

# Interphil 76

Special

Issue

May 1976 (No. 90)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

May 1976

Volume 28, No. 2

Whole No. 90

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# The Chronicle

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## THE EDITOR'S PAGE

This issue of the *Chronicle* is dedicated to Interphil 76, and, in a larger sense, to celebration of the nation's bicentennial. Much of it, therefore, is devoted to Philadelphia—where it all began.

Several special articles about Philadelphia are featured—some appearing in the regular sections, and the rest in a much expanded Guest section. The guest authors and period editors have made an extraordinary effort to provide informative and original material relating to Philadelphia and its postal history. They deserve the deep appreciation of all readers.

The Guest section considers aspects of Philadelphia's postal story. The early development of mail service and postal markings at Philadelphia is traced by Wylie H. Flack in the first of a series on this subject. The growth of Philadelphia's varied and interesting local posts is recounted and extensively illustrated by Robson Lowe. Edward Harvey's discussion of the 1876 Centennial emphasizes its philatelic associations, illustrated through covers and collateral material.

Nearly all the regular sections also contain Philadelphia material. A fine article in the 1847 section by Creighton C. Hart (who has graciously returned for this one issue only) demonstrates the important postal and national developments in the decade of the 1840s through use of the 1847 issue at Philadelphia. Thomas J. Alexander and Richard B. Graham consider various specialized aspects of the Philadelphia story within their respective periods. The 1869 section features an excellent report on Philadelphia "Dispatched" postmarks by James Schreiber, a newcomer to these pages. Some centennial associated markings are shown in the Bank Note section. A comprehensive review of Philadelphia exchange office markings leads off the Foreign Mails. Even the Cover Corner has a Philadelphia "problem."

As a bonus, a contemporary account of express companies is reprinted from *Harper's Magazine* for 1875. Other aspects of U.S. history—with particular philatelic interest—are reflected in J. V. Nielsen's account of the Gillespie correspondence.

Other items of special interest are a valuable research article by Kenneth R. de Lisle in the Railroad section and the first installment of Cunard sailings for the decade 1860-69 by Walter Hubbard. An extra special feature—a color insert of U.S. patriotic and express covers—has been furnished through the generosity of Robson Lowe.

Although many extra pages have been allotted to this issue, there is still not enough space to complete all features, so that several must be continued in the next issue. For this inconvenience, I apologize to the reader.

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**GUEST PRIVILEGE**

**THE PHILADELPHIA POST OFFICE TO 1900  
A PHILATELIC REVIEW  
PART I**

**WYLIE H. FLACK**

(Richard Quindry, Photography, Phila.)  
(Alpheus P. McCloskey, Draftsman, Phila.)

The name "Philadelphia" was given by William Penn and his Quaker associates to the area on the west side of the Delaware River north of the junction with the Schuylkill River. Penn constituted Bucks, Chester, and Philadelphia as separate counties in November 1682. He commissioned Thomas Holme to lay out his "Greene Countree Towne" with the streets running at right angles, north-south and east-west, covering the area from the Delaware River on the east to the Schuylkill River on the west and from Vine Street on the north to Pine Street on the south. The remainder of the Philadelphia area became Philadelphia County and was postally important later.

The Swedes took possession of the Philadelphia area by erecting a fort at Wicaco in 1643 in the southern part of the Philadelphia area and another fort at Ury in 1645 in the northern area of the County but did not start a colony.

William Penn and his fellow Quakers received royal grants of Delaware, Pennsylvania, and West Jersey. It is surprising that Delaware, Pennsylvania, and New Jersey were the first three provinces to ratify the Constitution in December 1787 to become the first three states under the Constitution.

Penn authorized Henry Waldy to carry letters between Philadelphia and Newcastle or Falls-on-the-Delaware (now Trenton) in 1683. By 1717 the route extended from Boston to Williamsburg by way of New York and Philadelphia. In 1737 Benjamin Franklin was appointed Postmaster of Phila-

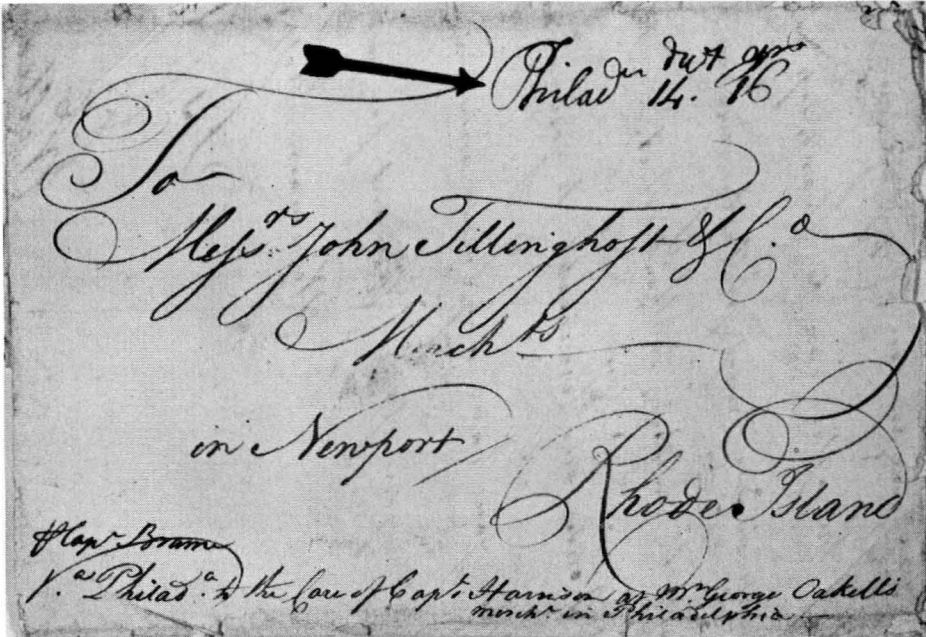


Figure 1. Manuscript "Philad" in black as transit mark on letter from London Oct. 15, 1748, to Newport, Rhode Island. Endorsed "p Capt. Brown Via Philada."



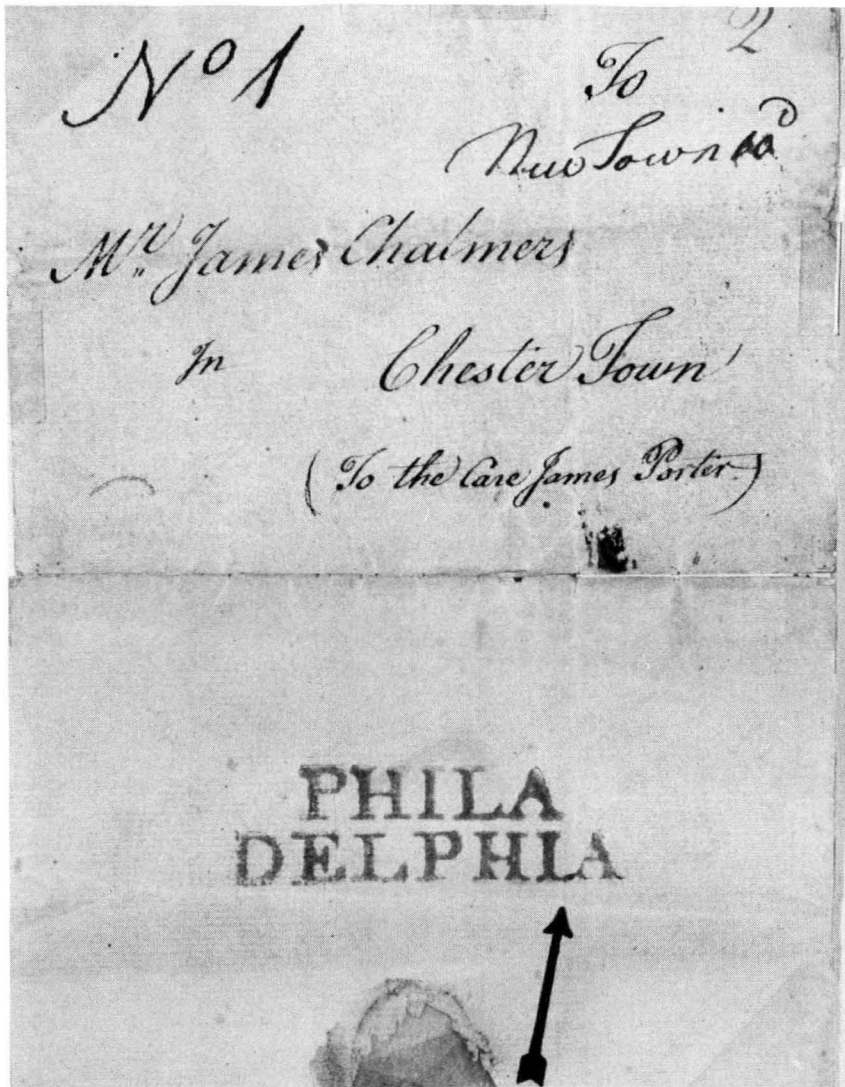


Figure 2. Handstamp "PHILA/DELPHLA" in red used on back of letter to Chestertown, May 21, 1767. Note error "PHLA" for "PHIA"—the only example recorded of this error.

delphia, a post he held until he became joint Deputy Postmaster General (with William Hunter) for North America in 1753. The cover shown in Figure 1 was handled by the Philadelphia Post Office during Franklin's tenure as Postmaster there.

The writer has set up the following periods of postal activity for Philadelphia: The Colonial to 1784 (Treaty of Paris signed Sept. 3, 1783); The Confederation to 1789 (ratification of the Constitution by the twelfth colony Nov. 21, 1789); The General Post Office established by Act of the Second Congress. The General Post Office moved from Philadelphia to Washington, D.C., the new capital, Jan. 1, 1800.

#### COLONIAL PERIOD—MANUSCRIPT POSTMARKS

The earliest manuscript postmark reported by E. N. Sampson is "Philad" in black, used Nov. 21, 1735, with red recorded in 1762. An example of this marking, in black, used as a transit postmark on a letter from London to Rhode Island, via Philadelphia, dated "London 15th Oct. 1748," is in the writer's collection. It is shown in Figure 1. Sampson reports "Phi" in black

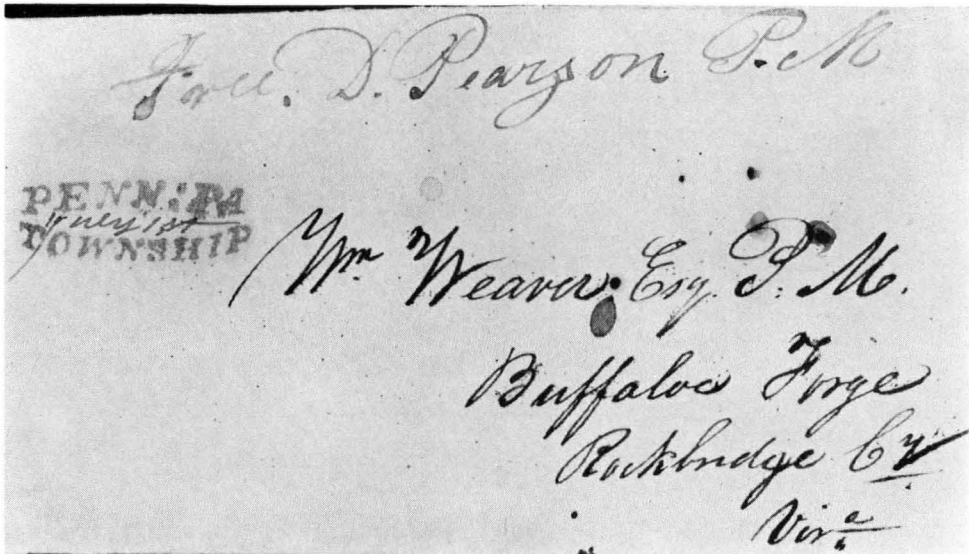


Figure 3: Flattened oval handstamp of "PENN:PA/TOWNSHIP" in dull red, used July 1, 1835, on letter to Buffalo Forge, Va. Franked by postmaster.

in 1743 and as late as 1765. Other varieties of manuscript markings were used in 1743, 1757, and after. The manuscript postmarks were applied to the front of the letters.<sup>1</sup>

#### COLONIAL PERIOD—HANDSTAMP POSTMARKS

The first handstamp applied and reported for Philadelphia is the 53x16 mm. two line red "PHILA/DELPHIA" backstamp, early use reported as 1766. The illustration from the writer's collection shown in Figure 2 is dated

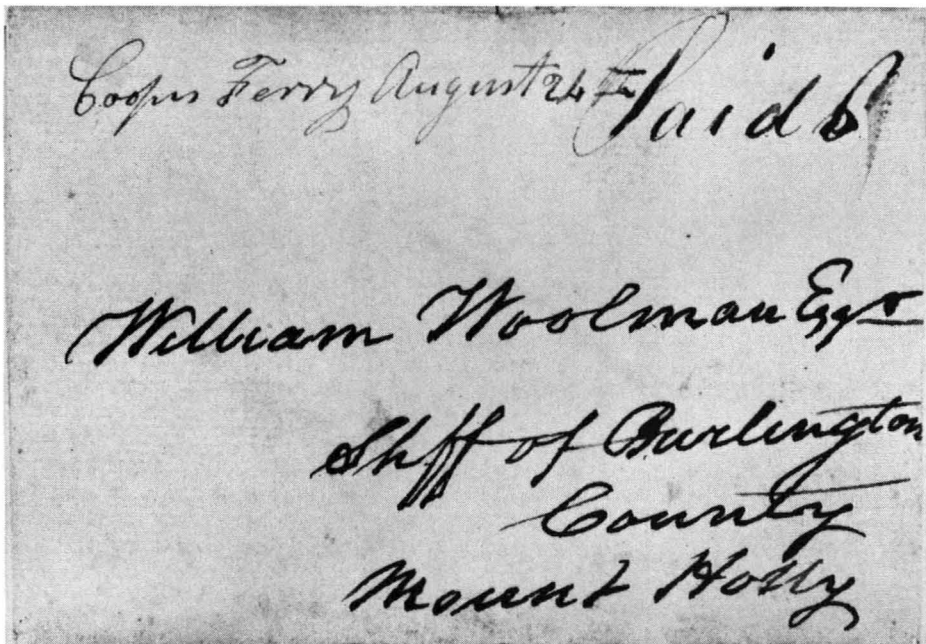


Figure 4. Delaware River cover, carried by favor from "Phila August 24th 1818" across the river to "Coopers Ferry August 24" (New Jersey) and there mailed overland to Mount Holly.

1. Other varieties of manuscript postmarks and some earlier dates are recorded in *The Posted Letter in Colonial and Revolutionary America 1628-1790*. (Editor's note).

May 21st., 1767. It should be noted that there is an error in the last four letters "PHLA" which poses the question of what material the instrument was made. My friend and consultant in such matters, Mr. Arthur Bond of Florida, responded "brass," indicating separate letters. It is the only example of the error I have seen. This type handstamp was followed by a variety of Philadelphia handstamps ranging from "PHILA" followed by abbreviated month and day with minor variations to the full "Philadelphia" with month and day in use between 1772 and 1787, mostly in black, occasionally in red.

**CONFEDERATION PERIOD—1784-1789**

Covers with Philadelphia markings in this period are not plentiful. Dated covers to Boston in 1786, to Providence in 1787, and to New York in 1788 all bear the black 15 mm. circular so-called "Bishop" mark assigned as the "first Post Office stamp—Philadelphia 1767" by the British Post Office.

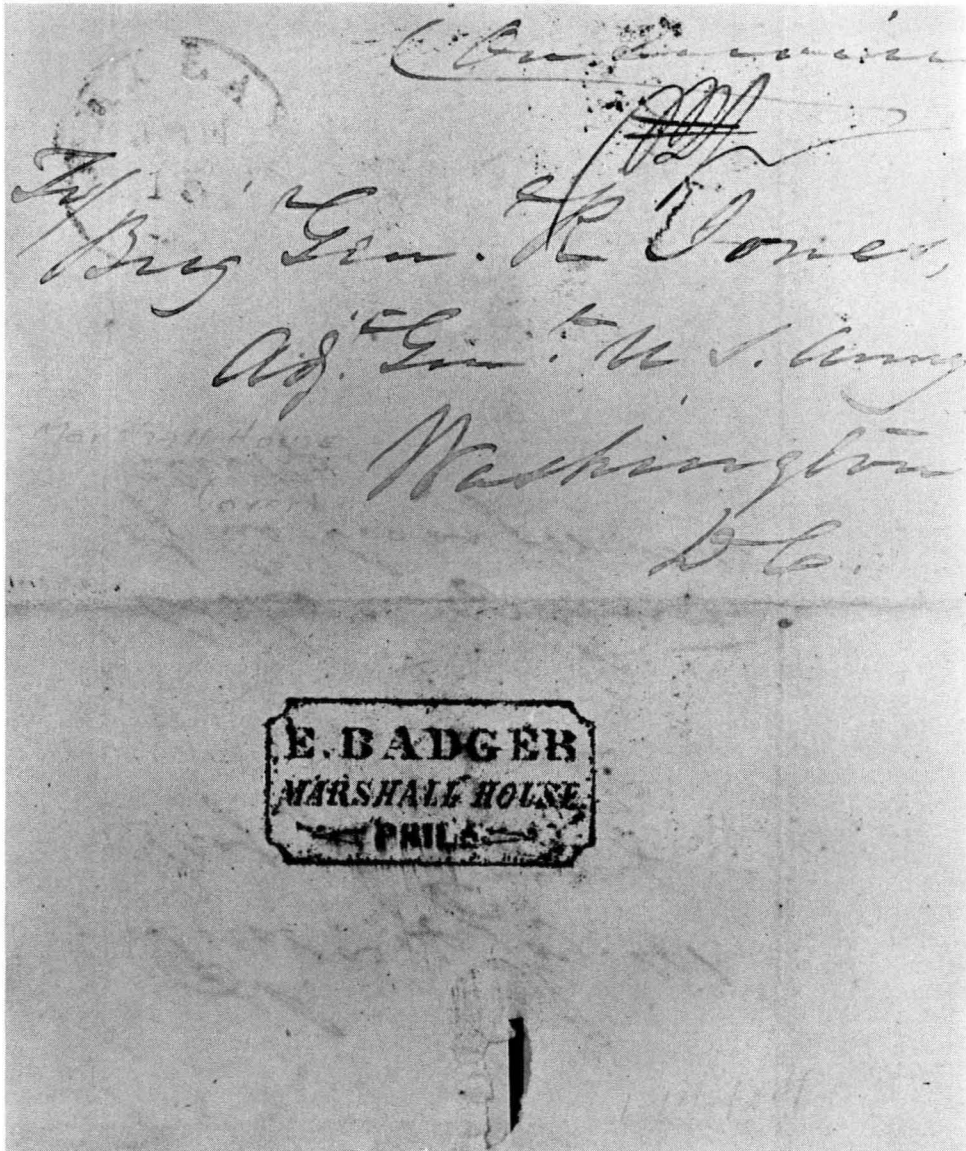


Figure 5. Bold strike in black of hotel marking of the Marshall House on a letter dated Jan. 14, 1841, addressed to Washington. Rating crossed out because this was a free letter "On Service." This is an unlisted hotel marking.

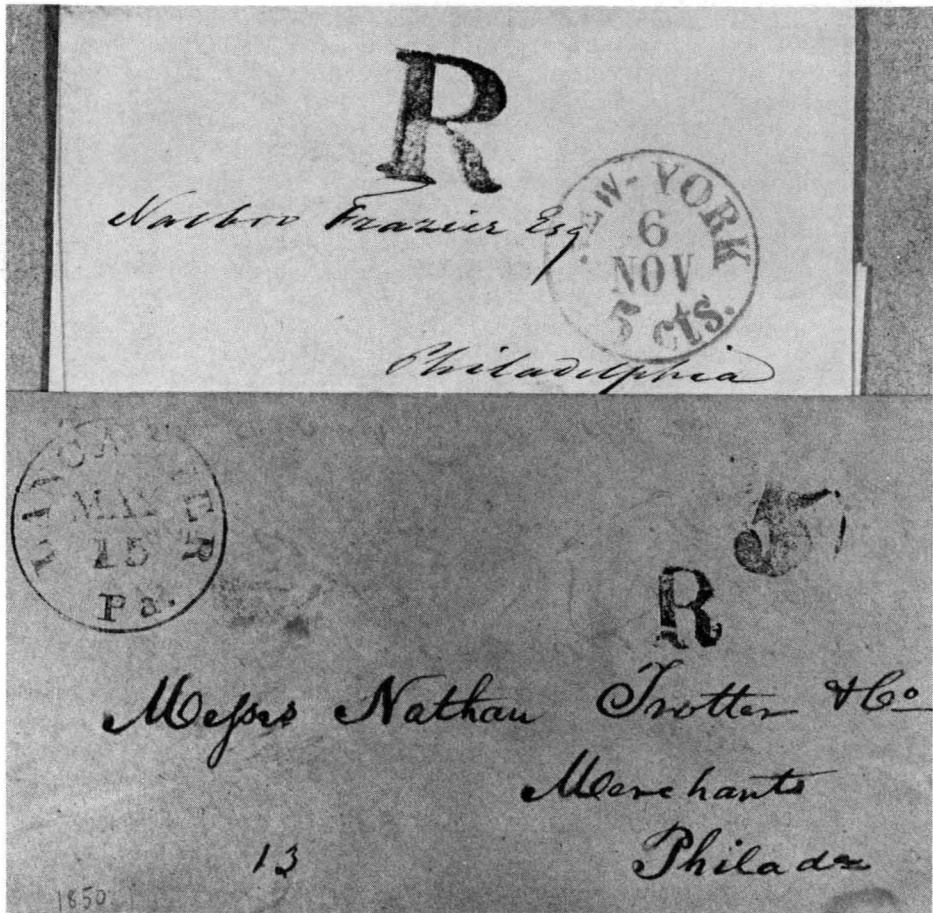


Figure 6. Large "R" in blue on letter from New York, Nov. 6, 1845, to Philadelphia (upper). Small "R" in blue on a cover from Lancaster, Pa., May 15, 1850, to Philadelphia (lower).

#### GENERAL POST OFFICE—1789 & AFTER

In 1798 a circular handstamp "PHI" with day date and a two letter month abbreviation approximately 23-25 mm. in diameter, rusty red-brown in color, was introduced, going back to the manuscript type of the 1734-1766 period. This handstamp type continued in use through 1816. There are a number of variations in the size of the letters in the circle—not easily distinguished.

In reference to the notations in the first paragraph about the Philadelphia County area—soon after the General Post Office was moved from Philadelphia to Washington—under date of March 12, 1800, in response to the recommendation of Doctor Edwards and others, Postmaster General John Habersham "Established an office at Frankford, Pa., and appointed John McClelland Deputy Postmaster." This was the first post office established in Philadelphia County. Frankford, Pa., was an incorporated borough as were a number of other localities including townships and post offices within the Philadelphia County area, but beyond the limits of William Penn's "Greene Countree Towne." There are 39 such post offices which were established between March 12, 1800, and Aug. 25, 1862, listed in the latest *Pennsylvania Postal History* listing.

The Philadelphia City and County Consolidation Act of 1854 had no immediate effect on post office markings in many of the 39 post offices, as covers postmarked as late as October 1863 are known. These County postmarks, commencing with manuscript ones, also include a few fancy types, such as "KINGSESSING, PA." and "PENN: PA./TOWNSHIP." The latter



is illustrated in Figure 3. There are, however, quite a few of the 39 post offices for which no postally marked covers have been reported.

#### DELAWARE RIVER MAIL

A letter from "Philada August 24th. 1818" addressed to "William Woolman Esqr. Shff of Burlington County/Mount Holly" is shown in Figure 4. The postal markings are manuscript "Cooprs Ferry August 24th" and "Paid 6"—the overland rate to Mount Holly. Coopers Ferry is in Gloucester County, New Jersey, across the river from Philadelphia. The letter originated at "No. 4 North Wharves, Phila." and was probably carried across the river as a courtesy.

An unusual Delaware River cover (not illustrated) was probably carried outside the mail. It is a business letter dated "Salem, N.J. June 5th. 1844" addressed to "No. 12 Old York Road Philada." In lieu of a postal rate, the cover is marked "Per Steam Boat Clifton, Arch Street Wharf," which was a landing wharf on the Delaware River at Philadelphia. Salem was a Colonial town on the New Jersey side of the Delaware River, approximately 30 miles below Philadelphia.



