

The

Chronicle

of the U.S. Classic Postal Issues



From the standpoint of analytical chemistry, these two 5¢ 1847 stamps are identical—but not many collectors would treat them as duplicates. Gordon Eubanks' analysis of the ink used to create these stamps (page 337), shows that chromium was not part of their make-up.

November 2016

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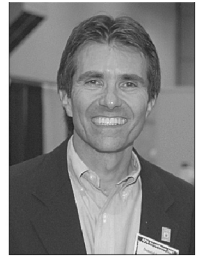
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IN THIS ISSUE

This issue of the *Chronicle* places an emphasis on registered mail and other special mail services. In our 1851 section (page 339), James Milgram begins an encyclopedic discussion of registered covers from the decade of the 1851-57 stamps, a definitive treatment of unofficial and official registration from this era. It includes a table of known registered covers with 1851-57 stamps (also 1853 entire envelopes) and cover illustrations showing all known handstamped registry markings from the 1851 era. Because of its length, this article will appear in two parts.

Milgram's focus is on domestic covers. In our Foreign Mails section (page 391), Leonard Piskiewicz looks at international registration. His article, "On the Routing and Handling of Foreign Registered Mail During the 19th Century" uses archival documents and the evidence of covers (both outbound and inbound) to show how registered-mail exchange procedures evolved during the 19th century.

In addition, in our Bank Note section (page 379), German member Heinrich Conzelmann, who has contributed substantially to our pages over the years, takes a close look at a parcel label bearing a 90¢ small Bank Note stamp, and uses that object to launch a broad investigation of U.S.-German special delivery service during the 19th century. As a bonus, Conzelmann's article includes a census of all known uses (covers, labels and tags) of the 90¢ small Bank Note stamp. There aren't many.

A *Chronicle* article need not be long to be important. The cover of this issue features striking images from our 1847 section (page 337), where Gordon Eubanks describes the results of an analytical investigation of the ink pigment used on the 5¢ 1847 stamps. His conclusion, that chromium compounds were never involved in the ink formulary, contradicts the established assumptions of several previous scholars.

In various *Chronicle* articles over the last few years, James Baird has explored the subject of coastal mails between New York and Charleston during the early days of steamboat service. In "Early Coastal Mail Carriage South of Charleston" (page 326) he expands on this subject to examine three fascinating covers sent north from Florida during the Seminole Wars. Baird tells an interesting tale and tells it well.

In our 1861 section (page 362), Jerry Palazolo illustrates and discusses all the town markings used by federal post offices in occupied Tennessee. As Palazolo explains, this article is based on research originally assembled by the late Richard Graham, who for many years edited a *Chronicle* Civil War section. The article includes a tabular listing of the markings, supported by four pages of marking illustrations. Additionally, commencing this issue, Palazolo takes over as editor of our Cover Corner section, replacing John Wright, whose resignation for personal reasons we have accepted with regret. We hope and expect that Wright will continue to contribute to the Cover Corner, but the responsibility is now Palazolo's, and you can see the results of his first effort on page 410.

Rounding out this issue are an article in our Carriers and Locals section (page 318), written by Clifford Alexander and John Bowman, on twice-delivered letters carried by the City Despatch Post; a short piece from Jay Kunstreich (page 358) providing refined guidelines for identifying 1¢ 1857 stamps that show part of the engraver imprint; and reviews of two important new books (page 406). Enjoy! ■

**THE PENNY POSTMAN RINGS TWICE:
RE-DELIVERED LETTERS CARRIED BY THE CITY DESPATCH POST**

CLIFFORD J. ALEXANDER AND JOHN D. BOWMAN

Throughout the 19th Century, delivery of mail by postal carriers was a personal service in part due to the fee system. In England, carriers collected one penny for their letter delivery service, which was called the “penny post.” A carrier was typically paid in cash by the addressee at the time of delivery. In the United States, until the Franklin and Eagle Carrier stamps were issued in 1851, there were no official 1¢ or 2¢ adhesives available with which to prepay carrier fees and drop letter rates. Carriers brought letters to homes and businesses, knocked or blew a whistle and waited for the door to open.

Residential and business mail boxes were rare in the mid-19th century. In fact, the authors have found no records of business or residential mail boxes being built into doors or affixed to outside walls during the 1850s or 1860s. Although carrier fees were eliminated in 1863, it was not until the 1890s that the Post Office department, in Postmaster General John Wanamaker’s administration, established a federal program to encourage city residents to purchase and install household letter boxes.¹

When a resident was not home or did not open the door, the carrier continued with his rounds and brought undelivered letters back to the office on his return. An attempt to deliver those letters would be made at a later time that day or the next business day. Presumably, many letters could not be delivered by carriers and local posts on the first try. Covers delivered by City Despatch Post in New York are interesting subjects for study because each one was postmarked with the month, day and time that the letter was sent out for delivery. Letters sent out twice were marked twice.

City Despatch Post

The City Despatch Post had four different owners from February 1, 1842 to 1851. It was established in early 1842 as the New York City Despatch Post by Henry Thomas Windsor, an Englishman who thought there was a business opportunity for a penny post modeled after Sir Rowland Hill’s system in London. He hired his friend, Alexander M. Grieg, to manage the post, and one of Grieg’s first decisions was to print an adhesive postage stamp to permit patrons to prepay fees. According to Perry and Hall, in its first half year of operations, the City Despatch Post delivered more letter volume than did the New York Post Office, with about 450 letters per day for the former compared with 250 for the latter.²

Because of its success, Postmaster General Wickliffe urged New York Postmaster John L. Graham to offer similar service, and Graham in August 1842 negotiated purchase of the City Despatch Post. The name was changed to the “United States City Despatch Post” to remind patrons that it was a continuation of the existing business by the government and also to facilitate new adhesive and postmark designs. The only postmark change necessary was to alter the letters “NY” at the bottom to read “US.” See Figure 1.

Although the Postal Act of March 3, 1845, reduced the rates for inter-city mail, it increased the drop letter rate from 1¢ to 2¢. As a result, letters deposited in a collection box or with the post office and then delivered by carrier cost 4¢ rather than 3¢. This made

Figure 1. Postmarks used by New York City Despatch Post during 1842-51 under various owners. Adapted from Hubert Skinner's "Early Cancellations of New York City," published in *Chronicle* 167 (August 1995).



the government carrier service less competitive and opened a wider door for private local competition. The government sold the Post on November 30, 1846 to Abraham Mead, who changed the name to Post Office City Despatch Post.

The postmark was again altered at the bottom to substitute "PO" for "US." The postmarks used by the different owners of the Post are illustrated in Figure 1. Mead operated the post for only about one year and sold it to Charles Coles in late 1847 or early 1848. It is not known how long Coles continued to operate the Post, but there is at least one apparently genuine cover dated January 26, 1851.

Twice-delivered covers

During the ten years it operated under different owners and names, the City Despatch Post offered one morning and two afternoon deliveries from its offices each day except Sunday. Letters deposited at the offices as well as those collected during rounds were sorted and given to carriers at the three designated times they were scheduled to leave for deliveries. Figure 2 is a careful recreation of an advertisement of the U.S. City Despatch Post, based on a Xerox of a photo of the original ad, which was once in the Knapp collection. The ad informs patrons that carriers would leave the post office with letters for delivery at 9 a.m.,

UNITED STATES'

CITY DESPATCH POST.

HOURS OF DELIVERY EACH DAY, (*Sundays Excepted,*)

AT THE PRINCIPAL OFFICES,

Upper Post Office, Park, and Lower Post Office, Merchants' Exchange, William-Street.

Letter deposited before half past 8 o'clock, A.M.	}	<i>Will be sent out for delivery at</i>	9 o'clock,	
do. do. do. 12 do. A.M.				1 o'clock,
do. do. do. 3 do. P.M.				and 4 o'clock.
At the Stations, 7 o'clock, A.M.				
do. 11 do. A.M.				
do. 2 do. P.M.				

Letters to be sent free, must have a Free Stamp affixed to them, which can be purchased at the Upper and Lower Post Offices, and at all the Stations. The charge will be 36 cents per dozen, or \$2.50 per hundred.

All Letters intended to be sent forward to the General Post Office for the Inland Mails, must have a Free Stamp affixed to them.

Letters not having a free stamp, will be charged three cents, payable on delivery.

Where Money is enclosed in Letters, it is desirable to have a name registered at the Upper Post Office, where a registry is kept.

New York, July, 1844.

JOHN LORIMER GRAHAM,
Post Master.

Figure 2. Reproduction of a July, 1844 advertisement for the U.S. City Despatch Post, detailing a very specific delivery schedule for letters sent from its offices.

Owner	Year	Marking 1	Marking 2	Stamp	Reference
NYCDP	1842	FEB 1 9AM	FEB 25 9AM	40L1	Figure 3
NYCDP	1842	FEB 3	FEB 4 (ms)	40L1	862 RAS 38
NYCDP	1842	MAR 31 4PM	APR 1 9AM	stampless	Hahn file, CCNY
USCDP	1842	SEP 27 9AM	SEP 28 9AM	stampless	Figure 8
USCDP	(1843-46)	JUN 25 9AM	JUN 26 9AM	stampless	Figure 4
USCDP	(1843-46)	JUL 6 4PM	JUL 7 9AM	stampless	Wolffers 9-14-71
USCDP	1844	NOV 18 4PM	NOV 19 9AM	stampless	Figure 6
USCDP	(1843-46)	DEC 6 1PM	DEC 6 4PM	stampless	Figure 5
USCDP	(1843-46)	MAR 22 9AM	MAR 22 1PM	stampless	Figure 7
POCDP	1847(?)	JAN 18 4PM	JAN 19 9AM	stampless	Hahn file, CCNY
CCDPO	1848	JUL 10	JUL 11	40L5	Figure 9

Table 1. The authors' census of twice-delivered covers carried by the City Despatch Post under various owners. Abbreviations in the "Owner" column: NYCDP = New York City Despatch Post; USCDP = United States City Despatch Post; POCDP = Post Office City Despatch Post; and CCDPO = Coles City Despatch Post Office. The "Marking" columns show the month and time-of-day information that appear within the two markings on each cover. "Reference" column provides information that will lead to an image of the subject cover.

1 p.m. and 4 p.m. Letters would be taken out of the office for delivery at the next scheduled time if they were deposited with the office at least 30 minutes before the carrier left.

This delivery policy and its supporting postmarking system resulted in a number of City Despatch Post letters that we can establish were delivered twice. The authors have found 11 such covers. They are listed chronologically in Table 1. The first column in the table designates the owner of the post. The second column shows the year date (where known) or a year range. The third column shows the date and time information from the earlier marking and the fourth column shows this same information from the later marking. The fifth column designates the stamp on the cover. And the final ("Reference") column provides information that will lead to an image of the cover. Note that while the majority of the covers, six in all, date from the U.S. City Despatch Post era, twice-delivered covers are recorded from all four ownerships.

N.Y. City Despatch Post

The cover illustrated in Figure 3 may have been delivered twice, but not on consecutive rounds or days. This famous cover contains a printed announcement of the establishment of the Post and has been illustrated in numerous articles. The cover was last sold in Richard C. Frajola's sale of the William Middendorf collection of carriers and locals, which was the source of the Figure 3 illustration.

This cover has February 1 and 25 postmarks, the first of which ties a 3¢ NY City Despatch Post stamp (40L1). It is a unique first day cover both of the Post and of the first adhesive stamp issued in the United States. But why is the second postmark dated "Feb 25"? Robert A. Siegel Auction Galleries, Inc. has explained that "it is generally accepted that these advertising notices were prepared and distributed by Grieg's office during the first week, commencing February 1, 1842. The re-dated February 1st and February 3rd notices were probably prepared at the earlier date and delivered at the later date." This write-up accompanied the sale (Siegel sale 862, lot 38) of a cover similar to Figure 3, but dated



Figure 3. First day of use of the first adhesive stamp issued in the United States, with Feb. 1 and Feb. 25 (1842) datestamps, both “9 O’CLOCK.”

February 3. On this cover, addressed to a bank president, the handstamped Feb. 3 date is overwritten “4” in ink. We have included both these covers in this survey, even though it is not clear they were delivered twice.

Another N.Y. City Despatch Post cover has one date stamp dated March 31 (1842) at “4 O’CLOCK” and another dated April 1 at “9 O’CLOCK.” This was addressed to No 9 Nassau Street and shows at bottom left a manuscript “Kindness of Dr. Frick.” There is no indication on the cover as to why it could not be delivered on March 31. A photocopy of the cover was found in the Calvet Hahn files in the Collectors Club of New York.

U.S. City Despatch Post

Figure 4 is an envelope addressed to 84 Irving Place in New York City. It was first stamped with a “Jun 25/9 O’CLOCK” postmark by the U.S. City Despatch Post. The carrier could not deliver the letter and indicated at the top that the addressee was “not in.” A 9 a.m. postmark was applied the next day and the letter apparently was delivered successfully.



Figure 4. This “JUN 25 / 9 O’CLOCK” cover was marked “Not in” by the carrier on its first attempted delivery. It was returned to the USCDP office and successfully delivered the next morning.



Figure 5. This cover was initially postmarked “DEC. 6 / 1 O’CLOCK.” The address was subsequently corrected and the cover was then redelivered at “4 O’CLOCK.”

Figure 5 is a stampless folded letter that was delivered twice for a different reason. The first postmark was applied at 1 p.m. on December 6. The U.S. City Despatch Post carrier brought the stamped folded letter to 116 Front Street in New York City only to discover that the addressee was not at this location. He apparently brought the letter back and either the carrier or a post office clerk noted on the front that the correct address was “216” Front Street. A 4 p.m. postmark was applied and the letter was successfully redelivered.



Figure 6. “NOV 18 / 4 O’CLOCK” cover redelivered at 9 a.m. the next day after the address was crossed out and corrected. Image courtesy of Schuyler Rumsey Auctions.



Figure 7. On this cover, attempted delivery to first address failed, so the letter was re-sent in the next mail to the alternative address. Image courtesy of Rumsey Auctions.

A similar letter, illustrated and discussed in the Perry and Hall booklet “One Hundred Years Ago,” is shown in Figure 6. The first attempt to deliver this stamped folded letter was in the afternoon of November 18, 1844, after it was taken out of the office with the 4 p.m. deliveries. The carrier brought it back because of a wrong address. At the office it was determined that both the street and number were incorrect. The wrong address was stricken, a manuscript “97 Beekman St” was added, the letter was taken out for delivery a second time at 9 a.m. the next day.

Another twice-delivered U.S. City Despatch Post letter was illustrated in a September 14, 1971 Wolffers auction catalogue. The catalog image is small and the postmarks are not entirely clear, but it appears the letter was first taken from the post office by a carrier at 4 p.m. on July 6 and could not be delivered. It was again taken out at 9 a.m. the next morning and apparently delivered.

The letter in Figure 7 was initially taken to the first address (apparently 102 Broadway) on the March 22 morning delivery. The addressee was not found there, so the cover was redelivered with the 1 p.m. mail to the alternative addressee (“or care E. G. Stacy, No. 66 Wooster St.”) after the first address was crossed out.

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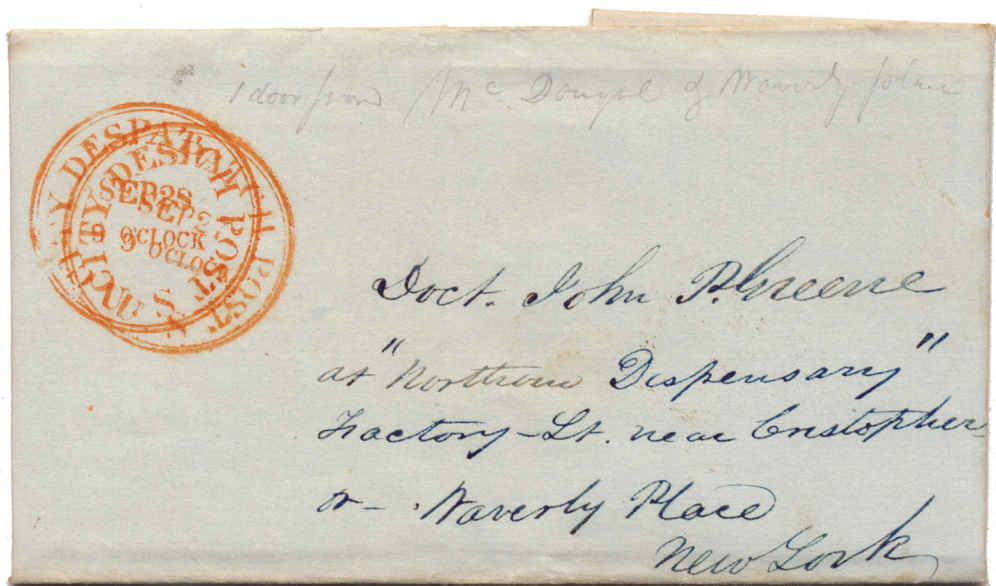


Figure 8. For no stated reason, the “SEP 27 9 O’CLOCK” delivery was not successful; the cover was delivered to the same address a second time the next morning.

Figure 8 is a stampless folded letter first delivered by a U.S. City Despatch Post carrier on September 27, 1842 at 9 a.m. The addressee was not available at the “Northern Dispensary” or could not be found. It was returned to the office and delivered a second time at 9:00 the next morning. There is no indication on the cover why it could not be delivered the first time, or why it was not delivered later in the day on the 27th. Note the highly specific address information pencilled in at top: “One door from McDougl and Waverly Place.”

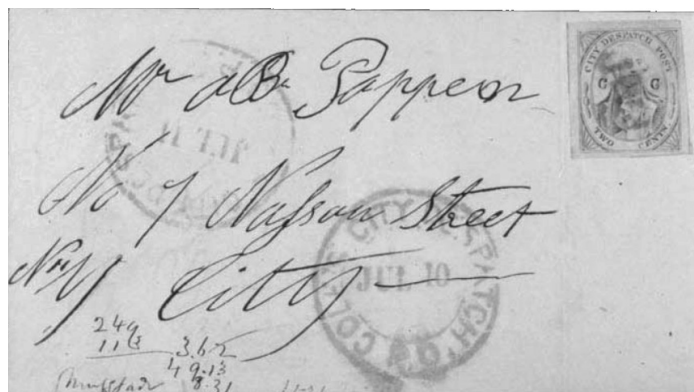


Figure 9. Cole’s City Post unsuccessfully attempted delivery of this letter on July 10, then returned the next day for redelivery. From Robert A. Siegel Auction sale 745, lot 258.

P.O. City Despatch Post

In 1847, after Mead became the owner and changed the name to Post Office City Despatch Post, a stampless folded letter illustrated in “One Hundred Years Ago” was delivered by one of his carriers. The letter was first postmarked to leave the office at 4:00 on Monday, January 18 and brought to 104 W. Eleventh St. There is no indication why it could not be delivered at that time. However, it was brought back to the City Despatch Post office and sent out again the next morning at 9. At top left it has a City Despatch Post adhesive that cannot be more specifically identified from the poor black and white illustration.

Coles City Despatch P.O.

As noted above, Mead sold the post to Charles Cole in late 1847 or early 1848. A cover with two Coles City Despatch P.O. markings is shown in Figure 9. The letter was first brought to the addressee at No. 7 Nassau Street on July 10 and then again the following day for no discernable reason. The Cole circular datestamp did not have a time of delivery but the dates are clear. This cover is franked with the black on grayish (Scott 40L5) Cole's 2¢ adhesive with "CC" (Scott 40L5).

In the caption of the illustration for the cover shown in Figure 6, Perry and Hall note that twice-delivered letters "are decidedly uncommon." The authors have been able to find 11 with different City Despatch Post postmarks and each has an interesting story. Readers who know of other examples are encouraged to send us a scan of the covers and contents. They may be sent to clifford.alexander@klgates.com. The authors appreciate the assistance of Mathew Kewriga of Schuyler Rumsey Auctions, Robert A. Siegel Auction Galleries, Inc., and the Collectors Club of New York, who were the sources for a number of the illustrations.

Endnotes

1. Clifford Alexander, "The Introduction of Residential Letter Boxes," *The Penny Post*, January, 2016.
2. Elliott Perry and Arthur G. Hall, *One Hundred Years Ago: February 1842 August Centenary of the First Adhesive Postage Stamps in The United States*, Handbook Committee of the American Philatelic Society, 1942. ■



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EARLY COASTAL MAIL CARRIAGE SOUTH OF CHARLESTON

JAMES BAIRD

I published articles in previous *Chronicles* dealing with mail carried along the east coast by the *Robert Fulton* and by vessels operated by the New York and Charleston Steam Packet Company.¹ In each case, the route traversed between New York and Charleston was the “outside” route around Cape Hatteras. The *Fulton* operated in the early 1820s and the four vessels of the New York and Charleston line operated between 1832 and 1837. *Fulton* carried mail on a non-contract basis while the N.Y. and Charleston line was awarded a mail contract—the first between the two cities—on March 7, 1834.

The Post Office Department was very slow to contract for mail carriage by steamboat on routes below Charleston, almost certainly because it saw the volume of mail carried on these routes as insufficient to justify the cost of regular steamboat service. I will have more to say about contract steamboat routes later, but in my database of 1,650 steamboat routes, compiled in hundreds of hours of library and on-line search of government records, the first contract between Savannah and Charleston appears as Route 3126, signed in 1845. The database shows the first carriage of mail between Savannah and Palatka, Florida, to have been contracted for in 1847. It was numbered as route 3251.

As a consequence of the low volumes of mail originating south of Charleston, very few steamboat-carried covers are seen. This article discusses three. One originated in Savannah and the others in Florida territory. As will be seen, the “back story” of each cover relates to the Seminole Wars that were fought as Florida lands were settled.

A brief synopsis of the wars, which unfolded in three separate undertakings, can be found in *Wikipedia*: “The Seminole Wars... were three conflicts in Florida between the Seminole—the collective name given to the amalgamation of various groups of Native Americans and African Americans who settled in Florida in the early 18th century—and the United States Army. The First Seminole War was from 1816 to 1819 (although sources differ), the Second Seminole War from 1835 to 1842 and the Third Seminole War from 1855 to 1858. Taken together, the Seminole Wars were the longest and most expensive (both in human and monetary terms) Indian Wars in United States history.”

Figure 1 shows the address panel of a folded lettersheet written by a major at an Army supply depot at “Gary’s Ferry” on Black Creek, near the Saint Johns River between St. Augustine and Jacksonville. On the map shown in Figure 2, the location of Gary’s Ferry is indicted by a black arrow. The ferry crossed the north fork of Black Creek on the road (double line) from Jacksonville to Whitesville. The addressee of the Figure 1 letter is a lieutenant colonel in the regimental quartermaster’s office in Washington City. The text of the letter is not important to this discussion.

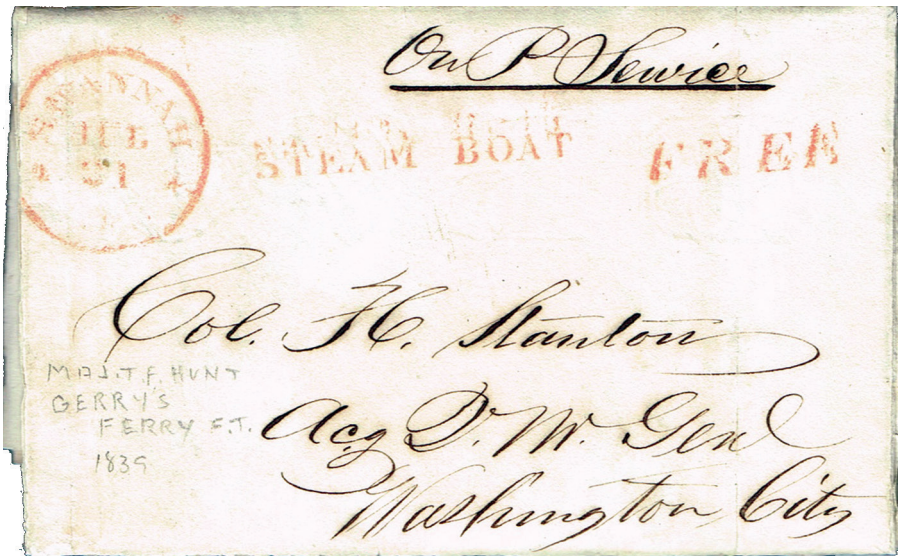


Figure 1. Folded letter sheet, "Garey's Ferry July 18, 1839," endorsed "On P Service" and carried initially by a steamboat on the St. John's River, Florida Territory, to Savannah, where it entered the mails to be sent to Washington.

