

The Chronicle

of the U.S. Classic Postal Issues



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EST · 1940

FINE STAMP AUCTIONS



Alfred H. Caspary

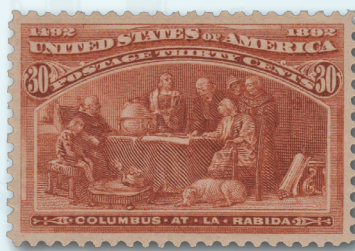


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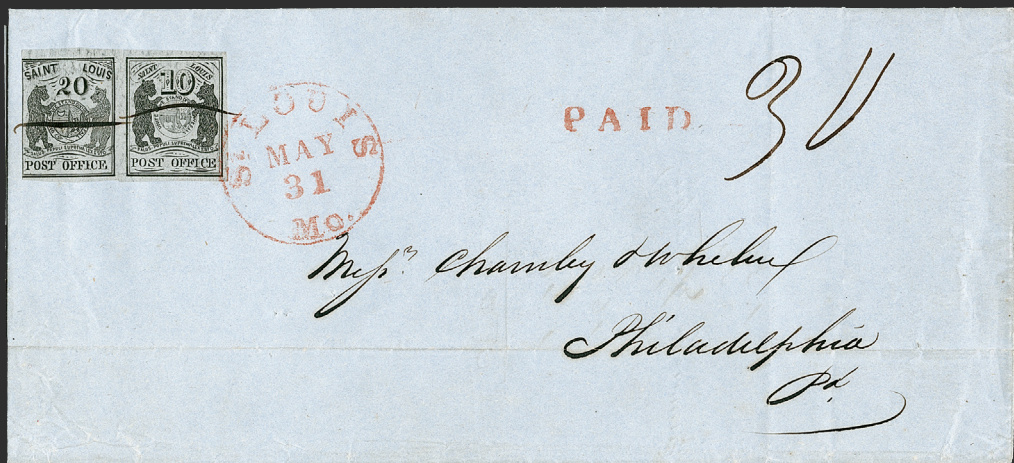
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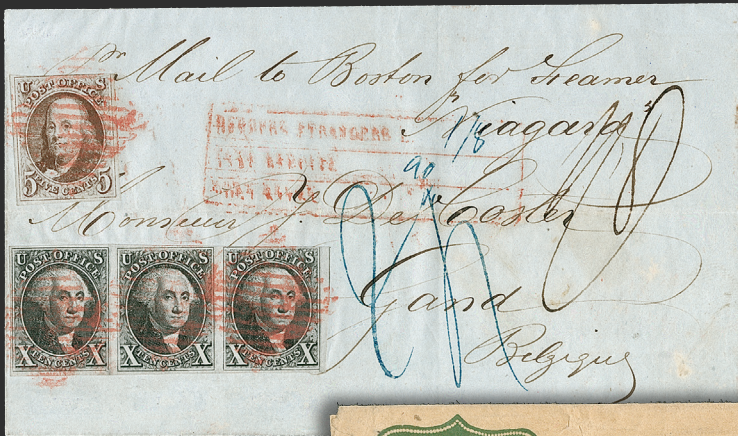
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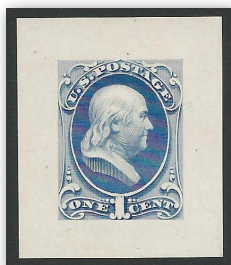
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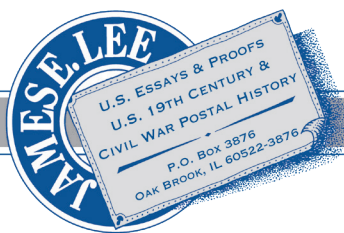
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Alfred H. Caspary

EST · 1940

FINE STAMP AUCTIONS



Alfred F. Lichtenstein



Franklin D. Roosevelt

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In 1918, Henry Revell Harmer held the first of his legendary Bond Street auctions in London. Over the ensuing century, the philatelic hobby has changed immeasurably. Markets have risen and fallen, dealers and auction houses have come and gone. To the casual observer, there seems to be little continuity between Harmer's world of 100 years ago and the current state of the affairs.

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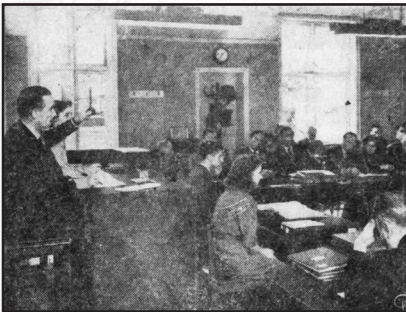
Bernard Harmer shows material from the Caspary Collection to noted collector C. Corwith Wagner.



Henry Harmer's Bond Street auction house as it appeared in 1931.



Bernard Harmer inspects President Franklin Roosevelt's collection with George B. Sloane.



Cyril Harmer conducts an auction in London in 1957.

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H. R. HARME... The sale of the Roosevelt collection in the 1940s elicited media attention around the globe.

THE EDITOR'S PAGE

MICHAEL LAURENCE

SEVENTY YEARS AGO

This publication was launched on July 25, 1948 as the 3¢ *51-57 Chronicle*, a mimeographed newsletter edited by Tracy Simpson and dedicated to the varieties and uses of the 3¢ Washington stamps of 1851-57. We've come a long way since then, but we have not outgrown our origins. Two articles in our 1851 section this issue involve aspects of the imperforate 3¢ Washington stamps that gave us our roots. Along with the companion 1¢ Franklin, this is surely the most studied of all United States postage stamps.

In the opening article, Charles DiComo announces the discovery of a new constant plate variety on the 3¢ stamp. With discovery comes naming rights, and DiComo has elected to call this variety the “dash and ink trail.” This is DiComo's first *Chronicle* article, though for years he has contributed to our cause in different ways.

In our other 1851 article, Don Getzin and Wade Saadi continue their exploration, launched last issue to enthusiastic response, of the recut combination varieties of the imperforate 3¢ 1851 stamp. A major feature of this second article is the data table on pages 228-231, which presents the recut combinations (89 in all) by category, by plate and by position. Much of this information has been known to specialist collectors, but it has been fragmented, incomplete and poorly organized. In combination with the 40 recut images showcased in *Chronicle* 258, the highly accessible Getzin-Saadi presentation makes this essential data available to a new generation of collectors—hopefully to support close study of this stamp for at least 70 years more.

Our 1861 section introduces another new contributor to these pages, Rob Faux. Initially provoked by the odd dates on a 24¢ 1861 cover to Scotland, Faux reverse-engineered the cover to discover that the mail packet that carried it out of Quebec—the Allan Line steamer *North American*—ran aground on Anticosti Island in the Gulf of St. Lawrence, causing a substantial disruption of this mail.

A important exploration of a much broader aspect of the transatlantic mails is provided by John Barwis in our foreign mails section. Barwis's deeply researched history of the Cope Line provides valuable information about a shipping firm that made regularly-scheduled sailings between Philadelphia and Liverpool for more than half a century. Between the lines, this article can be read as the story of the rise and fall of a family business that prospered initially but was ultimately done in by technological disruption. The Copes were committed to sailing vessels and did not embrace steam.

The Cope Line was never a contract mail carrier, but it carried ship letters for a period of 76 years, as Barwis well illustrates. His survey concludes with annotated sailing data for Cope voyages between Philadelphia and Liverpool from 1815 to 1873, information laboriously extracted from primary sources on both sides of the Atlantic and not previously available in print. This is information for the ages, a useful complement to the Hubbard-Winter sailing data which by now has become an indispensable tool for collecting transatlantic mail.

A third new contributor to our pages this issue is Labron Harris, who provides, in our Bank Note section, a comprehensive article on exposition postmarks from the 1880s. Covers bearing all known markings are shown.

Harris is best known to *Chronicle* readers as a postal history dealer, but he came to that calling after an almost equally glamorous career as a professional golfer. He won the
(*EDITOR'S PAGE* concluded on page 220)

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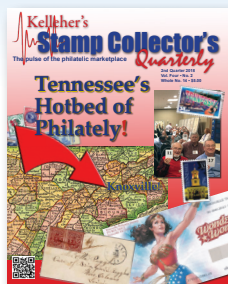


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PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

DROP MAIL UPDATES

JAMES W. MILGRAM, M.D.

I have contributed several articles to recent *Chronicles* on various aspects of drop mail. Sparked in large part by the publication of these articles, new material has come to light that deserves mention.

In *Chronicle 257* I said that Cleveland's "1 Cent" marking, which first appeared in 1839, was the earliest known handstamped marking signifying drop usage. At the time, I was not aware that Charleston used a "One Cent" handstamp on drop mail as early as 1832. Figure 1 shows a nice strike of this marking on a drop cover from early 1834. The enclosed letter was written in New Orleans on January 8, 1834. Per the endorsement at lower left, the cover was carried to Charleston on the brig *Aspasia*. It entered the mails at Charleston as a bootlegged drop letter (not uncommon in this era) and there received the red "One Cent" handstamp. Charleston also used a straightline "ONE CENT" (all capital letters) during the 1840s.



Figure 1. "One Cent" on letter datelined "New Orleans 8th Jany 1834" bootlegged to Charleston and there posted as a drop letter. This marking appears to be the earliest handstamped rate marking known to have been used on drop mail.

In *Chronicle 246* I discussed handstamped postal markings, mostly from stampless covers, that contain the word "DROP." The article listed 41 known examples, illustrated 25 of them, and asked readers to send images of markings not represented in the survey. Thanks to good response to that article, I am now able to present several new markings.



Figure 2. Turned cover with both addresses on the same side. The red straightline “Drop Letter—One cent” was the initial use. Then the recipient, county clerk Hicks, readdressed the letter to his counterpart in nearby Skaneateles. “SYRACUSE N.Y. MAY 9” (1843) and the “6” due marking were applied when the cover was remailed.

Figure 2 shows an interesting cover that bears the earliest known handstamped postmark employing the word “Drop.” This is a turned cover that wasn’t turned: Both address panels are on the same side. It began as a drop letter sent and received at Syracuse. When it was first received at the Syracuse post office, the postmaster applied only the “Drop Letter—One cent” straightline marking with no date, routine practice for drop mail.

Upon receiving the letter, the initial addressee, who was the Onondaga county clerk in Syracuse, penned a note (dated May 8, 1843) above the original message and readdressed the cover to the town clerk at Skaneateles, also in Onondaga county. He remailed the letter, and at this point the red circular datestamp (“SYRACUSE N.Y. MAY 9”) was applied, along with the manuscript “6,” indicating postage due for the short trip (25 miles or so) from Syracuse to Skaneateles.

The word “BOX” was used in 1843-44 as a synonym for “drop” in at least two towns, Binghamton, New York and Wilmington, Delaware. For consistency’s sake I did not include these in my article on markings showing the word “DROP.” Perhaps I should have.



Figure 3. “BOX ONE CENT” from Binghamton, N.Y., 1844. “Box” here means “drop.”



Figure 4. Valentine envelope from Binghamton showing “BOX 2” with fancy scroll.

Figure 3 shows the Binghamton marking reading “BOX ONE CENT.” The Wilmington marking reads “BOX ONE CT.”

Starting in mid-1845 Binghamton also used a fancy “BOX 2” postmark. A nice strike appears on the Valentine envelope shown in Figure 4. Note how the banner, with scrolled flourishes at each end, extends across the body of the fancy numeral “2.” To my knowledge, this is the only “Box 2” marking.

After the drop fee was raised to 2¢ (effective July 1, 1845) a few towns used handstamps with the word “drop,” adding the 2¢ fee via manuscript notation or with a separate “2” handstamp. After the fee was rolled back to 1¢ in mid-1851, more towns used “Drop 1” markings. I showed a number of these in the *Chronicle* 246 article.

The cover in Figure 5 bears a circular marking reading “DELPHI N.Y. Drop 1 ct.” While there is no firm evidence to provide a year date, the usage is almost certainly from



Figure 5. Undated envelope with integral “DELPHI N.Y. DROP 1 ct.” marking.

the era after July 1, 1851. Incorporating the drop rating as an integral feature of the townmark is very unusual. The notation “Care of E. Foote” at lower left suggests that a relative carried the cover to the post office, but it may be a reference to the parent of the Miss Foote to whom the cover is addressed.

Clifford Alexander showed me the cover in Figure 6 with a straightline “DROP 1” marking from Lyme, Connecticut. While this could be the creation of two handstamps, the two markings seem well aligned, which would indicate a single straightline marking.

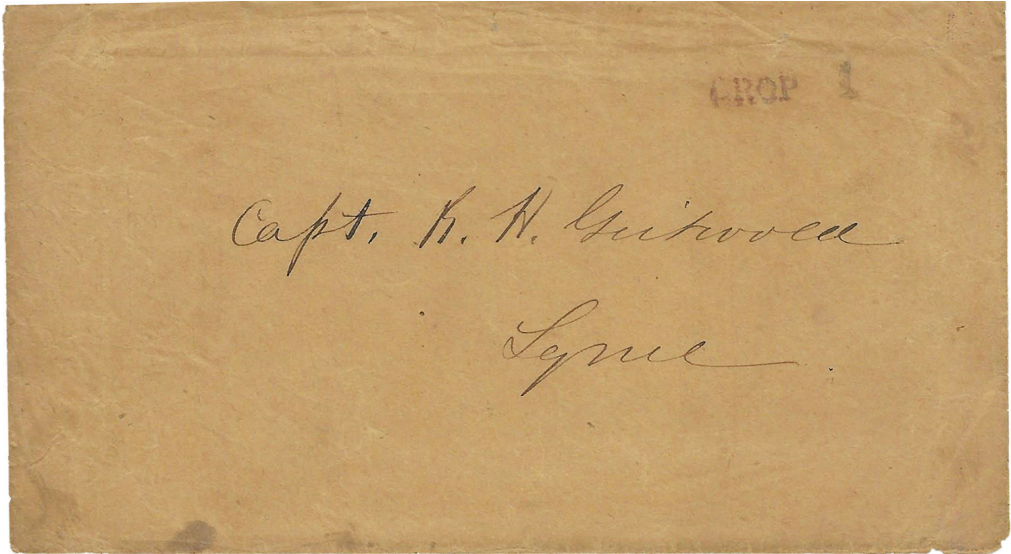


Figure 6. Drop cover showing handstamped “DROP 1” marking from Lyme, Connecticut. The alignment of the two elements suggests this is a single straightline, rather than two separate markings. Cover courtesy of Clifford Alexander.

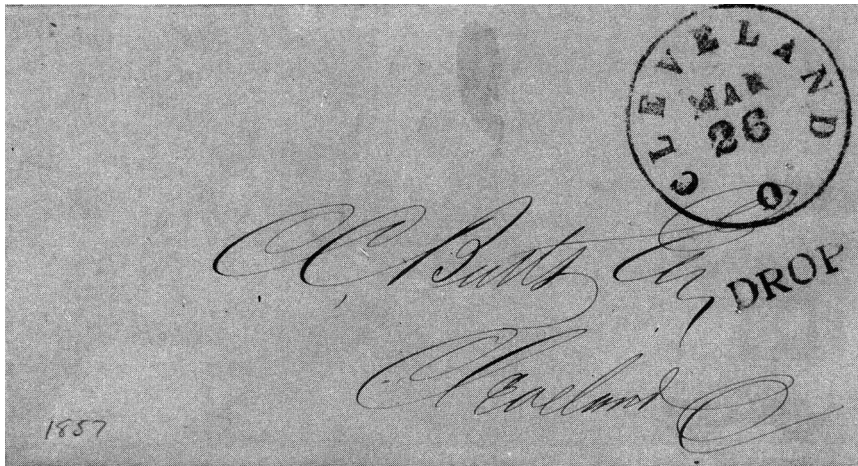


Figure 7. Handstamped “DROP” with “CLEVELAND O MAR 26” (1857).

The black and white photo in Figure 7, from an old-time illustration of unknown origin, shows an 1857 drop cover from Cleveland, Ohio, with a very simple all-caps “DROP” marking.

Our last marking in this update, extremely interesting, appears on the cover in Figure 8, which was shown to me by long-time USPCS member Don Garrett, RA 329. This is a



Figure 8. Drop letter with huge “D 1” in circle, red “NATCHEZ Miss. JUN 12” (1854).



Figure 9. Ornate valentine envelope with Newark cds and faint pencil drop “2” rating.

large (35 millimeter) black circle containing “D 1”, an abbreviation for “Drop 1¢.” This cover also bears a red “NATCHEZ MISS JUN 12” circular datestamp and can be dated as 1854 from the enclosed letter. During this era, Natchez also used a large and typographically similar “1 A” marking on advertised letters. I showed an example in *Chronicle* 231. In

addition to the marking in Figure 8, Natchez also used a smaller “D1” on drop mail. This was illustrated and listed in the summary in *Chronicle* 246.

By way of conclusion, while it does not bear a new marking, I cannot resist sharing the valentine envelope shown in Figure 9, an exceptionally attractive drop cover. This ornately embellished envelope was embossed and printed in silver ink (which has tarnished over the years) with blue as a second color. The faint red “NEWARK N.J. FEB 13” circular datestamp can be seen over the “Miss” in the address, and the pencil “2” drop rating can be seen over the surname “Thomas.” Truly an exquisite envelope. ■

UNUSUAL RATE MARKINGS ON ADVERTISED STAMPLESS COVERS

JAMES W. MILGRAM, M.D.

I have written several articles on “advertised” handstamped and manuscript markings on stampless covers. The subject will be one of many new sections on auxiliary markings in the revised *American Stampless Cover Catalog*, to be published by this society.

Though I have seen one cover charged 1¢ for advertising in the late 1830s, the first officially sanctioned charges for advertising came with the new postal rates that went into effect on July 1, 1845. Prior to that date, stampless covers that were advertised do not show a charge for this service, which basically involved the receiving post office listing the undeliverable letter in an advertisement in a local newspaper.

Some early covers show the word “advertised” or an abbreviation in manuscript. In my article in *Chronicle* 228, I showed an example from 1816. Beginning in the 1830s, Cleveland used handstamps, and by the early 1840s a number of other towns did too. Despite the cost of newspaper advertising, there was apparently no charge for this service prior to 1845. Then the fee for advertising letters was 2¢, though certain large cities (which used multiple newspapers) charged 4¢. The fee was reduced to 1¢ on July 1, 1851.

In 1845, in addition to advertising, there were other postal charges that could call for a 2¢ handstamp. Prominent among these was the drop letter fee, for a letter not going to another post office. This fee had been 1¢ prior to July 1, 1845; then it became 2¢. Another 2¢ charge initiated in mid-1845 was a 2¢ rate for a letter consisting wholly of printed matter, i.e., a circular. Previously circulars had been charged the same as other written mail.

A 2¢ charge that had been in existence long before 1845 was the ship captain’s fee. Ship captains would receive 2¢ for each letter they brought to the post office at their port of arrival. Steamboat captains could request the same fee.

This brief article presents three previously undescribed covers showing interesting and unusual markings that include the 2¢ advertising fee. The first of these is shown in Figure 1. This cover originated May 27, 1847 at Linden, New York—a small town in Genesee County that used manuscript postmarks from 1843 into the 1850s. The cover was rated “5” (pen notation at upper right) for the rate (under 300 miles) from Linden to Troy. The sender also wrote “If not there please forward to Clarament, Sullivan Co. New Hampshire” (the proper spelling of the town, then and now, was Claremont). But when the letter was not picked up, the Troy postmaster elected to advertise it. He wrote “Advertised” at top right to indicate this service. Subsequently, he decided to follow the sender’s instructions and forward the letter, applying the handstamped blue postmarks “TROY N.Y. JUN 3,” “FORWARDED” and “7 cts” in double circle.

Note that the original postage of 5¢ remained unpaid. Forwarding to Claremont would be another 5¢ and the charge for advertising was 2¢. Instead of writing the unpaid postage charges, the Troy postmaster used the “7 cts” handstamp that had been created for



Figure 1. Stampless cover with manuscript postmark from “Linden N.Y. May 27” (1847) and manuscript “5”, initially sent to Troy, New York. Advertised at Troy and then forwarded to Claremont, New Hampshire. Postmarked at Troy on June 3. The Troy postmaster struck his blue 7¢ rater below the manuscript “5” and summed the two with a manuscript “12” collection rating.

marking steamboat letters (2¢ ship fee plus 5¢ letter postage). Before this cover, I had never seen this type of combined fee handstamp on an advertised letter. In addition, the “Troy” in the address was crossed out and a line with “12” written below the handstamped “7 cts”, indicating the 12¢ collection was the sum of the 5¢ onward postage and the 7¢ due at Troy. It seems likely that the manuscript “Advertised” was added at the same time since there is an “&” above the “FORWARDED” handstamp, indicating that the cover was “advertised and forwarded.”

The cover in Figure 2 is another cover that passed through Troy, posted two months later, on July 21, 1847. Like Figure 1, this shows a manuscript postmark applied at the town



Figure 2. Similar to Figure 1 but different raters: Manuscript “Gaylords Bridge Ct. July 21” (1847) and “5” to Troy, New York. Troy advertised the cover, then forwarded it (blue markings) to Albany, summing up the charges to yield a 12¢ collection.

of origin, in this case “Gaylords Bridge Ct. July 21” with a letter of the same date. This was also rated “5” in pen and addressed to Troy. The cover also bears “Advt” in manuscript and four blue Troy handstamps: the AUG 2” circular datestamp, “2cts” in double circle, “FORWARDED” and a separate “V” in double circle for the 5¢ forwarding charge to Albany.

In this example the Troy postmaster used two separate handstamps for rating: “V” for 5¢ letter postage and a “2 cts” for the advertising fee. And he summed the “2 cts” along with the “V” and the manuscript “5” to show the 12¢ total due from the recipient in Albany.

This Troy “2cts” in double circle marking is most commonly seen on printed circulars, but it was also used on drop letters. More interesting are covers with the “2 cts” marking used along with 5¢ or 10¢ 1847 stamps and (later) 3¢ 1851 stamps. These are steamboat covers, indicating the captain’s fee for carriage. The cover in Figure 2 is the first Troy cover I have seen where the “2 cts” handstamp indicated an advertising fee. In 1849 Troy used an “ADVERTISED: 4 cts” handstamp in blue oval, suggesting that at this time Troy was one of those towns advertising in more than a single newspaper. I have seen three stampless covers and one 5¢ 1847 cover bearing this handstamp.

Troy also had an integral rate handstamp with a 2¢ rate. This handstamp was used on both drop letters and circulars, but it is not known on advertised covers. This makes sense because the postage would be in addition to the advertising fee, so an integral rated postmark would not be appropriate.



Figure 3. “WAYNESBORO Pa. SEP 6” (1847), manuscript “10” to La Porte, Indiana. The handstamped “ADV 12” was added at La Porte to indicate the original postage plus the 2¢ advertising fee.

The concluding cover, shown in Figure 3, is from the same era. It was mailed about six weeks after the Figure 2 cover and bears a black “WAYNESBORO Pa. SEP 6” (1847) circular datestamp. Addressed to La Porte, Indiana, it is rated “10” in manuscript, the single letter rate for a distance greater than 300 miles. It was not picked up at La Porte, so the post master advertised it. Since there’s no evidence of forwarding, one must assume that the advertising was successful and the addressee received his letter. The notable feature of this cover is the very unusual handstamp “ADV 12” which combines (apparently in one marking) the 2¢ advertising fee and the 10¢ postage due. I have no listing of other advertised handstamps from this town, though it seems reasonable to assume that an “ADV 7” was also used. ■

“SEE SEC. 282”: NEW MARKING FROM NEW YORK CITY

JAMES W. MILGRAM, M.D.

In the years before circular rates offered cheap postage for printed matter, mass mailers would sometimes resort to subterfuge to avoid paying expensive letter rates on flyers and circulars. One widely used trick was to send the material to local postmasters (who could receive mail free) and induce them to provide local delivery.

The instructions to postmasters in the 1832 Postal Laws and Regulations spoke to this practice specifically. Under the heading “Certain Violations and Evasions of Law,” Section 293 said:

Sec. 293. It is the practice of many to address their hand-bills to Postmasters, by which means they give them an extensive circulation free of postage. This is an abuse which must be corrected. In every instance where you receive a communication, addressed to you as Postmaster, which is of a private character, and designed to promote private interests, with an evident intention of giving circulation to it, without paying postage, you will return the same to the person who sent it, under a new envelope, with the charge of letter postage endorsed.

The cover in Figure 1, internally dated 1842, seems an example of this practice. Sent from New York City and addressed to the postmaster at Peninsula, Portage County, Ohio, this is a printed circular with a penned note asking the postmaster to advise about two subscribers.

While the New York post office rated the letter free (per the magenta manuscript “f” at top), they also applied the handstamp “SEE 295 SEC. P.O. INSTRUCTIONS.” This alerted the receiving postmaster to possible abuse, implicitly advising him to charge postage as



Figure 1. “SEE 293 SEC. P.O. INSTRUCTIONS” in red with matching “NEW-YORK NOV 25” (1842) on a printed circular addressed to the postmaster at Peninsula, Ohio. The cover was sent free (per the magenta “f” manuscript marking) but the unusual handstamp alerted the recipient to the sender’s possible abuse of the franking privilege.

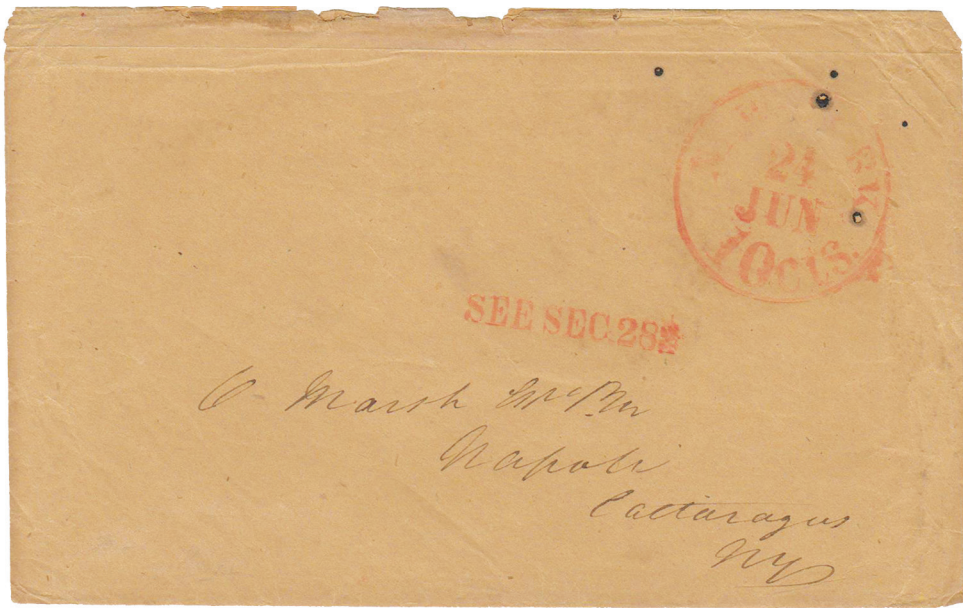


Figure 2. A similar marking from a later era: “SEE SEC. 282” with a matching “NEW-YORK 10 cts. 24 JUN” circular datestamp, sent to an individual in Napoli, New York.

necessary. A number of other examples of this marking exist.

The cover in Figure 2 shows a different and previously unrecorded marking in this same category: “SEE SEC. 282.” The Figure 2 cover also bears an integral-rate “NEW-YORK 10 cts JUN 24” circular datestamp. Both markings are in matching red ink. The address appears to be to a private individual (the name is difficult to decipher) at Napoli, Cattaraugus County, in far western New York. The envelope is missing its enclosure, but it likely contained a returned circular.

The contents of Section 282 changed with different editions of the Postal Laws and Regulations, but Section 282 in the 1847 regulations concerns transient circulars and is clearly a revision of the 1832 instructions quoted above. Circulars “cannot be received free by postmasters under their [franking] privilege. If such should be addressed to them, it is their duty to return them to the sender, under a new cover, rated with letter postage.”

The regulation goes on to discuss sealed or unsealed circulars addressed to other postmasters but deposited at a post office. The receiving post office was to require prepayment of the circular rate for unsealed circulars or letter rate for sealed circulars.

Since a circular rate began in 1845, one can hypothesize that this cover returned a circular addressed to a post office which received its mails from the distributing post office of New York City. New York returned the circular rated for collection at the letter rate, 10¢ for over 300 miles.

This postmark seems to serve the same purpose as the earlier and better-known Section 293 handstamp, which dates from the era before circular rates. This new (1847) Section 282 deals with circulars, but speaks to the same abuse: circulars sent free to postmasters in attempt to take advantage of their franking privilege and avoid payment of postage.

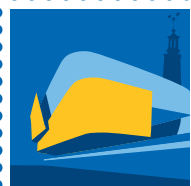
This knowledge helps us apply an approximate year-date to the Figure 2 cover. It dates from after the publication of the 1847 PL&R and before the rate reductions of mid-1851. Thus the cover must have been posted in 1848, 1849 or 1850. ■

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ODD MULTIPLE RATES DURING THE 1847 PERIOD

GORDON EUBANKS

Introduction: the rate reductions of 1845

Responding to increasing demand for lower postal rates, the United States Congress enacted the Postal Act of 1845, changing practices that had been in place for many years. This reform legislation significantly reduced and simplified the domestic rate structure. The new law established two basic half-ounce letter rates: 5¢ for letters traveling up to 300 miles and 10¢ for a distance over 300 miles. For each additional half ounce, the postage increased by one rate. Thus, a 2½-ounce letter would require five basic rates.

The 1845 rate reductions, the introduction of postage stamps in 1847, and investments in river and rail transportation, transformed the post office. Mandatory prepayment of postage was left to be resolved a decade later. In August 1848 Congress added a third basic letter rate: 40¢ to the Pacific coast.

This article explores triple and higher odd-numbered rates. There was a 30¢ rate between California and Panama City (on the Pacific side of Panama) and a 20¢ rate between Chagres (on the Atlantic side) and the east coast. A few covers survive showing three 10¢ 1847 stamps paying the rate from Panama City. But these covers depict a single foreign rate and should not be confused with odd-rate domestic covers.

During the lifetime of the 1847 stamps, the triple rate was available for just 20 months, between 1 July 1847 (when the stamps first went on sale) and 15 March 1849 (when the triple rate was eliminated, for reasons explained below). As a consequence, 1847 covers showing the triple rate are not common.

Figure 1 is a letter from Boston to New York, franked with a horizontal strip of three 5¢ 1847 stamps. The Boston circular datestamp reads August 16, and from other evidence



Figure 1. Triple-rate letter (under 300 miles) from Boston to New York, 16 August 1847.



Figure 2. Triple-rate letter (under 300 miles) from New York to Alexandria, 17 Jan 1848.

we know the year is 1847. The crayon “15” below the stamps was applied by the Boston postal clerk, probably when the stamps were affixed. From a modern perspective, this apparently redundant rating notation would seem a needless additional step, but it was a fairly common practice in the early years of stamp-bearing covers, a legacy of the pre-stamp era.

Figure 2 shows a cover from New York to Alexandria, Virginia, with the triple rate prepaid by a vertical strip of three 5¢ 1847 stamps. The odd manuscript notation at upper left, in the same ink and handwriting that created the address, might indicate “1½ oz.” The New York circular datestamp reads “JAN 17” so the year must be 1848. Surprisingly, this is the only recorded cover showing domestic use of a vertical strip of three 5¢ 1847 stamps.