Figure 7. Straightline "PHILADA. RAILROAD" in black, on cover to Rhode Island, dated "Phila 9 mo 11/51" and with black New York postmark as well (upper). Circular "PHILADA RAILROAD" (30 mm.) in blue on envelope to New Garden, Pa., in 1845-51 period (lower).



Figure 8. Circular "NEW YORK & PHILA R.R." in red (30 mm.) on printed invoice from Fall River, Mass., to Philadelphia, Aug. 18, 1851, with 3c 1851 stamp (upper). Circular blue 33 mm. "PENNSYLVANIA R.R." tying 3c 1851 stamp to cover from Philadelphia, Aug. 19, 1852, to Williamsport, Pa. (lower).

#### HOTEL COVERS

The stampless period 1840-1852 was marked by the custom of a number of hotels in the Philadelphia City area in handstamping mail of their guests with attractive corner cards, on the back of the covers, in colors of red, blue or black. Some are fairly elaborate, containing the hotel name, street address and the proprietor's name in most instances.

The latest edition of the *American Stampless Cover Catalog*, edited by E. N. Sampson, lists 11 such handstamped markings under "Independent Mail Service Markings." It is believed that these covers represent possible messenger service between the hotels and the Post Office for guests. The covers have regular postal markings and postal charges where applicable. A cover with an unlisted variety of hotel marking is shown in Figure 5.

#### PHILADELPHIA RECORDED MAIL—1845-1855

Letters containing money or other valuable items addressed to Philadelphia during this period were handstamped by the Philadelphia Post Office with the letter "R" on the front. Two major types of handstamps were used, first the 18x17 mm. (large) blue, followed by the large red, which is quite scarce. These large letters were replaced by the 11x9 mm. (small) blue and later by the small red "R." Several variations in the design of all four handstamps can be identified.

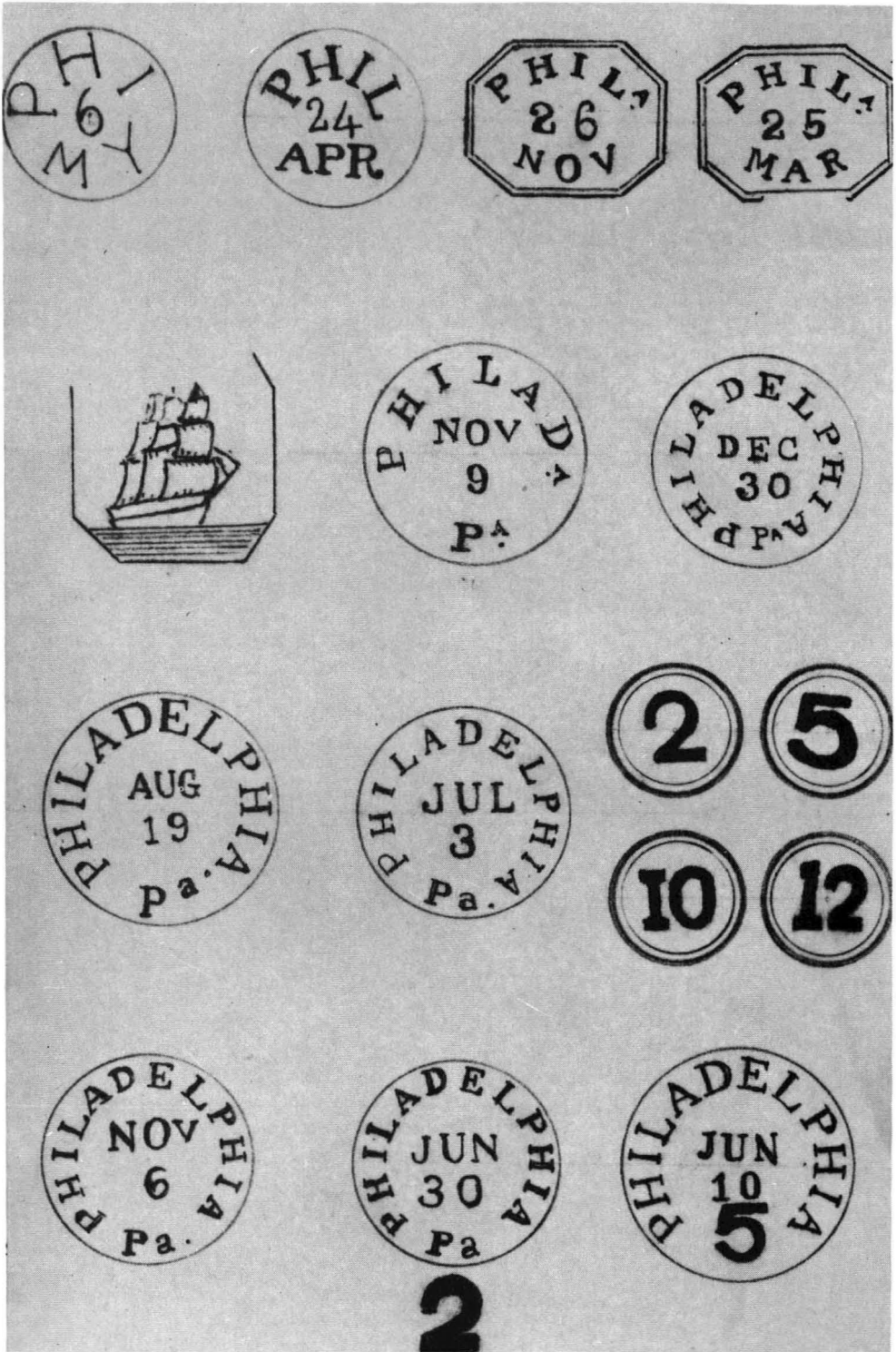


Figure 9a. Examples of Philadelphia postal markings.

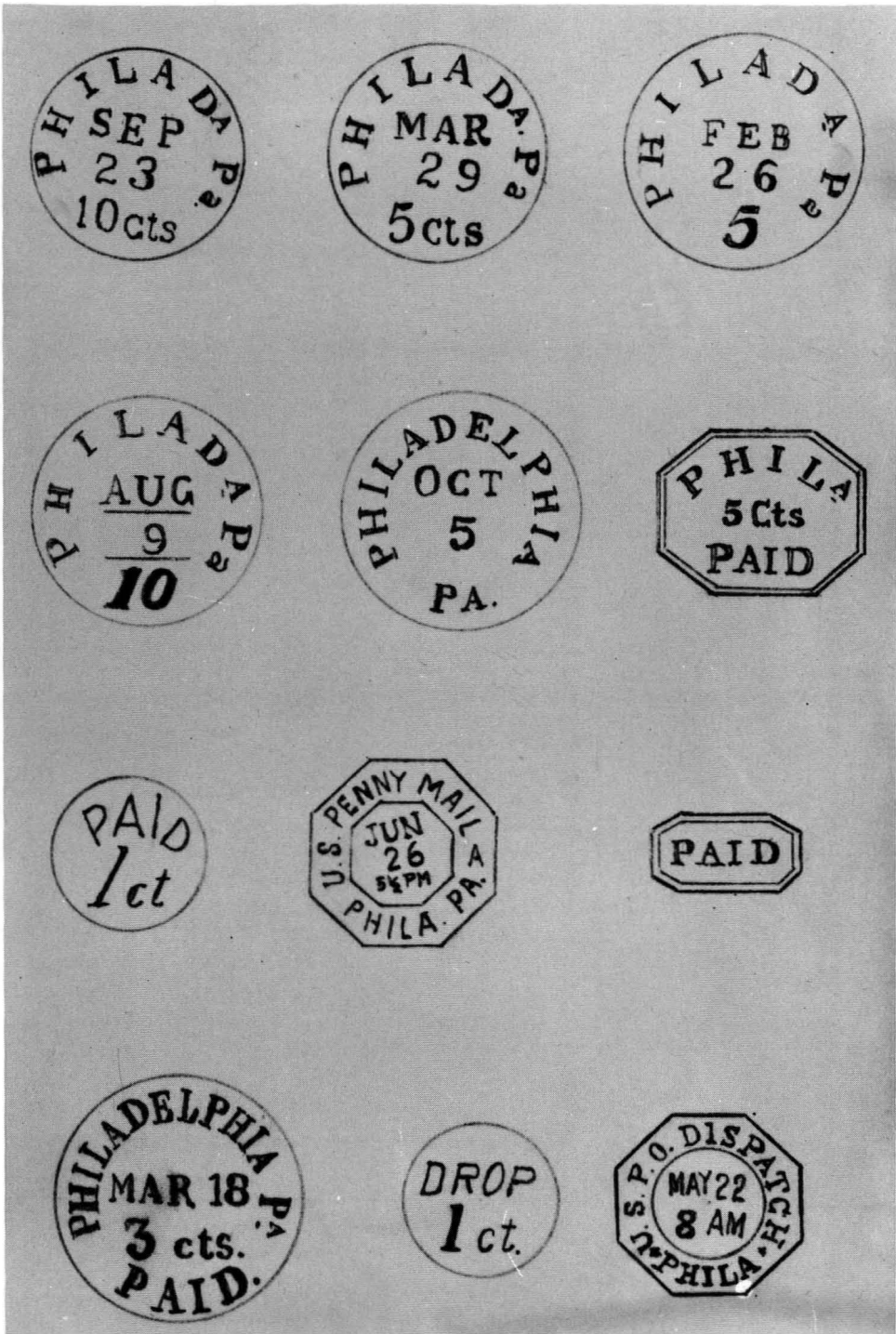


Figure 9b. Examples of Philadelphia postal markings.

The fact that these letters were placed only on valuable content mail items received gives rise to the conclusion that such mail was segregated or otherwise identified before receipt in the Philadelphia Post Office, but no such information has been noted. Use of these handstamped markings con-



tinued through June 1855. As of July 1, 1855, the Post Office Department set up the registered mail system. Covers struck with the large blue "R" (Nov. 6, 1845) and the small blue "R" (May 15, 1850) are illustrated in Figure 6.

#### RAILROAD POSTMARKS—1844-1852

An example of the "PENNSYLVANIA R.R." 33 mm. blue circular handstamp cancelling a 3¢ stamp, issue of 1851, is shown on a cover from Philadelphia, Aug. 19, 1852, to Williamsport, Pa. (Figure 8, lower). A stampless cover with "PHILADA (A high) RAILROAD" in the scarce black color rather than the more common red, is illustrated in Figure 7 (upper). The cover is also handstamped with a black circular "NEW-YORK/SEP/12/5 Cts." and is addressed to Rhode Island, being dated inside "Phila 9 mo 11/51." Shown below in Figure 7 is a stampless cover with a 30 mm. circular blue "PHILADA (A high)/RAILROAD/OCT 11" and "5" due marking addressed to Chester County, Pa. A cover from Fall River to Philadelphia, stamped with a 3¢ 1851, and postmarked "NEW YORK & PHILA (A high) R.R." 30 mm. handstamp in red, used Aug. 19, 1851, is illustrated at the top of Figure 8.

The chart, Figure 9, contains illustrations of handstamps used by the Philadelphia Post Office which are arranged approximately in the order of use beginning with 1798. Not all postmarks or varieties are represented. The "Full Rigged Ship" was used as a transit marking on letters received at the Port of Philadelphia addressed to other destinations. Occasionally some of the other postmarks were also used in the same manner. It is hoped that a complete listing of most Philadelphia postal markings will be accomplished with early use and late use dates. (Reports of early and late dates and other details of Philadelphia markings may be sent to the Editor-in-chief for transmittal to Mr. Flack.)

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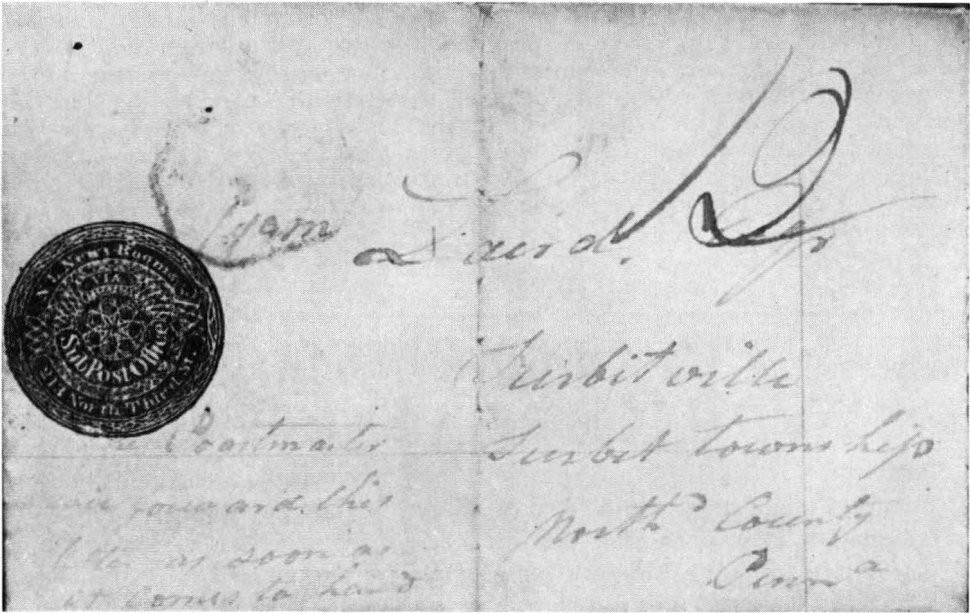
## PHILADELPHIA LOCAL POSTS

ROBSON LOWE

The local private posts of Philadelphia have always fascinated me. In 1914 I had one of the small Blood's Penny Post in my school-boy collection and it was not until I met the late Humphrey Golding in 1919 that I learned the background story behind their issue. In passing I should mention that Golding was my one and only employer. At 9. am on the 6th May 1920 I started to work for him. At 9.20 am I was fired. Since then I have been self-employed.

\* \* \* \* \*

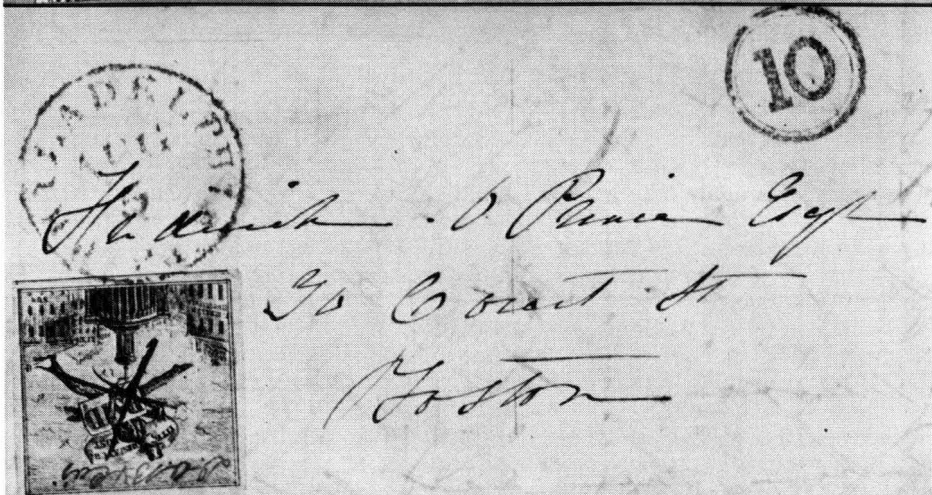
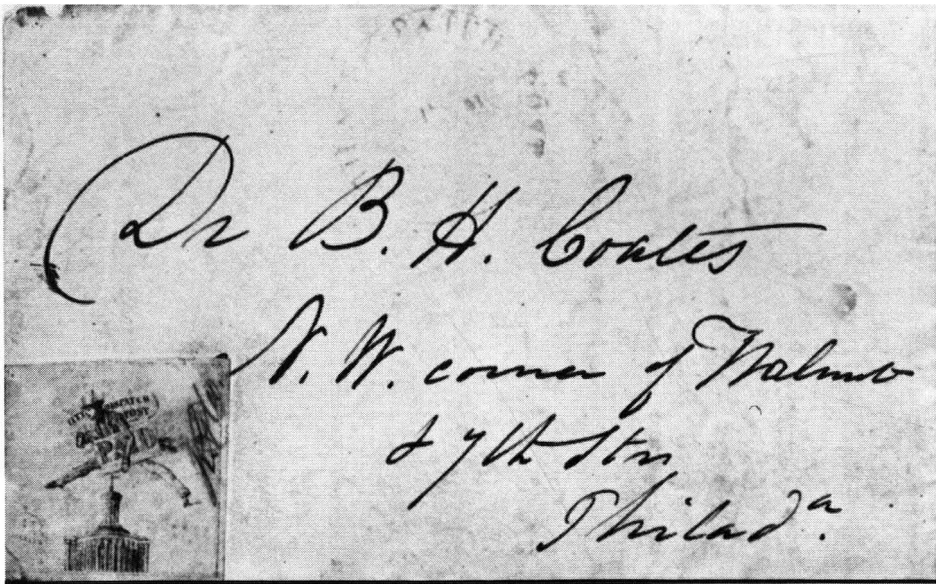
The first of these local posts was operated by Andrew McMachin, the owner of the *Northern Liberties News Rooms*, which in 1836 was the terminus for the New York-Philadelphia coaches. On arrival, the weary traveller could get refreshment and a bed and the printed letter sheet was available for him to write a letter to his friends in the city or the letter could be delivered to the Post Office for immediate forwarding out of town. The News Rooms were situated at 213 North Third Street. In addition to the 5 cents charged for the letter sheet, the federal postage had to be paid on out-of-town letters. The development of the railroad to Philadelphia resulted in the News Rooms' being closed in 1837.



Northern Liberties News-Rooms postal stationery, 1837.

The *Philadelphia Despatch Post* was the first local post within the city limits and was started by Robertson & Co. on 8th December 1842 when their advertisement announced that adhesive stamps would shortly be available at 37½ cents a dozen. These stamps were made from the handstamp, had the word PAID in place of the hour and were initialed "R & Co."; they appeared early in 1843.

Robertson was a retiring individual as nothing is known about his personal life. Letters written by a William H. Robertson are known carried by the service but it is by no means certain that this was the proprietor. The late Elliott Perry showed me a Philadelphian news cutting announcing the betrothal of a Robertson to a Perot in 1842. Was it the same man? I think so, for William B. Perot, the postmaster of Bermuda, was to make his postage stamp by the same method a few years later. We do know that Robertson's manager was James W. Halsey whose other profession was that of a dealer in leather trimmings. While William Harnden had his imposing building in Philadelphia, the Philadelphia Despatch Post had their office on the premises.



From top: a) Robertson's Striding Messenger, first printing, initialed "R & Co."; note Philadelphia Despatch Post handstamp; b) second printing, endorsed "R & Co."; c) third printing, still initialed "R & Co."; d) third printing on pelure paper, overprinted by Blood "D.O.B. & Co."



Blood's 1846 "For the POST OFFICE," type 1 on cover. Inset: type 2 at left, type 3 at right.

The *City Despatch Post* has always been a bit of a mystery. Who owned it is not known but one cover is known with the adhesive stamp made from a handstamp used on 24th October 1843. The handstamp alone is known used up to 5th May 1845. Of course the famous stamp issued by this post was the famous Striding Messenger design which is known used from September 1843 but these are only found initialed "R & Co." in the same way as the Philadelphia Despatch Post stamps. If Robertson did not start the *City Despatch Post*, he certainly was operating it from September 1843 although his early stamps were also in use up to the end of that year.

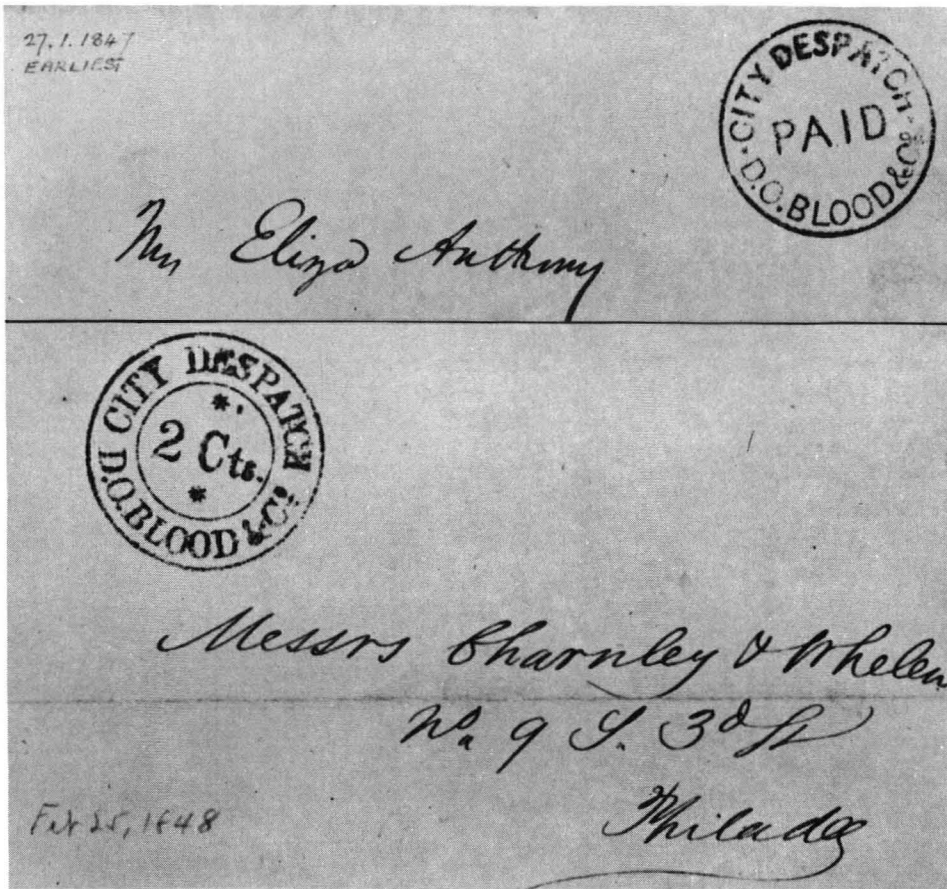
The Striding Messenger stamps are extraordinary in themselves as the printer first used a paper which was quite unsuitable for lithography and in consequence only the messenger and the central building appear in the first printing. The second paper used was a little better and details of the surrounding buildings show although the overall appearance is worn. The third and last printing was on a fine pelure paper that is so thin that it is nearly impossible to find a perfect stamp unless it is used on a cover.

On 7th July 1845, Daniel Otis Blood, who was chief cashier of the *Daily Public Ledger*, and his brother, Walter H. Blood, purchased the *City Despatch Post* from Robertson's manager, John W. Halsey. With the post, the remaining stock of the third printing was acquired and Daniel Blood overprinted each stamp in his own hand "D. O. B. & Co's" pending the arrival of his own striding messenger stamps lettered *D.O. BLOOD & Co's City Despatch Post Paid* which are known used from 27th August 1845 until April 1848.

At first these stamps cost three cents, as had the earlier issues, but on 1st June 1846 the rate was reduced to two cents with discounts varying from six for 10 cents to 96 for \$1. They were probably printed in sheets of 96 made up of eight transfers of twelve 3 x 4. At the same time a circular stamp was issued which bore the legend "For the POST OFFICE/CITY DESPATCH POST/ D.O. BLOOD & Co." and these are found only used on letters addressed out of town and carried to the post office. In 1847 and 1848 two further printings of the circular "*For the Post Office*" stamp appeared and these were sold at the rate of three for 5 cents and at varying discounts up to 100 for 75 cents.

Blood produced a second Striding Messenger stamp in 1847 and it remained in use for less than a year, the earliest date known to me being the 17th





Blood 1847 PAID handstamp (top). Blood 1848 2 Cts. due handstamp (below); note similarity to Hampton handstamp shown later.

October 1847 and the latest in December. No multiple is known to me. Meanwhile two different handstamps appeared, one including the word PAID and the other "2 cts.," presumably indicating postage due.

Blood was a firm believer in public relations. From the time when he brought out his first stamps he publicised his operations in many ways. His 1845 "Circular" describes his service as "the prompt, cheap and convenient method of conveying Letters, Papers, and Small Parcels to the Post Office, and from one part of the City and Districts to another (except Kensington and Spring Garden) . . . Boxes are placed in careful hands in various parts of the city, from which three deliveries are made each day, at the low rate of 2 cents each letter. City Letters may be prepaid, or paid by the person to whom addressed. All Letters for the Post Office must be pre-paid . . . Funeral Notices, Circulars, Notices of Meeting, &c., (in quantities) delivered with promptness, at low rates. N.B.—All our boxes have the name of D.O. Blood & Co. on them in large letters."