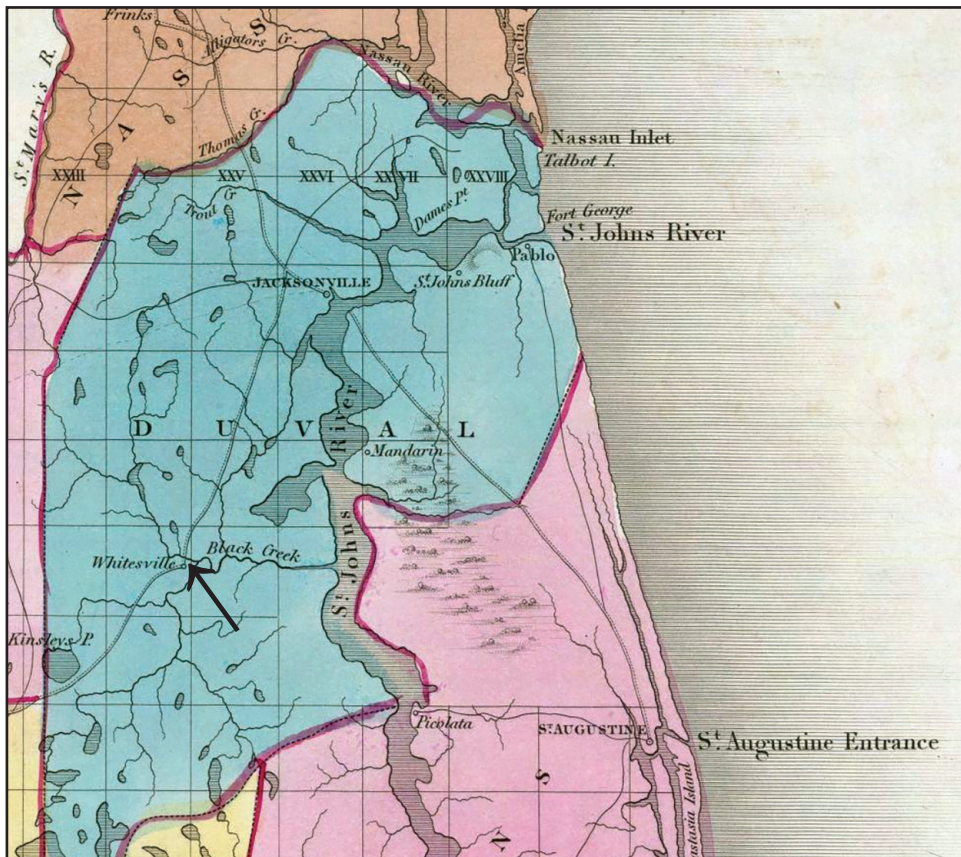


Figure 2. Map of the St. John's River showing (black arrow) the location on Black Creek where Garey's Ferry operated, serving both the Army depot and Whitesville.

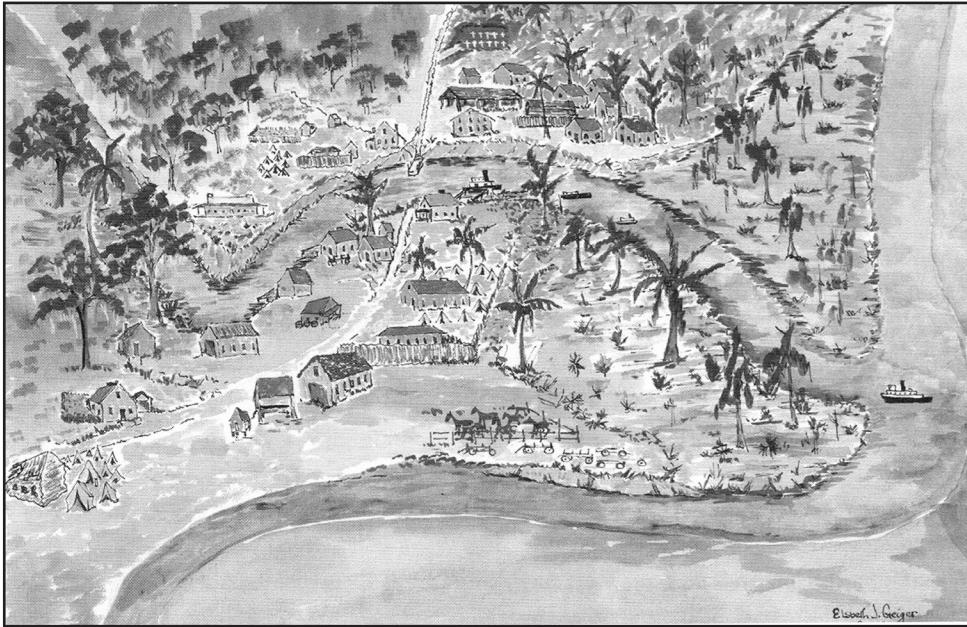


Figure 3. A birds-eye rendering, perhaps fanciful, of Gary's Ferry circa 1840. The ferry dock is shown, along with various steamboats in Black Creek and Army installations in the foreground. From *The Early History of Clay County*, by Kevin S. Hooper.

The Gary's Ferry supply depot was of great importance in the Second Seminole War and was regularly visited by steamboats on charter to the Army coming up from the St. Johns River with supplies and personnel. An artist's rendering of what the depot may have looked like is shown in Figure 3.²

The dateline of our cover reveals that it was written on July 18, 1839. A search of historical Savannah newspapers shows that in the early summer months of 1839, at least nine steamboats arrived in Savannah having started on Black Creek at Gary's Ferry.

As discussed at the outset, there was no mail contract for steamboats running between Savannah and Florida ports in 1839. But in Figure 1 we have a steamboat-marked cover that entered the mails in Savannah and originated at Gary's Ferry. The *Savannah Weekly Georgian* of July 20, 1839 reported that two steamboats, the *Forrester* and *Ivanhoe*, had arrived on July 19: the *Forrester* from "Drake, Black Creek, Jacksonville, Saint Mary's and Black Creek [sic]" and the *Ivanhoe* simply from Gary's Ferry. I was able to confirm that both of these vessels were under contract to the military—so the major must have put the Figure 1 cover on one of them for mailing in Savannah.³ Choosing which vessel carried the letter would be difficult: the one from Black Creek or Gary's Ferry. The newspaper editors' choice of place of origin can't be relied on.

Before turning to the letter's odyssey, however, a few words about the handstamped "Free" on the address panel. In the absence of another explanation, one presumes that the postmaster at Savannah accorded the cover free postage from Gary's Ferry to Washington—rather than rating it for distance carried—because of the "On P[ublic] Service" endorsement at upper right. But an "on public service" endorsement on mail is not a postal marking. Both for sender or recipient, it does not provide relief from postage due.

"Free franking" privileges were conferred only by Congress upon certain federal political office holders (present and past), high-ranking department heads and certain other members of their staffs, early postmasters and the widows of former presidents. Between 1798 and 1876, Congress passed numerous acts that variously conferred and withdrew such

postal privileges. In all the legislation, there was never any mention of a general category “on public service.” The published Postal Laws and Regulations of the Post Office Department—which translate the Acts of Congress into rules for postal administration—do not mention such an endorsement.

But the significance of the endorsement is spelled out in a publication entitled “General Regulations for the Army of the United States” published in 1841. Regulation 1026 reads as follows: “Officers of the army are entitled to reimbursement for the postage actually paid by them for letters and packages *on public service*, connected with their official duties, on producing satisfactory evidence of the amount paid, and certifying that the postage accrued on letters *on public service*” (emphasis added). The same publication reveals further instructions as Army Regulation 1298: “All communications on public service, for any of the military bureaux at Washington City, not having the privilege of franking letters, will be addressed, under cover, to the Secretary of War, and the designation of the bureau for which they are intended will be written on the left-hand lower corner of the envelope.” So the postmaster at Savannah got it wrong. Postage should have been collected on the cover, after which the recipient could seek reimbursement.

As for the routing of the cover from Savannah, mail traveling north went by way of Charleston. It would be lovely were I able to ascribe its further transit on a steamboat. There were steam vessels traveling north and south between Savannah and Washington almost daily. But as noted earlier, there were no mail contracts for waterborne carriage.

This cover entered the U.S. mails when it was postmarked in Savannah on July 21, 1839. Following normal procedures it would have been placed in a locked mail bag for carriage to Charleston. The mails were always carried by a post office employee or contractor—whether on a horse, in a stage coach or on a steamboat. In the present case, carriage was by “sulkey or covered wagon” on POD route 2219 which became effective January 1, 1839. The contract called for delivery “Charleston, S.C. to Savannah, Ga., via Jacksonboro, Blue House, Pocotaligo, Coosawhatchie and Perrysburg, 111 miles and back, daily....” Returning from Savannah, the mail was to leave daily at 1 p.m. and arrive the next day by 3:30 p.m., a journey of more than 26 hours. The contractor, William Patton, was paid \$13,000 per annum for this service. The same trip by steamboat then took nine hours.

The first leg of the “Great Northern and Southern Mail Route,” as it was advertised, traveled north from Wilmington, North Carolina to Weldon (also in North Carolina) just south of the Virginia border. Carriage between Charleston and Wilmington was undertaken initially by steamboat (Route 2071), under the management of the Wilmington and Raleigh Railroad, which employed three steamboats to make alternate-day trips between Charleston and Wilmington: *The Governor Dudley, North Carolina* and *C. Vanderbilt*. The *Charleston Courier* of July 24 reported *Vanderbilt* to have left for Wilmington on July 23—so the mail bag with the Figure 1 cover would have been on it.

At the time, the rail line had been completed to about 20 miles south of Weldon, so some other arrangement would have been made to complete the journey. There also is some question how the mails were being carried north from Weldon. There were two routes, one inland by rail; and the other involving steamboat carriage north from Portsmouth, Virginia.

In the July 27 edition of the *Alexandria Gazette* there appeared the following news announcement:

There has been for some weeks past, a ruinous competition between the mail lines from Weldon, NC, to Baltimore. We are glad to perceive by an advertisement, that a compromise has been effected. The fare from Weldon by the Portsmouth and Weldon railroad and the Bay Boats, to Baltimore, has been fixed at *Thirteen Dollars*. And the fare between the same points on the interior route, through Richmond and Washington, at \$12.50.

Digital newspaper files show that the “Bay Boat” (the *Columbia*) seems to have been running only three days a week. And the schedule would not work for our cover. So it was



Figure 4. Folded letter sheet headed “Whitesville July 17, 1839,” privately carried by “S. B. Florida via Savannah” where it entered the U.S. mails for transmission to Westfield, Massachusetts; 25¢ was somehow prepaid by the sender in Florida.

carried out of Weldon to Petersburg on the Petersburg and Roanoke Railroad; from Petersburg to Richmond on the Richmond and Petersburg Railroad; and from Richmond to Aquia Creek on the Richmond, Fredericks and Potomac Railroad. There it would have been put on a Potomac steamboat and carried into Washington City.

The cover is docketed “Arrived July 25th.” Three separate steamboats, a sulkey and four railroad lines carried it from Garey’s Ferry to Washington City in a week. All things considered, this seems pretty remarkable.

Now it is time to tell about an event which strains credulity, but which on my honor is true. Within a couple of days of my having first drafted the narrative above, I had the good fortune to purchase a handful of Florida territorial covers. One of them is illustrated in Figure 4. Its dateline reads “Whitesville, July 17 1839” so it was written just one day before the “Garey’s Ferry” letter in Figure 1. That is a little bit strange, but the story gets even more so. Whitesville and Garey’s Ferry were essentially the same place! The post office at the location had different names, not unusual over time as these things go.

The 1846 map of Florida created by Joseph Goldsborough Bruff shows this clearly. A very small portion of this map is presented as Figure 5. This image is plucked from the Internet and so it is not up to the usual high *Chronicle* standards, but it should print clearly enough to show Garey’s Ferry, Whitesville and Fort Heilman, all in close proximity around the fork of Black Creek. First established on February 13, 1828, the post office carried the



Figure 5. Enlargement of a very small section of J. Goldsborough Bruff’s 1846 map of Florida (from an Internet image) showing the location of Garey’s Ferry and Whitesville (along with Fort Heilman) on Black Creek, west of the St. Johns River.

name “Whitesville”; subsequently it had three additional names (including Garey’s Ferry) as revealed in post office department records. The evolution was as follows:

PO name	Effective date
Whitesville	13 February 1828
Garey’s Ferry	18 July 1843
Middleburgh	1 May 1851
Middleburg	8 September 1893

On the dates both letters were written, the post office carried the name Whitesville. So, what of “Garey’s Ferry”? The answer is that the military depot had that name—and in communication, one supply officer to another, the dateline heading was quite appropriate. Further, as a reminder, the letter was carried on a steamboat under contract to the military. Not so, the Whitesville cover—and therein lie more interesting facts about it.

As the reader may have noted, the endorsement on the face of the Figure 4 cover reads “p[er] S. B. Florida via Savannah.” My research suggests that the *Florida* was at the time the only commercial steamboat running on a regular schedule between Savannah and Picolata (below Black Creek) on the St. Johns River. Further, it was not under contract to carry mail. The operative post office route, number 2456, ran “from Jacksonville, by Whitesville, to Newnansville, 77 miles and back, once a week.” The contractor was Archibald McNeill, whose *land-carriage* bid of \$1,200/annum ran from June of 1839. Were this not the case, we would nevertheless know from the text of the letter: “We have mail now but once a week. I send this pr. S. Boat to Savannah to be mailed there.” This of course explains why the cover entered the mail in Savannah rather than Whitesville.

How the cover received a “PAID” marking applied in Savannah is another matter. The manuscript “paid” on the letter face is in the sender’s handwriting, so apparently he made arrangements with the captain of the boat to remit payment to the Savannah postmaster when the letter was delivered there. We can’t know whether an additional freight charge for the *Florida* carriage was paid. It seems likely, because carriage of mail through the post office in Whitesville was at such a disadvantage, that the townspeople and *Florida*’s captain probably had a “standing” arrangement, whatever it might have been.

Now let’s compare how these two covers fared “down the line.” The Figure 1 cover was written and put on one or the other of the steamboats *Forester* or *Ivanhoe* on July 18; it arrived in Savannah on the 19th (the 225 mile trip took about 26 hours by steamboat); and it was postmarked at the Savannah post office on July 21. The Figure 4 letter from Whitesville was written on July 17, a day earlier and was postmarked on July 22, a day later than the Garey’s Ferry letter. That’s about the best that the writer could expect. Had he missed putting the letter on the *Florida* and instead put the letter in the Whitesville post office using the timetable called for in the land-carriage contract, it would not have reached Jacksonville until the following Friday—nine days later!

Unfortunately, the letter is not docketed, so we can’t know how much time was saved by using the non-contract *Florida*. As experienced postal historians, we should not be surprised that the Post Office Department’s mail carriage schedule would hardly have been satisfactory to the residents of Whitesville, and that they would have gone to the trouble to put their mail on the *Florida*. The Department’s “celerity, certainty, security” motto proves that Madison Avenue was at work even in the early 19th century.

With our final cover, Figure 6, we pick up on another way that mail was carried out of Savannah into Charleston. The endorsement at lower left reads “pr Str. Gnl Clinch Via Charleston.” The business letter within, concerning an order for 2,000 bales of cotton, is datelined “Savannah Dec’r 19, 1843.” *The Lytle Holdcamper List* reports the *Clinch* to have been 256 tons, built in Charleston in 1839.⁴ General Duncan Lamont Clinch was a renowned army commander who played a significant role in the First Seminole War. Clinch



Figure 6. Folded lettersheet headed “Savannah December 19, 1843,” endorsed “Pr Strm Genl Clinch Via Charleston” and postmarked by a mail agent of the Wilmington and Raleigh railroad (in this case on a steamboat).


had been ordered by General Andrew Jackson to attack Seminole positions at “Negro Fort.” Cannon fire from one of Clinch’s supporting naval vessels struck the powder magazine in the fort, killing hundreds of Seminoles and runaway slaves.

Figure 7 illustrates an advertisement that ran in the *Charleston Courier* on June 5, 1843. The *Clinch* and a sister ship ran regularly between Charleston and Savannah “in connection with the Wilmington Boats to the North.” These were the three Wilmington and Raleigh Railroad steamboats, mentioned above, that carried passengers and freight between Charleston and Weldon. Readers will note the lead sentence in the ad (“Sixteen Hours in Advance of the U.S. Mail”) and the concluding sentence (“12½¢ freight will be charged on all letters, to be paid here”). Given that the letter is specifically endorsed “pr Str. Gnl. Clinch,” the “freight” charge was probably paid. If the letter had been carried in someone’s pocket, no endorsement would have been needed.

A similar story involving “ahead of the mails” advertising and freight charges for letters was told in my article about the New York and Charleston Steam Packet Company in *Chronicle* 249. While the Post Office Department may not have seen steamboat carriage of mail as a necessity, the public can hardly have found the government mail service satisfactory, given that steamboats which could deliver mail with real *celerity* were running up and down the rivers and other waterways. In any event, the *Charleston Courier* of December 21, 1843 reported that the *General Clinch* arrived in the port on December 20, and that the Wilmington and Raleigh “steam packet Gov. Dudley” also went to sea from Wilmington that same day. The normal arrival and departure times of the two boats were advertised to be 9 a.m. and 4 p.m. daily.

The railroad route agent’s handstamp on the Figure 6 cover is difficult to read because of blurring caused by a crossed-out ink notation, but the date was almost certainly December 20. Note that the cover was transferred from the *Clinch* to the *Dudley* without going through the Charleston post office. The cover was of course effectively within the U.S. mails, having been received and marked by the route agent of the steamboat line. Alert

SIXTEEN HOURS IN ADVANCE OF THE U. S. MAIL.
TRI-WEEKLY LINE
BETWEEN CHARLESTON & SAVANNAH
 IN CONNECTION WITH
THE CENTRAL RAIL ROAD TO THE WEST,
 AND
THE WILMINGTON BOATS TO THE NORTH.
 The superior Steam Packets
GENERAL CLINCH, J. P. BROOKS, Master;
 AND
CHARLESTON, F. BARDEN, Master;



WILL run regularly as above, (commencing on Tuesday next, the 6th inst.) by leaving CHARLESTON EVERY TUESDAY, THURSDAY AND SATURDAY MORNING AT 9 O'CLOCK, and SAVANNAH EVERY TUESDAY, THURSDAY AND SATURDAY AFTERNOON AT 6 O'CLOCK, taking the outside passage, except in bad weather, when the inside passage will be taken.

Freight will be received every day for the following places, viz:

FOR AUGUSTA AND HAMBURG, to be reshipped by the Iron Steam Boat Company's Line.

FOR MACON, GA., AND ALL THE STATIONS, to be forwarded by the Central Rail Road.

FOR DARIEN, BRUNSWICK AND ST. MARYS, GA., AND JACKSONVILLE, BLACK CREEK, PICOLA TA AND PILATKA, FLA., to be reshipped by the steamers Cincinnati or St. Matthews, all free of expense in Savannah.

For Freight or Passage, apply on board, or to
JOHN B. LAFITTE, Fitzsimons' wharf.

N. B.—The steam packet William Gaston is engaged to take the place of the steam packet Charleston, until she is thoroughly overhauled and recoppered.

The above boats are provided with Iron Chests for the purpose of taking money in sealed packages at \$1 per thousand dollars. 12½ cents freight will be charged on all letters, to be paid here. Ju 1

Figure 7. Advertisement from the *Charleston Courier* of June 5, 1843, describing in great detail the complex rail and steamboat connections that carried mail privately (“12½¢ freight will be charged on all letters”) along the Atlantic coast between Charleston and the east coast of Florida.

readers will have noted that in the discussion of the Garey’s Ferry cover, the railroad was referred to as the “Wilmington and Weldon” line. In fact, the legal name of the line was “Wilmington and Raleigh” (as evidenced by the route agent’s handstamp), but it is generally spoken of as the “Wilmington and Weldon” line.

Closing out, the cover was addressed to Boston. There is no way to determine how it would have been carried north from Weldon. It *could* have been carried from Savannah north to New York and then on to Boston had the Post Office Department a contract with a steamboat operator for the route at the time. But the New York and Charleston Steam Packet Company had gone under in 1837 and there would not be a replacement contract until Route 3197 was undertaken calling for service to commence in January of 1849.

After this, I promise not to say anything more about *celerity!*

Endnotes

1. Richard Frajola and James Baird, “The Pioneer Steamship *Robert Fulton*,” *Chronicle* 230, pp. 115-119; Baird, “Steamships on the New York and Charleston Route: the *Robert Fulton*,” *Chronicle* 248, pp. 372-379; and “The New York and Charleston Steam Packet Company,” *Chronicle* 249, pp. 78-95.
2. The Figure 2 map and the Figure 3 illustration are both taken from *The Early History of Clay County*, by Kevin S. Hooper, published by The History Press of Charleston, S.C. in 2006. The map appears on pg. 110; the illustration on pg. 132.
3. Edwin A. Mueller, “Steamboat Activity in Florida during the Second Seminole Indian War,” *Florida Historical Quarterly*, Vol. 64, No. 4 (April 1986), pp. 407-431.
4. *Merchant Steam Vessels of the United States 1790-1868, The Lytle-Holdcamper List*, William M. Lytle and Forrest R. Holdcamper, Steamship Historical Society of America, 1975. ■

PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

MORE ON EARLY AND UNUSUAL HANDSTAMPED AMERICAN SHIP MARKINGS ON STAMPLESS COVERS

JAMES W. MILGRAM, M.D.

Earliest known American SHIP handstamp

In *Chronicle* 247 I showed a group of unusual handstamped markings used on stampless ship mail coming to American ports. A cover which predates any of the covers I discussed there has recently come to light. Shown in Figure 1, this 1788 letter originated in Amsterdam and is addressed to Nicholas Low in New York City. Low was a prominent New York merchant both before and after the revolution; his correspondence is well known.



Figure 1. 1788 letter sent through Philadelphia, with Bishop's marking "8 OC" and straightline "Ship," rated 2 dwt. to New York. Earliest known American ship handstamp.

The Figure 1 cover bears a Bishop marking dated “8 OC” applied at Philadelphia, a black “Ship” also applied there, and a manuscript “2” for the 2 pennyweight postage for 100 to 200 miles. This cover is now the earliest known use of an American ship handstamp.

Straightline PACKET

A type of postmark that I did not think to include is the straightline “PACKET” handstamp used briefly on incoming ship covers at Providence, Rhode Island. I cannot find it listed in *The American Stampless Cover Catalog*. Although unusual, this is not a rare marking. An example is shown in Figure 2 on a letter from New York in 1827 addressed to Newport. The reason for the marking appears to be revealed in the rate marking “18³/₄.”



Figure 2. “PROVIDENCE R.I. MAY 8” (1827) and straightline “PACKET” both in red. The manuscript rating of “18³/₄” represents the charge for a distance between 150 and 400 miles. No 2¢ ship fee was assessed, because this was not a ship letter.

This rating is based on the distance between New York and Newport with no added ship fee. It appears that the ship route was a postal route so this special handstamp was used to differentiate such mail from ordinary ship letters on which a 2¢ fee would have been imposed.

Old English PACKET in green

The cover in Figure 3 was sold in the a Kelleher auction (March 22, 2016) that contained a number of other rare ship covers. The last previous appearance of this cover was at an auction in 1969. To my knowledge this is the only known example of this large green “Packet.” in old English lettering used at Newport, Rhode Island. Addressed to Peace Dale, Rhode Island, the letter was datelined at Charleston, South Carolina in 1826. In addition to the bold “Packet.” handstamp there is a matching oval “NEWPORT RHODE ISLAND JAN 13” datestamp and a manuscript endorsement “per Schr. Genl. Hawes.” The cover is rated “25”, which is the regular postage for a distance over 400 miles without the 2¢. For whatever reason, the *General Hawes* evidently did not request a ship fee so the “Packet” rather than a “Ship” handstamp was used (comparable to the marking on the cover in Figure 2). Newport used a number of fancy handstamps in bright green ink during the late 1820s



Figure 3. “NEWPORT RHODE ISLAND JAN 13” (1826) in green oval with matching old English “Packet.” The manuscript “25” represents the rate for over 400 miles.

designating “SHIP,” “FREE” and “Paid.” There is another Newport cover from 1815 with a large “SHIP” in red, and I have another cover with a slightly smaller “SHIP” but much larger than the typical handstamp. ■

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PIGMENT COMPOSITION OF 5¢ 1847 STAMPS: NO CHROMIUM

GORDON EUBANKS

For decades collectors and researchers have worked to explain the large variation in color found in the 5¢ 1847 stamps. The two stamps in Figure 1 show how dramatic the color differences can be. The stamp on the right is a red orange, almost orange in color. The stamp on the left is a dark black brown. Clearly these stamps appear to be very different colors, which could indicate that their inks were different. These two images were previously shown in the *Chronicle* in 2013, in an article by Wade Saadi, “Putting the Ink to the Paper.”¹

Color vision is the ability of an organism (or machine) to distinguish objects based on the wavelengths of light reflected by the object. Individual perception of color is a subjective process. As a result, different people see the same object differently.

For the 5¢ 1847 stamp, there are dozens of recorded shades. Saadi listed 27 major shade varieties and almost 100 additional minor varieties. An important and often unstated caveat is that these are the shades we see today. They do not necessarily reflect the colors that were present when the stamp sheets came off the press and were hung up to dry.

Variations in color during printing should be expected. Inconsistent mixing of ink, or inaccurate measurement or purity of its components, could lead to color variation. Ink is a mixture, not a chemical compound. Variation is to be expected.

Noted philatelists have studied the questions of why the colors of the 5¢ 1847 stamp vary so much and what are the ink components that contribute to the perceived color differences. Carol Chase believed that the ink was composed of compounds of iron. Roy White



Figure 1. Contrasting colors on 5¢ 1847 stamps. The stamp on the left is categorized as dark black brown. The stamp on the right is red-orange.

used spectrographic analysis to determine that the 5¢ 1847 ink was actually lead-based. He was the first to publish scientific evidence that the ink was based on compounds of lead, rather than iron.² White also believed that the orange shades contained lead chromium compounds. Calvet M. Hahn wrote that the ink formulation of the 5¢ 1847 stamps changed in 1850 to include chrome orange, a basic lead chromate introduced as a pigment in the first decade of the 19th century.³

The goal of the research presented here was to use modern analytical techniques—X-ray diffraction (XRD) and infrared absorption spectroscopy with attenuated total reflectance sampling (IR-ATR)—to resolve the question of what specific compounds made up the ink of the 5¢ 1847 stamps.

