving off the half cent] for 150; 15¢ for 200; 17¢ for 250; 20¢ for 350; 22¢ for 450 and 25¢ for over 450) were superseded in 1799, when the 6¢, 15¢, and 22¢ were dropped, as well as different intervals established, starting at 40 miles rather than 30, and going to 500 rather than 450.

The title of the main triangular data display, "The Main Line of Post Towns, from Passamaquoddy, in the district of Main, to Sunbury, In the State of Georgia" closely reflects the *Act to Establish Post Roads after 1 June 1794*. The bandana calls Gouldsborough Frenchmen's Bay, and elides several post offices, for instance, between Gouldsborough and Penobscot, leaves out Washington City and Georgetown, and changes some of the stops between Petersburgh and Fayetteville. To illustrate how the postal service had matured in Maine, for instance, from 1794 to the Act of April 28, 1810, the trunk line to North Yarmouth with originally six post office stops, now had 26 (Calais, to Denneysville and Scodie, Machias, Jones, Addison, Harrington, Steuben, Sullivan, Trenton, Orland, Buckstown, Prospect, Belfast, Northport, Lincolnville, Canaan, Camden, Warren, Waldoboro, Newcastle, Wiscasset, Woolwich, Bath, Brunswick, Freeport.) Also, the cross post roads closely reflect the routes mandated in 1794. So, for instance, bandana users would not know that, as of 1797, there was a cross route from New York, via White Plains, Bedford, Frederickstown, Dover, Sharon, Sheffield, Stockbridge, Pittsfield, and Williamstown, to Bennington in Vermont.

But the primary intent of printing a graph of distances was to provide a tool for computing postal charges. Once new rates were taken into consideration, the mileage between two places would still be reasonably accurate. And the overall production, in the words of Richard Arkway, "through a unique blend of functional tools and patriotic iconography, emphasizes the essential role of the postal system in the life of the young republic. Its thousands of miles of post roads, many hundreds of local offices, regular timetables and simple rate-setting structure made it the only efficient and reliable system for oiling the wheels of commerce and connecting millions of far-flung citizens to one another and to their country."

Now 200 years old, this striking artifact speaks eloquently down the ages to the current generation of collectors who, perhaps for different reasons, are no less interested in rates and routes.

Endnotes

1. Sometimes called a handkerchief (kerchief from the French, to cover one's head) these large printed fabric pieces are more likely to be called bandanas (from the Tamil) in America, and to be thought of as neck gear.
2. A gift to the Winterthur Museum by Henry F. duPont in 1959. Object ID#1959.0967, 20.25 x 26 inches.
3. Item number 47 in Herbert Ridgeway Collins, *Threads of History: Americana Recorded on Cloth 1775 to the Present*, Smithsonian 1979, without any further description.

4. Cohen & Taliaferro, New York, Catalog Two, listed at \$18,500. Thanks to Richard Arkway's description for some of the information in this article.

5. Alice Morse Earle, *Stage-Coach and Tavern Days*, Benjamin Blom, New York City, 1900, page 281.

6. Alexander Thomson, *Random Notes and Rambling Recollections of Drydock ...* 1895, page 14 [Google Books].

7. Information on Colin Gillespie comes from his case before the U.S. Supreme Court [The Frances, 12 U.S. 8 Cranch 1814, pages 363 and following] to restore New York property condemned during the War because, although a naturalized citizen, he maintained business and property in an enemy country. He deposed that he was in Scotland in 1794, the U.S. in 1795, Scotland in 1796, and the U.S. in 1797, returning to Scotland in 1799 to be married but bringing his wife back to New York until 1802. He continued to divide his time, but the breakout of the war caught him in Glasgow. He swore that business concerns kept him from returning to the U.S. until October 1813. This timetable suggests that he bought the Ruddock broadside some time in 1797, and arranged to have the bandana printed by his brother to help prove his patriotic attachment to his new country after the war.

8. Copy in the Massachusetts Historical Society (call #31122 Evans Early American Imprints First Series), who supply the following information: Samuel Abiel Ruddock [1767-1828] and Benjamin Callender [1773-1856]. Ruddock, a mapmaker and surveyor, responded to the Massachusetts Legislature's call for bids to make the first maps of Maine and Massachusetts, submitting a bid on March 13, 1797. ■

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There are even smaller postmarks. The cover in Figure 4 shows a truly tiny “MONTAGUE MS. FEB 13 1860” postmark that measures a scant 14 mm in diameter. This is believed to be the smallest postmark known from the classic era. Note that all the elements



Figure 4. “MONTAGUE MS. FEB 13 1860”—a tiny 14-millimeter circular datestamp on which all the elements, including the year date, are clearly readable. Postage to Gill, Massachusetts, paid by 3¢ 1857 stamp with grid cancel.



Figure 5. “MONTAGUE MS. NOV 2” 14-millimeter circular datestamp, probably 1860. Postage to Weybridge, Vermont, paid by 3¢ 1857 stamp with grid cancel. These 14-mm markings are the smallest circular datestamps known on classic U.S. covers.

of the postmark, including the year, are readable. The cover in Figure 5 shows a second example of this postmark. The date “NOV 2” is clear enough, but the year date is clogged up and cannot be read. My guess is 1860.

A similarly tiny postmark, of the same size and characteristics, was used at Plainfield, Massachusetts in 1860. An example of this marking, on a “SEP 10” cover from Plainfield to



Figure 6. “PLAINFIELD MS. SEP 10”—another 14-millimeter circular datestamp, here with manuscript “1860” canceling a 3¢ 1857 stamp on a cover to Buffalo, New York.

Buffalo, New York, is shown in Figure 6. This marking lacks a year date, so the postmaster provided one when he canceled the perforated 3¢ stamp with an 1860 manuscript year date.

Figure 7 shows the markings from the covers discussed in this article, presented precisely lifesized. The markings have been electronically clipped from their covers and rotated to upright, with contrast enhanced to bring out details of the marking elements. The black



Figure 7. Thimble-sized markings from the covers discussed in this article, shown lifesized, with contrast enhanced. While of different diameters, the five black markings at right show striking typographical similarities. All originate from western Massachusetts towns within 60 miles of each other in the valley of the Connecticut River.

markings at right were all struck around 1860 at four western Massachusetts towns—Chicopee, Florence, Montague and Plainfield—that nestle within 60 miles of each other in the valley of the Connecticut River. While the diameters vary, the typographical elements are strikingly similar. It’s hard to avoid the conclusion that these markings were created by a single manufacturer from the same type case. I would be interested in learning if readers can show similar tiny markings from other towns, especially towns from this part of western Massachusetts that has been called the Pioneer Valley. ■

**MORE HIGH-DENOMINATION 1869 COVERS FROM
THE THOREL AND GOMEZ CORRESPONDENCES**

SCOTT R. TREPPEL

The purpose of this article is to update the record of 24¢ and 30¢ 1869 covers to Japan and Spain by adding previously unrecorded examples that made their first public appearances just last year in two auctions held outside the United States. One of the beginnings of the 1869 cover census was Richard M. Searing's pioneering effort to publish a list of all known 24¢ and 30¢ 1869 covers (*Chronicle* 93 and *Chronicle* 97). Searing's work continued as part of the heroic effort, on the part of the 1869 Pictorial Research Associates (PRA), to record covers bearing all but the most common values (published in book form in 1986). In concert with the 1869 PRA census, Michael Laurence compiled his monumental census of 10¢ 1869 covers (published in book form in 2010). Today, Laurence maintains his 10¢ census, but there is no central facility for updating records for the other values. The *Chronicle* seems the best publication for adding new items to the record.

All five of the known 24¢ and 30¢ 1869 covers to Japan (two 24¢ and three 30¢) come from the Charles Thorel & Company correspondence. The newest additions to the record are two folded letters from a large find of Thorel covers that was sold by the Dr. Wilhelm Derichs auction house in Germany last year (August 29, 2014). This group consisted of 50 letters, all addressed to the Thorel firm in Yokohama, franked with various stamps of various German States, the North German Confederation, Great Britain and the United States.

These letters were found in their original unfolded condition, just as they might have reposed in a business file, lying dormant in a stamp collection located in a house in the eastern Ruhr city of Castrop-Rauxel. The auction catalogue speculated that the letters had been in the family's possession for more than a century and assured prospective buyers that all of the letters in the find were included in the sale and no more remained in the family's possession. Other similar covers from the Thorel correspondence have been in collector hands as far back as the 1920s or 1930s, when Judge Robert S. Emerson acquired one for his collection.

Around the same time the Thorel covers came to light, another group of previously unrecorded 1869 covers appeared in a Soler y Llach auction in Spain (April 10, 2014). These folded letters, including three covers with the 24¢ stamp, originated in New York and are addressed to José Esteban Gomez in Cadiz, Spain. They boast colorful 1869 frankings to make up the 28¢ British Mail rate.

Covers from the Gomez correspondence have been fed into the market over many years. Among specialists, the emergence of more high-denomination 1869 covers just a year ago adds fuel to the persistent rumor that a 90¢ 1869 cover may be lurking in the Gomez correspondence.

Thorel covers to Japan

Charles (or Karl) Thorel was one of many western merchants doing business in Japan after the 1858 Harris Treaty formalized commercial relations between the United States and Japan. Thorel partnered with a Swiss-born merchant named Karl Ziegler in the silk-trading firm of Thorel, Ziegler & Company. The company was based in Yokohama and operated

from 1865 to 1868, at which point the partnership dissolved. Thorel continued in business under the name Charles Thorel & Company, and Ziegler went on to form Ziegler & Company with an employee, Arnold Dumelin, who later served as the Swiss consul general in Yokohama.

Were it not for the Thorel correspondence, collectors would have no 24¢ or 30¢ 1869 covers to Japan. In addition, there are quite a few Thorel covers with stamps of earlier issues or other 1869 values, but those are not relevant to this article. The five covers shown and discussed in this article, including the two recently found, are prepaid with 24¢ and 30¢ 1869 stamps for two of the British Mail via Marseilles rates to China and Japan in effect during the brief period when the 1869 Pictorial stamps were in use.

The subject of British Mail rates to the Far East has been thoroughly covered by other writers. For a straightforward explanation relevant to the 1869 period, Michael Laurence's book, *Ten-Cent 1869 Covers: A Postal Historical Survey*, is recommended (read "Chapter 10: Beyond England Via British Mails"). What follows here is a simple review that will make the five Thorel covers easier to understand.

To send a letter from the United States to the Far East using the widespread and extremely reliable British Mail system, one had to pay total postage incorporating the U.S. inland and transatlantic postage to Great Britain (10¢ from 1/1/1868 to 12/31/1869; reduced to 4¢ beginning 1/1/1870), and whatever postage was required by the British to carry the letter from Great Britain to the destination post office.

The 6¢ reduction in the inland/transatlantic postage effective on January 1, 1870 is reflected in the postage paid on covers to Great Britain (from 12¢ to 6¢), but not in the credits markings on covers carried in the British Mail system to onward destinations, since that portion of the prepaid postage remained the same.

Great Britain charged 24¢ to carry a letter to China or Japan. Adding this charge to the 10¢ inland/transatlantic postage (prior to 1/1/1870) resulted in a rate of 34¢ via Southampton. From January 1, 1870, the rate was 6¢ less, or 28¢. The "24" credit remained the same.

The route designation "via Marseilles" on mail to the Far East indicated the sender's desire to use an optional mail route that was faster and cost an additional 8¢. Instead of waiting for the next ship departure from Southampton, "via Marseilles" mail was carried across the English Channel to France and taken by rail to the Mediterranean port of Marseilles, where the steamer picked up mail for the trip to Suez and beyond. By taking this shortcut across France, the mail bag connected with a steamer that had left Southampton a week earlier, saving many days (sometimes weeks) in transit time. Since this faster route involved the French postal system, the British Post Office had to pay France the equivalent of 8¢ (per quarter ounce), and this charge was passed on to the sender. The special British Mail via Marseilles rates to China and Japan were 42¢ (10¢ + 24¢ + 8¢) prior to 1/1/1870, and 36¢ (4¢ + 24¢ + 8¢) thereafter. In both cases, the 32¢ credit for the British and French components remained the same.

On all three 42¢-rate Thorel covers shown in this article, the postage is paid by 12¢ and 30¢ 1869 stamps. Earlier Thorel covers show a 12¢ 1869 used with a 30¢ 1861 Franklin, but we are grateful to the sender for visiting the New York City post office and buying the new bicolored 30¢ Eagle, Shield and Flag stamps.

The first of the Thorel 42¢-rate covers is shown in Figure 1. This is one of the covers recently found in Germany and sold in the Derichs auction. It was then subsequently sold in Siegel Sale 1090. It is a folded letter datelined June 4, 1869. The NEW YORK PAID ALL BR. TRANSIT JUN 5 red circular datestamp was struck on the back. It was carried by the Inman Line *City of Paris* on June 5, arrived at Liverpool on June 16, and received the LONDON PAID red circle on the same day.

The "32" credit handstamp at lower right was applied at New York. The red crayon



Figure 1. Recently discovered in Germany, this June 4, 1869 folded letter from New York City to Charles Thorel & Co. in Yokohama, becomes the earliest of three recorded 30¢ 1869 covers to Japan, all from the Thorel correspondence. The 42¢ postage pays the British Mail rate via Marseilles; 32¢ was credited to Great Britain.

“1,” applied at London, is the British Post office credit to the Hong Kong post office for handling the letter. This so-called “British Colonial credit” is explained in Laurence’s 10¢ 1869 book (pages 107-108); basically, it was an accounting device by which the British Post Office compensated its local offices for their work. This marking appears on all of the British Mail covers from the United States to China and Japan.