In 1847 Blood had sheets of small labels printed, one of which was frequently stuck on the letters he handled; these labels publicised various aspects of the service. At first, the headquarters were at 48 South Third Street, above the Gerard Bank.

. . . . .

At this time there were other local posts operating which must be mentioned.

The *City Express Post* was owned by Calvin Tyson and two different handstamps are known used in November 1845 and February 1846. In the

City Dispatch, for its utility, convenience and economy of this establishment compared to the other means and patronage of the City. These will, again, be shown in its advantages and other recommendations. Respectfully,  
A FRIEND.

It's a good city paper to take you indeed,  
And never can manage the carrier in need,  
Get the name of the publisher—his line,  
And send it thro' Blood & Co's City Dispatch!

Use of Blood's City Dispatch Post-office is as follows, which costs but one cent. (By the company) takes a Letter in the Post-office, sale or show.

Persons living in Spring Garden can send Letters to the other Districts (except Kensington) thro' Blood's City Dispatch. Boxes will be found in Vine street and in Sixth street.

A list of the Box Stations will be found very convenient for all who make use of Blood's City Dispatch. You can get one at the Office, 43 South Third st.

Call at the Office, 43 So. Third st., and get a list of the Box Stations of Blood's City Dispatch; you will find it very convenient.

Bills for collection are sent thro' Blood & Co's City Dispatch.

Receipts for the prepayment of Letters can be had at the Box Stations of Blood's City Dispatch.

Persons wishing Stamps, can get them at any of the Box Stations of Blood's City Dispatch.

Young Garden and Kensington are excluded by Government from receiving Letters through Blood's City Dispatch.

Notes.—There is a Post-office in Spring Garden; therefore Blood's City Dispatch is not allowed to take Letters from the City into that District.

Boxes of Blood's City Dispatch will be found in Sixth street and Vine street, into which persons living in Spring Garden can deposit their Letters.

The cheapest medium for sending throughout the City Letters, small parcels, and messages of any kind, is D. O. Blood & Co's City Dispatch.

Blood & Co's City Dispatch is for the purpose of carrying letters, small parcels, Funeral and Meeting Notices and Circulars of all kinds, throughout the City and Districts.

Funeral Notices are served in no way so cheaply and expeditiously as through Blood's City Dispatch.

Who would carry a Letter to the Post-office when Blood does it so cheaply?

The main point on Letters for the Post-office, and through Blood's City Dispatch, can be prepaid at any of the Box Stations.

Hear ye! hear ye! Thro' Blood's City Dispatch Letters are taken from all parts of the City to the Post-office, three times a day.

Remember, that Blood's City Dispatch takes Letters, Papers and Small Parcels from one extremity of the City to the other, at the low rate of two cents each.

Letters are taken three times a day at the low rate of two cents each, throughout the City, and to the Post-office, by Blood's City Dispatch.

The Sun of Temperance thro' Blood's City Dispatch a very convenient medium through which to send to members Notices of Meetings, Elections, Fairs, Arrangements, &c.

Blood's City Dispatch is just the medium for Societies to send Notices of Meetings to members.

Through Blood's City Dispatch all have a chance of cheap City communication.

Postage can be paid on Letters for the Post-office at any of the Box Stations of Blood's City Dispatch.

Persons who have the privilege of use of the Box Stations of Blood's City Dispatch, can Letters for the Post-office.

Call at Blood's City Dispatch Office, and get a list of the Box Stations.

All Retailers of whatever kind or business, find it very convenient to send their orders for fresh supplies through Blood's City Dispatch.

The small postage on Letters can be paid at the Box Stations of Blood's City Dispatch.

The name D. O. Blood & Co. will be found in three places on all the boxes of Blood's City Dispatch.

Societies send Notices of Meetings to members thro' Blood's City Dispatch.

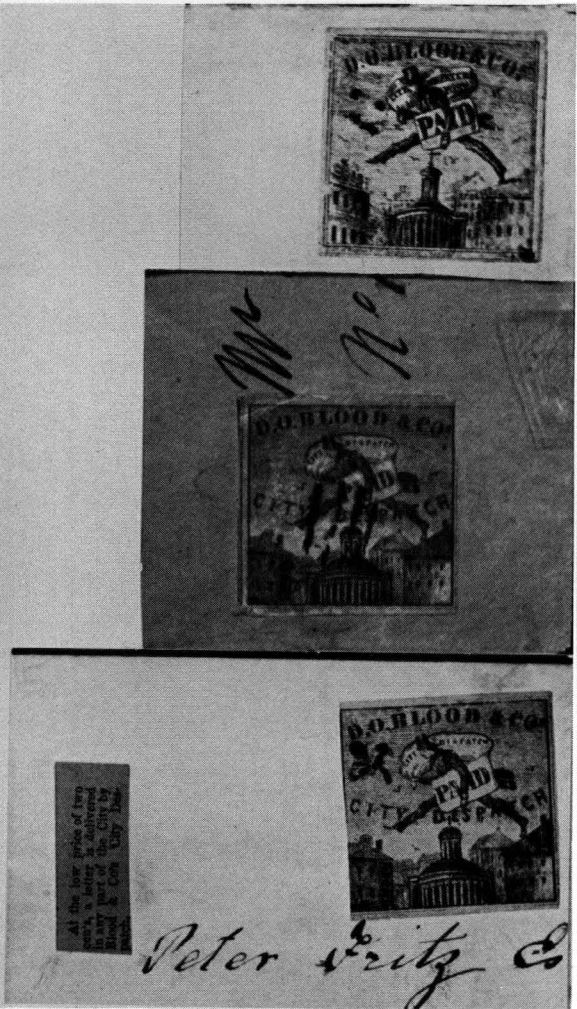
Notices of Meetings are sent to members through Blood's City Dispatch by different Societies.

As money is in the market, so is Blood's City Dispatch to the cripple.

Throughout the City and Districts, Funeral Notices, Meeting Notices, and Circulars of all kinds, are taken three times a day by Blood & Co's City Dispatch.

All Credit Dealers will find Blood's City Dispatch a very convenient through which to send their bills.

A desideratum for cripples—Blood's City Dispatch.



Left: sheet (or part sheet) of Blood's publicity labels. Above, from top: Blood's first definitive, cancelled four dots; Blood's second Striding Messenger type, cancelled four dots; same cancelled cross and with publicity label.

Caspary collection there was an impression of a circular handstamp which was either a cut-out or an adhesive but no other example is known to me. Tyson first issued a type-set stamp and then a small lithographed adhesive stamp, in black on pink and in red on yellow, showing a pigeon carrying a letter which is known used between April and July 1846. On 24th November, Tyson sold his business to Blood.

Blood's one serious competitor was W. B. Stait who had been an employee of the independent mail carriers,<sup>1</sup> the American Letter Mail Co. until their

1. The independent mail carriers operated their posts between cities in competition with the U.S. Post Office.



Upper: Eagle City Despatch Post 1848 sawtooth stamp used in 1849 with handstamp "Eagle City Post & Mag. Telegraph Messenger Co." Lower: Eagle City Despatch Post 1850 showing alliance with Adams Express.

service was closed by Act of Congress at the end of June 1845. Stait then worked for Adams' Express at 80 Walnut Street who supplemented their express business by running the *Eagle City Despatch Post*. During the first year the service used only handstamps but in 1846 the name of the service was shortened to Eagle City Post. In 1847 a circular adhesive was made from the handstamp. The second adhesives appeared which were of a curious circular saw blade pattern. In 1849 the name changed to Eagle City Post & Mag. Telegraph Messenger Dept. and in addition to the revised handstamps, a new stamp appeared in 1850 matching the new small Blood stamps in size, the short title being used over "at ADAMS' EXPRESS and 48 South 3rd." Stait was certainly controlling if not owning the business, for in 1850 his name appeared in the handstamps as Stait's Despatch (both with and without Post). Stait apparently operated both in 1850 and 1851 after which both posts were heard of no more.

Two 1846 covers were carried by *Morton's Post*, one of which bore a type-set 2 cents stamp and the other a handstamp. Nothing has been discovered about this service which possibly only operated for a few weeks in March and April.

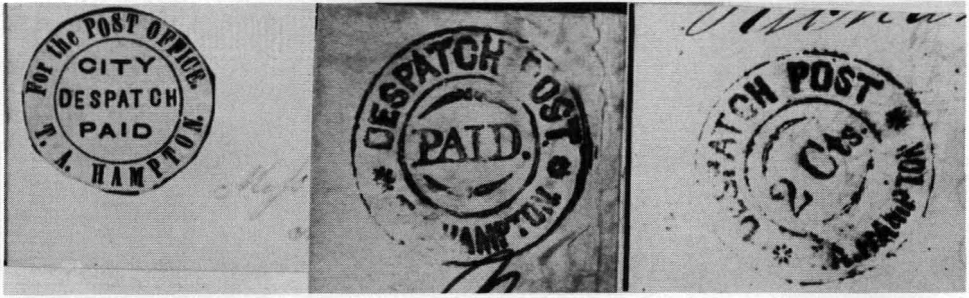
*Spence & Brown Express Post* operated during 1847 and 1848, issuing two stamps, the first type-set, the second lithographed and showing a rider on a racing horse. They are both so rare that little business can have been done.

*T. A. Hampton* ran a local post from 1847 to 1849 producing three different handstamps bearing his name and "DESPATCH POST" having either PAID 2 Cts. or 3 Cts. in the centre. The first of these designs was neatly lithographed as an adhesive stamp and Hampton produced another type-set adhesive "For the POST OFFICE" copying Blood's circular stamp first issued in 1846.

*G. S. Harris* brought out in 1847 two stamps which were identical to both Hampton stamps, which suggests that they were partners.

There were four local posts which started in 1848. *Brigg's Dispatch* of 61 South 8th Street produced an attractive oval 2c. black on yellow and two handstamps (PAID, and 2) with the lettering in reversed type. Any details of this and the *Telegraph Despatch Co.* are not known to me although the last named produced both 1 cent and 2 cent stamps but judging by those covers

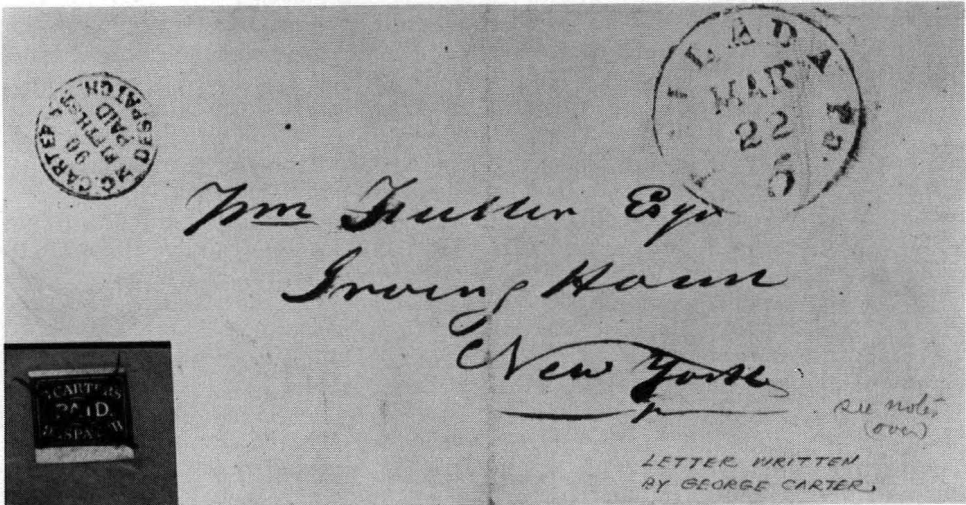
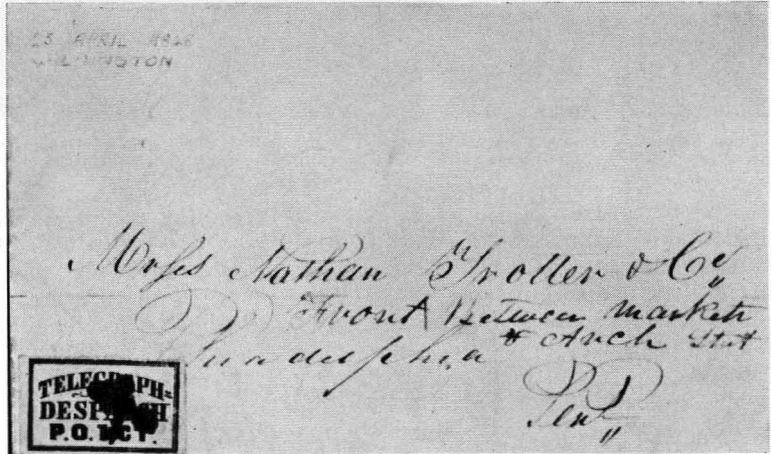




Left to right: Hampton's 1848 adhesive copying Blood's 1846 design; Hampton's 1846 design; Hampton's 1848 PAID handstamp; Hampton's 1848 handstamp "2 Cts." due, after Blood.

that I have seen, neither service could have lasted for more than a year and all are rare. Something is known about George Carter who ran *Carter's Despatch* from 1848 to 1851 as some of his personal correspondence is in collectors hands. He was a letter carrier for the Philadelphia post office about 1830 and ran a tobacconist's shop from 1843 to 1848. The address of his local post was 50 North 5th Street and during November and December he used four different handstamps, one containing PAID, another 2 Cts.; then

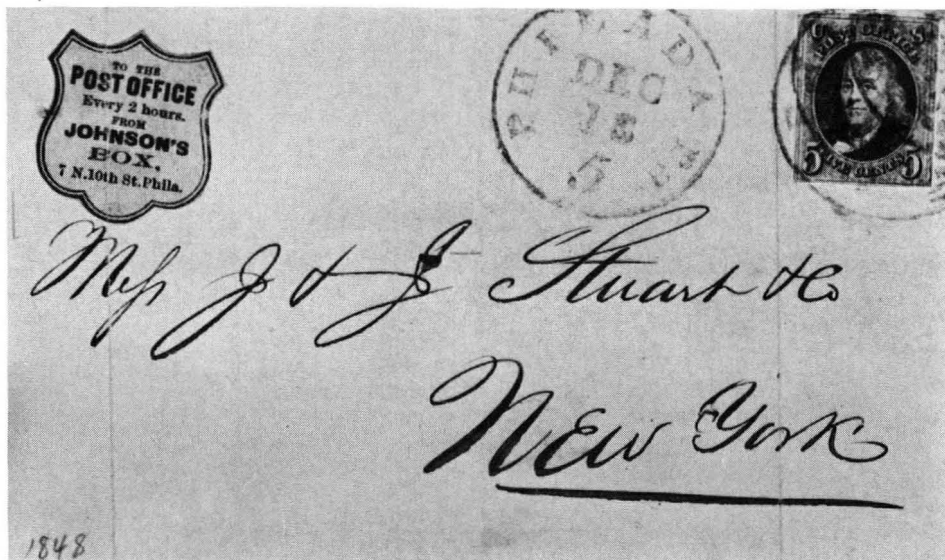
Telegraph Despatch Co. 1848 1¢ black on cover from Wilmington to Philadelphia.



Carter's Despatch, 1849, PAID handstamp on letter written by George Carter. Inset: Carter's Despatch stamp.



there were two types of PAID, one of which was curved and set in curious Gothic type. Carter's adhesive stamps were probably sold for one cent each and were printed in black on white wove or vertically ribbed paper. It is interesting philatelically because the impression shows no margins between vertically while they have enormous margins top and bottom; I cannot think of another stamp with this peculiarity. Maybe they were printed in horizontal rows.



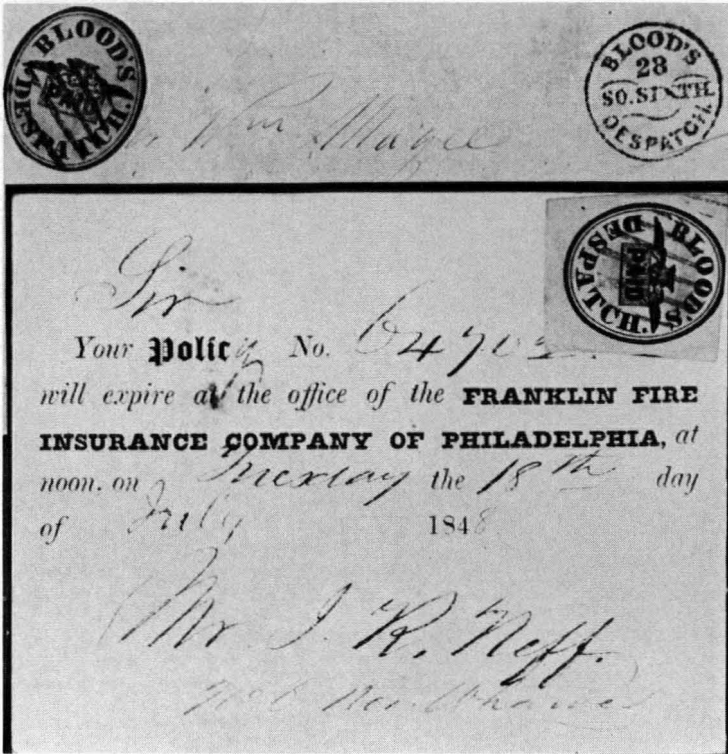
Johnson's Box, 1848 die-cut stamp, used with 5¢ 1847.

The fourth post of this vintage was *Johnson's Box* which is known on covers used in 1849 and 1852. The shield shaped stamp reads "For the post OFFICE every two hours from JOHNSON'S BOX 7 N. 10th St. Phila." This stamp was in Kline's catalogue in 1866 and some fifteen years later it was forged by J. W. Scott who naturally included it in his catalogue of U.S. Locals. It has now been removed but there is no doubt of its genuine existence. About 1900, the late E. H. Sanford wrote "Mr. J. W. Kline of Philadelphia informed W. P. Brown . . . that he perfectly remembers *Johnson's Box* and it was used by those in the neighbourhood for depositing letters to be taken to the Post Office and mailed by Johnson."

\* \* \* \* \*

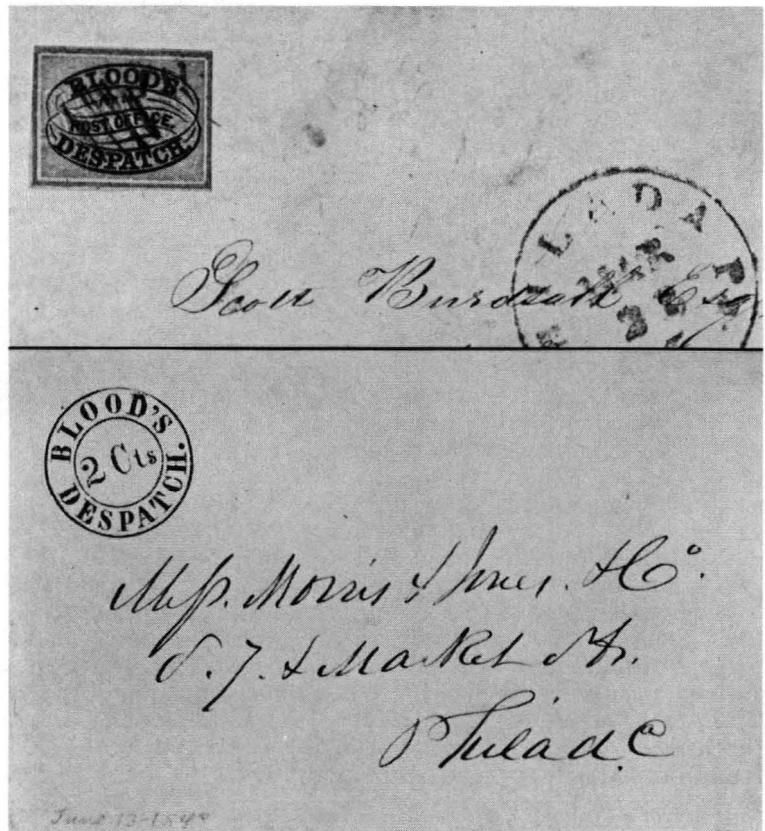
BLOOD'S DESPATCH was the title given to the famous firm in 1848 when Walter Blood left the business and Charles Kochersperger joined as an assistant. Immediate changes were made, the Striding Messenger and circular "For the Post Office" stamps were respectively replaced by the oval black on green<sup>2</sup> and the black on Wedgewood blue oblong—both with a face value of 2 cents. It is possible that this re-organisation was the reason why the four competitors made their challenge in the same year. Blood was obviously aging but his new assistant was a man of action. Kochersperger almost certainly was responsible for the introduction of the one cent rate. Three new small stamps were issued—the first printed in gold leaf on glazed black paper bearing the word *Paid* in the centre. The next two stamps appeared in 1849 printed in bronze on black, one with the words "Post Office", the other inscribed "One Cent." These are a fascinating trio for although no multiples of the first two stamps are known, they "plate" on the pane of One Cent. The latter was printed in sheets of 192—eight panes of 24—4x6.

2. The only Blood stamp known to have been mechanically separated.

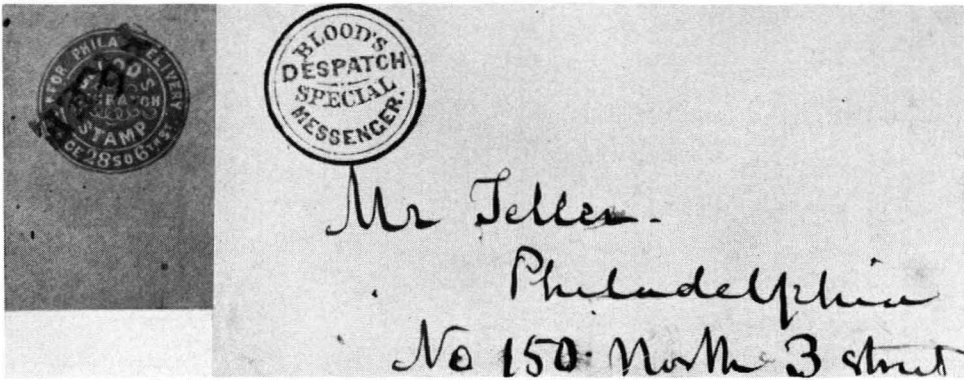


Upper: Blood's Despatch 1848 local 2¢ mechanically cut, cancelled five bars.

Lower: Blood's Despatch 1848 black on green used on post-card!



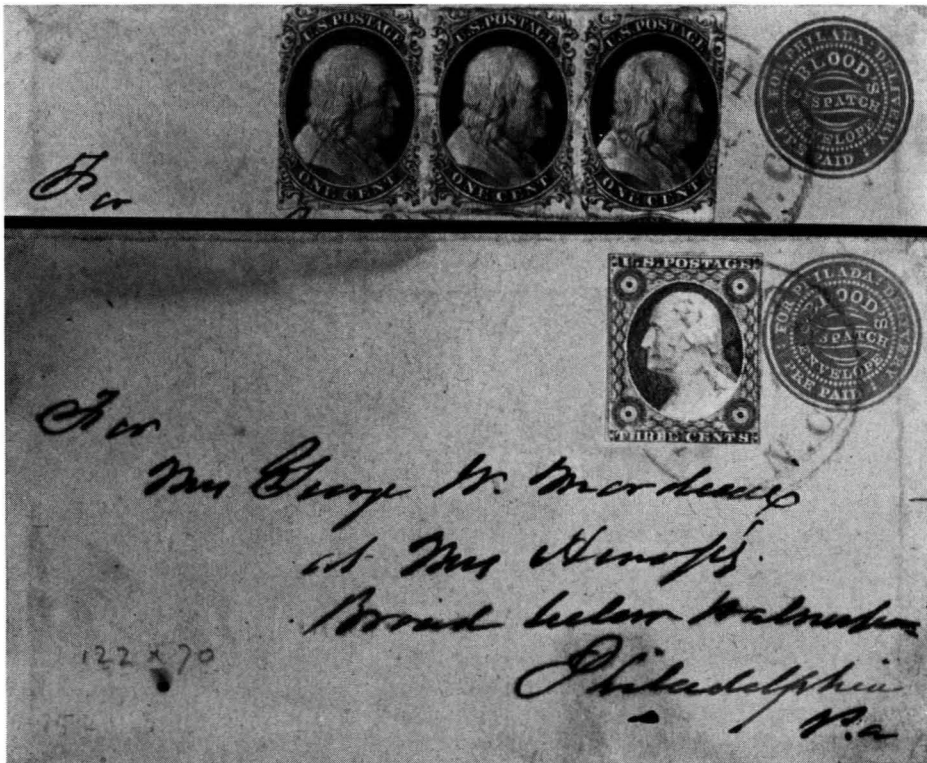
Top: Blood's Despatch 1848 "For the POST OFFICE" black on gray-blue; below: 1848 2 Cts. due handstamp.