The subject stamps for this study were the same 5¢ 1847 stamps used by Saadi in his article in *Chronicle* 239. Saadi's article presented research done by Tom Lera using equipment in the analytical research laboratory at the National Postal Museum. This equipment could detect some elements that were present but could not detect specific components. Saadi's article clearly showed that lead and sulfur were present. It did not resolve the question of whether chromium was present in the ink on some stamps (as Hahn and White suggested) or what specific compounds of lead were present.

To determine the components of the ink, the research discussed in this article used XRD and IR-ATR equipment in the laboratory of Harry Brittain. Brittain is both a philatelist and a research chemist. In two previous *Chronicle* articles, he presented extensive information about the use of this equipment in the forensic analysis of the ink and the paper used to create postage stamps.⁴

In addition to the subject stamps used in the Saadi study, on-cover 5¢ 1847 stamps were also tested, to evaluate if stamps not soaked from a cover might show a different set of components. Spectra for each stamp as well as six stamps on cover were then evaluated.

Without getting into the technical minutia, both the XRD and IR-ATR analyses showed that the spectrum details for all the subject stamps were extremely consistent. The primary components of the ink are calcium carbonate (CaCO_3), lead sulfide (PbS) and lead sesquioxide (Pb_3O_4), sometimes called red lead.

No chromium components of any sort were found in any of the stamps. We can conclude, with scientific certainty, that lead-based inks, and only lead-based inks, were used for all the 5¢ 1847 printings.

As for the two highly contrasting stamps shown in Figure 1 (which were stamps #1 and #14 in Saadi's original study): Both the XRD and IR-ATR spectra show a very close match. There is no evidence at all that the inks on these two stamps are based on different formulas. From the viewpoint of analytical chemistry, the two stamps are identical.

Conclusion

Eye perception of color is a poor indicator of ink compounds. But most philatelists, including this author, collect on the basis of what they see. While the two stamps in Figure 1 may be chemically identical, I would certainly not regard them as duplicates. The large variation in color found in the 5¢ 1847 stamps is not the result of different metal compounds in the ink.

Endnotes

1. Wade E. Saadi, "Putting the Ink to the Paper," *Chronicle* 239, pp. 244-250.
2. Roy White, *Color in Philately*, New York, 1979.
3. Calvet M. Hahn, "The 1847 Issue—A Brief Synopsis," *Chronicle* 185, pg. 18.
4. Harry G. Brittain, "Forensic Analysis: Composition of Ink and Paper of the 1¢ 1861 Stamp," *Chronicle* 239, pp. 264-271; "Use of Infrared Absorption Spectroscopy as an Adjunct in the Differentiation of the 1¢ Franklin Bank Note Stamps," *Chronicle* 245, pp. 74-84. ■

DOMESTIC REGISTRATION OF 1851-1857 STAMPS AND ENTIRES
PART 1: ALABAMA TO MISSOURI

JAMES W. MILGRAM, M.D.

Introduction

As I have written previously, before official registration began on July 1, 1855, there was a ten-year period when covers were unofficially registered for no fee.^{1 2} This began on November 1, 1845, when the first Philadelphia “R” markings came into use, and lasted until July 1, 1855, when the Post Office Department established an official protocol for registering letters, applicable to all post offices across the country.

In an article published in *Chronicle* 248, I discussed registered stampless covers.³ Most but not all registered stampless covers show unofficial registration. Then in *Chronicle* 249 I discussed and listed all known registered covers bearing 1847 stamps.⁴ Because of the limited lifetime of the 1847 stamps, all registered covers with 1847 stamps necessarily show unofficial registration.

The article at hand represents a continuation of this series. The 1851 stamps came into use before official registration began and continued after official registration was established. Therefore, covers with 1851 stamps (and 1853 entires) that show registered mail postmarks need year dates to determine whether they represent unofficial or official registration. Official registration initially required a 5¢ cash fee, but that was seldom indicated on the covers. Many covers from this era cannot be year-dated accurately because their contents no longer survive. Needless to say, all registered covers with perforated stamps (from 1857 on) show official registration.

In a recent article in *Western Express*, I showed all of the 1850s registered covers from California and one from Kansas Territory.⁵

Tabular data

The tabular data accompanying this article (next three pages) is an attempt to list all known registered covers with 1851 and 1857 stamps or on 1853 government entire envelopes. If it falls short of that ambitious goal, at the very least it lists all towns known to have created registered postmarks during the era of the 1851-57 stamps. The table also provides brief descriptions of the marking(s) themselves and other salient information. Year dates are included when known, but because of the many ambiguous covers, I have not attempted to separate the listing into unofficial and official categories. Some handstamps saw use in both eras.

During the 1850s and into the 1860s, many towns did not have special handstamps for use on registered letters. Registered letters from those places bear various manuscript notations from which registration can be deduced. As will be seen, sometimes this is not easy.

The tabular data accompanying this article lists all known uses of such markings, both manuscript and handstamped, arranged alphabetically by state, in the manner long established in the American Stampless Cover Catalog, which is currently being revised by members of this Society. Even if new listings appear after the publication of this article (as is hoped), the type of marking is likely to have been shown on one of the covers described

Town and state	Date	Franking	Marking (s)	Reference
Autaugaville, Ala.	6-21-54	3¢ 1853 entire	ms "Registered Mail Jun 21"; also Montgomery SL "REGISTERED." to New Orleans	Figure 1
Autaugaville, Ala.	4-21-??	3¢ 1853 entire	ms "No. 5 Registration [sic] Fee Paid 5 cts"	Figure 2
Chunennuggee, Ala.	12-20-??	3¢ 1853 entire	ms."Registered", Montgomery SL "REGISTERED." to Greenville, Ga.	
Eufala, Ala.	6-17-??	3¢ 1853 entire	"REGISTERED" (SL 37.5x6), "156"	Figure 3
Farland, Ala.	12-8-56	3¢ 1851	ms "Registered"	
Mobile, Ala.	6-29-55	3¢ 1851	"REGISTERED/ NO....." in frame (34x9), ms "348" to New Orleans	<i>Chron.</i> 248, pg. 301
Montgomery, Ala.	10-14-57	3¢ 1851 on 3¢ 1853 entire	"REGISTERED." (SL 52x6.5) to Havana, Ala.	
Packsville, Ala.	2-12-??	3¢ 1853 entire	ms "No. 1 Reg."	
Wetumpka, Ala.	3-25-??	3¢ 1853 entire	"REGISTERED" (SL 39x6.5; Blue), ms. "13"	Figure 4
Wetumpka, Ala.	1-20-61	3¢ 1857	ms "Register and charge", "6", Confederate use	Figure 5
Batesville, Ark.	4-09-??	3¢ 1853 entire	ms "No. 4" also N.Y. number "21-4842" in red ms below address	
Little Rock, Ark.	??-??-53	3¢ 1851	ms "Registered no. 320/\$50"	
Benicia, Cal.	10-7-61	10¢ 1853 entire	Manuscript "No 4", also transient Boston "PAID" in grid to Mass.	
Fiddletown, Cal.	7-17-58	Pair 10¢ 1857	ms "238" to New York, ms"2993", to Ravenna, Ohio, gold coins	Figure 6
Gibsonville, Cal.	1855-56	10¢ 1857	ms "Registered" and number, ms "5" and "PAID", four covers	Figure 7
Nevada City, Cal.	??-??-??	10¢ 1857 strip of 6	"REGISTERED" (SL 53X4: Black)	Figure 8
Nevada City, Cal.	3-18-??	10¢ 1853 entire, ms "Paid 30"	"REGISTERED", ms "No.64"	
Nevada City, Cal.	5-19-60	10¢ 1853 entire, 3 10c 57	"REGISTERED", ms "No. 37"	
Placerville, Cal.	9-4-??	10¢ 1857	ms "No. 19" to Washington	
Rattlesnake, Cal.	204-??	10¢ 1857	ms "Regis No. 3" to South Montville, Maine	
San Bernadino, Cal.	2-1-??	10¢ 1857	ms "Registered No. 1" to Washington, D.C.	
San Francisco, Cal.	??-??-??	10¢ 1853 entire	ms "Valuable" and "No 2326"	
Santa Clara, Cal.	7-11-55	3¢ orange brown strip of 3	ms "Registered No. 4" Earliest official registered cover from West	
New Branford, Conn.	7-7-56	3¢ 1851	ms "No. 1 Registered." NYC transit number "492" to Bloomington, Ill.	
New Haven, Conn.	6-12-??	3¢ 1851	"REGISTERED" (SL 25x3); "832"(handstamp), to Phila., ms "7"	Figure 9
Wilmington, Del.	8-20-51	3¢ 1851	early R with 1851 stamp	
Alligator, Fla.	09-27-??	3¢ 1853 entire	ms "Registered"	
Fort Dade, Fla.	10-11- 57	3¢ 1857	ms "Registered No. 1"	
Augusta, Ga.	1-27-??	3¢ 1851	"REGISTERED" (SL 49x4, blue)	Figure 10

Town and state	Date	Franking	Marking (s)	Reference
Calhoun, Ga.	12-7-??	3¢ 1853 entire	ms "Registered"	
Monroe, Ga.	3-8-??	3¢ 1853 entire	ms "X", black "REGISTERED" applied at Montgomery in transit	
Ringgold, Ga.	1-18-54	3¢ 1851	ms "Register No. 14", also "REGISTERED" (SL 35x7; Blue) to Phila.	Figure 11
Social Circle, Ga.	8-29-??	3¢ 1853 entire	ms "No. 9 Registerd" with red "5"	Figure 12
West Point, Ga.	10-29-60	2-3¢ 1857, ms "Due 6 cts."	ms "#5, red NYC receiving number	
Chicago, Ill.	5-25-??	3¢ 1851	"REGISTERED" (SL 43x5)	Figure 13
Macomb, Ill.	1-16-57	3¢ 1851	ms "No. 7 R"	
Salem, Ill.	2-21-56	3¢ 1853 entire	ms "Registered", "No. 23"	
Springfield, Ill.	12-7-57	3¢ 1853 entire	"R" (SL 11x9; Black), ms "No. 92"	Figure 14
Taylor, Ill.	6-13-61	3¢ 1857	ms "R", also New York receiving registration number "16-10471"	Figure 15
Bloomfield, Ind.	??-??-??	3¢ 1857	ms "Reg No. 4"	
Churubusco, Ind.	3-9-61	3¢ 1853 entire	ms "No 5 Reg"	
Connersville, Ind.	3-16-??	3¢ 1851	"PAID" and "5", ms "No. 237"	
Edinburgh, Ind.	1-21-??	3¢ 1853 entire	ms "Reg 39" to Jeffersonville, Ind.	
Indianapolis, Ind.	5-24-??	3¢ 1851	ms "Reg 210"	
Indianapolis, Ind.	??-??-60	3¢ 1857	Manuscript "Reg 30", docket "\$4.00"	
Lawrenceburgh, Ind.	7-5-5?	3¢ 1853 entire	blue "R" also "PAID" and "5" in blue, ms "No. 1" "For Registering 5 paid"	Figure 16
Vincennes, Ind.	9-20-60	3¢ 1857	blue "R" (SL14x15, blue) ms "No 66"	Figure 17
Birmingham, Iowa	3-14-??	3¢ 1853 entire	ms "Reg No 1"	
Muscatine, Iowa	11-7-??	3-3¢ 1857	Manuscript "R" and "No 47"	
Oskaloosa, Iowa	5-27-59	3¢ 1857 entire	"R" (SL 10x8, Black) with ms "No 8"	Figure 14
Ottumwa, Iowa	4-13-54	3¢ 1851 blk.6	ms "Registered" to San Francisco	
Leavenworth City, Kansas Territory	7-7-??	3¢ 1853 entire	ms "79", ms "R" over indicium, to Belfast, Maine	
Florence, Ky.	9-1-??	3¢ 1851	ms "Regestered Paid 5" to Madison C.H., Va.	
Louisville, Ky.	8-14-54	3¢ 1851	ms "Registered # 221" [shows numbering used unofficial period] to N.Y.	
Mount Lebanon, La.	6-8-55	3¢ 1851	ms "Registered #48" [unofficial registration period]	
New Orleans, La.	3-28-54	3¢ 1851	"REGISTERED" (SL 39X4; Red) ms. "1354"	<i>Chron.</i> 248, pg. 304
New Orleans, La.	11-11-54	3¢ 1851	"REGISTERED" (SL 39X4; Red); ms "592"	
Calais, Me.	10-24-60	3¢ 1857	"REGISTERED" 4 strikes (SL 41x5.5), ms "No 9"	Ref. 2, Fig. 143
Hanover, Me.	3-17-??	3¢ 1851	Manuscript "Reg." with handstamped "PAID" and "5" in circle	
Lincoln, Me.	7-10-55	3¢ 1853 entire	ms "Registered"	
Portland, Me.	4-16-55	3¢ 1851	ms "Registered"	
Portland, Me.	06-25-??	3¢ 1857	ms "No. 319", also New York "26-16708" to N.Y.	

Town and state	Date	Franking	Marking (s)	Reference
Saco, Me.	7-4-55	3¢ 1851	“REGISTERED” (SL 38x2.5; Blue), ms “No 2”, red “PAID”, ms “5 cts”	Figure 18
Sheepscott Bridge, Me.	1-19-56	3¢ 1851	Manuscript “No 16, pd 5¢”, also “\$11” to Washington, D.C. “373”	
Annapolis, Md.	11-29-52	3¢ 1851	ms “X”, also “REGISTERED” (SL 39x5; Blue) to Phila. ms “13”	Figure 19
Baltimore, Md.	7-29-??	3¢ 1853 entire	ms “46”, “valuable”	
Baltimore, Md.	8-6-58	3¢ 1857	ms “Registered, 1325” to N.Y.	
Chickopee, Mass.	3-30-??	3¢ 1853 entire	“REGISTERED” (SL 20x2 upside down in eagle frame)	Figure 20
Lawrence, Mass.	8-30-??	2-3¢ 1857	ms “Reg. No. 92.”	
Salem, Mass.	2-21-??	3¢ 1851	ms “No. 23 Registered”	
Detroit, Mich.	7-26-54	3¢ 1851	MONEY/REGISTERED/DETROIT (oval 32x23.5)	<i>Chron.</i> 248, pg. 305
Hillsdale, Mich.	??-??-??	3¢ 1853 entire	ms “Value Registered”	
Marshall, Mich.	5-15-56	3¢ 1851	“R” (SL 8x16; Red) Ms “No. 64”	Figure 21
Saint Paul, Min. Terr.	11-26-52	3¢ 1851	ms “Registered”	
Columbus, Miss.	5-9-??	3¢ 1853 entire	ms “Register No. 68 #”, also Montgomery, Al. “REGISTERED” to N.O.	
Early Grove, Miss.	5-23-61	3¢ 1857	ms “No 2 Registered”; “Registry fee 5 cts”	Figure 22
Grenada, Miss.	??-??-52	3¢ 1851	ms “Registered 184” to N.O.	
Natchez, Miss.	11-29-60	3¢ 1853 entire	ms “64 Valuable”, also New York receiving “8-17531”	
St. Louis, Mo.	1858	3¢ 1853 entire	3 covers; “REGISTERED” (SL 37x3.5; Red), with and w/o number	Figure 23
Troy, Mo.	6-17-??	3¢ 1851	ms “Registered No 14”	

or illustrated here. As in the previous articles, markings are shown on cover in lifesize full-color illustrations. This article attempts to show an on-cover use of every handstamped registry marking known from the 1851-57 stamp era.

Because prepaid postage was not required in the early years of registration, there is some overlap with previous articles. Stamped and stampless covers from the same towns can show the same registered handstamps.

Most registration postmarks, both handstamped and manuscript, were applied at the origin post office, when the cover entered the mails. But the earliest registration postmarks, the Philadelphia “R” markings, were applied on receipt. Origin covers from Philadelphia do not bear the “R” handstamps. And a few other postmarks are also known to have been applied at destination: Athens, Tenn., Lonsdale, R.I. and Petersburg, Va. are three. In addition, two covers have been seen, both illustrated here, that show “REGISTERED” handstamps applied at Philadelphia on incoming covers addressed to that city.

Finally, there are two towns—Montgomery, Alabama and Columbus, Ohio—that used handstamped “REGISTERED” markings on registered letters transiting their city during the unofficial period. Montgomery also used the same handstamp as an origin postmark both during the unofficial and official periods of registration.

Numbering on registered letters was required during the official period. The Postal Laws and Regulations of January 1857 directed postmasters to number all registered letters in the upper left corner, with numbers that corresponded with those on the accompanying letter bill. But Philadelphia began numbering registered letters much earlier than that, in

1849. Several other towns also used numbering on registered covers during the unofficial period and some covers show numbers in the thousands. This applies to towns using manuscript as well as handstamped registration markings.

In the discussion that follows I have selected covers from the tabular listing that demonstrate different types of registered use during the years 1851-61, the period during which the 1851-57 stamps were current. Markings that were previously illustrated in the stampless or 1847 articles are referenced where possible. The covers shown in this two-part series will illustrate virtually all the handstamped registration postmarks from this era that have come my attention over decades of searching, as well as a selection of covers that demonstrate various interesting postal uses. But the reader is specifically referred to the table, where all of the registered covers from this time span are described.

The sheer size of the listing has forced this article to be divided into two parts. Part 1, herewith, deals with towns from Arizona to Missouri. Part 2, planned for the next *Chronicle*, will treat towns from New Hampshire through Wisconsin.

Covers

The 3¢ entire envelope in Figure 1 is quite an important cover. To the left of the embossed imprint the notation “Charge Box 63” has been partly erased. The manuscript postmark reads “Autaugaville, Ala. June 21st 54” and a handdrawn grid cancels the indicium. At lower left is a manuscript notation “Registered Mail June 21”. So this is a registered cover mailed during the period before official registration.

Addressed to New Orleans, the cover also bears a handstamped straightline “REGISTERED.” marking. From this one cover, one might suspect that the straightline was applied in New Orleans as a receiving marking. However, from other covers it is known that this marking was actually applied in transit at Montgomery, Alabama. Three covers show the straightline as an origin marking, and there are at least four covers like Figure 1, addressed to various destinations, on which the marking was applied in transit.

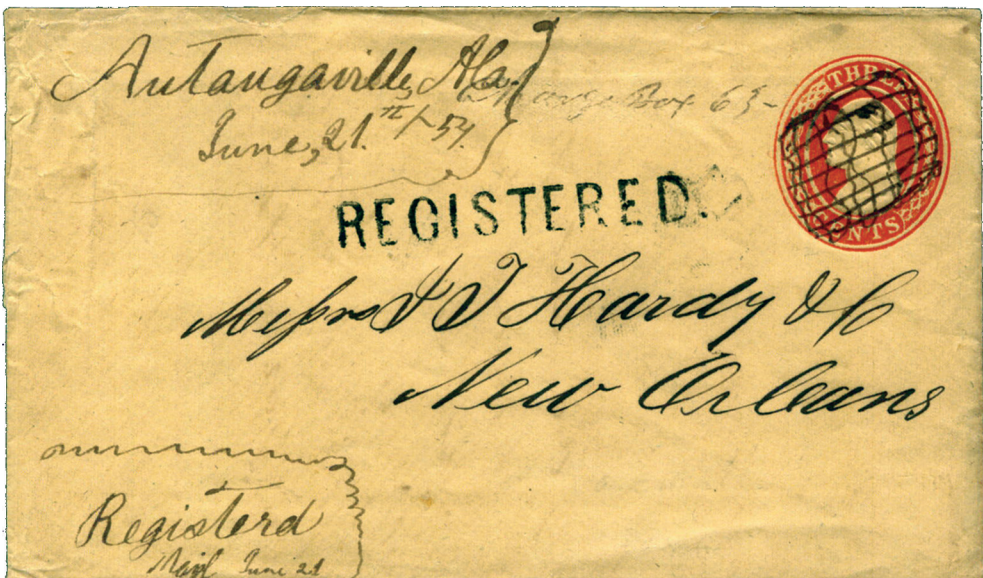


Figure 1. 3¢ 1853 entire envelope with registry markings from two different locations. The manuscript “Autaugaville, Ala. June 21st 54” was applied at the post office of origin. The handstamped straightline “REGISTERED.” was struck in transit at Montgomery, Alabama, as the cover made its way to New Orleans. This envelope dates from the unofficial registration period, when no registry fee was required.



Figure 2. 3¢ 1853 entire envelope handstamped “AUTAUGAVILLE ALA APR 11” with manuscript notation “No. 5 Registration Fee Paid 5 cts.” The fee indicates official registration, which dates the cover from 1856 or later.

The regulations pertaining to registered mail after it was an official service of the Post Office Department called for a 5¢ cash fee to be prepaid by the sender. This fee was very rarely indicated on a cover; only a few more than 20 such covers are known. The cover in Figure 2, from the same correspondence as Figure 1, is one of these. This 3¢ entire envelope bears an “AUTAUGAVILLE ALA APR 11” circular datestamp with a quaintly misspelled manuscript notation “No. 5, Registration Fee Paid 5 cts.” Thus, this officially registered cover must date from 1856 or later. It differs profoundly from the cover in Figure 1 by bearing a registration number and by indicating the 5¢ registration fee.

The circular datestamp on the entire envelope in Figure 3 reads “EUFALA Ala. JUN 17.” The year date is not evident. At the upper left is manuscript “#156” with a hand-stamped “REGISTERED.” Since this bears a registration number from a small town, one

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Figure 3. 3¢ 1853 entire with “EUFALA Ala. JUN 17” and “REGISTERED” in black straightline. The manuscript number indicates probable official registration.



Figure 4. 3¢ 1853 entire with “WETUMPKA ALA. MAR 28” and blue “REGISTERED.” Again, the manuscript number indicates probable official registration.

can assume that this is an officially registered cover, meaning the year-date is 1856 or later.

This cover in Figure 4 bears a blue straightline “REGISTERED” struck in the same pale blue ink as the postmark “WETUMPKA ALA. MAR 25.” Above the straightline is a number “13” in pen. Here too, because of the number, one can speculate that this cover was sent officially registered, meaning 1856 or later. Only this example is known from this town, which is the case with most of these handstamped registration markings from the 1850s. They are rare.



Figure 5. 3¢ 1857 stamp on a merchant’s corner cover postmarked “WETUMPKA ALA JAN 20 1861,” from the brief period when Alabama was an independent state, still being served by the United States Post Office Department. The manuscript “6” is a registration number, not a rating marking.

Registration was not a service in the Confederate States of America. However, during the period between secession and June 1, 1861 (when the CSA postal service began), registration was possible under the United States postal system. The cover in Figure 5 bears a 3¢ 1857 stamp pasted over a written notation “Register and chg B....” So we can assume the postmaster applied the stamp and charged the postage plus the 5¢ registry fee to the sender’s post office box account. The double-circle postmark reads “WETUMPKA ALA JAN 20 1861” which is nine days after Alabama seceded from the Union. The manuscript “6” resembles a rating marking but is actually a registration number. The sender also wrote “Encl \$15.00” on the left edge of the cover, which has a good certificate from the Confederate Stamp Alliance.

At first glance, one might not recognize that the illustrated temperance propaganda envelope in Figure 6 is a registered cover. Addressed to Ravenna, Ohio, the cover is franked with two perforated 10¢ stamps, canceled “FIDDLETOWN Cal. JUL 17.” The word “registered” is nowhere to be found, but there is a number “238” in red pen to the left of the stamps and “2993” is penned in within the bottom lines of the address. The 1858 letter enclosed shows where two gold coins were attached (thus requiring double-rate postage) and the letter says: “In this I inclose \$5.00 and Ten 10 cent stamps.” In 1858 a California letter to Ohio went by steamer to Panama and then by a second steamer to New York, where the transit registration marking (“2993”) was applied.

In his *Special Service*, Stanley Ashbrook shows a photograph of three registered covers postmarked at Gibsonville, California and sent to Foxcroft, Maine. One of them is shown here as Figure 7. The circular datestamp reads “GIBSONVILLE Cal. JAN 12” and the 10¢ 1857 stamp is canceled by pen. At top center is the manuscript notation “Regis No. 4” and at top right is written “5 cts” above a handstamped “PAID.” It is likely that the year date is 1858. Four covers are now known from this find: two others similar to Figure 7 plus one dated July 30 that does not show any indication of a registration fee being paid. The three are the only covers from the West known with the 5¢ registration fee indicated on the cover.



Figure 6. This California temperance envelope originally contained gold coins. It was registered at “FIDDLETOWN Cal. JUL 17” in 1858, with double-rate postage paid by two 10¢ 1857 stamps. The word “registered” never appears, but the cover shows both an origin registration number (“238”) and a New York transit registry number (“2993”) placed within the bottom lines of the address.



Figure 7. 10¢ 1857 stamp with “GIBSONVILLE Cal. JAN 12” together with “Regis No. 4” and “5 cts” in manuscript. The handstamped “PAID” below the “5 cts” indicates that the registration fee had been paid. Not many covers show an indication of the registration payment in this manner.

Three covers are known, each showing multiple 10¢ rates of postage and bearing a large and distinctive black “REGISTERED” handstamp used at Nevada City, California. The letters are missing but one cover bears an 1860 year date in its postmark. While it lacks



Figure 8. Strip of six 10¢ 1857 stamps with manuscript cancels on a registered cover sent to Urbana, Illinois. This distinctive black straightline “REGISTERED” handstamp was used only at Nevada City, California.



Figure 9. 3¢ 1853 entire from New Haven to Philadelphia with handstamped “REGISTERED” and “832.” This is the earliest recorded example of a handstamped registry number, and the only example known from the era of the 1851 stamps.

an origin marking, the cover illustrated in Figure 8 is the most spectacular of these. It was sent to Urbana, Illinois, with a strip of six 10¢ 1857 stamps canceled with pen and crayon. The registry number “No. 28” is written at upper left. The other two covers are addressed to different eastern towns in the east and prepaid with 40¢ in postage.