The back of the June 4 cover in Figure 1 has British Post Office datestamps applied at Hong Kong on July 27 and at Yokohama around August 4-6—the date is unclear, but mail from Hong Kong usually arrived in Yokohama about eight to ten days later. It took 41 days for this letter to travel from London to Hong Kong by the Marseilles route. From start to finish, the journey from New York to Yokohama required about two months.

A very similar folded letter to Thorel & Company is shown in Figure 2. This cover has been known to philatelists for at least 80 years, having been part of the collection formed by Judge Robert S. Emerson, a prominent collector, active in the 1920s and 30s, who died January 23, 1937. The first portion of the Emerson collection to be sold after his death was offered in Kelleher’s 394th Sale (October 19, 1937). The Figure 2 cover (as lot 236) was sold to Edward S. Knapp for \$80, according to Stanley B. Ashbrook’s personal copy of the sale catalogue. The cover next appeared in the second part of the 1941 Knapp sales after his death. It was later offered in the 1984 Siegel Rarities of the World sale (lot 291) and is now in a private collection. Thanks to Richard Frajola for providing the Figure 2 image.

The Figure 2 cover is datelined July 2, 1869. The NEW YORK PAID ALL JUL 3 red circular datestamp was struck on the back. The cover was put on board the Inman Line *City of Antwerp* on July 3, arrived at Liverpool on July 14, and received the LONDON PAID red circle on July 15. It has the same New York “32” handstamped credit (from a different device) and crayon “1” British credit (London). The Hong Kong backstamp is dated August 25 and the Yokohama August 31. The trip between London and Hong Kong by the fast Marseilles route took 39 days, and the entire journey just a few days short of two months.



Figure 2. This July 2, 1869 folded letter to Thorel & Co. in Yokohama has been in collector hands for at least 80 years. It was part of the collection formed by Judge Robert S. Emerson, who died in 1937. Postage, franking and credits are identical to the new-found cover in Figure 1. Cover image shown through the courtesy of Richard Frajola.



Figure 3. The third 30¢ 1869 cover to Japan (dated December 3, 1869), also from the Thorel correspondence, is correctly prepaid 42¢ for the Via Marseilles route. A clerk at the New York foreign mail office misapplied a “26” cents credit marking, which resulted in the British refusing to send the cover over the faster route via Marseilles.

The third 42¢-rate Thorel cover to Japan is shown in Figure 3. This cover is unusual, because a clerical error in the New York foreign mail office resulted in the British Post Office treating the letter as insufficiently prepaid for the Marseilles route, despite the correct 42¢ franking.

The letter is datelined December 3, 1869, and the sender clearly directed it to go “p City of Brussels & via Marseilles.” It has 42¢ postage paid by 12¢ and 30¢ 1869 stamps, but the clerk in New York misapplied a “26” cent credit handstamp. The letter made a record transatlantic voyage, leaving New York aboard the Inman Line *City of Brussels* on December 4 and arriving at Liverpool on December 13. It received the LONDON PAID red circle on December 13, at which point the British Post Office clerk observed the “26” credit and marked the letter with the two-line black handstamp INSUFFY.STAMPED/VIA MARSEILLES. The London office also applied the British colonial credit to Hong Kong with a red “1d” handstamp.

Because of the perceived insufficiency, the British Post Office did not bag this letter with other mail for the fast via-Marseilles route. Instead, it was placed on the regular Southampton steamer, which took much longer to travel between Great Britain and Hong Kong. The Hong Kong backstamp is dated February 12 (1870), a transit time of 61 days between London and Hong Kong, compared with the (approximate) 40-day transit times of the two earlier covers sent via Marseilles. The Figure 3 cover finally reached Yokohama on February 22, the date of the British Post office backstamp. In total, the delay caused by a careless New York postal clerk resulted in a total journey of 81 days.

This unusual “error” cover was in the Henry C. Gibson and Ryohei Ishikawa collections. It was last sold in the Siegel auction of the Jonathan W. Rose 1869 collection (September 27, 1997, lot 632), where it was acquired by the Shreves for William H. Gross, its current owner.

The two next sequential Thorel covers show the effect of the reduced inland/transatlantic postage (from 10¢ to 4¢) on the British Mail via Marseilles rate to Japan. Instead of 42¢, they are prepaid 36¢, but the same 32¢ credit still applied.

The folded letter in Figure 4 is datelined January 28 (or 29), 1870. The sender directed it to go on the North German Lloyd *Weser II*, which sailed on January 29 and arrived in



Figure 4. This Thorel cover is dated January 28 (or 29), 1870, after the via-Marseilles rate was reduced from 42¢ to 36¢, reflecting a reduction in the inland/transatlantic component of the total postage. The 32¢ credit from the U.S. to Great Britain remained the same.



Figure 5. Also part of the recent find in Germany, this 36¢ via-Marseilles cover is datelined August 26, 1870, shortly before the Franco-Prussian War disrupted the via-Marseilles mail route across France. Because the duration of the 36¢ rate was so short (10 months), examples are very rare. This cover shows a combination of the 24¢ 1869 and the new 12¢ 1870 Bank Note stamp. Image courtesy Jeffrey Forster.

Southampton on February 8. The LONDON PAID red circle was applied on February 9, and the cover was carried on the fast Marseilles route. The red “32” credit handstamp (New York) and red crayon “1” British Colonial credit are unchanged from the 42¢ rate covers. The Hong Kong backstamp dated March 26 indicates a transit time of 45 days between London and Hong Kong. The cover was received and backstamped at Yokohama on April 3, for a total transit of 65 days.

This 12¢ and 24¢ 1869 combination cover appeared at auction in the Sidney A. Hessel sale (H. R. Harmer, June 9, 1976, lot 737) and realized \$18,000, a very high price at that time. It was purchased by Ryohei Ishikawa and subsequently appeared in the Sotheby’s sale of Ishikawa’s collection of United Stamps used in China and Japan collection (July 7, 1981, lot 119). The image in Figure 4 is scanned from the auction catalog and may appear fuzzy.

The last of the five Thorel 24¢ and 30¢ 1869 covers is another from the recent find in Germany (Derichs sale). This is shown in Figure 5. It is datelined August 26, 1870, and directed to go “P City of Washington & via Marseilles.” This is very close to the point at which the Franco-Prussian War disrupted the British Mail route across France, after which the via-Marseilles mail was routed via Belgium or Prussia, across the Alps into Italy, and south to Brindisi, on the Italian bootheel.

The Derichs sale catalog did not provide the Hong Kong and Yokohama backstamp dates, but this void has been filled by Jeffrey Forster, assistant editor of this *Chronicle* 1869 section, who purchased the cover and provided the Figure 5 image plus backstamp information. The LONDON PAID red circle is dated September 8, which corresponds to the sailing of the Inman Line *City of Washington* on August 27, which arrived in Queenstown on September 7. That the cover traveled through France via Marseilles is confirmed by the Hong Kong backstamp dated October 18. Another backstamp suggests Yokohama arrival on October 27, and this date is confirmed by an internal docketing.

The 36¢ postage on this recently-found cover is paid by a 24¢ 1869 stamp and the 12¢ Henry Clay stamp of the new National Bank Note Company large-size portrait series. The Derichs catalog described the stamp as “Scott 140,” which is the scarce grilled 12¢ 1870 stamp. Forster confirms that the stamp is not grilled. Thus it’s a Scott 151; the German auction describer applied the wrong Scott number.

Gomez covers to Spain

José Esteban Gomez was a prominent resident of Cadiz, Spain, in the 19th century, but very little information about him is available from on-line resources. We do know that the firm of Dutton & Townsend, manufacturers of pipe staves (pipe made of wooden staves), supplied Gomez with large quantities of their product. To document their business, Dutton & Townsend’s New York office sent letters—lots of letters—to Gomez in Cadiz over a period bracketing the era of the 1869 stamps. Gomez 1869 letters were usually written on blue stationery, which on covers provides a visually dazzling background for the colorful stamps and the red and blue postal markings that accompany them.

When this writer first started paying attention to 1869 covers in the mid to late 1970s, Gomez covers were very rare. But over the years more Gomez covers have appeared, in clusters, sometimes through private channels and other times through auction, including Robert G. Kaufmann sales in the early 1980s.

The latest group was offered in a sale held by the auction firm of Soler y Llach in Barcelona, Spain, on April 10, 2014. In contrast to the “Yokohama Find,” which was promoted by Derichs auction house as a single-owner sale, the previously unseen Gomez covers were placed by Soler y Llach among 554 lots of a multi-consignor auction without mention of the newness of these remarkable covers to the philatelic market.

Derichs promised that no more Thorel covers would be forthcoming, saying specifically that every cover in the family’s possession was included in their sale. No such statement has ever been made about the Gomez covers. As they continue to spring forth



Figure 6. From a 2014 Soler y Llach auction sale in Spain, this is one of three newly-recorded covers from the Gomez correspondence with 24¢ 1869 stamps used to pay the 28¢ British Mail rate to Spain. All three of the newly-recorded covers show identical frankings and similar markings.

from a fountain of unknown origin and depth, the complete composition of the Gomez correspondence becomes an ever deepening mystery. The tantalizing prospect that a 90¢ 1869 cover might be among the unveiled portion only adds to the mystique. A 90¢ stamp would precisely pay the rate for a letter to Spain weighing 30 to 37.5 grams prior to January 1, 1870, and slightly overpay the 84¢ rate for 37.5 to 45 grams thereafter (until July 1875).

For now, however, we can document three new 24¢ 1869 covers to Spain. A representative example is shown in Figure 6. All three bear identical frankings: one 24¢ 1869 with two 2¢ Jackson 1870 National Bank Note stamps. All three originated in New York and show the Dutton & Townsend (D&T) blue oval datestamp. Two have NEW YORK 24 red circle datestamps with the 24¢ credit corresponding to the 28¢ British Mail rate for a letter weighing 7.5 to 15 grams. One has an apparently misapplied NEW YORK 12 red circle datestamp with the 12¢ credit for 16¢ rate for a letter weighing less than 7.5 grams. All three show a red crayon “2” pence GB credit to Spain (at left on the cover in Figure 6). All three show Cadiz receiving datestamps, which are poorly struck and difficult to read, as is usual.

To establish a record of these three new 24¢ 1869 covers, relevant information is provided in the following table.

D&T OVAL	NY CDS	CREDIT	LONDON CDS	STAMPS	SAILING (LINE)
8/31/1870	9/1/1870	24¢	9/13/1870	120, 146(2)	<i>Batavia</i> (Cunard)
10/14/1870	10/15/1870	12¢	10/23/1870	120, 146(2)	<i>City of London</i> (Inman)
12/6/1870	12/7/1870	24¢	12/20/1870	120, 146(2)	<i>Nebraska</i> (Guion), endorsed “Manhattan”

Without a reliable census of 24¢ 1869 covers to Spain, it is difficult to state how many exist after these three have been added. Ten 24¢ 1869 covers to Spain were recorded in the 1869 PRA census, but one of these (with 1¢ and 3¢ stamps, ex Ishikawa) has been declared a forgery, leaving nine genuine covers. The three covers from the Soler y Llach sale bring the total to 12, including seven showing the 24¢ 1869/2¢ Bank Note combination.

Need for an updated 1869 census

While it might seem that the philatelic world has by now unearthed and recorded every significant 1869 item, the emergence of new 24¢ and 30¢ 1869 covers last year proves that there are more to be found. It also demonstrates the need to update and maintain the 1869 cover census, which was published nearly 30 years ago and then left unattended, with the exception of Michael Laurence’s continuing work on the 10¢ 1869 covers. The best place for a census is on the internet, and we hope that someone will initiate a project to create an on-line database of 1869 covers, at least for the bicolored values (Scott 118-122) and possibly the 1875 Re-issues.

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HITTING A TRIFECTA:
PATENT-CANCELED 24¢, 3¢ AND 1¢ BANK NOTE STAMPS
ON REGISTERED COVER TO SWITZERLAND
POSTED ON LEAP-YEAR DAY

RONALD A. BURNS

Three important elements converge on the cover featured in this article that make it an interesting item to study—and a key acquisition to my specialized collection of the uses of the 3¢ Bank Note stamps issued between 1870 and 1890. As a Crime Scene Investigator might say, the article that follows is a philatelic autopsy of this fascinating cover with its 14 postal markings and six non-postal private endorsements.

In Figure 1, we see the cover's front, bearing 28¢ in postage paid by the 24¢, 3¢ and 1¢ large Bank Note stamps (ungrilled). The postage paid double the 10¢ treaty rate to Switzerland (via closed mail via England) plus the 8¢ international registry fee.¹ The front of the cover also shows nine postal markings plus two private non-postal directional endorsements.



Figure 1. Registered cover to Switzerland from 1872, franked with 1¢, 3¢ and 24¢ large Bank Note stamps, paying double the 10¢ treaty-rate postage plus the 8¢ registered mail fee. The stamps are tied by multiple strikes from a patent canceller.