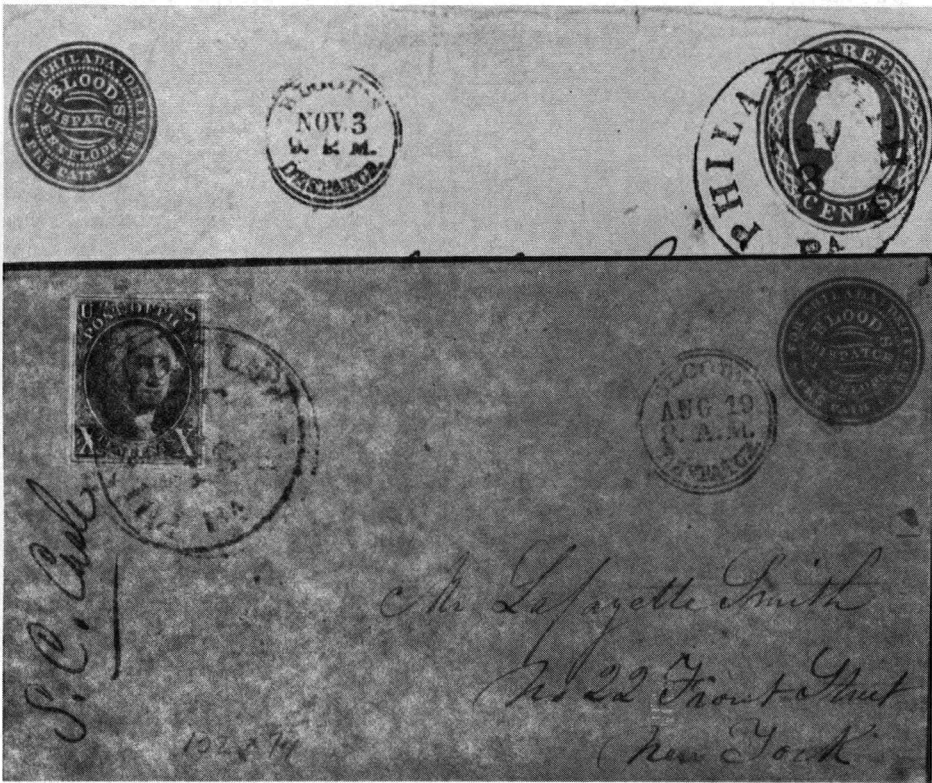
Blood's Despatch stationery first type (left) and 1850 Special Messenger handstamp.

There are four different types in the horizontal row repeated six times in the pane. These stamps were frequently cancelled by a drop of acid.

By 1849 the headquarters of the post had been moved to larger premises at 28 South Sixth Street, new types of handstamps appeared and the first postal stationery envelopes were issued. In 1850 the premises were increased to embrace the adjoining building, number 26, which necessitated a new type of envelope. A new Special Messenger service was introduced and in the following year, Charles Kochersperger's brother, Elbert, joined the business.



Blood's Despatch third type postal stationery stamp. Used from Raleigh, N.C., with 1851 issue.



Upper: Blood's Despatch, third type stationery embossed on Post Office 3¢ envelope. Below: third type stationery with 10¢ 1847.

Early in 1852 Charles became the manager and *Blood's Penny Post* was started with the famous small stamp so inscribed and lithographed in bronze on black. These were printed in sheets of 200 arranged in eight panes of 25-5x5. These stamps can be "plated." In 1853 there was a colour change to blue and pink on bluish and a year later the colour was bronze on lilac. Date-stamps with the time of acceptance were introduced which suggest there must have been at least eight deliveries a day. In 1854 a new type of envelope appeared as the circular Blood's device appeared on the top left corner of the embossed 3 cents Nesbit envelope.

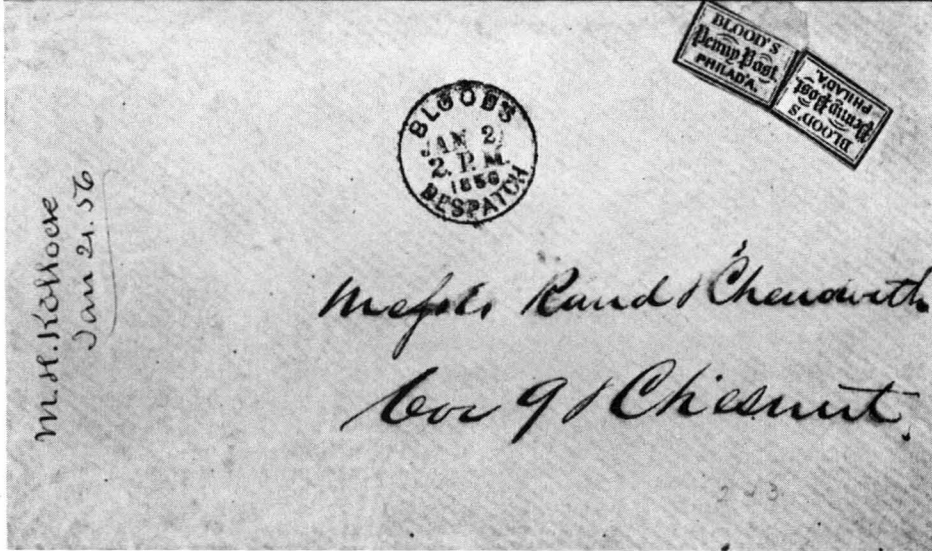
Blood died in 1855 and Charles Kochersperger bought the business, his brother Elbert becoming a partner. A lithographed essay bearing the portrait of Henry Clay was prepared but before it could be issued it was forged by George Hussey for sale to collectors. In consequence a beautifully engraved stamp of oval design, again with the portrait of Clay, lettered in the surround BLOOD'S PENNY POST, KOCKERSPERGER & CO. PHILAD<sup>A</sup> was printed by Draper, Welsh & Co. An essay for this design has the city name spelt in full. The exact date of the closing of the post is not known but it must have been about 1862 when litigation by the Post Office was started on the grounds that the service was an infringement of Post Office monopoly.

\* \* \* \* \*

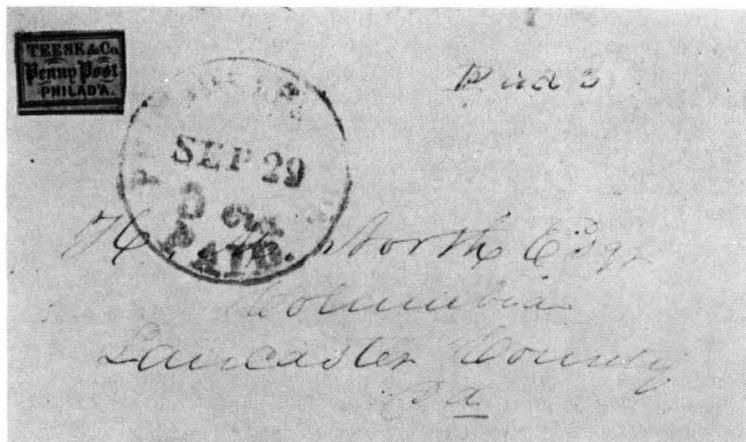
During the fifties there were at least four other local posts.

*A. W. Auner's Despatch Post* was advertised in 1851 and but one example of their adhesive PAID stamp is known. *Priest's Despatch* functioned from 1851 to 1856, producing adhesive stamps but no cancellations. *Teese & Co's Penny Post* 1852-54 closely imitated Blood's stamp with the added pleasure of providing ten tete-beche stamps in a sheet of 100. *Cressman & Co's Penny Post* which started in 1856 was in service for less than a year and produced one stamp in two different colours.





Upper: Blood's Penny Post 1852. Note datestamp. Below: Blood's Despatch 1856—first datestamp with year. Penny Post stamps cancelled with acid.



Teese & Co's Penny Post, 1852-54, in imitation of Blood.

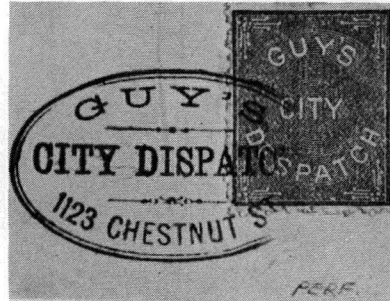
One of the most interesting stamps to study is that issued by the *City Dispatch* in 1860. This 1 cent stamp was lithographed in black and showed a female Justice holding the scales. Several years ago I wrote in *The Chronicle*

(November 1971) about the plating problems of this stamp but other than that it is common unused and scarce used there is little to tell. One of the three cancellations known is like one of the Blood's types, another is Blood's own cancellation. At this time there were no other competitors of Blood's service as all were frightened of the action pending by the U.S.P.O. against Blood. I favour the theory that the City Dispatch was also run by Charles Kochersperger, the "Justice" theme being propaganda in favour of a private service that had done so well for the public good over a period of fifteen years. The design could well have been based on the engraved "Henry Clay" stamp of Blood's Penny Post.

One final post was *Guy's City Dispatch* which opened in April 1879. The U.S.P.O. brought an action against the firm on 16th June and four days later it closed its doors. The remaining stock of unused stamps was sold to a dealer.



Priest's Despatch 1851-56 (left); and  
Guy's City Despatch 1879 (right).



There are a few other locals known which should be mentioned in this record. *Clinton's Penny Post* provided stamps which I believe to be entirely bogus, although they are in the Scott catalogue. *Franklin's Penny Post* produced a black on green stamp bearing Benjamin's head; these are of such rarity that I suspect that they were prepared for use in 1860 or 1861 but owing to the U.S.P.O. Blood's Penny Post legal action were not issued. The *Chestnut Street Line* appears on a label bearing Franklin's head; I have been told that it was an advertising label for a street-car company but I know no facts.

\* \* \* \* \*

In the last century, J. W. Kline recorded much of the history of these posts and catalogued their stamps; his work is almost free from errors as he lived at the period when these posts were in being. Henry C. Gibson made a remarkable collection from which a lot was learned. My own tutors were Frank Hollowbush, Elliott Perry and George B. Sloane, alas none of them alive to-day. Nevertheless their names should be recorded here as without their learning and research this contribution could not have been written.

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by Laurence (1934)

Beautiful new reprint—limited edition—272 pages— almost 3300 illustrations—prices realized at sale in appendix. Price postpaid ..... **\$24.50**

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# *Pennsylvania Postal History*

John L. Kay *and* Chester M. Smith, Jr.



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No. 200,  
**Market St.**

FOR  
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AND CINCINNATI.  
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MILTON, WILLIAMSPORT,  
Bath, Geneva, Bellefonte, Phillipsburg, Meadville,  
Waterford, and Erie.

Over 10,000 post offices have existed in Pennsylvania at one time or another from July 26, 1775 when the Continental Congress started the American postal system with Benjamin Franklin as Postmaster General to the establishment of the B. Free Franklin station of Philadelphia on July 26, 1975. The history of all post offices, named stations, named branches, rural stations, rural branches, and community post offices is covered in the three sections of **Pennsylvania Postal History**. Reflecting the stronger interest in local county history than in that of the state as a whole, the work is organized along county lines. The first section contains the name of each post office by county with its establishment date, discontinuation date, first postmaster's name and notes. The next section is an alphabetical list of all the first postmasters of Pennsylvania. The final section is an alphabetical list of post offices and serves as an index to the more detailed information in the county list. This 576-page hardcover new title contains no illustrations other than a map of Pennsylvania showing county lines and the number of post offices currently in each county.

This work is not only a good starting point for studying the rest of Pennsylvania's postal history, but also an excellent reference for those interested in genealogy and the state's local history.

**\$25.00 Postpaid**

**QUARTERMAN PUBLICATIONS, INC.**

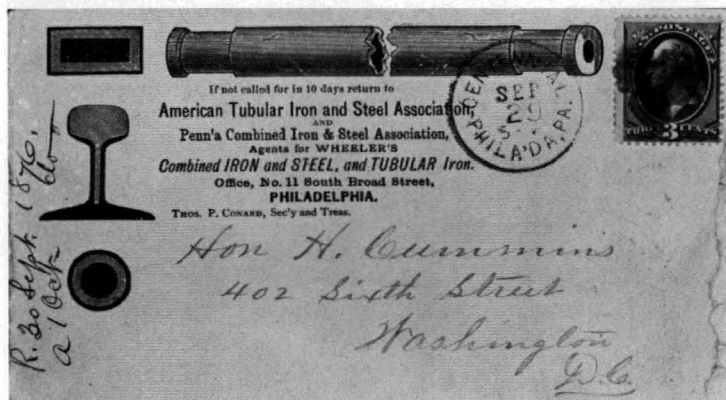
5 South Union Street  
Lawrence, Massachusetts 01899

## CENTENNIAL 1876

EDWARD T. HARVEY

The official name for the World's Fair held in Philadelphia in the summer of 1876 was "The U.S. International Exhibition 1876" and it was so designated on admission tickets and the catalog of exhibits published by the Centennial Commission. In general usage, however, it quickly became known as the "Centennial Fair" or merely the "Centennial." Encouraged with the success of England's World Fair, held in the Crystal Palace in 1851, many countries had held such expositions in their chief cities. The Exposition at Philadelphia was unique in that it was being held to commemorate an important historical event, the one-hundredth anniversary of American independence, rather than, as were the previous fairs, to serve commercial purposes alone.

As early as 1869, some Philadelphia groups had proposed that a fair be held in the city during the Centennial year, but it was 1871 before Congress passed an Act authorizing the formation of a Commission to plan an "International Exhibition of Arts, Manufactures, and Products of the Soil and Mine, in the City of Philadelphia, State of Pennsylvania, in the year Eighteen Hundred and Seventy-Six". While Congress did not appropriate any money, it did attempt to make the project a national effort by giving the governor of each state and territory the appointment of one delegate and one alternate to serve on the Commission, thus ensuring all parts of the nation an equal voice in the planning. The following year Congress passed another Act to form a Board of Finance whose duty it would be to raise the money to fund the Exhibition. It is interesting to note that, while no Philadelphians served on the Centennial Commission, we find fourteen of the twenty-five directors of the Board of Finance to be citizens of Philadelphia.



Cover mailed Sept. 29 at the Centennial station P. O. and bearing Centennial postmark. At least two varieties of this type marking were used to cancel mail, the most easily recognized difference being the distance between the "I" of "CENTENNIAL" and the period after "PA." This example shows a slightly greater distance than the other type.

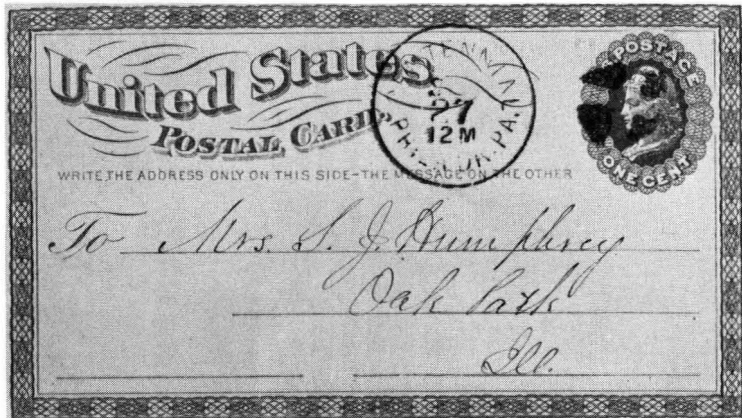
The Centennial Commission, together with the authorities of the City of Philadelphia, selected a site of 236 acres in one of the most attractive sections of Fairmount Park, just west of the Schuylkill River and north of Girard Avenue. The location was both lovely and convenient to public transportation, by street railway and by railroad. It became even more convenient when the Pennsylvania Railroad built its Centennial Depot just opposite the grounds and connected it with its station in West Philadelphia. The Commission also proceeded to the selection of building designs, and quickly rejected the first idea of a single large building in favor of several buildings to house exhibits.

While the Commission was planning the exhibition, the Board of Finance was trying to raise the money to pay for the plans. The Board had authority to issue \$10,000,000 in capital stock and to sell bonds in the amount equal to stock taken up. The original idea was to have each state accept stock pro-rated according to population. It was a logical plan, but the state governments were unwilling to accept the risk of not getting their investment returned at the end of the Fair, and only a few states bought stock for a total of less than \$200,000. The Board then turned to raising the money in the private sector and sold approximately \$2,500,000 in stock, about 75 percent to individuals and cor-



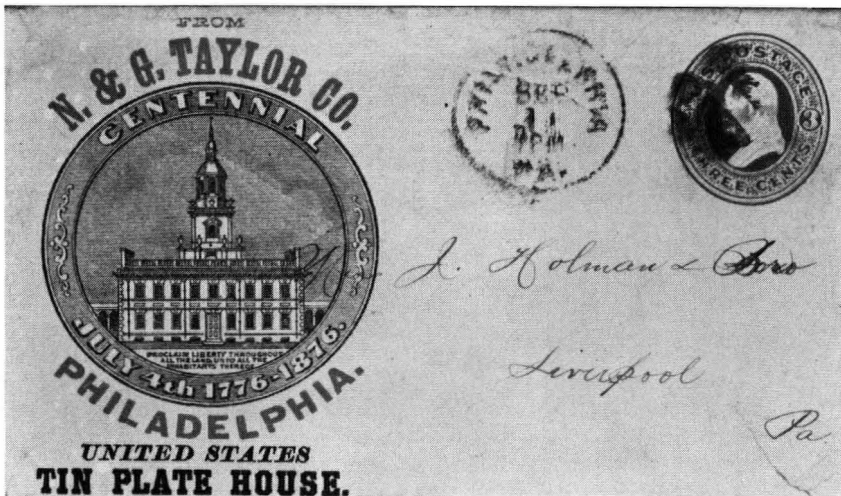
porations within Pennsylvania. The shares were \$10 each and the stock certificate was quite handsome, about 19 x 17 inches, inscribed at bottom, "Geo. B. McCartee, Chief of Bureau—Engraved and Printed at the Bureau of Engraving & Printing—Geo. W. Casilear, Supt. of Engraving." At center bottom, the certificate has reproduced the scene of the signing of the Declaration of Independence from the famous painting by John Trumbull. The top and borders are filled with figures of farmers, indians, frontiersmen and scenes of commerce, industry, and agriculture. The copy in my possession was obviously bought to keep as a souvenir as it was purchased November 10, 1876, on the closing date of the exhibition.

Postal card, 1873 issue, with Centennial postmark. This card, superseded by the 1875 issue, was not on sale at the Centennial station but was carried in for mailing. This is the variety with "L" closer to the period. The Centennial station handled much mail, so that postmarks are not scarce, although clear, well-struck examples are.

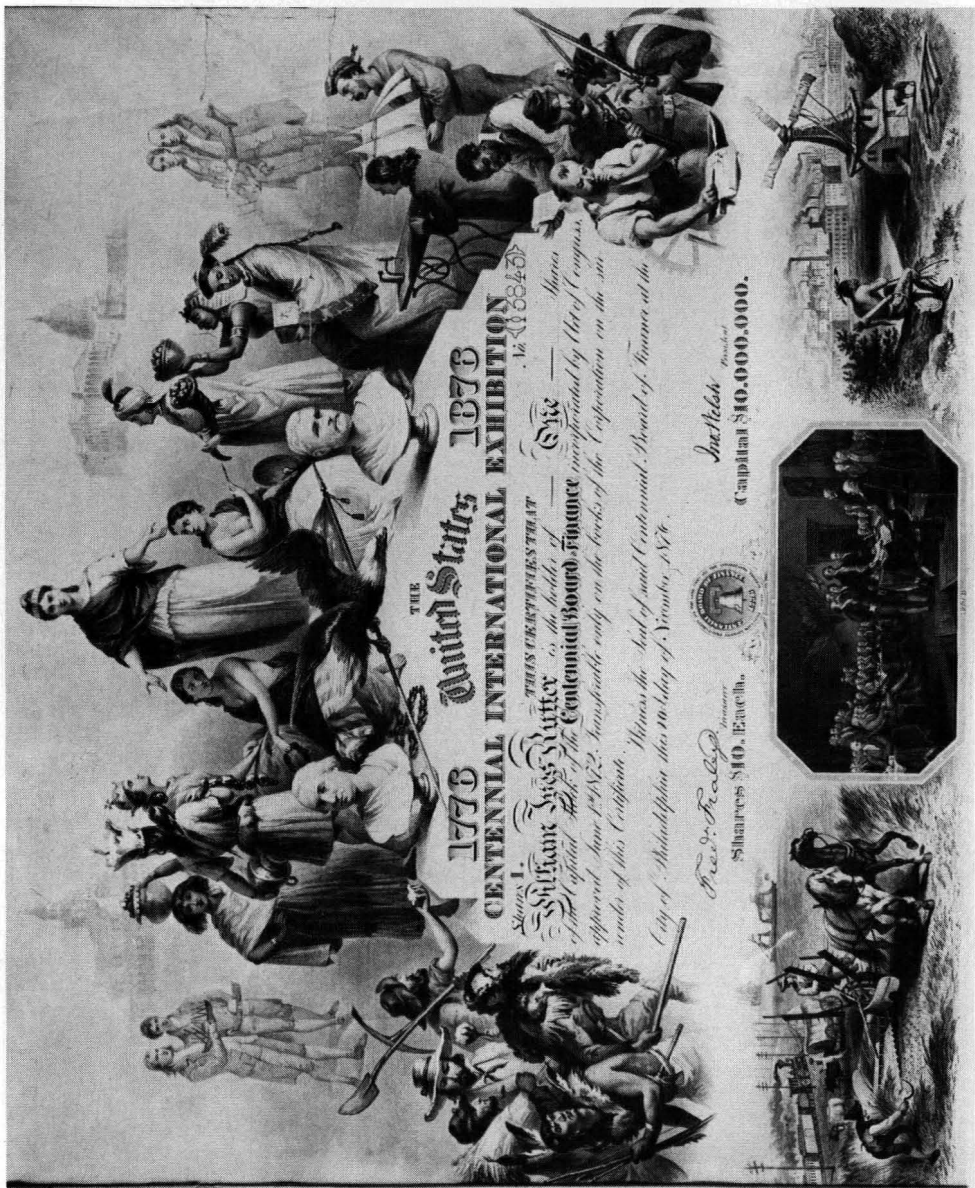


The Board's financial problems were greatly reduced by the contribution of the State of Pennsylvania of the money to build the Art Gallery, also known as Memorial Hall, which cost \$1,000,000 (some accounts put it at \$1,500,000). This became the property of the State as a permanent structure in the Park. In the same manner, the City of Philadelphia contributed \$1,500,000 for the building of Horticultural Hall and Machinery Hall, likewise taking title to the two structures as intended permanent additions to Fairmount Park. Finally, the U.S. Congress was persuaded to appropriate \$1,500,000 so that the Exhibition could open free of debt.

In addition to the principal exhibit buildings erected by the Board of Finance in accordance with the plans of the Commission, nearly all the states



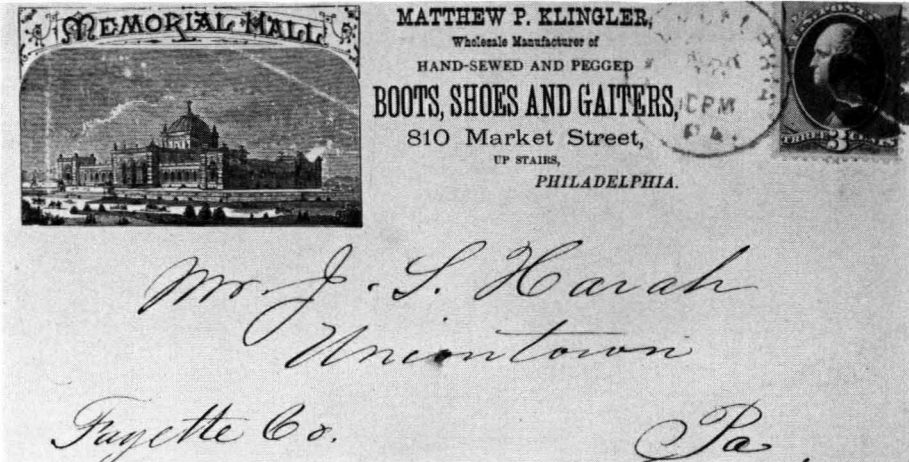
Stamped envelope with corner card of N. and G. Taylor Co., dealer in tin plate with Centennial design featuring Independence Hall. As is usual, such corner cards are much scarcer on stamped envelopes than on those with adhesives.