The cover in Figure 9, a 3¢ entire envelope canceled “NEW HAVEN CONN. JUN 12,” is the only cover known from the 1850s that shows both a handstamped “REGISTERED” marking and a handstamped registry number, in this case “832.” In many cities it was customary to start numbering from “1” each quarter. In that case, the 832 would



Figure 10. 3¢ 1851 stamp tied by blue “AUGUSTA GA. PAID JAN 27” and matching “REGISTERED” straightline, sent to Anderson Courthouse, S.C. The year is not known, but the absence of a registration number suggests the unofficial era.

indicate the number of registered letters sent from New Haven in the 10 weeks between April 1 and June 12. It is also possible that the New Haven numbers ran from January 1. The manuscript “7” may be a private marking applied by the addressee (letter number 7).

Figure 10 shows a cover from Augusta, Georgia with a distinctive blue “REGISTERED” straightline. The 3¢ 1851 stamp is tied by a matching “AUGUSTA GA. PAID JAN 27” circular datestamp. The year date is not known, but the absence of a registry number suggests this is probably an example of unofficial registration.

On the cover in Figure 11, the 3¢ 1851 stamp is tied by a green “RINGGOLD, Ga. JAN 18” circular datestamp. At upper left the cover shows a manuscript “Register” flanked by two circles. The contents are dated 1854, so this is an example of unofficial registration.

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Figure 11. 3¢ 1851 stamp tied by a green “RINGGOLD, Ga. JAN 18” circular datestamp and showing a manuscript “Registered” marking at upper left. Contents date this letter from 1854. The blue “REGISTERED” straightline marking, the only known example, was applied at Philadelphia on receipt.



Figure 12. On this famous cover (“SOCIAL CIRCLE Geo. AUG 29”), cash payment of the 5¢ registration fee was indicated by the red handstamped “5.” The year date is uncertain but the cover probably was mailed in 1855.

In addition, there is a blue straightline “REGISTERED” handstamp, apparently applied at Philadelphia as a receiving marking (along with the manuscript “No. 14”). This is one of two different straightline handstamps used at Philadelphia instead of the more familiar “R”




Figure 13. Most likely an example of unofficial registration, this embossed blue cameo envelope is franked by a pair of 3¢ 1851 stamps tied by a “CHICAGO ILLS MAY 25” circular datestamp. The cover shows Chicago’s “REGISTERED” straightline.

marking. This strike is the only known example. The other Philadelphia “REGISTERED” handstamp is shown in Figure 19 below.

The cover in Figure 12 was first illustrated by Delf Norona in the landmark registration article he published in the *American Philatelist* in 1934.⁶ This 3¢ entire envelope bears a bright red “SOCIAL CIRCLE Geo. AUG 29” circular datestamp with a manuscript “No 9 Registrd” notation and a handstamped red “5” that appears to represent the registration fee. This is the only known example of the registration fee being indicated by a handstamp. The year date is not known, but it is probably 1855.

The cover in Figure 13, with an attractive blue cameo corner cachet showing an early railroad train, bears a pair of 1851 stamps tied by a circular datestamp showing “CHICAGO ILLS. MAY 25” in black. Registration is indicated by the black “REGISTERED”



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Figure 14. Two stand-alone “R” markings, both on 3¢ entire envelopes and both new to the philatelic record. The upper cover is canceled by a blue “SPRINGFIELD III. DEC 7 1857” datestamp with separate “R” and ms “No. 92”. The lower cover, with faint red “OSKALOOSA, IOWA MAY 27 1859” circular datestamp, bears a similar “R” and a manuscript “No. 8.”

straightline marking. A manuscript notation “4 Drafts \$4053.14” serves to explain the double postal rate. The absence of a registration number suggest this is probably an example of unofficial registration.

The two covers shown overlapped in Figure 14 bear single-letter registry markings that are new to the philatelic record. The entire envelope at top, addressed to Evansburgh, Crawford County, Pennsylvania, is canceled by a blue “SPRINGFIELD III. DEC 7 1857” circular datestamp and shows a matching handstamped “R” plus a manuscript “No. 92.” The lower cover in Figure 14, with a faint red circular datestamp reading “OSKALOOSA IOWA MAY 27 1859” shows a similar “R,” in black, and a manuscript notation “No 8”. These markings resemble an “R” used at Erie, Pennsylvania (to be illustrated in the the concluding installment of this article) and at Cleveland (*Chronicle* 248, Figure 8).

Figure 15 shows a registered Civil War patriotic cover, a very rare usage. This is the only patriotic cover I record that shows a manuscript “R.” Because it is a patriotic cover, one can assume a year date of 1861. The perforated 3¢ stamp is pen canceled and the manuscript town marking at lower left reads “Taylorsville, Ill., June 13.” This would be just



Figure 15. A registered patriotic cover. The manuscript marking indicates “Taylorville, Ill. June 13” (1861). In addition to the manuscript “R” applied at Taylorville, there is a New York receiving registration number below the address (“16-10471”).



Figure 16. 3¢ 1853 entire envelope with blue “LAWRENCEBURG, Ind. JUL 5” and matching “R”, blue “PAID” and “5.” This is a very early use of official registration, clearly indicating payment of the 5¢ fee.

before the 1851-57 stamps were demonetized. Additional proof that this a registered cover is the presence of the New York destination registration number (“16-10471”) applied (as is typical) below the address. The manuscript letter “A” is of no known postal significance.

Figure 16 shows one of the more interesting covers from the earliest days of official registration.⁷ This 3¢ 1853 entire envelope, addressed to Washington, Indiana, bears a blue circular datestamp (“LAWRENCEBURG Ind. JUL 5”) with three matching blue markings: “R,” “PAID” and “5.” Manuscript markings indicate “No. 1” and “For Registering 5 Paid.” In my opinion the year of this cover is 1855, which would establish the cover as the third earliest example of official registration (after the Louisville July 1 and Saco July 4 covers).



Figure 17. The three handstamped markings on this registered 3¢ 1857 cover—“VIN-CENNES Ind. SEP 20 1860” with a crude “R” and a 10-bar grid—are all struck in the same dark blue ink.

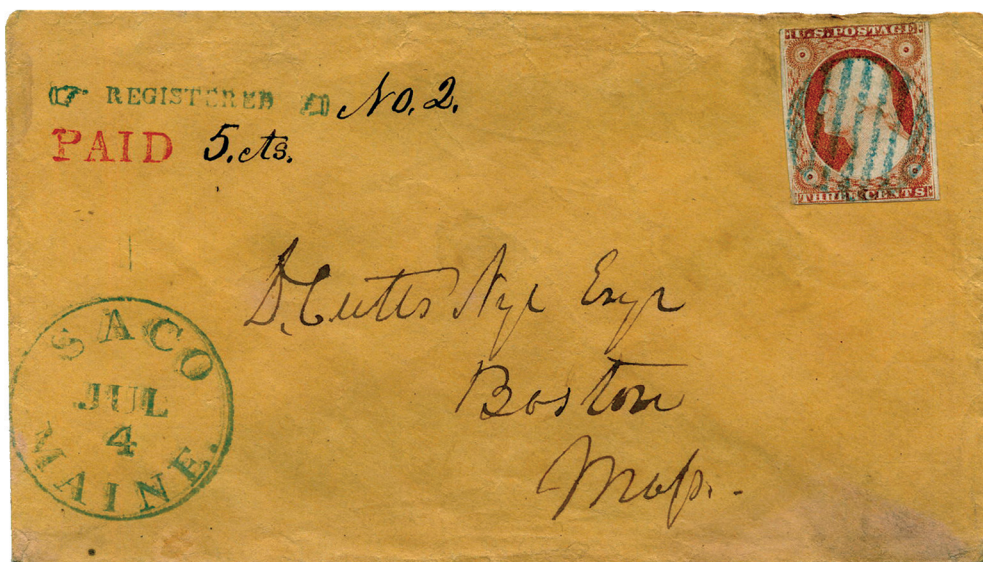


Figure 18. 3¢ 1851 stamp canceled with blue grid, matching “SACO MAINE. JUL 4” (1855) circular datestamp and fancy “REGISTERED” straightline flanked with pointing hands. The red handstamped “PAID” and manuscript “5. cts.” affirm payment of the new 5¢ registration fee. This is the second earliest known cover from the era of official registration.

The crude blue “R” on the cover in Figure 17 matches the color of the “VINCENNES Ind. SEP 20 1860” circular datestamp and the 10-bar grid that cancels the 3¢ 1857 stamp. There is also a bold manuscript number “No 66” next to the crude “R” handstamp and a pencilled notation “receipt for” above it.

The cover in Figure 18 is probably the most important registered cover bearing a 3¢ 1851 stamp. It shows one of the few fancy registration handstamps, a blue “REGIS-



Figure 19. 3¢ 1851 stamp tied by a black black grid. The circular datestamp is a matching “ANNAPOLIS Md 29 NOV” applied in 1852. The manuscript “X” at lower left is a registration marking indicating valuable content. On arrival in Philadelphia, the cover was struck with the blue straightline “REGISTERED” and marked with a registry receiving number “13.”

TERED” straightline between two pointing hands. The postmark is “SACO MAINE JUL 4” and the manuscript registration number is “No. 2.”

This is the second earliest example of official registration, sent on the fourth day of registration in 1855. The red “PAID” with manuscript “5 cts.” seems to prove this. Another cover is known with this same Saco registered postmark. This one is dated “14 FEB” and lacks both a registration number and a “5 cts” notation. It probably dates from February, 1855. Thus it would have been mailed during the era of unofficial registration. This would establish that the fancy REGISTERED handstamp was available on July 1, 1855, when official registration commenced.

Figure 19 is another new cover, not previously shown in the philatelic literature. This is franked with a 3¢ 1851 stamp and the contents are dated 1852. The postmark of origin is “ANNAPOLIS Md. 29 NOV” in black. At left on the cover is a large manuscript “X,” which as I have shown in the stampless article cited at Endnote 3, is a postal marking used to indicate contents of value. The cover is addressed to Philadelphia and bears a blue straightline “REGISTERED” handstamp of a type not previously recorded. The “13” in the lower left corner is typical of a Philadelphia registration number. So I interpret the “REGISTERED” handstamp as a receiving marking, applied at Philadelphia, similar to the more ubiquitous “R” markings. Figure 11 shows a different blue handstamp in a similar use.

Chicopee, Massachusetts, is a town known for fancy and unusual 19th century postal markings. The 3¢ entire envelope in Figure 20 is canceled by that town’s striking six-pointed star. In addition, the cover shows a tiny (2 x 20 millimeter) straightline “REGISTERED” inverted within an ornamented mortised oval frame topped with an eagle. The marking is faintly struck but the fancy elements are unmistakable. The cover is addressed to Williamsville, Vermont, and the circular datestamp reads “CHICKOPEE Mass. MAR 30.” The lack of a registration number places this marking in the unofficial registration period.



Figure 20. 3¢ 1853 entire envelope with six-pointed star cancel, “CHICKOPEE Mass. MAR 30” circular datestamp and a tiny “REGISTERED” straightline handstamped upside down within a mortised oval frame topped with an eagle.



Figure 21. 3¢ 1851 stamp tied “MARSHALL Mich MAY 15 1856” to a cover with a large red “R” and a manuscript “No. 64,” both clear indications of registration, in this case from the official period. Single “R” markings, characteristic of unofficial registration, are rarely found on officially registered covers.

The cover in Figure 21 shows one of the few examples of single-letter “R” markings used during the period of official registration. The imperforate 3¢ 1851 stamp is tied with a nice strike of a single-circle “MARSHALL Mich. MAY 15 1856” postmark. The bold red “R” and the manuscript “No. 64” clearly evidence registration.

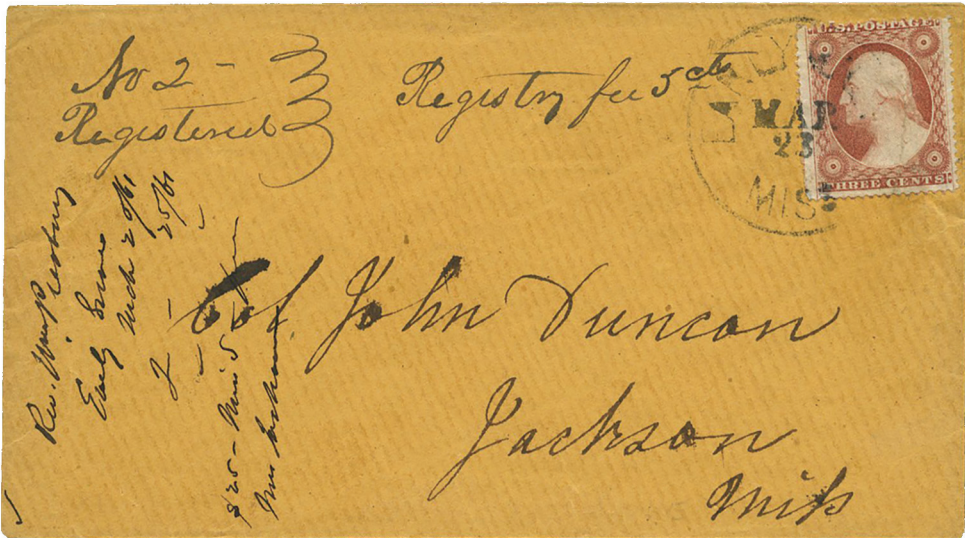


Figure 22. Confederate use of a 3¢ 1857 stamp on a cover postmarked “EARLY GROVE MISS MAY 23” (1861) showing manuscript notations “No. 2 Registered” and “Registry fee 5 cts.” This is the latest cover known to show a manuscript indication of the 5¢ registration fee.



Figure 23. This red handstamped “REGISTERED” straightline was used at St. Louis both in the unofficial and in the official registration period. The envelope shown here lacks a year-date and a registration number; it probably represents unofficial use.

Figure 22 is another USPO registry use from a seceded southern state (see Figure 5). On the cover in Figure 22, which was sent from Early Grove, Mississippi to Jackson, the circular datestamp indicates the cover was posted March 23, and the docketing notation provides an 1861 year date. On this date, Mississippi had joined the Confederacy, but the Confederate postal service had not yet been formed. Manuscript notations on the cover are “No. 2 Registered” and “Registry fee 5 cts.” This is the latest cover known that shows a manuscript indication of the 5¢ registration fee.

A distinctive handstamped “REGISTERED” straightline marking, always in red, is known on a few covers from St. Louis franked with 1851 stamps or on 1853 entire envelopes. Figure 23 shows a clear strike on a 3¢ entire, postmarked “SAINT LOUIS MO. JUN 21.” This cover lacks both a year date and a registration number and is probably an example of unofficial registration.

Another cover, not illustrated, shows a manuscript “No 772” with the same straightline. This probably represents official registration. The cover is illustrated as Figure 254 in my book cited at Endnote 2. A third cover with the red “REGISTERED” straightline is postmarked “SAINT LOUIS MO. MAY 15 1858”—definitely from the official 5¢ rate period. So this registered straightline marking was used both in the unofficial and the official registration periods. Prior to its appearance, St. Louis used manuscript markings.

This article has been split into two sections in order to command sufficient space to illustrate covers showing all the handstamped registration markings of this period. The concluding section will pick up with New Hampshire listings and continue through to Wisconsin.

Endnotes

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2. —, *United States Registered Mail 1845-1870*, David G. Phillips Co., N. Miami, Fla., 1999.
3. —, “Registration of Stampless Covers,” *Chronicle* 248, pp. 298-315.
4. —, “Unofficially Registered Covers Franked with 1847 Stamps,” *Chronicle* 249, pp. 10-18.
5. —, “Early Registration of Western Mail,” *Western Express*, September, 2015, pp. 31-42.
6. Norona, Delf, “Genesis of Our Registration System,” *American Philatelist*, Vol. 47 (1934), pp. 405-420.
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ENGRAVER IMPRINTS ON 1¢ 1857 STAMPS: PLATE IDENTIFICATION MADE EASIER

JAY KUNSTREICH

Following up my article in *Chronicle* 247 regarding 1¢ 1857 Type V and Va imprint stamps from plates 5, 7, 8, 9 and 10, I felt that additional clarity might help readers in identifying which plate an imprint stamp comes from, when the plate number is not shown within the imprint. As Neinken stated in his 1972 1¢ book, “None of the imprints were transferred in the same place on the plates, hence it is rather simple to identify the plates of the different imprint stamps by noting where the various letters of the imprint line up with the different parts of the stamp design.” Neinken drew horizontal lines across various parts of the imprint to help the reader visualize how the various imprint letters line up to the stamp design.¹

Print reproduction in the Neinken book could not achieve the quality we can get today, and of course the Neinken images were in black and white.

Figure 1 presents an updating and simplification of Neinken’s original depiction, showing his visualization for plates 5, 7, 8, 9, and 10 in a side-by-side format. The stamps all plate from the 41L position. Because each imprint aligns differently for each plate, this tool simplifies the identification of plates on 1¢ imprint stamps when the plate number itself

is not present. The focus here is on left-margin imprint copies. As I showed in my *Chronicle* 247 article, left-margin copies are more common than right, because the imprints were placed closer to the stamp design and thus are more likely to survive as captures.



Plate 5

Plate 7

Plate 8

Plate 9

Plate 10

Figure 1. Left-margin imprints from the five plates that created the perforated 1¢ 1857 stamps. The imprints align differently for each plate, and the alignment of the imprint is sufficient to identify the plate even when the actual plate number is not present.

For the first three positions in Figure 1 (Plates 5, 7 and 8), horizontal rules have been extended into the stamp from the top of the “C” of “Carpenter,” the “B” of “Bank” and the “N” of “Note” to show where the various letters of the imprint align with different parts of the stamp design.

The imprint alignments for Plates 5, 7 and 8 are similar, but close inspection of the three images should yield sufficient information to differentiate the plates. Although close, the lines on the Plate 7 stamp hit the design at a slightly higher point than in Plate 5 stamps. And the lines on the Plate 8 stamps hit the stamp design at positions slightly lower than on Plate 7 stamps.

The imprint position on the next two plates is quite different. On plate 9, the added horizontal lines show that the imprint for this plate has shifted dramatically upwards. The “C” in Carpenter no longer adjoins the stamp at all, so I have extended the upper line from the top of the “p” in Carpenter. Here imprint letters align with quite different areas of the stamp design.

The imprint on Plate 10 is similarly placed, but the upward shift is not as pronounced as on Plate 9 and the lines hit the stamp design in slightly different locations.

Endnote

1. Neinken, Mortimer, *The United States One Cent Stamp of 1851-1861*, 1972: pp. 331, 364, 397, 428, 448. ■

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TENNESSEE POST OFFICES REOPENED DURING FEDERAL OCCUPATION

JERRY PALAZOLO

Introduction

This article describes and illustrates all the town markings known to have been used by United States post offices in federally-occupied Tennessee. It is based on the initial efforts of the late Richard Graham, who developed a 10-frame non-competitive exhibit titled *Civil War Mails of the Union Armed Forces in Tennessee*. A photocopy of this exhibit served as the initial database of the markings and dates presented here. After Mr. Graham's death, his family graciously granted me permission to make full use of his extensive notes so that this valuable information could be made available to the collecting community. In addition, Jim Cate provided information to update the Chattanooga listings.

Background

Tennessee was the major theater of war in the west, especially in the early years of the Civil War. Tennessee was not included in the original May 27, 1861 Post Office order suspending mail to the South because the state did not secede until June 8, 1861. However, the following order was issued on July 10, 1861:¹

DISCONTINUANCE OF POSTAL SERVICE

The Post Office Department has issued the following order:

APPOINTMENT OFFICE, JULY 10, 1861

By order of the Postmaster General the entire postal service, embracing post offices, post routes, and route agencies, in Middle and West Tennessee is discontinued from and after this date. No mails will hereafter be made up for any office in these districts until such service shall be restored and notice given. Nor will prepaid postage thence be recognized.

John A. Kasson, First Assistant Postmaster General

Presumably, a second order was issued for pro-Union East Tennessee as conditions there changed. The ebb and flow of the respective armies over the following years resulted in some post offices changing hands a number of times during the course of the conflict.

The reopened post offices were intended to provide service to Union armed forces and government officials, with limited civilian access as well. Mail from Tennessee post offices while under Union control was transported north to Louisville, Kentucky or Cairo, Illinois, where letters entered the U.S. Post Office Department's regular mail system. This article brings together all the available information on Tennessee post offices that were reopened under Union control during the Civil War period. Illustrations of the markings used during that period are presented in Plates 1-4 (pages 371-374).

In February 1862, the fall of Forts Henry and Donelson resulted in the immediate occupation of Nashville by Don Carlos Buell's Army of the Ohio. This was quickly fol-



Figure 1. Nashville type NAS-TN-O1 cancelled March 13 (1862). Addressed to Tippecanoe town, Indiana and endorsed "Paid 3," this is the earliest known Federal occupation cover posted in Tennessee.

lowed by the reopening of the Nashville post office. An old prewar Nashville cancelling device, previously used in the 1850s, was pressed into service. Figure 1 illustrates a March 13 (1862) Nashville stampless envelope (endorsed "Paid 3") with this townstamp in blue ink, with the month and day added in pen. This is the earliest recorded Federal occupation cover posted in Tennessee. Several other smaller post offices in Middle Tennessee opened shortly thereafter.

In East Tennessee, the battle of Mill Spring and other events caused the Confederate forces to abandon Cumberland Gap, which was then occupied by U.S. Gen. G.W. Morgan in June 1862. These early military successes encouraged the USPOD to announce the reopening of several other post offices in Middle and East Tennessee. However, the movements of Confederate Generals Kirby Smith and Braxton Bragg, as well as the fast-paced strikes of Confederate cavalry operations in the area, resulted in the temporary closure or suspension of some of these occupied post offices. It was not until well into 1863 that the major cities of Chattanooga and Knoxville saw Federal postal service restored.

Meanwhile, in West Tennessee, the slow and methodical descent of the Union flotilla down the Mississippi River finally resulted in the surrender of Memphis in early June 1862. That event, in conjunction with the Confederate evacuation of Corinth, Mississippi, left Union forces in West Tennessee virtually unopposed. Despite this, only the Memphis and Savannah (Tenn.) post offices were ever reopened as occupied post offices in that part of the state. No Savannah, Tennessee, covers are known under Federal occupation.

Announcements of slightly fewer than 50 reopened Tennessee post offices were published in various issues of the *U.S. Mail and Post Office Assistant*. To put this number in perspective, at the outbreak of hostilities there were about 900 post offices in operation in the state. Limited as the reopened post offices were, their number is far more than in any other Confederate state. Most are found in the monthly *U.S. Mail* lists of post office openings, yet the largest cities—Chattanooga, Knoxville, Memphis and Nashville—are not shown there at all. Beyond these four large cities, surviving covers are known from just 10 other towns, with only a few examples known from some of them.

Table 1 provides information about all recorded townmarks used in federally-occupied Tennessee. The towns are listed alphabetically. The “Description” column presents details about the marking type (SL=straightline, C=circle, DC=double circle) with dimensions in millimeters. The “EKU” column shows the earliest recorded use of the marking when that information is known. The “Reference” column shows the Plate in which a scan of the marking is shown and my catalog designation for the marking. If a cover with the marking is illustrated in this article, that reference (“Fig. X”) is included.

The 14 cities and towns from which occupation markings are known are discussed alphabetically in the narrative that follows, with representative covers illustrated and explained.

Chattanooga

In September 1863, the Confederate Army withdrew from Chattanooga into northern Georgia. Union forces then entered and occupied the city without resistance. Later that month, the Union army was defeated in the Battle of Chickamauga and retreated back into Chattanooga which fell under siege by Confederate forces. The Army of the Potomac was dispatched to the area and successfully engaged the Confederates in the Battles of Chatta-

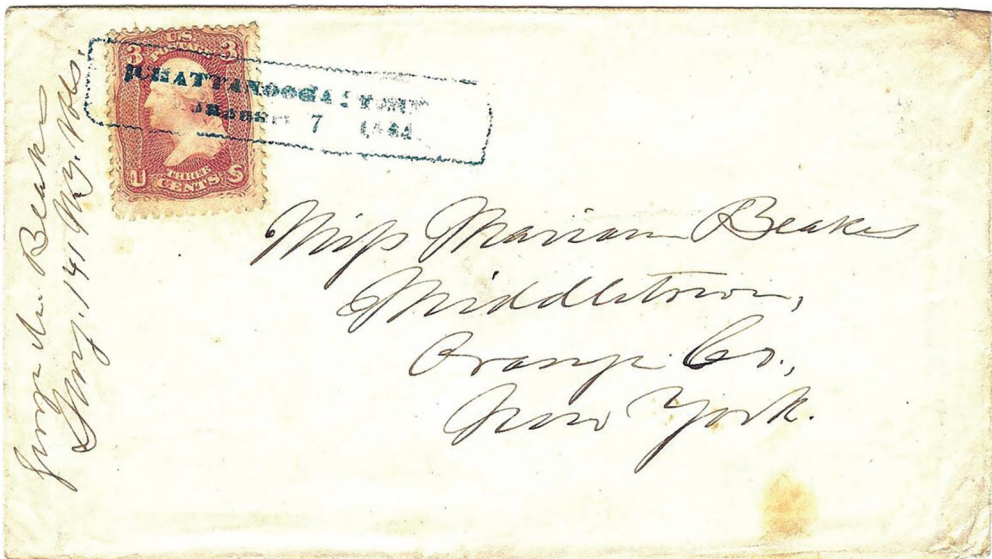


Figure 2. Chattanooga type CHA-TN-03 cancelled January 7, 1864, on a cover addressed to Middletown, New York. This is an exceptionally clear strike of the third provisional marking used by Postmaster James Hood.

nooga and Missionary Ridge, yielding complete control of the Tennessee River and the railroads to General Grant. At first, for a few days, U.S. mail was sent via railroad to Nashville for processing. By December 9, 1863, the mail was handled on site using locally sourced provisional straightline field cancelling devices. Figure 2 shows a cover from Chattanooga to Middletown, New York, franked with a 3¢ 1861 stamp tied by an exceptionally clear strike of the third provisional marking (type CHA-TN-03) used by Chattanooga postmaster James Hood. The marking is dated January 7, 1864. Richard Graham and Jim Cate have written extensively about these markings in prior issues of the *Chronicle*.² Chattanooga was under Union control for the remainder of the war.³ The Chattanooga provisional markings continued in use until the USPOD supplied a standard issue device (Type CHA-TN-04) in early 1864.