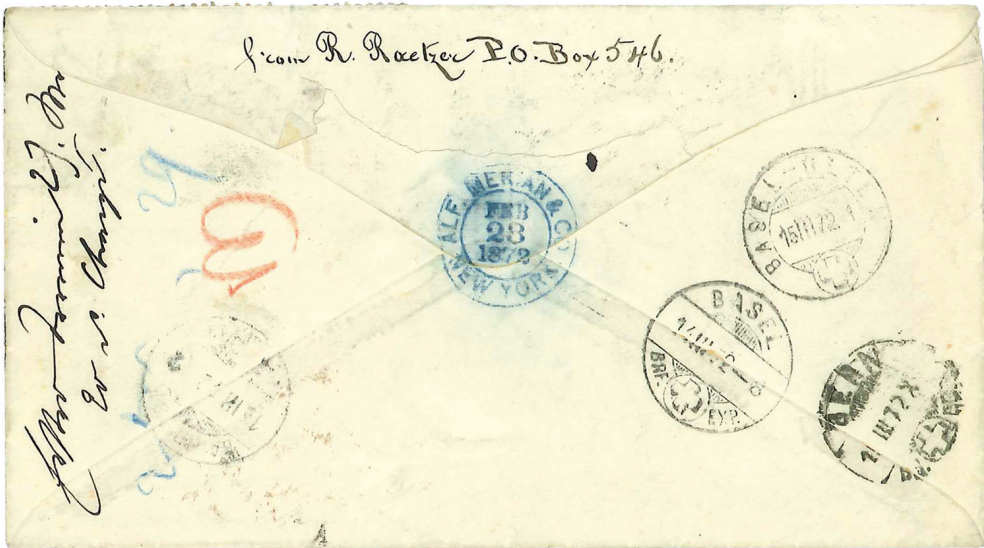


Figure 2. Reverse of the Figure 1 cover, showing various handstamped Swiss postal markings along with four other non-postal endorsements, including the red crayon upside-down numeral “3,” which the author has termed a Registry Log Number.

Figure 2 shows the back of the cover, which shows an additional five postal markings, plus four other private non-postal endorsements, one being the sender’s double-circle date stamp on the back flap.

First leg of the trifecta

The first leg of this trifecta is the use of 3¢ Bank Note Stamp in combination with the 24¢ Bank Note stamp. Those values together on a cover are scarce. My census of covers franked with 3¢ and 24¢ Bank Note stamps, presented in Table 1, has found only 30. Those covers break down to 11 domestic uses, of which two represent registered uses, and 19 to foreign destinations. The Figure 1 cover is the only cover in the listing sent by registered mail to a foreign destination.

Linn’s U.S. Stamp Facts: 19th Century estimates the number of surviving covers with the 24¢ Bank Note as “fewer than 200.” One of the largest finds of 24¢ Bank Note stamps on cover came out of the famous Bissell correspondence to India. In a *Chronicle* article in 1987, Richard Searing listed 46 Bissell covers bearing the 24¢ Bank Note stamp.² Of these, only two were additionally franked with 3¢ Bank Note stamps.

Second leg of the trifecta

The second leg of this trifecta is presented in the enlargement in Figure 3. Punched-out holes, evidence of a patent canceling device, show clearly in two of the stamps: in Franklin’s hair on the 1¢ stamp, and in the necktie area beneath Winfield Scott’s chin on the 24¢ stamp. The 3¢ stamp also shows the imprint of a punch, though that is not visible in Figures 1 and 3. Inspection of the inside of the cover shows that the canceling device not only punched through the stamps, but cut through the underlying envelope (and probably its contents too) leaving visibly raised dimples on the back of the envelope and on the envelope flap.

These cancels with cookie-cutter style punch-out devices are usually referred to as “patent cancels.” The best known of these was patented by Marcus P. Norton in 1865. Figure 4 is an illustration for the Norton device, taken from the *U.S. Patent Office Gazette*. The canceling surface of Norton’s punch is a round 25-millimeter cork with a hole in the center

TABLE 1

Date	Stamps	Origin/Destination	Reference
31 Mar 1871	3¢, 24¢	Boston/Denmark	922 RAS 1372
Aug 1871	2-3¢, 10¢, 24¢	unrecorded/France	Weiss <i>NYFM</i> , pg. 295
Aug 1871	3¢, 2-24¢	unknown/Maysville, Ky.	889 RAS 1989
1 Feb 1872	3¢, 24¢	Pottsville, Pa./Brazil	Bennett 12/16/2007 1118
29 Feb 1872	1¢, 3¢, 24¢	NYC/Switzerland	Figure 1
1 Dec 1872	3¢, 24¢, 1¢	Pottsville, Pa./Brazil	<i>U.S. Intl Rates</i> , pg. 15
23 May 1873	3¢, 24¢, 30¢	Patterson, N.J./Virginia	28 Rumsey 859
17 July 1873	3¢, 24¢	Washington , D.C./Pennsylvania	Bennett 11/15/1998 184
21 Jul 1874	1¢, 3¢, 24¢	New Haven, Ct./CGH, S. Africa	820 RAS 638
7 Aug 1874	1¢, 3¢, 24¢	New Haven, Ct./CGH, S. Africa	820 RAS 640
12 Aug 1874	1¢, 3¢, 24¢	Boston/India	Frajola #2, 506
23 Oct 1874	1¢, 3¢, 24¢	Boston/South Africa	Kaufmann 3/31/90 228
1 Jan 1875	1¢, 3¢, 24¢	New Haven, Ct./CGH, S. Africa	820 RAS 639
23 Jan 1875	1¢, 2-2¢, 3¢, 2-24¢	NYC/Hamburg, Germany	737 RAS 517
9 July 1875	3¢, 24¢	Louisville, Ky./Smithland, Ky.	1011 RAS 1607
4 Aug 1875	3¢, 24¢	Boston/India	Frajola #2, 507
10 Aug 1875	3¢, 24¢ on 3¢ env.	Del Norte, Col. Terr./Yokohama	1008 RAS 2222
1 Sep 1875	3¢, 24¢ on 3¢ env.	Del Norte, Col. Terr./Yokohama	Starnes, pg. 27
10 Sep 1875	3¢, 24¢	New Haven, Ct./CGH, S. Africa	Kaufmann 3/31/1990 228
19 Nov 1875	3¢, 24¢	New Haven, Ct./South Africa	612 RAS 241
21 Nov 1875	3¢, 24¢	New Haven, Ct./South Africa	612 RAS 242
30 Nov 1875	3¢, 24¢	New Haven, Ct./South Africa	Kelleher 6/21/1988 774
1 Jan 1876	3¢, 24¢	unrecorded/South Africa	McCusker 5/24/2011 537
18 May 18??	3¢, 24¢ on 6¢ env.	Hendersonville, N.C./??, N.C.	Author's record
26 Aug 18??	3¢, 24¢	Chicago, Ill./??, Ill.	Author's record
6 Sep 18??	3¢, 24¢, 30¢, 2- 90¢	NYC/Fort Duncan, Texas	922 RAS 1119
23 Dec 18??	3¢, 2-24¢	Cincinnati, Ohio/??, Ohio	Weiss 2/16/1999 2589
??/??/??	3¢, 24¢	Essex & Boston RR/Vermont	Rumsey 11/18/1997 244
??/??/??	3¢, 24¢	unknown/Rhode Island	Nutmeg 11/20/2006 2398
??/??/??	3¢, 24¢, 30¢	unknown/Ohio	Author's record

Table 1. Chronological listing of covers bearing the 3¢ large Bank Note stamp in combination with the 24¢ Bank Note stamp. In most cases, the “Reference” column will lead the reader to an auction catalog that contains a photo of the cover in question.



Figure 3. Enlargement of the stamp portion of the Figure 1 cover, showing punched-out voids (encircled) in two of the stamps, indicating a patent-punch canceller.

for the three millimeter circular metal cutting punch to pass through to cut the stamp paper. The text that accompanied the Figure 4 illustration described the device as follows: “This invention consists in the employment of an adjustable punch for the purpose of canceling internal revenue or postage stamps by punching a hole through each stamp, at the same time making an impression upon it of the name of the party so canceling the same.” Numerous patent canceling devices, in addition to the one produced by Norton, were used during the 1870s, but the patent cancel on the Figure 1 cover does not match any of the recorded examples.³

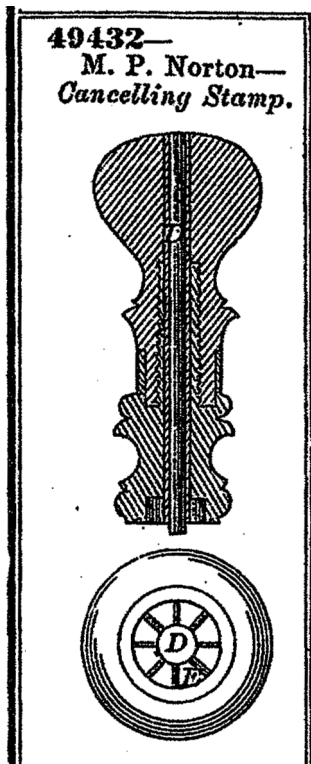


Figure 4. Illustration from the United States Patent Office Gazette for Marcus P. Norton’s hole-punch stamp-cancelling device.

Although I cannot be certain, I presume that the cover was posted at the registry division of the foreign mail section of the New York post office, and by extension that the patent cancel was applied there. This presumption is based upon the procedures governing registered mail and the specific functioning of the registered mail department in the foreign-mail section of the New York post office. William Weiss summarized this in his book on the New York Foreign Mail markings, where he quotes from a May, 1878, article in *Scribner’s Monthly* as follows:⁴

Letters of value need some greater security than is afforded by the ordinary mail systems, hence the registered mail department.... of the late system has been carried to a high degree of perfection Under the present system the envelope containing registered letters is received by every person into whose hand it goes.... [T]he books show the name of every clerk who handles a package or letter.... The registered letter department is indeed a complete post office within a post-office, and no one is admitted but the clerks in the department.... The foreign registered mail is made up independently, and about nine bags are used for the foreign service alone.

Since the cover discussed was obviously posted at New York, I reach the same conclusion that Weiss did, that foreign registered mail (including this cover) was posted in the registry division—as opposed to the foreign mail division—of the New York post office.

Third leg of the trifecta

The third leg of this trifecta is represented by the marking at the lower right corner of the cover's front. Here we have a bounced strike of the 20-millimeter red-orange rimless New York registered datestamp showing the a postmark date of February 29 (1872), the date the cover would be sent from the New York exchange office. The bounced strike created a blurred image of this postmark, and the cover was misidentified by at least two auction houses as being sent on February 28. However, the knob on the bottom tail of the "9" is clear under magnification. Post Office department rules required the postmark to show the dispatch date for the mail piece.

This leap-year day of 1872 is the only one that falls into the time period when the 1870 24¢ stamp was in current use. The stamp was first issued to postmasters about 25 April 1870 and discontinued as of 1 July 1875. Based on current research, this February 29 use of the 24¢ Bank Note stamp on cover appears to be unique.

The cover crossed the Atlantic on the last voyage of the Hamburg Amerikanish Packetfahrt Actien Gesellschaft (HAPAG) steamship *Allemannia*.⁵ The *Allemannia* had arrived in New York from Hamburg, Germany, on 22 February. After her departure on 29 February, she arrived in Plymouth, England on 12 March 1872 at 5 p.m. She then sailed across the channel to Cherbourg, France, and on to Hamburg.

Other markings on the cover front

Now that I have pointed out the three important features that make this cover a unique piece of postal history, I can dissect its various additional body parts. The upper left of the cover bears the private directional marking "Pr Allemannia" in the same ink and hand of the person who addressed the cover. The New York registered mail division added at the center left of the cover the manuscript registration number "12,100," and "1 oz." to indicate a double-rate letter. Both markings seem to have been applied in the same hand and ink. At left of the address a red crayon number "2" was added, as required by Post Office department rules, to officially indicate a double-rate letter, weighing between one-half ounce and one ounce. This mark was most likely applied in the registered mail office.

The front of the cover also bears a black boxed "CHARGE" handstamp, applied at the exchange office in Basel, Switzerland, indicating the letter was sent by registered mail. At the bottom center of the cover, a pen marking in dark blue-black ink seems to say "Zahl" (German for "number") and "788." This would be the Swiss-assigned registry number.

Markings on reverse

Now to dissect the one United States postal marking, as well as the four Swiss and four private markings, seen on the cover's reverse (Figure 2). At center is the blue handstamped double-circle merchant's cachet of the sender, "Alf. Merian & Co New York." The date in the handstamp shows 23 Feb 1872, but the "3" of "23" has been carefully penciled over to transform it into an "8." My assumption is that this work was done by the sender: The letter was prepared and datestamped on February 23, but then held for a few days and finally dispatched to the post office on February 28. The datestamp belonged to Alfred Merian Company, listed in contemporary directories as a banker/merchant at 54 Exchange Place (and also Wall Street) in New York. This same handstamp has been seen on United States revenue stamps.

The top of the back flap bears a black ink notation ("from R. Racetzer P.O. Box 546") that likely indicates the person who created the letter or delivered it to the post office on February 28 or 29, probably an employee of the Alfred Merian Company. The marking is in the same ink and hand as the private directional marking "Via England" on the lower left of the envelope's face.

The left vertical edge of the reverse of the cover shows two private docketing notations, one Swiss and one American. The Swiss docketing, in penned script, is of the Volksbank (People's Bank). I can make out the date of 27 March and the word for "registered" in French. The docketing extends under the opened back flap. Below the manuscript docketing is a blue crayon notation that appears to say "Fbr 29." At first I thought this might be a United States postal marking, but since part of the crayon marking also falls under the back flap, I believe this is a private endorsement by the sender, a reminder referencing the 29 February *Allemannia* sailing date.

The remaining handstamps on the reverse of the cover are four Swiss handstamps. At left, faintly struck is a Basel (Switzerland) receiving postmark dated "13.III.72-2" (13 March 1872, probably 2 p.m.) applied after the letter arrived by railroad from Cherbourg, enclosed in the red canvas registered mail pouch that was part of the regular closed mail from the New York exchange office.