The cover in Figure 3, with a horizontal strip of three 10¢ 1847 stamps, represents a triple-rate cover franked for a distance over 300 miles. The “U.S. EXPRESS MAIL” marking is dated “SEP 1” (1847 or 1848) and indicates the cover traveled on the express mail



Figure 3. Horizontal strip of three 10¢ 1847 stamps on a triple-rate cover (for a distance over 300 miles) carried on the express mail train from Boston to Philadelphia.

train from Boston to Philadelphia. This is from the famous Ludlow Beebe correspondence, source of many great 1847 covers. The left stamp in the strip shows double transfer type D.

Covers bearing 1847 stamps and franked for higher odd rates (5x, 7x, 9x, etc.) are very rare. Figure 4 shows a letter from Mobile, Alabama to Washington, D.C. The five 10¢ stamps pay the quintuple rate for a distance over 300 miles. The Mobile circular datestamp indicates “NOV 4,” so the year must be 1847 or 1848. This is the only cover recorded with



Figure 4. Strip of five 10¢ 1847 stamps on a cover from Mobile to Washington. D.C., posted in 1847 or 1848 paying the quintuple 10¢ rate for a distance over 300 miles.

five 10¢ 1847 stamps. I mentioned it briefly in *Chronicle* 254 (page 126). The addressee, Joseph Bradley, was an attorney involved in one of the trials that followed the assassination of President Lincoln.

Elimination of the triple and higher odd-numbered rates

As noted previously, effective 15 March 1849, the rate structure was changed to eliminate the three times rate and all odd-numbered rates above three. The one-half and one-ounce rates remained, but the rate structure then ratcheted up in one-ounce increments. A letter weighing between one and two ounces would be charged four times the basic rate, between four and six ounces six times, and so on.

Either out of ignorance or hopefulness, some mailers continued to frank letters at the triple rate after it had been abolished. Figure 5 shows a letter from Boston to New York, year unknown, which was underpaid 5¢. The crayon markings on Figure 5 are typical Boston markings. The “15” indicates that 15¢ was prepaid by the stamps (comparable to the marking on the cover in Figure 1). The “unpaid 5” notation indicates a 5¢ underpayment.

The sender was trying to pay the triple rate. The letter must have weighed between one and two ounces, but with the year not known it is impossible to determine if the letter weighed under 1½ ounces and was posted after 3 March 1849, or over 1½ ounces and posted previously. Whatever the case, it is clear that the multiple rate structure was a source of confusion.

Great Britain the culprit

To understand why triple and higher odd rates were eliminated we need to understand the 1848 postal treaty with Great Britain that went into effect on 15 February 1849. Negotiated by George Bancroft, United States minister in London, the treaty allowed each country to use the rate progression in effect at the time. The British rate structure had one-half and one ounce steps but above one ounce, the increment was per ounce. For almost all letters this was not a problem, since both countries treated half and one ounce letters the same.

But the relatively few letters that weighed over one ounce were treated differently by



Figure 5. Boston to New York, year uncertain, franked with a seldom-seen combination 5¢ and 10¢ 1847 stamps. The sender may have been attempting to prepay a triple rate, at a time when such a rate was not available.

the two countries. It was certainly possible for the British post office to treat a letter at (say) the quadruple rate while the United States considered it a triple rate. The discrepancy was real, but I have never seen an example of its actually occurring during the four-week period before Congress took action.

After the implementation of the U.S.-U.K. postal treaty, Congress wasted no time in passing the Act of 3 March 1849 (effective 15 March 1849), changing the U.S. rate progression to match the British. Above one ounce, two rates (be clear, two half-ounce rates) were to be charged for each ounce, on all mail, domestic and foreign. This eliminated a triple rate and all higher odd-numbered rates. The stated reason for this was to align with the British rate structure during implementation of the postal treaty with Great Britain. True, but this doesn't speak to the issue of whether such alignment really mattered. In a letter to Secretary of State Buchanan, Bancroft explained that one-ounce increments are more efficient since postal clerks can judge the weight without using scales, thus saving time. Really? Since few letters weighed over one ounce, the British progression probably didn't save much labor, or generate much additional postal revenue. But it did eliminate some interesting covers for today's postal historians.

Reinstating odd-numbered rates

Effective 1 July 1851, Congress again lowered basic rates, this time to 3¢ per half ounce for a distance under 3,000 miles and 6¢ over 3,000 miles. At the same time, Congress reinstated the domestic rate progression that had been established in 1845. Thus, a domestic letter weighing over one ounce but under one and half ounces was rated at three times the basic domestic rate.

However, the rate progression with England did not change. One might forgive United States citizens for being confused, and the cost of the confusion could be high. If a letter to Great Britain was fully paid at the "triple" rate or other odd rates, the postage would be short-paid with no credit given for the prepayment.

Finally, on 1 April 1866, Britain changed its progression to match the U.S. system.

At the same time, the U.S. allowed the odd rates to the United Kingdom. This approach continued with the new treaty signed in June of 1867, which went into effect on 1 January 1868. There were more changes to the treaty with Great Britain (including a substantial rate reduction) but the odd rates remained in effect.

Conclusion

In the United States, the half-ounce and one-ounce rates were important to the commitment to lower postal rates, the essential component of postal reform. There was much less logic in eliminating the higher odd-numbered domestic rates simply to align with Britain, since the odd-numbered rates to Britain were a tiny fraction of the total mail, and the loss to the United States Post Office would have been very small. Sometimes the idea of unfairness is more important than the actual impact it might have had. Thanks to Mark Schwartz and Bill Gross for images of their covers used in this article. ■

(EDITOR'S PAGE continued from page 202)

U.S. Amateur Golf Championship in 1962 (the year after Jack Nicklaus) and played on the PGA tour in the 1960s and 70s.

As a special feature in this issue, James W. Milgram continues his ongoing survey of stencil markings on 19th century covers. This installment, discussing stencil maker advertising covers, is the fourth article in Milgram's stencil series; two more are planned. Milgram additionally provides three short articles in our stampless section. Two of them update previous works on advertising and drop markings; the third presents a newly discovered New York marking related to mail fraud.

In our 1847 section, Gordon Eubanks illustrates triple-rate domestic covers franked with 1847 stamps. Triple rates (and higher odd-numbered rates) were available for less than two years—for an unusual reason, which Eubanks explains. Spoiler: blame the British.

In our Officials section, Lester C. Lanphear III explains the handling of inbound personal mail sent by diplomatic pouch during the era of the Official stamps. Family mail originating at overseas consulates would be sent via diplomatic pouch to Washington, D.C., where Department of State stamps (paying domestic postage) were affixed and the covers were posted. Lanphear includes a census of 104 such covers from 33 different originating countries.

We conclude on a sad note: Thomas J. Alexander, much-acclaimed U.S. postal historian and a contributor to these pages for 50 of our 70 years, died in late April at the age of 92. Randy Neil, whose philatelic friendship with Tom began 65 years ago, provides an obituary tribute. ■

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NEW PLATE FLAW DISCOVERY:
“DASH AND INK TRAIL” ON 3¢ 1851 STAMP

CHARLES J. DICOMO

A new plate flaw has been discovered on Position 97R11 of the 3¢ 1851 stamp (Scott 10A). It appears as a small vertical dash of color in the white space between the “U.S. POSTAGE” label and the upper right diamond block (URDB). A faint “ink trail” (or line) extends upward from the dash, heading past the URDB and into the lower right diamond block on the stamp above it, Position 87.

I noticed this variety while examining the cover illustrated in Figure 1, a recent acquisition for my research studies on Dutchess and Putnam Counties in New York State. The stamp is a single imperforate Scott 10A in a reddish orange brown shade, canceled with an “X” and mailed from Patterson in Putnam County, probably in 1851. The postmaster at the time was Hervey Crosby. He most likely applied the two-line “Patterson NY Oct 4” manuscript postmark at lower left.

I plated the stamp as 97R11 (Position 97 from the intermediate state of the right pane of Plate 1) by comparing the on-cover copy to my plate reconstruction, and to the Smithsonian National Postal Museum photographs of Carroll Chase’s reconstruction. The stamp is a Relief B example from the bottom or 10th row, with inner line recut at right only. It shows a faint to missing top outer frame line above the “E” in “POSTAGE.”



Figure 1. Cover from Patterson, N.Y., dated 4 Oct (probably 1851) and sent to Haverstraw, N.Y. The stamp is Scott 10A and shows a newly discovered plate flaw variety.



Figure 2. Enlargement of the stamp from the Figure 1 cover. The stamp is a clear, crisp impression, which the author had little difficulty plating to Position 97R11.

It was fairly easy to identify the position due to the excellent early impression and pen cancel that did not obscure salient details of the stamp. It was only upon closer inspection of the upper right quadrant that I noticed that these extra markings were not as obvious on Chase's plate reconstruction photo—but they are there, proving this was not some random inking variety.

However, Chase does not appear to have recorded this variety in either his book or along the left edge of his R11 plate reconstruction. This might be because his example of 97R11 had a cancel covering this part of the stamp.

Figure 2 shows the discovery stamp enlarged six times. The plate flaw can be seen at the upper right. Figure 3 is an even bigger enlargement of the upper right corner area. The



Figure 3. Upper right corner of the Figure 2 stamp, enlarged. Arrows highlight the dash and its follow-on ink trail. The break above "E" in the outer frameline shows clearly.

lower arrow points to the dash and the upper arrow to a portion of the ink trail. I have called this the "Dash and Ink Trail" variety.

As with any new plate variety, one wants to confirm that extra dots, dashes and lines are constant plating marks, not merely stray ink spots unique to one particular stamp. At this juncture I contacted colleagues in the U.S. Classics Study Group and shared a high-resolution scan of my stamp, seeking more information: Had anyone come across this variety before and could they check their holdings for other examples of 97R1I? I'm pleased to report that camaraderie is alive: my outreach paid off.

The enlargements in Figure 4 show the corner area in the three different states of position 97R1: the early state (97R1E) which does not show the flaw; the discovery copy of 97R1I and an additional example confirming that the plate flaw is constant; and the late state (97R1L) which shows a faint dash, likely a remnant of the variety, but no ink trail.

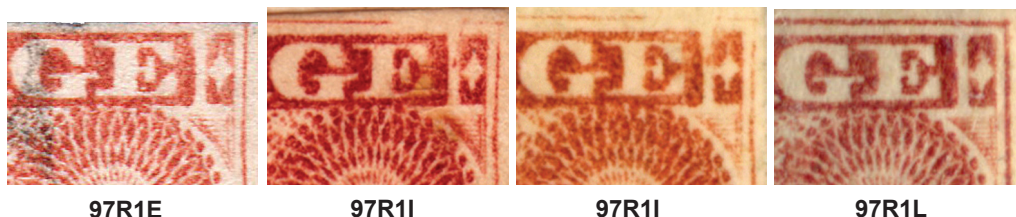


Figure 4. Enlargements of the upper right corner of Position 97R1 in its three states. At left: Position 97R1E (the early state) does not show the flaw. The two center images show the discovery copy and an additional 97R1I stamp confirming that the "Dash and Ink Trail" flaw is constant in the intermediate state. At right, Position 97R1L (the late state) shows a faint dash even after re-entry, but no longer shows the ink trail.

So what could have caused this variety? Might this be a "slip" while the engraver was strengthening the frame line? Research has revealed that there was no strengthening of the frame lines during the re-entry on Plate 1 Early (which created Plate 1 Intermediate). Might this be a "glancing blow" by some unknown implement? The dash to the left of the URDB may have been caused by a major strike and the ink trail by a deflection. Keep in mind that the plate had not been hardened yet. We do not know just when this damage to the plate occurred. The assumption is that it happened when Plate 1E was reentered (creating Plate 1I) early in July 1851. But the damage could have occurred earlier or later. None of the 97R1E examples examined show the plate flaw, and all of the 97R1I examples examined show it, but the sample sizes are small. If readers can offer additional thoughts or images, they would be welcome.

We will never know the true cause of the "Dash and Ink Trail" plate flaw on 97R1I. However, it is satisfying that after more than a century of study by the most astute students of philately, a new constant plate variety can be identified on the 3¢ 1851 stamp.

Special thanks to Richard Celler, whose critical review, insights and expertise on the 3¢ 1851 stamps informed this work. Additional thanks to Elliot H. Omiya, Bryan O'Doherty, Robert J. Lampert and Don Getzin for sharing digital scans and hypotheses on the possible causes for this plate variety. Finally, I would like to thank the other affiliates of U.S. Classics Study Group, who consistently share their research in an open forum with this ever-learning postal historian and plater. ■

**RECUTS PART 2:
COMBINATION RECUT VARIETIES OF THE
IMPERFORATE 3¢ STAMP OF 1851-57**

DON GETZIN AND WADE E. SAADI

In an article in *Chronicle* 258 we illustrated and described the 40 recut varieties of the 3¢ 1851-57 stamp, and explained how and why they occurred.¹ Table 1 (box below) briefly describes those 40 recut varieties, which were individually illustrated, often with the salient features greatly enlarged, in the *Chronicle* 258 article. This follow-up article is devoted to the combination recut varieties found on this stamp: two or more of the 40 recuts occurring on a single plate position. The Figure 1 illustration is intended to remind readers of the names of the various features of this stamp, many of which are discussed below.

Every recut combination must include one of the following: Recut 1 (two inner lines recut), Recut 2 (neither inner line recut), Recut 3 (right inner line only recut) or Recut 4 (left inner line only recut). By definition, these four recuts cannot occur in combination with each other on the same stamp. Some recut varieties are unique, in that they are found on only one of the 2,600 plate positions, but every unique recut will be found in combination with one of these four inner line recuts.

Carroll Chase identified 38 different combination recut varieties, but he did not include all combinations.² For example, he did not include combinations with Recut 1.

Table 1. The 40 Individual Recut Types

(1) Two inner lines; (2) No inner lines; (3) Right inner line; (4) Left inner line; (5) Left inner line; right frame line replaces right inner line; (6) Two extra lines at left, left inner line, right frame line replaces right inner line; (7) Left frame line replaces left inner line, right inner line; (8) Extra line at right, left and right inner lines; (9) Extra line at left, left inner line, right frame line replaces right inner line; (10) Extra line at right; (11) One vertical line recut in upper left triangle; (12) Two vertical lines recut in upper left triangle; (13) Three vertical lines recut in upper left triangle; (14) Five vertical lines recut in upper left triangle; (15) One vertical line recut in upper right triangle; (16) One vertical line recut in lower left triangle; (17) One vertical line recut in lower right triangle; (18) Two vertical lines recut in lower right triangle; (19) Recut bust; (20) Recut button (also called crack around button); (21) Two horizontal lines recut at top of upper right diamond block; (22) One horizontal line recut at bottom of lower left diamond block; (23) Left inner line runs up too far; (24) Left inner line runs down too far; (25) Right inner line runs down too far; (26) Vertical line in upper left corner above diamond block; (27) Top label and upper right diamond block connected at top; (28) Top label and upper left diamond block connected at top; (29) Bottom label and lower right diamond block connected at bottom; (30) Horizontal line connects top label to right frame line; (31) Top label and upper right diamond block connected at top and bottom; (32) Line above upper right diamond block connects to right frame line; (33) Line connects tops of upper diamond blocks of adjacent stamps; (34) Diagonal line across top of upper right diamond block; (35) Lower label and lower right diamond block joined at top; (36) Lower label and lower right diamond block connected at top and bottom; (37) One horizontal line recut at top of upper left diamond block; (38) Vertical line recut along left side of upper left diamond block; (39) Right frame line extends to stamp below; (40) Lower right triangle and diamond block joined.

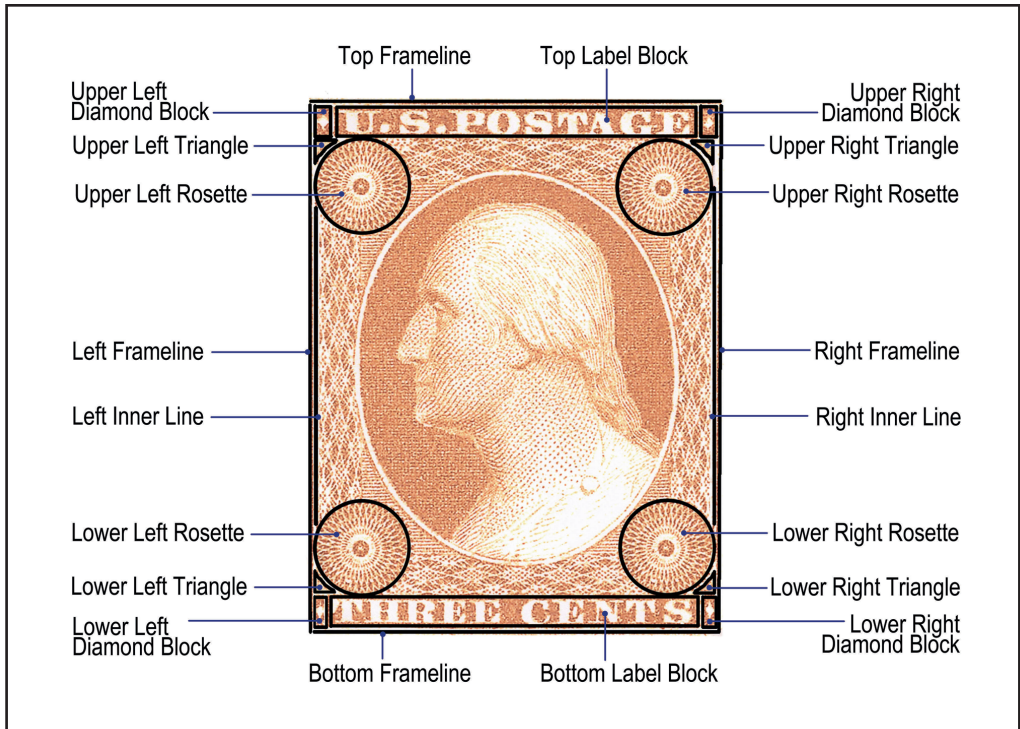


Figure 1. Major design elements on the 3¢ 1851 stamp.

Subsequent students, especially William K. McDaniel, suggested that there were over 60 combination recut varieties, but also did not include all possible recut combinations.³ This article now reports that when all possible combinations are considered, 89 different combination recut varieties can be found on these stamps. Of the 2,600 positions on the 13 plates used to print the 3¢ 1851-57 stamps (explained in more detail in Part 1), 660 positions (25 percent) show combination recuts.

The number of combination recut varieties to be found on each of the 13 plates is shown in Table 2. Table 2 also provides the earliest recorded date of use for stamps from

Plate	Earliest known use	Combination recuts
1E	July 1, 1851	50
1I	July 12, 1851	28
5E	July 19, 1851	37
2E	July 23, 1851	95
0	Sept. 6, 1851	110
1L	Oct. 6, 1851	88
2L	Jan. 7, 1852	97
3	Jan. 15, 1852	107
4	Mar. 28, 1855	15
5L	July 13, 1855	16
7	Feb. 9, 1856	0
6	Feb. 18, 1856	12
8	Apr. 14, 1856	5
	Total	660

Table 2. The plates used to print the 3¢ 1851-57 stamps, arranged chronologically according to the earliest recorded uses of stamps from each plate. Plates 1-8 were numbered marginally. One plate was not numbered; collectors have traditionally called this Plate 0. The column at right presents the number of positions showing combination recuts that appear on the designated plate. Of the 2,600 positions on the 13 plates used to print this stamp, 660 positions show combination recuts. These are fundamental tools used in plating the stamps.

each of the plates or plate states. This enables consideration of the plates in chronological order, which is not necessarily the order suggested by the plate numbers that appeared in the sheet margins. As an example, Plate 5E, the early state of Plate 5, appeared a few days before Plate 2E, the early state of Plate 2. One plate bore no number. Collectors have called this Plate 0; it appeared after Plate 2E and before Plate 1L. The information presented in Table 2 should help clarify this potentially confusing situation, but its main purpose for this article is to depict the number of combination recuts that can be found on each of the various 3¢ 1851-57 plates.

Table 3, published as an appendix at the conclusion of this article, lists the 89 identified combination recut varieties, identifies them by their component recut types, and presents their specific plate positions in chronological order. The “Recut combination” column indicates the component recuts by their type number. The type numbers are described in Table 1 and fully illustrated in *Chronicle 258*. To make this complex information more comprehensible, the data cells have been individually color coded to differentiate the plates.



Figure 2. The most common recut combination



Figure 3. Position 10R2L, a unique recut combination



Figure 4. Position 47L0, the most heavily recut position



Figure 5. Position 45L0, five recuts



Figure 6. Position 100R2E, five recuts



Figure 7. Position 29L0, four recuts

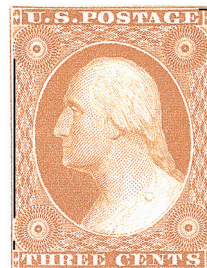


Figure 8. Position 37L0, four recuts

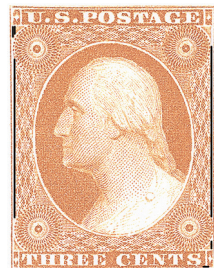


Figure 9. Position 62L0, four recuts



Figure 10. Position 93L0, four recuts



Figure 11. Positions 44L1L and 95R3, four recuts

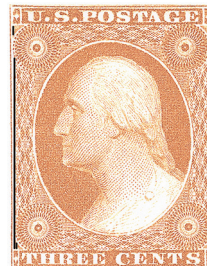


Figure 12. Position 85L1L, four recuts

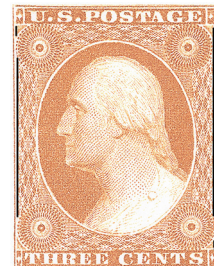


Figure 13. Position 48L5E, four recuts

Since the total presentation involves 660 out of the 2,600 positions, the result is a very large table. Great care has been taken to eliminate (or at least minimize) error, but as with any large data file, there may be mistakes. The advantages of publishing possibly imperfect data appear to us to outweigh the disadvantages of not publishing at all. Please notify us if you find an error.

Specialized collectors of the 3¢ 1851 stamp have long focused on plating, but that's not the only way these stamps can be collected. The recuts themselves offer a number of collecting possibilities. One can seek each of the 89 combination recut varieties, regardless of plate. Or one can seek all of the combination recuts that appear on any one plate. Or one combination recut from each plate. Other approaches will also suggest themselves; the possibilities are almost limitless.

As Table 3 indicates, the most common recut type, which combines recut types 1 and 11, can be found in 283 of the 2,600 plate positions, involving nine different plates. Figure 2 shows an illustration of a generic 3¢ 1851-57 stamp with the 1+11 recut features highlighted in black.

Table 3 also reveals that 39 recut combinations are unique, meaning they occur in only one of the 2,600 plate positions. A well-known example is the Recut Button variety from Position 10R2L. Illustrated as Recut 20 in the previous article, this variety occurs only in combination with Recut 1. The salient features of this variety are highlighted in Figure 3.

As a matter of curiosity, Recut 11 (one vertical line recut in upper left triangle) is the only recut to be found in combination with all four inner line recut varieties.

Position 47L0, shown in Figure 4, is the most heavily recut position, with a combination of six recuts (1+14+15+17+23+37).

Tied for second place with five recuts each are 45L0 (1+12+17+24+25) and 100R2E (1+12+25+28+33). These are shown in Figures 5 and 6, respectively.

There are seven different quadruple recut combinations found in eight positions: 29L0 (Figure 7), 37L0 (Figure 8), 62L0 (Figure 9), 93L0 (Figure 10), 49L1L (Figure 11), 85L1L (Figure 12), 95R3 (Figure 11) and 48L5E (Figure 13). Positions 49L1L and 95R3 have the same combination of four recuts (1+11+16+17). There are 39 different triple recut combinations coming from 112 different positions, and 40 different double recut combinations that come from 537 different positions. The double and triple recuts are too numerous to illustrate.

Conclusion

Both installments of this article have used contemporary graphic tools to shed new light on a facet of philately that has been explored by specialist collectors for almost a century. The combination recuts are a fascinating aspect of the 3¢ 1851 stamps. They are among the essential building blocks that contribute to the plating of this stamp, but in addition to that, they are highly collectible in their own right. These are fly-speck varieties to be sure, but many of them are discernable to the naked eye and all of them are worthy of appreciation. There is also a strong human connection in studying and collecting this stamp. Many of the lines on the impressions transferred to the plates were too weak to show up properly on the printed stamps; thus they had to be recut. Studying and collecting the recut varieties of this stamp, one can almost see and feel the hand of the master engraver as he carefully recut each plate, position by position, over 160 years ago.

Endnotes

1. Don Getzin and Wade Saadi, "Recut Varieties of the Imperforate 3¢ Stamp of 1851-57," *Chronicle* 258, May 2018.
2. *The 3¢ Stamp of the United States 1851-57 Issue (Revised)*, Carroll Chase, Lawrence, Mass., 1942; Quarterman reprint, pg. 76.
3. William K. McDaniel, "A Summary of the 3¢ Recut Varieties: Their Origin and Relative Scarcity," *The 1851 Issue of United States Stamps: a Sesquicentennial Retrospective* (New Orleans, La.; U.S. Philatelic Classics Society, 2006), pp. 90-93. ■

**APPENDIX: TABLE 3 – STRUCTURE AND POSITION OF
RECUT VARIETIES ON IMPERFORATE 3¢ 1851-57 STAMPS**

Recut Combination	# of Pos.	Positions showing the designated combination of recuts							
1+8	4	58L3	68L3	78L3	98L3				
1+8+11	1	88L3							
1+11	283	22L1E	30L1E	43L1E	44L1E	50L1E	61L1E	64L1E	66L1E
		67L1E	69L1E	70L1E	71L1E	74L1E	81L1E	87L1E	92L1E
		94L1E	56R1E	67R1E	91R1E	61L1I	64L1I	66L1I	67L1I
		71L1I	81L1I	87L1I	94L1I	66R1I	67R1I	91R1I	21L5E
		22L5E	23L5E	27L5E	29L5E	36L5E	38L5E	39L5E	43L5E
		46L5E	60L5E	61L5E	64L5E	69L5E	82L5E	83L5E	92L5E
		98L5E	20R5E	46R5E	48R5E	50R5E	61R5E	67R5E	12L2E
		13L2E	15L2E	23L2E	25L2E	34L2E	37L2E	43L2E	46L2E
		59L2E	63L2E	65L2E	69L2E	74L2E	80L2E	81L2E	83L2E
		87L2E	91L2E	95L2E	96L2E	99L2E	24R2E	26R2E	27R2E
		28R2E	29R2E	30R2E	39R2E	41R2E	47R2E	59R2E	64R2E
		69R2E	83R2E	84R2E	85R2E	94R2E	95R2E	97R2E	98R2E
		18L0	22L0	23L0	24L0	25L0	26L0	28L0	33L0
		36L0	41L0	44L0	46L0	48L0	50L0	64L0	73L0
		78L0	80L0	85L0	86L0	94L0	96L0	99L0	100L0
		12R0	15R0	21R0	23R0	27R0	34R0	35R0	45R0
		46R0	47R0	49R0	51R0	55R0	61R0	63R0	64R0
		66R0	70R0	72R0	74R0	76R0	82R0	99R0	8L1L
		10L1L	29L1L	30L1L	42L1L	46L1L	55L1L	62L1L	64L1L
		67L1L	69L1L	76L1L	78L1L	83L1L	86L1L	94L1L	98L1L
		4R1L	6R1L	15R1L	24R1L	28R1L	30R1L	35R1L	40R1L
		42R1L	43R1L	44R1L	45R1L	46R1L	50R1L	53R1L	56R1L
		66R1L	67R1L	73R1L	82R1L	83R1L	85R1L	87R1L	93R1L
		95R1L	96R1L	97R1L	98R1L	12L2L	13L2L	15L2L	23L2L
		25L2L	34L2L	37L2L	43L2L	46L2L	59L2L	63L2L	65L2L
		69L2L	74L2L	80L2L	81L2L	83L2L	87L2L	91L2L	95L2L
		96L2L	99L2L	24R2L	26R2L	27R2L	28R2L	29R2L	30R2L
		39R2L	41R2L	47R2L	58R2L	59R2L	60R2L	64R2L	69R2L
		83R2L	84R2L	85R2L	94R2L	95R2L	97R2L	98R2L	22L3
		23L3	24L3	27L3	30L3	42L3	46L3	48L3	65L3
		74L3	84L3	85L3	87L3	95L3	7R3	9R3	10R3
		20R3	21R3	23R3	27R3	29R3	44R3	45R3	46R3
		47R3	48R3	49R3	63R3	64R3	66R3	67R3	71R3
		75R3	76R3	81R3	87R3	90R3	92R3	93R3	94R3
		96R3	98R3	21L5L	23L5L	39L5L	43L5L	47L5L	60L5L
		64L5L	46R5L	67R5L					
1+11+15	2	68L0	70L0						

Recut Combination	# of Pos.	Positions showing the designated combination of recuts							
1+11+16	16	52L0	58L0	82L0	90L0	91L0	98L0	28R0	98R0
		66L1L	5R1L	13R3	26R3	41R3	42R3	43R3	84R3
1+11+16+17	2	49L1L	95R3						
1+11+16+24	1	85L1L							
1+11+17	14	47L5E	68L5E	50R2E	87R2E	30L0	89L0	41R0	81R0
		50R2L	87R2L	61R3	62R3	82R3	91R3		
1+11+17+40	1	48L5E							
1+11+21	1	66R1E							
1+11+23	9	74L0	94R1L	22R3	24R3	37R3	52R3	68R3	83R3
		89R3							
1+11+24	1	84L1E							
1+11+25	4	62R2E	65R2E	62R2L	65R2L				
1+11+26	2	45R2E	45R2L						
1+11+27	5	48L2E	52L2E	96L1L	48L2L	52L2L			
1+11+30	2	19L2E	19L2L						
1+11+32	2	14L0	83L3						
1+11+33	1	95R0							
1+11+37	3	58R2E	60R2E	14L1L					
1+12	62	23L1E	25L1E	26L1E	27L1E	29L1E	42L1E	86L1E	25L1I
		86L1I	63L5E	86R5E	29L2E	38L2E	47L2E	50L2E	61L2E
		68L2E	72L2E	88L2E	89L2E	97L2E	25R2E	67R2E	82R2E
		88R2E	90R2E	43L0	63L0	69L0	88L0	24R0	30R0
		43R0	48R0	69R0	86R0	7L1L	65R1L	75R1L	29L2L
		38L2L	47L2L	50L2L	61L2L	68L2L	72L2L	88L2L	89L2L
		94L2L	97L2L	25R2L	67R2L	82R2L	88R2L	90R2L	28L3
		50L3	62L3	81L3	25R3	99R3	63L5L		
1+12+15	2	82L2E	82L2L						
1+12+16	3	94L2E	92L0	9L1L					
1+12+17	5	20R2E	67L0	29R0	20R2L	65R3			
1+12+17+24+25	1	45L0							
1+12+17+29	1	62L0							
1+12+23+24	1	93L0							
1+12+24	3	28L1E	28L1I	87L0					
1+12+25+28+33	1	100R2E							
1+12+27	4	44L2E	84L2E	44L2L	84L2L				
1+12+28	1	100R2L							
1+12+39	2	90L2E	90L2L						
1+13	21	50R1E	50R1I	21L2E	27L2E	28L2E	41L2E	64L2E	85L2E
		49L0	50R0	27R1L	49R1L	86R1L	21L2L	24L2L	27L2L
		28L2L	41L2L	64L2L	85L2L	30R3			
1+13+16	1	82L3							
1+13+17+40	1	29L0							

Recut Combination	# of Pos.	Positions showing the designated combination of recuts							
1+13+24	2	98L2E	98L2L						
1+13+27	2	66R2E	66R2L						
1+13+38	1	24L2E							
1+14	1	95L1L							
1+14+15+17+23+37	1	47L0							
1+15	7	21L0	38L0	8R0	100R0	45L3	86R3	98L5L	
1+16	14	24L5E	18L2E	59L0	1R0	53R0	33L1L	47L1L	52L1L
		33R1L	76R1L	18L2L	6R3	14R3	51R3		
1+16+17	1	32R3							
1+16+17+27	1	37L0							
1+16+33	1	96R0							
1+17	26	87L5E	96L5E	81R5E	5R2E	15R2E	63R2E	70R2E	86R2E
		20L0	35L0	55L0	72L0	6L1L	39L1L	65L1L	97L1L
		5R2L	15R2L	63R2L	70R2L	86R2L	56L3	17R3	36R3
		38R3	80L5L						
1+17+40	7	50L5E	70L5E	100L5E	47R5E	19R0	88L1L	48L5L	
1+18	1	57L0							
1+20	1	10R2L							
1+22	1	34R2E							
1+23	22	79L1E	79R1I	8L0	42L0	25R1L	39R1L	6L3	12L3
		33L3	38L3	64L3	71L3	97L3	3R3	4R3	28R3
		50R3	56R3	70R3	72R3	73R3	85R3		
1+23+24	2	92L2L	77L3						
1+23+25	1	68L1L							
1+23+27	1	7L0							
1+23+29	1	52L3							
1+23+40	1	94R1L							
1+24	10	84L1I	58L2E	100L2E	5L0	28L1L	58L2L	100L2L	10L3
		32L3	40L3						
1+25	6	71L0	18L1L	24L1L	50L1L	90L1L	100L1L		
1+27	8	26L2E	15L0	31L1L	32L1L	60R1L	3L2L	26L2L	31L5L
1+28	1	79L1L							
1+28+29	1	14R1L							
1+28+30	2	6R2E	6R2L						
1+29	2	17L2E	17L2L						
1+30	2	68R0	99R2L						
1+30+33	1	99R2E							
1+32	2	97L0	62R0						
1+34	1	96L5L							
1+35	1	26L5L							
1+37	4	16R0	2L1L	3L1L	38L1L				
2+10	11	99R4	8R6	18R6	28R6	38R6	48R6	58R6	68R6

Recut Combination	# of Pos.	Positions showing the designated combination of recuts							
		78R6	88R6	98R6					
2+10		78R6	88R6	98R6					
2+11	2	42R1E	21R1I						
2+11+21	2	21R1E	27R1E						
2+19	1	47R6							
2+21	5	23R1E	25R1E	29R1E	30R1E	30R1I			
2+27	2	76L4	87R4						
2+28	4	1R4	10R4	77R8	78R8				
2+29	6	24L4	65L4	78L4	53R4	71R4	77R4		
2+30	1	28R4							
2+30+31	1	68R4							
2+32	1	31L4							
2+36	1	13L6							
2+39	4	41L4	29L8	31L8	44L8				
2+40	1	15L1E							
3+11	3	46R1E	47R1E	65R1E					
3+11+38	1	69R1E							
3+12	4	49R1E	87R1E	49R1I	87R1I				
3+29	2	84R1E	84R1I						
3+39	1	1L1I							
3+40	2	47R1I	75R1I						
4+11	6	61R1E	63R1E	81R1E	61R1I	63R1I	81R1I		

This table lists and describes the 89 known combination recut varieties that can be found on the 3¢ 1851-57 stamp. The first column (“Recut Combination”) designates the component recut types, which are described in Table 1 and illustrated in *Chronicle* 258. The second column (“# of Pos.”) indicates the number of positions on which the designated recut combination can be found. The remaining columns show the specific plate positions. The position data cells have been color coded as shown at left to indicate the plates.