TABLE 1: FEDERAL TOWNMARKS FROM OCCUPIED TENNESSEE

Town	Description	EKU	Reference
CHATTANOOGA.TENN	SL month italic	Dec 9, 1863	PI 1: CHA-TN-01
CHATTANOOGA.TENN	SL month not italic	Dec 23, 1863	PI 1: CHA-TN-02
CHATTANOOGA.TENN	SL with outer box	Jan 1, 1864	PI 1: CHA-TN-03; Fig 2
CHATTANOOGA / TEN	DC 28 x 15 duplex	Jan 17, 1864	PI 1: CHA-TN-04
CHATTANOOGA / TEN	C 23	Feb 2, 1865	PI 1: CHA-TN-05
CLARKSVILLE / TENN.	C 30	June 1, 1863	PI 1: CLA-TN-01; Fig 3
CLARKSVILLE / Te.	C 35	1863	PI 1: CLA-TN-02
Cleveland	Manuscript	April 28, 1865	PI 1: CLE-TN-01; Fig 4
COLUMBIA / Ten.	C 29 no outer rim	May 2, 186?	PI 2: COL-TN-01; Fig 5
COLUMBIA / TEN	DC 26 x 13	April 12, 1862	PI 2: COL-TN-02
COLUMBIA / TEN	DC 29 x 16	Nov 13, 1864	PI 2: COL-TN-03
Cumberland Gap	Manuscript	July 1, 1862	PI 2: CUM-TN-01
CUMBERLAND GAP/TEN.	C 32	July ?, 1862	PI 2: CUM-TN-02
FRANKLIN / TEN.	C 32	unknown	PI 2: FRA-TN-01
FRANKLIN / TEN	C 26	June 20, 1862	PI 2: FRA-TN-02
FRANKLIN / TENN.	DC 31 x 16	July 26, 1864	PI 2, FRA-TN-03
GALLATIN / Ten.	C 32	Dec 29, 1862	PI 2, GAL-IN-01; Fig 6
GALLATIN / TEN	DC 26 x 13	July 23, 1862	PI 2, GAL-TN-02
GALLATIN / TEN	C 23	Feb 1, 1865	PI 2, GAL-TN-03
KNOXVILLE / TEN	DC 29 x 16 duplex	Dec 19, 1863	PI 2, KNO-TN-01; Fig 7
LEBANON / Ten.	C 32	May 27, 186?	PI 3, LEB-TN-01
LOUDON / TENN.	DC 31 x 17	Oct 7, 1864	PI 3, LOU-TN-01
MEMPHIS / TEN	DC 25 x 13	June 23, 1862	PI 3, MEM-TN-01; Fig 8
MEMPHIS / TEN	DC 27 x 13 duplex	Aug 5, 1863	PI 3, MEM-TN-02
MURFREESBORO / Ten.	C 33	May 2, 1862	PI 3, MUR-TN-01; Fig 9
MURFREESBORO / TEN	DC 25 x 13	May 28, 1862	PI 3, MUR-TN-02
NASHVILLE TENN.	C 32	March 13, 1862	PI 3, NAS-TN-01; Fig 1
NASHVILLE / TEN	DC 26 x 13	April 5, 1862	PI 3, NAS-TN-02; Fig 10
NASHVILLE / TENN.	C 31	Feb 24, 1863	PI 3, NAS-TN-03
NASHVILLE / TEN	DC 30 x 16 duplex	July 26, 1863	PI 4, NAS-TN-04
NASHVILLE / TEN	DC 28 x 15 duplex	May ?, 1864	PI 4, NAS-TN-05a
(same)	(same) not duplex	(same)	PI 4, NAS-IN-05b
NASHVILLE / TEN	C 23 duplex/target	Oct 14, 1864	PI 4, NAS-TN-06
(same)	C 23 dup/various	May 6, 1865	PI 4, NAS-TN-07
SHELBYVILLE / TEN	DC 26 x 13	June 5, 1862	PI 4, SHE-TN-01
Shelbyville	Manuscript	Aug 11, 1863	PI 4, SHE-TN-02
SHELBYVILLE / TEN	DC 30 x 16 duplex	Oct 23, 1863	PI 4, SHE-TN-03: Fig 11

Description column shows details of the marking (SL=straightline, C=circle, DC=double circle) with dimensions in millimeters. Reference column shows the marking designation, the Plate in which an illustration appears, and a Figure reference (“Fig 2”).

Clarksville

Clarksville was first occupied by Union forces on July 3, 1862. However, Confederate forces retook the town August 18, 1862. Union forces reoccupied the town again September 7, 1862 and retained control for the duration of the war. The earliest cover recorded from occupied Clarksville is dated much later—March of 1863. Covers from that date and into 1865 are quite scarce. Two prewar cancelling devices survived and were put back into use.



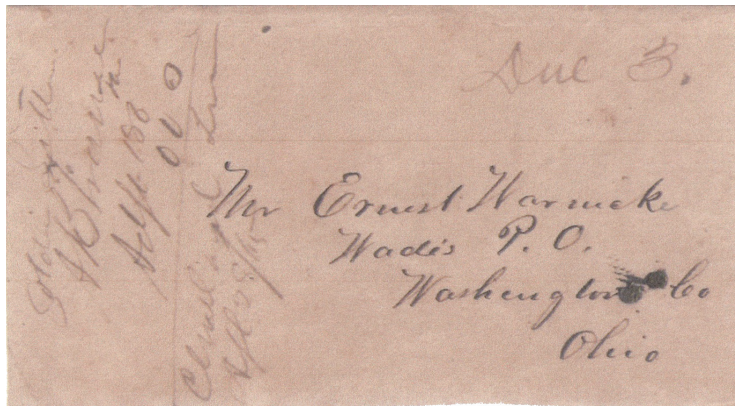
Figure 3. Clarksville type CLA-TN-01 cancelled June 1 (1863). This a resurrected pre-war device previously used as early as 1835, making it the oldest cancelling device known used during occupation.

Figure 3 shows a June 1, 1863 cover using a 30-millimeter circular device (type CLA-TN-01) previously known used from 1835-1850 (making this the oldest cancelling device used during occupation). A second, 35 mm circular device (type CLA-TN-02), previously used from 1850 to about 1856, was also pressed into service during 1863.

Cleveland

Cleveland and the surrounding area were generally opposed to secession. As a result, Confederate forces were dispatched there at the beginning of the war to control the East Tennessee and Georgia Railroad and the important Hiwassee River bridge. Union forces captured the town in November 1863 as part of a plan to cut off the supply route for General Bragg during the Battle of Missionary Ridge. After Bragg's defeat the Confederate army

Figure 4. Cleveland type CLE-TN-01, manuscript townmark dated April 28, 1865. This occupation post office was not opened until January 1865. This is the only recorded example of this marking.



withdrew into Georgia. Federal troops permanently occupied Cleveland for the rest of the war, but an occupation post office was not established until January 1865. Figure 4 shows the only recorded cover from occupied Cleveland. The manuscript town and date markings indicate April 28, 1865.

Columbia

Located on the strategically important Tennessee and Alabama Railroad just south of Franklin, Columbia was occupied in early April 1862. What is presumed to be an old cancelling device, previously used in the 1850s, was pressed into service. The outer rim of the device appears to have been filed off, possibly due to previous damage. The only recorded example of this device, pen-dated May 2 with the year not stated, is shown in Figure 5.

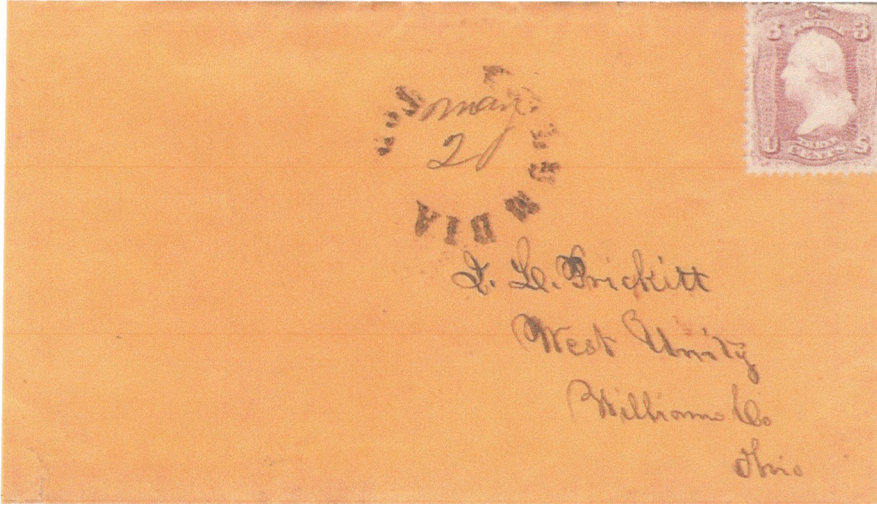


Figure 5. Columbia type COL-TN-01 cancelled May 2, year not known. This is a pre-war cancelling device previously used in the 1850s. This is the only recorded example of occupation use of this marking.

Simultaneously, a double-circle standard canceller was supplied and was used for several months until the post office was suspended due to heavy Confederate cavalry activity in the area. Operations were later resumed during the summer of 1864 and continued until hostilities ended.

Cumberland Gap

Buell's Army of the Ohio occupied Cumberland Gap in June 1862 after the Confederates withdrew. John Newlee, who had been the postmaster there during 1851-56, was allowed to resume his duties—apparently unofficially, but with the approval of U.S. General Morgan. Confederate forces under Bragg and Smith reoccupied Cumberland Gap on September 17, 1862, thus ending its brief stint as a Federal post office until after the war ended.

Franklin

Franklin, which lies just 20 miles south of Nashville, was occupied by Federal forces shortly after the occupation of Nashville. The earliest occupation uses from this town were cancelled with prewar devices. One marker was from the mid-1850s and the other was from the 1859-1860 period. Examples of either are quite scarce. Operations at this office appear to have been discontinued during Confederate General Van Dorn's operations in the vicinity in 1863. After the decisive battle of Franklin in 1864, the town was permanently occupied by the Federals for the duration of the war.

Gallatin

Just northeast of Nashville, this important stop on the Louisville and Nashville Railroad was occupied by Union forces to protect the essential supply route to Louisville as well as serving as a defensive outpost for Nashville. March 31, 1862 is considered the date of reestablishment for this office. At first an old prewar device was pressed into service. Figure 6 shows the earliest recorded example of this device, dated December 29, 1862 on a cover to Nashville. Although the cover was endorsed "Official" and sent without postage from Gallatin, the Nashville post office marked it "Due 3" upon arrival. A standard 26-mm double-circle cancel was later supplied from Washington (type GAL-TN-02) and both cancelling devices were used interchangeably. It is likely that operations were temporarily suspended during Confederate activity in the area in the fall of 1862, but later resumed and continued for the balance of hostilities.



Figure 6. Gallatin type GAL-TN-01 cancelled December 29 (1862), on a cover addressed to former Governor William B. Campbell, who had been appointed a Brigadier General by Governor Andrew Johnson. Although marked "Official" in the upper right corner, this cover was assessed postage due in Nashville.

Knoxville

General Burnside with elements of the Army of the Ohio swept through East Tennessee in August 1863 and captured Knoxville within weeks. Several months later, Confederate General Longstreet laid siege to the city from November 17 to December 6, when a Union relief column arrived. Almost immediately the post office was reopened; it remained in Federal hands until the war ended. Figure 7 shows a cover to Worthington, Indiana, that originated in Tazewell, Tennessee on December 20, 1863 (note the manuscript Christmas greetings) and entered the mails in Knoxville in January 1864. A postmaster had been appointed in Tazewell, but the post office there had not yet reopened. It is unknown whether the sender or the newly-appointed postmaster applied the handwritten "TASWELL" (sic) town and date to this cover.

Lebanon

Lebanon was among the first 12 post offices listed in the *U.S. Mail* as reopened in Tennessee. However, only one cover has been reported and it is not year dated. The cover



Figure 7. Knoxville type KNO-TN-O1, a double-circle marking, here cancelled in January 1864. This cover was sent by a Union soldier at Tazewell where a postmaster had been appointed, but the office had not yet reopened. It is not known if the sender or the newly appointed postmaster created the hand-drawn cancel.

is a patriotic envelope with J.A. Howells poem, which would suggest a year date of 1862 or possibly 1863. The town cancel on the envelope is from the device used immediately prior to and during the Confederate era.

Loudon

Loudon was occupied by Burnside’s army as a defensive outpost after the capture of Knoxville. After Longstreet’s siege of Knoxville ended in early December 1863, Union troops were permanently stationed at Loudon to protect the East Tennessee and Georgia Railroad. The post office was officially reestablished in April 1864. Only three or four covers are known from the occupation period.

Memphis

Memphis was captured by Federal naval forces on June 6, 1862. Initially U.S. mail from that city was forwarded north to Cairo, Illinois for processing. But by late June the Memphis office began to process its own mail under the direction of Special Agent A.H. Markland. One or more identical 25-mm double-circle devices were sent from Washington, along with a supply of postage stamps and several auxiliary markings. Initially, the primary function of the Memphis office was to process the mail to and from General Grant’s army as it pressed south to Vicksburg. The earliest recorded occupation cover from Memphis, shown in Figure 8, was sent to Bloomfield, Ohio and is cancelled June 23 (or 25) 1862.

In early August of 1863 the department furnished the Memphis post office with new 27-mm duplex devices along with more auxiliary markings. With the capture of Vicksburg the entire lower Mississippi River was secured and the post office at Memphis was again open to civilian use. The Memphis post office remained in continuous Union control throughout the remainder of the war.

Murfreesboro

Murfreesboro, on the Nashville and Chattanooga Railroad, was a key supply and communications center for Buell’s Army of the Ohio. The post office was listed as reopened on April 21, 1862. A cancelling device previously used by the Confederate postmaster was



Figure 8. Cover to Ohio with Memphis type MEM-TN-01 cancelled June 23 (or 25) 1862. This is the earliest known use of this marking from this occupation post office.



Figure 9. Patriotic cover showing Murfreesboro type MUR-TN-01, cancelled May 16, (1862) with a pre-war canceller previously used by the Confederate postmaster.

initially used when the office was reestablished. Figure 9 illustrates a patriotic envelope franked with a 3¢ 1861 stamp and struck with a bold, crisp strike of this marking, dated May 16 (1862). Later that month, Murfreesboro was supplied with standard cancelling devices from Washington.

Service was suspended on July 30, 1862 after a surprise raid by Confederate General Nathan Bedford Forrest. The Murfreesboro post office was reopened as a Confederate post office and remained as such until the Battle of Stones River in January 1863. After that battle, the Confederates withdrew. For about two weeks in March 1863 mail from the Federal troops at Murfreesboro was cancelled with the NASHVILLE TENN (type NAS-TN-01) in

(text continued on page 375)

PLATE 1



CHA-TN-01



CHA-TN-02



CHA-TN-03



CHA-TN-04



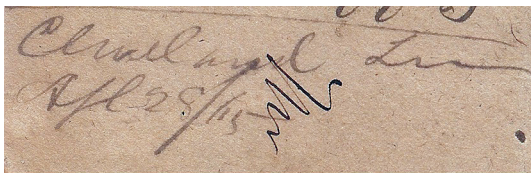
CHA-TN-05



CLA-TN-01



CLA-TN-02*



CLE-TN-01

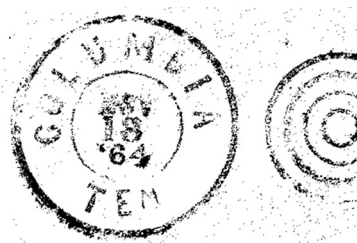
PLATE 2



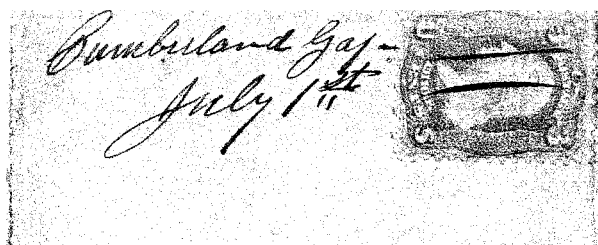
COL-TN-01



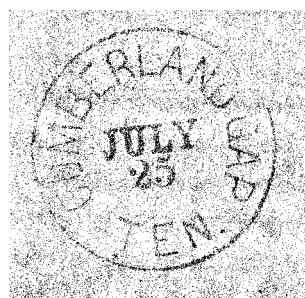
COL-TN-02



COL-TN-03



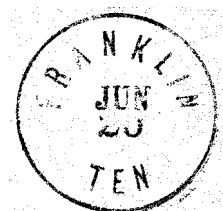
CUM-TN-01



CUM-TN-02



FRA-TN-01



FRA-TN-02



FRA-TN-03



GAL-TN-01



GAL-TN-02



GAL-TN-03

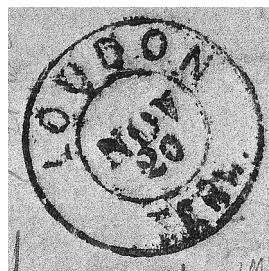
PLATE 3



KNO-TN-01



LEB-TN-01*



LOU-TN-01



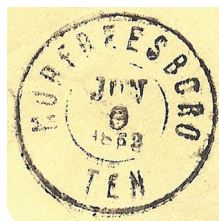
MEM-TN-01



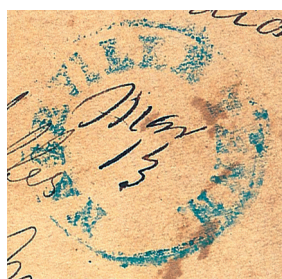
MEM-TN-02



MUR-TN-01



MUR-TN-02



NAS-TN-01



NAS-TN-02



NAS-TN-03

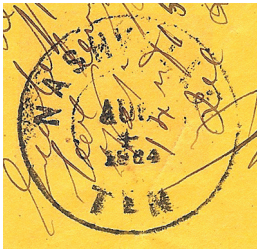
PLATE 4



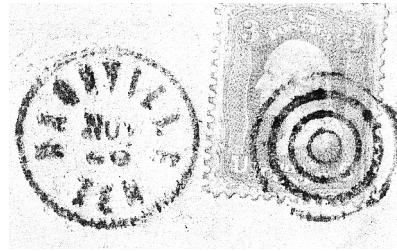
NAS-TN-04



NAS-TN-05a



NAS-TN-05b



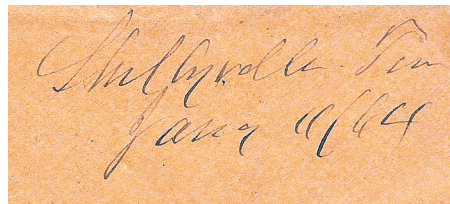
NAS-TN-06



NAS-TN-07



SHE-TN-01



SHE-TN-02



SHE-TN-03

(text continued from page 370)

black ink. This marking had not been used since the first days of the Nashville occupation in February 1862 and then only in blue. Its use in black on mail originating from Murfreesboro suggests that the marking was dispatched along with a detachment of army post office personnel to operate temporarily at Murfreesboro. An actual occupation post office eventually reopened in late 1863 or very early 1864. This remained in operation until the end of the war.

Nashville

After the fall of Fort Donelson and Fort Henry, the Confederates realized that their position in Nashville was untenable. A hurried and somewhat chaotic evacuation of the city was still underway as Federal forces approached. Union troops occupied Nashville without opposition on February 23, 1862. Special Agent A.H. Markland of the U.S. Post Office Department arrived on March 4 with the intent of quickly restoring postal service. Initially, while Markland was getting fully organized, mail was dispatched to Louisville for processing. Once Nashville was operational, Markland used the pre-war townstamp shown in the cover in Figure 1 until new standard cancelling devices arrived from Washington around April 5. Only blue ink was used during the first few days of operation. Examples of this same marking struck in black date from a later period in 1863 when (as noted above) the marking was used for about two weeks as a temporary datestamp in Murfreesboro.



Figure 10. Nashville type NAS-TN-02 cancelled June 18, 1863, on a cover addressed to Beaver Dam, Wisconsin. The sender, who was at the siege of Vicksburg, posted this letter with a demonetized 3¢ 1857 stamp which was not recognized at Nashville, where the the letter was marked “DUE/3.”

Figure 10 shows a June 18, 1863 cover franked with a demonetized 3¢ 1857 stamp cancelled with this second, Washington-supplied datestamp (NAS-TN-02). The obsolete stamp was not accepted and the letter was marked “DUE/3” at Nashville.

Five different cancelling devices were eventually supplied to the Nashville office which saw heavy demand as it processed virtually all of the mail involving Union forces west of the Appalachian Mountains and east of the Tennessee River—and extending into Alabama and Georgia. The Nashville office operated without interruption for the duration of the war.

Shelbyville

Located on the Duck River just south of Murfreesboro, Shelbyville was occupied in March 1862 by the Army of the Ohio. By mid-April, it was announced that the U.S. Post Office at Shelbyville was reopened. During Bragg's invasion, the office was suspended as Union troops were withdrawn to defend Nashville. Forces of CSA General William Hardee occupied Shelbyville after the Battle of Stones River in January 1863 and remained there until late June of that year. A Confederate post office operated in Shelbyville during this period. By August a Union post office was once again open there, but this was soon aban-



Figure 11. Shelbyville type SHE-TN-03 cancelled April 4, 1865 on a cover sent to Chattanooga. This is a scarce civilian use, late in the war, from one occupied Tennessee post office to another.

done by the Federals due to another redeployment of troops. By late fall the U.S. Army secured the area and the Shelbyville post office was opened yet again. It remained in operation thereafter. Figure 11 shows a cover with a strike of the third Shelbyville townstamp (type SHE-TN-03) with the “Apl 4 65” date added in manuscript. Note that this cover was sent to Chattanooga. Civilian mail like this, sent between occupied Tennessee post offices, is scarce.

Marking plates

The four marking plates accompanying this article illustrate examples of all recorded town markings used by the United States Post Office in occupied Tennessee. Over the past decade, I've been able to add color scans for most of the markings and developed a numbering system to better describe and organize the data. The two images marked with asterisks depict (for clarity) a pre-war use of a marking known to have been used during the occupation era. Obviously there is a need for color scans to upgrade the black and white images shown in the marking plates. If you can provide a needed scan, please contact me.

Endnotes

1. *Pat Paragraphs*, Springfield, Va.: Bureau Issues Association, 1981, pg. 277. This is a rearranged collection of articles that Perry wrote between 1931 and 1958.
2. The boxed version of the cancellation was illustrated in *Chronicle* 57, pg. 19 (February 1968); *Chronicle* 72, pg. 203 (December 1971); and *Chronicle* 248, pg. 355 (December 2015). All three types were illustrated and their use in black was discussed in *Chronicle* 216, pg. 286 (November 2007).
3. The reopening of the Chattanooga post office is discussed further in *Chronicle* 219, pg. 215 (August 2008). ■

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18+24 – Kimmel patriotic design

1c Blue (Type 1)+3c Dull red, tied by New York Jun.7th CDS and grid killer to Kimmel (unsigned) patriotic cover (Weiss No. E-R-58 var.), blue Union flag and eagle design to Sing Sing, NY. This cover was originally in the Marc Haas collection which Stanley Gibbons began to market in 1980 via auction. Kimmel patriotic covers have always been among my favorites. A gem! Ex-Haas with clean 1992 PF certificate.

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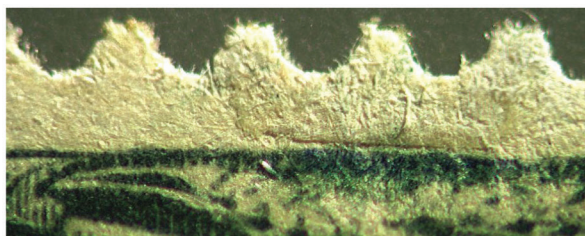
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Beware: Stamps Are Not Always What They Appear to Be



The Philatelic Foundation recently received a submission of what appeared to be a most attractive and valuable 50¢ Trans-Mississippi Imprint Plate Number Pair with full original gum. Upon close examination, the PF's staff of three in-house experts noticed something not quite right in the middle of the top margin of the stamp on the right.



Upon closer examination, using the technology provided by the PF's VSC6000 digital imaging system, their suspicions were confirmed. The top margin of the stamp on the right had been repaired, as seen in the sharp paper ridge in the magnification. This also showed the paper repair disturbed the design of the top frame line. The repair was noted on the PF Certificate.