On the right side of the reverse of the envelope, we have the last three Swiss postal markings. A Basel "Brf. Exp." marking ("Brief Expedition," meaning "letter dispatch") dated 14 March 1872, notes the transfer of this registered mail piece from the exchange office at Basel to the railroad line between Basel and Olten. Above this datestamp is the railroad marking of the Basel-Olten train number 1, one dated 15 March 1872. Train numbers from 1 to 14 are known to exist. At the bottom right is the Bern receiving datestamp of 15 March 1872, 10 a.m. The legend at the bottom of this marking reads "BR. DB.," an abbreviation for "Distribution Bureau," the letter delivery section of the Bern post office.

Mystery marking

To close out this article, I will discuss my research on the one remaining postal marking, for which no conclusive explanation has been found. This is the red upside-down crayon numeral "3" on the back side of the envelope. When I became the owner of this cover, I could explain the rationale for all of the United States and Swiss postal markings and all six of the private endorsements. But the red crayon "3" on the back had me puzzled. Was it a postal marking or a private endorsement?

My first theory was that this could be some kind of United States credit marking, representing two-fifths of the 8¢ international registry fee, which Switzerland was due per the treaty with the United States. Could this have been 3.2¢ rounded to the nearest cent?

After some correspondence and discussion with other collectors and writers in the field of 19th century transatlantic mails, eliminating other possibilities (such as Swiss markings and addressees numbering their received mail), and having found nothing in the philatelic literature discussing this type of marking, I set out to examine other registered covers to determine if other examples could be found with similar markings.

After examining over 500 registered mail covers to both foreign and domestic destinations that originated or passed through the registered mail division at the New York exchange office, it appears that only registered mail to foreign destinations show these crayon numbers added to the back of the mail pieces. Domestic registered mail pieces received no crayon number on the reverse of the envelope.

Although there is insufficient data at this time to draw any definitive conclusions regarding their significance, the following are some observations that seem to govern these crayon numbers on the reverse of the registered covers to foreign destinations:

1. The crayon numbers are almost always upside down, and are almost always on the back of the mail piece. Some exceptions have been seen on wrappers sent by registered mail, and a few embossed envelopes attached to larger mailing envelopes or parcels, where the crayon numbers may be found on the face of the envelope. However, many of these covers show other postmarks on the front of the envelope that would normally be on the reverse.

2. Thus far it appears that these crayon numbers are only found on the backs of foreign destination registered mail pieces that originated or passed through the New York exchange office or the registered mail division. The few covers I have seen from other United States exchange offices do not bear any of these types of markings. However, the sampling from the other exchange offices is too small to be certain on that point. During the era under discussion, the great preponderance of U.S. registered mail to foreign addresses passed through New York.

3. These crayon numbers are seen in red, but the most common use is in blue. Some late uses show purple crayon, and black ink and pencil numerals have also been noted.

4. Thus far, it appears that the earliest documented use of these numerals is the cover described in this article. I expect that with further research, the EDU date of these markings will change. The latest use I have seen is on a cover from New York to Austria dated 23 July 1919.

5. These crayon numbers run from “1” into the high hundreds, and those to Germany seem to have some of the highest numbers observed. One example (from 1893) shows number 2219 in blue crayon. From 1900 I note a crayon number 1016 on the back of a letter to Hungary. To date, the highest number on a mail piece to Switzerland is 58, this on a cover sent in 1900.

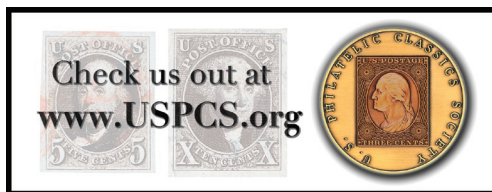
My current theory regarding these numbers, which is shared by several collectors and researchers, is that these numbers represent some form of daily or periodic count of the number of covers processed by the exchange office for each destination or steamship. If this is the case, it is likely that a log (or manifest) of registered mail pieces to overseas destinations was maintained by the post office with the numeral in the log marked on the reverse of the cover. The working title that I have given to these crayon numerals is “Registry Log Numbers.”

Conclusion

Thus, a cover with a scarce combination of Bank Note stamps, a patent-punch cancel and a February 29 mail date has led me to the enigma of Registry Log Numbers. Observations from Society members regarding these markings would be most welcome. Certainly a database of Registry Log Numbers on classic-era foreign registered covers could be created, to determine if patterns exist that help provide further insight into the significance of these numerals.

Endnotes

1. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, pg. 40.
2. Richard M. Searing, “The Twenty-Four Cent Bank Note Stamps on Cover, The Bissel Find, Part II,” *Chronicle* 133 (February 1987), pp. 59-61.
3. Hubert C. Skinner and Amos Eno, *United States Cancellations: 1845-1869* (American Philatelic Society, 1980), pp. 249-259; Fred R. Schmalzriedt, “Patent Cancellations (1847-1887),” Article 13 in Delf Norona, *Cyclopedia of United States Postmarks and Postal History, Volume I: Articles 1-16* (Quarterman Publications, Inc., 1975), pp. 142-69; Hubert C. Skinner, “Patents and Philately During the 1860s,” *Chronicle* 163 (August 1994), pp. 175-192; Richard B. Graham, “Duplex Handstamps, Marcus P. Norton and Patent Cancels of the 1860s,” *Chronicle* 157 (February 1993), pp. 39-43 and *Chronicle* 158, pp. 105-12.
4. William R. Weiss, Jr., *Foreign Mail Cancellations of New York City, 1870-1878* (Bethlehem, Penn., 1990), pg. 464.
5. Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings, 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988) pg. 189. ■



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FRENCH CGT PACKETS BETWEEN LE HAVRE AND NEW YORK
PART 1: JUNE 1864 THROUGH DECEMBER 1869

STEVEN WALSKE

From 1864 through 1872, French mail steamers of the Compagnie Générale Transatlantique (CGT) carried postal agents on the North Atlantic route between New York and Le Havre. These agents were supplied with special maritime postal devices and processed mail on board the steamships; they left behind a rich and interesting postal history legacy. The mail that they handled can be divided into two periods, characterized by different rates and frankings. This article addresses the first period, June 1864 to December 1869. A subsequent article, planned for the August *Chronicle*, will cover the second period, 1870-72.

Background

The Crimean War of 1854-56 exposed the weak condition of France's commercial and naval shipping capabilities. Louis Napoléon had ambitions to establish his Third Empire as the leading power in Europe, and naval capacity was an important element of that. Rather than building capacity directly, he decided to rely on commercial firms to build the steamships and to incent them with state subsidies. In that era, mail contracts were an important vehicle for subsidies. A mail contract for a line of French transatlantic steamships was authorized on June 17, 1857.¹ Eight months later, a contract was signed with Marziou & Co. to construct steamships and to provide twice-monthly postal service to Martinique, with auxiliary lines to Guadeloupe, Cuba, Mexico and South America.

Marziou was unable to fulfill this contract and transferred it to the Compagnie Générale Maritime (CGM) in October 1860. The brothers Emile and Isaac Pereire, French financiers, had formed the CGM in February 1855 for "the building, equipping and chartering of all kinds of ships, and in general, all operations linked to maritime trade." On April 24, 1861, the CGM signed a modified contract with the state which re-affirmed the conditions of the original Marziou contract and, importantly for this study, added a line of packets to New York. The Imperial decree on July 22 approved this. Shortly after that, the CGM changed its name to the Compagnie Générale Transatlantique.

Events would delay the commencement of the New York service. French forces invaded Mexico in January 1862, ostensibly to collect money due to France. The dispatch of 7,000 French troops precipitated the need for reliable communications, so a new contract providing for an immediate line of steamships to Mexico was hastily signed with the CGT on February 17, 1862. Scrambling for time, the CGT purchased four steamships and initiated service to Vera Cruz with the sailing of the *Louisiane* from St. Nazaire on April 14, 1862.

Meanwhile, the CGT began more deliberate preparations for the New York line. Their initial contract called for trips in 11 days each way. It also called for twice-monthly sailings, but that would not be achieved until March 1866 due to the slowness in constructing new steamships. In June 1863, the *Washington* (shown in Figure 1) was the first to be delivered, followed by the *Lafayette* in late 1863. The two combined for seven trips in 1864. The *Washington* made only one trip in 1865, so the *Lafayette* and the new steamer *Europe* carried the load for the remaining 11 voyages that year. It was not until February 1866 that there were enough CGT steamships to fully service the route. Until that time, departures of the line were every four weeks.²

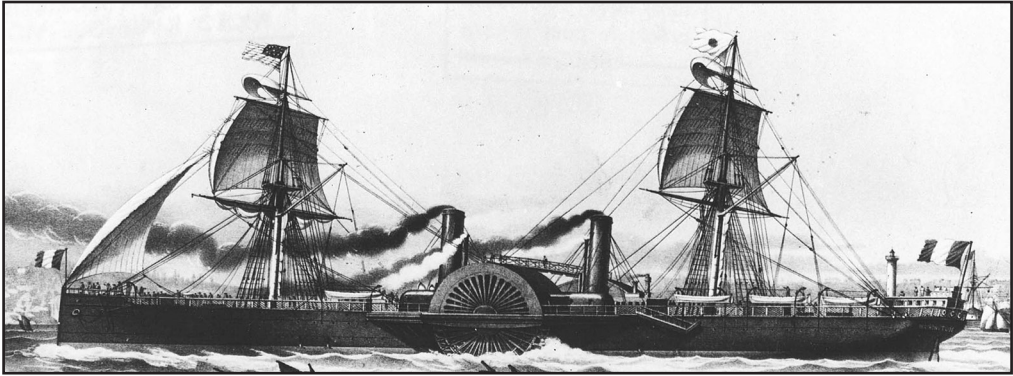


Figure 1. Contemporary engraving of the sidewheel steamship *Washington*, built in 1863 for the Compagnie Générale Transatlantique (CGT). It began service in June, 1864.

The *Washington* began service from Le Havre on June 15, 1864. The June 30 *New York Times* reported her arrival in New York as follows:

The French mail steamship *Washington*, A. Duchesne commanding, from Havre, consigned to George Mackenzie, arrived at this port yesterday.

The *Washington* left Havre at 6 P.M. June 15 with passengers, mails and merchandise, and arrived 5 A.M., June 29. She experienced a succession of strong westerly winds from the coast of France to the Banks of Newfoundland, and dense fogs thence to within 200 miles of New York. At 4 P.M., June 28, off Nantucket, exchanged signals with American ship *Calhoun*, bound west.

The *Washington* is the first steamship of the new General Transatlantic Company.

Figure 2 shows a cover carried on this first voyage of the *Washington*. This letter was posted in Bordeaux on June 14, 1864, franked by two 80 centimes rose 1862 stamps, paying the double-weight rate under the 1857 France-U.S. Convention. The cover was routed via Paris and Le Havre to catch the *Washington* on June 15. As it passed through Paris, it was handstamped with a red “6.”, reflecting the French credit to the United States for double the inland postage of 3¢. On arrival, it received a June 28 “New York Paid 30” postmark,



Figure 2. Franked by two 80 centimes rose 1862 French stamps, this double-rate cover was posted at Bordeaux on June 14, 1864 and carried to New York on the maiden voyage of the steamship *Washington* of the Compagnie Générale Transatlantique (CGT).

which re-stated the double 15¢ convention rate. Unfortunately, the New York postal clerk had not changed the date on his handstamp, which should have read June 29. The clerk also added a faint blue boxed “Fr. Service” marking, confirming carriage by French steamship. The letter was then carried overland to San Francisco, where it was docketed as received on July 19. This letter is the only known survivor of the CGT’s first westbound trip to New York and resided for many years in Dick Winter’s wonderful transatlantic collection.

Postal rates from June 1864 to December 1869

Postal relations between France and the United States were stable from 1864 through 1869. The first postal convention between the two countries became effective on April 1, 1857. It introduced fully-paid rates of 80 centimes per 7.5 grams, or 15¢ per quarter ounce, and an accounting system to distribute the postage to whichever country was transporting the mails. For mail by French packet, the division of the 80 centimes/15¢ rate was 3¢ cents to each country for inland postage and 9¢ to France for the transatlantic service. The settlement of accounts was done in U.S. currency.

Thus, a westbound letter by French packet would show prepayment of 80 centimes and a red mark indicating the credit to the United States for inland postage of 3¢. By the same token, a single-weight eastbound letter by French packet would carry a prepayment of 15¢ in U.S. postage and a red credit to France of 12¢ (3¢ French inland plus 9¢ packet postage).

The 1857 Convention also included provisions for unpaid and underpaid mail. All postage prepaid on an underpaid letter was disregarded and the letter was treated as wholly unpaid. Total postage due on an unpaid single-weight letter was 80 centimes (usually expressed as eight decimes) or 15¢. Since the postage due was collected by the receiving country, the division of postage was managed by debits from the dispatching country to the receiving country. Thus, a westbound unpaid single-weight letter would show a black debit marking from France to the United States of 12¢ (3¢ French inland plus 9¢ packet postage) and postage due in the United States of 15¢. An unpaid eastbound letter would show a black U.S. debit to France of 3¢ for inland postage and postage due in France of eight decimes. The 1857 Convention expired on December 31, 1869 and the two countries entered into a period with no formal postal relations from January 1870 to August 1874.