Plate 1 Early	Plate 1 Intermediate	Plate 1 Late
Plate 2 Early	Plate 2 Late	Plate 3
Plate 4	Plate 5 Early	Plate 5 Late
Plate 6	Plate 8	Plate 0

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THE GROUNDING OF THE NORTH AMERICAN

ROB FAUX

Figure 1 shows a cover franked with a 24¢ 1861 stamp and sent from Galesburg, Illinois to Lossiemouth in County Moray, Scotland. Researching an anomaly in the dates on this envelope opened a fascinating story of 19th century steam navigation and turned an otherwise nondescript cover into a shipwreck artifact with an interesting tale attached.

The blue Galesburg June 10 circular datestamp and the July 10 1867 Glasgow exchange-office receiving marking indicate an abnormally long interval between origin and destination. Galesburg is less than 200 miles from Chicago and the Grand Trunk Railroad should have delivered the mailbag containing this letter to Quebec in about two days. In the mid-1860s, mail steamer crossings of the Atlantic typically took 10 to 14 days. Thus, this cover seems to have been delayed by about two weeks during its travels.

Mails sent from the United States to Great Britain were governed by the 1848 agreement which remained in force until the end of 1867. Under this convention, letters from the United States to Scotland required postage at the rate of 24¢ (1 shilling) for the first



Figure 1. 24¢ 1861 cover from Galesburg, Illinois to Scotland, via Allan Line. The sending and receiving dates, a month apart, strongly suggest a disruption of service.

half ounce. At the U.S. exchange office, each piece of mail was to be handstamped with red (for paid mail) or black (unpaid) markings designating the amount due Britain for its share of the postage if the item was prepaid, or the amount due the United States if the postage was to be collected at the destination. Most exchange offices in the United States included with the credit marking the city name and often the departure date. But on foreign mail during this era, especially British mail, Chicago often used an anonymous credit marking showing simply the amount credited to the foreign mail service and the word “cents” in an arc underneath.¹

A portion of the foreign mails was routed from the Detroit and Chicago offices via the Grand Trunk Railroad to the port of departure Quebec (in summer) or Portland (winter).² Agreements with Canada and Great Britain dictated that United States mails were “closed” in mailbags as they traveled over Canadian soil. No intermediate datestamps appear on the Figure 1 cover, which is consistent with its residing in a mailbag the entire time it was in transit from the U.S. exchange office (Chicago) to the British exchange office (Glasgow, Scotland). The receiving exchange office opened the mailbag and routed this letter to its destination at Lossiemouth.

The Allan Line

The Province of Canada was very interested in supporting a steamship company based in Canada rather than continuing to be tied to the United Kingdom’s Cunard Line for transatlantic mail sailings. In 1855, the Montreal Ocean Steamship Company (Allan Line) secured a contract to carry Canadian mails. Operations got under way upon return of the ships from the Crimean War.³ Allan Line ships departed Quebec (Rivière-du-Loup) when the St. Lawrence River was free of ice.⁴ When the river was impassable, the Allan Line left from Portland, Maine.

Letter postage was split between the British and U.S. postal services. Five cents was designated for surface mail in the United States and 3¢ for surface mail in Britain. The remaining 16¢ covered mail packet (steamship) costs, which was the responsibility of the United States or Great Britain depending on whose steamship company carried the item.⁵ The Allan Line was under mail contract to the United States, so the 16¢ transatlantic postage on the Figure 1 cover belonged to the United States. Chicago’s red “3 CENTS” credit at upper left indicated that 3¢ cents of the 24¢ paid by the stamp was owed to the British post office to offset the cost of British internal postage.

The two dated postmarks on the front of this cover provide sufficient evidence to show that the letter must have sailed on an Allan Line ship and that the ship was delayed. Sailing data confirms that the *North American* was scheduled to leave Quebec in the middle of June 1867 carrying mails to Great Britain.⁶

The *North American* was a single-screw steamship of 1715 gross tons. It was originally named the *Briton* when William Denny & Brothers, Scottish shipbuilders, laid the keel in 1855. Launched as the *North American* on January 26, 1856, the ship took her maiden voyage from Liverpool to Quebec on April 23 of that year. She could accommodate 425 passengers and served as one of the fleet of mail packets employed by the Allan Line. In 1871, *North American* was moved to a Liverpool-Norfolk-Baltimore route until it was sold in 1873. At this point, the ship was converted to a sailing vessel and was used as such until it went missing in 1885 during a trip from Melbourne to London.⁷

Perils of Anticosti

Navigating the Saint Lawrence could be tricky and in the 19th century it was not uncommon for ships to encounter difficulties. In particular, the waters around Anticosti Island were most treacherous, with 106 recorded shipwrecks between 1870 and 1880 despite the



Figure 2. Anticosti Island lies at the mouth of the St. Lawrence and posed a hazard to navigation throughout the 19th century. This sketch traces the initial travels of the Figure 1 cover, showing two visits to Quebec with an intermediate stop at St. John's, Newfoundland, keyed to the following chronological outline:

- June 10, 1867—Cover posted at Galesburg, Illinois (1)
- June 12(?)—Chicago exchange office applies red “3 CENTS” marking (2)
- June 15—Arrives Rivière-du-Loup (Quebec), placed on *North American* (3)
- June 16—*North American* runs aground on Anticosti Island (4)
- June 17—*St. George* picks up mail and carries it to St. John's (5)
- June 18—Inbound from Liverpool, *Austrian* picks up mail at St. John's (6) and steams on to Québec (7)
- June 29—*Austrian* departs Quebec
- July 8—*Austrian* arrives Londonderry
- July 9—*Austrian* arrives Liverpool
- July 10—*Austrian* arrives Glasgow

existence of lighthouses. As shown in the map in Figure 2, Anticosti Island sits at the mouth of the St. Lawrence River as it enters the Gulf of St. Lawrence. In the 1860s, an estimated 2,000 ships passed the island each summer.⁸

Anticosti Island is not a small obstruction. It has 360 miles of shoreline containing 3,100 square miles. The island is surrounded by a reef that can extend out a mile and a half from the visible shoreline. The reef, combined with a strong and unpredictable southeasterly current, led to numerous shipwrecks resulting in varying losses of life and property.⁹

On June 16, 1867, while outbound to the Atlantic Ocean from Quebec, the *North American* ran aground on the south shore reef of Anticosti Island. All passengers and crew survived, spending some time on the island. Accounts indicate they enjoyed picnics of fresh trout and were treated well by a Mr. and Mrs. Burns, who lived on the island at that time, in a home furnished with material from other wrecks. The Burnses themselves had survived a shipwreck 14 years earlier.

Soon after, the *St. George* picked up the mailbags (and passengers) and took them to St. John's, Newfoundland. Another Allan Line mail packet, the *Austrian*, picked up the mailbags on its way to Quebec from Liverpool. The mailbags remained onboard at Quebec while the ship was prepared for its return journey, setting out on June 29. The *Austrian*

arrived at Liverpool on July 9, where it was then routed to Glasgow, completing a very interesting voyage. As for the *North American*, it was successfully refloated and towed to Quebec for repairs, resuming Allan Line service on November 12, 1868.

Reconstructing the journey

The caption in Figure 2 presents a timeline that reconstructs and illustrates the initial travels—at least 2,000 additional miles—of this interesting piece of mail. Following its departure from Quebec and stranding on Anticosti Island, it visited St. John’s, returned to Quebec, and then made its way to Liverpool and on to Glasgow, traveling on three separate steamships—all told, a fascinating story.

Endnotes

1. Leonard Piszkiwicz, “The Chicago Exchange Office and Pre-UPU Transatlantic Mail,” *Chronicle* 179 (August 1998) pp. 224-225. See also his 2006 book, *Chicago Postal Markings and Postal History*, Chapter 25, markings FN-510–FN-528. The “3 CENTS” marking on the Figure 1 cover is Piszkiwicz’ FN-510.
2. A comprehensive history of the Grand Trunk Railroad and its connections to Chicago, Detroit, Portland and the Allen Line in Quebec can be found in the article by James A. Allen and Dwayne O. Littauer, “Portland and Detroit Exchange-Office Mails, Part 1: Development of an International Transit Mail System,” *Chronicle* 243 (August 2014), pp. 263-79.
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4. Allen and Littauer, *op. cit.*, pg. 273.
5. George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845:1875*, Reprint Edition, Quarterman Publications, 1975, pp. 133-136.
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7. N.R.P. Bonsor, *North Atlantic Seaway, Vol. 1*, T. Stephenson & Sons, 1955, pg. 307.
8. Donald Mackay, *Anticosti: The Untamed Island*, McGraw-Hill, 1979.
9. Henderson, B. “Anticosti Island”, KANAWA Magazine, Winter 2003 issue. ■

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STENCIL MAKER ADVERTISING ON 19TH CENTURY U.S. COVERS

JAMES W. MILGRAM, M.D.

Introduction

This continues an ongoing series on stencil markings found on classic United States covers. The exploration began in *Chronicle 255* (August, 2017) with an article listing and describing stencil postmarks on stampless covers. It continued in *Chronicle 257* (February 2018) with a similar article on stamped covers. Then in *Chronicle 258* I wrote about the various types of stencil markings that can be found on Civil War covers.

The subject this issue is advertising covers from stencil makers. Individuals who cut stencils into brass and copper plates, or who serviced stencil users with gear and accessories, can be identified from their advertising envelopes and corner cards. These exist in some variety from the 1850s through the Bank Note era. Some of these ads are themselves stencil markings, representative examples of the craft. Others are printed and in some cases illustrated. These can shed light on the tools involved in making and using stencils. As a group, stencil maker advertising covers give flesh and blood to a neglected but interesting facet of the social history of their era. Many stencil makers seem to have been small-town entrepreneurs, creating stencil plates at their kitchen tables using tools they purchased through the mails. A few of them developed into businesses that endure to this day.

Stenciled ads from stencil makers

Figure 1 shows the simple and attractive corner card of D. Swett, Jr., on a 3¢ 1857 cover addressed to Rochester, Vermont. Within an oval frame of dashes, Swett designates himself a stencil cutter and a manufacturer of steel and copper stamping devices. These



Figure 1. Stenciled advertisement of a stencil maker: Black oval "Stencil Cutter" imprint on a 3¢ 1857 cover postmarked at Lowell, Massachusetts, August 17, 1860.



Figure 2. Simple three-line stencil design, all capital letters, on a 3¢ 1861 cover ("JUL 16," year not known), sent from Harrisburg, Pennsylvania, to nearby Shamokin Dam.



Figure 3. A more elegant design, in an attractive blue, on a double-rate letter from 1863.

could have included post office handstamps. The Lowell, Massachusetts, circular date-stamp indicates this was mailed in 1860.

Stencil templates like the one that made this marking were hand-cut in thin brass or copper plates using specially tooled letter punches. I showed examples of two 19th century stencil templates in *Chronicle* 258, page 152. Modern stencil cutting is done by sophisticated machinery.

A simple three-line stencil design, in an oval format with in all capital letters, appears on the 3¢ 1861 cover shown in Figure 2. The lettering designates "HILKERT & HARTMAN, IMPROVED STENCILERS" and the cover was sent from Harrisburg, Pennsylvania. An unusual stencil cover to this same addressee was also illustrated in *Chronicle* 258.



Figure 4. Large red circular stencil corner-card for “S.T. BELDEN” of Kensington, Ohio, addressed to Mansfield, Center, Connecticut. The 3¢ 1869 stamp was canceled at Battle Creek, Michigan. Any colored stencil marking is unusual.



Figure 5. Too big for the front? A huge circular stencil maker’s advertisement, on the reverse of a 3¢ F-grill cover posted March 8, 1869 at Guthriesville, Pennsylvania.

A fancier corner cachet, with the stencil lettering in dark blue, appears on the cover in Figure 3. Addressed to Titusville, New Jersey, this cover was sent by John J. Hoffman, who calls himself a stencil engraver. The manuscript postmark at lower left reads “Cherryville, N.J. May 26” and the two 3¢ 1861 stamps are dated 1863 in the same handwriting. This double-rated envelope might have carried a stencil template. The stencil imprint has a highly ornate frame which, along with the blue color, makes this marking quite striking.

Any color stencil ink other than black is very unusual. Figure 4 shows a 3¢ 1869 cover mailed at Battle Creek, Michigan and sent to Mansfield Center, Connecticut. Oddly, the large circular imprint, in red, advertises a stencil maker from Kensington, Ohio, S.T. Belden & Co. The list of wares on offer seems to say “die sinkers, steel letters and figures etc., also name stamps for all mechanics.”

The huge bold circular stencil advertisement in Figure 5 appears on the back of a cover franked with a 3¢ F-grill stamp, posted at Guthriesville, Pennsylvania on March 8, 1869. This marking, offering “mill brands of all kinds” measures 65 millimeters across, so perhaps it was too big to fit on the address side of the cover. The circle of stars is a nice

feature. The marking advertises not just stencils, but also inks and brushes. It does not name the proprietor, but docketing suggests the sender was Joel McCannon.

An equally oversized but cruder advertisement—from J.F. Keech of Oxford, Pennsylvania—is stenciled onto the cover in Figure 6, franked with three 1¢ Bank Note stamps in 1872 and addressed to William Potts, who was also a stencil maker, as we will see momentarily. Keech declares that he not only makes stencils but “hotel checks,” “names for marking linen,” and similar items. This same stencil was applied to the reverse of the envelope as well.

At least five stencil-related covers are known addressed to the aforementioned William Potts of Cochranville, Pennsylvania. Figure 7 shows an envelope franked with three Black Jack stamps, sent to Potts by the firm of M.J. Metcalf and Son of Boston, who bill



Figure 6. Oversized imprint of stencil-maker J.F. Keech, on a letter-rate Bank Note cover sent to William Potts of Cochranville, Pennsylvania, another stencil-maker.



Figure 7. Another cover to William Potts, from a Boston firm that sold stencil-cutting kits via mail order. Three Black Jacks pay double letter postage; year not known.



Figure 8. As an aspiring stencil maker, Potts used this cover to proof out his devices.



Figure 9. Reverse of Figure 8 cover, showing multiple imprints from Potts' templates.

themselves as stencil cutters and manufacturers of stencil goods. The Metcalf firm advertised in the popular magazines of the day. An example, from an 1866 issue of *American Agriculturist*, reads: "STENCIL BUSINESS requires very little capital and pays very large profits. Complete outfits of Tools and Stock of the best quality furnished by M. J. METCALF & SON, 101 Union St., Boston, Mass."

Potts may have purchased one of Metcalf's kits, and he seems to have used the cover shown (both sides) in Figures 8 and 9 to proof out his handiwork. The front, shown in Figure 8, bears a Black Jack stamp and presumably carried a circular, sent to Potts from Stony Brook, Pennsylvania, with manuscript "Jay 24/68." The large stencil advertisement, certainly added by the recipient, promotes Joseph Potts and advertises a "For the UNION Clothes Wringer." At first I thought this was related to the Civil War, but the reference is to a brand of washing machinery.

The reverse of this cover, shown in Figure 9, shows three different stencil imprints for William Potts. From the crudeness with which the letters and ornaments are arrayed, I would guess these proofs represent the early efforts of a novice stencil-maker who was just learning his trade. As a bonus for modern-day collectors, a portion of Potts' thumbprint survives beneath the oval imprint at left. Making stencil imprints could be a messy business.

Sometimes postmasters were stencil makers too. In my article on stencil postmarks on stamp-bearing covers (*Chronicle* 257, page 49), I showed a cover on which a 3¢ 1857 stamp is tied by a fancy stencil postmark from Seneca River, New York. On the reverse is an even fancier handstamp promoting the postmaster's stencil-making business.

Printed ads from stencil makers

The 3¢ 1861 cover in Figure 10 was sent from Brandon to Gayville, Vermont in the early 1860s. It combines a wood-engraved illustration of "Milliken's Improved Stencil Tool Manufactory" (also home of "Milliken's Stencil Rooms") with a separate stencil-like advertisement suggesting prospects could earn \$100 a month creating stencil templates for resale. The advertiser, D.L. Milliken, was another stencil-kit seller who promoted his wares in the magazines of the day. An example, from the March 1860 issue of *The Genesee Farmer*: "From \$75 to \$150 per month—Made by any active person with improved \$10 stencil tools. Indelible ink and all kinds of stencil stock cheaper than elsewhere. For samples and circular containing full particulars send a stamp to D.L. Milliken, Brandon, Vermont." With four tall chimneys and a large loading dock, the three-storey stencil factory depicted in the wood engraving is surely an advertising fantasy.

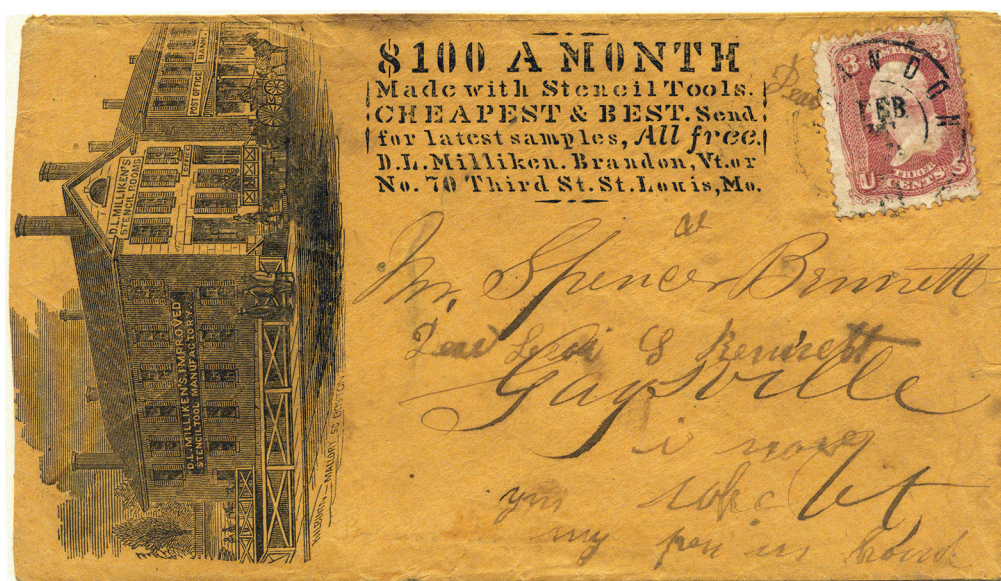


Figure 10. Advertising envelope from Brandon, Vermont, showing how stencil-cutting equipment was marketed to prospective entrepreneurs. The stenciled legend promises income of \$100 a month. The stencil factory in the wood engraving is surely a fantasy.

The cover in Figure 11 is unusual in that it depicts some of the gear that the kit-makers advertised: stencil paste (ink), a sponge, and a stencil brush to apply the ink onto the stencil. The text in the corner imprint describes products sold by the New York firm of N. Stafford, a manufacturer of stencil paste. The scissor-trimmed 3¢ 1861 stamp suggests this cover was part of a mass mailing. I have also seen a legal-size envelope with the same illustration but a simpler cornercard.

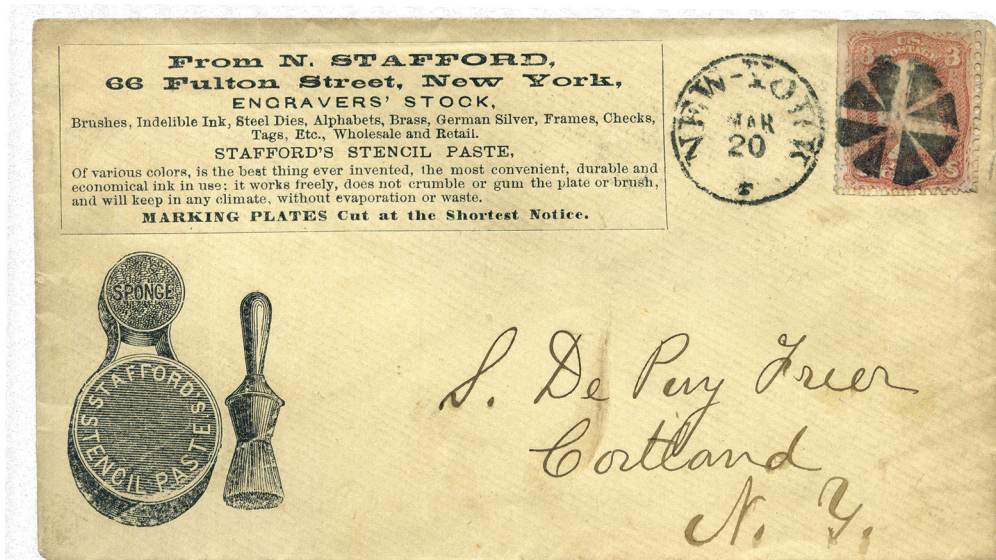


Figure 11. Illustrated envelope from the 1860s, from the New York stencil firm of N. Stafford. The ink, brush and sponge were all accessories essential to stencil use.

A cover from this same firm, still doing business at 66 Fulton Street in Manhattan during the Bank Note era, is shown in Figure 12. Three 1¢ stamps, paying the letter rate, are canceled with negative “4” killers and “NEW YORK N.Y. SEP 21 6 P.M.” No year date is evident, but this must be from the 1870s. This cover bears an interesting illustration of a set of stencil letters and numbers as well as a box with ink, brush and sponge. The text promotes uses for stencil lettering that are still employed today. Another Stafford cover from 1891 (not shown) advertises stencil paste in all colors and a cover from 1897 offers seals, stencils and rubber stamps. India ink is still sold under the Stafford brand name today, but the business is now based in Mexico.

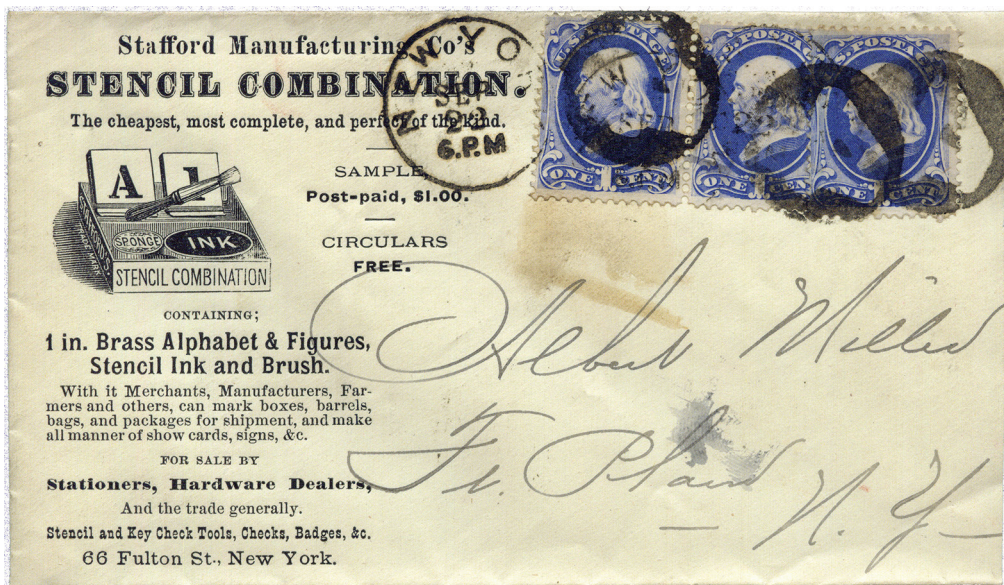


Figure 12. The Stafford firm was selling ink and stencil gear in the 1870s, as evidenced by this cover, franked with three 1¢ Bank Notes. Stafford india ink is still sold today.

Stencil-making Spencers

The firm of S.M. Spencer of Brattleboro, Vermont, used several printed corner cards in the 1860s describing their business of producing “Improved Stencil Dies.” Two of their imprints are shown in Figure 13. The typography in the example at right shows the islands and bridges that are characteristic of stencil printing, but inspection reveals it may represent another form of printing. This firm subsequently moved to Boston, and continued business there (per a corner card from the 1880s) under the name S.M. Spencer’s Stencil Works.



Figure 13. Corner imprints electronically clipped from advertising covers sent by the firm of S.M. Spencer, a manufacturer and vendor of stencil-making kits that started out in Brattleboro, Vermont and subsequently moved to Boston. The advertisement at right appears to have been created by stencil, but close inspection reveals it may have been lithographed, from type cleverly fabricated to resemble stencil lettering.

Other Spencers, apparently unrelated, made stencils in Cincinnati. Comparable to the Stafford cover in Figure 11 is the illustrated cover from the 1870s shown in Figure 14, from the Cincinnati dealer Wm. W. Spencer. The lion-head seal in the upper left corner is very similar to one in my office. These were molded cast-iron seal-stamping devices. This envelope, which shows an array of stencil-support gear, was posted at Cincinnati and marked as a circular by the receiver in Canton, Ohio. It is not year-dated.



Figure 14. This crowded 1¢ Bank Note cover from the Cincinnati firm of William W. Spencer (“Die-Sinker, Engraver and Letter-Cutter”) illustrates and describes examples of the firm’s extensive line of stencils and stencil-related devices.

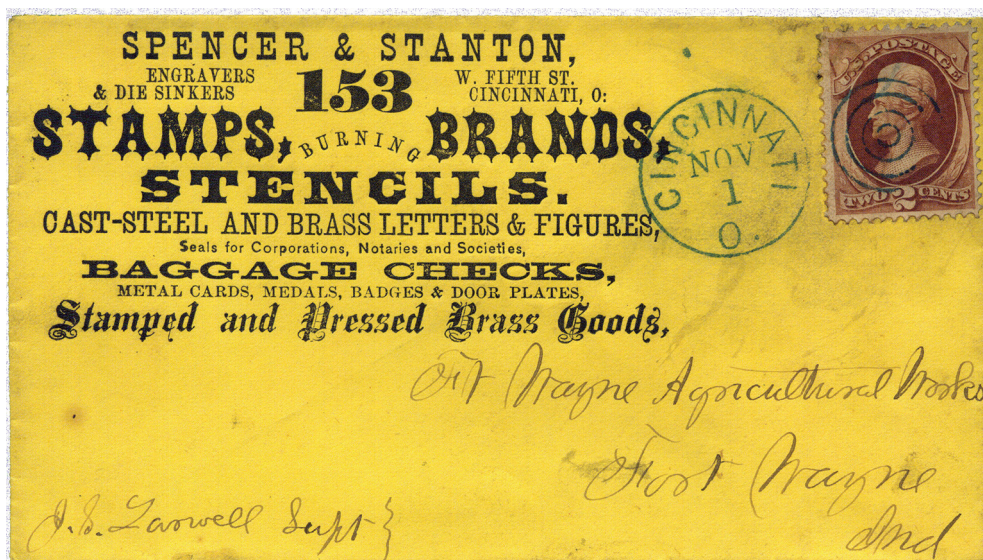


Figure 15. William Spencer (Figure 14) took on a partner to form the firm of Spencer and Stanton, "engravers and die-sinkers." This company survives today as the Long-Stanton Manufacturing Co., a family-owned Cincinnati metal-stamping firm.

Figure 15 is a second cover from the Cincinnati Spencer, who by this time has added a partner, Stanton. The firm was still doing business at 153 W. Fifth St. in Cincinnati, with a product line similar to that described on the previous cover. The 2¢ brown Bank Note stamp indicates this envelope carried a circular. This firm remains in business to this day, as the Long-Stanton Manufacturing Co., a family-owned metal stamping operation with factories in Cincinnati and China.

Conclusion

Whether they bear stencil lettering, typography or illustrations, stencil maker advertising envelopes provide insights into the stencil-maker's craft, and by extension, into the social history of their time. The main use of stencils on postal covers was for return address corner imprints. Examples of these will be the subject of a future article. ■

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UNITED STATES EXPOSITION POSTMARKS IN THE 1880s

LABRON HARRIS

Introduction

Trade shows promoting products have been held in the United States since the 18th century. Many cities hosted trade shows, with New York becoming the leader. As they grew in importance, trade shows came to be called exhibitions. At these exhibitions products were presented and judged by a panel which gave best-in-category awards. I have two documents describing early exhibitions, one describing the procedures of participation in New York's Eighth Anniversary Fair in 1835 and one from Philadelphia soliciting participants for the 17th Franklin Institute Exhibition in 1847.

These efforts culminated with the first great United States exposition, the New York Exhibition at the Crystal Palace in 1853. Expositions both large and small proliferated after this. In 1876 Philadelphia was chosen to be the site of the Centennial Exposition to celebrate the 100th anniversary of the formation of the United States.