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**90¢ SMALL BANK NOTE STAMP ON A PACKAGE LABEL
SPARKS ANALYSIS OF U.S.-GERMANY SPECIAL DELIVERY SERVICE
HEINRICH CONZELMANN**

The address label shown in Figure 1, from a parcel sent from New York to Leipzig, Germany, in 1894, attracts attention through its abundant and unusual franking. It bears 26 small Bank Note stamps: a 90¢ (Scott 229), a strip of five of the 30¢ (228) and 20 examples of the 10¢ (226), for total postage of \$4.40. An enlargement of the 90¢ stamp together with the two adjacent stamps is presented in Figure 2. The label is preprinted and indicates that the sender and the recipient were two branches of the same organization. The firm of Knauth, Nachod and Kühne was a large and important banking house which specialized in



Figure 1. Parcel label from New York to Leipzig, franked with 26 small Bank Note stamps, including a 90¢. The parcel received supplementary mail service at dockside in New York. The red crayon "X" at upper left designated special delivery in Germany.



Figure 2. Enlargement of a portion of the Figure 1 label, showing the 90¢ small Bank Note stamp flanked by 30¢ and 10¢ stamps. Blurred strikes of the magenta Supplementary Mail Type G marking can be seen. The faint black circular marking tying the 90¢ and 10¢ stamps is an off-set from a handstamp on another envelope, which provides clues to the handling of the Figure 1 cover.

international trade and foreign exchange. The company was founded in 1852 by Theodore Knauth, Friedrich Kühne and Jacob Nachod with two offices, one in New York and the other in Leipzig. Both operated as separate companies, but their partners were the same and shared in the profits of both.¹ Given the close relations between the two houses, we would expect there was substantial correspondence between them.

In addition to the unusual franking, the label in Figure 1 is of special interest from a postal history perspective. The parcel was posted as supplementary mail at dockside in New York and shows a printed endorsement (“Per Eilboten zu bestellen”) ordering special delivery service in Leipzig. This preprinted label was designed to ensure that the package would reach the Leipzig firm in the shortest possible time.

Covers posted in the United States and intended for special delivery service in Germany at this time are very uncommon, since there was no reciprocal special delivery agreement between these countries before 1 September 1926.² As Leonard Piszkiwicz stated in his book on United States supplementary mail, the combination of both services is most unusual even after the United States had entered into agreements with foreign countries concerning reciprocal special delivery service. There was no such cover reported at the date the book was issued in 2009.³

The franking

In *Chronicle* 107 (August, 1980), Richard M. Searing published an article about uses

M/D/Y	Stamps	Origin/destination	Remarks	Reference
4/10/90	229-3, 228, 227	New York/Germany	EKU of 229	Grant Kehres
6/13/91	229, 227	New York/England	large piece	Grant Kehres
2/17/92	229, 228	New York/Berlin	registered	Chronicle 107
6/10/92	229-2, 226	Baltimore/London	½ cover	Chronicle 129
8/13/92	229, 227	New York/Germany		Grant Kehres
?/?/92	229, 227	New York/New York	registered	Chronicle 121
1/6/93	229	NYC/Flemington, NJ	small cover	Chronicle 107
6/13/93	229, 225	New York/Frankfort	supp mail	Chronicle 129
6/20/94	229, 228-2, 226-2, 225	San Francisco/Serbia	registered	Chronicle 107
8/25/94	229, 228-5, 226-20	New York/Leipzig	supp mail	Figure 1
6/11/97	229	New York/London	supp mail	Chronicle 113
6/24/97	229, 276	Murray, Idaho/unknown	bank tag	Grant Kehres
7/5/97	229, 273	Murray, Idaho/unknown	bank tag	Grant Kehres
7/8/97	229, 272	Murray, Idaho/unknown	bank tag	Grant Kehres
12/2/02	229, 268, 279	Hoboken/Newfoundland	registered	Figure 3
5/10/11	229+ 3¢, 5¢ & 10¢ W-Fs	Lawrence, Kans./Ger.	tag	Grant Kehres
?/?/?	229, 228	D.C./Columbia	parcel post	Chronicle 129
?/?/?	229(2),228,226(4),220(3)	unknown/unknown	piece	Grant Kehres
?/?/?	229, 228, 227	unknown/unknown		Grant Kehres
?/?/?	229, 228-2, 248	S.F./Springfield, Mass.	reg wrapper	Chronicle 119

Table 1. Chronological listing of known uses of the 90¢ small Bank Note stamp, Scott 229. Listing includes covers, pieces of cover and parcel tags. First column shows date the item entered the mails. Second column shows Scott numbers of the stamps.

of the 90¢ small Bank Note stamp on cover and explained the scarcity of covers with this value.⁴ In 1890, when this stamp first came into use, the U.S. domestic postage rate was 2¢ per ounce and the international rate, on mail to countries who were members of the Universal Postal Union (UPU), was 5¢ per ½ ounce. Only a few countries had not joined the UPU and thus required higher rates. But even the maximum postage rate of 23¢ per ½ oz. to the exotic destination of Transvaal did not require a 90¢ stamp for a single-rate letter. It follows that most of the 90¢ stamps were used on wrappers for heavy parcels.

In subsequent issues of the *Chronicle* throughout the 1980s, additional covers or large pieces with this stamp were reported.⁵ Since that sequence of *Chronicle* articles, several new 90¢ items have surfaced. The current record of 90¢ small Bank Note covers, including larger pieces, tags and wrappers—20 items in all—is presented in Table 1. The listing shows the date the item entered the mails, the stamps it bears, other information where available, and a reference notation which in most cases will lead the interested reader to further information (usually a photo) about the item in question. There are only five complete covers, and among these are three philatelic covers—including the exquisite small cover shown in Figure 3. Massively overpaid with 94¢ in postage, this cover was posted 2



Figure 3. Overpaid registered cover from Hoboken, N.J. to St. John's, Newfoundland, December 2, 1902. One of the nicest covers known with the 90¢ small Bank Note stamp.

December 1902 from Hoboken, New Jersey, to Newfoundland. Noteworthy in Table 1 are the four parcel tags, which show a type of usage not represented in the previous *Chronicle* reports. The address label in Figure 1, with a total postage of \$4.40, shows the highest franking of all of the known 90¢ small Bank Note “covers.”

Supplementary mail

The New York branch of Knauth, Nachod and Kühne used supplementary mail service at the pier to get the parcel on board of the Cunard steamer *Campania* just before its departure. Supplementary mail required double the normal 5¢ per ½ oz. postage. In this case \$2.20 extra postage was paid for a packet weight between 21½ and 22 oz. The stamps are tied by multiple heavy strikes of the Type G New York supplementary mail marking. Unfortunately, the markings are blurred and no single strike is completely readable. Nevertheless, by analyzing the different strikes and using other information, it was possible to

assemble a complete tracing. An idealized drawing of this supplementary mail marking is shown as Figure 4. The *Campania* sailed from New York on Saturday, 25 August 1894 at 2:12 p.m. and arrived in Queenstown on Friday, 31 August, at 5:34 a.m.⁶ The “2” at the bottom of the Figure 4 marking is a code designation for the pier.

The enlargement in Figure 2 shows that the 90¢ stamp and the adjoining 10¢ stamp are also tied by an offset image from a German handstamp. Another parcel or letter, which had just received a Leipzig postmark, came into contact with the parcel and partly offset onto the label, creating a weak reversed image of the original marking. Figure 5 shows a mirror-image enlargement of this marking that was created using Photoshop imaging software. The marking has been rotated to an upright position. Faintly but clearly enough, this manipulated image reveals a portion of the date information: the first two figures, indicating the day: “-2” (dash for no number) followed by the number of the month, which is only faintly legible. The apparent date of this offset postmark, 2 September, accords with the arrival of the *Campania* in Queenstown two days earlier. Also visible in the Figure 5 image is the last digit of the date



Figure 4. An idealized representation of the Supplementary mail marking that appears on the label in Figure 1.

Figure 5. Mirror-image scan of the black circular Leipzig marking that appears as an offset on the Figure 1 package label. In this image the marking has been rotated to an upright position. Sufficient information in the marking shows clearly enough to establish when and where the Figure 1 parcel entered the mails at Leipzig.



line: “V” for “Vormittags,” indicating morning. In addition, the offset marking shows at bottom a weak but identifiable post office number “13.” Conclusion: The Figure 1 cover arrived on Sunday morning, 2 September 1894 at post office 13 at Augustusplatz, not far from the train station in the center of Leipzig. This was the main Leipzig post office for processing incoming and outgoing letters.⁷

Piszkievicz notes that there are different markings found on supplementary mail from this era, depending on the time before sailing of the steamer, and where the mail was deposited. Supplementary mail posted at New York post offices two to four hours before sailing received normal postmarks or the supplementary mail Type F markings. Mail received at the pier until ten minutes before sailing was stamped with Type G markings, of the sort shown in Figure 4. “Last minute” covers were cancelled on board the ship by sea post markings as explained below.⁸

Sea Post service

In 1891, a joint United States-German sea post service was established on German steamers, and in 1893, with the sailing of the *New York* on 25 February, a United States sea post service was implemented.⁹ The Sea Post Offices processed and sorted the mails being carried and served as a post office for the passengers on board. On steamers equipped with sea post offices, it was possible to hand over supplementary mail up to the last minute before sailing to the clerks of this office. Such mail received the appropriate sea post office marking. All supplementary mail was charged double postage if it was posted at a New

York post office or handed over to a post office clerk at the pier. However, if a cover was brought to the Sea Post Office directly, only single-rate postage applied.¹⁰

Apparently, Knauth, Nachod and Kühne made frequent use of the supplementary mail service for urgent letters. Other interesting supplementary mail covers are known from this company from the 1890s. For example, on page 47 of Piskiewicz's supplementary mail book, a large cover is pictured franked with two 10¢ stamps of the First Bureau issue and postmarked with a United States-German Sea Post Office marking, dated 9 a.m., 11 June, 1895. This coincides with the day and time the North German Lloyd steamer *Saale* sailed from New York. On the website of the TPO and Seapost Society,¹¹ a cover with a 10¢ Columbian stamp is shown cancelled with a sea post marking dated 20 May 1893, departure date of United States steamer *New York*.

Another most unusual cover from Knauth, Nachod and Kühne is shown in Figure 6. This cover is franked with a small Bank Note 10¢ stamp, which is cancelled by a sea post



Figure 6. Also from the Knauth, Nachod and Kuhne firm, posted 18 months earlier than the Figure 1 parcel. On this cover the 10¢ small Bank Note stamp is cancelled by a Sea Post marking (inset), showing the inaugural date of the U.S. sea post service.

marking. This marking, of which an idealized image is shown inset on the Figure 6 cover, is the scarce Cockrill Type A2¹² (Hosking TA20¹³) marking, here dated 25 February 1893, the inaugural date of the United States sea post service. Hosking stated that this earliest type of U.S. sea post marking is “wrapped in mystery.”¹⁴ The design is patterned like the supplementary mail Type G cancel shown in Figure 4. The date is presented within the double oval and the number at bottom most probably correlated with the steamer. Later types of the U.S. sea post markings are similar to the United States-German sea post duplex markings. The *New York* sailed on 25 February at 1:30 p.m. and arrived in Southampton on 4 March at 8 p.m.¹⁵ The back of the Figure 6 cover shows a Hanover arrival mark dated 6 March, 6-7 V (between 6:00 and 7:00 a.m.), consistent with the arrival of the *New York* in Southampton.

It is interesting that the label in Figure 1 shows the use of the supplementary mail Type G marking for pier service, whereas the other three known covers from Knauth, Nachod and Kühne are cancelled by Sea Post Office markings. There are two possibilities. Either the covers were brought to the pier post office within the last ten minutes and were prepaid double postage, or Knauth, Nachod and Kühne made arrangements to bring letter bags to the Sea Post Offices directly. If we assume that the company made use of this service not

only for one letter but for a considerable number of urgent items, the latter possibility would have saved the company a lot of money, since only regular postage was charged in this case.

Unfortunately, all the covers mentioned are franked with at least 10¢ and the rate cannot be distinguished definitively between supplementary mail postage and multiple rates caused by weight progression. If the parcel with the label in Figure 1 had been brought to the sea post office of a German steamer instead of being posted dockside for a Cunard steamer, \$2.20 would have been saved—the equivalent of a long day's wages in that era.

Early U.S.-Germany special delivery

The 1885 Lisbon Postal Congress of the Universal Postal Union introduced international special delivery service on an optional basis, since not all UPU members offered this service. According to Robert L. Markovits, the United States “jumped on this idea.”¹⁶ Special delivery service was introduced in the United States on 1 October 1885 on an experimental basis for 555 special delivery offices. The service was extended one year later to all first-class post offices. A detailed description of the history of United States special delivery service is given by Henry M. Gobie in his book *The Speedy*.¹⁷ Another very instructive summary of the subject was prepared by Markovits, which is available on the web.¹⁸

However, the United States did not enter into agreements with foreign countries allowing for the reciprocal exchange of mails intended for special delivery until 1 January 1923, when the first such agreement went into effect with Canada. For Germany, the reciprocal special delivery service was available on 1 September 1926 upon prepayment of 20¢ or its equivalent.¹⁹ Before the appropriate agreements had been concluded, special delivery service could not be prepaid with stamps of the country from which the cover was sent. For this reason, the franking on the label in Figure 1 does not include any special delivery fee.

In Germany, special delivery (“Eilboten” or “express”) service had a long tradition. In the German Austrian Postal Union (GAPU) Convention of 1851, this service was specified in Article 26: “Letters from states which have joined the GAPU convention, and on which the sender of the letter has explicitly shown by an endorsement on the letter that the letter was to be delivered by express, must be delivered immediately after reception to the addressee.”²⁰

Differences between German and U.S. special delivery service

In contrast to the United States, Germany made agreements with some European countries (Austria, Belgium and the Netherlands) for the exchange of special delivery mail even before the service was introduced by the UPU. In 1886, several other countries including Japan, Chile, and Hawaii (Honolulu only) entered into such agreements with Germany as well.²¹ For outgoing international mail, prepayment of the service was compulsory (with the exception of mail to Austria).

There were other differences between Germany and the United States concerning this service at the time the Figure 1 parcel was sent. In the United States, the service had to be prepaid 10¢ with a stamp issued exclusively for this purpose—a special delivery stamp, valid for no other purpose. In Germany, no special delivery stamps were issued. On 1 July 1892, new postal regulations went into effect.²² The content of section 24 of these regulations was dedicated to special delivery mail. A clear endorsement by the sender that a cover had to be delivered by special delivery (such as “per Eilboten,” “durch Eilboten zu bestellen,” or “per Expressen”) was required to obtain this service. The special delivery fee could be franked with normal postage stamps and was set at 25 Pfennig (60 Pf. outside the township) if prepaid. The special delivery fee could be prepaid or unpaid by the sender. In the latter case, the fee for the service was collected from the addressee. If the addressee refused to pay the special delivery fee, the cover was not turned over to the addressee. Instead, it was treated as undeliverable and returned to the sender. If several special delivery

items on which the fee was unpaid were delivered to the same addressee at the same time by the same messenger, only one fee was charged for all of the items delivered.

An addendum issued on 17 July 1892 required markings to be placed on special delivery items received from foreign countries: the German exchange offices now had to mark such items with a red X in crayon across the address side.²³ The use of an orange “Durch Eilboten” label was discontinued. The red X, as seen at upper left on the Figure 1 address label, is typically the only indication that a cover received special delivery service in Germany during this era.

What does this mean for the possibility of sending a special delivery cover from Germany to the United States at the time the Figure 1 label was sent? As noted, it was not possible for the sender to prepay the service using stamps of the country of origin. However, with mail sent to the United States, a sender in Germany could use a United States special delivery stamp (if he had one on hand) to prepay special delivery in the United States. Stamps may have found their way to Germany accidentally (e.g. sold by the United States-German sea post offices on the steamers to Bremen or Hamburg) or stocks of the stamp could have been sent to Germany at the request of mailers.

Apparently this was not a common practice. Covers from Germany prepaid by German stamps and additionally franked with a United States special delivery stamp are difficult to find. The earliest such cover known was in the Markovits collection, and is illustrated in Figure 7. It was sent on 2 June 1887 from Bad Elster, Germany, to Ithaca, New York. The sender prepaid the 20 Pf. German UPU postage using a pair of the 10 Pf. stamp of 1880 (placed at upper right) and then affixed the United States special delivery stamp well apart at upper left. It was important that the special delivery stamp not be cancelled by



Figure 7. U.S. special delivery properly prepaid. The sender in Germany paid the 20 Pf. UPU postage with German stamps and the U.S. special delivery postage with a U.S. special delivery stamp, which remained uncanceled until it reached the receiving post office at Ithaca, New York, which then provided special delivery service.

a foreign postmark. If cancelled, it would not have been valid for special delivery service in the United States. In the instance of Figure 7, the stamp was cancelled at the receiving office in Ithaca and special delivery service was indeed provided.

In some cases, clerks of the sending post office in Germany were unaware that it was



Figure 8. Failed attempt to prepay U.S. special delivery service with a 25 Pf. German stamp. Apparently unaware that a U.S. special delivery stamp was required, the German postal clerk marked this card with the red crayon “X” indicating special delivery.

impossible to prepay for the service in the United States without the special delivery stamp. A very unusual example is shown in Figure 8. This international reply postal card sent from Apolda on 17 January 1903 to New York City was uprated with a 25 Pf. stamp to secure special delivery service. The sender wrote explicitly: “Durch Eilboten zu bestellen (Außer Nacht) Boten bezahlt,” meaning “special delivery (not at night), carrier fee paid.” The post office clerk marked the card with the red X in crayon, the typical indication for special delivery service in Germany. Nevertheless, there is no hint that the card received special delivery service in the United States. The 25 Pf. franking went for naught.

Special delivery attempts from the U.S. to Germany

In regard to mail sent from the United States to Germany, the situation was different, because there was no special German stamp. There are some covers to Germany where the sender attempted to pay for the service in Germany with a United States special delivery stamp. Such an item is shown in Figure 9. This is a large registered cover from New York dated 13 January 1894 and sent to Plauen. This is almost certainly a commercial use. The 50¢ Columbian stamp pays UPU postage for a letter weighing between 4½ and 5 ounces. The 8¢ Columbian pays the registration fee and the orange 10¢ stamp hopefully pays for special delivery. But there is no indication that the letter received special delivery service in Plauen.

Figure 10 shows another Markovits cover franked with Columbians and sent to Germany in hope of special delivery. It is possible that the sender intended the special delivery stamp to pay for some form of special service between San Francisco and New York City, but the cover was clearly not afforded any special delivery service in Germany. The German post office framed the special delivery stamp and added a “0,” both in blue crayon, to indicate the stamp was of no value and special delivery service was not to be provided.



Figure 9. Failed attempt to prepay special delivery service in Germany with a U.S. special delivery stamp. On this cover from New York, the 50¢ Columbian paid the UPU postage and the 8¢ paid the registry fee. The special delivery stamp served no purpose.



Figure 10. Another failed attempt to prepay special delivery service in Germany with a U.S. special delivery stamp. In this case, the German post office boxed out the offending stamp with a “0”—unequivocally indicating the stamp counted for naught.

As stated above, according to the German regulations, it is assumed that the addressee would pay the special delivery fee for incoming United States mail, provided there was a clear endorsement requesting the service. As shown by Figures 9 and 10, it was not suffi-



Figure 11. On this cover, from Holyoke, Mass., to Leipzig, the special delivery stamp also counted for nothing. But the cover was properly marked (red endorsements at left) so that it should have received special delivery service paid by the recipient. But there is no evidence this occurred; the cover was delivered as regular mail.

cient to use a United States special delivery stamp for this purpose. On the cover shown in Figure 11, the sender wrote explicitly “Eilbrief Eilbote bezahlt” (“paid special delivery courier”) in red ink.

This letter was posted 12 July 1904 at Holyoke, Mass., addressed to Leipzig, with 5¢ UPU postage and a 10¢ special delivery stamp (Scott E6). Apparently, the sender hoped to prepay the fee via the special delivery stamp. Since the special delivery stamp was of no value, the German fee should have been marked on the cover and charged to the addressee. However, this was not the case. Also, there are no other markings (like the typical red crayon X) to indicate that the cover was delivered by a special delivery messenger, even though the service was explicitly requested on the cover.

The three covers described did not receive special delivery service in Germany. Recall that if the special delivery fee was not prepaid the addressee would have to pay the fee. If he refused to pay, the German regulations provided that the letter would have been treated as undeliverable and was supposed to have been returned to the sender—even when otherwise franked correctly. However, as we can see by the treatment of the three letters shown in Figures 9-11, it appears that the requirement of returning such letters to the sender was not applied to letters from the United States. Rather, such letters were simply treated as paid for ordinary service, and delivered without special delivery. This treatment reflects the UPU practice for special delivery mail between countries that actually had reciprocal agreements. The UPU conventions specified that on international special delivery letters between countries with reciprocal conventions, the fee had to be prepaid and remained with the sending postal administration. If the letter was not prepaid for special delivery, it would simply not receive special delivery service, but it would not be returned to the sender.²⁴

The parcel sent with the label in Figure 1 did, in fact, receive special delivery service, as shown by the red X crayon mark on the address label. In addition, Knauth, Nachod and Kühne, a business with sister companies in Leipzig and New York, and clearly experienced in sending mail between the two countries, utilized a printed address label which explicitly

requested this service and which presupposes that the special delivery service was available and would be used for this parcel.

The item represents an unusual and special situation. The sender in New York and the addressee in Leipzig were the same company, or at least two companies with the same owners, doubtless familiar with the local Leipzig postal authorities. There was little risk to the German post office department that the collect fee would not be paid, requiring that the letter be returned. In fact, it is likely that the company had made arrangements with the Leipzig post office for special delivery service to be provided on all correspondence with such a preprinted address label, and the special delivery fee would be paid by the company according to German regulations for incoming mail, despite the fact that there was no treaty with the United States specifying this service.

Further confirmation of this practice appears in a handbook of postal operations published in 1927.²⁵ Under the heading “Eilzustellung” (express forwarding), this service is explained in detail and it is stated that since 1885 the addressee could request special delivery service for certain letters (on an experimental basis). Since sender and addressee are the same in this case, the printed endorsement “Per Eilboten zu bestellen” would express the request of the addressee to deliver the item “per Eilboten” in Leipzig.

The fee is not marked on the Figure 1 label. Most probably, it was booked on an account of the company at the post office in Leipzig. If there were several special delivery letters at one time to this company (arriving with the same train) only one delivery fee had to be paid (see regulations above). This would have been a cost-effective method for Knauth, Nachod and Kühne in Leipzig.

Conclusion

The address label in Figure 1 combines several noteworthy features: an unusual and high franking including the 90¢ small Bank Note stamp, very early special delivery service to a foreign destination, and supplementary mail service at dockside in New York. These different aspects were discussed in detail and some suggestions were made, which give rise to other questions. Probably Knauth, Nachod and Kühne delivered late mail to the Sea Post Offices on German or U.S. steamers directly, since only normal postage instead of the supplementary mail rate had to be paid in this case. If such offices were not available (as on Cunard steamers), supplementary mail at the pier was used. Are there similar observations for mail of other companies? One would expect that sea post office markings should be observed more often than the supplementary mail Type G marking, if these letters were carried by steamers equipped with such offices.

The address label of Knauth, Nachod and Kühne was preprinted including the endorsement “Per Eilboten zu bestellen.” This article suggests that for covers posted in the United States, special delivery service in Germany could sometimes be provided upon the request of German addressees (it is presumed that these were mainly companies), which agreed to pay the special delivery fee. Since the address label of Knauth, Nachod and Kühne was printed, the label must have been used with some frequency. Are there other labels known from this company which show similar special delivery treatment? Are there similar labels from other German companies, sent from the United States to Germany? Are such printed labels requesting special delivery service known to other European countries? Answers to these questions and scans of appropriate covers would be welcome.

Acknowledgements

I would like to thank the late Robert L. Markovits, distinguished expert in United States special delivery mail. In November 2015 we initiated an inspiring discussion, and Bob consented to support me in writing this article. I subsequently received the very sad

news that he had passed away. But before his death he made important contributions to this article. I also want to thank Manfred Schmitt for helpful discussion, as well as Manfred Wiegand, who allowed me to show the very fine reply postal card from his collection.

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ON THE ROUTING AND HANDLING OF FOREIGN REGISTERED MAIL IN THE 19TH CENTURY

LEONARD PISZKIEWICZ

Pre-UPU period

Registered mail appeared in the United States officially on July 1, 1855, and soon also became part of the foreign mails. Additional articles providing for the exchange of registered mail were appended to postal conventions with Bremen and Prussia in 1855, Great Britain in 1856 and Hamburg in 1863. The 1857 postal convention with France did not mention registered mail, nor did the additional articles of 1861. Provisions for registered mail were present in the new (or revised) conventions with Great Britain and the North German Union negotiated in 1867 and also in conventions concluded in subsequent years with Belgium, the Netherlands, Italy, Switzerland, Denmark and Sweden/Norway—but not France (that postal convention was abrogated effective January 1, 1870).

In all of these cases, registered mail was handled by exchange offices as an “overlay” on ordinary mail. While registered letters were recorded and bundled separately, routing to the exchange offices followed the same scheme as ordinary mail. The routing and handling of registered mail between parties to the conventions is exemplified in the Additional Articles to Postal Treaty with Great Britain, March 20 and April 9, 1856 (16 *Stat.* 815):

ARTICLE VI. All registered letters forwarded from the United Kingdom to the United States, or from the United States to the United Kingdom, shall be made up at the respective offices of exchange in a parcel separate from the unregistered letters, which parcel shall be tied in the usual manner, and securely sealed by the despatching officer.

The name of the person to whom each registered letter is addressed, the place of its destination, and the amount to be credited to the office to which the letters are forwarded, shall be entered at the respective offices of exchange in a separate letter bill, which shall be made out in the form annexed to these articles. Such letter bill shall not be enclosed in the parcel containing the registered letters, but shall be forwarded in separate wrapper or envelope, sealed and addressed to the postmaster of the corresponding office of exchange.