Stock certificate engraved and printed by the Bureau of Engraving and Printing for the Centennial Board of Finance. The Board was authorized to sell \$10,000,000 in stock and issued shares at \$10 each. The one shown was purchased on closing day and kept as a souvenir. (See description in text.)

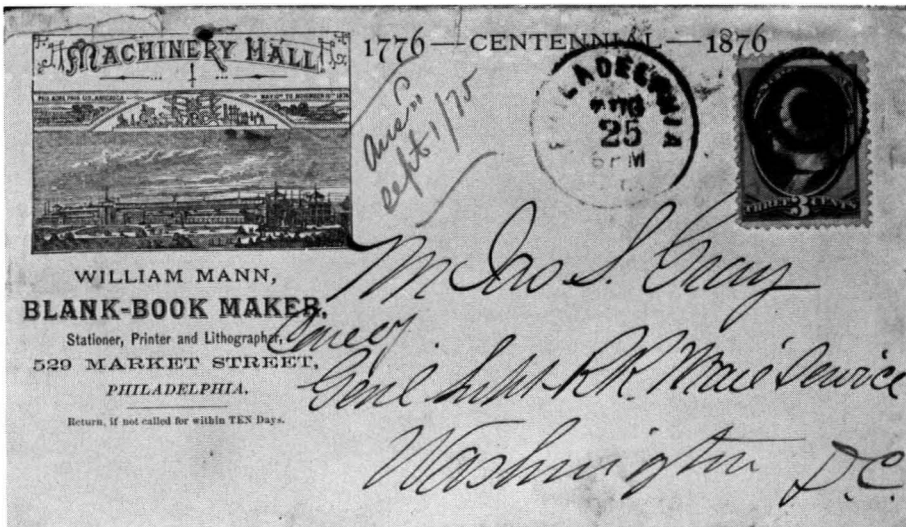


Ticket for admission to the Centennial grounds was printed by the Philadelphia Bank Note Co. It was issued in at least three different designs which differ both in front and reverse side.



Corner card illustration of Memorial Hall, the building contributed by the state of Pennsylvania. The hall is still standing and is occasionally used for public affairs. The reverse is also illustrated with a cut showing the main exhibition building.

and territories as well as many foreign countries erected buildings of various sizes from designs by their own local architects. The five main buildings enclosed about 60 acres and, when the exhibit opened as scheduled on May 10, there were 190 buildings on the grounds. A few more were erected during the exhibition, so that at the close there were almost 200. The Commission had published a hard cover, bound *Official Catalog of the U.S. International Exhibition 1876* which consisted of approximately 650 pages listing the multitude of exhibits in the main buildings, the Main Building and its Annex, the Art Gallery, Machinery Building, Agriculture Building, and Horticultural Hall. Alphabetical lists of exhibitors were also included in the indexes. Before each of the listings for the foreign exhibit, this catalog included a short statistical and historical preface, giving much useful information on the country exhibiting.



Corner illustration of Machinery Hall. Some equipment shipped by rail to be housed in this building was so heavy as to require special strengthening of bridges on the route. William Mann (Co.), the firm using this cover, continued in the stationery business in Philadelphia until recently.

The Exposition was a tremendous success. Not only was it the largest such fair held on the American continent, but also the largest held anywhere up to that time. By most judgments, it was also held to be the best. There were some

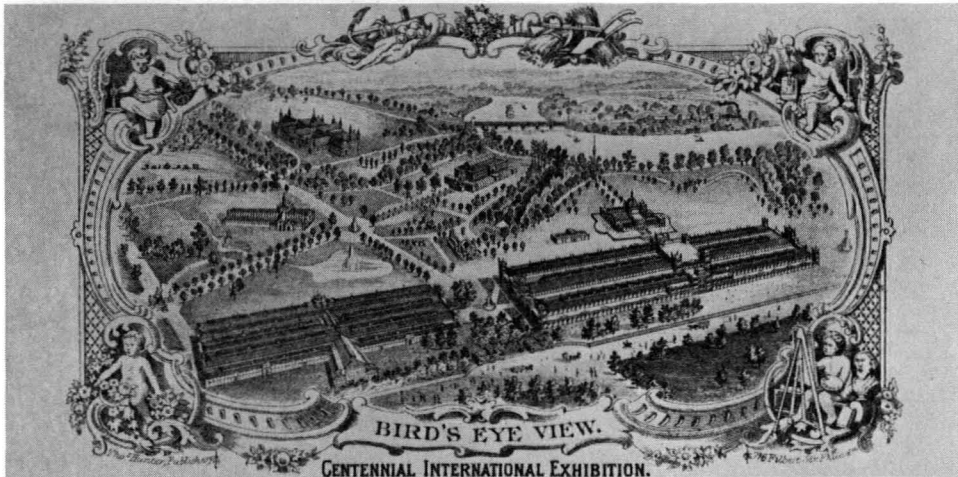


handicaps to be overcome. Attendance at the beginning was small because there was much publicity that it would not open on time. It was closed on Sunday which no doubt lost some attendance. And the summer of 1876 in Philadelphia was, by newspaper accounts, the hottest in 86 years. Nevertheless, there were 9,910,966 admissions through the turnstiles during the exhibition and cash receipts from admissions (at 50 cents a ticket) totalled \$3,713,722.50. The largest attendance was on Pennsylvania Day, September 28, when 274,919 admissions were recorded. By way of comparison the Census of 1870 had placed the population of Philadelphia at 674,000.



Many Philadelphia merchants had their name imprinted on stock trade cards which bore pictures of the fair. In a variation of this is the card shown, with Fair buildings and the Centennial depot of the Pennsylvania R.R. The reverse contains a timetable, dated July 9, 1876, for Pennsylvania R.R. trains between New York and Philadelphia.

The U.S. International Exhibition 1876 was a national celebration of the nation's birthday and patriotic citizens from all sections of the country worked to make it a success. Nevertheless, it has become very closely identified with Philadelphia quite over and above the fact of its location within the city. This cannot be said to be wholly undeserved for Philadelphia and its citizens certainly put forth the greatest effort. The City Council appropriated money to keep the Centennial Commission going at a time when the Commission had no revenue of any kind. The city and state contributed three of the larger buildings and their citizens and corporations bought the major amount of the stock sold by the Board of Finance. It seems only just that Philadelphia be given due credit for making the Exposition possible.



Illustrated letter sheet with view of the exhibition, published by Thomas Hunter, 716 Filbert St., Philadelphia. This same publisher also produced many other elegant colored lithographs of Centennial buildings.

One of the most useful contributions to the success of the fair was made by the Pennsylvania Railroad which prepared for the influx of visitors by an extensive rebuilding of its West Philadelphia Passenger Station, at 32nd and Market Streets. When opened for public use on May 6, 1876, it was stated to



be the most modern, convenient, and commodious station in the country. A station was also constructed opposite the Exhibition grounds and connected with the West Philadelphia Depot. Tracks were arranged in the form of a circle so there could be a continuous arrival and departure of trains without delay or interference with each other. According to the Railroad records, between May 10 and November 10, 1876, the stations at the Centennial and West Philadelphia handled 42,603 trains, 268,580 cars, and 4,955,712 passengers. The Pennsylvania Railroad timetable for the New York Division on July 9 shows twenty trains daily from New York City alone. Some trains terminated at West Philadelphia, requiring transfer of passengers, but many went direct to the Centennial Station. If you were willing and able to get the train at New York at 5.25 A.M., you could, for a fare of \$2.00, make a one-day round trip excursion to the Fair.

Private citizens and commercial establishments also contributed in diverse ways. Residents were encouraged to open their homes for the temporary lodging of strangers and many did so. Many a weary traveler spent the night on a sofa belonging to someone he had never met before. The designs of the chief buildings were made public well in advance of the opening of the Fair, and this permitted the use of pictures of the buildings on trade cards of merchants, in advertising, and on the corner cards of the commercial envelopes used by many retail establishments and hotels. While few of these are spectacular, they add interest to any collection of Centennial material.

Almost a hundred years have passed since the "Centennial" but a few memories still remain. Visitors to Fairmount Park may see Memorial Hall, still standing and occasionally used for some public affair. Horticultural Hall was dismantled within recent memory, a real loss to those of us who used to enjoy wandering through its humid, steamy, jungle of tremendous trees and plants reaching to a ceiling which seemed four or five stories high.

It is difficult to write a short history of the Centennial—there are so many facets which seem worthy of mention. In 1880, when the Department of State published a history of the Centennial, it took nine volumes to cover the subject.

## THE GILLESPIE CORRESPONDENCE

J. V. NIELSEN

*Editorial note:* Much of the following article consists of the contents of letters written in 1869 by a young doctor on service with the Navy. Ordinarily such material has only remote philatelic association and would not be published here. In this case, however, the letters have many references to postal matters, and are so full of historical and scientific observations that they seem especially appropriate to this bicentennial year. Knowledge of the circumstances under which the letters were written enhances the interest of the remarkable covers in which they were carried.

Richard B. Graham has furnished a few details: John E. Gillespie is listed as Ass't Surgeon, with relative rank of Master, in the *Naval Register* for 1871 (also the 1871 *Official Register*), being at that time on sick leave at New London, Pa. No listing appears in the 1867 *Official Register* or the 1875 *Naval Register* so presumably his service was wholly within those years. "Master" was a line officer rank corresponding to the modern rank of Lt., JG. During the first five years an Ass't. Surgeon earned \$2000 at sea, \$1800 on shore, and \$1500 on leave or awaiting orders.

"U. S. S. *Mohican* was a small wood steam gunboat, of 671 tons, screw propelled. She carried six guns, and had been built before the war (Civil, that is!) and may have been completely 'reconstructed' after the war. That was the Navy's term for jacking up the nameboard, breaking up the old ship and building a brand new ship with maintenance money accumulated by letting the old ship rot away for three or four years and not spending a nickle more than enough to keep it floating. The *Mohican*, in the post war years, was normally at or cruised out of Mare Island Navy Yard in San Francisco Bay," Graham writes.

That such "reconstruction" took place seems likely, as the first letter mentions "9 guns."—S. M. McD.

I have never made a major "find" of valuable covers, but a thrill which I believe any collector would enjoy was mine when a friend brought me a small handful of covers which were among the effects of his wife's deceased stepfather.

In this handful were four Yankee patriotic letters, three in the original envelopes and one without the envelope, but the best pieces were three

letters mailed from British Columbia, one bearing the 5 cents on 3 pence British Columbia stamp with a 10 cent United States 1861 issue; one which originally bore a pair of 10 cent United States 1861, one of which had been partly torn off; one with the 5 cents on 3 pence British Columbia and a 10 cent United States 1869; and two covers from Hawaii, each bearing a 5 cent blue Hawaiian stamp and a 10 cent United States 1861. A description of the patriotic letters is left to another article.

All the covers were addressed to Mrs. Franklin Gillespie, New London, Chester County, Pennsylvania, the writer's mother, and were signed "John."

The first British Columbia cover bears a lightly applied Victoria postmark of July 12, tying the British Columbia stamp, and a heavier black Portland, Ore., duplex postmark, dated July 16, as well as an indistinct mark of the oval POST OFFICE/NANAIMO/VANCOUVER ISLAND, where it was mailed, in black. It is shown in Figure 1.



Figure 1. Mailed at Nanaimo, B.C. (blurred black postmark at lower left). Forwarded by way of Victoria, B.C., July 12, 1869, and Portland, Ore., July 16. British Columbia 5¢ on 3d used with U.S. 10¢ 1861.

The enclosed letter, headed "U.S. Str. 'Mohican' off Nanaimo Bay, British Columbia, July 7th, 1869," follows:

I dropped you a line before leaving San Francisco informing you of the change I had made, in being ordered to duty on board this vessel, also of the proposed cruise to Plover Bay, Behrings Strait, to make observations during the coming eclipse of the Sun. We have two Professors aboard who were sent out here for that special purpose.

We left San Francisco on Tuesday the 29th inst., arriving here today. The passage was quite a rough one and could have been made in half the time.

This place is a Coaling Station, or rather there is a Coal Mine here. We are busily engaged in Coaling which will occupy until some time tomorrow.

Strange to say in spite of the rough weather, and the excessive rolling of the vessel I did not in the least feel seasick, while a great number who thought themselves proof against such a trivial matter had to succumb. This vessel is a third rate screw propeller, and rolls & pitches in even a moderate sea, but is a thorough seaboat. She carries 9 guns, with a complement of about 200 men, officers included.

The Officers are very pleasant and sociable companions, & the majority of whom I was acquainted with before I came aboard. Dr. Potter is the Surgeon in charge of the Medical Dept., who arrived only the night before we left San Francisco. Our mess consists of 12 officers, the number that are in the Ward Room.

We intended stopping at Victoria but as we came thro' the Straits of Fuca it grew quite foggy towards evening, making it [a] little unsafe to run at night, we anchored off New Dungeness about 20 miles below Victoria. This morning we hurried off, being anxious to keep going as we have no time to spare.

The captain is uncertain as yet whether to take the inside passage to Sitka, that is along the channels between the islands and main land, or stand out clear of the Coast; the former route at this season of the year is pleasant, while the scenery is said to be perfectly grand.

The whole trip will occupy about three months, and we will be back to San Francisco by the 1st of October.

I will not have another opportunity to send a letter after leaving Sitka until we get back, so don't think it strange if you receive no letters.

I anticipate considerable pleasure in making this cruise, besides the novelty everything will be seen under the most favorable circumstances, especially at this season of the year: we expect to go farther north than any man of war has ever been.

I was relieved at the "Yard" by Dr. Owens, a young boyish chap, a native of Chester, Pa., whose most prominent feature is his extreme verdency, with any amount of credulity. I left the "Yard" without many regrets & would have willingly done so months ago, had they given me a few days' notice.

Direct to  
U.S. Str. Mohican  
W. P. Squadron  
San Francisco, Calif.



Figure 2. From Victoria, B.C., Sept. 3, 1869, with a pair of U.S. 10¢ 1861. (Right stamp replaces original damaged one.) Also postmarked Portland, Ore.

The second cover, shown in Figure 2, bears the Victoria postmark of Sept. 3, in black, and a Portland, Ore., postmark in black, but the date is illegible, though it may be Sept. 7. I have replaced the damaged stamp on the cover to make it more presentable. The letter is headed "U.S.S. 'Mohican', off Esquimault, V. I., Sept. 2, 1869," apparently the day before it was posted in Victoria.

I wrote you at Nanaimo, Vancouver's Island, informing you of my being ordered to this vessel, of our departure from San Francisco on the 29th of June, of our passage up to Nanaimo, and of our intended destination Siberia.

We left Nanaimo on the morning of July 8th and after a very pleasant trip arrived at Ounalaska on the 21st inst., [July]. Ounalaska is a small village of about 300 inhabitants, principally natives, the only white persons living there being traders. It is situated on the south and eastern side of Unamak Island, one of the Aleutian or Fox Islands, part of our recent purchase from Russia. The Russians established it as a trading post, it being situated at the head of a bay, and being completely land locked affords a safe anchorage for vessels in all weather.

The Russian Fur Company built some three or four houses, the remainder being huts of the poorest kind.

There is also a small church—Greek Catholic—which possesses a chime of bells and the usual amount of tinsel. The priest [sic] is a half breed, quite intelligent. The natives subsist entirely on fish and what they obtain from the traders, there being no animals except dogs, a few chickens, and three cows, the latter belonging to the priest.

The climate is quite severe, the Summer lasting about ten weeks, and but very few days in the year that the sun can be seen; it was nearly the middle of summer when we arrived. The grass and weeds were luxuriant, two and three feet high, growing up the mountains to the very edge of the snow, wild flowers in abundance, but not a tree or a shrub to be seen. They told us when the warm weather set in the grass would grow from 8 to 10 inches in 24 hours.

We coaled ship there from a bark chartered by a San Francisco company who owns the exclusive privilege of trading. There was several other vessels there at the time, a whaler & three vessels in the employ of this company.

While there we amused ourselves by fishing & exploring the Islands. The cod fishing is quite fine. I had the honor of catching the first cod fish, one weighing about 9 pounds.

We thought before we left San Francisco that we would have an excellent opportunity for obtaining furs from the natives, and accordingly several of the officers bought quite a stock of nick-nax—fortunately I did not buy but a few trinkets—on arriving at Plover we found that nothing of any value could be obtained from the natives. They were entirely under the control of the traders who, of course, were opposed to any outside trading. I traded off my trinkets at Plover bay for fresh fish.

We left Ounalaska Saturday evening July 21st and reached Plover bay, on the coast of Siberia, on the following Thursday. If you look on the map of Asia you will perceive a small indentation just north of the Gulf of Anadir. The bay is about 15 miles long, not more than four miles wide, Latitude North 64°, Longitude West 175°. It is so named from a British Man of War, the "Plover", one of the vessels of the Franklin Expedition, who wintered here in the winter of '59.

The country is very rough & mountainous, devoid of all vegetation except in the valleys, where there is some vegetation, but much scantier than that at Ounalaska.

The Indians were the filthiest and most pitiable set I have ever had the good fortune to see, nearly allied to Esquimeaux, quite different from those we saw at Ounalaska. There was a small village about half way up the bay and we had ample opportunity to observe their habits and modes of living.

In the summer they live in skin huts, circular in shape, the dried skins of the Walrus being stretched over a frame work of bone, generally whale ribs. In the winter these are taken down and they adjourn to excavations in the ground. In one of these huts not more than 15 feet in diameter live two or three families, with two or three fires, with no ventilation except at the entrance, the air as a consequence not very pure.

They are a mild and inoffensive race. I did not see but very few weapons, except those used in hunting & fishing.

The Astronomers had a shanty built in a favorable location for their observing the Eclipse. On account of the prevalence of foggy & cold weather it was feared that our view of the Eclipse would be spoiled.

The morning of the Eclipse, Aug. 7th, was not as we could wish, it being cloudy, but it partially broke away as the time drew near. It commenced about 9:30 A.M., lasting 3 hours and 20 minutes. It was total for 3 minutes and 7 seconds. It was a grand and magnificent sight, the gradual approach of the darkness, the shadow could be seen for miles drawing near, and the intense gloom cast suddenly over every surrounding was indeed enough to fill one with awe.

The dogs grew alarmed and howled and the gulls settled themselves on the water as if it was night.

Thro' some of the Indians who could speak a little English we told them that the sun was going to "break up," at which they seemed to be very incredulous, but when the sun—which had been obscured by a cloud for fifteen or twenty minutes—came out suddenly with a peice [sic] apparently chopped out, they grew frightened, and it was quite amusing to watch their looks of terror, and curious antics.

The sun usually set at Plover bay when we were there at 9 P.M. It rose at 4 A.M., but the most remarkable feature was the exceedingly long twilight, it never being dark until after midnight, being light enough to read print of medium size, and commencing to grow light at 2 A.M. so we had but two hours night.

While here we had some excellent duck & geese shooting, of the former there was several varieties, and we managed to bag a sufficient number to keep us in fresh meat all the time we were there.

Enclosed you will find some delicate flowers. if they are not broken. I gathered them in Siberia within a few feet of a pile of snow. One you will recognize as the ox eye daisy, or "pink," which has even found its way to this remote quarter of the globe.

I am very pleasantly situated here on this ship, a very agreeable mess, 12 Officers—myself included—in the Ward room—the ship has proven herself to be a good sea boat, as she held her own manfully thro' the rough weather we have had on the trip.



We left Plover bay on the evening of August 7th, with the intention of sailing back to Victoria. We steamed all the way up—a distance 3000 miles and upwards—and steaming on this coast is a very expensive way of navigating, coal at \$26 per ton & burning from 12 to fifteen tons per day. On the fourth day out from Plover bay we experienced some very rough weather. We made the same passage through the Aleutian Islands as we did on going up, but did not stop at Ounalaska.

On the 18th & 19th of August we were in quite a heavy gale, but incurred no damage, save the breaking of an unusual amount of crockery, caused by the ship rolling so heavily. It was the roughest weather I have seen so far. It did not affect me in the least, so that I have begun to think I am almost proof against sea sickness.

We arrived at the Straits of Fuca last evening after a very favorable passage of 25 days from Plover bay. We anchored in Necah bay just within Cape Flattery, and this morning steamed up to Esquimalt, Vancouvers Island.

The English have a Naval Station here. It is a small place about 3 miles from Victoria.

As yet I do not know anything concerning the place, not having been ashore. We intend to remain here a few days to coal, after which we will make a cruise down in Pugets Sound before returning to San Francisco.

The Steamer (Mail) leaves here about every two weeks for San Francisco. When it leaves here I do not exactly know, but haste to send this letter ashore in case she leaves in the morning.

I will write again in a few days for this may miscarry.

I am in exceedingly good health and have been since leaving San Francisco. Direct as before  
U.S.S. Mohican  
Care of Navy Agent  
San Francisco, Calif.

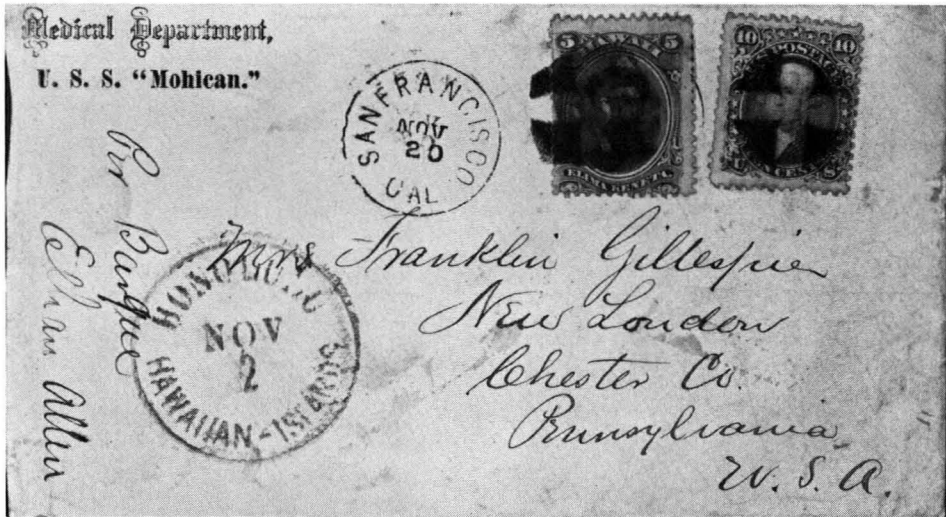


Figure 3. Cover mailed Nov. 2, 1869, at Honolulu with Hawaii 5¢ blue (1866) and U.S. 10¢ 1861. "Per Barquet Ethan Allen." Via San Francisco Nov. 20.

By Oct. 10, 1869, the Mohican was off San Francisco, but the letter written that day was not posted until Nov. 2 in Honolulu, bearing a postmark of that city on that day and a San Francisco postmark of Nov. 20 (Figure 3). This letter, though addressed to his mother and bearing the corner card, "Medical Department, U.S.S. Mohican," is written to his sister.

Yours of the 28th ult. was received yesterday, it being the first I have rec'd from home since the batch obtained on our arrival here, tho' I believe I have only written twice in the past two weeks.

We expected to remain here but a few days, but as the Admiral is aboard our departure was to be determined only by his pleasure. I believe I wrote Mother that it was the intention that we should make a cruise down the coast, but our destination had been changed to the Sandwich Islands. The Flag Ship being under repair at Mare Island and the Admiral not wishing to remain there, transferred his flag to this vessel for a short cruise. Our sailing is now fixed on Tuesday morning (Oct. 12th). We have everything aboard necessary for the trip which will occupy some sixteen to eighteen days as we expect to

sail part of the distance, not being able to carry sufficient coal to steam all the way.

I am not sorry to leave here, in fact I would have been pleased to put to sea the day following our arrival here, as it is so very expensive here in San Francisco, so many little items that amount to considerable in the course of a month.

You speak of the newspaper accounts of the Eclipse as seen by our party—& that it was a total failure; of all accounts that I have seen—even those furnished by individuals who witnessed it—create such an impression, tho' as I have written it is not considered a failure, as the clouds did not obstruct the view for more than half the time as they were quite small, with considerable intervening space, not obscuring the sun more than from one to two minutes at a time, but the idea in the various descriptions was this, it was such a bright and clear morning that it was anticipated that we should have a splendid sight, but those broken clouds came up, and a short time after the eclipse it was as clear as it was before. Although we had a pretty good view, it was not like what we would have had.