At the Centennial Exposition in 1876 the United States Post Office began a practice of maintaining a post office and canceling mail at expositions. They did not do this again until the Cincinnati Industrial Exposition in 1882. Then throughout the 1880s, USPO maintained on-site post offices at various U.S. expositions, canceling outgoing and incoming mail.

Expositions from the 1880s for which cancels are recorded are the Cincinnati Industrial Exposition; the Southern Exposition at Louisville; the World's Industrial and Cotton Centennial Exposition at New Orleans; the North, South and Central American Exposition at New Orleans; the Centennial Exposition of the Ohio Valley and Central States at Cincinnati; the Sub-Tropical Exposition at Jacksonville; and the Buffalo International Fair at Buffalo.

William J. Bomar documented the known cancels used at expositions in his book *Postal Markings of United States Expositions*.¹ David Savadge updated the information in Bomar's book and put it on a disc.² This article will show examples of the known postal cancellations on mail to and from the expositions of the 1880s and bring the census of these cancels more up to date. Some of the census information is from Savadge's update.

Cincinnati Industrial Exposition

The Cincinnati Industrial Exposition began operations in 1870 and continued for most years until 1886. The United States Post Office had an on-site branch with a special canceler that was used in 1882, 1883, 1884 and 1886. Shown with this article are covers from these four years. Every cover during this period was canceled with a single-circle device that reads CIN'TI. O. EXPOSITION STA.

Three covers are known used in 1882. Illustrated in Figure 1 is a cover dated September 26, 1882. This is franked with a 3¢ Continental stamp and was backstamped at Ravenna, Ohio, on September 27, 1882.

Only one cover is known with this cancel used in 1883. This cover, also franked with a 3¢ Continental stamp, dates from September 25, 1883 and is shown in Figure 2. The 1883 year date is affirmed by the ornamental exposition cachet at left, which shows both sides



Figure 1. 3¢ Bank Note cover showing the only postal marking used at the Cincinnati Industrial Exposition in 1882. The text of marking reads: CIN'TI. O. EXPOSITION STA. Three covers are known showing this marking from the 1882 expo.



Figure 2. The same marking, used at the 1883 expo. This is the only cover known showing this marking from 1883. The year date is affirmed in the medal that is part of the promotional cachet on this envelope, which was sent from the exposition.

of an exposition medal. A week later, the first class rate was reduced to 2¢ per half ounce.

From 1884 there are three covers known. In Bomar's book the date for the one shown in Figure 3 is listed as October 14 but this is an error. The apparent "1" in the 14 is a marking left by a poorly inserted date line in the canceler. The cover is backstamped October 5. Therefore the cover is properly dated as October 4.

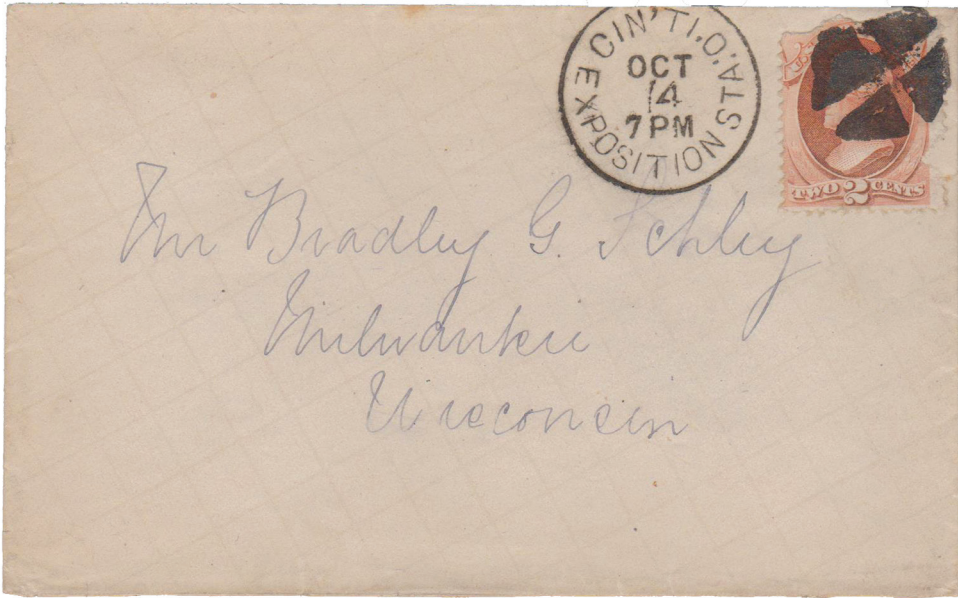


Figure 3. 2¢ orange vermillion American Bank Note stamp on cover posted at the Cincinnati Industrial Exposition and bearing the exposition marking. This strike has long been attributed to 1884, but no current evidence supports that.

Franked with a 2¢ orange vermillion stamp, the Figure 3 cover has long been considered to have been used in 1884 but there is no docketing or year date to support that. Perhaps at some time in the past there was information that evidenced 1884 use. The stamp shows wear that could suggest later usage.

The 1884 event was supposed to be the last Cincinnati Industrial Exposition. It was not held in 1885, but it was resurrected for a final run in 1886 and one cover is known from this year. This cover, franked with a 2¢ American Bank Note stamp and dated September 22, 1886, is shown in Figure 4.

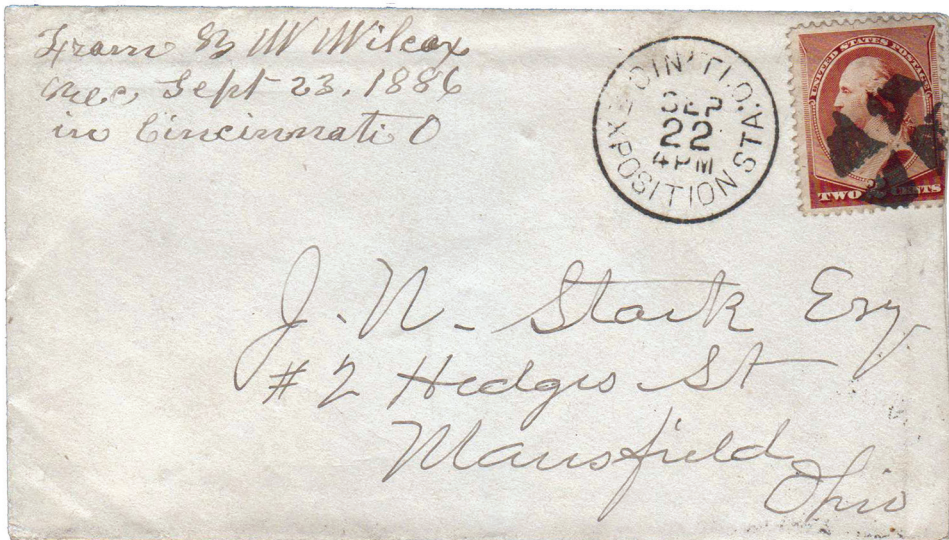


Figure 4. The Cincinnati Exposition was not held in 1885 and then revived in 1886. This is the only cover known showing the exposition marking from that year.

Southern Exposition at Louisville

The Southern Exposition at Louisville, held 1883-86, was the second exposition in this decade known to have post office exposition cancels. Two different cancellations were used. The one used in 1883, SOUTH'N EXPOS'N STA. LOUISVILLE, KY. in a single circle struck in shades of blue, is shown in Figure 5. This is a postal card dated August 11, 1883, with the marking in a bluish magenta.

The second marking, used in 1884-86, is a double circle reading SOU. EXPOSITION STATION, LOUISVILLE, KY. An example is shown in Figure 6, dated October 13, 1884 and tying a 5¢ Garfield stamp on an international-rate cover to England.



Figure 5. Postal card struck with the single-circle SOUTH'N EXPOS'N STA. LOUISVILLE, KY. marking that was used at the Southern Exposition in 1883.



Figure 6. 5¢ Garfield stamp tied on 1884 cover to England by a strike of the double-circle SOU. EXPOSITION STATION, LOUISVILLE, KY. marking used in 1884-86.

A strike of this same marking from 1886, on a cover dated October 4, 1886 and franked with a 2¢ American Bank Note stamp, is shown in Figure 7. Altogether from the Louisville exposition there are 15 known 1883 cancels, four from 1884 and two each from 1885 and 1886.

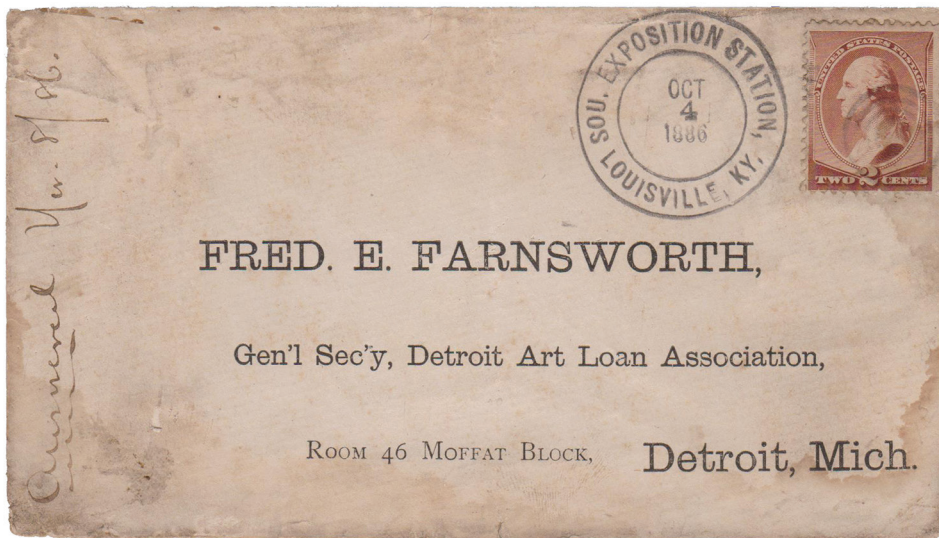


Figure 7. Double-circle SOU. EXPOSITION STATION, LOUISVILLE, KY. from 1886, on a cover to Detroit. Only two strikes of this marking from 1886 are known.

World's Industrial and Cotton Centennial Exposition at New Orleans

The World's Industrial and Cotton Centennial Exposition at New Orleans in 1884-85 was the largest exposition held during this period. It was authorized and supported by an act of Congress. The cotton industry was said to have begun a hundred years before and it was decided that New Orleans would be a proper host for a centennial celebration. Because it was the largest exposition of the 1880s, with international participation and many attendees, there are a great many more exposition cancellations known from the postal station there. The most common cancellation is NEW ORLEANS, LA. EX. STA. with a "1" in the barred elliptical killer. Over 40 examples are known.

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Figure 8. Scenes from the New Orleans Industrial and Cotton Centennial Exposition on a promotional cover. The 2¢ red brown American Bank Note stamp is tied by the exposition station duplex postmark: NEW ORLEANS, LA. EX. STA.

Figure 8 shows an advertising cover illustrating some of the exposition buildings. The exposition cancel tying the 2¢ red brown American Bank Note stamp is dated April 14 (1885). This is by far the most common advertising cover for any exposition in the 1880s. It seems that anyone in the United States who had anything to do with the exposition received examples of this envelope, with minor variations, for promotional use.

This exposition was the first to use a receiving cancel: NEW ORLEANS EX. STA. RECD. The cover in Figure 9 originated in Milford, Massachusetts and was sent to Jacksonville, Florida, then forwarded to the New Orleans Expo. Inset in Figure 9 is the exposition receiving marking, clearly dated FEB 20. This is presumably a dating error, since the circular date stamps on the front, struck earlier, show February 24 and February 27.



Figure 9. The New Orleans exposition was the first to use a receiving backstamp, NEW ORLEANS EX. STA. RECD., shown here inset on an 1885 cover from Milford, Massachusetts, initially sent to Jacksonville, Florida, and then forwarded to the addressee at the New Orleans exposition.

One of the most important covers from any exposition during this time is shown front and back in Figures 10 and 11. Franked with a 2¢ red brown American Bank Note stamp, the cover originated in Lowville, New York on February 10, 1885 and was addressed to a Mr. A. H. Buck, who was apparently attending the exposition. The markings on the reverse (Figure 11) indicate the cover first received a New Orleans receiving cancel at 10 a.m. on February 14, then a receiving cancel at the exposition at 12 noon.



Figure 10. 2¢ American Bank Note stamp on a cover from Lowville, New York, 10 February 1885, addressed in care of the "Exposition P.O." at New Orleans. The cover was never picked up. It was advertised, marked unclaimed and sent to the Dead Letter Office.

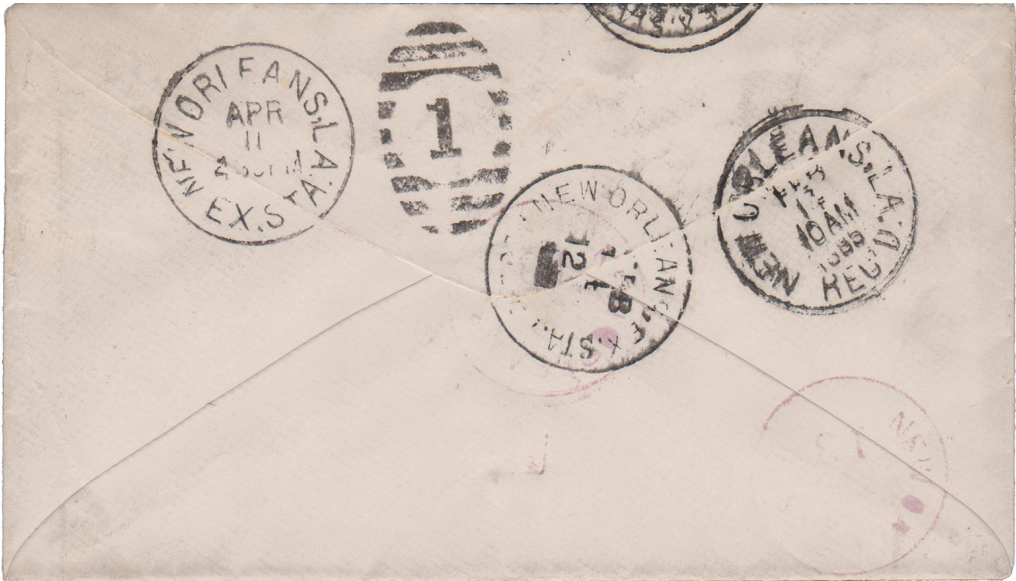


Figure 11. Reverse of the Figure 10 cover, showing the exposition duplex with barred elliptical 1 and the exposition station receiving marking: NEW ORLEANS EX. STA. RECD. Markings from the regular New Orleans post office are also evident.

But the addressee never picked it up. The front of the cover was subsequently marked at the exposition station ADVERTISED MAR 15 and later marked UNCLAIMED in black. In due course it was sent back to the New Orleans post office with an exposition marking dated April 11, also on the reverse. There are two faint magenta New Orleans cancels dated April 13 on the reverse, and the front was again marked with a magenta UNCLAIMED by the New Orleans post office. At that point, the cover was probably sent to the Dead Letter Office. This cover is important because it shows that the exposition post office also used auxiliary markings that were not specifically designated as being associated with the exposition.

Registered marking

The registered cover in Figure 12 bears the scarcest marking from the New Orleans exposition and the only registered exposition marking known from the 1880s. The postage on this cover (2¢ letter postage and the 10¢ registry fee) is paid by 10¢ and 2¢ Bank Note stamps. The light but legible magenta registry marking is dated January 28, 1885. The full



Figure 12. Registered cover from the New Orleans expo. The boxed rectangular marking reads: “No. 155, REGISTERED, JAN 26, 1885, EXPOSITION STATION P.O. New Orleans, La.” Four examples of this marking are known.

text of this boxed rectangular marking reads: “No. 155, REGISTERED, JAN 26, 1885, EXPOSITION STATION P.O. New Orleans, La.” Four examples of this marking are known. Used as a canceller in conjunction with this marking was a undated double oval handstamp with NEW ORLEANS/ EXPO. STA. A faint strike of this marking ties the two stamps on the Figure 12 cover.

The North, South and Central American Exposition

After the success of the 1884-85 exposition, the New Orleans group organized another exposition for 1885-86. They used a different name—the North, South, and Central American Exposition—because it was no longer the centennial year. The post office employed the same cancellations for this renamed event, but there are no registry cancels known. Cancels are scarcer, with only six examples of the outgoing markings known.



Figure 13. Cover from England to New Orleans, forwarded to Birmingham, Alabama, with an exposition cancel dated March 24, 1886. Inset from reverse is the expo receiving stamp (NEW ORLEANS, EXPO STA, RECD) also dated March 24.

Shown in Figure 13 is an incoming cover from England, franked with a 2½ pence lilac stamp of 1884 (Scott 101) and forwarded with an exposition cancel dated March 24, 1886. Inset from the reverse (within a nest of other backstamps) is the exposition station receiving stamp (NEW ORLEANS, EXPO STA, RECD) also dated March 24. Only four of these receiving markings are known. It's likely the receiving mark was applied first, with the regular exposition cancel applied on the front as a postmark after it was determined the cover was to be forwarded to Birmingham. This cover has long been attributed to the first New Orleans exposition because the same sending and receiving cancellations were used at both expositions, but the 1886 year date in the British cancel clearly makes it part of the second.

Centennial Exposition of the Ohio Valley and Central States

The Centennial Exposition of the Ohio Valley and Central States in 1888 was the next event with exposition cancellations. The Centennial celebration was held at several cities, the principal ones being Marietta, Columbus and Cincinnati, Ohio. Of these only Cincinnati used exposition cancels. The two cancels used were CINCI. O. EXPOSITION STA. and CINCI. O. EXPOSITION STA. REC'D.

Six examples of the first cancel are known. Figure 14 shows a nice strike of this duplex cancel dated August 18, 1888, tying a pair of 2¢ green Washington stamps to a cover sent from the exposition to an address in Ontario. The single rate to Canada was 2¢ at this time, so this was a double rate. The cover was originally larger but it has been folded down.

Five examples of the receiving marking are known. A backstamped example dated October 16, 1888, is shown as an inset overlapping the 2¢ cover in Figure 15, which was sent from a palm nursery at Manatee, Florida and addressed to a visitor at the exposition station. This cover is additionally interesting because it was disinfected due to the 1888 yellow fever epidemic, which was rampant in Florida in the summer and fall of 1888. Note the three holes punched diagonally across the address portion of the cover.

Sub-Tropical Exposition, Jacksonville

At about this time, in an effort to regain tourists lost to the western states, the state of Florida decided to host an exposition to attract people to Florida. Toward this end the



Figure 14. CINCI. O. EXPOSITION STA. duplex marking on a cover posted August 19, 1888 at the Centennial Exposition of the Ohio Valley and Central States. The pair of Washington stamps pays double the 2¢ rate to Canada.



Figure 15. Advertising cover from a Florida palm-tree nursery, addressed to the Centennial Exposition of the Ohio Valley and Central States in Cincinnati in 1888. The receiving backstamp, shown at right, is one of five strikes known. This cover was disinfected, artifact of a Florida yellow fever epidemic.

Sub-Tropical Exposition was created and held in Jacksonville. The post office on site used two exposition cancels, SUB-TROPICAL EX. STATION JACKSONVILLE. FLA. and SUB-TROP EX. STATION RECEIVED JACKSONVILLE FLA.

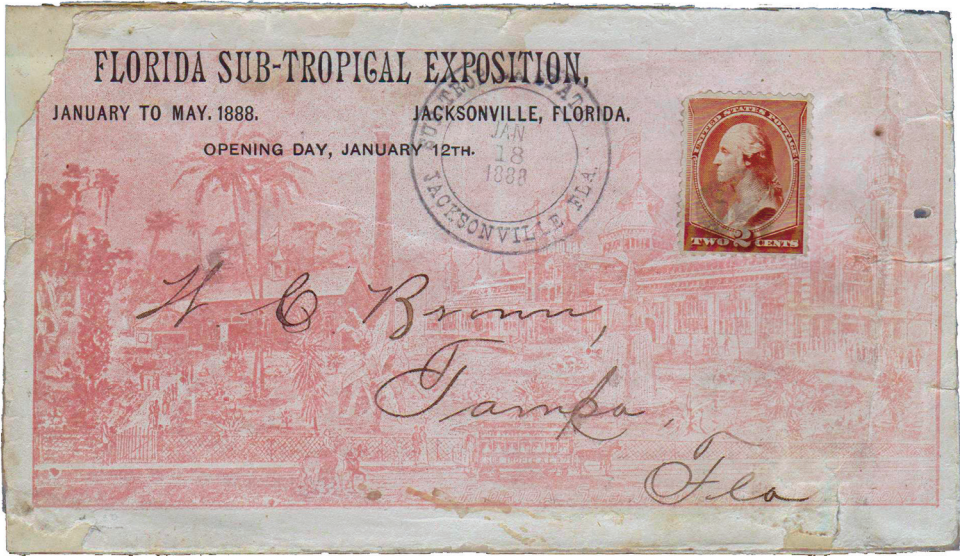


Figure 16. Double-circle marking of the Sub-Tropical Exposition held in Jacksonville, Florida in 1888 on an illustrated cover promoting the show. The text of the marking reads: SUB-TROPICAL EX. STATION JACKSONVILLE. FLA.

Presented in Figure 16 is an advertising cover showing the exposition building with the first marking, a large double-circle dated January 18, 1888. Five examples are known.

The backstamped receiving marking, a large marking within a circular border of wedges, is shown overlapping the 2¢ cover in Figure 17, which was posted February 9, 1888 at Hallowell, Maine.



Figure 17. 2¢ Bank Note cover from Maine, addressed to the Sub-Tropical Exposition. Shown at right is the receiving backstamp applied at the exposition post office: SUB-TROP EX. STATION RECEIVED JACKSONVILLE FLA. in a large single circle of small wedges.

The last exposition of this decade to use a special post office cancellation was held in Buffalo in 1888-91. The Buffalo International Exposition employed just one marking type at the exposition, reading BUFFALO, N.Y. INTERN'L FAIR Branch Office, duplexed with a negative star killer. This is the only fancy exposition cancel used during this period. Four examples are known, all from 1889. The example in Figure 18 is struck on an advertising



Figure 18. Double-circle marking with duplexed fancy star killer, used at the Buffalo International Exposition of 1888-91, here on an advertising cover that shows the exposition hall. The text of the marking reads: BUFFALO, N.Y. INTERN'L FAIR. Only four strikes of this marking are known.

cover showing the exposition hall. The date on the double-circle exposition cancel, which ties the 2¢ stamp, is September 7. The 1889 year date is affirmed by the magenta docketing handstamp at left. The Buffalo exposition used a different post office cancel in 1891, but that is beyond the scope of this article.

This is a brief survey of the 1880s exposition postal markings used on letters posted and received. I have updated the numbers of covers known, based on catalog research and conversations with other collectors of this material. If there are additional covers I am unaware of, I would appreciate the owners letting me know about them.

Endnotes

1. William J. Bomar, *Postal Markings of United States Expositions*, (David G. Phillips, 1986).
2. David Savadge, *Postal Markings of United States Expositions*, Third Edition 2007 (CD published by the author). ■

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DEPARTMENT OF STATE:
INBOUND CONSULAR MAIL TO FAMILY MEMBERS, 1873-1884
LESTER C. LANPHEAR III

Introduction

In the philatelic literature on United States departmental mail, there are several areas that have not yet been explored in depth. One is the personal mail from Department of State employees stationed outside the United States. This article discusses how this mail was sent by diplomatic pouch to Washington, D.C. and then on to the final destination. It also provides a census of known covers. I previously wrote about underpaid covers going overseas to an embassy, consulate, or legation.¹ In that case the despatch agent, a State Department employee with an office at the main New York Post Office, would add Official stamps to the cover and a handstamp to indicate that this service had been provided and that future correspondence should include the proper postage. This article, dealing with inbound covers, tells the other side of the story.

Diplomatic pouch mail protocols

A United States diplomat in a foreign country could write a letter home and the addressed envelope would be placed in a diplomatic pouch for delivery (along with other official correspondence) to the Department of State headquarters in Washington, D.C. Exactly how the locked and sealed diplomatic pouches were transmitted from foreign locations to Washington, D.C. is shrouded in mystery. Some combination of available postal services, couriers and despatch agents must have been involved. When a pouch arrived at the Department of State mail room, the mail would be sorted into two piles—official departmental business and personal correspondence. Internal correspondence to other department personnel never entered the mails. This would be delivered to the appropriate office by the department's internal mail system, or placed in another diplomatic pouch to be delivered to an embassy or consulate elsewhere. A few later examples of this service exist in private hands.

Before 1873, the Department of State would separate family letters from official correspondence, add a free frank signature to the cover and place the letter in the regular mail stream. An early example of this practice is shown in Figure 1. This letter is from a dip-



Figure 1. Diplomatic pouch mail from the pre-stamp era: Personal letter sent by pouch from The Hague, Netherlands, in 1835 and franked after it arrived in Washington, D.C. by Secretary of State John Forsyth. Cover image courtesy of Ravi R. Vora.



Figure 2. Inbound consular mail from Constantinople. A 6¢ State stamp, applied at Washington, has since been separated from this cover, revealing the pencilled manuscript "6" rating in the upper right corner, also applied at Washington.

lomat named Longfellow at the Hague, Netherlands, in 1835. The cover was franked by Secretary of State John Forsyth and a "FREE" handstamp was applied. The earliest known example of this practice is a letter sent from Paris in 1810. That cover bears the free frank of Secretary of State Robert L. Smith.

When the Official stamps were introduced this procedure was changed. Family mail would be handled in a two-step process. The amount of postage required would be determined and written in pencil in the upper right corner of the cover. In a completely separate operation the correct postage would be added, using Department of State Official stamps. Figure 2 shows an example of this practice on a cover from Constantinople, Turkey, then in the Ottoman Empire. The stamp has conveniently fallen off this cover, revealing the numeral "6" in pencil indicating a double rate cover requiring a 6¢ stamp. This cover was originally sent to Aurora, Illinois, whence it was forwarded to nearby Downers Grove.

Because most correspondence to family members was not bulky, the majority of the covers showing this service bear either 3¢ or 6¢ Department of State stamps. In addition to the postage stamp(s) affixed, a "DEPARTMENT OF STATE" handstamp was applied. Over the years six colors of ink were used for this handstamp: red, violet, magenta, purple, blue and black. The significance of the different colors (if it has any significance) is not known. The colors violet, magenta and purple have different meaning to different viewers, and cannot be differentiated from black and white photos; for this reason, the census listing that accompanies this article calls all three "purple." After processing, the envelopes would be placed in the regular mail stream.

When looking at Department of State covers from this period, you should take notice of the following four features: the sender information in the upper left corner; the "DEPARTMENT OF STATE" handstamp, the Department of State Official stamps paying the postage; and the addressee information.

To distinguish inbound pouch mail from regular Department of State covers, you will usually find in the upper left corner an indication of the foreign origin. This information is either printed, handstamped, or applied in manuscript. In some cases there is a printed generic corner card with the local information either handstamped or hand-written. The information in the upper left corner may also include the sender's name and/or city of origin. For each cover, details about the nature of this corner card are summarized in the census listing.

The origin of most of the covers can be determined from this information. If the origin is not clear from the corner card, you can sometimes deduce it from the addressee. Most surviving covers from any given consulate are addressed to a specific city and state, often the diplomat's home town. A diplomatic pouch cover was recently sold on which the origin information on the envelope was mute, but the letter inside proved that it was from the U.S.

legation at Athens, Greece. Because such correspondence was personal in nature, the letters were usually separated from their covers many years ago. Diplomatic pouch covers with their original contents are rare.

Important covers

Among the inbound pouch covers are a few I will highlight. The first is a cover from Malta with an enclosed letter datelined “Malta, June 10, 1873.” This entered the U.S. mails on July 1, 1873, the first day of use of the Official stamps. In fact, this is the only first day cover with a Department of State Official stamp. This cover was sold in the Crystal Sale to Robert L. Markovits.² After receiving a Philatelic Foundation certificate that mentioned two tiny tears, Markovits returned the cover to the Siegel auction house and the cover has not been seen since. The Foundation records accompanied by a black and white photo of the cover say “O59, ge FDC w/tiny tears.” The “ge” stands for genuine. The best available image of the complete cover is to be found in my article in *Chronicle* 170, page 112.³ This is an important Official cover with contents. The cover helped prove that the small (24 millimeter) Washington, D.C. circular datestamp without year date was only used through August, 1873. This information, provided in the *Chronicle* 170 article, enabled others to date a few other first day covers.

The cover in Figure 3, from Chemnitz in Saxony, Germany, is the only recorded example of Official diplomatic pouch mail with an illustrated corner card. The illustration is an elaborate engraved image of a bald eagle with an olive branch and arrows in its claws. Beneath the eagle is an “E PLURIBUS UNUM” banner draped over a shield with a field of stars. These same words appear on a banner in the eagle’s beak on the Great Seal of the United States.



Figure 3. 3¢ Department of State stamp, applied at Washington, on an elaborately engraved illustrated envelope sent from the U.S. consulate at Chemnitz, Germany.

The cover shown in Figure 4 is the only inbound pouch-mail cover that was sent onward to a foreign country using Department of State stamps. The cover originated in Paris. Since it was addressed to the Sandwich Islands (Kingdom of Hawaii), it was sent via diplomatic pouch to New York City instead of Washington, a more direct route for mail going to California and beyond. Figure 4 is also the only recorded example of a diplomatic pouch-mail cover on which the stamp was supplied by the Department’s dispatch agent in



Figure 4. Inbound cover from the U.S. embassy in Paris to the Kingdom of Hawaii, sent by diplomatic pouch to New York City and there franked to pay the 6¢ treaty rate.

New York City. Commencing July 1, 1870, the treaty rate from the U.S. to Hawaii was 6¢, properly paid on this cover by the 6¢ Department of State stamp.

Other mail that travelled on official business outside of Washington also entered the mailstream in New York City. Examples of this practice are penalty-clause covers addressed to the Treasury Department in Cleveland, Ohio.

Figure 5 shows the only recorded mourning cover in this study, sent by pouch from London and mailed from Washington to Pomeroy, Ohio, in November, 1881, franked with a 3¢ State stamp. The mourning band memorializes the assassinated President James Garfield, who died September 19, 1881.

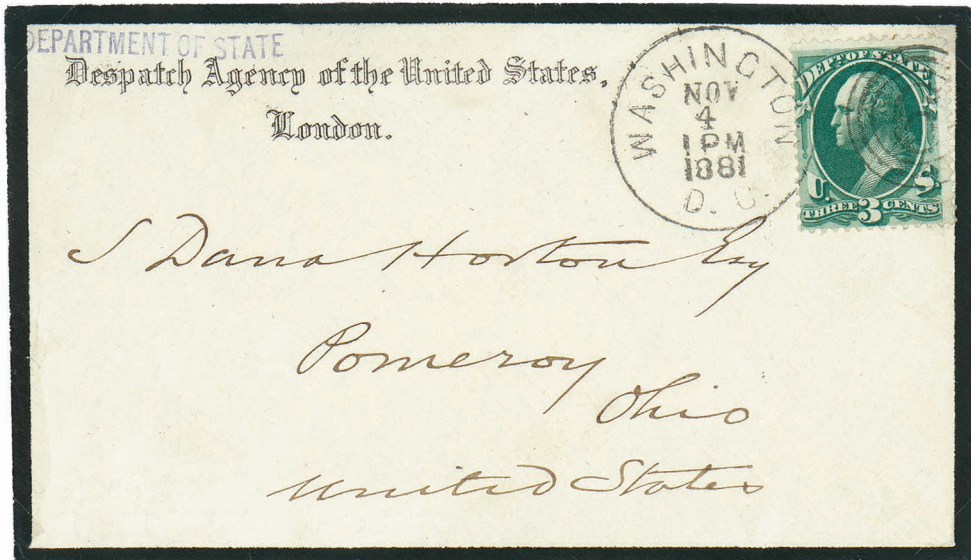


Figure 5. Only mourning cover in this study; President Garfield had recently died.