ARTICLE VII. Upon the arrival at an office of exchange in the United Kingdom of registered letters from the United States, and upon the arrival at an office of exchange in the United States of registered letters from the United Kingdom, the postmaster of such office of exchange shall compare the letters with the letter bill, and if they agree, he shall write at the foot of the letter bill, the word “correct,” and affix his signature and official stamp....

In practice, registered mail outgoing from the United States to Europe during the pre-UPU period was nearly always processed through New York, even registered letters from San Francisco. Most registered mail originating east of the Rockies, which could have been transmitted from an inland exchange office (Chicago, Detroit, Philadelphia), in fact was sent first to New York, perhaps to take advantage of sailing schedules of ships from New York. However, two examples of registered letters processed through the Chicago and Portland, Maine, exchange offices show that registered letters sometimes left from those offices in the pre-UPU period.



Figure 1. Registered envelope from Chicago, posted January 4, 1870, to Odense, Denmark, processed at the Chicago rather than New York exchange office. Prepaid 21¢ by seven ultramarine 3¢ 1869 stamps for the 13¢ direct rate under the North German Union Convention plus 8¢ registration fee. 3¢ credit to the NGU. 1 wf (weiterfranco) indicates 1 groschen for postage beyond the Northern German Union.

Figure 1 shows an envelope from Chicago, posted January 4, 1870, to Odense, Denmark, sent under the North German Union Convention (since the U.S. postal convention with Denmark did not become effective until January 1872). According to the *United States Mail and Post-Office Assistant*, January, 1870, page 4, postage to Denmark was 13¢ for the direct rate via Bremen or Hamburg and the registration fee was 8¢, so the letter was properly prepaid 21¢ by seven ultramarine 3¢ 1869 stamps.

As required by Article VII of the regulations under the North German Union Convention, the Chicago date stamp indicated the letter was registered. The underlined black 33 was the registration number and the red crayon 3 to the right of the stamps represented a 3¢ credit to the North German Union for postage beyond the North German Union to Denmark. The letter was probably carried on the Hamburg American Line (HAPAG) *Silesia*, which departed from New York on January 11, 1870, and arrived in Hamburg on January 23, 1870. The Hamburg office applied the red boxed **HAMBURG [date] FRANCO**, the black **FRANCO**, and the boxed handstamp with a serrated edge **Recomandirt** handstamps. The red crayon **1 wf** (weiterfranco or foreign postage) to the left of the Chicago marking restates the 3¢ credit as 1 groschen postage beyond the North German Union.

Figure 2 is an envelope from Milltown, Maine, posted November 20, 1867, to Bradford, Yorkshire, England, which was endorsed "By Quebec Maile Steamer," and handled by the Portland exchange office on November 22, 1867. The 24¢ rate to England under the U.S.-British convention plus the 20¢ registration fee were paid by a strip of four 10¢ 1861 green stamps and two 2¢ black 1863 stamps. The red **3/PORTLAND ME AM. PKT.** exchange office marking indicated a 3¢ credit to Britain for British internal postage. The letter was carried on the Allan Line *Hibernian* which sailed on November 23, 1867, from Quebec and arrived in Londonderry on December 4, 1867.

Incoming registered mail from Europe, while very scarce, seems more easily found routed to inland exchange offices. Figure 3 shows a folded letter from Great Britain to Philadelphia sent in a closed mail bag to the Philadelphia exchange office. It was posted



Figure 2. Registered envelope from Milltown, Maine, November 20, 1867, to Bradford, Yorkshire, England, processed at the Portland, Maine, exchange office. Pre-paid 44¢ by a strip of four 10¢ green 1861 stamps and two 2¢ black 1863 stamps for the 24¢ rate to England under the U.S.-British convention plus the 20¢ registration fee. 3¢ credit to Britain for British internal. Image courtesy of James Milgram.



Figure 3. Folded letter from London, posted June 8, 1860 and sent in a closed mail bag through New York to the Philadelphia exchange office. The 1 shilling (24¢) international rate plus 6 pence (12¢) registration fee were paid by 1 shilling green and 6 pence lilac 1856 stamps. Manuscript 5/6 indicates credits to the U.S. of 5¢ for U.S. internal plus 6¢ for half the registration fee. Image courtesy of John Barwis.

at the Lombard Street office in London on June 8, 1860. The 1 shilling international rate plus 6 pence registration fee were paid by 1 shilling green and 6 pence lilac 1856 stamps. The London office struck in red a crown **REGISTERED** marking and an oval **LONDON/REGISTERED** datestamp, which was overstruck by the red **PHILA 24 BR. PKT./PAID** exchange office marking. The London office also wrote 5/6 indicating credits to the U.S.

of 5¢ for U.S. internal postage under the convention plus 6¢ for half the registration fee, as required by Article V of the March 20 and April 9, 1856 amendment to the U.S.-British postal convention. The letter was carried on Cunard *Asia*, which departed from Liverpool on June 9, 1860, stopped at Queenstown on June 10, and arrived in New York on June 21.

Figure 4 is an incoming cover from Ballarat, Victoria, in late January 1862, which first traveled to England, where it was routed to the Detroit exchange office for transit to Cincinnati, Ohio. There is a faint **REGISTERED/BALLARAT** marking to the right of crown **REGISTERED** marking. The envelope was prepaid 3 shillings by 1 shilling blue and 2 shillings green perforated 1859 stamps. The rating of registered letters from Victoria to the U.S. is not fully understood. However, based on research by John Barwis, Colin Tabcart and Richard F. Winter, the 3 shilling prepayment is thought to represent the sum of the 6 pence rate from Victoria to the U.K., 1 shilling Victoria registration fee, the 1 shilling rate from the U.K. to the U.S., and 6 pence registration fee from the U.K. to the U.S. The magenta credit to the U.K. overstruck by the crown registered marking is 1¼ (1 shilling 4½ pence), which may represent the sum of the 6 pence U.K.-to-U.S. registration fee plus 10½ pence (21¢) for the rate from England to the U.S., 8 pence (16¢) sea plus 2½ pence (5¢) U.S. internal postage. The red **REGISTERED/MELBOURNE** marking is dated January 25, 1862, and the letter was sent by the following relay of P&O Line ships: *Northam* (Melbourne January 26, 1862, Galle, Ceylon, February 15), *Nemesis* (Galle, February 18, Suez March 5) and *Pera* (Alexandria March 6, Southampton March 19). The London office struck in red its **REGISTERED** marking and an oval **LONDON/REGISTERED** date-stamp on March 19, 1862. The red crayon 21/6 at the lower left shows credits to the U.S. of 21¢ (16¢ sea and 5¢ U.S. internal postage under the convention) and 6¢ for half the



Figure 4. Registered envelope from Ballarat, Victoria, late January 1862, to Cincinnati, handled by the Detroit exchange office. Prepaid 3 shillings by 1 shilling blue and 2 shillings green perforated 1859 stamps, thought to represent 6 pence Victoria to the U.K. rate, 1 shilling Victoria registration fee, 1 shilling U.K. to U.S. rate, and 6 pence U.K. to U.S. registration fee. Victoria credited Britain 1 shilling 4½ pence, which may represent the sum of the 6 pence U.K. to U.S. registration fee plus 10½ pence, 8 pence sea from England to the U.S. plus 2½ pence U.S. internal. Red crayon 21/6 shows credits to the U.S. of 21¢ (16¢ sea and 5¢ U.S. internal) and 6¢ for half the registration fee. Image courtesy of James Milgram.



Figure 5. Registered envelope from Weener, Germany, posted January 29, 1875 and handled by the Chicago exchange office. The German 25 pfennig red brown and 20 pfennig ultramarine 1875 stamps paid the 25 pfennig direct rate via Bremen or Hamburg under the U.S.-Northern German Union Convention, plus the 20 pfennig registration fee.

registration fee. The letter was probably carried on the Allan Line *Jura*, which departed from Londonderry on March 21, 1862, and arrived in Portland, Maine, on March 31. On April 3, the Detroit exchange office applied its **DETROIT AM. PKT./24 PAID** to indicate the 24¢ rate from England was paid and no further postage was due.

Figure 5 shows a later example from the pre-UPU period. This is a January 29, 1875 registered envelope from Weener, in what is now Lower Saxony, Germany, to Ackley, Iowa. It was endorsed “via Bremen od [oder=“or”] Hamburg” and prepaid 45 pfennig by 25 pfennig red brown and 20 pfennig ultramarine Germany stamps of 1875. This represented 25 pfennig for the direct rate via Bremen or Hamburg under the U.S.-Northern German Union Convention plus 20 pfennig registration fee. The black **RECOMMANDIRT** handstamp was struck in Germany. The letter was carried on the North German Lloyd *Neckar*, which departed from Bremen on January 30, 1875, and arrived in New York on February 14. The letter traveled in a closed mail bag to Chicago, where it was backstamped **CHICAGO ILL/REGISTERED** (shown inset in Figure 5) and sent on to Ackley, Iowa.

GPU/UPU

With the inception of the General Postal Union (GPU, later renamed Universal Postal Union, UPU) on July 1, 1875, handling and routing of registered mail apparently remained unchanged from the procedures in use prior to the Postal Union. This is illustrated by the covers shown in Figures 6 and 7. The cover shown in Figure 6 (from the same correspondence as Figure 5), was posted at Weener, August 23, 1876, and passed through the Chicago exchange office September 12, 1876, on its way to Ackley, Iowa. The 20 pfennig GPU rate plus a 20 pfennig registration fee was prepaid by two ultramarine 20 pfennig 1875 stamps. The envelope bears a **Weener/Einschreiben/No. 353** registration label and was carried on the North German Lloyd *Mosel*, which departed from Bremen on August 26, 1876, and ar-



Figure 6. This registered cover from Weener, August 23, 1876, passed through the Chicago exchange office September 12, 1876 on its way to Ackley, Iowa. Two German 20 pfennig 1875 stamps paid the 20 pfennig GPU rate plus a 20 pfennig registration fee.

rived in New York on September 10. Chicago backstamped the envelope **CHICAGO ILL/REGIS'D** (shown inset in Figure 6).

Figure 7 is a cover from later in the 1870s, also from Germany, in this case from Walldürn, in what is now Baden-Württemberg, to Philadelphia. It illustrates that registered mail was being bagged in Europe for inland U.S. exchange offices in 1878. This January

Figure 7. This 1878 registered envelope sent from Walldürn, Germany, to Philadelphia, shows that registered mail was being bagged in Europe for inland U.S. exchange offices. The only backstamp is the fancy Philadelphia receiver, shown overlapped at its actual size. A vertical pair of ultramarine 20 pfennig 1875 stamps paid the 20 pfennig GPU rate plus a 20 pfennig registration fee.





Figure 8. Registered letter from Northampton, England, addressed to Menomonee Falls, Wisconsin, posted January 7, 1878 and bagged for the Chicago exchange office. The trio of three-half-pence Plate 3 red British stamps paid the UPU single letter rate of 2½d plus the 2d registration fee. The Chicago backstamp is shown inset.

2, 1878 envelope shows no indication of any receiving backstamp or marking other than the fancy Philadelphia receiver. The 20 pfennig GPU rate plus a 20 pfennig registration fee was prepaid by a vertical pair of ultramarine 20 pfennig 1875 stamps. The envelope bears a **Walldörn/Einschreiben/No. 786** registration label and was probably carried on the North German Lloyd *Mosel*, which departed from Bremen on January 8, 1878, and arrived in New York on January 22. Alternatively, the cover could possibly have been carried on the HAPAG *Wieland*, which departed from Hamburg on January 9, 1878, and arrived in New York on January 23.

Besides Germany, Great Britain is the other country from which registered mail to the United States can be relatively easily found in the early UPU era. Figure 8 shows a registered letter from Northampton, England, January 7, 1878, to Menomonee Falls, Wisconsin. It illustrates that registered mail was also being bagged to inland U.S. exchange offices in Great Britain in 1878. The trio of three-half-pence Plate 3 red British stamps (Scott 32) are canceled by two strikes of the Northampton 570 upright oval. The stamps paid the UPU single letter rate of 2½d plus the 2d registration fee. The letter was routed through London the same day, January 7, 1878, where it was bagged for Chicago. The backstamp (inset) shows arrival on January 21. The letter was probably carried on the White Star Line *Germanic*, which departed from Liverpool on January 10 and arrived in New York on January 19.

1879 Changes

The routing of incoming and outgoing registered mail changed drastically in 1879. Incoming *ordinary* mail routing also experienced substantial changes, but that's a story for another time.

The entire U.S. registry system was substantially revised in 1879. As recounted in the 1879 *Annual Report of the Postmaster General*, page 10, "Advantage was taken of the publication of a new edition of the postal laws and regulations to make a thorough revision of the registry system, by which its efficiency has been greatly increased. Distributing of-

fices have been abolished, and all registered matter is now mailed direct to its destination; the through registered pouch system has been greatly extended; and all the blanks used for recording the registry business have been greatly simplified....”

With respect to the international mails, the 1879 *PL&R*, Sec. 1125, stated, “...registered correspondence must always be sent under domestic registration to the United States exchange post-office at the port of embarkation or place of egress of the mails.” Thus, the character of international registered mail was completely changed. Registered letters to Europe were no longer necessarily handled by exchange offices where ordinary mail was handled. For outgoing mail to Europe, all registered letters were sent to New York for transmission, rather than being sent through the most convenient exchange office as previously.

The example shown in Figure 9 is a cover from Chicago routed through New York to Copenhagen, Denmark, even though Chicago remained an exchange office for ordinary mail to and from Denmark. The cover was posted on November 9, 1882, and received a **CHICAGO N.W.D. STA/REG.** marking of the North West Division station. (This was less than two months before the advent of the use of registry labels in the United States. After January 1, 1883, outgoing registered letters received New York registry labels in accordance with new UPU regulations requiring paste-on labels with registry numbers.) The 5¢ UPU rate plus the 10¢ registration fee was paid by 5¢ yellow brown and 10¢ brown 1882 stamps. Backstamps indicate the letter was received at the main Chicago office on November 10, 1882, the New York Examiners office (to ensure it was properly sealed) on November 13, 1882, and the New York registry office on November 14, 1882. A Danish backstamp indicates the letter arrived in Copenhagen on November 27, 1882.



Figure 9. Registered envelope from Chicago, November 9, 1882, to Copenhagen, Denmark, handled by the New York exchange office, even though Chicago remained an exchange office for ordinary mail; 5¢ yellow brown and 10¢ brown 1882 stamps paid the 5¢ UPU rate plus the 10¢ registration fee. Backstamps on reverse (right) show processing by two New York clerks.



The manner in which foreign registered letters were exchanged was explained in the new series of the *United States Official Postal Guide*, beginning in January, 1880, in a description of “THE REGISTRY SYSTEM OF THE UNITED STATES” at page 548:

11. All registered matter is now made up direct to destination, except foreign matter, which must be made up to the exchange office whence the mail leaves the United States. New York is the principal exchange office for Transatlantic registered mails, and San Francisco for Trans-pacific mails. Registered packages containing foreign letters, etc., must be marked “Foreign,” in addition to the address of exchange office.

The phrase “principal exchange office” implies that all incoming registered matter was also sent to New York, although it leaves open the possibility that different arrangements were in place for the weekly Cunard sailings to Boston and the North German Lloyd sailings to Baltimore and Philadelphia. However, unstated is the possibility that all registered letters were sent by closed mail bag to New York from all northeastern U.S. ports. It should be noted that alternate exchange offices came and went over time, e.g., Newport News, Virginia, for South American mail in the 1880s and 1890s.

All outgoing registered letters to Europe received only New York exchange labels for the balance of the 19th century, further confirming New York as the exclusive exchange office. There are no exchange labels known from Philadelphia, Boston or Chicago in the 19th century. A few known from St. Louis are on letters to Mexico for which St. Louis was an exchange office. In the 20th century, until the U.S. eliminated the use of registry labels, the only known covers with registry exchange labels going to Europe from ports other than New York are three examples from Philadelphia to Germany and one from Ohio via Philadelphia to Italy in 1909-1910 (probably carried on North German Lloyd sailings from Philadelphia).

Cover evidence shows that incoming registered mail from Europe after 1879 always received a New York receiving mark (backstamp on covers, front-stamp on cards) no matter where the item was destined in the United States. The *Postal Laws and Regulations* of 1879 (Secs. 856, 906) and later required postmasters receiving registered matter to “postmark them on the back,” thus enabling tracking the route of incoming registered letters.

A fine example of this new routing procedure is illustrated by the Figure 10 cover from Edinburgh, Scotland, August 16, 1881, to Rock Island, Illinois. The UPU single letter rate of 2½d and the 2d registration fee were paid by four 1d lilac (14 dots) and one ½d green Queen Victoria stamps (Scott 88 and 78) cancelled with an Edinburgh 131 roller cancel. The letter was probably carried on the White Star Line *Britannic*, which departed Liverpool on August 18 and arrived in New York on August 27. The letter was backstamped in New York August 27, 1881 (inset in the Figure 10 photo), and dispatched to the addressee in Rock Island, Illinois. This address was within the distribution area of the Chicago exchange



Figure 10. Registered from Edinburgh, August 16, 1881 to Rock Island, Illinois. According to the 1879 procedures, it was processed in New York, not in Chicago as it would have been previously. The UPU single letter rate of 2½d and the 2d registration fee were paid by four 1d lilac and one ½d green Queen Victoria stamps.



Figure 11. Front and back of a registered envelope from Bärnau, Germany, posted January 22, 1889 and routed through the New York exchange office to Chicago. Two ultramarine 20 pfennig 1888 German stamps paid the 20 pfennig UPU rate plus 20 pfennig registration fee. New York registry backstamp. The magenta SECOND NOTICE/FEB 9 1889, struck at Chicago, indicates the letter was initially not called for.

office, and before 1879 would have been routed to Chicago from Great Britain. But after 1879, when all incoming registered letters were sent to New York, the older registered mail sorting scheme no longer applied.

Another instructive example showing a New York routing is the 1889 cover shown front and back in Figure 11. This was sent from Bärnau, Germany, January 22, 1889, to Chicago. The 20 pfennig UPU rate plus a 20 pfennig registration fee was prepaid by two ultramarine 20 pfennig 1888 stamps. Before 1879, this cover would have been sent in a closed mail bag to Chicago. This letter was carried on the North German Lloyd *Trave*, which departed from Bremen on January 23, 1889, and arrived in New York on February 2. A No. 98 EINSCHREIBEN/R registration label was affixed. Backstamps indicate the let-

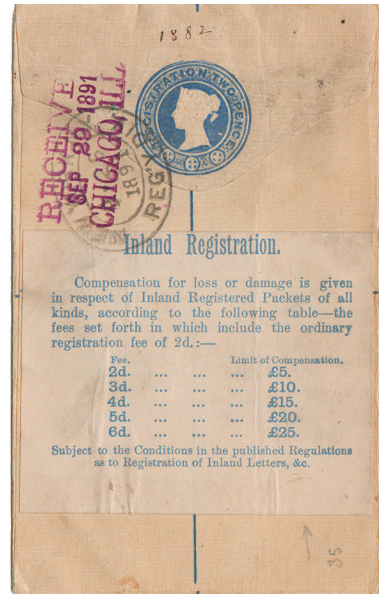
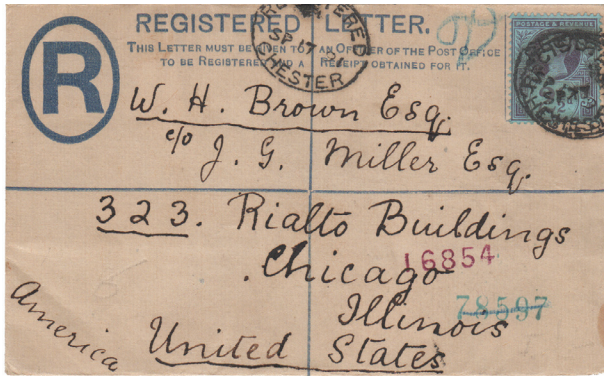


Figure 12. Cloth-lined registered envelope with 2 pence embossed blue stamp imprinted on the back flap, paying the registration fee from Chester, England, September 17, 1891, to Chicago. This cover was also routed through New York. A 2½ pence violet on blue 1887 Queen Victoria Jubilee stamp paid the single UPU letter rate. New York registry backstamp.

ter transited Tirschenreuth, Bavaria, January 22, the New York registry office on February 2, and arrived in Chicago February 5, as indicated by the **RECEIVED/CHICAGO, ILL** and **CHICAGO N.D. STA/REG.** markings. A black 2/6 (February 6) date is written to the left of the postmarks. The magenta **SECOND NOTICE/FEB 9 1889** in the upper right on the front indicates the letter was not called for. The **CHICAGO N.D. STA/REG.** marking was struck again on February 11, probably when the letter was finally picked up.

As with the cover from Germany in Figure 11, the 1891 cover shown (both sides) in Figure 12, from Chester, in the County of Cheshire in northwest England, was also addressed to Chicago and also routed through New York. This cloth-lined registered envelope has a 2 pence embossed blue stamp imprinted on the back flap indicating the registration fee. A 2½ pence violet-on-blue adhesive of the 1887 Queen Victoria Jubilee issue was affixed to pay the single UPU letter rate. A blue pencil “66” to the left of the added stamp is the registry number of this cover on the list of registered letters prepared by the Liverpool exchange office. The letter traveled on the Cunard *Etruria*, departing Liverpool September 19, 1891, stopping at Queenstown September 20 and arriving New York on September 26. The blue registry number 78597 was added at New York. The letter arrived at Chicago September 29, where the New York registry number was lined out in blue pencil and the magenta number 16854 was added. Lacking additional Chicago postal markings, the letter was probably successfully delivered by the carrier on the first attempt.

The covers in Figures 11 and 12 illustrate how registered mail from the major European countries was all routed to New York while ordinary mail addressed to inland U.S. exchange offices was still bagged for direct transit to those cities. Thus, while ordinary mail from Germany and Great Britain addressed to (for example) Chicago was bagged for Chicago, registered mail was bagged for New York.

1894 changes

But things were about to change again. The fact that all incoming registered letters from Europe had been directed to New York after 1879 was acknowledged in the 1894 *Annual Report of the Postmaster General* (pg. 484): “The sea post-offices on fourteen German and two American steamships have formerly delivered registered mail for all sections of the United States at the New York post-office, to be there distributed and rebilled, thus in-

volving considerable delay.” This statement— “...delivered registered mail for all sections of the United States at the New York post-office,...”—is the earliest (and only) explicit acknowledgement found in USPOD documents that registered mail from Europe was all routed to New York.

Wishing to improve mail delivery times, the USPOD embarked on a campaign to speed up registered mail transmission, as had been accomplished for ordinary mail with the inception of Sea Post Offices beginning in 1891. The 1894 *Annual Report of the Postmaster General* (pg. 484) further stated:

It has been found possible without the use of cumbrous distribution schemes to make separations in the sea post-offices for eight cities, receiving on an average from each sea trip of each steamship between 20 and 250 registered pieces for each city delivery. These cities are: Boston, Mass.; Philadelphia, Pa.; Baltimore, Md.; Washington, D. C.; Cleveland, Ohio; Chicago, Ill.; St. Louis, Mo.; and San Francisco, Cal.

The sealed and labeled sacks, made up in the sea post-offices for such interior cities, are delivered at the New York post-office, and have the security, while in transit across the country, of an inclosure in domestic registered pouches, locked with tell-tale locks, which leave New York soon after the arrival of steamships, thus gaining time without lessening security. To carry out this plan full instructions were given to the postmasters at the eight above-mentioned cities, making them foreign registry exchange offices.

Registered letters sorted aboard Sea Post Office ships were backstamped and are thus easily identified. The 1904 *Instructions for the Conduct of Sea-Post Offices* stated in Sec. 39: “2. The registered articles dealt with by the sea post-offices must bear on the back an impression of the sea post stamp showing the date of the departure. If some articles, owing to their form or quality, should not admit of this distinct stamping, the data shown by the stamp must be noted in handwriting.”

Figure 13 shows an example of a registered letter handled by the U.S.-German Sea Post and bagged for Chicago for distribution to Garner, Iowa. It was posted in Leer, Ost-

*When you think of United States postal history provenance,
what names should come to mind?*

**Barkhausen, Burrus, Caspary, Dale-Lichtenstein, Dietz,
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Figure 13. This registered envelope From Leer, Ostfriesland, May 2, 1896, to Garner, Iowa, was handled by the U.S.-German Sea Post and bagged for Chicago for distribution. Two ultramarine 1889 20 pfennig stamps paid the 20 pfennig UPU rate plus 20 pfennig registration fee. Bremen and Chicago backstamps are shown as insets at left.

friesland, on May 2, 1896. The 20 pfennig UPU rate plus a 20 pfennig registration fee was prepaid by two ultramarine 20 pfennig 1889 stamps. The envelope has a Leer (Ostfrsl.) 2/Einschreiben/No. 434./R registration label. It was carried on the North German Lloyd *Havel* from Bremen, which departed May 5, 1896, and arrived in New York May 14. It bears an oval DEUTSCH-AMERIKANISCHE SEEPOST/BREMEN-NEW YORK/5.5.96/V and straightline RECEIVED/MAY 15 1896/CHICAGO, ILL. backstamps, both shown inset in the Figure 13 illustration.