Name-of-ship markings, June 1864 to February 1866

From June 1864 until February 1866, the postal agents on board the first three CGT steamships used postmarks that included the name of the ship. Raymond Salles, who wrote the definitive work on French maritime mail in the 1960s, traced the two types of these postmarks, as shown in Figure 3.³ The numbers below the postmarks represent his numbering scheme. Octagonal postmarks (Salles type 1705 in Figure 3) were used as transit markings at Le Havre on some westbound mail to the United States. Three different postmarks were prepared for the *Washington*, *Lafayette* and *Europe*, differing by the name of the steamship at the top. These are rare. They were struck on the reverse of letters and dated for the departure from Le Havre.

Figure 4 shows the only known example of the “WASHINGTON/*PAQ. FR.*” transit marking. This sextuple-weight letter was prepaid 4 francs 80 centimes with six copies of the 80 centimes rose 1862 stamp and posted in Le Havre on July 27, 1864. It was endorsed to the second sailing of the CGT Line by the *Washington*. A postal clerk at Le Havre

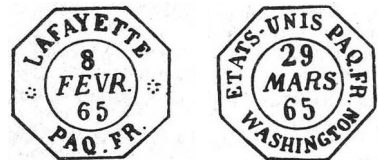


FIG. 1705

FIG. 1707

Figure 3. Salles’ tracings of the CGT name-of-ship postmarks.



Figure 4. Six-times-rate letter mailed July 27, 1864 in Le Havre and carried by the *Washington* to New York. The octagonal “WASHINGTON/*PAQ. FR.*” on reverse (unfolded at top in this image) is the only recorded example of this very rare transit marking.

credited 18¢ (six times 3¢ inland) to the United States per the red manuscript “18” at left. The postal agent on the *Washington* then added the July 27 “WASHINGTON/*PAQ. FR.*” name-of-ship transit postmark, reflecting the steamship’s departure date. On its August 9 arrival in New York, another clerk postmarked the letter as paid and added the blue boxed “Fr. Service” marking.

The “WASHINGTON/*PAQ. FR.*” and “LAFAYETTE/*PAQ. FR.*” transit postmarks were both prepared in 1864 and included fleurons at the sides. The *Europe* did not come into service until May 3, 1865 and her name-of-ship transit postmark omitted the fleurons, as shown on the cover in Figure 5.

This double-weight letter was prepaid 1 franc 60 centimes with two copies of the 80 centimes rose 1862 stamp and posted in Le Havre on May 3, 1865. It was endorsed for the maiden voyage of the CGT steamship *Europe*. A postal clerk at Le Havre credited 6¢ (two times 3¢ inland) to the United States per the red manuscript “6.” On departure, the postal agent on the *Europe* added the May 3 “EUROPE/PAQ. FR.” name-of-ship transit postmark. After a fast 11-day trip, the New York exchange office erroneously marked the cover with a May 15 “N. YORK AM. PKT./PAID” postmark. The blue boxed “Fr. Service” marking seen on Figure 4 was not used for this trip.



Figure 5. Double-rate letter, prepaid with two 80 centimes stamps, posted at Le Havre and carried on the maiden voyage of CGT's *Europe*. The name-of-ship transit postmark, which lacks fleurons, is shown at top on the unfolded reverse portion of the cover.

With just 11 voyages during the period of their use, only five examples of the Salles type 1705 family of transit postmarks are known, and the latest is the May 3, 1865 postmark shown in Figure 5. One is known from the *Washington*, three from the *Lafayette* and one from the *Europe*.

The postal agents on board the CGT steamers could also receive mail directly. East-bound mail posted on board the steamers in New York harbor received name-of-ship origin postmarks (Salles type 1707 in Figure 3) that are also rare. Three different markings were prepared for the first three CGT steamships, differing by the steamship name at the bottom of the postmark. Only one example from each of them is known.

The eastbound cover in Figure 6 shows the red octagonal "ETATS-UNIS PAQ. FR./LAFAYETTE" origin postmark. This letter was prepaid the 1857 Convention rate by 3¢ and 12¢ 1861 stamps. It was posted on board the CGT steamship *Lafayette* in New York harbor on April 26, 1865. The *Lafayette's* postal agent cancelled the stamps with his maritime anchor cancellation and applied the April 26 "ETATS-UNIS PAQ. FR./LAFAYETTE" origin postmark. Since the letter never entered the U.S. postal system, the 12¢ credit to France was not marked on it, and perhaps never collected by France. The *Lafayette* arrived in Le Havre on May 9, and its mail was processed through Paris.

CGT postal agents were supplied with "COR. D'ARMÉES" (military correspondence) postmarks for use on mail from military personnel to indicate that a special concession rate applied. The CGT postal clerks on the New York line typically used these special postmarks for mail from French warships in New York harbor.



Figure 6. Name-of-ship origin postmark (“ETATS-UNIS PAQ. FR./LAFAYETTE”) on an 1865 mourning cover to France posted on board the steamship *Lafayette* in New York harbor. The 3¢ and 12¢ 1861 stamps prepaid the 15¢ rate under the 1857 convention.

Figure 7 shows the only known name-of-ship “COR. D’ARMÉES” marking used on the New York line. This type of marking was unknown to Salles. This unpaid letter was transferred from a French warship in New York harbor to the *Lafayette* in November 1864. The postal clerk on board applied his circular November 9 “COR. D’ARMÉES/LA-FAYETTE” origin postmark, dated for the *Lafayette*’s departure from New York. After its November 22 arrival in Le Havre, the *Lafayette*’s mail was processed through Paris, where this letter was rated 30 centimes due. This represents the 20 centimes military concession rate plus a 50 percent penalty for unpaid mail. Otherwise, 80 centimes (8 decimes) would have been collected from the addressee.



Figure 7. The only known name-of-ship “COR. D’ARMÉES” marking used out of New York. Transferred from a French warship, this cover was posted on board the steamship *Lafayette* in New York harbor on November 9, 1864.

The CGT made only 21 round-trip voyages during the name-of-ship postmark period, which accounts for the rarity of surviving covers.

Ligne H Markings, March 1866 to December 1869

In March 1866, the New York line became known as Ligne H (Line H) in accordance with the new general nomenclature applied to all French packet lines. The name-of-ship postmarks were discontinued at that time. With the addition of three new steamships in 1866, operations of the line also improved. Steamships left every two weeks and generally achieved the then-contract trip time of 12 days or better.

New circular postmarks in the form of “LIGNE H/PAQ. FR. No. __” were made for use as transit postmarks and also as origin postmarks for the few letters posted on board the steamers. These Ligne H postmarks come in four variants, differing by the number at the bottom of the postmark, as shown by Salles’ tracings in Figure 8. Four postal agents were assigned to Ligne H, and each received a different postmark device.⁴ The numbers below the postmarks represent Salles’ numbering scheme.



FIG. 1711/1



FIG. 1711/2



FIG. 1711/3



FIG. 1711/4

Figure 8. Salles’ tracings of the Ligne H transit and origin postmarks. Agents on the four French vessels each received a different numbered device.

It appears that the agents stayed with the same steamship for long periods of time. As an example, the No. 2 postmark (Salles 1711/2) appears exclusively on mail carried by the *Pereire* from March 1866 until August 1868.

Letters posted on board the Ligne H steamers are quite uncommon. The Ligne H origin postmarks (Salles type 1711) were used for westbound mail and dated for the departure of the steamship from Le Havre. Figure 9 shows a westbound June 1867 letter posted on board a Ligne H steamer at Le Havre. This letter was prepaid the 1857 Convention rate to the United States by an 80 centimes rose 1862 stamp. The letter was taken directly to the postal agent on board the Ligne H steamer *Pereire* at Le Havre, who cancelled the stamp with his maritime anchor cancel and postmarked it with his circular June 6 “LIGNE H/PAQ. FR. No. 2” origin datestamp. Perhaps in error, he also postmarked it with his red octagonal June 6 “ETATS-UNIS/PAQ. FR. H No. 2” embarkation datestamp, which was designed to be applied on eastbound mail in New York harbor. The agent credited 3¢ inland postage to the United States per the manuscript “3”. The *Pereire* left on June 6 and arrived in New York on June 17. This letter was sent in a closed mailbag through New York to Boston, where it received a June 18 “BOSTON/PAID” exchange office postmark, as well as a blue boxed “Fr. Service” marking.

Figure 10 illustrates an October 1868 letter also posted on board the steamer. This letter was prepaid the 1857 convention rate to the United States by a strip of four 20 centimes 1863 stamps. It was taken directly to the postal agent on board the Ligne H steamer *Pereire* at Brest, who cancelled the stamps with his anchor cancel and postmarked it with his circular October 8 “LIGNE H/PAQ. FR. No. 2” origin datestamp. The date of the postmark pre-dates the actual posting by two days, and it shows that the agent did not change it from the Le Havre departure date. The agent also added a red “3” indicating a 3¢ credit to the United States for inland postage. The *Pereire* carried the letter from Brest on October



Figure 9. Single-rate letter, posted June 6, 1867 on board the Ligne H steamer *Pereire* in Le Havre harbor and sent to Boston, postmarked with the circular June 6 “LIGNE H/PAQ. FR. No. 2” origin datestamp. Unusually, this cover also bears the red octagonal “PAQ. FR. H No. 2” marking, intended for use in New York on eastbound mail.



Figure 10. October 10, 1868 letter franked with four 20 centime 1863 stamps and posted on board the Ligne H steamer *Pereire* in Brest harbor for carriage to New York.

10 and arrived in New York on October 20, where the red October 21 “NEW YORK/PAID ALL” exchange office postmark was applied. This letter was formerly a part of the matchless Joseph Schatzkes collection of French maritime mail.

In addition to the circular Ligne H postmarks, octagonal “ETATS-UNIS/PAQ. FR. H No. _” embarkation postmarks were made for use in New York harbor on eastbound mail. This was a new type of transit postmark designed to show where and when a letter entered

the French mail system. Accordingly, the origin of the letter (“ETATS-UNIS”) was indicated at the top of the postmark and the point of entry into the French mails (“PAQ. FR. H No. _”) was shown at the bottom of the datestamp. Each of the four postal agents received a different numbered device, as shown by Salles’ tracings in Figure 11.⁵

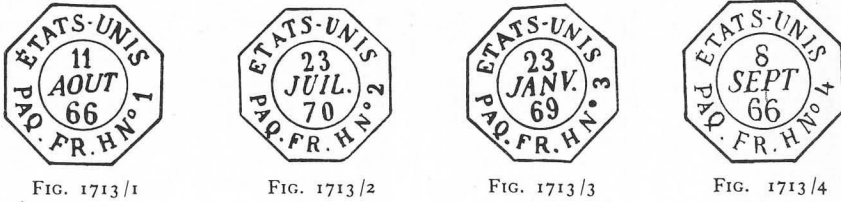


Figure 11. Salles’ tracings of the four different Ligne H embarkation postmarks, used at New York on eastbound mail carried by French packet.

These embarkation postmarks (so-called because they were applied when the letter was embarked on the steamship) were designed to be used on eastbound mails and are dated for the departure of the CGT steamship from New York. This should coincide with the date of the New York exchange office postmark, since those were also dated for the departure of the steamship. These embarkation postmarks are typically seen in red, but can also be found in black.

Figure 12 shows a June 1869 example of the embarkation postmark in black. This letter was mailed in New Orleans on June 7, 1869 and prepaid triple the 15¢ 1857 convention rate with a 30¢ “F” grill 1867 stamp and a 15¢ Type I 1869 stamp. It was postmarked on June 12 at New York, where the triple-weight 36¢ credit (three times 3¢ French inland plus three times 9¢ packet postage) to France was noted. It was then transferred to the Ligne H steamer *Ville de Paris*, which left on June 12 and arrived in Brest on June 21. The postal agent on the steamer added the June 12 “ETATS-UNIS/PAQ. FR. H No. 3” embarkation postmark (Salles 1713/3 in Figure 11) on departure.



Figure 12. Triple-rate letter from New Orleans to Paris, franked with a 30¢ “F” grill 1867 stamp and a 15¢ Type I 1869 stamp, posted at New Orleans on June 7, 1869 and carried by the Ligne H steamship *Ville de Paris* from New York to France.



Figure 13. 15¢ Lincoln cover to France, posted August 24, 1867 on board the Ligne H steamer *Pereire* in New York harbor. The agent on the *Pereire* cancelled the stamp with his anchor cancel and postmarked the cover using his red octagonal August 24 “ETATS-UNIS/PAQ. FR. H No. 2” postmark.

Figure 13 shows an August 1867 eastbound letter posted on board the *Pereire*. This letter was prepaid the 1857 Convention rate by a 15¢ 1866 Lincoln stamp. It was taken directly to the postal agent on board the Ligne H steamer *Pereire* in New York harbor. The agent cancelled the stamp with his anchor cancel and postmarked it using his red octagonal August 24 “ETATS-UNIS/PAQ. FR. H No. 2” embarkation postmark. In this case, the use of this postmark was appropriate for a letter originating in the United States. Since this letter never entered the U.S. postal system, there is no credit shown to France, and France probably never received the 12¢ postage. The *Pereire* arrived in Brest on September 2, and the letter reached Maisons-sur-Seine (near Paris) on September 4.