Figure 6. The only inbound cover from Jamaica, with the consular corner cachet showing a most unusual type font. Sent from Washington to an address in North Carolina, with the 6¢ Department of State stamp paying double domestic postage.

A double-rate cover from Kingston, Jamaica, is shown in Figure 6. At Washington it was franked with a 6¢ State stamp and sent to Melrose, North Carolina. This is the only recorded diplomatic pouch mail cover from Jamaica, and it shows the fanciest type font seen on any of the covers in this study.

Penalty pouch mail

In 1877 the United States government implemented penalty-clause mail for official correspondence. In looking through my holdings of State Department penalty covers, I found two pouch mail covers that carried family correspondence to the United States. Figure 7 is an inbound cover sent from Bolivia in August 1882 with a “DEPARTMENT OF STATE” handstamp and a matching handstamped penalty imprint, threatening a \$300 fine for those who have the temerity to misuse the envelope.



Figure 7. Inbound cover to Manitou, Colorado, sent from Bolivia in 1882 with penalty handstamp added at Washington.



Figure 8. Inbound cover from the Seychelles Islands. This is the only cover in this study that shows both a penalty handstamp and a Department of State stamp.

The other cover, mailed from Washington, D.C. on September 21, 1883, is shown in Figure 8. This cover originated in the Seychelles Islands and received a B.F. Stevens handstamp when it passed through London. The Stevens firm served as a forwarding agent for official mail. The most interesting aspect of this cover is that the handstamped penalty clause is partly covered by a 3¢ State Official stamp. This suggests that at some point the State mailroom decided to stop using the penalty clause to frank family correspondence going into the mailstream. The department may have decided that the use of the penalty clause handstamp on private, unofficial mail was problematic.

For the next 14 years, I have no examples of family correspondence with a penalty clause handstamp in my holdings but found two in a friend's collection. Both were posted after the Official stamps were discontinued. Stamp dealers of the 19th and early 20th centuries were mainly seeking stamps, so stampless penalty covers were often overlooked.

Census data

I noted in my previous article on Official stamps to foreign destinations that the survival rate for covers with Official stamps is very low.⁴ One thing that assisted in the survival of family correspondence is that the enclosed letters were personal and sentimental, not of an official nature. Until now, collectors of Official stamps and covers have not had a listing of the countries where inbound family pouch mail originated. The census data presented in the pages that follow is partly intended to remedy that deficiency.

Table 1 lists 104 inbound consular covers bearing Department of State stamps for which specific origin information is known. My records show an additional 13 covers for which the origin is not known; these have not been included in the Table 1 census. Since the

(text continued on page 267)

**TABLE 1: INBOUND CONSULAR COVERS FROM FOREIGN ORIGINS,
FRANKED IN THE UNITED STATES
WITH OFFICIAL STAMPS OF THE DEPARTMENT OF STATE**

Stamp	Origin/destination	C/C	DC date	HS	Reference	Remarks
ARGENTINA						
3¢	Buenos Aires/Caledonia, Ill.	p	18 Jan 78	R	Author	
AUSTRIA						
3¢	Vienna/Galesburg, Ill.	p	8 Jul 7x	R	945RAS3829	
BOLIVIA						
3¢	unknown/Cleveland, Ohio	ms	3 Dec 81	P	1123RAS570	
3¢	unknown/Peoria, Ill.	ms	4 Jan 82	P	853RAS2418	tied killer
3¢	unknown/Peoria, Ill.	ms	4 Jan 82	P	206MB234	tied CDS
3¢	unknown/Peoria, Ill.	ms	17 Jan 82	P	230MB698	
3¢	unknown/Peoria, Ill.		23 Feb 82	BU		
3¢	unknown/Manitou, Col.	ms	17 Apr 82	BU	MPC-DGP79	
3¢	unknown/Manitou, Col.	ms	28 Sep 82	?	20KA625	
3¢	unknown/Mississippi		12 Jul 7x	?		
6¢	unknown/Peoria, Ill.	ms	4 Jan 82	BU	853RAS2420	
6¢	unknown/Peoria, Ill.	ms	17 Jan 82	BU	766RAS605	
6¢	unknown/Manitou, Col.	ms	22 Apr 82	P	206MB239	
6¢	unknown/Manitou, Col.	ms	17 Jun 82	P	853RAS2419	
BRAZIL						
1¢+2¢	Rio de Janeiro/Huntington, Ind.	p	17 May 81	P	273MB3134	
3¢	Rio de Janeiro/Philadelphia, Pa.	p	20 May 79	?	Author record	
“CENTRAL AMERICA” (country and town not specified)						
3¢	unknown/Kingston, La.		6 Jul 7x	R		
3¢	unknown/Shreveport, La.	ms	20 Jul 7x	R	304MB1460	
3¢	unknown/Shreveport, La.	ms	6 Oct 7x	?		
3¢	unknown/Shreveport, La.	ms	17 Nov 7x	BU	26SR1588	
6¢	unknown/Shreveport, La.	ms	2 Jun 7x	R	75SR1317	
6¢	unknown/Shreveport, La.	ms	2x Jun 7x	P	1295C789	
7¢	unknown/Shreveport, La.	ms	12 Feb 7x	?		

Nomenclature used in this table: “Stamp” column shows denomination(s) of the Department of State stamp(s) that appear on the cover. “Origin/destination” column shows the consular town of origin and the U.S. location to which the cover is addressed. “C/C” column shows the nature of the official corner cachet (p=printed, ms=manuscript, hs=handstamped). “D.C. date” column shows the date of the Washington D.C. postmark, indicating the date the cover entered the U.S. mailstream. “HS” column shows the color of the DEPARTMENT OF STATE straightline marking that was applied at Washington when the stamps were affixed (BK=black, BU=blue, P=purple, R=red). “Reference” column provides an auction citation or other indicator that will lead to an image of the specific cover. In the “Remarks” column, BFS indicates a B.F. Stevens handstamp, with color noted where available. Auction citations follow the standard that has developed in recent years; i.e.: “1048RAS389”=Robert A. Siegel sale 1048, lot 389. Auctions referenced are the following: C=Christie’s; DFK=Daniel F. Kelleher; JCM=J.C. Morgenthau; JCS=Jacques C. Schiff, Jr.; KA=Kukstis Auctions; LSN=Lowell S. Newman; MB=Matthew Bennett; MEA=Michael E. Aldrich; MPC-DGP=Marvin Preston Collection - David G. Phillips; NM=Nutmeg Mail; PFC=Philatelic Foundation; PKC=Peter Kenedi of California; RAS=Robert A. Siegel; RGK=Robert G. Kaufmann; RW=Richard Wolfers; S=Spink; SR=Schuyler Rumsey; TST=The Stamp Tree; WAF=William A. Fox. Auction houses with unnumbered sales (Christie’s and Spink) are designated by month and year; “1289C789”=Christie’s December 1989 sale, lot 789.

Stamp	Origin/destination	C/C	DC date	HS	Reference	Remarks
7¢	unknown/unknown	ms	13 Oct 7x	?	728RAS136	
7¢	unknown/Shreveport, La.	ms	17 Nov 7x	BU	1085RAS4113	
12¢	unknown/Shreveport, La.	ms	6 Jul 7x	BU	319MB305	
12¢	unknown/Shreveport, La.	ms	Jul 7x	BU	1289C795	
CHILE						
3¢	Santiago/Sharon, Conn.	p	15 Aug 7x	BU	75SR1313	
3¢	Santiago/Lynchburg, Va.	ms	3 Jun 79	P	577RAS339	
3¢	Santiago/Lynchburg, Va.	ms	4 Aug 80	R	945RAS3830	
6¢	Santiago/Lynchburg, Va.	ms	14 Sep 78	R	1123RAS574	
CHINA						
1¢+3¢	Peking/Charleston, Va.	p	28 Apr 84	BU	273MB3135	
2¢	Peking/New York, N.Y.	p	30 Oct 83		5LSN398	
3¢	Peking/New York, N.Y.	p	23 Apr 83	P	5LSN397	
6¢	Shanghai/Evanston, Ill.	p	3 Aug 78	R	7NM3061	
7¢	Shanghai/Washington, D.C.	p	13 Jan 78	R	945RAS3839	
COLOMBIA						
3¢	Bogota/Yazoo City, Miss.	ms	12 Jul 7x	R	616RAS837	
CUBA						
6¢	Havana/Washington, D.C.	ms	10 Aug 78	R	Author	
DENMARK						
1¢+1¢	Copenhagen/Culpepper, W.Va.	hs	21 Jul 84	BU	273MB3133	
2¢	Copenhagen/Washington, D.C	p	24 Feb 80	none	199PKC317	
2¢	Copenhagen/Delaware, Ohio	p	28 Jan 84	P	185WAF850	
3¢	Copenhagen/Jersey City, N.J.	ms	4 Sep 79	BU		
3¢	Copenhagen/Cleveland, Ohio	hs	7 May 84	BK	945RAS3831	
6¢	Copenhagen/Jersey City, N.J.	ms	6 Aug 79	BU		
6¢	Copenhagen/unknown, N.J.	?	?	?		
ECUADOR						
3¢	unknown/Washington, D.C	ms	1873	BU	280MB1927	
3¢	unknown/Washington, D.C	ms	16 Mar 7x	R	1123RAS571	
6¢	unknown/Louisville, Ky.	ms	none	none	577RAS345	
6¢	unknown/Caldwell, N.J.	ms	1873-74	BU	945RAS3836	
3¢	unknown/unknown	ms	30 Dec 7x	BU		
ENGLAND						
2-1¢+10¢	London/New York, N.Y.	p	2 May 82	BK	273MB3136	P BFS
3¢	London/Pomeroy, Ohio	p	4 Nov 81	BU	Figure 5	mourning
6¢	London/Crary's Mills, N.Y.	p	2 Jan 84	P	945RAS3837	P BFS
FRANCE						
3¢	Paris/Cincinnati, Ohio	?	22 Jan 7x	?		
3¢	unknown/New Haven, Conn.	?	16 Feb 7x	?		
3¢	Paris/Philadelphia, Pa.	p	4 Jun 79	R	945RAS3832	
6¢	Paris/Honolulu, Hawaii	p	19 Feb 7x	none	Figure 4	via NYC
6¢	Paris/Philadelphia, Pa.	hs+ms	5 Jul 7x	R	319MB302	
6¢	Paris/Cleveland, Ohio	hs	25 Apr 83	P	709RAS709	

Stamp	Origin/destination	C/C	DC date	HS	Reference	Remarks
GERMANY						
1¢+2¢	Hamburg/Brooklyn, N.Y.	p+ms	26 May 81	P	728RAS124	
3¢	Baden/Georgetown, D.C.	p	8 Apr 74	BU	834RAS627	
3¢	Sonneberg/Mississippi	p	16 May 7x	R	75SR1314	
3¢	Chemnitz/Beatrice, Neb.	p	Dec 7x	R	Figure 3	
10¢	Sonneberg/St. Louis, Mo.	p+ms	27 Sep 78	R	945RAS3840	
GREECE						
3¢	Athens/Cambridge, Mass.	ms	27 Jul 74	BU	Author	R BFS
7¢	Athens/Albany, N.Y.	?	21 Apr 74	BU	91MEA125	R BFS
GUATEMALA						
3¢	unknown/Shreveport, La.	ms	12 Feb 7x	BU	Author	
3¢	unknown/Shreveport, La.	ms	4 Nov 7x	BU	219MB2111	
HONG KONG						
3¢	Hong Kong/Cincinnati, Ohio	p	11 Aug 79	BU		
6¢	Hong Kong/Virginia	p	15 xxx 80	P	577RAS344	
6¢	Hong Kong/unknown	p+ms	13 May 82	BU	Quality 1982	
INDIA						
3¢	Calcutta/Minneapolis, Minn.	p	30 Apr 83	P	0995C4136	
6¢	Calcutta/Minneapolis, Minn.	p+ms	26 Dec 82	??	172RW1540	
IRELAND						
2¢	Belfast/Washington, D.C.	p	27 Mar 82	BK	273MB3137	R BFS
6¢	Dublin/Oquawka, Ill.	p	4 Aug 80	none	273MB3140	R BFS
6¢	Londonderry/Ocean City, Md.	p	11 Aug 83	BU	75SR1315	P BFS
JAMAICA						
6¢	Jamaica/Melrose, N.C.	p	13 Sep 79	BU	Figure 6	
JAPAN						
6¢	Tokyo	p+ms	16 Mar 83	BK	65RGK876	
MADEIRA						
3¢	Funchal/Albany, N.Y.	p	12 Feb 83	P	Author	
3¢	Funchal/Bloomington, Ill.	?	23 Apr 83	P	Author record	
6¢	Funchal/Philadelphia, Pa.	p+ms	11 Nov 82	P	Alan Campbell	
MALTA						
3¢	unknown/Albion, N.Y.	ms	1 Jul 73	none	577RAS335	FDC
MEXICO						
3¢	unknown/Columbia, Mo.	p	15 Feb 7x	P		
3¢	Merida/unknown	?	27 Nov 82	?	317JCM179	
6¢	Mexico City/Baltimore, Md.	p+ms	22 Apr 7x	R	75SR1316	
12¢	Mexico City/Baltimore, Md.	p+ms	20 Jul 7x	R	273MB3142	
30¢	Mexico City/Baltimore, Md.	p+ms	20 Jul 77	R	1085RAS4116	back seal
NORWAY						
2¢	Christiana/Delaware, Ohio	p	28 Jan 84	P	1123RAS569	
PERU						
3¢	Lima/Detroit, Mich.	hs	14 Mar 81	P	181WAF437	
6¢	Callao/Crawfordville, Ga.	p+ms	11 Mar 7x	BU	751RAS1266	

Stamp	Origin/destination	C/C	DC date	HS	Reference	Remarks
6¢	Callao/San Francisco, Cal.	ms	28 Mar 76	R	0809S432	
RUSSIA						
10¢	St. Petersburg/Hartford, Conn.	p	15 Jul 74	BU	65RGK877	R BFS
SEYCHELLES						
2¢	unknown/Toledo, Ohio	none	10 Jan 84	BU	Alan Campbell	P BFS
3¢	unknown/Toledo, Ohio	none	21 Sep 83	BU	Author	P BFS
6¢	unknown/Toledo, Ohio	none	30 Jul 83	BU	Author record	BFS
SIAM						
3¢	Bangkok/S. Boston, Mass.	print	25 May 7x	?	38TST436	
SPAIN						
3¢	Madrid/New York, N.Y.	hs	1 Nov 75	R	841RAS1509	R BFS
3¢	Madrid/Philadelphia, Pa.	hs	Jan 77	R	75SR1312	
6¢	Madrid/unknown, Mass.	?	30 Oct 77	P		
6¢	Madrid/Cambridge, Mass.	?	14 Nov 77	R	945RAS3838	R BFS
SYRIA						
24¢	Beirut/Crawfordville, Ga.	p+ms	29 Jun 7x	R	273MB3143	
TRINIDAD						
3¢	Trinidad/Geneva, N.Y.	p+ms	13 Feb 83	?	587DFK1373	
3¢	Trinidad/Geneva, N.Y.	p+ms	24 Mar 83	?		
TURKEY						
missing	Constantinople/Downers Grove, Ill.	p	28 Nov 7x	BU	Figure 2	

(text continued from page 263)

most important aspect of pouch mail is where the cover originated, the census information is organized by country of origin. Each origin has a separate section; within each section the data is arranged by stamp value and then by the date mailed.

Among the 104 recorded covers, 36 are from Bolivia, "Central America," Denmark or France. Each of these countries has more than five covers recorded. That leaves 68 covers from other countries, for which five or fewer covers are known. Official cover collectors generally aspire to have diplomatic pouch mail covers from several different countries represented in their collections.

"Central America" is counted as a separate country since 11 covers are recorded that show this as the stated origin. The short-lived Federal republic of Central America was dissolved in 1840, and in the decades that followed the State Department felt no need to send individual diplomats to the small and relatively unimportant countries that resulted. From 1873 to 1879, George Williamson held simultaneous appointments as Minister to the Central American states of Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua. During this time, he was resident in Guatemala City. He was presumably the source or at least the focal point for covers marked as originating in "Central America."

Among the 33 originating countries with pouch mail covers recorded, there are 11 countries for which only one cover is known. These countries are Argentina, Austria, Colombia, Cuba, Japan, Malta, Norway, Russia, Siam, Syria and Turkey.

The date the covers entered the U.S. mails in Washington, D.C. is presented in the order of day, month and year, with the year being only the last two digits. Thus the date July 1, 1873 is written as 1 Jul 73. If part of the date is unknown or unclear it is indicated with a placeholder "x".

Specific information about origin, destination, stamp denomination and date is sufficient to differentiate almost all the covers in the census. The exceptions are two covers from Bolivia. These covers were posted in Washington, D.C. on the same date and sent to the same location each franked with a 3¢ stamp. To distinguish these two covers it is noted (in the “Remarks” column) that the stamp is either tied by the killer alone, or by the CDS and the killer.

The “Origin/destination” column lists the town or city of the originating consulate and the destination city and state, when that information is known. Otherwise it is designated as unknown.

The “HS” column in the census table indicates the color of the standard “DEPARTMENT OF STATE” straightline handstamp. As noted, only four colors (red, purple, blue, and black) are used to designate the color of the handstamp. Without physical access to a cover, separating violet, magenta and purple is impossible. Therefore purple has been used to represent these three shades. Complete information about nomenclature and abbreviations used will be found in the boilerplate on the first page of Table 1.

The “Reference” column provides information that in most cases will lead the serious student (assuming access to a good run of auction catalogs) to an image of the cover described. Not all the covers can be seen this way, but the great majority do indeed have a supporting photograph. The “Remarks” column includes information about covers that show the handstamp of B.F. Stevens, the U.S. government forwarding agent in London. When known, the color of the Stevens marking is also included. A future article will discuss the B.F. Stevens firm and its role in handling official stamped mail.

Conclusion and acknowledgements

The census information in Table 1 is the result of many years of searching. But it is certainly not complete. Additional listings will be most welcome. Many people have provided information for this census. Special thanks to Alan C. Campbell, Dennis W. Schmidt, Alfred E. Staubus and Ravi R. Vora.

Endnotes

1. Lester C. Lanphear III, “Official Stamps Added During Transit in the Mail System,” *Chronicle* 205 (February 2005), pp. 48-55.
2. Robert A. Siegel Auction Galleries, sale 577 (the Rae D. Ehrenberg collection), April 10, 1981, lot 335.
3. Lester C. Lanphear III, “Department of the Interior First Day Cover,” *Chronicle* 170 (May 1996), pp. 111-114.
4. —, “U.S. Official Covers to Foreign Destinations, 1873-1884,” *Chronicle* 239 (August 2013), pp. 273-287. ■



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Royal Collection Trust
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Photographer: Ian Jones



The Golden Colour Error
3 Skilling Banco Yellow



H.M. King Carl XVI Gustaf of Sweden
Photographer: Anna-Lena Ahlström, royalcourt.se

WELCOME TO STOCKHOLMIA 2019

The International Celebration of the 150th Anniversary of The Royal Philatelic Society London

- The Royal Philatelic Society London, the oldest philatelic society in the world, was established in 1869 as The Philatelic Society, London. In 1896 HRH The Duke of York, son of King Edward VII, became President of the Society, an office he continued to hold until his accession to the throne as HM King George V in 1910. Permission to use the prefix Royal was granted by His Majesty King Edward VII in 1906. Following his accession King George V acted as its Patron, and in 1924 granted the Society permission to use the Royal Arms on its stationery and publications. The Royal philatelic tradition has been maintained and today the Society is honoured by the Patronage of Her Majesty The Queen. At STOCKHOLMIA 2019, a selection from The Royal Philatelic Collection, will be presented as part of Court of Honour.
- STOCKHOLMIA 2019 is an International Philatelic Exhibition with exhibits and displays from members of the Society from all over the world.
- With capacity of 2,100 frames, the exhibition is the largest Society exhibition ever held. In addition, more than 50 Trade Stand Holders, from 13 different countries are participating.
- His Majesty King Carl XVI Gustaf of Sweden has graciously agreed to be Patron of STOCKHOLMIA 2019 when it takes place at Stockholm Waterfront Congress Centre, Nils Ericsons Plan 4, Stockholm.
- One of the world's most famous postage stamps, The Golden Colour Error, 3 Skilling Banco Yellow, will be presented as part of the exhibition's Court of Honour.
- Tickets and all other registrations and bookings, including accommodation offers, are here-with presented in this Destination Offer.
- The exhibition opens for Early Birds with the Vernissage on 28 May at 3.00 pm., followed by five public days from 29 May until 2 June.

Tuesday	28 May 2019	3.00 pm. – 7.00 pm. Vernissage
Wednesday	29 May 2019	10.00 am. – 6.00 pm.
Thursday	30 May 2019	10.00 am. – 6.00 pm.
Friday	31 May 2019	10.00 am. – 6.00 pm.
Saturday	1 June 2019	10.00 am. – 5.00 pm.
Sunday	2 June 2019	10.00 am. – 3.00 pm.

**The exhibition concepts,
programme and progress are
continuously presented online at
www.stockholmia2019.se.**

POSTAL HISTORY OF THE COPE LINE OF PHILADELPHIA-LIVERPOOL PACKETS

JOHN H. BARWIS

Introduction

Ship letters carried by full-rigged ships owned wholly or in part by Thomas Cope, and eventually by his sons, sailed sporadically between Philadelphia and Liverpool from 1806 to 1821. Departures were monthly from 1822 until 1862, after which Cope's schedule was reduced to six or seven sailings per year. After the Civil War, Cope Line ships hauled goods from southern ports to Liverpool and sometimes called at other European ports before returning to Philadelphia. Sailings to Liverpool ended in the 1870s, and the company left the shipping business in 1881. This article documents the history of the Cope Line, shows examples of letters carried on their ships, and provides a table of voyages between Philadelphia and Liverpool from 1815 to 1873.

Thomas P. Cope

Thomas Pim Cope was born in 1768 in Lancaster, Pennsylvania, and arrived "without a dollar" in Philadelphia in 1785 to pursue opportunities in business.¹ His first job was as an assistant in his uncle Thomas Mendenhall's dry goods company. After Cope completed that apprenticeship in 1790, the two men expanded the business by forming Mendenhall & Cope. The partnership ended after Cope learned his uncle had made unwise investments and had diverted company funds for personal use.²

After recuperating from yellow fever during Philadelphia's 1793 epidemic, Thomas Cope operated a successful dry goods business alone until 1797, in the process becoming one of the wealthiest men in Philadelphia. In the years that followed he started several companies, including partnerships with Cox and Whitehead, with Barker and Annesley in the tobacco trade, and with James Robinson in a shipping venture, all of which ended in disappointment or legal proceedings.³ The most significant of these ventures may have been a partnership with his brother-in-law, John Thomas, trading as Cope & Thomas. That arrangement ended after Mr. Thomas was found to have taken cash from the company without booking the transactions. Probably to avoid family discord, Cope decided to simply let the partnership die when their legal agreement expired at the end of 1806.⁴

Throughout the remainder of his life, Thomas Cope mixed public service with business. He was proudest of his civic achievements, especially his efforts as one of the founders of the Mercantile Library Company. An 1849 engraving of Cope's portrait, as president of the Mercantile Library Co. of Philadelphia, is shown in Figure 1. The charter of the library is at his right hand and in the background is a ship bearing the black Maltese cross of the Cope Line.

He was an active member of the Abolition Society, a founder of Haverford College and also of the Philadelphia Board of Trade, over which he presided until his death in 1854.

While at the Board of Trade he successfully led the effort to put steam tugs and icebreakers on the Delaware River. Cope helped establish Philadelphia's Fairmount Park and the Philadelphia Zoological Society, was instrumental in reviving and completing the Delaware and Chesapeake Canal, assisted in formation of the Pennsylvania Railroad Company, and chaired the committee that drove construction of the Philadelphia Gas Works. He served as a Philadelphia City Councilman in 1800 and was a member of the 1807 state legislature. Although he participated in Pennsylvania's constitutional convention in 1837, he declined further elected office.

The Cope shipping businesses, 1807-1821

In May 1806 Cope partnered with J.K. Helmuth and Captain Barry to buy his first ship, the *Rebecca*, from Samuel Coates. He commented in his diary that "This is an essay towards changing my business."⁵ *Rebecca's* maiden voyage was to Liverpool in June 1806. On the return voyage she put into Cork in distress and had to be unloaded and extensively repaired, which delayed her arrival at Philadelphia until March 1807.⁶ Three weeks later *Rebecca* departed for Liverpool on her second voyage, but put back to Philadelphia due to mutiny, which delayed her departure for two more months. Philadelphia port records of subsequent voyages show her owners as Eyre & Massey.

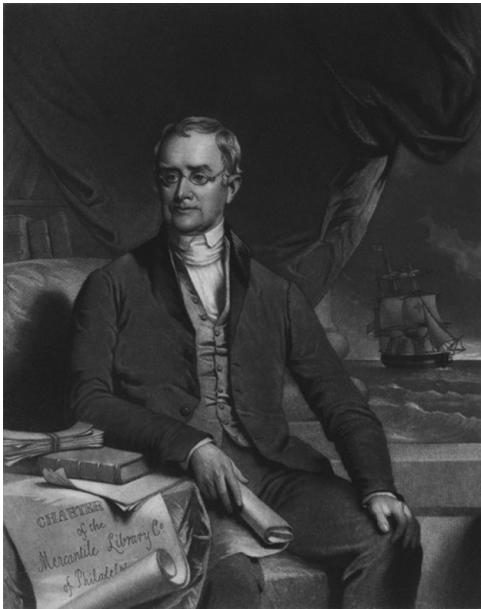


Figure 1. Thomas P. Cope as president of the Mercantile Library Co. of Philadelphia, 1847 portrait by John Neagle. The sailing ship in the background bears the black Maltese cross of the Cope Line. Image courtesy the Free Library of Philadelphia.

Cope's brig *Eliza* was used mostly for coastal shipping due in part to concerns about the Anglo-French War of 1803-1814, especially since the United States embargoed British goods in December 1807.⁷ She was probably sold, as none of the 13 1806-1820 international arrivals at Philadelphia by brigs named *Eliza* were vessels owned by Cope.

The ship *Susquehanna I*, built for Cope and Helmuth, was launched at Franklin Eyre's shipyard in Kensington, Pennsylvania, in September 1806.⁸ Concerned about the Anglo-French war, Cope feared for the ship's safety in European waters, so her maiden voyage was for Calcutta two months later. Under Cope and Helmuth she made an additional trip to Calcutta and two to Canton.

After her return from Liverpool in November 1811, the partnership was dissolved over business disagreements, after which the ship continued trade with European ports under Helmuth's sole ownership. I found no record of this ship after a return from St. Petersburg in December 1820, so she may have been sold and re-named.

The ship *Pekin* is sometimes mentioned as a Cope vessel, but Philadelphia port records list other owners for her U.S. arrivals from 1806 to 1811; Cope was a consignor on at least one of these voyages. In 1812, during her return from Canton in tandem with *Susquehanna I*, *Pekin* ran aground and was abandoned in the Sunda Strait in the Dutch Indies. She was later salvaged and refloated by British frigates.

The 383-ton ship *Lancaster*, launched in 1807, was the only ship to continue from the 1806-1821 period into the Philadelphia-Liverpool packet business. After dispatching her to

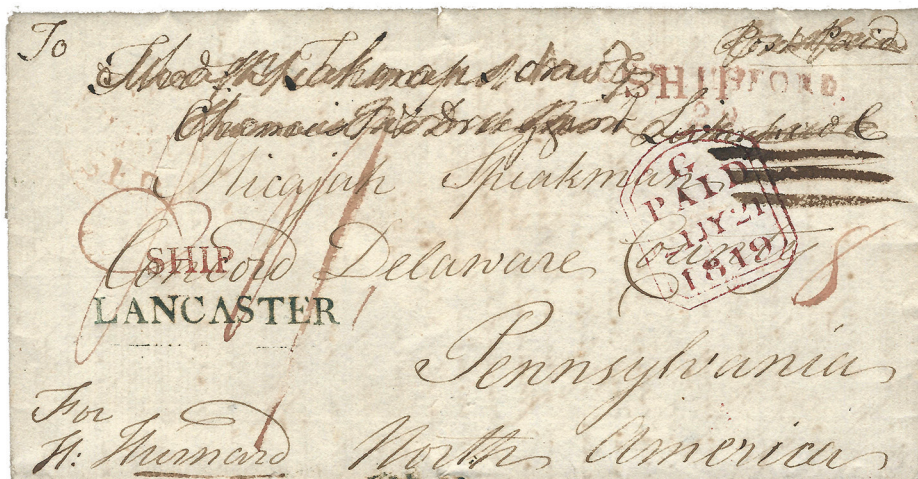


Figure 2. Ship letter from Broomfield, Somerset dated 14 July 1819 and sent to Philadelphia on *Lancaster*. The name-of-ship handstamp was applied by the ship’s purser; three strikes are recorded: two in black, one in red.

Canton in July 1811 Cope worried not only for her safety, since she was insured only for the outbound voyage and risked being taken by the British, but also about the possibility that Congress might increase duties on goods from British ports.⁹ Cope’s worries became moot after mid-March 1813, when the Royal Navy blockaded the entrance to Delaware Bay.

After the war, *Lancaster* was put into Philadelphia-Liverpool service, making two round trips per year from 1815 to 1821. Figure 2 illustrates a cover carried on *Lancaster*’s first return voyage in 1819. The letter was written in Broomfield, Essex on 14 July 1819, and posted the same day at nearby Chelmsford. The sender paid 1/- for inland postage to Liverpool, and addressed the letter (at top) “Post Paid, To Thomas Thompson ----, Chemist and Druggist Liverpool.” The magenta tombstone datestamp was applied in London. In Liverpool, Thompson crossed out his address and delivered the letter to the *Lancaster*, where it was handstamped by the ship’s purser with the straightline name-of-ship marking. *Lancaster* departed Liverpool on 28 July and arrived at Philadelphia on 13 September. Philadelphia struck its red SHIP postmark at upper right, and rated the letter 8¢: 2¢ incoming ship fee plus 6¢ postage to Concord, Pennsylvania, a distance of less than 30 miles.

The origin of the second, smaller SHIP handstamp is unknown. The size and letter spacing are very dissimilar to recorded Philadelphia markings from this period. Given its neat placement parallel to the name-of-ship marking, I suspect it was applied by the ship’s purser. An identical placement of this SHIP marking can be seen on the only other published cover bearing a LANCASTER handstamp.¹⁰ *Lancaster* sailed between Philadelphia and Liverpool until January 1825. Before 1822, when the Cope Line began operating on an advertised monthly schedule, *Lancaster*’s 14 round-trips averaged 132 days: 32 days outward, 50 days in Liverpool and 50 days homeward. *Lancaster* continued on the Philadelphia-Liverpool packet route from 1822 to January 1825 when Cope put her into southern service, carrying goods to Liverpool from Charleston and New Orleans. She made a single trip from Philadelphia to Liverpool in 1827, and was sold in 1828 for \$10,000.¹¹

Cope partnered with his son Henry in 1817 and renamed the business Thomas P. Cope & Son.¹² In 1819 the company bought a second ship, the 379-ton *Tuscarora I*, built in Philadelphia in 1810. She made 27 round-trip Philadelphia-Liverpool voyages from 1819 through 1829, then served for a year hauling goods (mostly cotton) from Southern ports to Liverpool before being sold in 1832.¹³ Figure 3 shows a cover from Philadelphia to Liv-



Figure 3. Ship letter dated 6 May 1820, sent from Philadelphia via the Cope Line's *Tuscarora I*. Liverpool assessed 8d due, the incoming ship-letter rate.

erpool dated 6 May 1820, sent as an unpaid ship letter aboard *Tuscarora I*, on the voyage that departed for Liverpool on May 9, 1820. The letter arrived at Liverpool 30 days later on 6 June, where it was marked LIVERPOOL SHIP LETTER and rated 8 pence due, the ship-letter rate for delivery at the port. *Tuscarora I* was sold in 1832 to a New Bedford firm to be re-fitted as a whaler.