I think I wrote you that we had a very poor opportunity to obtain furs, as they had already been gathered up by the traders, and as we were there only a few days, we had not time to find anything of real value. Most of the officers were fully prepared to trade with trinkets, &c, but the opportunity did not offer.

Several changes have taken place in our Mess. Some three or four of the original mess ordered home, and their places supplied by others. In one or two cases we are benefited by the change. Some I was sorry to see them leave the ship, for when we have a pleasant mess it is quite disagreeable to see it broken up just when one has become accustomed to the peculiarities of others.

• • •

I have been so situated as not to be able to pay anything on my debts so far, but henceforth if we keep away from San Francisco I shall be able to save from 40 to \$50 dollars a month in coin. As long as we are out of the United States we are paid in gold, which nearly doubles our pay as far as expenditures are concerned.

There is some talk of reduction of our pay during the next Congress, which I sincerely hope will not be did.

It is thought that we will return to San Francisco about the first of the year. Direct all of your letters written before the 20th of November, U.S.S. "Mohican," Honolulu, Hawaiian Islands, as they will be likely to be received earlier than if directed in care of Navy Agent. He sends the mail only by regular Steamers, while directed as I have mentioned they come down to the Islands every week. After the 20th of Nov. direct as before, care of Navy Agent, San Francisco, Calif.

We expect to have a very pleasant visit at the Islands. Several of the officers aboard are very well acquainted there, as they were there on the U.S.S. "Mohongo," eight months last year.

I will not have another opportunity sending a letter until about the 1st of the month, so that it will not reach N.L. much before Nov. 25th.

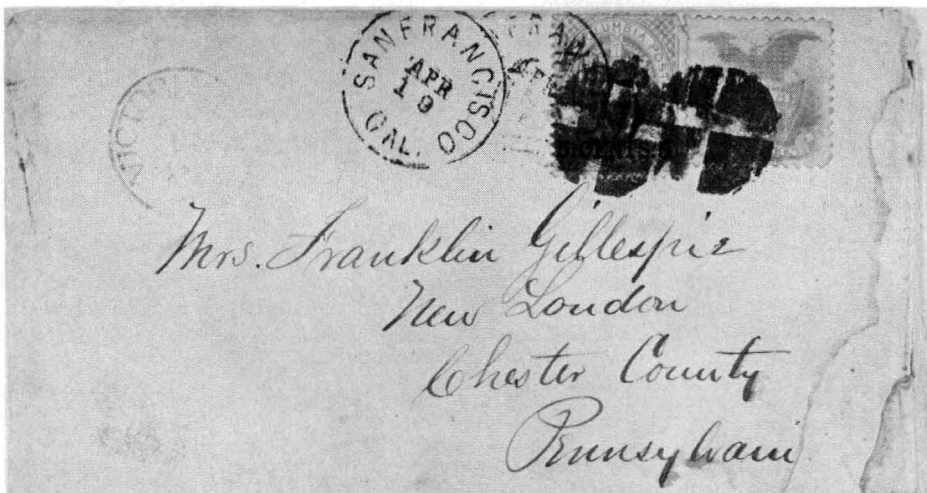


Figure 4. Mailed at Victoria, B.C., April 12, 1870, with British Columbia 5¢ on 3d and U.S. 10¢ 1869. Also postmarked San Francisco April 19.

The second Hawaiian letter, in a cover similar in appearance to the first, is dated at Honolulu Nov. 26, 1869, postmarked at Honolulu the following day and postmarked at San Francisco Dec. 10. It is written to his mother.

Your letter of Oct. 18th was received per Steamer Nov. 21st. It is almost unnecessary to state that its receipt was anticipated, when I say that two months have passed since I had received a letter.

We left San Francisco Oct. 12th, arriving here on the 31st after a very pleasant but tedious passage, nothing occurring of note.

Admiral Turner, with his chief-of-staff, Capt. Johnson, accompanied us partly for pleasure and partly for the opportunity of going somewhere. There is no particular object in our being stationed here, only that [it] has been customary for years past to have an American man-of-war stationed here to protect our interests during the whaling season.

Honolulu is a small place of from 4 to 5000 inhabitants, the only town of importance in the Sandwich Islands. Here the King resides, it being the seat of government. The place owes its prosperity principally to its being the rendezvous for the whalers during the winter months, who congregate here to discharge their cargoes & recruit for a coming cruise. There are at present from seventy to eighty vessels here.

The climate here is very mild, like August weather, perhaps not quite so sultry, & the nights cooler. The days are excessively warm but there are always delightful breezes.

Most of the officers have quarters ashore, rented cottages in the town. It is so close and disagreeable aboard ship they prefer living ashore when off duty, coming aboard only for meals.

The society here, outside of the native and half white elements, is such as one meets in any small country town, modified of course by peculiar customs.

On this Island Oahu there are not many objects of interest, the island like all of the rest of volcanic formation, there are several beautiful valleys, the largest—Nuanu—starts in just back of the town, is six miles in length, narrowing & gradually ascending and terminates in an abrupt precipice of 1500 ft. high.

The roads in the immediate vicinity of the town are very fine, smooth & McAdamized. Riding, especially horseback riding, is the favorite pastime. Every Saturday afternoon all the *Kanakas*, men and women, that are able to raise a horse may be seen galloping thro' the streets in their gayest attire.

One day last week we attended a Water fete—"Looou." It was a grand affair. Invitations were issued to the most distinguished guests, among whom the officers were considered. The feast was served in a peculiar manner & consisted of roast pig & dog, raw & uncooked fish, poi, which is a dish manufactured from a esculent root of about the consistence of mush. After the feast they gave us a native dance—a Hula-Hula. This is one of the relics of their former customs, and consists of the dancers—generally three or four—performing various gyrations of the oddest kind to accompaniment of a monotonous chant & drumming upon Calabashes.

The natives are a mild an [sic] inoffensive race, very credulous, but still deceptive.

I should like very much to visit some of the other islands of the group, especially Hawaii. The volcano of Kileau is said to be a remarkable one and well worth the trouble of a visit.

From what I can learn we will not remain here but a week or two longer, as the Admiral wishes to return to San Francisco. His Flag Ship will be ready to go into commission about the first of the year.

During the last few days I have not been as well as usual. The warm weather has effected [sic] me in the old style. I've had a slight attack of intermittent fever but have recovered fully. It did not amount to much as I was perfectly able to attend to my duties all the time.

The Mail conveniences are not very good here, the steamer arriving here only once in forty days from San Francisco, then it is very uncertain.

I suppose we will be back to San Francisco by Jan. 1st. If not we will know in a few days & I will write by the packet which is to sail next week.

The final British Columbia cover is shown in Figure 4. It has a Victoria postmark dated April 12, 1870, in greenish blue and the numeral 35 canceller of that town tying the British Columbia stamp. Two strikes in black of a San Francisco postmark dated April 19 tie both stamps. Unfortunately the letter is missing, so that the circumstances of the *Mohican's* voyage north in the spring of 1870 are not known.

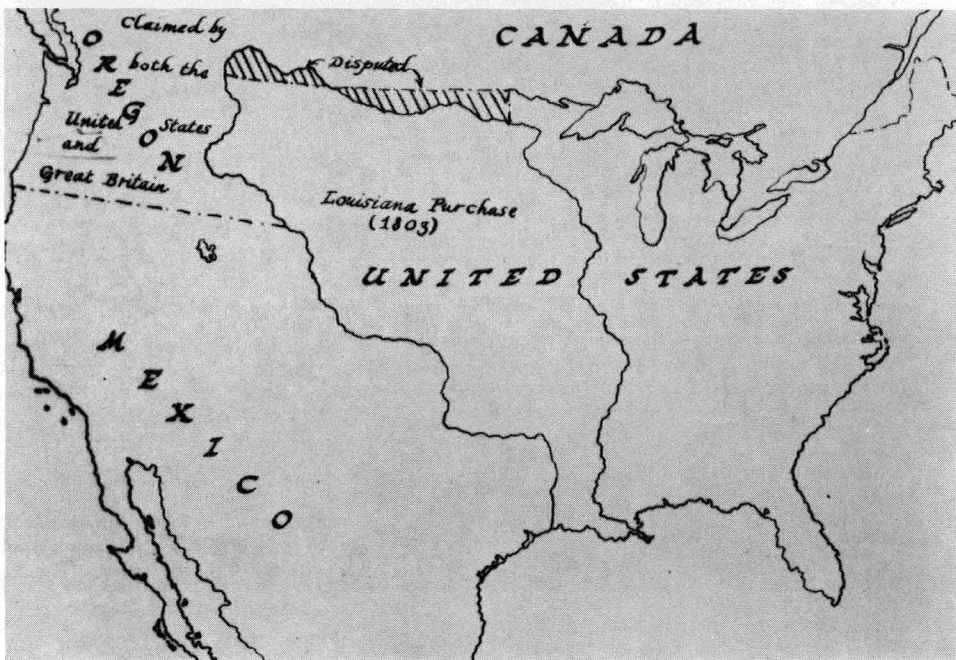
None of these covers would fill the specifications for a condition crank. Each has faults, as the recipient was not a philatelist but an anxious mother impatient to receive word of her son. It has been necessary to repair them and to replace one stamp. But they scream history!

**THE 1847-51 PERIOD**  
**SUSAN M. McDONALD, Editor**

**1847 COVERS FROM PHILADELPHIA**  
**CREIGHTON C. HART**

The 200th birthday of the United States seems like a good time to see how important a part our first issue of stamps played in the history of our nation and what of political importance was happening then. Major territorial and postal changes occurred during the decade 1840-50 and these changes are reflected in the surviving covers of that period.

Texas was admitted to the Union in 1845; this set up a chain of events that extended our national boundaries for the first time from the Atlantic to the Pacific. The admission of Texas precipitated the 1846-48 War with Mexico that culminated with a peace treaty adding to the Union all of the wilderness territory between Texas and California. Once the Mexican War had started, the admission of California as a state in 1850 had been an easy political expediency.



**UNITED STATES IN 1840**

The western boundary of the Louisiana Purchase was the western boundary of the United States in 1840 before Texas was admitted to the Union in 1845. The year 1840 is the beginning period of "the fabulous forties" of the 19th Century.

While these great territorial changes were taking place, important changes were being made in our postal system so that communications and commerce could keep pace with our greatly enlarged nation. By 1845 it was obviously necessary to abandon the old colonial type postage rates set for short distances. The simplified new 5¢ and 10¢ domestic rates for under and over 300 miles were adopted with a special 40¢ rate to California. On July 1, 1847, our first general postage stamps appeared which were intended to further improve the mail service.

A well selected fourteen 1847 covers will make a fine collection showing representative postal markings and uses typical of the 1840s decade. A collection should include a minimum of ten domestic uses and four covers to foreign countries as follows:



### DOMESTIC MAIL

1. First official canceller
2. One of a kind postal marks
3. First printing uses
4. Overpayment of 2¢ drop rate
5. Illegal late uses
6. Official carrier stamps
7. Unofficial local stamps
8. Railroad handstamps
9. 10¢ bisects
10. Fake or altered covers

### FOREIGN MAIL

1. To British North America—U. S. postage paid to the border only.
2. To British North America—U. S. postage paid to Canada destination.
3. To Europe—5¢ or 10¢ domestic rate to port.
4. To Europe—New 5¢ treaty rate.

For most collectors it will be necessary to have town postmarks from many cities for such an exhibit but not so for Philadelphians. Philadelphians are fortunate that examples of all these major happenings can be shown on covers originating at their home town of Philadelphia.

Prior to the first issuance of stamps each post office had been operated pretty much on an individual basis. What postal markings were used including size, shape and design had been up to the local postmaster; even the color of ink was his choice. However, the introduction of stamps called for something not needed before, a canceller to prevent their reuse. The post offices at Philadelphia and certain other places, but not everywhere, were furnished with "an instrument" for this purpose. This enclosed circular grid with seven bars is believed to be the first uniform postal marking furnished officially by the Post Office Department.

Apparently the Postmaster General had the new stamps in mind when this grid was ordered because the 18 millimeter diameter of the grid corresponds with the width of the first stamps. The postal clerks of that time were either careful or had an eye for accuracy because it is surprising how many bull's eye strikes fall entirely on the stamps, not a bit on the cover for the desirable tie. The earliest use so far recorded of this official grid is July 12, 1847, at the Philadelphia post office.

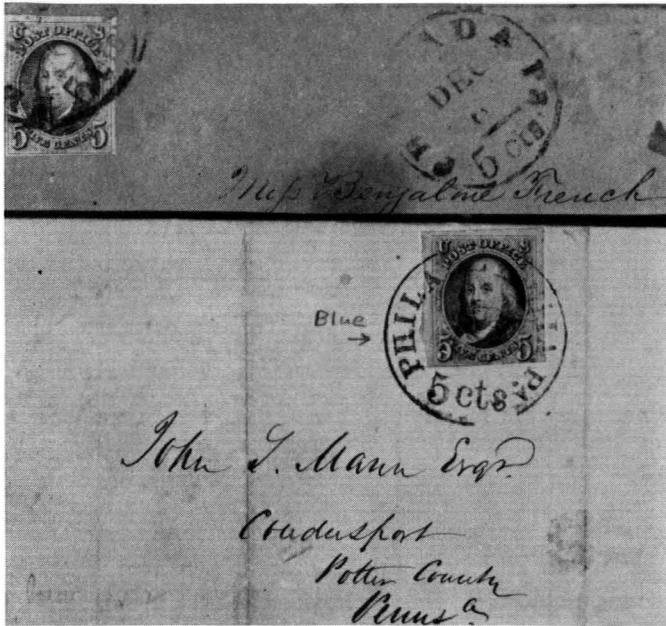
Every post office had to rate stampless letters with the amount of postage and show if it had been paid. Philadelphia being the largest next to New York had distinctive postal marks for rates 2, 5, 6, 10, 12 and 20 as well as an unusual PAID in a modified rectangle. As the volume of stamped mail increased, these old handstamps were pressed into service as cancellers, especially the PAID. The rate marks and PAID of Philadelphia are so unusual that they are easily identified as from Philadelphia even on stamps no longer on covers.

The surviving Philadelphia covers indicate that post office clerks were the models of obedience after receiving their official "instrument." Fourteen covers are listed during July 1847 and all of them have the stamps properly cancelled with that 7-bar grid. In August the clerks began to slip back into old habits. Of the twelve August covers only half are cancelled with the official canceller.

As time passed the official grid was used less and less while the PAID and townmark were used oftener and oftener. The clerks soon learned that by using the postmark as a canceller, letters were postmarked and cancelled with one blow. This became standard practice and covers with the stamp cancelled by the blue Philadelphia postmark are frequently seen, although the practice was not officially sanctioned.

The second order for stamps was not delivered until June 1, 1848, so any cover used prior to that date has a stamp from the first printing. Stamps from the first printing clearly show the delicately engraved details. This is desirable for the 5¢ value because later impressions are often less distinct, even faint. The shades of this first printing vary from bright orange brown to a blackish brown so dark that it might be called brownish black, not quite a color error.

Specialists have wondered why only the 5¢ and the 10¢ denominations were ordered when there were rates that required only 2¢. Covers bearing a 5¢ stamp overpaying the 2¢ drop rate are known from Philadelphia and several other large cities. There was also a 2¢ rate for newspapers and both of these rates surely justified a 2¢ stamp. A contemporary New York newspaper item



**POSTMARK AS CANCELLER  
AND ILLEGAL LATE USE**

The clerks at the Philadelphia post office soon learned that using the postmark as a canceller saved time and it so used is common. The lower cover was mailed in 1853 after the stamps had been demonetized on July 1, 1851. This probably represents an overpayment of the 3¢ rate. However, in 1853 this combination 5¢ rate and postmark was used on due letters in which case the stamp may not have been recognized as valid.

stated that bisecting the 5¢ to pay the 2¢ newspaper rate had been approved by the New York postmaster but no example of a 5¢ bisect is as yet known.

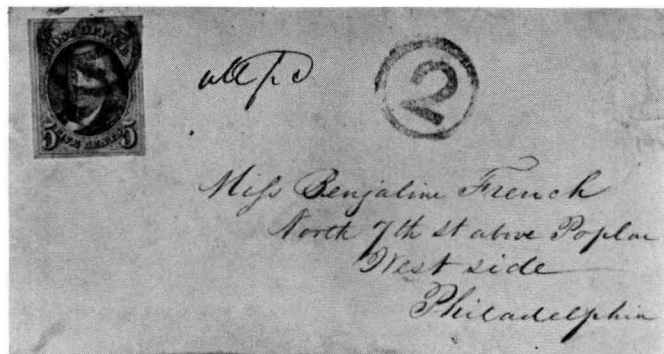
Illegal late uses, *i.e.*, 1847 stamps used after the demonetization on June 30, 1851, are unusual and tell a little known story of our first issue. After the contract for the second issue of stamps was given to a different engraver and printer, the Post Master General felt it necessary to invalidate the first issue for postage. Nevertheless, uses after June 30, 1847, are well known.

There are no year dates in any postmarks during this period so a verified late use has to be on a folded letter revealing a year date or on a cover used with stamps issued after July 1, 1851, or one having a postmark not used during the currency of the stamps. Such covers are scarce but there are at least six known from Philadelphia and all have a story to tell.

The government's monopoly for the mail extended only to letters mailed at the single post office in a city for delivery at the one post office in another city. Any additional service for delivery to or from the post office was sometimes available at an additional fee. In Philadelphia and in other large cities, this service was offered by official mail carriers in competition with local unofficial delivery services.

**2¢ DROP RATE**

The circled 2 is unique to the Philadelphia post office. The 5¢ stamp overpays the 2¢ drop rate and the handwritten "all pd" could mean that the 2¢ carrier charges of 1¢ for delivery to and 1¢ for delivery from the post office were also paid.



Official carrier stamps, of course, are known on stampless as well as stamped letters. These small carrier stamps of Philadelphia are on deep rose paper printed in black. They are unusual in that some of them have initials of letter carriers although others are without initials, apparently for general use.

**OFFICIAL AND UNOFFICIAL  
DELIVERY STAMPS**

The small 1 cent stamp on the upper cover was issued by the U. S. P. O. in Philadelphia to its postal employees for charges for delivering letters to or from that post office. The Blood's City Despatch stamp on the lower cover was issued by one of the private local companies offering the same service in competition to the post office.

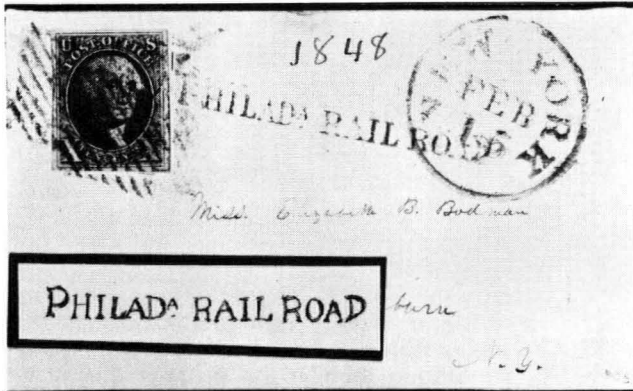


Blood's Despatch was the most popular independent local and gave the post office carriers great competition. There were several different private printings of the Blood local stamps and many more of them are known on cover than of the official carrier stamps.

Railroads had recently become an established mode of travel and many rail routes were declared postroads. Postal route agents accepted late mail at the depot; frequently the only postmark on a cover is that of the rail route agent. The handstamp of the Philadelphia Railroad is seen both in straight line and circular postmarks. There are other rail route agents' postal markings incorporating the name of Philadelphia. Those so far listed on covers with 1847 stamps are New York and Phila. R.R., Phila. and Cola. R.R., and Washington and Phila. R.R.

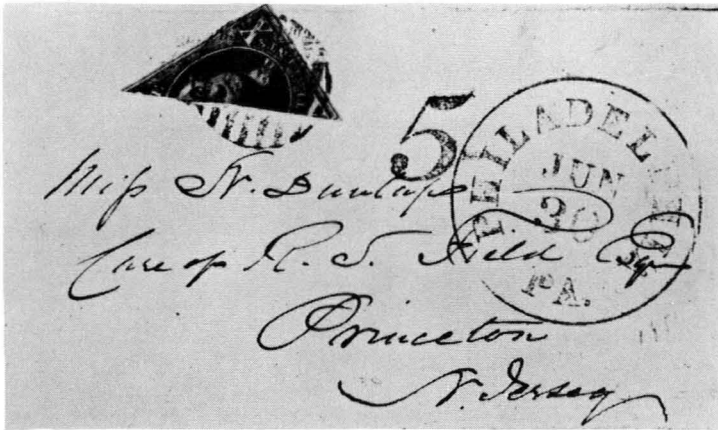
Not long before the first issue was demonetized the 5¢ value at times was unavailable at many post offices. Bisecting of the 10¢ stamp to pay the 5¢ rate was done on the logical assumption that any practice not prohibited by the Post Office Department was permissible. There are probably 75 to 100 genuine bisect covers known, three of which originated at Philadelphia. Later this practice of using part of a stamp to pay the rate was prohibited.

It is common knowledge that when collectable items such as paintings, manuscripts, stamps and the like become valuable, fake and altered originals



**RAILROAD POSTMARK**

This letter was given to a route agent at the Philadelphia depot where the "PHILADA RAILROAD" was struck in red. Upon arrival at the New York post office the stamp was cancelled and the New York postmark applied. A drawing of the railroad handstamp is at lower left.

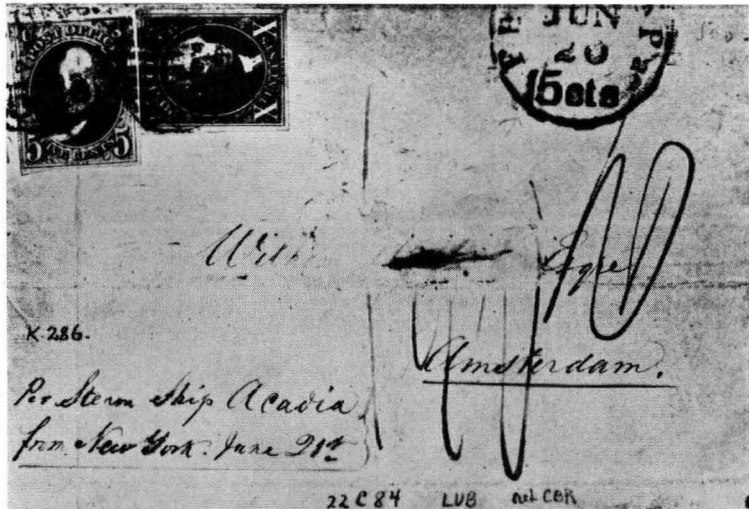


**10¢ BISECT**  
 This cover was mailed June 30, 1851, the last day the first issue of stamps was valid for postage. The Miller collection in the New York Public Library owns this bisect as well as several others. (Photo N. Y. Public Library).

appear in the market. Fortunately, specialists in the 1847 issue have enough knowledge and scientific equipment so that such items are now recognized for what they are.

Letters having both the 5¢ and 10¢ stamps, our entire first issue on the same cover, are rare and valuable. A cover from Philadelphia to Holland is such a cover and is intriguing because for a short while it fooled collectors. The cover originally had only a 5¢ stamp but a 10¢ was added to make a highly appealing and desirable cover.

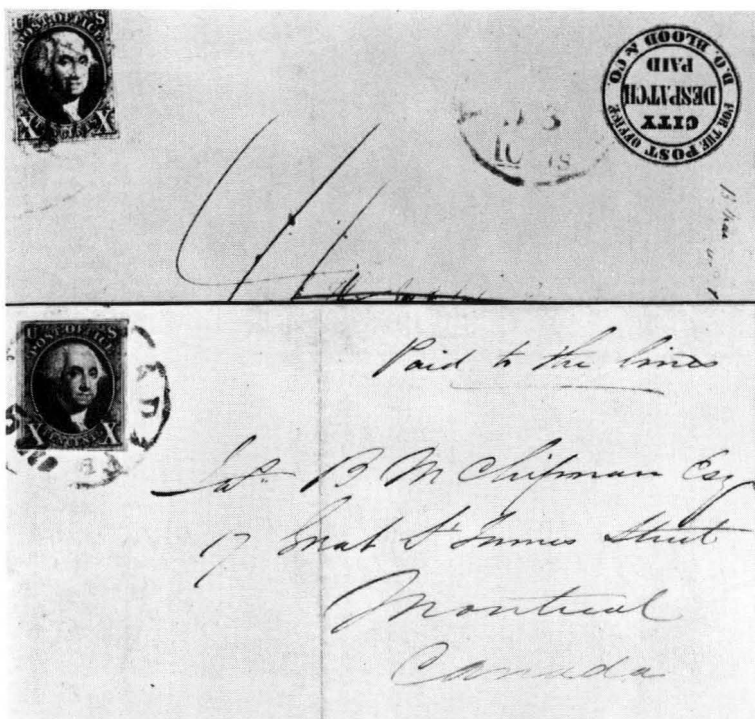
The late Stanley B. Ashbrook was an expert in postal rates and quickly showed that this was a single letter with only a 5¢ U.S. stamp, a British transatlantic one shilling charge for a single letter and a Dutch domestic "120" rate for a single letter. The 10¢ stamp, which had been added, was a cleaned copy typical of such an alteration. Ashbrook's opinion, based on rate analysis, was later confirmed when records revealed the cover had been part of the Senator Ackerman collection as a 5¢ cover to Holland. The Ackerman collection was dispersed in 1928.