Exceptionally, letters from sailors on French warships in New York harbor were given directly to the Ligne H postal agents, who had a special origin postmark for such mail. Figure 14 shows a cover from New York with the rare Salles type 1714 postmark. The captain of the French cruiser *Laurier* in New York harbor wrote this letter in May 1866. It was franked by a 20 centimes 1862 stamp, representing the military concession rate to France. The postal agent on the Ligne H steamer *Napoléon III* received the letter directly and cancelled the stamp with his anchor cancel. He also postmarked the letter with his special red circular May 19 “CORR. D. ARM./LIG. H PAQ. F. No. 4” postmark for mail from military

Figure 14. Letter written by the captain of a French cruiser in New York harbor, posted May 19, 1866 on board the Ligne H steamer *Napoleon III*, sent to France at the 20 centimes military concession rate and struck with the “CORR. D. ARM./LIG. H PAQ. F. No. 4” postmark used for mail from military personnel.





Figure 15. Salles' tracing of the Ligne H "Corr. d'Arm." (military correspondence) postmark.

FIG. 1714/4

personnel, and he marked it "PD" (paid to destination), indicating that the 20 centimes concession rate had been accepted for full payment to destination. The *Napoléon III* left New York May 19 on its maiden return voyage and arrived in Le Havre on June 2. Salles' tracing of the "Corr. d'Arm." postmark is shown in Figure 15.⁶

French "Paq. Fr." entry markings

The eastern terminus for the CGT steamships was Le Havre. The Paris-Brest railroad was completed in April 1865, so the CGT introduced a stop at Brest starting in June. This became an important mail stop for all eastbound mail and last-minute westbound mail. This extra stop meant that the contract transatlantic transit time was increased from 11 days to 12 days. Figure 16 shows a map of the rail connections between Paris and the Channel ports, with Le Havre and Brest among the cities highlighted in red.

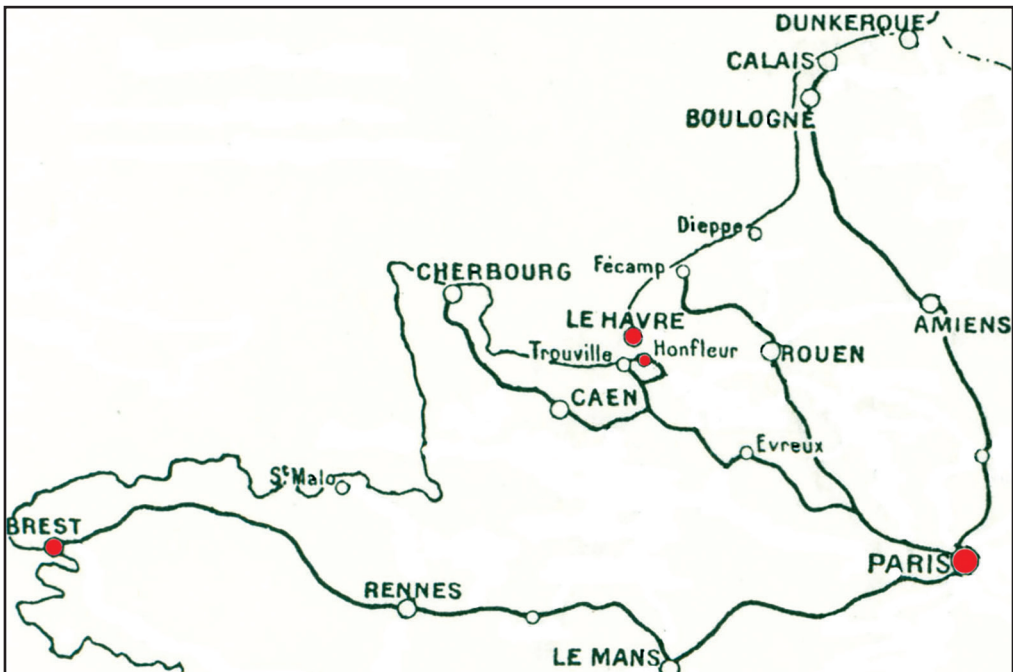


Figure 16. Map showing the rail connections between Le Havre, Brest and Paris during the era discussed in this article. The Paris-Brest railroad was completed in April 1865.

The French post office prepared entry markings for eastbound mail via Le Havre and Brest. The simpler versions of these markings (no brigade number at the bottom of the postmark) were used at Le Havre and Brest for locally-processed mail, and the postmarks with brigade number "2" were applied to the far greater volume of mail processed in transit through Paris. They do not include the ship name, as shown by Salles' tracing of these four types of entry markings in Figure 17.⁷



FIG. 1715 (Le Havre)



FIG. 1716 (à Paris)



FIG. 1717 (à Brest)



FIG. 1718 (à Paris)

Figure 17. Salles' tracings of the four types of CGT entry postmarks used for eastbound mail via Le Havre and Brest. The varieties without numbers at the bottom were applied locally; those with brigade number 2 were applied at Paris.

Covers with the Le Havre local marking are not known, but one example of the rare Brest local marking (Salles 1717 in Figure 17) is recorded. This is shown on the cover in Figure 18. Posted at New Orleans on October 27, 1866, this double-weight envelope was prepaid the double 1857 convention postage by a 30¢ 1861 stamp. It was postmarked at the New York exchange office on November 3, reflecting the scheduled departure date of the Ligne H steamer *St Laurent* on its maiden return voyage. The New York postmark also included a double-weight credit of 24 cents to France. The postal agent on the *St Laurent* then added his November 3 embarkation postmark, and the ship left that day. On its November



Figure 18. Double-weight letter mailed in New Orleans on October 27, 1866, franked with a 30¢ 1861 stamp and carried by the Ligne H steamship *St Laurent* to France. Addressed to Rennes, this letter was processed locally out of Brest, marked with the octagonal November 13 “ETATS-UNIS PAQ. FR./BREST” entry marking (Salles 1717) on reverse.

13 arrival at Brest, this letter was not routed via Paris, but processed locally out of Brest. Accordingly, the postal agent at Brest applied a red octagonal November 13 “ETATS-UNIS PAQ. FR./BREST” entry marking (Salles 1717) on the reverse and sent the letter directly to nearby Rennes (see Figure 16). This entry marking was put in service in June 1865.



Figure 19. Cover to Paris, franked with 3¢ and 12¢ 1861 stamps, posted at New York on March 29, 1865 and struck with a red octagonal “2 LE HAVRE 2” postmark (Salles 1716) dated 11 April 1865, carried by the CGT steamship *Washington* to France.

The cover in Figure 19 shows an April 1865 example of the red octagonal “2 LE HAVRE 2” postmark (Salles 1716). This letter was postmarked in New York on March 29, 1865 and endorsed to be carried by the CGT steamer *Washington* via Le Havre. It is franked by 3¢ and 12¢ 1861 stamps to make up the 1857 convention rate. The New York exchange office postmark includes a 12¢ credit to France. The *Washington* left on March 29 and arrived in Le Havre on April 10. In Paris, it received the red octagonal April 11 “ETATS-UNIS PAQ. FR./2 LE HAVRE 2” entry marking. This marking is also known in blue.

Because of the new stop at Brest, the use of the “2 LE HAVRE 2” entry postmark was discontinued on June 1, 1865.⁸ The “2 BREST 2” entry marking (Salles 1718 in Figure 17) replaced it. The new marking was used in red and blue from June 1865 to April 1866.⁹ Figure 20 shows a late example in blue. This unpaid letter was postmarked in New York on January 5, 1866, endorsed to be carried by the CGT steamer *Europe*. The “3” in the New York postmark is the debit to France for 3¢ U.S. inland postage. On this voyage, the *Europe* suffered damage to its main shaft during a storm and was forced to put into Cherbourg under sail on January 19, rather than Brest as was intended. Its mail was processed through Paris, where the blue January 20 “ETATS-UNIS PAQ. FR./2 BREST 2” entry marking was applied and eight décimes due was assessed. This entry postmark is also known in red.

From March 1866 to December 1869, the Ligne H embarkation postmarks and origin postmarks applied in New York harbor indicated where letters entered the French postal system, so there was no need to apply entry markings when eastbound letters actually reached French soil. Accordingly, use of the Salles type 1716 and 1718 entry postmarks virtually ceased after February 1866.

However, in the rare cases that the Ligne H postal agent did not mark the mail with his embarkation postmark at New York, postal agents at Paris applied an entry marking,

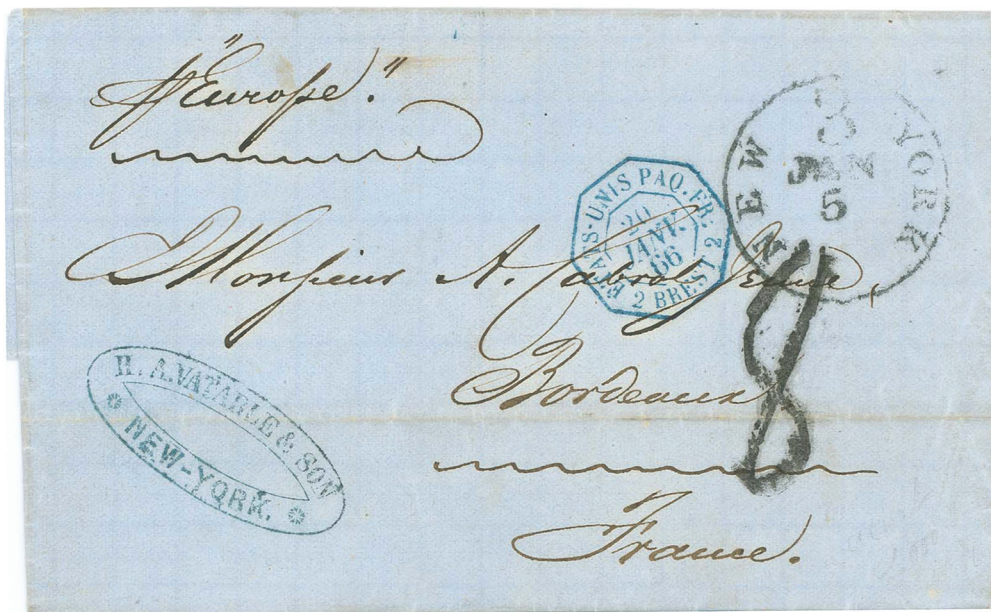


Figure 20. Unpaid letter posted January 5, 1866 in New York and carried by the CGT steamship *Europe* to Cherbourg and marked with the “ETATS-UNIS PAQ. FR./2 BREST 2” entry marking. Eight decimes (equivalent to 15¢) was due from the recipient.



Figure 21. Letter mailed in New York on July 24, 1869, franked with a 15¢ Type II 1869 stamp and carried by the Ligne H steamship *St Laurent* to France. The now-obsolete octagonal “ETATS-UNIS PAQ. FR./2 BREST 2” marking was used to document the cover’s entry into the French postal system.

borrowing from the old supply of obsolete “Paq. Fr.” entry markings. Figure 21 shows a July 1869 example. This letter was franked by a 15¢ Type II 1869 stamp for the postage to France and postmarked at the New York exchange office on July 24, 1869. After it was transferred to the Ligne H steamer *St Laurent* in New York harbor, the postal agent on board inexplicably did not mark it with his octagonal embarkation postmark. The *St Laurent* ar-

rived at Le Havre on August 5, and its mail was processed through Paris. Noting the lack of an embarkation postmark, the postal clerk at Paris used the obsolete octagonal “ETATS-UNIS PAQ. FR./2 BREST 2” (Salles 1718) to document its entry into the French postal system. This was the only sailing for which this entry marking was re-used.

U.S. exchange office postmarks with French packet designations

New York also prepared special exchange office arrival postmarks for CGT mail, all of which contain some abbreviated version of “French Packet.” One type for unpaid mail is known on a September 1864 cover. The letter illustrated in Figure 22 crossed the Atlantic twice in its pursuit of the addressee. Originally addressed to Cherbourg, this well-worn



Figure 22. Well-travelled envelope sent unpaid on August 9, 1864 from Newmarket, New Hampshire, to Cherbourg, addressed to a sailor on board the USS *Kearsarge* and returned by the CGT steamship *Lafayette* to New York.

envelope¹⁰ was posted underpaid (the stamp originally at the upper right has been removed) in New Market, New Hampshire on August 8, 1864. The 1857 convention considered all underpaid mail as totally unpaid, so the Boston exchange office debited France six cents for double U.S. inland postage and sent the letter on the Cunard steamer *Scotia* to England. After it entered France through Calais on August 22, it was routed to the U.S. consul at Cherbourg. The addressee was a sailor on the USS *Kearsarge*, which sank the infamous Confederate commerce raider CSS *Alabama* off Cherbourg on June 19, 1864. Figure 23 shows an 1866 engraving of this famous maritime battle.

Unfortunately, the USS *Kearsarge* had returned to Boston for repairs, so the consul wrote in French, “left for the United States of America at New York” at the left, and he dropped the Figure 22 letter back into the mails unpaid. The CGT steamship *Lafayette* left nearby Le Havre on August 24 on her maiden voyage (and the third of the CGT Line) with this letter and arrived in New York on September 6, 1864.