Beginning of packet service, 1821-1828

The American shipping industry expanded rapidly after the 1812-1815 war with Great Britain. The Black Ball Line began monthly sailings between New York and Liverpool in January 1818, soon followed by five additional lines operating out of New York.¹⁴ In late 1821, in response to commercial opportunities and competition from New York, Cope started the first Philadelphia-based packet line, continuing the dispatch of their vessels to and from Liverpool.¹⁵ Schedules were advertised in both Philadelphia and Liverpool newspapers. An early example, published in the *Philadelphia Gazette* on 12 June 1822, is shown in Figure 4.

New Cope-owned ships were added to the line: *Montezuma* (1822), *Algonquin* (1824) and *Monongahela* (1828). This service was not a Post Office packet because the Cope businesses never carried contract mail and never received government compensation. Although it sailed to a schedule, it was never legally obliged to do so.

Key to the early success of the Cope packet service was its partnership with businesses run by the Brown family. As explained by John Killick in his extensive analysis of the Cope businesses:¹⁶

Cope's embryonic line was transformed into a full-fledged packet service in 1822 by the intervention of Alexander Brown and Sons of Baltimore. The Browns, including their affiliated houses in Philadelphia (John A. Brown), New York (Brown Brothers) and Liverpool (William and James Brown), were among the two or three leading firms in Anglo-American commerce and finance in the early 19th century....

Thomas Cope's plan was to dispatch one vessel from each port each month except December from Liverpool and January from Philadelphia. Four ships would be used. The Copes would put *Lancaster*, *Tuscarora* and *Montezuma*, currently

Figure 4. Ad for Cope & Sons packet service, in the *Philadelphia Gazette* of 12 June 1822.

being built, into the line, while the Browns promised to offer their new ship, *Alexander*, as soon as it was completed. Until then the Browns agreed to provide two older vessels, *Tobacco Plant* and *Unicorn*. Cope thought the plan would succeed “if properly conducted,” but warned that “we have one or two difficulties to contend with from which the New York Lines are exempt.” More specifically, he suggested that

“...the length of our river is one ...Another is the packet leaving Liverpool in [November] will be liable to be impeded by the ice in getting up to our city: and sometimes the packet designed to sail hence the twentieth of [February] may be detained from the same cause until the beginning of [March].”

He concluded that “it will be very important that the packets should be pushed off from Liverpool at the appointed time—it will no doubt be necessary sometimes to [employ] a Steam Boat.”

The Browns were perhaps the wealthiest merchants involved in the transatlantic trade. Assisted by the ships’ captains, they were responsible for consigning freight in Liverpool for westbound voyages. The success of the Copes’ shipping business was thus highly dependent on their relationship with the Browns, due not only to their Liverpool and U.S. southern port connections, but also because the Copes owned too few vessels to run a monthly transatlantic schedule. Five Brown vessels would eventually sail in the Cope Line: *Tobacco Plant* and *Unicorn* (1822), *Alexander* (1823-1832), *Pocahontas* (1833-1839) and *Shenandoah* (1840-1844).¹⁷

By 1823, deploying three of their own ships and one from the Browns, the Copes were able to meet their planned 11-month schedule, with Philadelphia departures intended for the 20th and Liverpool departures for the 8th. Figure 5 shows a letter from Philadelphia to London dated 20 June 1824, endorsed for the *Montezuma* and struck with a straightline handstamp applied by the ship’s purser. She left Philadelphia on 23 June and arrived at Liverpool on 13 July, a relatively fast crossing of 20 days. At Liverpool the letter was rated 3/2 due, double the 8d ship fee plus double the 11d inland postage to London. This letter is



Figure 5. Ship letter from Philadelphia dated 20 June 1824, carried to the ship out of the mails and handstamped MONTEZUMA by the ship’s purser. Liverpool rated the cover 3/2 due: 8d ship fee plus 11d inland postage, both doubled.

addressed to Nathan Rothschild, the investment banker who at this time was reputed to be the wealthiest man in the world.

Figure 6 shows a letter from Philadelphia written on 19 July 1824 and endorsed for *Algonquin*. It was sent on *Algonquin*'s maiden voyage, which departed Philadelphia on 20 July and arrived at Liverpool on 20 August 1824. This letter never entered government mails, but was carried privately and marked "ALGONQUIN" by the ship's purser. Such straightline name-of-ship markings performed no postal function, but were a form of advertising in a rapidly expanding transatlantic shipping market. The sender of this letter notes that the costs of cotton and rice in the United States "are too high to encourage adventurers to your side—par consequence, freights are not easily secured."

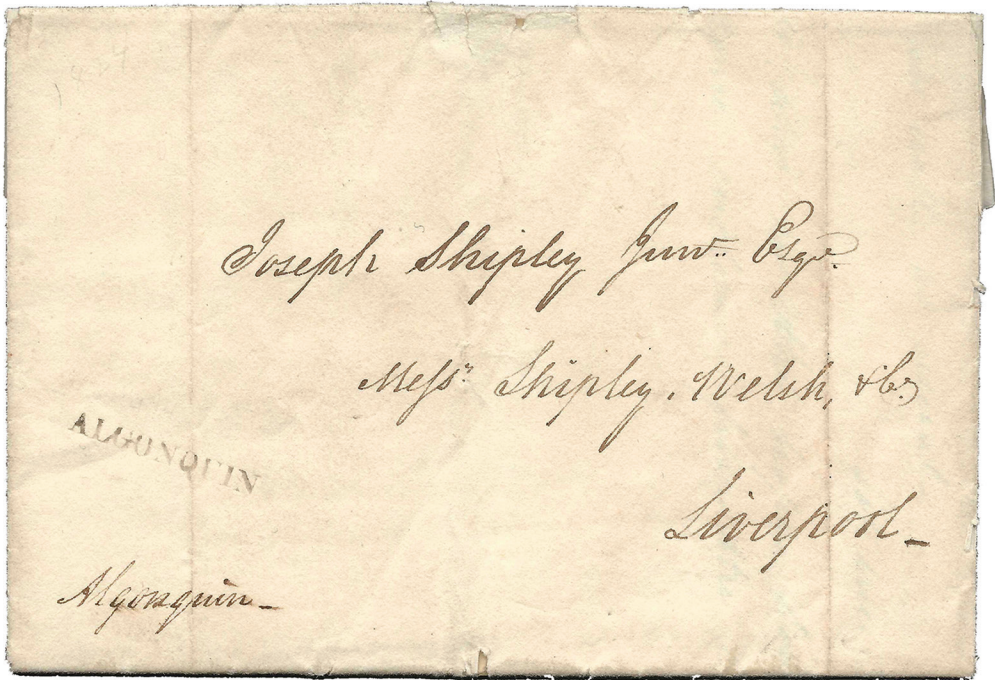


Figure 6. Ship letter from Philadelphia dated 19 July 1824, carried out of the mails and handstamped ALGONQUIN by the ship's purser. This is the maiden voyage of this vessel. Three examples of this name-of-ship handstamp are recorded.

Cope ships were known for being well maintained and professionally operated. They were also very well appointed, as noted by Davis B. Stacey, the sender of the Figure 6 letter, who had just arrived on the *Algonquin*:

Should the curiosity of your females of Liverpool be any ways commensurate with that of our fair dames, this new & very clever ship, will be the attraction to many fair cheeks & bright eyes. 'Entre nous' – I have some doubts, whether the opportunity to display personal charms has not been as strong an inducement as the gilded gingerbread work of the *Algonquin*'s cabin, however creditable the latter may be to the taste of her commander Dixey....

Growth of the packet business, 1829-1853

Thomas Cope let son Henry run the operation while he spent most of his time on other pursuits. Thomas's youngest son Alfred was also involved, and the business was accordingly advertised as Thomas P. Cope & Sons as early as 1822, as evidenced by the advertisement in Figure 4. The company usually operated with four packet ships, each making three round-trip voyages per year. In 1829 the company's name was changed to H & A Cope. The firm thrived during the 1830s and 1840s, by which time the Copes had established them-

selves as Philadelphia's only line of packets.¹⁸

Several new ships were built for the Copes and added to the packet line during this period: *Susquehanna II* (1833), *T.P. Cope* (1839), *Saranak* (1844), *Wyoming* (1845), *Tuscarora II* (1848) and *Tonawanda* (1850). The Browns added two of their ships to the line as well: *Pocahontas* (1832) and *Shenandoah* (1839).

Sailing-ship hulls were improving rapidly during this period of American shipbuilding, with longer, more streamlined shapes ultimately evolving to the famous clipper ships. Figure 7 shows a contemporary watercolor of *Tuscarora II*, a clipper built for H. & A. Cope & Co. at the Vaughan yard in Kensington. Probably because she was the largest merchantman that had ever been built at the port, 10,000 people attended her launch in



Figure 7. The Cope Line clipper ship *Tuscarora II*, launched in 1848, shown at anchor off Cope's Walnut Street wharf in Philadelphia. Water color by David Kennedy, image courtesy of the Pennsylvania Historical Society.

February 1848.¹⁹ During her first year of service *Tuscarora II*'s three round-trips to Liverpool averaged 26 days outbound and 33 days homebound, including at least a day each way navigating the Delaware River.

The Cope's primary exports were cotton, grain, bark and rosin. Among their imports were textiles, hardware and pottery. Most exports were consigned to the Browns for them to sell in Liverpool. Imports, mostly dry goods, were consigned to the Copes or to other Philadelphia merchants.²⁰ Net income grew sporadically to a peak in 1853 of more than \$120,000 (over \$3.6 million in 2018 dollars). Westbound passenger business also peaked that year to about 5,000 people, many of them immigrants escaping famine in Ireland. American grain purchased by the British government was shipped east during the 1840s as famine relief.²¹

Figure 8 is a folded letter posted on 17 July 1834 at Doylestown, seat of adjacent Bucks County. The sender endorsed the letter (at lower left) "Packet Monongahela, Philadelphia." Doylestown marked the letter as PAID with manuscript 12 cents, which was double the 6¢ rate for less than 30 miles. The ship left Philadelphia on 20 July and arrived at Liverpool on 13 August. Liverpool backstamped the letter with a boxed LIVERPOOL/SHIP LETTER and rated it 2/10 due, double both the 8 pence ship fee and the 9 pence in-

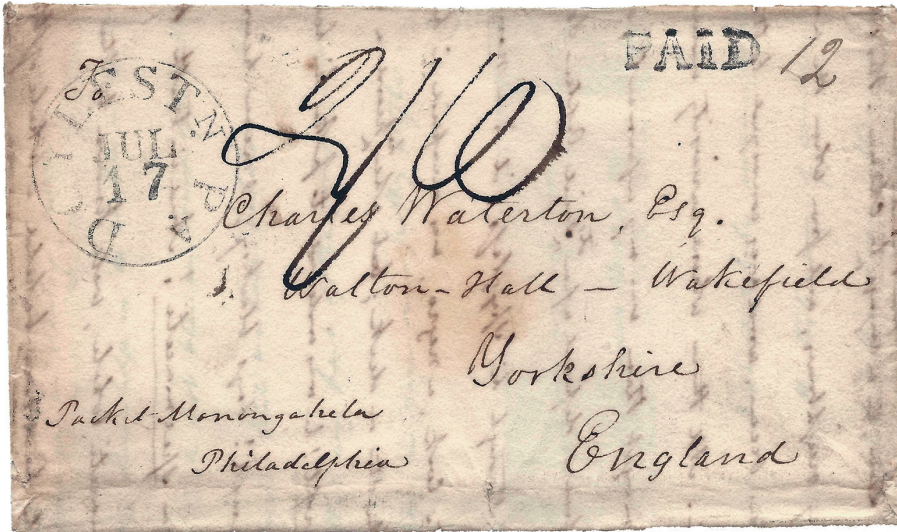


Figure 8. Ship letter from Doylestown, Pa., sent on Monongahela on 20 July 1834. Liverpool rated 2/10 due for double ship and inland to Yorkshire.

land rate to Wakefield in Yorkshire. Covers posted outside Philadelphia and carried as Cope Line ship letters are rare.

As Thomas Cope noted in his letter to the Browns, the distance from the port of Philadelphia to the Atlantic Ocean was a challenge. At more than 100 miles, that journey could easily consume two days in adverse winds or tides, or one day even with steam-tug assistance. Ice on the Delaware was also a problem, as exemplified by the cover in Figure 9. This letter departed Liverpool aboard the third return voyage of *Algonquin* on 11 December 1834. *Algonquin* arrived at Cape Island, New Jersey on 6 January 1835 only to be delayed by a gale and then by ice on the river. She finally reached Philadelphia nearly three weeks



Figure 9. Full-rigged ship letter from Liverpool dated 8 December 1834, sent on *Algonquin*. Delayed at Cape Island for 18 days by ice on the Delaware. Philadelphia rated 14¢ due: 2¢ ship fee, 12¢ inland postage to Germantown.

later, on 27 January.²² Philadelphia crossed out its incorrect rating, then rerated the letter 14 cents due: 2 cents incoming ship fee plus 2 x 6 cents inland postage for a distance of less than 30 miles. Additionally, Philadelphia applied its octagonal datestamp in red and indicated ship-letter origin by a bold strike of its famous Full-Rigged Ship marking. The 6¢ “to-the-port” ship-letter fee did not apply to covers to Germantown until it was annexed by Philadelphia in 1854.

The letter in Figure 10, from Liverpool dated 13 September 1835, was sent on *Pocahontas*, owned by the Browns but sailing as a Cope Packet. *Pocahontas* departed Liverpool on 8 October and arrived at Philadelphia on 9 November, where the letter was rated 27 cents due: 2¢ ship plus 25¢ inland postage to Kennebunk, Maine. This cover bears an exceptionally fine strike of the Full-Rigged Ship handstamp, which was used between May 1834 and December 1835.



Figure 10. Ship letter from Liverpool dated 13 September 1835, sent on *Pocahontas*, owned by the Browns but sailing as a Cope Packet. Philadelphia struck its Full-Rigged Ship marking to indicate a ship letter and rated the cover for 27¢ due: 2¢ ship fee plus 25¢ inland postage to Kennebunk, Maine.

The letter in Figure 11 was written in Liverpool on 6 February 1837, and sent aboard *Pocahontas* on 8 February. On arrival at Philadelphia on 27 March, it was struck with Philadelphia’s 6 due rater in a two-line octagonal frame, designating the 6¢ ship-letter fee for delivery at the port. Philadelphia’s datestamps were generally not used on such letters.

Figure 12 is a letter from Philadelphia dated 4 June 1840. It was sent aboard *Susquehanna*, which departed on 11 June and arrived at Liverpool on 3 July. Liverpool rated the letter as 8 pence due, the ship-letter fee. No inland postage was charged because after 10 January 1840 the British ship-letter rate included inland postage.²³

The relative scarcity of post-1840 covers carried by Cope Line ships reflects the effect of Cunard’s contract steam service, launched that year between Liverpool and Boston, with New York added as a terminus in 1848. By the late 1830s the Copes used rail service to New York and steamships to England for some of their own correspondence rather than Cope Line vessels.²⁴ Scheduled steam service of the Liverpool and Philadelphia Steamship Company from 1850 to 1857 must have decreased the volume of Cope Line ship letters.²⁵



Figure 11. Ship letter from Liverpool, dated 6 February 1837, sent on *Pocahontas*. Rated 6 cents due in Philadelphia for delivery at the port.

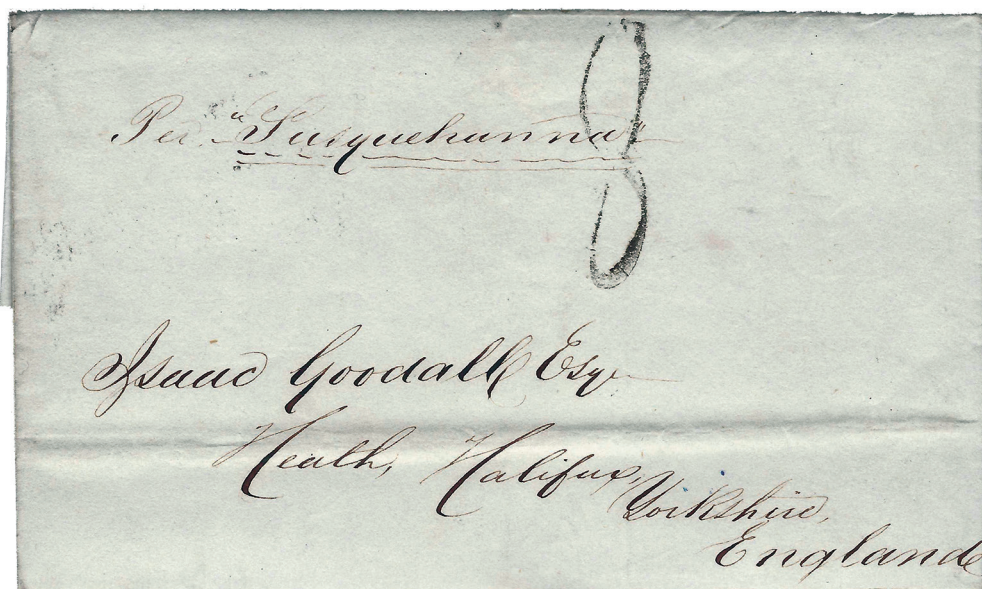


Figure 12. Ship letter from Philadelphia dated 4 June 1840, sent aboard *Susquehanna* to Halifax in Yorkshire. Liverpool handstamped the 8 pence ship-letter fee.

The third generation, 1854-1881

A year after Thomas Cope's death in 1854, Henry Cope's sons Francis Reeve Cope and Thomas Pim Cope took over the business, which afterwards was known as Cope Brothers. Henry and Alfred advised the business until their deaths in 1865 and 1875, respectively.

Monthly Philadelphia departures continued into the Civil War, until *Tonawanda* was seized by the Confederate steamer *Alabama* on 9 October 1862. She was released four days later in exchange for an \$80,000 ransom bond, and continued her journey to Liverpool; the

bond was never paid. Six Philadelphia departures for Liverpool were made in 1863, nine in 1864. Four sailings were made from Philadelphia in 1865; only the first went directly to Liverpool.

The Copes' monthly packet service thus ended during the Civil War. The shipping business continued but with less frequent sailings that were not part of a regular, advertised schedule. Most voyages were for Mobile or New Orleans, to load cotton for Liverpool. By 1873 only one Cope ship sailed directly from Philadelphia to Liverpool. Evidently unable to secure a full cargo there, on her homeward voyage she called at Belfast for additional freight.

Tuscarora II sank in a storm 25 miles off Lisbon in January 1873, with the loss of the captain and 16 crew members; 10 crew members were saved.²⁶ The Copes' *Wyoming* and *Saranak* continued voyages between southern ports and Europe until sold in 1878 and 1879 respectively; *Tonawanda* was sold in 1882.²⁷

The decline and end of the Cope family's shipping business was driven by the advent and rapid expansion of steam power both onshore and offshore. Steam trains to New York began influencing mail transport long before the Civil War, as noted in a recent communication from Hugh Feldman as follows:²⁸

From January 1836 the route between Philadelphia and New York via Trenton, New Brunswick and Jersey City had two services a day each way except on Sundays. A Sunday service was available in July 1844 when a three times a day service was introduced. From then onward until 1868 it varied from twice to three times a day after which four trips each way were run.

In addition, from July 1852 the Camden and Amboy Railroad ran via Bordentown on a daily basis, the Sunday service was dropped in July 1860 and in July 1868 the service was increased to twice a day excluding Sundays.

Both services required the use of ferries. These were run and owned by the railroad companies. In practice, both the routes via New Brunswick and Bordentown were owned and operated by the "Joint Company" from their beginnings.

In less time than it took a sailing ship to reach the mouth of the Delaware estuary, a letter posted in Philadelphia in 1848 could be in New York to be placed on board a bi-weekly Cunard steam packet, and it would be in Liverpool in less than two weeks. In alternate weeks the letter could continue the same day to Boston for the Cunard departure. By 1870 there was no reason to send a transatlantic letter aboard any sailing ship from Philadelphia, because a contract mail steamer left New York on most weekdays.²⁹ By 1873 the Red Star and the American steamship lines departed from Philadelphia carrying contract mail, services that continued well into the 20th century, thus obviating the need for any Philadelphia ship letter to travel under sail.

Although captains received gratuities on delivering their ship letters to the post office on arrival, handling such mail was never a source of income for the Cope business, as their ships never had a mail contract. Indeed, Cope ships were able to carry mail only because the firm was commercially successful in the international trading business. The Copes chose not to enter the steam-transport era, so closure of their transatlantic business was the inevitable result. For postal historians, they left the legacy of having carried ship letters under sail over a period of 76 years, 41 years of which were against a published monthly packet schedule.

Sailing data

Postal historians should be aware that departure dates are not always precise. Often ships are reported as having "cleared," which means they have been given permission to depart by the harbormaster or other port authorities. A ship may have left immediately, or waited for a day or two for a tide or a tug. Some departures from Philadelphia were listed only as having "gone to sea," i.e., having passed the capes at the mouth of the Delaware.

(text concluded on page 287)

COPE PRE-PACKET PHILADELPHIA-LIVERPOOL SAILINGS

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1815						1819					
30 Mar	4 May	<i>Lancaster</i>	26 May	14 Jul		3 Jul	6 Aug	<i>Tuscarora I</i>	9 Sep	22 Oct	
9 Nov	14 Dec	<i>Lancaster</i>	30 Jan	18 Mar	1	23 Oct	25 Nov	<i>Lancaster</i>	27 Dec	21 Feb	
1816						4 Dec	25 Jan	<i>Tuscarora I</i>	4 Mar	10 Apr	
12 May	15 Jun	<i>Lancaster</i>	10 Aug	21 Sep	2	1820					
3 Dec	9 Jan	<i>Lancaster</i>	21 Mar	26 May	3	17 Mar	16 Apr	<i>Lancaster</i>	10 May	14 Jul	4
1817						9 May	6 Jun	<i>Tuscarora I</i>	30 Jul	13 Sep	
20 Jun	16 Jul	<i>Lancaster</i>	14 Sep	12 Oct		9 Nov	22 Dec	<i>Lancaster</i>	7 Feb	13 Apr	
20 Nov	14 Dec	<i>Lancaster</i>	14 Feb	9 Apr		27 Nov	24 Dec	<i>Tuscarora I</i>	23 Feb	7 Apr	
1818						1821					
25 Apr	18 May	<i>Lancaster</i>	25 Jul	3 Sep		1 May	3 Jun	<i>Tuscarora I</i>	3 Jul	13 Aug	
16 Dec	19 Jan	<i>Lancaster</i>	28 Feb	6 Apr		26 May	11 Jul	<i>Lancaster</i>	21 Aug	24 Sep	
1819						1 Sep	4 Oct	<i>Tuscarora I</i>	28 Oct	15 Dec	
18 May	14 Jun	<i>Lancaster</i>	28 Jul	13 Sep		30 Oct	28 Nov	<i>Lancaster</i>	4 Feb	3 Apr	

ABBREVIATIONS used in these tables: **Dep PH**=Philadelphia departure date; **Arr LP**=Liverpool arrival date; **Arr PH**=Philadelphia arrival date; **N**=Note. **NOTES:** 1. Ran aground in the Delaware at Tincicum Spit on 15 Mar 1816. 2. At PH Lazaretto on 19 September. 3. Ran down and sank *Isabella*, 4 Apr 1817. 4. Advertised LP departure.

COPE PHILADELPHIA-LIVERPOOL PACKET SAILINGS

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1822						21 Aug	13 Sep	<i>(Alexander)</i>	8 Oct	12 Nov	
27 Feb	29 Mar	<i>Tuscarora I</i>	20 Apr	31 May		19 Sep	21 Oct	<i>Tuscarora I</i>	8 Nov	1 Jan	11
8 Apr	18 May	<i>(Tobacco Plant)</i>	12 Jun	18 Jul	5	20 Oct	9 Nov	<i>Montezuma</i>	10 Jan	5 Mar	
9 May	4 Jun	<i>Lancaster</i>	5 Jul	20 Aug		20 Nov	15 Dec	<i>Algonquin</i>	10 Feb	18 Mar	12
9 Jun	4 Jul	<i>(Unicorn)</i>	8 Aug	19 Sep		20 Dec	14 Jan	<i>(Alexander)</i>	8 Mar	18 Apr	
8 Jul	8 Aug	<i>Tuscarora I</i>	18 Sep	17 Oct		1825					
21 Aug	1 Oct	<i>(Tobacco Plant)</i>	11 Oct	26 Nov		1 Jan	3 Feb	<i>Lancaster</i>	10 Feb	25 Mar	
19 Sep	15 Oct	<i>Lancaster</i>	17 Nov	31 Dec		24 Feb	26 Mar	<i>Tuscarora I</i>	8 Apr	18 May	
19 Oct	12 Nov	<i>(Unicorn)</i>	14 Dec	27 Jan		19 Mar	15 Apr	<i>Montezuma</i>	10 May	27 Jun	
19 Nov	16 Dec	<i>Tuscarora I</i>	16 Feb	6 Apr		19 Apr	25 May	<i>Algonquin</i>	10 Jun	19 Jul	
10 Dec	23 Jan	<i>Montezuma</i>	15 Mar	22 Apr		20 May	14 Jun	<i>(Alexander)</i>	8 Jul	20 Aug	
1823						21 Jun	23 Jul	<i>Tuscarora I</i>	11 Aug	14 Sep	
27 Feb	20 Mar	<i>Lancaster</i>	8 Apr	16 May	6	21 Jul	17 Aug	<i>Montezuma</i>	9 Sep	22 Oct	
21 Mar	17 Apr	<i>(Alexander)</i>	10 May	13 Jun		25 Jul	28 Aug	<i>Lancaster</i>	10 Sep	23 Oct	13
24 Apr	14 May	<i>Tuscarora I</i>	15 Jun	25 Jul		21 Aug	18 Sep	<i>Algonquin</i>	12 Oct	13 Nov	
21 May	25 Jun	<i>Montezuma</i>	9 Jul	27 Aug		20 Sep	15 Oct	<i>(Alexander)</i>	8 Nov	14 Dec	
21 Jun	17 Jul	<i>Lancaster</i>	13 Aug	18 Sep		19 Oct	14 Nov	<i>Tuscarora I</i>	8 Dec	25 Jan	
20 Jul	21 Aug	<i>(Alexander)</i>	6 Sep	13 Oct		22 Nov	23 Dec	<i>Montezuma</i>	8 Jan	21 Feb	
21 Aug	25 Sep	<i>Tuscarora I</i>	12 Oct	15 Nov		20 Dec	18 Jan	<i>Algonquin</i>	9 Feb	11 Apr	
23 Sep	16 Oct	<i>Montezuma</i>	8 Nov	17 Dec		1826					
19 Oct	22 Nov	<i>Lancaster</i>	8 Jan	18 Feb		20 Feb	29 Mar	<i>Tuscarora I</i>	17 Apr	30 May	
19 Nov	18 Dec	<i>(Alexander)</i>	8 Feb	13 Mar		23 Mar	15 Apr	<i>Montezuma</i>	8 May	15 Jun	
22 Dec	18 Jan	<i>Tuscarora I</i>	8 Mar	26 Apr		20 Apr	18 May	<i>Algonquin</i>	8 Jun	16 Jul	
1824						19 May	14 Jun	<i>(Alexander)</i>	8 Jul	19 Aug	
21 Feb	20 Mar	<i>Montezuma</i>	9 Apr	1 Jun	7	21 Jun	20 Jul	<i>Tuscarora I</i>	9 Aug	19 Sep	
18 Mar	28 Apr	<i>Lancaster</i>	8 May	17 Jun		21 Jul	15 Aug	<i>Montezuma</i>	18 Sep	18 Oct	
22 Apr	18 May	<i>(Alexander)</i>	8 Jun	17 Jul	8	19 Aug	21 Sep	<i>Algonquin</i>	15 Oct	18 Nov	
19 May	20 Jun	<i>Tuscarora I</i>	12 Jul	17 Aug		20 Sep	16 Oct	<i>(Alexander)</i>	9 Nov	9 Dec	
23 Jun	13 Jul	<i>Montezuma</i>	11 Aug	1 Oct	9	20 Oct	30 Nov	<i>Tuscarora I</i>	8 Dec	29 Jan	
20 Jul	20 Aug	<i>Algonquin</i>	8 Sep	10 Oct	10	19 Nov	15 Dec	<i>Montezuma</i>	17 Jan	9 Mar	14

NOTES: 5. Parentheses indicate Brown's ships sailing as part of the Cope Line. 6. PH departure delayed seven days by ice. 7. Westbound called at Boston 17 May. 8. Sailed from Newcastle, Del. 9. PH arrival delayed three days: no pilot at Cape Henlopen. 10. Maiden voyage. 11. Outbound called at New York. 12. LP departure delayed by adverse winds. 13. Last sailing as a Liverpool packet. 14. Arrived Cape Henlopen 5 Mar.