**ALTERED AND FAKED COVER**  
 This cover to Philadelphia originally had only a 5¢ stamp to pay the single rate to New York. The wiggly line at the right is the British shilling rate for a single letter as in the partly erased Dutch "120." The "1" in front of the "5cts" in the postmark has been added. (Ashbrook Photo 10).

The "crème de la crème" of 1847 covers are those either to Canada or to Europe. Letters to Canada offer many interesting postal markings and rates and fortunately they are not rare. During most of the '47 period U.S. citizens could pay postage on letters to Canada only to the border. This rate was either 5¢ or 10¢ per ½ oz., depending upon the distance from origin to the border. Because Philadelphia was more than 300 miles from the border, letters from there bear 10¢ in stamps. On these letters the amount of Canada postage due from





#### PHILADELPHIA TO CANADA

The upper cover was mailed March 13, 1848, to Montreal, Canada and the 10¢ stamp paid the U. S. postage only to the border more than 300 miles distant. The manuscript "4½" pence is for Canadian postage from the border to Montreal. On April 6, 1851, the U. S.-Canada treaty permitted a 10¢ rate from U. S. origin to Canada destination. The address of the lower cover, mailed April 9, 1851, was ignorant of the new treaty and marked his letter "Paid to the lines" whereas in fact it is paid to Canadian destination and no pence postage is shown as due.

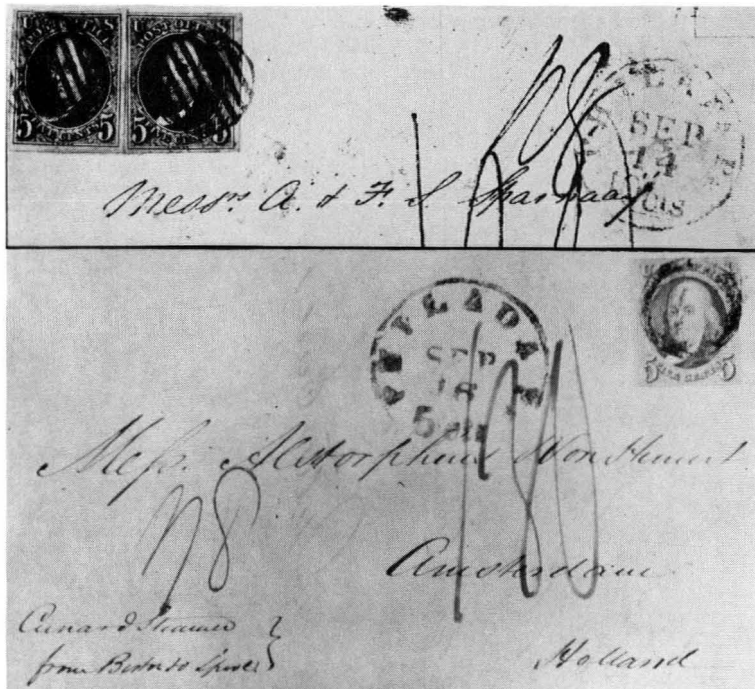
the border to destination is shown in manuscript, usually 4½, 7 or 11½ pence. Both Canadians and Americans referred to the border as "the line" so the phrase "Paid to the lines" is frequently written on cross border mail either to or from Canada.

"Paid to the lines" mail continued until April 6, 1851, when the U.S.-Canadian postal treaty went into effect. On April 6 for the first time it was possible to prepay with stamps a letter all the way from U.S. origin to Canada destination. This was a great improvement in postal communication and set a pattern slowly but eventually adopted for all letters to and from foreign countries. Unfortunately, letters from Philadelphia with 1847 stamps paying the cross border through rate are rare because of the limited time, only 84 days, the stamps were valid after the rate took effect. It will be a fortunate Philadelphian who obtains a cover showing this usage.

During the currency of the 1847 issue the fastest transatlantic mail was carried by the Cunard Line, a fleet of British ships. These ships operated on dependable schedules which were well known to commercial firms and others sending letters abroad. For all of the year 1847 these steamers left only from Boston landing mail at Liverpool. Beginning January 1, 1848, New York was an alternate port of departure so mail could be sent there as well as to Boston to meet a fast Cunard liner.

The Anglo-American treaty of December 1848 is the dividing line for the new 5¢ rate to the port for packet mail and the old domestic rate by distance. The treaty was effective as of February 15, 1848. These transatlantic covers are referred to as pre-treaty and treaty covers. One of each offers choice examples of the postal difficulties and political maneuvering that took place in the mid-nineteenth century.

Pre-treaty letters to Europe could be paid only to the United States border, i.e., port of departure at the domestic letter rate, 5¢ a single letter for ports less than 300 miles distant or 10¢ for ports more than 300. Therefore letters from Philadelphia for Cunarders leaving from Boston required 10¢. There are several covers from Philadelphia paying the 10¢ rate which are itemized in detail in



**PRE-TREATY AND  
TREATY MAIL TO  
EUROPE**

The upper cover (Ashbrook photo), mailed September 14, 1847, has 10¢ in postage to pay the domestic rate from Philadelphia to Boston, over 300 miles. After the Anglo-American Treaty of December 1848 the U. S. internal rate was 5¢ as of this letter from Philadelphia posted September 16, 1850. (Photo from color slide). Both letters went through England by Cunard steamer from Boston as per the notation in the left corner. One of the manuscript markings on each cover is for British postage and the other for Dutch postage.

the November 1972 issue of the *Chronicle*. These include an exceptional letter from Philadelphia to England carried on the first transatlantic crossing after the stamps were issued. Besides several other 10¢ covers to England there are a few to Holland, France and Scotland.

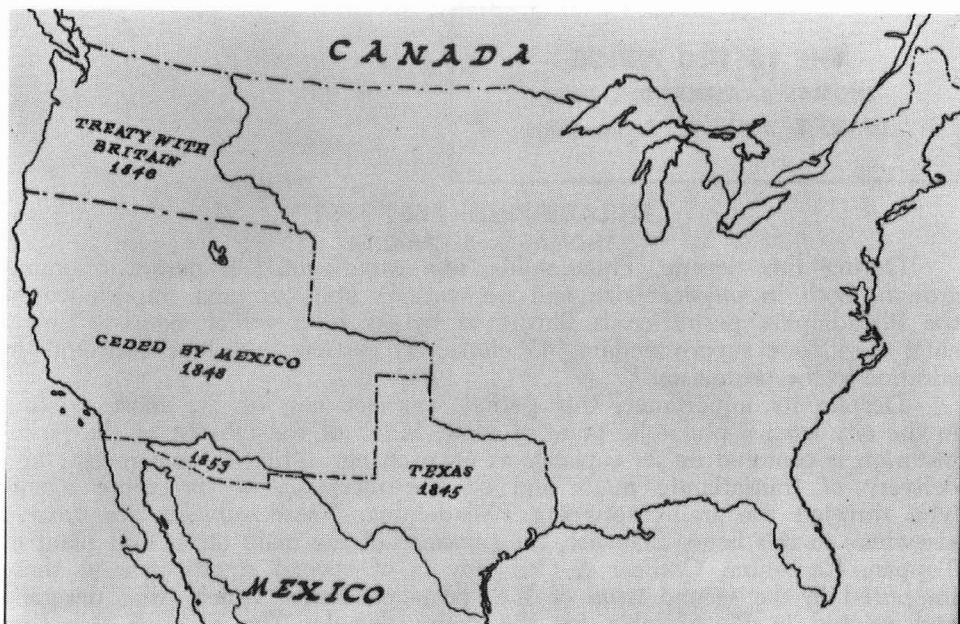
There are more treaty covers than there are pre-treaty because of the longer period of time. Besides not being so scarce there is only a 5¢ '47 stamp and covers with one 5¢ stamp usually sell for considerably less. These treaty covers are symbols of a commonsense solution to Anglo-American postal differences and as such are important postal items. Just before the treaty was agreed to there was a six months period of confusion when double ocean postage was imposed by both the United States and England.

Philadelphia can supply even more than these representative uses. There are covers showing postage paid by stamps, then forwarded either by cash or another stamp, and 1847 covers missent and forwarded. There are uses to the Maritime Provinces both overland and by ship and by Cunard packet as well. These are the subject of an article in the May 1973 issue of the *Chronicle*. Other uses have also been researched in depth and reported in previous issues of the *Chronicle*.

Our first issue is probably important more because it reminds collectors of major political happenings of the 1840s than for the postal improvement it was expected to perform. The first stamps were intended to save work for postal clerks and waiting time for the public. Unfortunately for philatelists the compulsory prepayment of postage stamps did not occur during the currency of our first issue. Old habits die hard and once a letter was taken to the post office it was as easy to pay the postage in cash and send the letter stampless as it was to take the time to buy a stamp and affix it to the letter. The public's reluctance to prepay and use stamps was not overcome until 1856 when the use of stamps was made compulsory.

To truly visualize the convenience of stamps, imagine having to take every letter to your local post office and once there wait in line to pay postage in cash to a clerk.

In 1776 our independence was founded on the theory that there are some individual rights that are self-evident. Once our independence had been com-



#### UNITED STATES IN 1850

Boundary disputes for the new state of Texas precipitated the War with Mexico. Our victory in that conflict resulted in the western boundary of the United States' being extended to the Pacific for the first time. A compromise with Britain in 1848 established the present northwest boundary.

fortably established this theory of self-evident personal rights evolved into a self-evident national right to establish a nation stretching from the Atlantic to the Pacific. The slogan "our manifest destiny" became uppermost in the minds of Americans as pioneers pushed westward beyond the borders of the Louisiana Purchase. No better man could have been found for the presidency at this time than James K. Polk who personified this belief. He was an avowed territorial expansionist.

After Polk's Mexican War added California and the territory in between, Polk concluded a treaty with Britain settling the northwest boundary. Polk wanted our Pacific Coast to extend all the way to the southern edge of Russian Alaska but bowed to a timid Congress and settled on our present boundary south of Vancouver.

Polk, of course, was president when our first stamps were issued. Historians describe him as an expert administrator—which he was—and also as formal, colorless and dull which must account for his being unappreciated by Americans. Covers bearing 1847 stamps should remind us of the debt we owe to this little remembered president and of what historians refer to as "the fabulous forties" of the 19th Century.

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## THE 1851-60 PERIOD

THOMAS J. ALEXANDER, Editor  
DAVID T. BEALS III, Assoc. Editor

### PHILADELPHIA: 1851-1861

THOMAS J. ALEXANDER

During this decade, Philadelphia was experiencing a period of rapid growth, both in physical size and population. The size and importance of the Philadelphia postoffice is illustrated by its staff, which consisted of a chief clerk, one superintendent, 45 clerks, 38 carriers and four collectors in addition to the postmaster.<sup>1</sup>

Despite its importance, this period was not one of the most exciting in the city from a philatelic point of view. Much of the interest of the postal historian is centered on its capacity as an exchange office for the receipt and delivery of transatlantic mails and on the markings of the route agents who traveled the trains servicing Philadelphia. These subjects are treated elsewhere in this issue. Likewise, the presence of the main office and plant of Toppan, Carpenter, Casilear & Company is of special significance to those interested in the second issue of U.S. postage stamps, which were designed and printed in Philadelphia for the entire decade. The saga of this firm and its products has been extensively reviewed in the philatelic press and will not be repeated here.

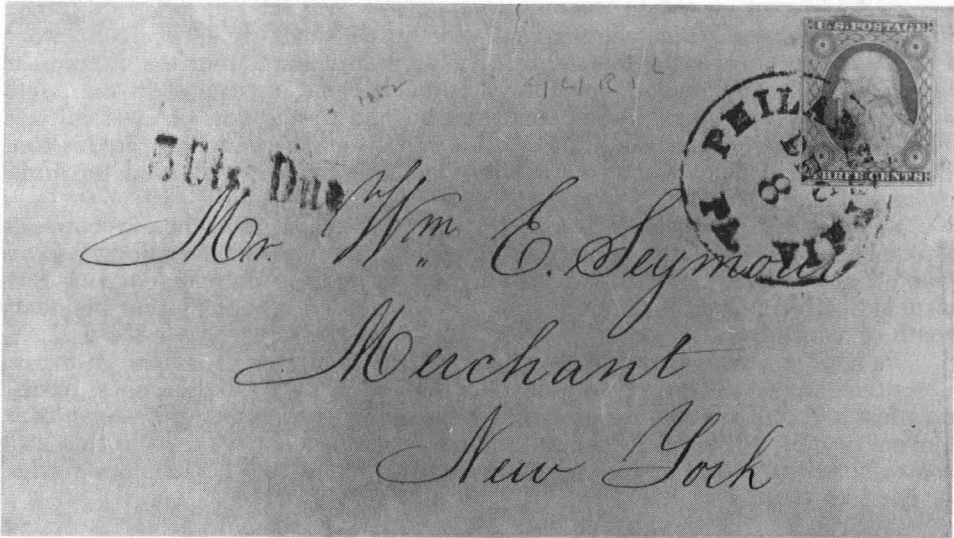


Figure 1

However, by its very nature a large city will produce much of interest and Philadelphia is no exception to this rule. Figures 1 and 2 show two of the many auxiliary markings used there.

Figure 1 is an example of the dual postage rates in effect from July 1, 1851, through March 31, 1855. This was a double weight letter and was therefore subject to a double rate of postage. The single rate was 3¢ if the letter was prepaid and 5¢ if it was sent collect. Had this letter been wholly prepaid, the rate would have been 6¢; if wholly unpaid it would have been 10¢. In this case, however, only a single rate was prepaid with the 3¢ stamp. The postal clerk therefore applied the "5 Cts. Due" marking for the unpaid rate,

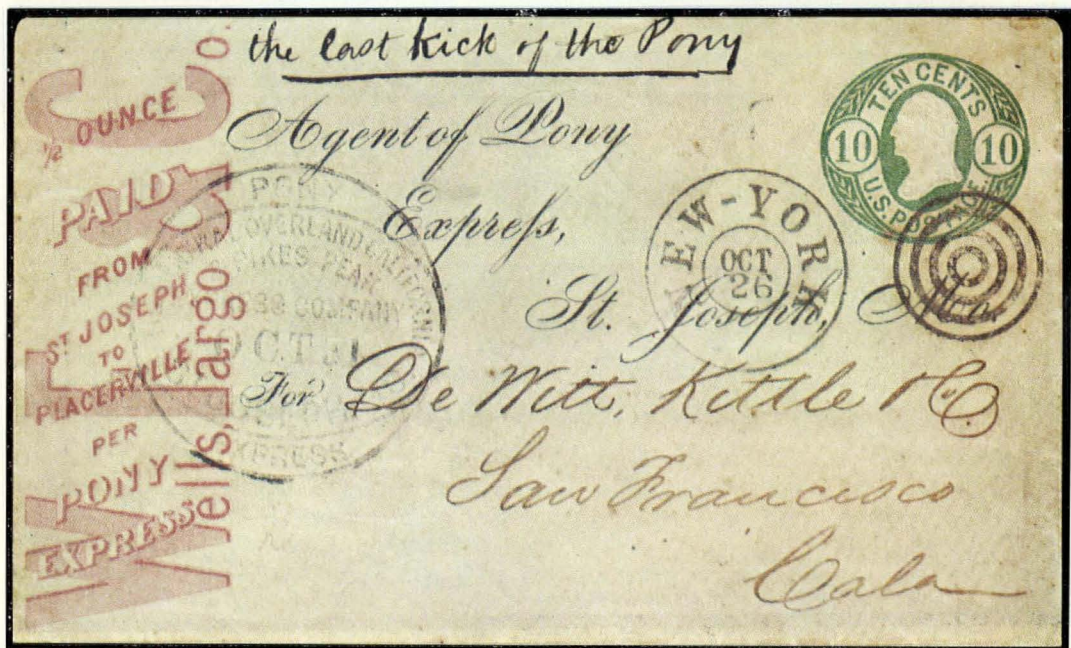
1. Mrs. Joseph Carson, "Philadelphia A Century Ago", *The American Philatelist*, September 1952, p. 909.



WELLS, FARGO'S PONY EXPRESS



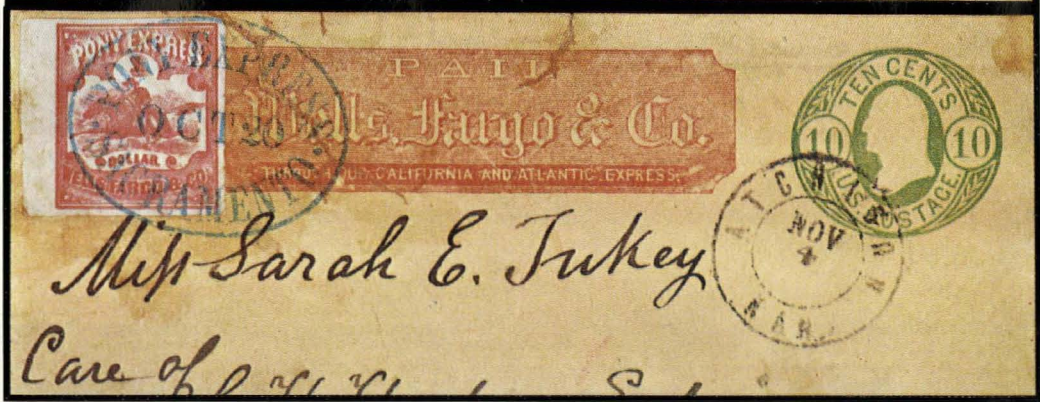
19 October 1861 10c. Pony Express envelope bearing an "August" 10c. green used from Boston, Mass., to San Francisco. The Wells, Fargo \$1 garter stamp is rare on cover.



"the last kick of the Pony" — one of the two known surviving envelopes from the last Pony Express run which arrived on 20 November 1861 carrying 53 letters — from New York to San Francisco via St. Joseph.



EARLY EXPRESS COVERS



1861 envelopes with the Wells, Fargo Pony Express stamps.



25 May 1861 — a rare Confederate States patriotic envelope carried by the express stage coach from Denver City K.T. to St. Joseph, Mo.

which resulted in the odd composite figure of 8¢ being paid for a double rate letter.

Figure 2 bears the well known Philadelphia ADV<sup>D</sup>-/1 Ct. marking as it appeared after the "s" had been removed, the marking having originally read ADV<sup>D</sup>-/1 Cts. Letters addressed for general delivery at the postoffice of destination which were not claimed by the addressee were advertised in a local paper, a service for which the postmaster was authorized to charge 1¢. If the letter was still not claimed by the addressee, it was sent to the Dead Letter Office and the postmaster was given a 1¢ credit on his accounts as reimbursement for the advertising charge.

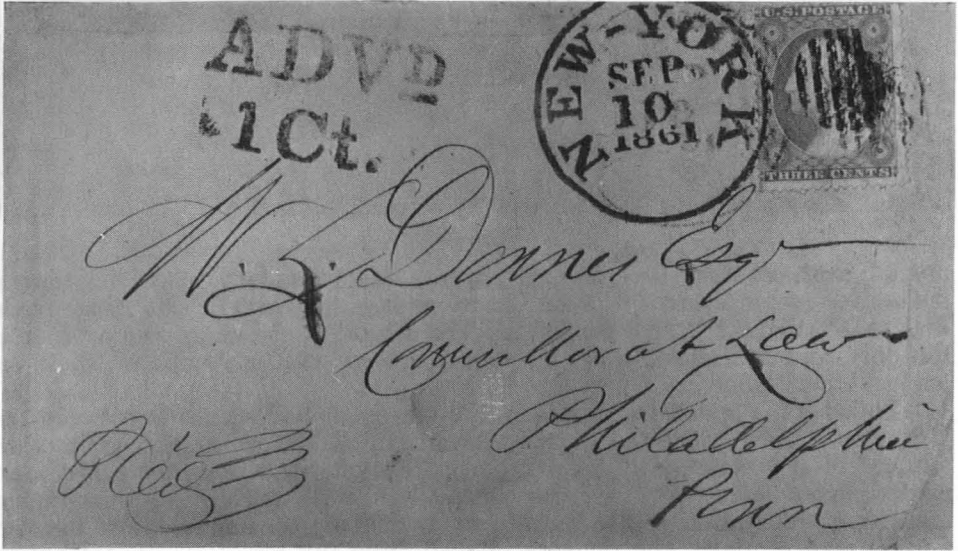


Figure 2



Figure 3

This cover has been in the author's collection for a number of years, and it was only while preparing this article that the backstamp, shown as Figure 3, was noted. The marking is incomplete and blurred, but is clearly a dead letter handstamp used at Philadelphia similar to the one used at St. Louis. It records the date on which the letter was sent to the Dead Letter Office. As far as is known, this is the first report of the marking. If any others are known to our members, a description of them would be appreciated.

The Philadelphia postmaster, in common with many others, acquired special townmark handstamps embodying the rate. These were designed for use on stampless mail to avoid the necessity of using two separate handstamps, one for the town and date and the other for the rate. If the stampless cover was prepaid in cash, the townmark includes the word PAID as well as the rate. The clerks in Philadelphia apparently exercised considerably more care in restricting these markings to stampless mail than those in other cities. As a result, only two of these townmarks have been reported on mail



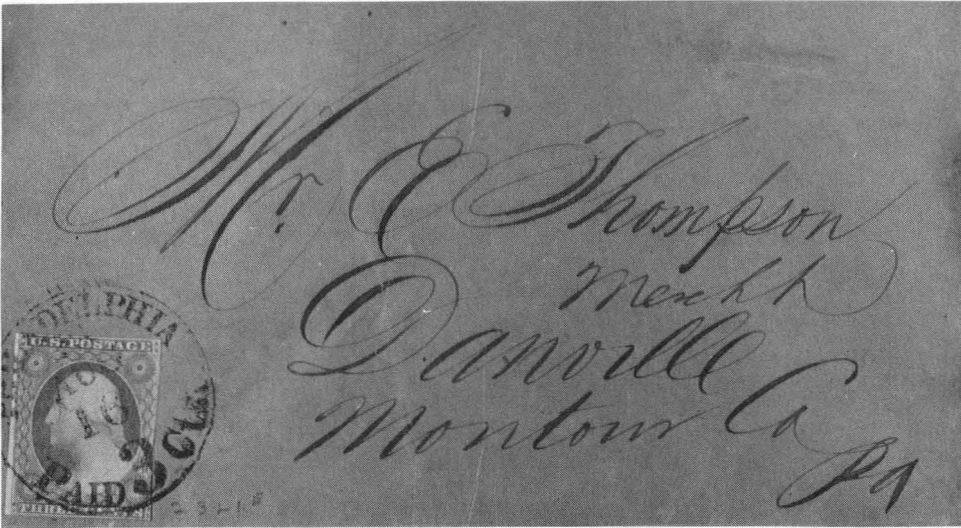


Figure 4

prepaid with stamps (such use, of course, was redundant, since the stamps themselves were evidence of the rate and prepayment). The first reads PHILADELPHIA P<sup>A</sup>./D/3 cts./PAID. The second is shown as Figure 4. It is the only recorded example of this marking used with a stamp, which is an orange brown from Plate 1 Early.

Philadelphia and New York were the two great battlegrounds between the U.S. Post Office Department and private firms which sought to capture a share of the business of handling mail. Except for a few companies that carried letters between cities, this competition was confined to transporting mail from letter boxes to the postoffice for delivery to another town through normal mail channels, the delivery of mail from the postoffice of destination to the addressee, and deliveries between two non-postoffice sites in the same city. There were several private mail firms in Philadelphia, but Blood's Penny Post was the most successful and persistent in its competition with the Post Office Department. In fact, far more intra-city mail was carried by Blood's than by the U.S. mail carriers.