When the letter arrived unpaid in New York, the country was at the height of the Civil War, and paper money’s value in specie had deteriorated significantly. This led to a curious series of depreciated currency markings which offered the recipient the choice of paying the postage due in non-depreciated coin or in depreciated dollar bills (“notes”). In this case, the New York postal clerk applied the September 6 “N.Y. 30 FRNH PKT/OR U.S. 71 NOTES” postmark. On that day, the price of a dollar of gold in greenbacks was \$2.45 (the

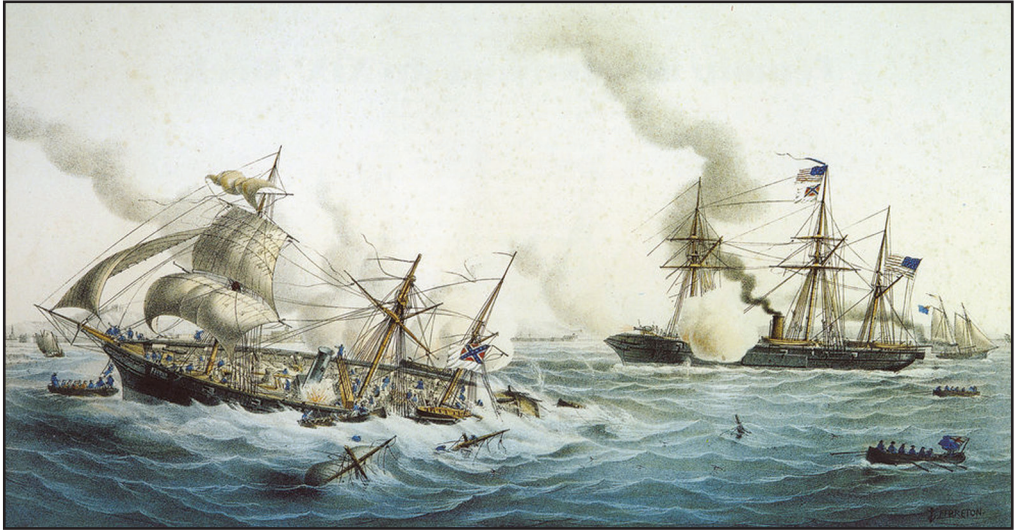


Figure 23. Print created in 1866 by French marine engraver Louis Le Breton, showing the battle the USS *Kearsarge* and the Confederate raider *Alabama* off Cherbourg.

peak of \$2.85 was reached on July 11, 1864), so the clerk computed the equivalent of 30¢ in silver coin to be 71¢ in greenbacks.¹¹ The letter was forwarded to Boston for an additional 3¢ due, and the total due of 74¢ was marked in blue crayon. Dick Winter describes this New York exchange office marking as type 435.¹²

Figure 24 shows a smaller version of the “Frnh Pkt” New York depreciated currency postmark as well as a September 1866 Ligne H transit postmark. This unpaid letter was posted in Marseille on August 29, 1866 and endorsed to go via England. Instead, it was routed via Brest to catch the Ligne H steamer *Pereire*, which departed on September 1



Figure 24. Unpaid letter mailed in Marseille on August 29, 1866 and carried by the Ligne H steamship *Pereire* to New York, where the cover was struck with the September 11 “N.Y. 15 FRNH PKT/OR U.S. 21 NOTES” exchange-office postmark.

and arrived in New York on September 11. On departure, the postal agent on the *Pereire* postmarked the back of the cover with the circular September 1 “LIGNE H/PAQ. FR. No. 2” transit mark (Salles 1711/2 in Figure 8). After its arrival in New York, the letter was struck with the September 11 “N.Y. 15 FRNH PKT/OR U.S. 21 NOTES” exchange office postmark, which indicated that the postage due could be paid by 15¢ in coin or 21¢ in paper money. On September 11, the price of gold in greenbacks was \$1.45 (substantially less than in 1864), so the clerk computed the equivalent of 15¢ in silver coin to be 21¢ in greenbacks.¹³

In addition to the depreciated currency marking described above, Winter catalogs three types of New York exchange-office postmarks with French packet designations.¹⁴ The New York exchange office used his type 125 postmark on some unpaid incoming Ligne H mail. This transit postmark is rare and is not recorded on mail originating in France. Figure 25 shows an example used on a letter from Baden, via France to Cincinnati. This unpaid letter was posted in Donaueschingen, Baden on August 19, 1864 and endorsed to be routed via Le Havre, France. Under the terms of the 1858 Baden-France postal treaty, Baden was entitled to 3 kreuzers per 15 grams, so the letter was rated triple-weight (per the “3” at the



Figure 25. Unpaid letter mailed in Baden on August 19, 1864 and carried by the Ligne H steamship *Lafayette* to New York. Image courtesy of Dwayne Littauer.

upper left) and marked “B.3K.” for the 9k triple rate debit to France. It then entered France at Strasbourg, per the August 20 “BADE STRASB./AMB. D” entry marking. France concurred with the triple-rate assessment by marking the letter for a 54 cents debit to the United States, per the manuscript “54.” It was then routed to the CGT steamship *Lafayette*, which left Le Havre on August 24 on her maiden voyage (and the third of the CGT Line) and arrived in New York on September 6, 1864. The letter illustrated in Figure 23 was carried on this same trip.

Once in New York, the complicated Figure 25 letter became even more so. The New York exchange-office clerk appropriately marked the letter with his blue boxed “Fr Service” marking and his September 6 type 125 “N.Y. FRENCH PKT” postmark. He also reweighed the letter and concluded that it was only double-weight, so he crossed out the “3” at upper left and added a manuscript “2.” He also incorrectly rated it as though it originated in France and assessed 30¢ postage due in specie or 71¢ due in depreciated notes, per the



Figure 26. Letter franked with an 80 centimes rose 1862 stamp, posted in Paris November 8, 1866 and carried by the Ligne H steamer *Ville de Paris* to New York. The forwarding firm of John Munroe & Co. marked the letter with its oval cachet and the routing “Par Steamer Pr. les États-Unis.”

blue manuscript “71/30.” This error probably cost the U.S. post office 24¢, since only 30¢ postage due was collected against a French debit of 54¢.

The other two New York exchange office markings with French packet designations are Winter types 127 and 128. The New York exchange office used them on some prepaid incoming Ligne H mail. Figure 26 shows the type 127 postmark. This letter was entrusted to a Paris forwarder, John Munroe & Co., which marked the letter “Par Steamer Pr. les États-Unis” (by steamer to the United States) and paid the 1857 Convention rate with an 80 centimes rose 1862 stamp. They then posted it in Paris on November 8, 1866. The Ligne H steamer *Ville de Paris* carried the letter from Le Havre on November 9 and arrived in New York on November 21, where it received the red November 21 “NEW PAID YORK/FR. PKT.” exchange-office postmark.

Figure 27 shows Winter’s type 128 New York postmark on a February 1867 letter. This letter was prepaid the quadruple-weight 1857 Convention rate by a strip of four 80 centimes rose 1862 stamps. It was then posted in Bordeaux on February 28, 1867. France credited four times U.S. internal postage by the red manuscript “12.” The Ligne H steamer *Ville de Paris* carried the letter from Brest on March 2 and arrived in New York on March 12, where the red March 12 “N. YORK FR. PKT./PAID” exchange-office postmark was applied.

These “Fr. Pkt.” New York exchange office postmarks were not used on all westbound Ligne H mail. It is not clear why some letters were so marked while others received regular non-designated exchange-office markings.

Boston also used a rarely-seen exchange-office postmark with a French packet designation on westbound Ligne H mail that was sent in closed mailbags through New York to be processed in Boston. Figure 28 illustrates the only recorded example. This letter was prepaid the 1857 convention rate to the United States by a pair of 40 centimes orange 1862 stamps and then posted in Nice on May 19, 1868. The Ligne H steamer *St Laurent* carried the letter from Brest on May 23 and arrived in New York on June 3. The cover was sent in a closed mailbag through New York to Boston, where it received the red June 4 “BOSTON FR. PKT./PAID” exchange office postmark.



Figure 27. Quadruple-weight letter posted in Bordeaux on February 28, 1867 and carried by the Ligne H steamer *Ville de Paris* to New York, where the red March 12 “N. YORK FR. PKT./PAID” exchange-office postmark was applied.



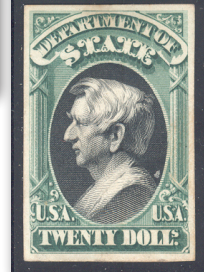
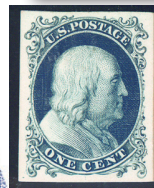
Figure 28. Franked with a pair of 40 centimes orange 1862 stamps, this cover was posted at Nice on May 19, 1868 and carried across the Atlantic on the Ligne H steamer *St Laurent*. The cover was sent in a closed mailbag through New York to Boston, where it received the rare “BOSTON FR. PKT./PAID” exchange-office postmark. The strike on this cover is the only recorded example.

This period came to a close with the expiration of the 1857 convention on December 31, 1869. The concluding installment of this article, to be published in the August *Chronicle*, will cover the second period, 1870-72.

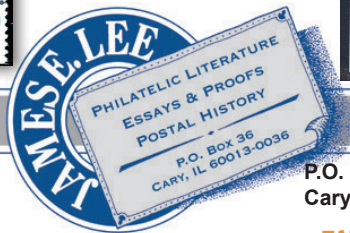
Endnotes

1. Raymond Salles, *La Poste Maritime Française* (Imprimerie Alençonnaise, 1965), Vol. IV, pg. 15.
2. Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988), pg. 277.
3. Salles, *op. cit.*, pg. 230. Only one variant of each type of postmark is shown. "Salles 1705" in this text refers to the family of three postmarks with different ship names, numbered by Salles as 1704 (for the *Washington*) and 1706 (for the *Europe*). Salles had not encountered examples of 1704 or 1706 when he published his work. Similarly, "Salles 1707" in this article refers to the family of three postmarks (Salles 1707-1709) characterized by different ship names.
4. *Ibid.*, pp. 228 and 232. The four agents assigned to the Ligne H were Messrs. Canet, Sajous, Vedrines and Fleys.
5. *Ibid.*, pg. 233.
6. *Ibid.*, pg. 233.
7. *Ibid.*, pg. 236.
8. *Ibid.*, pg. 231. This Le Havre entry postmark was re-introduced in 1869 for use on HAPAG Line mail from New York.
9. *Ibid.*, pg. 236. This Brest entry marking was re-used for one sailing of which arrived in France on August 5, 1869.
10. Illustrated courtesy of Richard Winter, who included it as Figure 5-551 in *Understanding Transatlantic Mail* on page 443.
11. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, 2nd Ed. (Lawrence, Massachusetts: Quarterman Publications, Inc., 1975), pp. 186-191. In this case, the \$2.45 price of gold in greenbacks was multiplied by the gold value of a dollar's worth of silver subsidiary coins (0.967 in 1864) and multiplied by the 30¢ (0.3) due in coin to reach the 71¢ due in notes.
12. Hubbard and Winter, *op. cit.*, pg. 377.
13. Hargest, *op. cit.*, pp. 186-191. In this case, the \$1.45 price of gold in greenbacks was multiplied by the gold value of a dollar's worth of silver subsidiary coins (0.964 in 1866) and multiplied by the 15¢ (0.15) due in coin to reach the 21¢ due in notes.
14. Hubbard and Winter, *op. cit.*, pg. 360. Winter cites the Type 125/126 (known 9/64 to 2/67), Tpe 127 (known 4/65 to 7/67) and Type 128 (known 2/67 to 6/68) datestamps. ■

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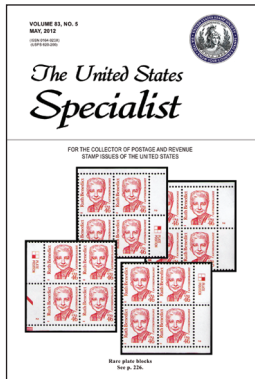


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**MAILS OF THE WESTWARD EXPANSION, 1803 TO 1861
BY STEVEN C. WALSKE AND RICHARD C. FRAJOLA**

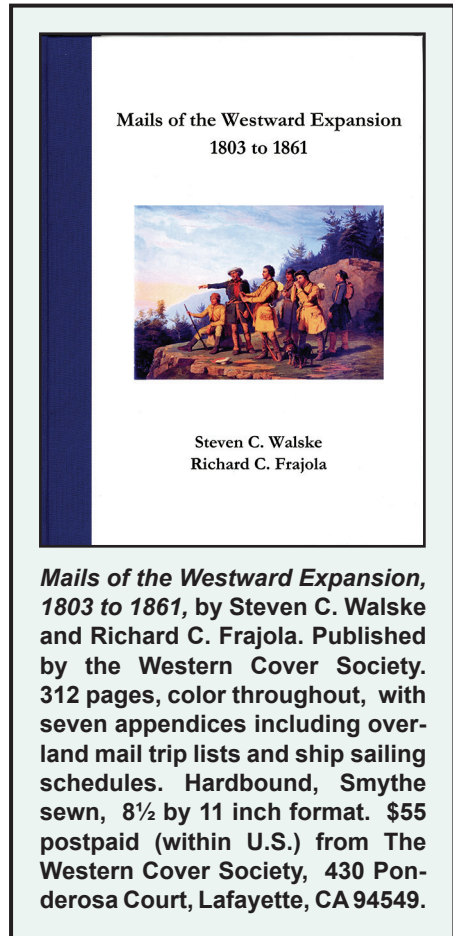
REVIEWED BY JAMES W. MILGRAM, M. D.

The first author, Steven Walske, who is editor of the Western Mails section of the *Chronicle*, contributed to *Western Express* a series of articles titled “Heart of the West,” which consisted of captioned illustrations of wonderful covers and ran in five issues of that publication (September 2008 to September 2009). This new book, which Walske co-authored with postal history dealer Richard Frajola, is a very different treatment of Far Western mails, beginning with the Louisiana Purchase in 1803 and ending with the Pony Express in 1861.

There are 13 text chapters on 235 pages printed in a single-column format, with scattered illustrations in each chapter and abundant maps and tables. In addition to showing covers, the illustrations include some small portraits of famous pioneers and several paintings of important sites, all of which serve to make the book more interesting to read. But make no mistake, this is a book about covers and how mails were handled. As such it differs profoundly from *Letters of Gold* (published by the Philatelic Foundation in 1984) which was an academic historical text into which illustrations of covers were subsequently implanted.