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1827						1830					
2 Mar	28 Mar	<i>Tuscarora I</i>	9 Apr	16 May	15	20 Nov	23 Dec	<i>Montezuma</i>	10 Jan	3 Mar	
23 Mar	24 Apr	<i>Montezuma</i>	9 May	16 Jun		20 Dec	27 Jan	<i>Monongahela</i>	12 Feb	5 Apr	
22 Mar	15 May	<i>Lancaster</i>	26 May	7 Jul	16	1831					
20 Apr	20 May	<i>Algonquin</i>	9 Jun	18 Jul		3 Mar	7 Apr	<i>Algonquin</i>	17 Apr	25 May	27
20 May	20 Jun	<i>(Alexander)</i>	12 Jul	30 Aug	17	3 Mar	7 Apr	<i>(Alexander)</i>	17 Apr	26 May	28
20 Jun	20 Jul	<i>Tuscarora I</i>	9 Aug	11 Sep		23 Mar	30 Apr	<i>Montezuma</i>	9 May	15 Jun	
23 Jul	15 Aug	<i>Montezuma</i>	15 Sep	20 Oct		20 Apr	5 Jun	<i>Monongahela</i>	9 Jun	24 Jul	29
21 Aug	16 Sep	<i>Algonquin</i>	10 Oct	1 Dec		27 Apr	9 Jun	<i>Tuscarora I</i>	2 Jul	1 Sep	
31 Aug	3 Oct	<i>Lancaster</i>	7 Nov	16 Dec	18	6 Jun	4 Jul	<i>Algonquin</i>	8 Jul	18 Aug	
22 Sep	17 Oct	<i>(Alexander)</i>	8 Nov	19 Dec	19	21 Jun	20 Jul	<i>(Alexander)</i>	9 Aug	23 Sep	
20 Oct	23 Nov	<i>Tuscarora I</i>	9 Dec	1 Mar		21 Jul	9 Aug	<i>Montezuma</i>	9 Sep	27 Oct	
20 Nov	9 Dec	<i>Montezuma</i>	8 Jan	28 Feb		23 Aug	22 Sep	<i>Monongahela</i>	11 Oct	23 Nov	
20 Dec	24 Jan	<i>Algonquin</i>	9 Feb	21 Mar		21 Sep	12 Oct	<i>Algonquin</i>	9 Nov	8 Feb	30
1828						20 Oct	23 Nov	<i>(Alexander)</i>	8 Dec	7 Feb	
12 Jan	30 Jan	<i>(Alexander)</i>	9 Mar	4 May		22 Nov	13 Dec	<i>Montezuma</i>	8 Jan	20 Feb	
8 Mar	13 Apr	<i>Tuscarora I</i>	18 Apr	19 May	20	1832					
20 Mar	13 Apr	<i>Montezuma</i>	13 May	19 Jun		16 Feb	13 Mar	<i>Monongahela</i>	8 Apr	8 May	31
20 Apr	23 May	<i>Algonquin</i>	13 Jun	21 Jul		22 Mar	19 Apr	<i>(Alexander)</i>	9 May	11 Jun	
20 May	20 Jun	<i>(Alexander)</i>	9 Jul	24 Aug		19 Apr	19 May	<i>Algonquin</i>	8 Jun	21 Jul	
20 Jun	19 Jul	<i>Tuscarora I</i>	8 Aug	21 Sep		21 May	16 Jun	<i>Montezuma</i>	8 Jul	24 Aug	
21 Jul	11 Aug	<i>Montezuma</i>	8 Sep	19 Oct		19 Jun	16 Jul	<i>Monongahela</i>	9 Aug	17 Sep	
20 Aug	24 Sep	<i>Algonquin</i>	11 Oct	17 Nov		25 Jul	15 Aug	<i>(Alexander)</i>	8 Sep	12 Oct	
20 Sep	20 Oct	<i>(Alexander)</i>	8 Nov	15 Dec		18 Aug	18 Sep	<i>Algonquin</i>	22 Dec	4 Feb	32
20 Oct	18 Nov	<i>Tuscarora I</i>	16 Dec	8 Mar		20 Sep	13 Oct	<i>Montezuma</i>	8 Nov	16 Apr	33
20 Nov	11 Dec	<i>Montezuma</i>	8 Jan	29 Feb	21	23 Oct	19 Nov	<i>Monongahela</i>	8 Dec	26 Jan	34
1829						22 Nov	12 Dec	<i>(Alexander)</i>	8 Jan	3 Mar	
8 Mar	5 Apr	<i>(Alexander)</i>	28 Apr	17 May	22	1833					
28 Mar	22 Apr	<i>Montezuma</i>	9 May	18 Jun	23	23 Jan	19 Apr	<i>(Pocahontas)</i>	8 May	14 Jun	35
27 Apr	23 May	<i>Monongahela</i>	9 Jun	23 Jul		20 Feb	24 Mar	<i>Monongahela</i>	7 Apr	17 May	
20 May	16 Jun	<i>Algonquin</i>	9 Jul	19 Aug		20 Apr	18 May	<i>Susquehanna</i>	9 Jun	29 Jul	36
20 Jun	12 Jul	<i>(Alexander)</i>	8 Aug	21 Sep		21 May	18 Jun	<i>Montezuma</i>	8 Jul	21 Aug	
20 Jul	22 Aug	<i>Montezuma</i>	10 Sep	16 Oct		21 Jun	16 Jul	<i>Monongahela</i>	9 Aug	18 Sep	
20 Aug	16 Sep	<i>Monongahela</i>	9 Oct	20 Nov		20 Jul	19 Aug	<i>(Pocahontas)</i>	8 Sep	23 Oct	
21 Sep	14 Oct	<i>Algonquin</i>	11 Nov	17 Dec		21 Aug	11 Sep	<i>Susquehanna</i>	9 Oct	16 Nov	
21 Oct	21 Nov	<i>(Alexander)</i>	8 Dec	21 Jan		21 Sep	19 Oct	<i>Algonquin</i>	8 Nov	26 Dec	
20 Nov	13 Dec	<i>Montezuma</i>	8 Jan	27 Feb		19 Oct	15 Nov	<i>Monongahela</i>	13 Dec	19 Feb	
22 Dec	28 Jan	<i>Monongahela</i>	12 Feb	17 Mar	24	20 Nov	10 Dec	<i>(Pocahontas)</i>	9 Jan	6 Mar	37
1830						20 Dec	14 Jan	<i>Susquehanna</i>	9 Feb	1 Apr	
20 Feb	20 Mar	<i>(Alexander)</i>	9 Apr	26 May		1834					
20 Mar	25 Apr	<i>Montezuma</i>	8 May	20 Jun		22 Mar	27 Apr	<i>Monongahela</i>	8 May	16 Jun	
20 Apr	16 May	<i>Monongahela</i>	10 Jun	17 Jul	25	19 Apr	12 May	<i>(Pocahontas)</i>	8 Jun	22 Jul	
20 May	29 Jun	<i>Algonquin</i>	11 Jul	30 Aug		20 May	13 Jun	<i>Susquehanna</i>	10 Jul	19 Aug	
20 Jun	16 Jul	<i>(Alexander)</i>	9 Aug	19 Sep		20 Jun	15 Jul	<i>Algonquin</i>	9 Aug	29 Sep	
3 Jul	29 Jul	<i>Tuscarora I</i>	27 Aug	9 Oct		20 Jul	13 Aug	<i>Monongahela</i>	8 Sep	17 Oct	
20 Jul	16 Aug	<i>Montezuma</i>	8 Sep	28 Oct		20 Aug	14 Sep	<i>(Pocahontas)</i>	12 Oct	14 Nov	
20 Aug	15 Sep	<i>Monongahela</i>	10 Oct	8 Nov	26	20 Sep	11 Oct	<i>Susquehanna</i>	10 Nov	17 Dec	
20 Sep	3 Nov	<i>Algonquin</i>	13 Nov	30 Dec		20 Oct	10 Nov	<i>Algonquin</i>	11 Dec	27 Jan	
20 Oct	25 Nov	<i>(Alexander)</i>	9 Dec	5 Jan		19 Nov	17 Dec	<i>Monongahela</i>	8 Jan	23 Feb	
20 Nov	15 Dec	<i>Tuscarora I</i>	10 Jan	3 Mar		19 Dec	13 Jan	<i>(Pocahontas)</i>	11 Feb	4 Apr	

NOTES: 15. Called at Seville en route to LP. 16. Called at Charleston (27 Mar-9 Apr) en route to LP. 17. Imports advertised in LP on 22 June. 18. Imports advertised on 5 Oct; still in LP on 25 Oct. 19. PH arrival delayed, ran aground near Bombay Hook, Del. 20. Homeward via the southern route. 21. Delayed at Liverpool by ice. 22. Ice-bound until 8 Mar; called at Baltimore on return voyage. 23. At Holyhead on 19 Apr. 24. Liverpool sailing delayed by contrary winds. 25. At Holyhead on 15 May. 26. Returned via Boston (2 Nov). 27. PH departure delayed 41 days by ice. 28. PH departure delayed 11 days by ice. 29. Collected Washington DC mail at Newcastle, 22 Jan. 30. Returned via NY (27 Dec); passengers landed at Cape May and reached PH 27 Dec. 31. PH departure delayed 57 days by ice. 32. Beached and demasted in gale at LP 7 Oct. 33. Homeward via the southern route. 34. Near Newcastle on 22 Jan, headed up. 35. Called at Baltimore en route to LP. 36. Maiden voyage. 37. Homeward via the southern route.

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1835						23 Apr	18 May	<i>(Pocahontas)</i>	9 Jun	16 Jul	
4 Feb	19 Mar	<i>Susquehanna</i>	11 Apr	12 May		20 May	19 Jun	<i>Monongahela</i>	9 Jul	3 Sep	
10 Mar	9 Apr	<i>Algonquin</i>	26 Apr	8 Jun		20 Jun	17 Jul	<i>Susquehanna</i>	12 Aug	23 Sep	
20 Mar	20 Apr	<i>Monongahela</i>	8 May	20 Jun	38	23 Jul	16 Aug	<i>Algonquin</i>	8 Sep	21 Oct	
20 Apr	13 May	<i>(Pocahontas)</i>	9 Jun	24 Jul		20 Aug	10 Sep	<i>(Pocahontas)</i>	8 Oct	15 Nov	
21 May	27 Jun	<i>Susquehanna</i>	8 Jul	13 Aug		25 Sep	22 Oct	<i>Monongahela</i>	11 Nov	14 Dec	
28 May	24 Jun	<i>Montezuma</i>	21 Jul	31 Aug		21 Oct	15 Nov	<i>Susquehanna</i>	8 Dec	8 Jan	
20 Jun	16 Jul	<i>Algonquin</i>	9 Aug	28 Sep		19 Nov	20 Dec	<i>Algonquin</i>	9 Jan	30 Mar	
20 Jul	17 Aug	<i>Monongahela</i>	8 Sep	19 Oct		21 Dec	13 Jan	<i>(Pocahontas)</i>	14 Feb	28 Mar	44
20 Aug	12 Sep	<i>(Pocahontas)</i>	8 Oct	9 Nov		1840					
19 Sep	17 Oct	<i>Susquehanna</i>	8 Nov	2 Jan		28 Jan	14 Mar	<i>Monongahela</i>	25 Mar	22 Apr	
20 Oct	24 Nov	<i>Algonquin</i>	8 Dec	25 Jan		20 Feb	23 Mar	<i>Susquehanna</i>	8 Apr	15 May	
20 Nov	12 Dec	<i>Monongahela</i>	7 Jan	19 Mar		25 Mar	22 Apr	<i>Montezuma</i>	12 May	25 Jun	
27 Dec	21 Jan	<i>(Pocahontas)</i>	8 Feb	1 Apr	39	16 Apr	17 May	<i>T.P. Cope</i>	9 Jun	28 Jul	
1836						20 Apr	25 May	<i>Algonquin</i>	25 Jun	12 Aug	
20 Mar	14 Apr	<i>Algonquin</i>	7 May	3 Jun		20 May	20 Jun	<i>Monongahela</i>	9 Jul	18 Aug	
20 Apr	14 May	<i>(Pocahontas)</i>	8 Jun	19 Jul		11 Jun	3 Jul	<i>Susquehanna</i>	8 Aug	16 Sep	
21 May	20 Jun	<i>Monongahela</i>	9 Jul	16 Aug		22 Jun	18 Jul	<i>(Shenandoah)</i>	8 Sep	14 Oct	
23 Jun	14 Jul	<i>Susquehanna</i>	9 Aug	17 Sep		30 Jul	22 Aug	<i>Montezuma</i>	25 Sep	31 Oct	
20 Jul	17 Aug	<i>Algonquin</i>	7 Sep	15 Oct		22 Aug	22 Sep	<i>T.P. Cope</i>	9 Oct	9 Nov	
18 Aug	22 Sep	<i>(Pocahontas)</i>	8 Oct	12 Nov		21 Sep	26 Oct	<i>Monongahela</i>	11 Nov	19 Dec	
20 Sep	14 Oct	<i>Monongahela</i>	10 Nov	18 Feb		19 Oct	11 Nov	<i>Susquehanna</i>	9 Dec	13 Jan	
8 Oct	12 Nov	<i>Susquehanna</i>	27 Dec	3 Feb	40	6 Nov	8 Dec	<i>Algonquin</i>	20 Dec	26 Jan	
19 Nov	11 Dec	<i>Algonquin</i>	11 Jan	3 Mar		19 Nov	31 Dec	<i>(Shenandoah)</i>	13 Jan	12 Mar	45
20 Dec	21 Jan	<i>(Pocahontas)</i>	8 Feb	27 Mar	41	19 Dec	14 Jan	<i>T.P. Cope</i>	9 Feb	29 Mar	
1837						1841					
20 Mar	15 Apr	<i>Susquehanna</i>	23 Apr	5 Jun		20 Jan	18 Feb	<i>Monongahela</i>	9 Mar	30 Apr	
3 Apr	26 Apr	<i>Algonquin</i>	9 May	16 Jun		12 Mar	9 Apr	<i>Susquehanna</i>	18 Apr	22 May	46
19 Apr	10 May	<i>(Pocahontas)</i>	10 Jun	19 Jul		3 Apr	26 Apr	<i>Shenandoah</i>	9 May	15 Jun	
20 May	17 Jun	<i>Monongahela</i>	8 Jul	26 Aug		19 Apr	24 May	<i>T.P. Cope</i>	8 Jun	20 Jul	
20 Jun	14 Jul	<i>Susquehanna</i>	8 Aug	12 Sep		5 May	4 Jun	<i>Algonquin</i>	26 Jun	14 Aug	47
20 Jul	24 Aug	<i>Monongahela</i>	8 Sep	21 Oct		19 May	18 Jun	<i>Monongahela</i>	8 July	26 Aug	
21 Aug	11 Sep	<i>(Pocahontas)</i>	10 Oct	21 Nov		25 Jun	22 Jul	<i>Susquehanna</i>	10 Aug	14 Sep	
19 Sep	19 Oct	<i>Monongahela</i>	11 Nov	7 Jan		20 July	9 Aug	<i>(Shenandoah)</i>	8 Sep	7 Oct	
20 Oct	14 Nov	<i>Susquehanna</i>	8 Dec	15 Jan	42	21 Aug	16 Sep	<i>T.P. Cope</i>	8 Oct	3 Dec	
20 Nov	18 Dec	<i>Algonquin</i>	9 Jan	23 Mar	43	1 Oct	25 Oct	<i>Monongahela</i>	8 Nov	23 Dec	
21 Dec	17 Jan	<i>(Pocahontas)</i>	10 Feb	20 Mar		21 Oct	14 Nov	<i>Susquehanna</i>	19 Dec	3 Feb	
1838						20 Nov	13 Dec	<i>(Shenandoah)</i>	9 Jan	22 Mar	
18 Jan	25 Mar	<i>Monongahela</i>	10 Apr	14 May		31 Dec	24 Jan	<i>T.P. Cope</i>	16 Feb	15 Apr	
6 Apr	13 May	<i>Algonquin</i>	18 May	21 Jun		1842					
20 Apr	21 May	<i>(Pocahontas)</i>	9 Jun	17 Jul		5 Feb	28 Feb	<i>Monongahela</i>	12 Mar	26 Apr	
24 May	5 Jul	<i>Monongahela</i>	11 Jul	22 Aug		4 Apr	1 May	<i>Susquehanna</i>	14 May	22 Jun	
20 Jun	9 Jul	<i>Susquehanna</i>	9 Aug	17 Sep		18 May	20 June	<i>T.P. Cope</i>	15 Jul	25 Aug	
20 Jul	3 Sep	<i>Algonquin</i>	8 Sep	25 Oct		20 Jun	15 Jul	<i>(Shenandoah)</i>	8 Aug	19 Sep	
18 Aug	13 Sep	<i>(Pocahontas)</i>	9 Oct	15 Nov		20 Jul	12 Aug	<i>Susquehanna</i>	9 Sep	15 Oct	
19 Sep	23 Oct	<i>Monongahela</i>	12 Nov	7 Jan		24 Aug	26 Sep	<i>Monongahela</i>	9 Oct	5 Nov	
20 Oct	16 Nov	<i>Susquehanna</i>	8 Dec	14 Jan		26 Sep	26 Oct	<i>T.P. Cope</i>	15 Nov	11 Jan	
21 Nov	17 Dec	<i>Algonquin</i>	17 Jan	26 Feb		25 Oct	22 Nov	<i>(Shenandoah)</i>	9 Dec	17 Feb	
20 Dec	10 Jan	<i>(Pocahontas)</i>	8 Feb	22 Mar		25 Nov	17 Dec	<i>Susquehanna</i>	9 Jan	27 Feb	
1839						1843					
6 Feb	25 Feb	<i>Monongahela</i>	8 Mar	11 Apr		25 Apr	2 Jun	<i>Monongahela</i>	20 Jun	29 Jul	
20 Feb	18 Mar	<i>Susquehanna</i>	10 Apr	13 May		26 Jun	28 Jul	<i>T.P. Cope</i>	10 Aug	13 Sep	
20 Mar	17 Apr	<i>Algonquin</i>	8 May	8 Jun		24 Jul	20 Aug	<i>(Shenandoah)</i>	9 Sep	17 Oct	

NOTES: 38. At Holyhead 19 Apr. 39. Towed down the Delaware. 40. Outbound called at New York. 41. Towed down the Delaware. 42. Reported captured by pirates 21 Oct (actually a schooner selling oysters). 43. Southern route home-bound after 40 days of westerly gales. 44. Returned to Baltimore from LP. 45. Crew of 21 were all African-Americans; Thomas Cope was a member of the Abolitionist Society. 46. PH departure delayed by ice on the Delaware; homeward, struck ship *Paragon* on 8 May, cutting her in half. 47. Girl (18) masqueraded as boy in crew; became servant in PH.

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1843						24 Jun	23 Jul	<i>Saranak</i>	13 Aug	21 Sep	
1 Aug	3 Sep	<i>Monongahela</i>	14 Oct	29 Nov		26 Jul	26 Aug	<i>Monongahela</i>	13 Sep	22 Oct	
25 Sep	30 Oct	<i>Susquehanna</i>	10 Nov	22 Dec		24 Aug	24 Sep	<i>Susquehanna</i>	12 Oct	15 Nov	
25 Oct	27 Nov	<i>T.P. Cope</i>	11 Dec	25 Jan		30 Sep	28 Oct	<i>Wyoming</i>	13 Nov	20 Dec	
25 Nov	19 Dec	<i>(Shenandoah)</i>	9 Jan	19 Feb		2 Nov	26 Nov	<i>Saranak</i>	15 Dec	26 Jan	
23 Dec	19 Jan	<i>Monongahela</i>	10 Feb	20 Mar		27 Nov	25 Dec	<i>Monongahela</i>	13 Jan	26 Feb	
1844						23 Dec	30 Jan	<i>Susquehanna</i>	15 Feb	1 Apr	55
15 Jan	9 Feb	<i>Susquehanna</i>	8 Mar	18 Apr		1848					
25 Feb	27 Mar	<i>T.P. Cope</i>	16 Apr	31 May		21 Jan	19 Feb	<i>Wyoming</i>	14 Mar	13 Apr	
23 Mar	18 Apr	<i>(Shenandoah)</i>	8 May	18 Jun		29 Feb	24 Mar	<i>Saranak</i>	13 Apr	22 May	
25 Apr	31 May	<i>Monongahela</i>	9 Jun	23 Jul	48	5 Apr	8 May	<i>Tuscarora II</i>	19 May	28 June	56
24 May	20 Jun	<i>Susquehanna</i>	13 Jul	23 Aug		29 Apr	28 May	<i>Susquehanna</i>	12 Jun	13 Jul	
24 Jun	26 Jul	<i>T.P. Cope</i>	8 Aug	10 Sep		27 May	24 Jun	<i>Wyoming</i>	14 Jul	22 Aug	
24 Jul	19 Aug	<i>(Shenandoah)</i>	9 Sep	18 Oct		24 Jun	22 Jul	<i>Saranak</i>	14 Aug	18 Sep	
26 Aug	2 Oct	<i>Monongahela</i>	11 Oct	28 Nov		31 Jul	28 Aug	<i>Susquehanna</i>	13 Sep	17 Oct	
25 Sep	16 Oct	<i>Susquehanna</i>	9 Nov	31 Dec		25 Aug	26 Sep	<i>Tuscarora II</i>	13 Oct	8 Nov	
24 Oct	21 Nov	<i>T.P. Cope</i>	10 Dec	25 Jan		25 Sep	23 Oct	<i>Wyoming</i>	12 Nov	14 Dec	57
25 Nov	3 Jan	<i>Saranak</i>	20 Jan	10 Mar	49	24 Oct	27 Nov	<i>Saranak</i>	16 Dec	26 Jan	58
26 Dec	20 Jan	<i>Monongahela</i>	25 Mar	3 May		25 Nov	27 Dec	<i>Susquehanna</i>	13 Jan	5 Mar	
1845						22 Dec	13 Jan	<i>Tuscarora II</i>	14 Feb	21 Mar	
25 Feb	27 Mar	<i>T.P. Cope</i>	11 Apr	21 May		1849					
1 Apr	3 May	<i>Saranak</i>	14 May	21 Jun		1 Feb	28 Feb	<i>Wyoming</i>	12 Mar	16 Apr	
6 May	3 Jun	<i>Susquehanna</i>	13 Jun	28 Jul		1 Mar	1 Apr	<i>Saranak</i>	14 Apr	30 May	
24 Jun	23 Jul	<i>T.P. Cope</i>	12 Aug	15 Sep		24 Mar	25 Apr	<i>Susquehanna</i>	12 May	26 Jun	59
24 Jul	26 Aug	<i>Saranak</i>	9 Sep	13 Oct		24 Apr	22 May	<i>Tuscarora II</i>	12 Jun	18 Jul	
25 Aug	18 Sep	<i>Susquehanna</i>	9 Oct	14 Nov		25 May	23 Jun	<i>Wyoming</i>	12 Jul	15 Aug	
24 Sep	30 Oct	<i>Monongahela</i>	8 Nov	6 Jan		25 Jun	3 Aug	<i>Saranak</i>	16 Aug	22 Sep	
24 Oct	22 Nov	<i>T.P. Cope</i>	12 Dec	6 Feb		25 Jul	25 Aug	<i>Susquehanna</i>	12 Sep	17 Oct	60
26 Nov	26 Dec	<i>Saranak</i>	13 Jan	9 Mar		25 Aug	27 Sep	<i>Tuscarora II</i>	14 Oct	9 Apr	61
1846						3 Oct	25 Oct	<i>Wyoming</i>	15 Nov	31 Dec	62
3 Jan	28 Jan	<i>Susquehanna</i>	13 Feb	25 Mar	50	1 Nov	28 Nov	<i>Saranak</i>	13 Dec	16 Jan	
31 Jan	2 Mar	<i>Wyoming</i>	18 Mar	23 Apr		26 Nov	17 Dec	<i>Susquehanna</i>	13 Jan	25 Feb	
31 Mar	7 May	<i>Saranak</i>	17 May	19 Jun		1850					
9 Mar	13 Apr	<i>T.P. Cope</i>	2 Jun	15 Jul	51	4 Feb	21 Feb	<i>Wyoming</i>	14 Mar	10 Apr	
25 Apr	21 May	<i>Susquehanna</i>	13 Jun	31 Jul		23 Feb	29 Mar	<i>Saranak</i>	13 Apr	21 May	
27 May	23 Jun	<i>Wyoming</i>	15 Jul	31 Aug		2 Apr	29 Apr	<i>Susquehanna</i>	12 May	15 Jun	63
3 Jul	25 Jul	<i>Saranak</i>	13 Aug	18 Sep		7 May	27 May	<i>Wyoming</i>	14 Jun	20 Jul	64
1 Aug	27 Aug	<i>T.P. Cope</i>	14 Sep	26 Oct		29 Jun	29 Jul	<i>Tuscarora II</i>	14 Aug	20 Sep	65
27 Sep	21 Oct	<i>Wyoming</i>	17 Nov	28 Dec		1 Aug	23 Aug	<i>Saranak</i>	12 Sep	19 Oct	
28 Oct	21 Nov	<i>Saranak</i>	14 Dec	4 Feb	52	28 Aug	21 Sep	<i>Wyoming</i>	12 Oct	14 Nov	
9 Nov	19 Dec	<i>Monongahela</i>	13 Jan	27 Feb		5 Oct	29 Oct	<i>Tuscarora II</i>	16 Nov	3 Jan	
26 Nov		<i>T.P. Cope</i>			53	4 Nov	3 Dec	<i>Tonawanda</i>	19 Dec	7 Feb	66
23 Dec	20 Jan	<i>Susquehanna</i>	20 Feb	10 Apr		25 Nov	17 Dec	<i>Saranak</i>	15 Jan	5 Mar	
1847						26 Dec	21 Jan	<i>Wyoming</i>	13 Feb	25 Mar	
24 Jan	16 Feb	<i>Wyoming</i>	14 Mar	10 Apr		1851					
25 Feb	22 Mar	<i>Saranak</i>	13 Apr	18 May		25 Jan	18 Feb	<i>Tuscarora II</i>	15 Mar	17 Apr	
25 Mar	27 Apr	<i>Monongahela</i>	12 May	26 Jun	54	3 Mar	5 Apr	<i>Tonawanda</i>	16 Apr	25 May	67
1 May	31 May	<i>Susquehanna</i>	12 Jun	5 Aug		21 Mar	30 Apr	<i>Saranak</i>	13 May	18 Jun	
27 May	24 Jun	<i>Wyoming</i>	14 Jul	19 Aug		3 May	30 May	<i>Tuscarora II</i>	13 Jun	16 Jul	

NOTES: 48. Put into Cork on 24 May to avoid adverse winds. 49. Maiden voyage. 50. Dec 25 PH departure delayed by ice. 51. Towed downriver through ice to Delaware City. 52. Departed from Lewes, Del., not PH. 53. Struck by lightning 29 Nov; ship and cargo destroyed by fire; all 82 crew and passengers saved. 54. Ran aground on Chester bar in a gale on 26 Mar. 55. Inbound off Ireland collided with steamer *Aram*, which sank, drowning 6 crew. 56. Maiden voyage; launched at Kensington 15 Feb. 57. Steamboat *Henlopen* collided with brig while towing *Wyoming* downriver. 58. William Young, seaman, lost overboard on 12 November. 59. Departed from Lewes, Del., not PH. 60. Sep 12, outbound, ran afoul of Ship *Carmarthen*, which lost mainmast. 61. Ran aground 16 Nov at Indian River, Del.; main and mizzens cut away; towed to New York for repairs. 62. Lewes-LP-PH. 63. Stripped, caulked and recoppered in Liverpool. 64. Departed from Lewes, Del., not PH; returning, arrived PH in a gale. 65. NY-PH-LP-PH; first voyage after refitting. 66. Maiden voyage. 67. Record tonnage for cargo taken out of Philadelphia.

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1851						25 Jun	26 Jul	<i>Saranak</i>	15 Aug	24 Sep	
25 Jun	1 Aug	<i>Tonawanda</i>	13 Aug	19 Sep		28 Jul	25 Aug	<i>Wyoming</i>	12 Sep	22 Oct	
25 Jul	1 Sep	<i>Saranak</i>	13 Sep	17 Oct		1 Sep	2 Oct	<i>Tonawanda</i>	14 Oct	13 Nov	
28 Aug	1 Oct	<i>Tuscarora II</i>	17 Oct	19 Nov		29 Sep	26 Oct	<i>Tuscarora II</i>	12 Nov	24 Dec	
2 Oct	3 Nov	<i>Tonawanda</i>	14 Nov	26 Dec		1 Nov	7 Dec	<i>Saranak</i>	21 Dec	12 Mar	
30 Oct	27 Dec	<i>Wyoming</i>	14 Jan	9 Mar		30 Nov	24 Dec	<i>Wyoming</i>	12 Jan	22 Mar	
15 Nov	9 Dec	<i>Saranak</i>	17 Dec	12 Feb		27 Dec	29 Jan	<i>Tonawanda</i>	13 Feb	31 Mar	
1852						1856					
1 Jan	27 Jan	<i>Tuscarora II</i>	12 Feb	22 Mar		11 Feb	16 Apr	<i>Tuscarora II</i>	25 Apr	21 May	
13 Feb	9 Mar	<i>Tonawanda</i>	21 Mar	22 Apr		2 Apr	28 Apr	<i>Saranak</i>	17 May	25 Jun	
28 Feb	2 Apr	<i>Saranak</i>	16 Apr	19 May		3 May	4 Jun	<i>Tonawanda</i>	20 Jun	5 Aug	
9 Mar	1 May	<i>Wyoming</i>	16 May	21 Jun		27 May	21 Jun	<i>Wyoming</i>	18 Jul	25 Aug	
28 Apr	28 May	<i>Tuscarora II</i>	16 Jun	2 Aug		26 Jun	21 Jul	<i>Tuscarora II</i>	16 Aug	23 Sep	
25 May	21 Jun	<i>Tonawanda</i>	14 Jul	31 Aug		29 Jul	31 Aug	<i>Saranak</i>	19 Sep	20 Oct	
28 Jun	29 Jul	<i>Saranak</i>	16 Aug	17 Sep		2 Sep	30 Sep	<i>Tonawanda</i>	15 Oct	23 Nov	
29 Jul	24 Aug	<i>Wyoming</i>	15 Sep	8 Oct		11 Oct	1 Nov	<i>Wyoming</i>	16 Nov	31 Dec	
4 Sep	11 Oct	<i>Tuscarora II</i>	20 Oct	1 Dec		24 Nov	18 Dec	<i>Saranak</i>	14 Jan	19 Feb	
2 Oct	29 Oct	<i>Tonawanda</i>	14 Nov	17 Dec		22 Dec	29 Jan	<i>Tonawanda</i>	14 Feb	2 Apr	
1 Nov	27 Nov	<i>Saranak</i>	15 Dec	22 Jan		1857					
1 Dec	24 Dec	<i>Wyoming</i>	13 Jan	16 Feb		7 Feb	15 Mar	<i>Wyoming</i>	28 Mar	27 Apr	
29 Dec	25 Jan	<i>Tuscarora II</i>	14 Feb	12 Mar		5 Mar	11 Apr	<i>Tuscarora II</i>	27 Apr	3 Jul	70
1853						28 Mar	30 Apr	<i>Saranak</i>	20 May	2 Jul	
1 Feb	11 Mar	<i>Tonawanda</i>	25 Mar	30 Apr		29 Apr	26 May	<i>Tonawanda</i>	13 Jun	14 Jul	
1 Mar	30 Mar	<i>Saranak</i>	15 Apr	27 May		30 May	26 Jun	<i>Wyoming</i>	18 Jul	3 Sep	
1 Apr	26 Apr	<i>Wyoming</i>	12 May	13 Jun		1 Aug	27 Aug	<i>Saranak</i>	17 Sep	20 Oct	
30 Apr	28 May	<i>Tuscarora II</i>	15 Jun	26 Jul		30 Aug	5 Oct	<i>Tuscarora II</i>	14 Oct	16 Nov	
28 May	8 Jul	<i>Tonawanda</i>	18 Jul	29 Aug		28 Sep	31 Oct	<i>Tonawanda</i>	15 Nov	21 Dec	
28 Jun	25 Jul	<i>Saranak</i>	12 Aug	15 Sep		30 Oct	1 Dec	<i>Wyoming</i>	13 Dec	3 Feb	
27 Jul	23 Aug	<i>Wyoming</i>	13 Sep	24 Oct		5 Dec	25 Dec	<i>Saranak</i>	18 Jan	15 Mar	
27 Aug	24 Sep	<i>Tuscarora II</i>	17 Oct	28 Nov		29 Dec	28 Jan	<i>Tuscarora II</i>	17 Aug	18 Sep	71
26 Sep	29 Oct	<i>Tonawanda</i>	15 Nov	2 Jan		1858					
28 Oct	23 Nov	<i>Saranak</i>	12 Dec	17 Jan		2 Feb	15 Mar	<i>Tonawanda</i>	22 Mar	7 May	
28 Nov	2 Jan	<i>Wyoming</i>	17 Jan	27 Feb		4 Mar	16 Apr	<i>Wyoming</i>	13 May	8 Jul	72
29 Dec	23 Jan	<i>Tuscarora II</i>	25 Feb	6 Apr	68	1 May	24 May	<i>Saranak</i>	14 Jun	26 Jul	
1854						28 May	8 Jul	<i>Tonawanda</i>	14 Jul	30 Aug	
4 Feb	8 Mar	<i>Tonawanda</i>	17 Mar	24 Apr		6 Aug	2 Sep	<i>Wyoming</i>	14 Sep	18 Oct	
27 Feb	31 Mar	<i>Saranak</i>	14 Apr	18 May		3 Sep	1 Oct	<i>Saranak</i>	15 Oct	8 Nov	
1 Apr	30 Apr	<i>Wyoming</i>	14 May	23 Jun		4 Oct	29 Oct	<i>Tonawanda</i>	20 Nov	7 Jan	
4 May	13 Jun	<i>Tuscarora II</i>	25 Jun	5 Aug	69	5 Nov	3 Dec	<i>Tuscarora II</i>	19 Dec	26 Jan	73
1 Jun	1 Jul	<i>Tonawanda</i>	15 Jul	18 Aug		7 Dec	23 Dec	<i>Wyoming</i>	19 Jan	17 Mar	
25 Jun	18 Jul	<i>Saranak</i>	14 Aug	18 Sep		1859					
28 Jul	28 Aug	<i>Wyoming</i>	13 Sep	24 Oct		5 Apr	7 May	<i>Wyoming</i>	23 May	25 Jun	
1 Sep	28 Sep	<i>Tuscarora II</i>	13 Oct	22 Nov		25 Jun	26 Jul	<i>Saranak</i>	14 Aug	22 Sep	
30 Sep	25 Oct	<i>Tonawanda</i>	19 Nov	28 Dec		30 Jul	19 Aug	<i>Wyoming</i>	15 Sep	31 Oct	74
28 Oct	30 Nov	<i>Saranak</i>	19 Dec	26 Jan		3 Sep	29 Sep	<i>Tonawanda</i>	16 Oct	26 Nov	
27 Nov	23 Dec	<i>Wyoming</i>	13 Jan	19 Feb		1 Oct	31 Oct	<i>Tuscarora II</i>	16 Nov	28 Dec	
1855						29 Oct	19 Nov	<i>Saranak</i>	15 Dec	10 Feb	
8 Jan	3 Mar	<i>Tuscarora II</i>	26 Mar	8 May		25 Nov	28 Dec	<i>Wyoming</i>	13 Jan	27 Feb	
26 Jan	6 Mar	<i>Tonawanda</i>	19 Mar	23 Apr		31 Dec	24 Jan	<i>Tonawanda</i>	13 Feb	30 Mar	
3 Mar	3 Apr	<i>Saranak</i>	18 Apr	24 May		1860					
3 Apr	23 Apr	<i>Wyoming</i>	14 May	18 Jun		31 Jan	27 Feb	<i>Tuscarora II</i>	26 Mar	8 May	
5 May	4 Jun	<i>Tonawanda</i>	29 Jun	18 Aug		2 Mar	22 Mar	<i>Saranak</i>	16 Apr	11 May	
31 May	30 Jun	<i>Tuscarora II</i>	16 Jul	31 Aug		31 Mar	29 Apr	<i>Wyoming</i>	15 May	20 Jun	

NOTES: 68. Extensive damage from icebergs while homebound; "ice mountains" as far south as 40 N. 69. Homeward via the southern route. 70. Returning, brought 530 Mormons for Salt Lake; collided with and sank *Andrew Foster* in Irish Channel. 71. Seized in Liverpool for damages re. the *Andrew Foster*; Cope bought back anonymously. 72. Starboard quarter stove in from running afoul of anchored Inman steamship *Kangaroo*. 73. In gale on 12 Nov, rescued crew of barque *Norfolk*, which was dismasted and foundering. 74. Outbound called at Boston 7 Aug.