1895 changes

In addition to sorting by Sea Post Offices, registered letters were also sorted for various U.S. exchange offices by some foreign post offices beginning 1895. The 1895 *Annual Report of the Postmaster General* (pg. 536) stated:

The postal administrations of some important European countries have consented to make up separate registry bags labeled to Boston, Mass., Philadelphia, Pa., Baltimore, Md., Washington, D.C., Cleveland, Ohio, Chicago, Ill., St. Louis, Mo., and San Francisco, Cal., and to observe the territorial schemes connected with each of such interior post-offices. The registry bags will pass from New York to the interior cities named in United States through registered pouches, and will have all the safeguards of our domestic registry system. Quite a large portion of foreign registered mail for interior States will be expedited from twelve to twenty-four hours by this plan.

Note that the foreign post offices were to “observe the territorial schemes connected with each of such interior post-offices.” The “important European countries” were iden-



Figure 14. Front and back of a registered envelope from Lothbury (London) to San Antonio, Texas, posted May 27, 1896, and routed through the St. Louis exchange office. 3d and 4d 1887 Queen Victoria Jubilee stamps paid the 5 pence double UPU rate (weight between ½ and 1 ounce) plus 2 pence registration fee.



tified in the 1896 *Annual Report of the Postmaster General* (page 568) as Great Britain, Germany, France and Belgium.

The effect of the new sorting and routing scheme for registered mail was that registered letters received a backstamp from the receiving exchange office and then also from the delivery post office. This procedure is illustrated by the cover shown in Figure 14 from Lothbury (London) May 27, 1896, to the exchange office in St. Louis on June 6, 1896, and then to the addressee in San Antonio, Texas, on June 16. The 5 pence double UPU rate for between ½ and 1 ounces plus 2 pence registration fee was prepaid by a 3 pence violet on yellow and 4 pence brown and green stamps of the 1887 Queen Victoria Jubilee issue. The letter was endorsed “Via Cork per Germanic” and carried on the White Star Line *Germanic*, which departed from Liverpool on May 27, 1896, stopped at Queenstown on May 28 (where this letter was put on board), and arrived at New York on June 4.

From this beginning, the sorting scheme expanded in the 20th century to a detailed list of over 20 destination offices, some being distributing exchange offices and others being destination cities for which mail would be separately sorted. In the latter cases, the covers show only a backstamp from the delivery post office. ■

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IN REVIEW

***EASTERN INDEPENDENT MAIL AND EXPRESS MAIL COMPANIES, 1840-1845*, BY THE EASTERN INDEPENDENT MAIL COMPANY STUDY GROUP**

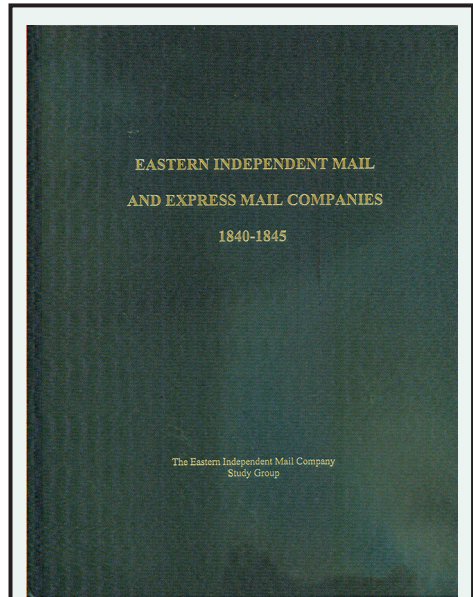
REVIEWED BY JAMES W. MILGRAM, M. D.

This is a valuable book to own. It tells the story of 16 independent mail companies and 25 other private package and express-mail companies operating during the same era. These came into existence during the first half of the 1840s to compete with the United States Post Office Department. They were put out of business by Congress, which passed legislation reasserting the Post Office Department's monopoly to carry private mail.

Following an excellent overview, written by Scott Trepel, explaining the reasons these companies were formed, six other authors—John Bowman, Richard Frajola, Michael Gutman, William Sammis, David Snow and Gordon Stimmell—describe the covers, the markings and the history of the 16 Eastern Independent Mail Companies. This section is 516 pages, the bulk of the book. The remaining 25 shorter chapters (150 pages) on the package express companies, are similar descriptions by the same authors, who make up the Eastern Independent Mail Study Group.

The book is printed on very thin paper, coated and glossy so the illustrations are sharp and of good color. The cover and binding are adequate.

Since each chapter depicts all the known postmarks and stamps issued by these companies, the book is an excellent catalog. Numbers are assigned to each marking and stamp. No prices are mentioned, but the number of on-cover examples in the authors' extensive database is listed, so this serves as a useful rarity guide. Many hundreds of full covers are illustrated, along with illustrations of adhesive stamps (including platings and earliest/latest use information) and individual markings. In addition, there are many helpful small maps and dozens of newspaper advertisements which provide valuable data on the companies being described.



***Eastern Independent Mail and Express Mail Companies, 1840-1845*, by the Eastern Independent Mail Company Study Group. Published by Michael Gutman. 8½x11 inches, 672 pages, hardbound, no dust jacket, over 800 color images of covers and advertisements, hundreds of adhesive, handstamp and label images. \$75 including domestic shipping, from the publisher at 53 Carter Drive, Framingham MA 01701.**

The individual authors were given considerable freedom and the different chapters reflect this. For example, the American Letter Mail Company chapter by John Bowman employs drawings of the postmarks instead of scans and discusses details of the printing of the stamps not found in other chapters. The chapter by Michael Gutman on Hale and Company consumes 247 pages. This could easily have been printed as a separate book, but its inclusion with all the other independent mail companies renders this book invaluable to anyone seeking background information, known cover uses, and depiction of the markings of the 16 companies. I found the chapters to be well-written and without editorial error. Each chapter stands alone so the reader can skip among them.

A distinction between the two parts of the book appears to be that the Independent Mail companies carried letters while the 25 Package Express companies carried little private mail and are therefore of less interest in a study of letter carriers and letter-post correspondence. However, the differentiation is not a distinct one, and will be probably be confusing to some readers. For instance a cover shown as Figure 14-4 with an A. Roberts & Co. handstamp is not different in usage from many letters carried by Hale & Co. The Roberts company advertised to carry letters at four different rates. Apart from the fact that Roberts & Co. only operated for a short time, I do not see what makes this company a Package Express and not an Independent Mail company.

The book lacks an ISBN number although it has a Library of Congress number. The “dba” on copyright page is not explained. Acknowledgements are adequate, although most of the material comes from the authors’ collections. Since the press run for this book was very limited, I expect it will sell out swiftly. I hope a second printing will be required and made. ■

A HISTORY OF POSTAL SERVICE IN HANOVER, NEW HAMPSHIRE SINCE 1761, BY TERENCE M. HINES

REVIEWED BY MICHAEL LAURENCE

The Germans have a word for it, and if you are a philatelic exhibitor you can hear the contempt underlying the judge’s criticism when he utters it: *Heimatsammlung*. In the philatelic vocabulary, that unpleasant-sounding word designates home-town postal history collecting—a pursuit enjoyed by many stamp collectors despite its disdainful reception by stamp-show judges.

Up close and personal, almost every collector will acknowledge that in addition to his major collection of whatever-it-is, he also fancies the covers of this or that town, often because of a personal connection. Hometown postal history collecting is cheap, fun and educational. For most philatelists, the appeal is irresistible.

Exhibits of home-town postal history were once ubiquitous at local stamp shows, and maybe they still are, to the extent local shows survive. But over the last generation, since the APS/FIP establishment took up the task of rationalizing stamp-show judging, home-town exhibits are seldom encountered at the national level—likely because they are doomed, by their innate philatelic insignificance (as set out in the judging rules) to the lower echelon of awards.

Official discouragement notwithstanding, home-town collecting still attracts legions of collectors, of which this reviewer is one. I have 19th century collections (better described as accumulations) for half a dozen places, mostly New England towns where I’ve lived over the years. In 1970, when my first child was born in Hanover, New Hampshire, I decided to collect 19th century covers from that town too.

As it turns out, Hanover is a good town to collect. Through the long arc of the 19th century, Hanover's postmarks well reflect the typical evolution from straightlines to ovals to circles to double circles to duplexes to machines, with a few fancy cancels thrown in. Hanover is small enough to make finding collectible covers challenging—but large enough (population 2,600 in 1840, 12,000 today) to assure that representative material actually survives. Dartmouth college was founded in 1769, just a few years after Hanover was first settled. The parallel evolution of the two generated extra correspondence, a disproportionate amount of which was saved for posterity.

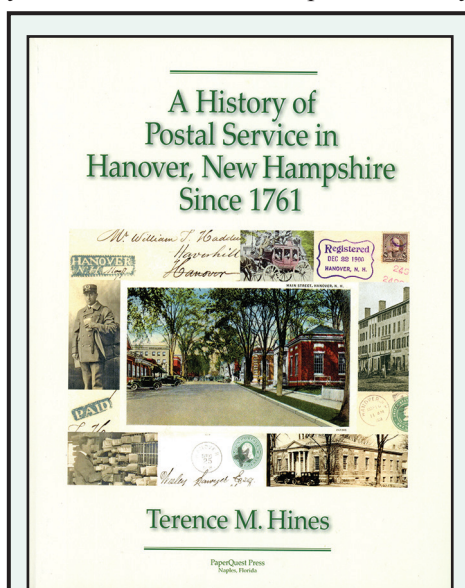
In collecting hometown postal history the one thing you don't want is competition. My competitor for Hanover material for decades was Terence M. Hines, who was born in Hanover (his parents were on the Dartmouth faculty) and grew up there. While I never lost interest in Hanover, over the last 20 years I capitulated to Hines' loftier bidding and more or less ceded the turf to him. There's really not room for two.

Retrospectively, I'm glad I did, because with his recent acquisition of the red negative 1827 straightline (which he found improbably buried in the Markovits special delivery holding) Hines completed his Hanover postmark collection and simultaneously published his long-awaited book, *A History of Postal Service in Hanover, New Hampshire Since 1761*.

This book is a model for how a work on hometown postal history should be structured, what it should look like, and what it can accomplish. It provides full details of the evolution of the postal markings, supported by a history of the town itself, from the perspective of the development of its postal service, with special emphasis on the town postmasters and post offices. Postroad maps, striking and elegant in their simplicity and effectiveness, show how covers actually travelled. The covers themselves are well illustrated in color.

The book is clearly intended to appeal to an audience larger than collectors of Hanover postmarks. It consists of five chapters that tie the town's postal history to the larger background against which it unfolds. The chapters cover the early years (1781-1800); the first half of the 19th century ("From Turnpikes to the Coming of the Railroads"); the second half of the 19th century ("Stamps and Railroads"); and the emergence of the modern post office in the 20th century and beyond. A concluding chapter is devoted to Hanover fiscal philately, which is much richer than I would have imagined. Hines has a long interest in fiscal philately. He has written two books on revenue stamps and was an important contributor to the magisterial 740-page *State Revenue Catalog* published by the State Revenue Society in 2013.

Combining town history with postal history develops useful information that enhances understanding of surviving covers. As an example, Hines convincingly ties Hanover's first handstamped postmark—a straightline that exists in two colors and several sizes—to the tenure of Jedediah Baldwin, Hanover's postmaster from 1797 to 1811. Baldwin's



***A History of Postal Service in Hanover, New Hampshire Since 1761*, by Terence M. Hines. Published by PaperQuest Press, Naples, Florida. 8½x11 inches, 146 pages, perfect-bound paperback, many color images of stamps, covers and postmarks. \$55 including domestic shipping from the publisher at 9939 Broadmoor Road, Naples, FL 34119.**

predecessor, Samuel McClure, 1791-97, used only manuscript markings. Baldwin was a watchmaker who ran the post office from his shop on Main Street. He created the straight-line after he took over. Thus it is futile to seek out examples earlier than April 1, 1797, when Baldwin was appointed. They don't exist. The straightline was used until February 1800, when a fire destroyed Baldwin's shop and the marker as well. A complex series of oval postmarks followed. For me, information like this lends life to the covers themselves.

During the 1820s and 1830s, Hanover served as a distributing post office, a sort of domestic exchange office, facilitating the transit of mailbags on their way to more distant destinations. I had not known that about Hanover, and now have a better understanding of how distributing post offices actually functioned. Hines shows an 1825 cover from Boston to Stanstead, Quebec, routed "Via Hanover and Derby Line" that well illustrates the concept.

I also didn't know that Hanover was one of 48 towns that were part of an initial test of the concept of rural free delivery. This experiment, which failed, was launched by PMG John Wanamaker in 1889. No Hanover covers are known from this test and possibly none ever existed. When RFD was successfully reintroduced in Hanover in 1907, rural free delivery included free mail delivery to Dartmouth College dormitory rooms. Hines shows an engaging example, a 1¢ government envelope sent locally in 1908.

The Skinner-Eno work on fancy cancellations lists three Hanover markings that I have sought for decades with no success. It pleased me to read that Hines has never found them either. The markings are a three-spades design (S-E number PO Cl 7); a "PAID" in an oval box (PM-PF 11); and a negative boxed "PAID" from 1847 (PM-PF 16). About these three Hines says: "In more than 40 years of collecting Hanover postal history, I have never seen any of these markings and doubt their existence." I second that motion.

For cover collectors, the most useful part of any hometown postal history study is its record of the postal markings of the town. This serves as a source of precious information (dates, varieties, scarcity, etc.) about what's available to collect. In this vital function, alas, the Hines book disappoints.

Foremost, there is a regrettable lack of concordance between the main narrative of the book and the 18-page marking catalog featured prominently at the conclusion of the text. As an example, the well-known Hanover negative straightline marking of 1827, which Hines' Markovits acquisition proves unarguably to exist in red as well as blue, is described in the text as type P7 (for Postmark 7). But in the accompanying catalog, this marking is illustrated and described as type P5. From the 19th century up to the 1930s, marking references in the text and in the catalog differ by one or two numbers. Because design differences among the early oval and the later circular markings are sometimes subtle, this discordance can be a source of needless and sometimes substantial confusion.

Additionally and disconcertingly, information in the marking catalog is sometimes contradicted by information in the narrative. As just one example, a 27-millimeter single-circle marking with a telltale slug under the date number is described as marking type P-18 in the text and marking P-16 in the catalog. In the text the author says this marking came into use "in the late 1870s" and "the latest use I have recorded is October 1, 1883." In the catalog the same marking is given usage dates of "1874-187?" Either the narrative or the catalog must be wrong. I would guess the problems are with the catalog—but I shouldn't have to guess, and if the catalog *is* wrong, the authority of one of the main features of the book is diminished.

But these unfortunate editorial lapses should not detract from an overall appreciation of this work. Hines' Hanover book is easy and enjoyable to read. In addition to the light it casts on its title subject, the book provides an overview of the evolution of small-town post offices in the United States and the role they played in the development of the society they served. Perhaps most important, this work provides a template for collectors who might be considering writing a book about their own hometown interests. Highly recommended. ■

EXPLANATION OF PROBLEM COVER IN CHRONICLE 251

Our problem cover from *Chronicle* 251, shown here as Figure 1, surfaced at a recent Civil War show at the booth of a non-philatelic dealer. Way covers are not common to begin with and prepaid Way covers from this period (1848) are virtually unknown. The content of the letter offers a detailed glimpse into the timber industry in Maine at the dawn of the interior railroad boom in that state, but that's not germane here.

Hugh Feldman offered his take on how this cover may have been handled. "One explanation that comes to mind for the folded letter to North Edgecomb from Gray might be weather related. The letter would normally have gone via the four-horse stage route 16 miles south to Portland and then the 49-mile stage route to North Edgecomb via N. Yarmouth, Freeport, Brunswick, Bath and Wiscasset. If, as was possible in the period of use of the Gray circular datestamp (1846 -1855) the stage route was impassable in mid-November, the Post Office Department had the prerogative to put the letter on a coastal steamer or sail boat bound for North Edgecomb. If that happened then the letter would have been rated at 6¢ for delivery in the port of arrival and the WAY stamp applied, either at Gray or Portland."

Steve Roth offered an entirely different analysis:

"A way letter was a letter given to a post rider between post offices. The rider was required to turn in the letter at the next post office he arrived at. The letter was then deemed to have entered the mails at that post office, which paid the post rider 1¢ or 2¢ (depending when this occurred and the statutory rate at the time), and marked the letter Way to account for the payment to the post rider and to explain the higher charge to the recipient of the letter. The postmaster also rated the letter to reflect the way payment/charge, and entered the name of the post office (such as with the Gray, Maine CDS) to indicate the place where the letter entered the mails.

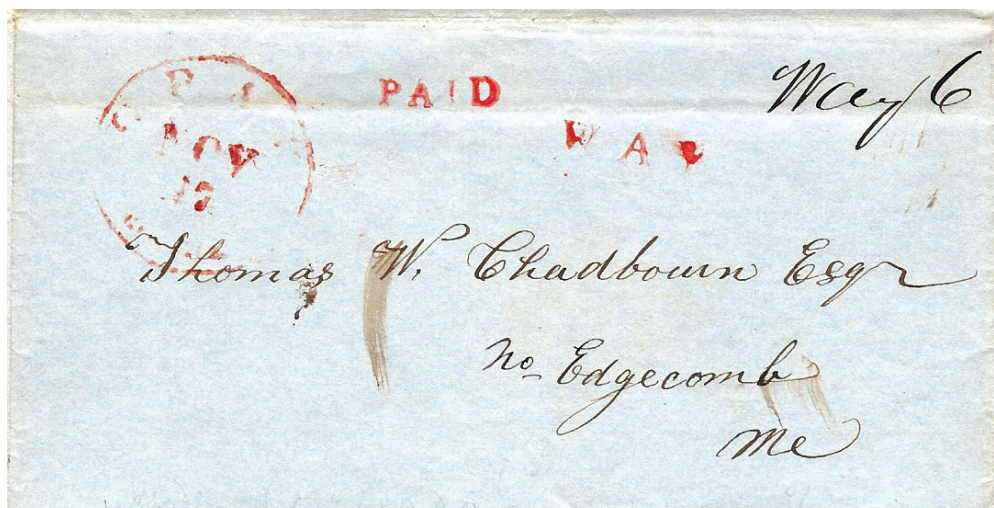


Figure 1. Our Problem Cover from the previous issue was this 1848 stampless cover from Gray, Maine, to North Edgecomb, Maine, with manuscript "Way 6" rating at upper right. The challenge was to explain the red "PAID" and "WAY" handstamps.

“Once the letter has entered the mails (such as at Gray, Maine), it remained in the mail system until finally delivered to the addressee. It would not have an opportunity to leave the mail system and then again be given to another post rider between post offices to again become a Way letter. Hence, there would not be—and could not be—a second opportunity for the letter to again become a Way letter under the U.S. postal system.

“In the case of the Problem Cover, we are asked to believe that the way letter was prepaid as a Way letter (i.e., that both the Way fee and the postage were prepaid), but there are no rate or fee markings to so indicate.

“Post riders (like route agents) were prohibited from accepting payment on their way to a post office, so Way fees could only be prepaid when stamps were available to use for that purpose.

“Note also that the color of the red ink for the PAID and WAY handstamps is not the same shade as the red CDS. For these reasons I believe that the PAID and WAY handstamped markings are not contemporary and were added to an otherwise genuine folded letter in an attempt to enhance its value.”

The editor of this Cover Corner is inclined to accept Roth’s interpretation. He had an opportunity to personally examine the cover and was therefore able to readily detect the difference in the shade of the red ink of the CDS vs the shade of red ink of the PAID and WAY markings, whereas Feldman only had access to the print version in which the difference in the color shades was not so readily apparent.

The manuscript “Way 6” rating was appropriate for this cover and indicated the postage charge to be collected from the recipient (5¢ postage plus 1¢ way fee). A faker subsequently added the crude PAID and WAY handstamps.

PROBLEM COVER FOR THIS ISSUE

Our Problem Cover for this issue, shown in Figure 2, does not involve fakery—or at least, none that we’re aware of. This is an ordinary business envelope, addressed to “Warren, Maine, United States of America” with an overall business imprint the text of which



Figure 2. Our Problem Cover for this issue: “Due 8¢” and appropriate Postage Due stamps, on an advertising cover from “Navassa Island, West Ind” to Warren, Maine.

is obscured by four first-issue Postage Due stamps, two 1¢ and two 3¢. The circular date-stamp, partly covered by one of the 3¢ stamps, reads “Wilmington, N.C. NOV 1.” A year date is not evident. The manuscript notation across the top reads “Ship Letter from Navassa Island West Ind”. In addition to the due stamps, there’s a pen notation “Due 8c.”

The main challenge here is to explain 8¢ rating. Extra credit will be given to observations about the exotic origin of the cover, attempts to provide a year-date based on available evidence and an interpretation of the full text of the envelope imprint (we think we can discern the words “Exporter” and “Cardiff”). ■

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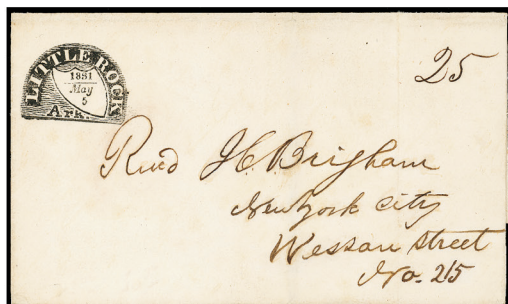
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Auction #72 - December 2016

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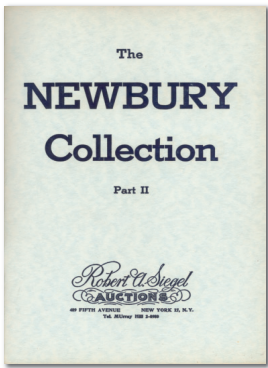
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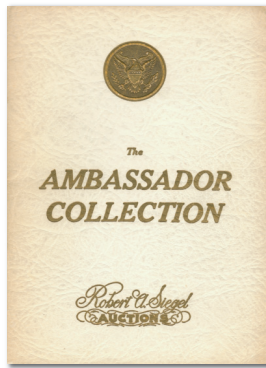
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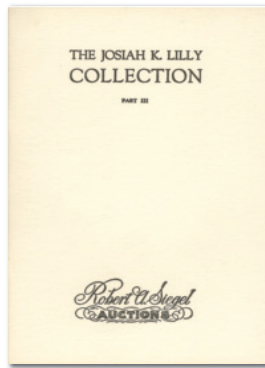
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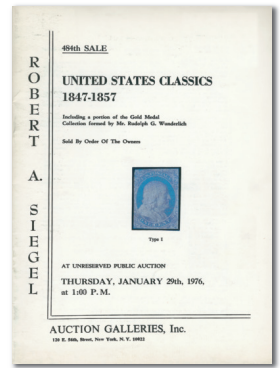
Newbury 1961



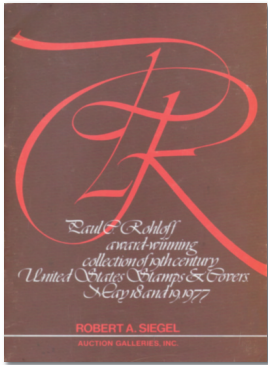
Ambassador 1966



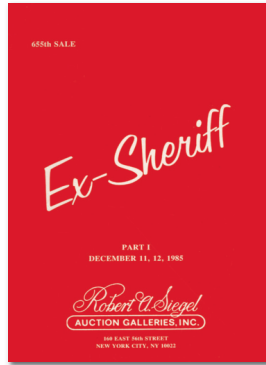
Lilly 1967



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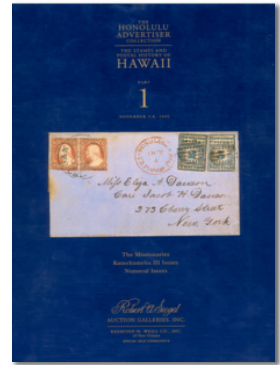
Rohloff 1977



Sheriff 1985



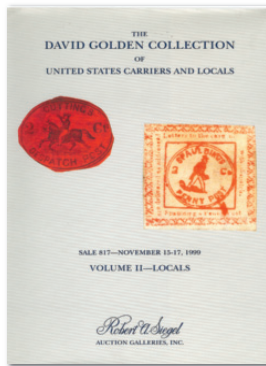
Kapiloff 1992



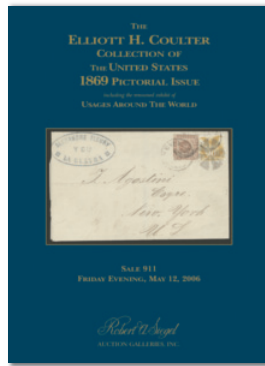
Honolulu Advertiser 1995



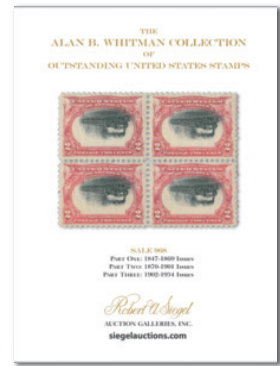
Zoellner 1998



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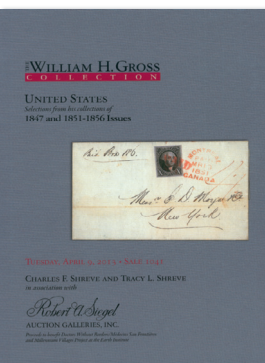
Whitman 2009



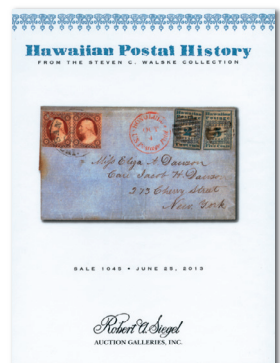
Twigg-Smith 2009



Frelinghuysen 2012



Gross 2013



Walske 2013

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