In *Mails of the Westward Expansion*, the illustrations of the covers are close to actual size with short captions giving an overview of the usage that is illustrated by the cover. Many pages contain no illustrations and no page shows more than two. So this book contains considerable text and represents much more than an attractive portfolio of covers.

The organization of the chapters is more or less chronological, but the focus is on various categories of covers, which the authors present in a well-organized manner without jumping



around. Thus Mail via Panama (1848-1861) is a separate chapter as is Overland Mail (1850-1861). Both of these chapters follow the Mormon story, which is well presented in Chapter 5, as Central Overland Mail (1847-1850).

The Preface gives much credit to Floyd E. Risvold, whose research and collection is said to have inspired the book. The Risvold collection was sold at auction in January 2010; I reviewed the sale in *Chronicle* 226. Any collector who is interested in western or early transcontinental mails should obtain a set of the three Risvold catalogs.

While Risvold's collection contained many interesting items, no one can say it was complete in any area; other collections contain more important American historical documents and letters. But Risvold personally inspired the authors, Walske the experienced collector and Frajola the experienced dealer. Other collectors are also acknowledged in the preface. Certain illustrations are from institutions. These are acknowledged in the text, although I think it would be better practice to acknowledge such sources in the caption lines as well.

The text is very readable. This is one of those books you want to read first, just for the enjoyment of it, and then retain for reference. But the book cannot serve as a full-fledged reference source. The chapter-by-chapter bibliography with which the book concludes (headed "References") has little to do with the sources of the facts presented in the basic text. Some articles on specific aspects are cited, but many more are not. Each chapter is also supported by endnotes, but these too seem selective and incomplete. De-emphasis of scholarly paraphernalia was obviously a choice made by the authors to create a text that flows well and reads easily. Unlike many philatelic publications (including the *Chronicle*), the text is not written around the illustrations. Instead, the illustrations appear as additions to the text. The text is primary and the illustrations are secondary. Full explanation of what the pictures show appears in the text, not the captions.

The selection of which covers to illustrate is excellent. Many of the greatest rarities are shown, next to covers that are not as rare but equally important to moving the narrative forward. I also like the size of the illustrations. Covers are basically shown life sized, allowing the reader to view a full cover in familiar context.

Regrettably, a lack of contrast in some of the covers obscures detail. In Chapter 12, as an example, I had difficulty trying to read the text of the Jones and Russell marking on the cover in Figure 12-11. And Figure 12-6, the famous Stout correspondence cover, to "Cherry Creek, Kansas Territory," would have reproduced much better as a darker scan. In my experience, higher contrast is preferable to reproduction that is too light. The excellent scans of Pony Express covers in the last chapter compare very favorably with the much lighter covers in the early chapters.

The book concludes with seven appendices that present invaluable trip and sailing data. The titles themselves are descriptive: Rocky Mountain Trip List, 1804-1843; Oregon Ship Sailings, 1824 to 1848; Via Panama Sailings, 1849 to 1861; Central Overland Trip List, 1850 to 1861; Via Nicaragua Sailings, 1851 to 1856; Southern Overland Trip List, 1858 to 1861; United States Postal Rates, 1816 to 1861.

If the trip data helps flesh out just one cover in your collection, that will pay for this book—which at \$55 is affordable in any case. If you intend to buy this book, you should act soon. The press run was very limited, there will be no reprints, and as these words are written (in late March), the book was said to be just 50 copies away from selling out. A very interesting work, easy to read, nicely illustrated and affordable too, this will always be a good book to own. ■



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EXPLANATION OF PROBLEM COVER IN CHRONICLE 245

The Problem Cover in *Chronicle 245*, shown here in Figure 1, generated a number of useful responses. The challenge was to document the cover's journey from start to finish by interpreting the manuscript and handstamped markings on the front; the reverse is mute. As a helpful hint, one essential marking, lightly struck on the cover, was shown as a tracing. This is the Buehler's Eagle Hotel marking presented in Figure 2.



Figure 1. Our Problem Cover from the previous issue was this forwarded cover that originated in Harrisburg and travelled via Washington, D.C. to Bucks County, Pennsylvania. It bears the double-oval hotel marking traced in Figure 2. The challenge was to trace the cover's journey and in so doing, to explain the various markings.

A number of Route Agents provided comments and great thoughts about this cover. Labron Harris, James Milgram, Jerry Palazolo and Roger Rhoads all got the basic story right. The paragraphs that follow summarize the analysis:

A hotel guest in Harrisburg, Pennsylvania, deposited a letter in the outgoing mail box at the front desk of the hotel. At some point on April 3, a hotel clerk hand-stamped the outgoing mail, including this letter, with the black "Buehler's Eagle Hotel, Harrisburg, Pa." double-oval handstamp traced in Figure 2. The mail was then taken to the Harrisburg Post Office.

Our letter entered the postal system that same day, prepaid, as indicated by the blue Harrisburg, Pa. circular datestamp and matching "PAID" and "10" handstamps. When the cover arrived in Washington, D.C. it was learned that the addressee (at the Washington Navy Yard) had removed to Morrisville, Bucks Co., Pennsylvania. On April 5, the letter was handstamped with the red Washington circular datestamp at upper left, re-routed to Morrisville and rated 10¢ postage due. The blue "PAID" was



Figure 2. A tracing of the double-oval hotel marking faintly struck on the Figure 1 cover.

crossed out and a manuscript “forw’d” was written underneath it. The blue “10” was left standing, to represent the 10¢ postage due in Morrisville. There the manuscript “paid” and “chgd. 10cts No. 1” was applied, presumably charging the due postage to a boxholder account. With the forwarding postage paid, the letter was turned over to its addressee.

Per the *American Stampless Cover Catalog*, the Buehler’s Eagle Hotel marking is known on covers between 1846-1848. The letter rate at this time was 5¢ per half ounce. Thus, this was a double-rate letter that required twice the 5¢ rate on each leg of its journey. The recipient, Dr. George Clymer (1804-81), was a grandson of a signer the Declaration of Independence and a Navy surgeon.

PROBLEM COVER FOR THIS ISSUE



Figure 3. Our Problem Cover for this issue was posted in Nashville on June 13, 1861. The challenge is to explain the apparently contradictory markings.

Our Problem Cover for this issue is illustrated in Figure 3. This is a neat small stampless cover mailed from Nashville to Athens, Tennessee, on June 13, 1861. (The “13” is inverted.) The cover was marked Paid 5, the proper CSA rate of 5¢ per half ounce, by the Nashville post office. But when the cover arrived in Athens, it received a manuscript Due 3, indicating that it was being charged as short paid or unpaid. Why did the postmaster in Athens treat this cover as improperly paid? Clue: Dates are important in solving the mystery! ■

(Continued from page 113)

August 1975). There I presented a black-and-white photo of one of the covers Trepel illustrates in his current article. Coincidentally, it was Figure 2 in my article back then, and it’s Figure 2 again in Trepel’s article this issue (page 161). In the article 40 years ago, I wrote: “This is one of those covers that makes us wish we had full-color capability in the pages of the *Chronicle*, for the photo in Figure 2 does not do much justice to this cover, one of the nicest 30¢ 1869 covers this editor has ever seen.”

In an email calling attention to this remark (which I had long forgotten) Trepel said: “You might want to mention this in your Editor’s intro to the May issue. Dreams really do come true!” This brought a tear to the usually steely editorial eye. Trepel is right: Good things can happen if you live long enough. Having forgotten I had wished for it 40 years ago, I’m now doubly pleased to have helped bring color into the pages of the *Chronicle*. ■

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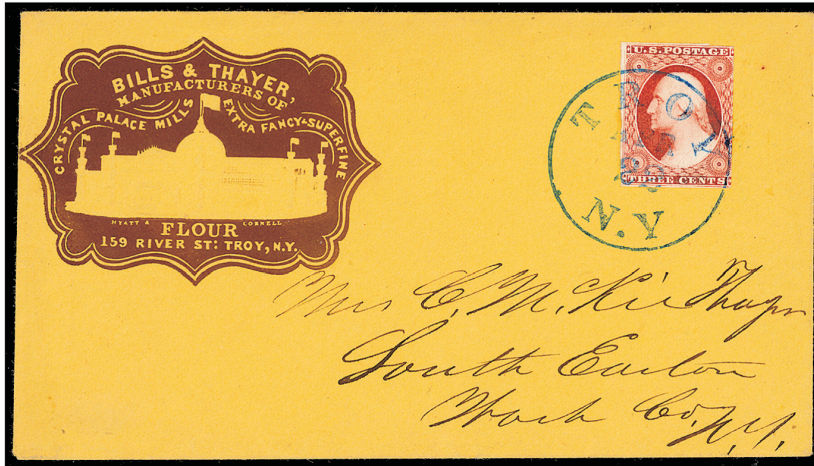
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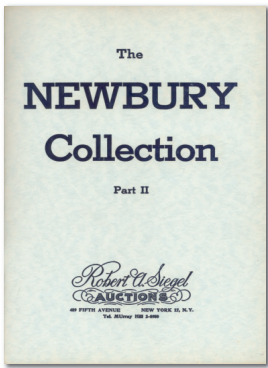
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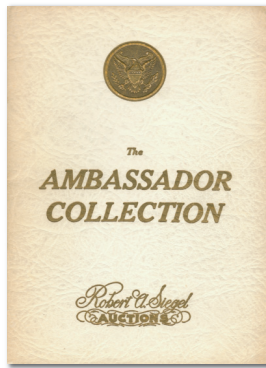
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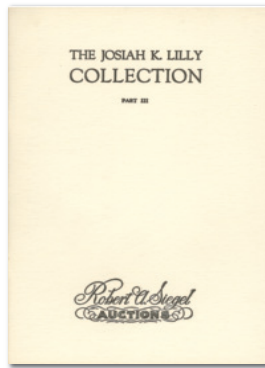
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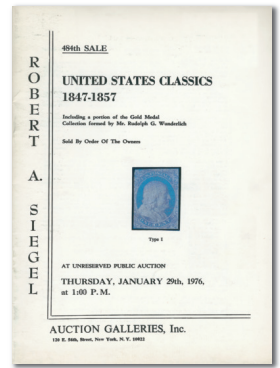
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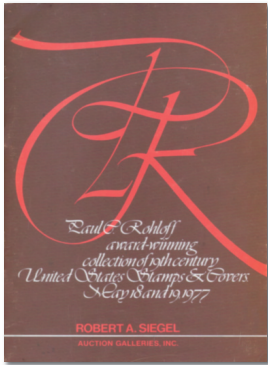
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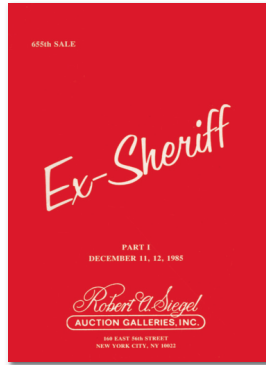
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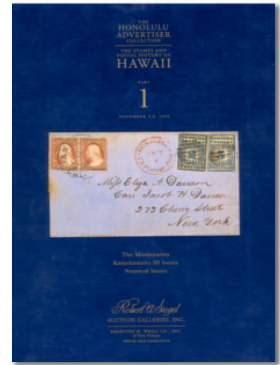
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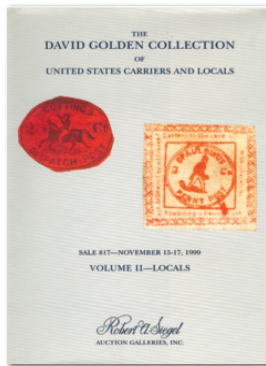
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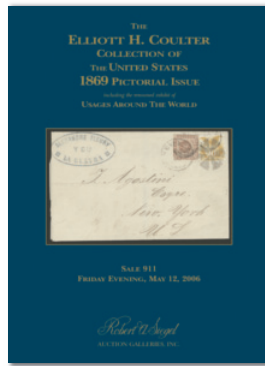
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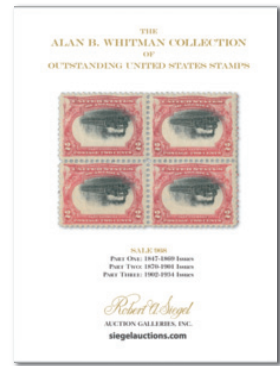
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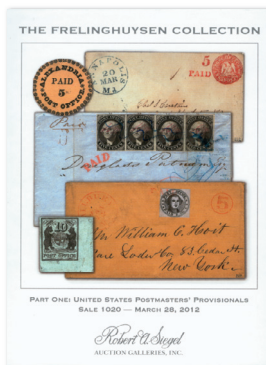
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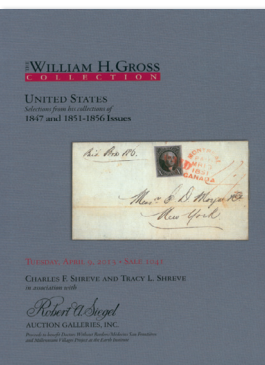
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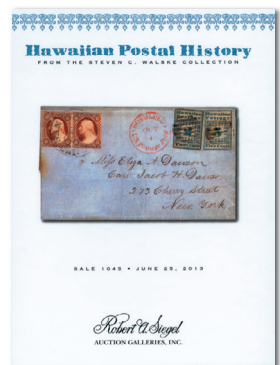
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