Dep PH	Arr LP	Ship	Dep LP	Arr PH	N	Dep PH	Arr LP	Ship	Dep LP	Arr PH	N
1860						25 Jun	25 Jul	<i>Tuscarora II</i>	20 Aug	23 Sep	
10 May	11 Jun	<i>Tonawanda</i>	20 Jun	21 Aug		26 Jul	29 Aug	<i>Saranak</i>	21 Sep	28 Oct	81
1 Jun	5 Jul	<i>Tuscarora II</i>	20 Jul	17 Aug		3 Sep	28 Sep	<i>Wyoming</i>	19 Oct	23 Nov	
26 Jun	20 Jul	<i>Saranak</i>	14 Aug	24 Sep		13 Oct	10 Nov	<i>Tonawanda</i>	13 Dec	22 Feb	82
24 Jul	20 Aug	<i>Wyoming</i>	15 Sep	19 Oct		1865					
21 Sep	12 Oct	<i>Tonawanda</i>	30 Oct	30 Nov		27 Jul	15 Aug	<i>Tuscarora II</i>	14 Sep	27 Oct	
3 Oct	27 Oct	<i>Tuscarora II</i>	14 Nov	24 Dec		6 Oct	18 Dec	<i>Tonawanda</i>	23 Jan	13 Mar	83
27 Oct	4 Dec	<i>Saranak</i>	15 Dec	5 Jan		1866					
31 Dec	8 Feb	<i>Tonawanda</i>	25 Feb	8 Apr		4 Jan	29 Jan	<i>Wyoming</i>	1 Mar	31 Mar	84
1861						13 Apr	13 May	<i>Tonawanda</i>	14 Jun	28 Jul	
29 Jan	28 Feb	<i>Tuscarora II</i>	15 Mar	13 Apr		8 Jun	3 Jul	<i>Wyoming</i>	15 Aug	25 Sep	
2 Mar	26 Mar	<i>Saranak</i>	15 Apr	16 May		27 Jul	24 Aug	<i>Tuscarora II</i>	13 Sep	27 Oct	85
27 Mar	29 Apr	<i>Wyoming</i>	15 May	19 Jun		1 Sep	23 Sep	<i>Tonawanda</i>	24 Oct	7 Dec	
2 May	30 May	<i>Tonawanda</i>	15 Jun	26 Jul		1867					
25 Jul	17 Aug	<i>Saranak</i>	16 Sep	24 Oct		8 Feb	3 Apr	<i>Tuscarora II</i>	19 Apr	24 May	
31 Aug	25 Sep	<i>Tuscarora II</i>	16 Oct	12 Nov		28 Feb	26 Mar	<i>Tonawanda</i>	17 May	22 Jun	
25 Sep	30 Oct	<i>Tonawanda</i>	15 Nov	24 Dec		19 Jul	8 Sep	<i>Tonawanda</i>	17 Oct	29 Nov	86
25 Oct	22 Nov	<i>Wyoming</i>	16 Dec	20 Jan		6 Nov	18 Dec	<i>Saranak</i>	25 Dec	21 Feb	
26 Nov	19 Dec	<i>Saranak</i>	14 Jan	28 Feb		25 Nov	18 Dec	<i>Wyoming</i>	20 Jan	12 Mar	87
24 Dec	18 Jan	<i>Tuscarora II</i>	14 Feb	22 Mar		1868					
1862						8 Jan	7 Feb	<i>Tonawanda</i>	28 Feb	27 Apr	
24 Jan	2 Mar	<i>Tonawanda</i>	17 Mar	28 Apr		15 Mar	15 Apr	<i>Saranak</i>	7 May	8 Jul	
24 Feb	28 Mar	<i>Wyoming</i>	15 Apr	24 May		1 Apr	24 Apr	<i>Wyoming</i>	29 May	17 Jul	
27 Mar	20 Apr	<i>Saranak</i>	12 May	30 Jun		15 May	19 Jul	<i>Tonawanda</i>	19 Aug	28 Sep	88
7 May	2 Jun	<i>Tuscarora II</i>	19 Jun	21 Jul		30 Dec	25 Jan	<i>Wyoming</i>	18 Feb	5 Apr	
2 Jun	4 Jul	<i>Tonawanda</i>	17 Jul	1 Sep	75	1869					
25 Jun	19 Jul	<i>Wyoming</i>	13 Aug	19 Sep		4 May	4 Jul	<i>Wyoming</i>	7 Aug	15 Sep	89
26 Jul	26 Aug	<i>Saranak</i>	14 Sep	16 Oct		1 Jul	23 Jul	<i>Saranak</i>	4 Sep	26 Oct	
27 Aug	27 Sep	<i>Tuscarora II</i>	13 Oct	28 Nov		1 Jul	6 Aug	<i>Tonawanda</i>	4 Oct	5 Nov	
30 Sep	28 Oct	<i>Tonawanda</i>	20 Nov	5 Jan	76	22 Sep	3 Nov	<i>Tuscarora II</i>	30 Nov	7 Jan	
3 Nov	5 Dec	<i>Wyoming</i>	24 Dec	27 Jan		30 Oct	30 Nov	<i>Wyoming</i>	21 Dec	22 Jan	
30 Nov	27 Dec	<i>Saranak</i>	14 Jan	26 Feb		26 Nov	14 Jun	<i>Tonawanda</i>	13 Jul	30 Aug	90
30 Dec	22 Jan	<i>Tuscarora II</i>	18 Feb	13 Apr	77	1870					
1863						15 Jul	11 Aug	<i>Wyoming</i>	15 Sep	22 Nov	91
24 Jan	25 Feb	<i>Tonawanda</i>	22 Mar	28 Apr	78	17 Dec	6 Jan	<i>Wyoming</i>	3 Feb	10 Mar	
26 Feb	20 Mar	<i>Wyoming</i>	20 Apr	24 May		1871					
27 Mar	16 Apr	<i>Saranak</i>	14 May	12 Jun		24 May	17 Jun	<i>Tonawanda</i>	19 Jul	5 Sep	
12 May	6 Jun	<i>Tuscarora II</i>	19 Jun	30 Jul		22 Jul	25 Aug	<i>Saranak</i>	16 Sep	31 Oct	
2 Jun	1 Jul	<i>Tonawanda</i>	18 Jul	25 Aug		1 Sep	6 Oct	<i>Tuscarora II</i>	28 Oct	2 Dec	
25 Jun	1 Aug	<i>Wyoming</i>	21 Aug	24 Sep		4 Oct	30 Oct	<i>Tonawanda</i>	1 Dec	9 Jan	92
		<i>Saranak</i>			79	18 Oct	15 Nov	<i>Wyoming</i>	22 Dec	13 Feb	
1864						27 Nov	26 Dec	<i>Saranak</i>	22 Jan	1 Apr	
26 Jan	1 Mar	<i>Tonawanda</i>	23 Mar	20 Apr	80	1872					
29 Feb	8 Apr	<i>Tuscarora II</i>	21 Apr	24 May		20 Apr	25 May	<i>Saranak</i>	26 Jun	22 Aug	
25 Mar	3 May	<i>Saranak</i>	19 May	23 Jun		6 Sep	12 Oct	<i>Saranak</i>	9 Nov	10 Jan	
29 Apr	13 May	<i>Wyoming</i>	20 Jun	9 Aug		1873					
3 Jun	30 Jun	<i>Tonawanda</i>	19 Jul	3 Sep		8 Jul	8 Aug	<i>Tonawanda</i>	8 Sep	22 Nov	93

NOTES: 75. Crew member washed overboard and lost during gale on 27 July. 76. Seized by *Alabama* 9 Oct; released 13 Oct on ransom bond. 77. Heavy seas on 4 March caused extensive damage and loss of 14 crew. 78. Sailed from Liverpool 19 Mar, put back Mar 20 due to weather. 79. Letter bags advertised for 25 July departure; still up river on 12 Aug; no record of sailing. 80. Ran into and damaged anchored ship *Gibraltar* on 28 Jan in the Delaware River. 81. Called at Baltimore en route to LP. 82. Towed up the Delaware by ice boat. 83. Called at St. John NB (dep 20 Nov) en route to LP. 84. Lying at Reed St. wharf (PH) on 20 Apr for renovation of upper works. 85. Lost mizzen and topmast on return voyage. 86. Called at St. John NB (24 Jul-15 Aug) en route to LP. 87. At Delaware breakwater 5 Mar. 88. Called at St. John NB en route to LP. 89. Called at St. John NB (14 May-5 Jun) en route to LP. 90. Probably went via a southern U.S. port (since trip to Liverpool took 7 months). 91. Went ashore in the Delaware at Pea Patch Island 14 Nov; towed off by tugs. 92. Fast in the ice off League Island in the Delaware on 24 Dec. 93. PH-LP-Belfast-Mobile.

(text continued from page 280)

In the sailing table that accompanies this article, departure and arrival dates were taken primarily from Philadelphia and Liverpool newspapers, supplemented by Lloyd's List, using online services at the subscription sites offered by Genealogy Bank and the British Newspaper Archives. However, many sailings were not reported in those papers and were found in newspapers published in Boston, New York, and London. Data were found in many dozens of papers, too numerous to list here. Because dates for a given arrival or departure sometimes varied between newspapers, dates were checked using transcriptions from Cope's ship captains' logbooks, held at the Pennsylvania Historical Society in Philadelphia.

Sailing routes

The usual route from Delaware Bay to Liverpool was to ride the prevailing westerlies. Speed was increased by the Gulf Stream, which had been well known to mariners since the 1500s, long before its velocity was first measured by Benjamin Franklin, who published the first map of the famous current in 1769.³⁰ Westbound voyages had two options. If winds were favorable, sailing ships could take a relatively direct route, sailing outboard of the Gulf Stream. This route risked flirting with the Grand Banks and/or risking encounters with ice. During winter this route could prove extremely difficult. British men-of-war were forced to abandon their attempts at this route in the winters of 1697-98 and 1703-04 and make for Barbados on a more southerly route.³¹ In the early 1700s voyages between England and the Chesapeake averaged 6½ weeks eastbound and 11½ weeks westbound.³²

The southern, so-called "sugar route," to the Caribbean entailed a clockwise circumnavigation of the North Atlantic, and was used by the Falmouth Packets into the 1830s.³³ A few homebound Cope sailings, here listed in the sailing table, were "spoken" at positions indicating they had taken some variation of this southern route. Their route involved heading south southwest past Portugal, then taking a westward heading that passed south of the Azores, and was particularly practical, and safer, during winter months.

That the southern route could be faster was proven in at least one instance. Private ship *William Cummings* and the Cope ship *Saranak* departed Liverpool together on 15 December 1859. *Saranak* sailed via the northern route, and was a faster ship. *William Cummings* took the longer southern route, yet arrived in Delaware Bay ten days ahead of *Saranak*.³⁴

Acknowledgements

This has been a 20-year project that could not have been completed without the help of others. I appreciate the advice of John Killick of Leeds University, whose scholarly work on the Cope businesses deepened my understanding of the early 18th century transatlantic business climate, as well as the history of Cope Line shipping, thus providing a valuable context for Philadelphia-Liverpool postal history. John also kindly shared sailing data taken from the Cope logbooks. I am happily indebted to Jim Baird, a blue-water sailor and navigator, for enlightening discussions about the seminal oceanographic work done by Lieut. Maury, USN, and for his generous gift of the British oceanographic charts of the world oceans. Many thanks for editorial improvements go to Mark Schwartz, Colin Tabear, and Dick Winter.

Endnotes

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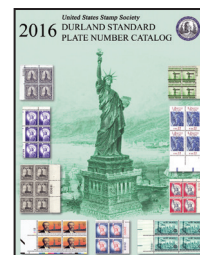
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EXPLANATION OF PROBLEM COVER IN CHRONICLE 258

Our problem cover from *Chronicle 258*, shown in Figure 1, was a small envelope, franked with two 1¢ 1861 stamps, that entered the mails in New Orleans on August 29,

Figure 1. Our problem cover from the last issue entered the mails at New Orleans on August 29, 1864 and was addressed to a sailor serving on board the USS *Octorara* in Mobile Bay. The questions were: What does the 2¢ rate represent and how did the cover travel from New Orleans to Mobile Bay?



1864. It was addressed to R.B. Plotts, a crew member on board the USS *Octorara*, Mobile Bay. The questions were: What rate did the two stamps pay? And how did the cover get from New Orleans to a steamship in Mobile Bay?

Jim Milgram was the first to weigh in and kindly provided us with a brief overview of the vessel to which the addressee was then assigned: The word “Octorara” is a Native American word, probably Iroquois, meaning running water. The vessel bearing this name, shown in Figure 2, was built at the Brooklyn Naval Yard and launched December 7, 1861. This was a double-ended sidewheel steamer that served briefly with the North Atlantic Blockading Squadron before reporting to Commander David Porter at Ship Island, Mississippi. *Octorara* served as Porter's flagship in the Vicksburg campaign where she was damaged and subsequently taken to Baltimore for repairs. Later in November she joined the West Gulf Blockading Squadron assisting in the blockade of Mobile Bay. After participating in the Battle of Mobile Bay on August 5, 1864, she continued to operate in the vicinity of Mobile until July 1865 and took part in the capture of that city on April 12, 1865.

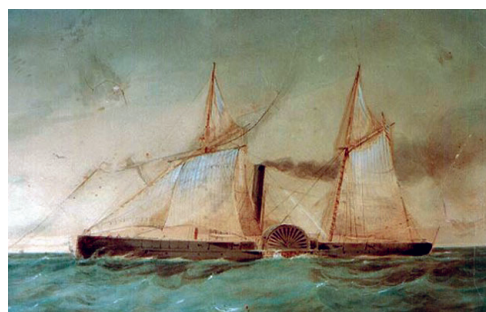


Figure 2. Watercolor of USS *Octorara* by 19th century artist Alexander Stuart.

The question was, “What rate is represented here?” Milgram goes on to say that this cover is from a period when the *Octorara* operated in Mobile Bay, but was not based in the City of Mobile itself, which was still under Confederate control. Milgram correctly points out that the port of call at this time for U.S. Navy vessels in Mobile Bay was actually New Orleans. Thus this letter, which was posted in New Orleans on August 29, 1864, was actually treated as a drop letter for which

2¢ postage was required under the terms of the Act of March 3, 1863 (which required prepayment by postage stamps).

One of our overseas members in Sweden, Anders Olason, concurred with Milgram's interpretation and referred us to a cover in his collection, carried outside the mails from Plotts on board the *Octorara* and addressed to his wife at "No. 44 Franklin St., Corner of Common St., New Orleans." While this undated cover clearly places Mrs. Plotts in New Orleans, we do not know exactly when, because the cover is undated and without the original enclosure.

Fortunately, Van Koppersmith was able to more accurately pinpoint the time period. Koppersmith provided images of two covers obtained from the late Richard Graham addressed to Mrs. Plotts in New Orleans in September and November of 1864. And Koppersmith calls attention a website called "Letters from Rezeau" (<https://thecivilwarletters.wordpress.com>) which contains transcripts of letters to and from Rezeau B. Plotts, along with illustrations of some of the envelopes from this correspondence.

Portions of the transcribed letters offer yet more clues as to how mail was transmitted to and from the squadron. In a letter dated August 30, 1864 Plotts writes to his mother: "Our mails now are once more something like regular, and I have also I think perfected other arrangements by which she [his wife] can hear from and communicate with me with much more certainty than heretofore." And in a letter to his wife in March 1865 Plotts writes: "I was very much in hope that I would have heard from you by the same mail that brought hers, but I did not and so I am anxiously waiting now the arrival of our mail steamer from the city [New Orleans] which will produce the looked for letter I hope." In a postscript to the same letter he states, "As there are no signs whatever of a mail steamer yet (nor are there likely to be any while this gale lasts) I will draw to a close."

These passages from his letters confirm that the Gulf Squadron was regularly serviced by a fleet mail steamer from the port of New Orleans. As such one would think that this service functioned as an extension of the New Orleans post office.

As the deadline for this column was approaching, the Robert A. Siegel Auction Galleries conducted the sale of the Bernard Faust collection of Black Jack stamps and covers. Lot 1377 provided the final piece of our puzzle. Shown in Figure 3, this is a cover from



Figure 3. 2¢ Black Jack on cover from USS *Octorara* addressed to Mrs. R.B. Plotts in New Orleans. Image courtesy of the Robert A. Siegel Auction Galleries.

Plotts addressed to his wife in New Orleans (now removed to 205 Liberty St.) and franked with a 2¢ Black Jack. This should conclusively prove (if there ever was a doubt) that letters between the Gulf Blockading Squadron and the city of New Orleans were treated as local drop mail, with carrier delivery apparently provided.

So once again, a collaborative involving readers all over the world, with a little help from the internet, enabled us to solve another cover mystery. On the subject of collaborative efforts, please keep in mind that this feature is entirely dependent upon reader input. That involves not just responses to published problem covers, but submission of candidate covers for future columns. This editor warmly welcomes all contributions.

PROBLEM COVER FOR THIS ISSUE

Our problem cover for this issue, shown in Figures 4 and 5, was submitted by fellow section editor Chip Gliedman. Figure 4 shows the cover as it was found, a well-traveled envelope with an odd label affixed across the top. Figure 5 shows the cover with the label detached and partly pulled back.

The manuscript postmark at top indicates the cover was apparently mailed from Welch Glade, West Virginia, on January 26, 1882, franked with a 3¢ Bank Note stamp. The stamp was originally canceled with two pen strokes that seem to match the ink of the manuscript town cancel. The stamp was also struck with Wheeling's receiving cancel, dated JAN 31. An identical strike of this marking also appears on the reverse, which shows no other markings.

The unusual aspect of the cover, of course, is the label. As should be clear from Figure 4 the text reads: "WHEELING, W. VA., POST OFFICE. Please give this Envelope to the Carrier. Also write the name of the mailing Post Office on the Envelope. H. STERLING,

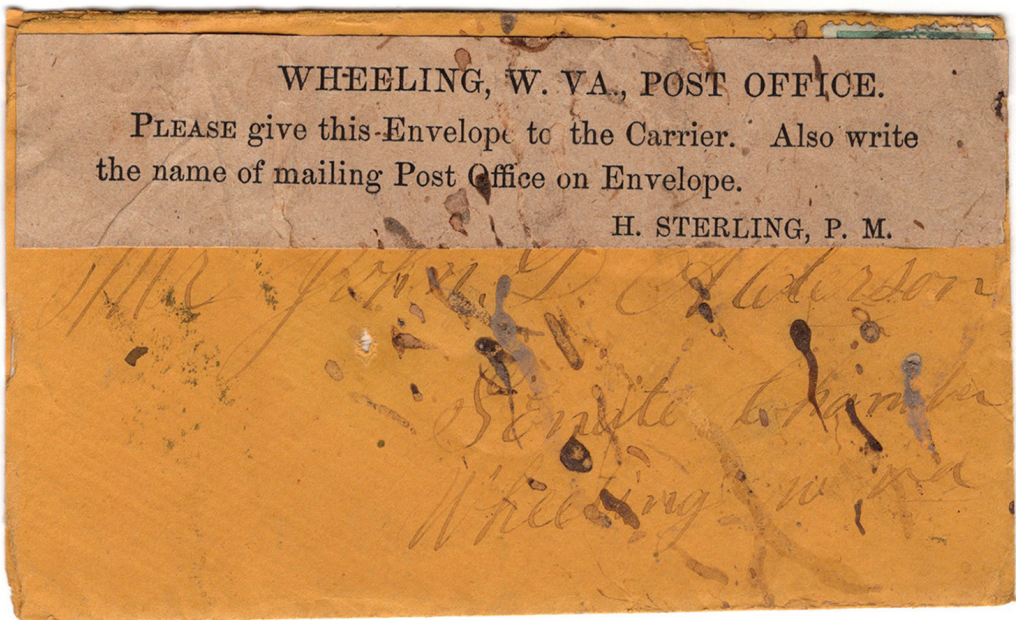


Figure 4. Our problem cover for this issue as it was found. All the salient postal information—a manuscript town and date marking, a dated handstamped receiving marking and a 3¢ Bank Note stamp, have been concealed by a large brown label.



Figure 5. The Figure 4 cover with the label loosened and folded back to reveal a 3¢ Bank Note stamp along with manuscript and handstamped postal markings.

P.M.” The cover is addressed to a West Virginia politician, John D. Alderson, in care of the Senate Chamber at Wheeling, West Virginia.

The questions should be obvious: What is the purpose of this label and why was it affixed to this cover? Prompt responses appreciated. ■

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IN MEMORIAM

THOMAS J. ALEXANDER, 1926-2018

RANDY L. NEIL

Thomas J. Alexander, a self-effacing scholar-philatelist whose involvement with this Society and its *Chronicle* took many roles and embraced more than half a century, passed away April 25, 2018 in Kansas City. He was 92 years old.

Tom and I were each other's oldest friends, having met in Kansas City—he as a young lawyer and me as a seventh grader—65 years ago. He was in every respect a gentleman—soft-spoken, witty, courtly and charming. He became my mentor and grew to become a giant in our hobby.

Lifelong bachelorhood gave him ample time to pursue his interests. Alongside his good works in a 40-year career in banking and law in Kansas City, Tom established an international reputation as a philatelic scholar, expert and exhibitor. In his later years he was the dean of U.S. stamp and postal history research and one of philately's most honored individuals.

Among his many philatelic specialties was the study of America's earliest postage stamps and simultaneously, the postal history of a town called Kansas, later to become Kansas City. His vast survey collection of the artifacts of Kansas City's earliest mails won gold medals in competitions and was shown non-competitively as well.

Tom was born Feb. 8, 1926 in Roeland Park, Kansas and lived in Kansas all his life. After serving in the Army in World War II, he received a Juris Doctor degree from Kansas University in 1951 and Master of Laws degree from the University of Missouri in 1964. He was the National President of the Phi Kappa Sigma social fraternity and the President of the Phi Kappa Sigma Foundation.

In 1969, upon the retirement of *Chronicle* founder Tracy Simpson, Tom took over the editorship of the *Chronicle's* 1851-60 section, with David T. Beals III as associate editor. Tom managed that foundational *Chronicle* section for more than 20 years. He also served the Classics Society as president for two terms and as a board member for many years.

Because of his vast knowledge of the early United States stamps and mails, he became the go-to expert for collectors in many countries. In 1985, he received the John N.



Thomas J. Alexander at the Washington, D.C. international stamp show in 2006.

Luff Life Achievement Award of the American Philatelic Society, the nation's highest honor accorded to a philatelist. In 2004, he was honored by the Smithsonian Institution with their Philatelic Achievement Medal, and in 2007, he received the Alfred F. Lichtenstein Medal of the Collectors Club of New York.

Tom was given the Classics Society's Distinguished Philatelist Award in 1990. His research and publications include the 1847 Cover Census, *Simpson's Postal Markings: 1851-1861*, and more than 200 by-lined articles in the *Chronicle*—as well as contributions to the American Philatelic Congress books and *The American Philatelist*. He also served as a trustee of the American Philatelic Research Library and on the ethics, insurance, and Luff Awards committees of the APS.

One of the creations that gave him pride was *The Queen's Own: Stamps That Changed the World*, a book published for the Smithsonian's 2004-05 exhibition of that title—a four-month presentation of which Tom was the supervising curator. His magnum opus, however, was his 2011 publication, under the Smithsonian's imprint, of the two-volume *Travers Papers: Official Records of U.S. Postal History and Postage Stamps, 1834-1851*.

Tom served for many years as chairman of the Smithsonian's National Postal Museum Council of Philatelists, the advisory board for the National Postal Museum in Washington, D.C., a panel of 20 internationally-known philatelists. In 2004, partly in recognition of this service, he received the Smithsonian's Life Achievement Award in Philately.

Tom liked to observe that his career in philately first blossomed in the 1950s, when he met weekly with other local stamp collectors at the Finkelstein Stamp Shop on 13th Street in downtown Kansas City. Among his friends there who shared his specific interests were three other eventual winners of the Luff Award: Creighton Hart, David T. Beals III, and myself. He will be missed. ■

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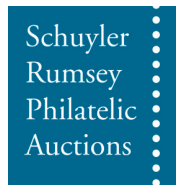



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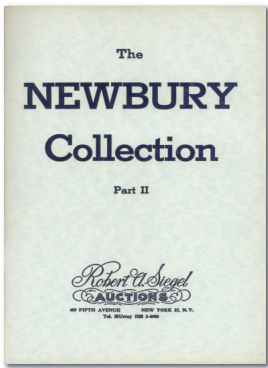
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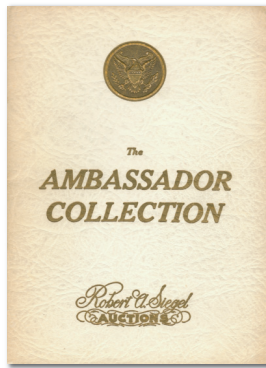
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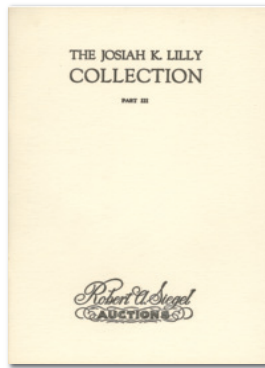
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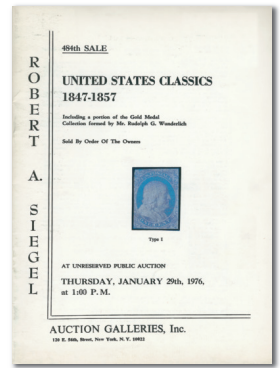
Newbury 1961



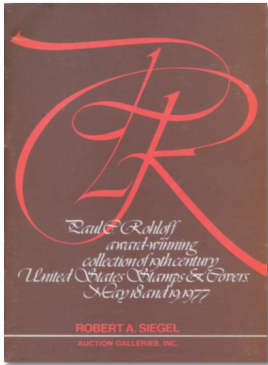
Ambassador 1966



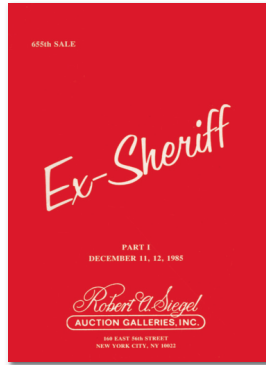
Lilly 1967



Wunderlich 1976



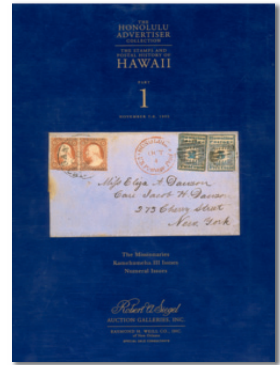
Rohloff 1977



Sheriff 1985



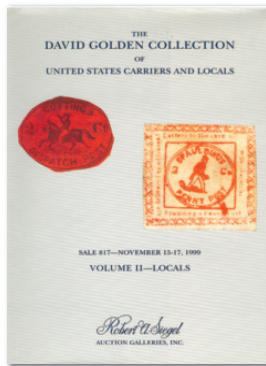
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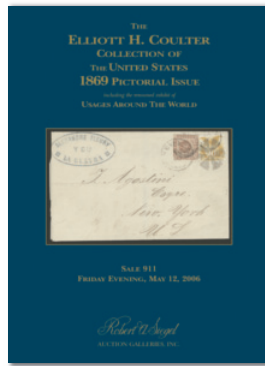
Honolulu Advertiser 1995



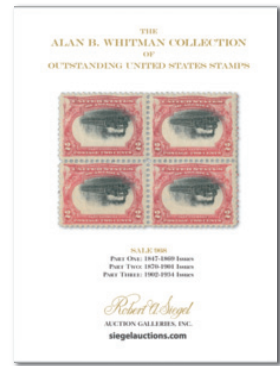
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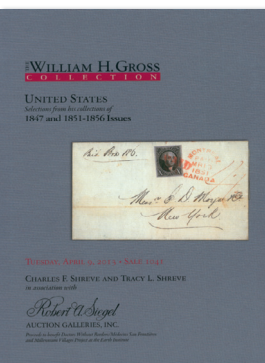
Whitman 2009



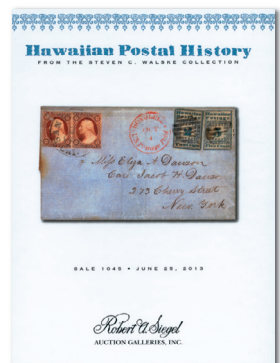
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