In 1851, in an attempt to break the local firms, the Postmaster General declared all streets, lanes and avenues within the corporate limits of Phila-

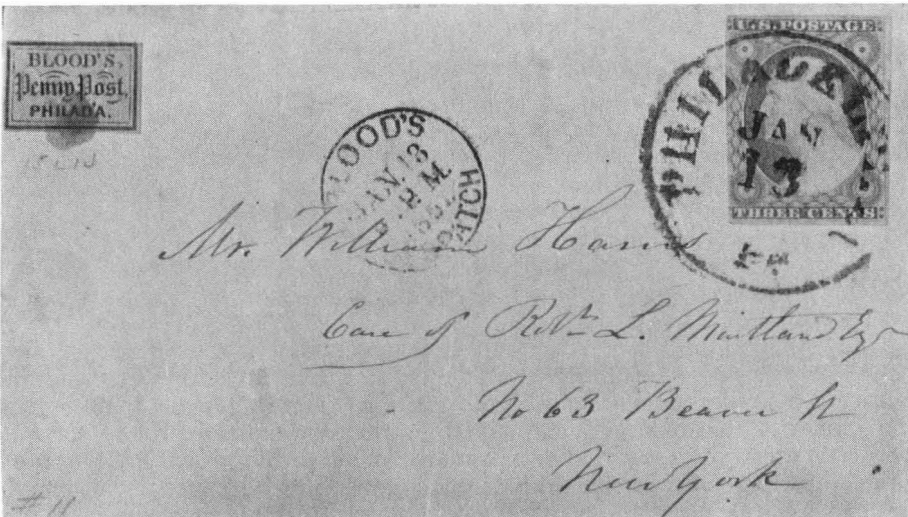


Figure 5



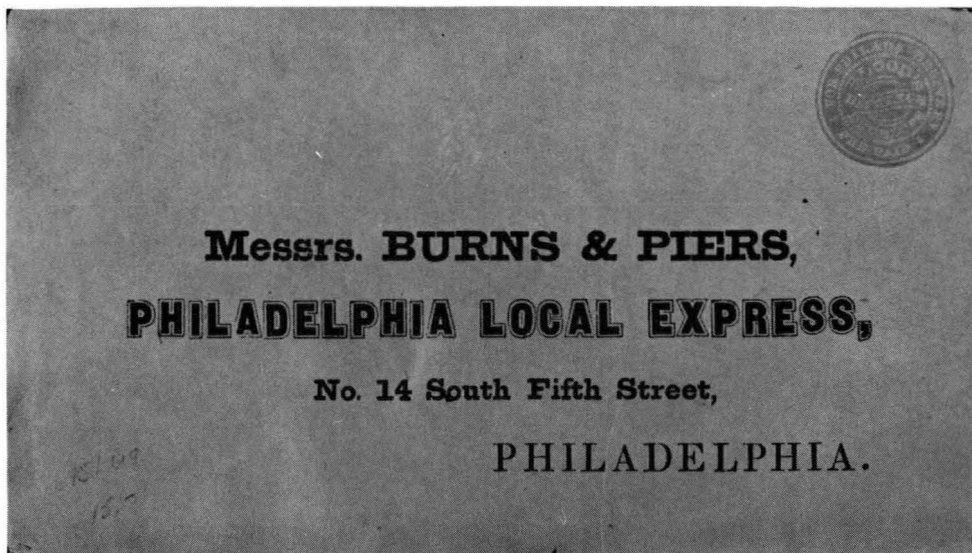


Figure 6

delphia to be post roads, but in his report of 1860 complained of his lack of success with Blood's: "The private expresses in the cities named have acquiesced in the legality of this step, with the exception of one in Philadelphia, known as 'Blood's Express,' which has continued the regular delivery of letters in defiance of the order of the department."

Figure 5 is a typical example of a Blood's stamp canceled with acid which prepaid the 1¢ fee for delivering the letter to the postoffice, where it entered the U.S. mail system for New York, prepaid with a U.S. stamp.

Figure 6 is a rare embossed Blood's envelope pre-printed with the address of another private express firm in Philadelphia. This is from the William C. Jennens collection and is only the second example recorded by the author.



Figure 7

The cover in Figure 7 was carried to the postoffice by the relatively unsuccessful U.S. carrier service, paid by an eagle carrier stamp. An added feature here is the 3¢ 1851 stamp, which has a part of the Toppan, Carpenter imprint and plate number "3". The frosting on the cake is the fact that the

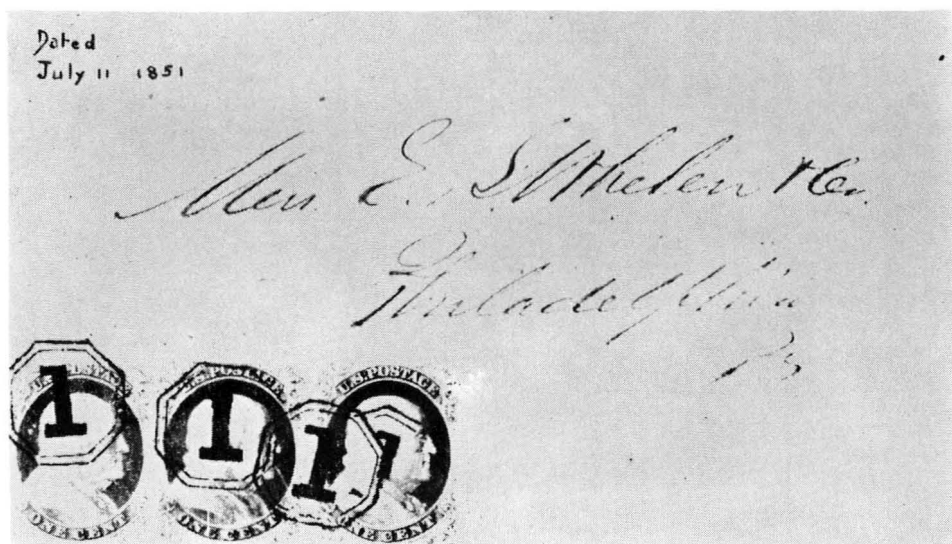


Figure 8

stamp is the rare orange brown color, the only example from Plate 3 known on cover.

Finally, Figure 8 shows the scarce boxed "1" rating mark used at Philadelphia to obliterate 1¢ stamps used to pay the drop letter rate. Since the cover was both rated at and addressed to Philadelphia, it appears to be a drop. But why was it prepaid 3¢? It seems probable (but not certain) that the cover, bearing the proper single letter rate, was privately conveyed from another town to the city, where it was placed in the postoffice for delivery.

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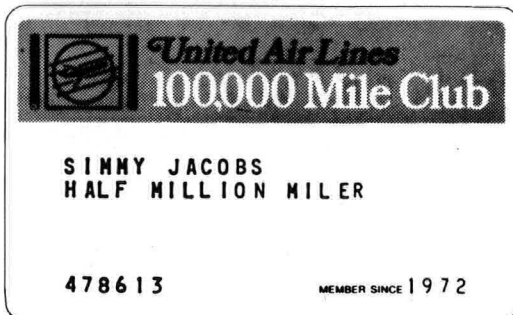
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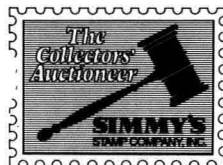
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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### EDITORIAL

This issue of the *Chronicle* is centered upon the postal history of Philadelphia. A great deal happened during the 1860s in Philadelphia with postal history connotations. There were the great sanitary fairs, and the patriotic envelopes, many of which, such as the Philadelphia "Rose" designs, depict certain Philadelphia scenes and buildings. We do have a photograph of an unfolded "rose" but decided not to include it because of serious doubts that it would reproduce well. As unfolded, the circular "rose" has a diameter close to 10 inches (or, if you prefer, about 25 cm.). Width of the printing format of the *Chronicle* is about half that; the scenes and designs of the "rose" are both detailed and small, and it is quite doubtful that reproduction would be particularly legible. We also thought of running a "potpourri" of Philadelphia Civil War covers, but decided to reserve this sort of thing for a future issue, if such could be assembled. A good deal of Philadelphia material has appeared in the *Chronicle* over the years. Reference also should be made to the *Cover Corner* in this issue. A later issue will carry a further extension of Mr. Flack's records of Philadelphia postal markings.

The late George N. Malpass was a Philadelphian, and his article in the *Stamp Specialist*, *Coral Book* (Lindquist, New York, 1945). "Philadelphia's Part in the Civil War," is nicely illustrated with patriotic cover designs having Philadelphia themes. If one wished to form a patriotic cover collection illustrating Philadelphia or any other city, for that matter, the Malpass article is a fine instruction manual.

These notes are being written to explain why, rather than attempting a run-down of 1860s Philadelphia material—impossible to complete, and difficult to cover in any depth short of a book—we have chosen to present at least the start of an article about the Philadelphia use of the Civil War "Ship 3," and "U.S. Ship" markings—rates not to be found in the *P.L. & R.*, but which did exist.

First, it is also appropriate to an issue of the *Chronicle* based upon Philadelphia matters to include a photo and write-up of a cover being sold by Simmy's of Boston's auction of Postal History material, which will have taken place before these notes appear. We would like to thank Mr. Stan Frajola of the Simmy's staff for providing both the photo and write-up of this interesting cover.

### THE PHILADELPHIA "SHIP 3" RATE AND THE PHILADELPHIA "U.S. SHIP" STRAIGHTLINE MARKING

RICHARD B. GRAHAM

In July, 1963, in *Chronicle* No. 45, which was the first "slick paper" version of this publication, the writer had an article entitled "Information Wanted." This article concerned itself with the group of Civil War ship markings worded "U.S. Ship" with and without rate markings. Prominent among these was the straight line type nearly always associated with a Philadelphia town postmark. The article mainly listed the types of "U.S. Ship" markings known to the writer, and asked for further reports of such markings where origin and date could be identified. The markings, particularly the rated versions, are normally not accompanied by either a date or a town postmark. This has made research on the uses of these markings quite difficult.

In the *Chronicle* for June, 1967, No. 55, there was illustrated the cover shown with this article as Figure 1, with a discussion as to how it got to Philadelphia from Venezuela. In *Chronicle* No. 58, for May, 1968, there was an article entitled "The Ship 3 Rate of Civil War Days," and a cover similar to that of



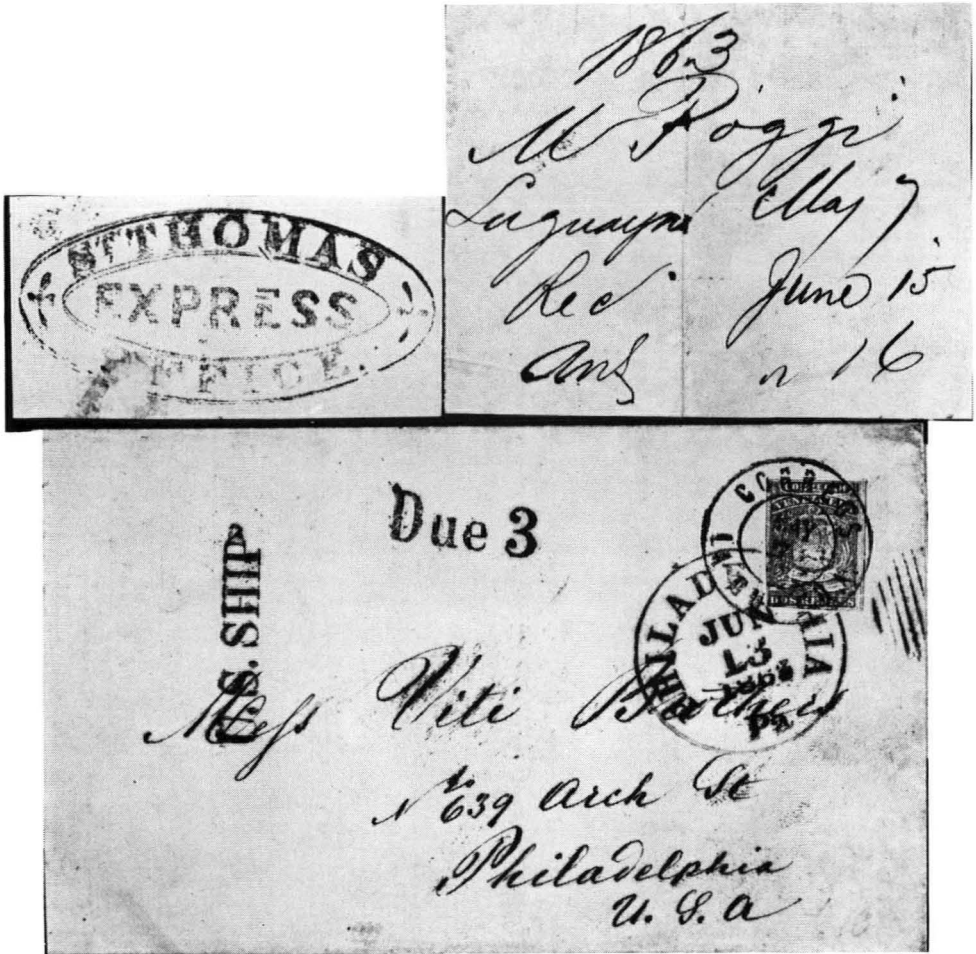


Figure 1. From Venezuela to Philadelphia, May-June, 1863, per "U.S. SHIP." Courtesy Floyd Risvold. Photo by Henry A. Meyer.

Figure 2 was shown, among others. In *Chronicle* No. 66, on page 81, was shown the cover illustrated here as Figure 3, again with some explanation.

The attempted identification of sources of the various types of U.S. Ship markings has been a project of more than twenty years for the Period Editor, and it is not yet completed. A good deal has been learned. We know, or at least believe we know, and the reason is quite logical, why the "Ship 3" and the successor "U.S. Ship" 3¢ rates came into being. We know, generally, in spite of the paucity of data furnished by most covers bearing some of the markings, where most of the covers bearing them originated. What we do not know, at least not for certain, is exactly where the markings were applied, and by what class of postal employée. In any case, the markings occupy a unique niche in postal history, relative to U.S. postal usages associated with ships and boats and waterways. In fact, these markings, in a manner of speaking, actually represent a successful attempt of the United States Post Office Department, and the U.S. Army and Navy, to circumvent, legally, the Postal Laws & Regulations for the benefit of a small portion of the mail-using population!

The markings were applied to letters of soldiers and sailors on what was essentially blockade duty. The early days of the war saw a "blockade" declared by the Federal government upon all Confederate ports. The declaration of "blockade" was really a misnomer, in that it tacitly recognized the Confederacy as a *nation* at war; the Federals should have simply declared all ports in seceding states closed by virtue of Federal authority. The next problem was to get

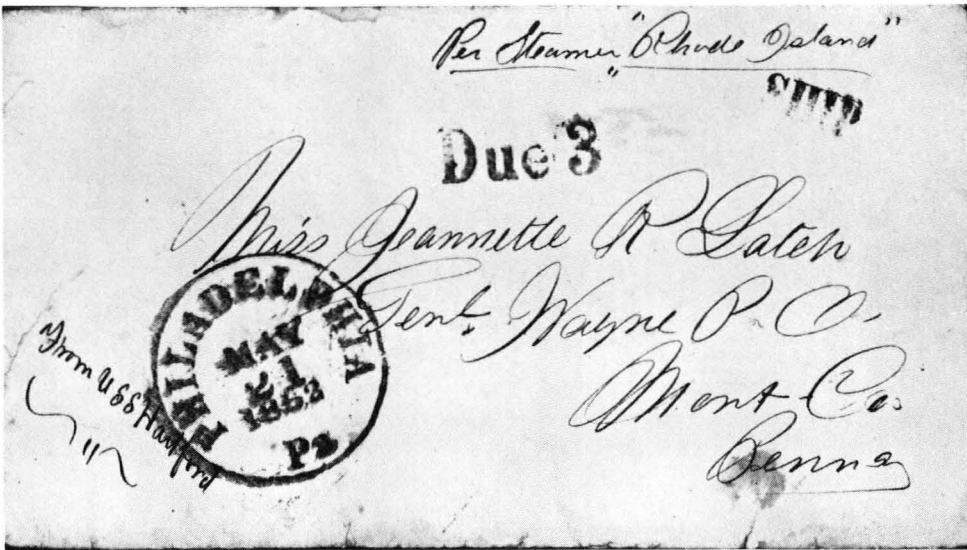


Figure 2. From aboard the U.S.S. "Hartford," Farragut's flagship at New Orleans in 1862, with "condensed" SHIP marking, into Philadelphia, May 21, 1862. Courtesy Capt. H. F. Rommel, USN, Ret.; photo by H. A. Meyer.

ships to sea to establish at least a token blockade; incoming ships of foreign states could not legally ignore an established blockade without being subject to capture. So, the Federal government bought up every steamer it could buy, stuck a few guns aboard each with a hastily assembled and ill-trained crew, and assigned them off southern ports as fast as it could send them south. In the meantime, the new government ordered back to the United States all the regular Navy ships which Isaac Toucey, the predecessor of Lincoln's Secretary of the Navy Gideon Welles, had calmly scattered to the four corners of the world. Some of the vessels acquired were taken into service with some of the strangest names ever given Navy ships—U.S.S. *Hunchback*, and *Periwinkle*; *Fairplay*, *Fahkee*, and *Susan A. Howard*; *Rattler*, *Dai Ching*, and *Wyandank*; some good, mostly bad, but all floated. Soon, it was found that the heavy seagoing Navy steamers could not lie in close enough to shore to be very effective, and also it was discovered with shattering suddenness that the most heavily armed sailing frigate had little chance of catching fast, elusive, relatively light draft steamers. It was decided to capture certain southern coast towns, both to close their ports and to serve as bases for the blockaders of other nearby ports. Attacks were made to capture New Bern, North Carolina, and Port Royal, South Carolina; New Orleans fell, and Pensacola and various other Florida points were taken. In addition, Key West and Old Point Comfort remained in Federal control, and Norfolk was soon retaken, as were other less important points. Troops were landed at Charleston, on the outer islands of that bay.

All these Navy sailors and Army troops on the Confederate Coast were cut off from the north except by sea. Mail, and supplies in the form of coal, food and ordnance had to be transported from the north. Furthermore, few of the troops had stamps, and if such had been available, there was little money to buy them, especially early in the war. In addition, there was another problem—the U.S. Postoffice Department had been striving valiantly since 1856, when prepayment of all domestic mails by stamps had been required, to eliminate the idea of sending domestic letters collect. This was the situation in the summer of 1861, when the Navy Department bought two large seagoing sidewheelers and placed them on despatch service. Ice houses for meats and produce were built aboard, and they were placed on regular service, sailing from Northern ports, stopping at all points on the blockade from Virginia to the Rio Grande, and returning.

As the blockade grew, the blockading ships were divided into squadrons. The North Atlantic Blockading Squadron (NABS) included the waters off Vir-

ginia and North Carolina; the South Atlantic Blockading Squadron extended from the North-South Carolina line to Cape Florida. The East Gulf Blockading Squadron (EGBS) extended from Cape Florida to Saint Andrews Bay, Florida, east of Pensacola, and the West Gulf Blockading Squadron (WGBS, for future reference) extended from St. Andrews Bay to the Rio Grande. As the various squadrons were created, additional steamers were placed on the supply service, the Army also having a regular service.



Figure 3. Patriotic corner card of U.S.S. "Mercedita," off Charleston, S.C., 1862. Design is black, except for flag, red, white and blue, and pennant, in blue with ship's name in relief.

As we noted previously, mail communication from the troops and the blockaders was entirely by sea, and both the Army and Navy chartered or acquired seagoing steamers for use as supply and despatch vessels, after it began to appear that the war was going to be a protracted affair. In the meantime, both the troops and the blockaders had gotten along just about any way they could. They could at least send mail collect as ship letters, and the covers shown in Figures 2, 5 and 6, both of the latter into Philadelphia from a point to be identified later, were sent as such. However, although the normal 3¢ postage was collected, the normal ship letter fee of 2¢ per letter was not. In 1861, ship letters—covers brought into a port by a casual ship not having a mail contract—were required to be turned into the local postoffice at the port before the ship could legally "break bulk." For so doing, the Captain of the ship was entitled to be paid 2¢ per letter by the postmaster of the port. This charge, in turn, was passed along to the recipient of the letter, and the charge was explained or justified by a marking "SHIP" applied to the cover. Postal historians, of course, term such markings "origin marks," since they were shown on the waybill as a separate classification of mail, when sorted and mailed.

So—why was the 2¢ ship letter fee not charged on the covers shown in Figures 2, 5 and 6, even though the covers are clearly marked "SHIP"?

Volume 27 of Series I, *Official Records of the Union and Confederate Navies in the War of the Rebellion*—for obvious reasons, usually known as "OR,N"—contains a major section entitled *Operations of the Supply Vessels*. On pages 417-19 of this work, there is a copy of a letter from Commander Maxwell Woodhull, Captain of the supply vessel U.S.S. *Connecticut*, directed to the Navy Department, reporting on a six weeks' trip from New York nearly to the Rio Grande and back. While most of the content of the letter deals with the matters of men, ships, guns and supplies, two paragraphs are devoted to handling of the mails:

You will be surprised to learn that in mail matter alone we had, on leaving New York, some 60,000 letters and papers, besides some 2500 packages, consisting

of boxes, trunks, and bundles (for the Army and Navy), to be distributed among officers and men of either branch of the service; a great undertaking, but being properly systemized, the work was executed without mistakes or loss.

In connection with this subject of the mails, I would respectfully suggest to the Department whether the 2 cents per letter (ship) allowed by the post-offices to masters of vessels, not claimed or allowed to commanders of national ships, ought not to be credited to the Navy Department. It must, judging by the great number of letters delivered, amount to a large sum each round voyage; if so credited, would go far toward lessening the expenses of the supply steamers.

As defined in the 1859 *P.L. & R.*, ship letters “. . . embrace the letters and packets brought into the United States from foreign countries, or carried from one port of the United States to another, in any *private* [editor's italics] ship or vessel, before such letters have been mailed.” Presumably, the incoming letters were thus identified as ship letters, so that they might be mailed unpaid, but were not charged the normal 2¢ ship letter fee, since the letters were turned in by masters of *National* vessels, as described by Woodhull in his report. Hence, at first, a *Ship 3* rate on single letters, and later, to better describe the type of origin, *U.S. SHIP* rather than simply “SHIP” letters.

The article in *Chronicle* No. 58, entitled “The Ship 3 Rate of Civil War Days,” illustrated three different covers, all rated as “Due 3,” and all with the same identical “SHIP” marking (as is on the cover of Figure 2 in this article) which the late Henry A. Meyer and the writer had dubbed the “condensed ship,” because of its exceedingly compact appearance. Henry Meyer recorded and photographed examples of SHIP markings for well over 30 years and nothing else very close to this marking was ever recorded. However, the rather startling thing, considering how ship markings are normally used, being struck by rating clerks at ports of entry, was that this marking has been seen with town postmarks of both Boston and Philadelphia, as well as with the “U.S. Ship/ 3 Cts” circular handstamp and also other markings. Some eight or nine covers have been recorded with this “SHIP” handstamp. The Philadelphia town marking, dated May 21, 1862, and with the same “Due 3” ratemark, appears upon about half of them. The Boston examples bear July 24 dates, and others cannot be dated as to entry into the postoffice. The point is, however, that the “condensed ship” marking is almost certainly a route agent marking and not a marking of a Northern U.S. port. All the covers of which the source can be identified come from Butler's troops at Ship Island or (mostly) Farragut's fleet off New Orleans, or at New Orleans or in the Mississippi River below that port. So, the conclusion of Mr. Meyer and the writer was that the marking was applied by a seagoing route agent with the expedition to capture New Orleans in the Spring and early Summer of 1862.

Returning to the cover of Figure 2, this cover, shown through the courtesy of Capt. Herbert F. Rommel, USN, (ret.), was sent from aboard one of the Civil War's most famous ships, the U.S.S. *Hartford*, which was Farragut's flagship in 1862 at New Orleans and at Mobile Bay in 1864. The cover is endorsed as “Per Steamer Rhode Island,” and, as discussed above, is marked “SHIP” although rated “Due 3” and is postmarked at Philadelphia on May 21, 1862.

Volume 27, Series I of the *OR,N* devotes nearly 400 pages of reports, letters and orders to the operations of the supply vessels. The first two Navy despatch and supply steamers were the U.S.S. *Connecticut* and the U.S.S. *Rhode Island*. Beginning in late July of 1861, the *Rhode Island* made regular trips from Northern ports to supply the blockaders, and the *Connecticut* commenced trips on an alternate schedule the following month. The latter vessel apparently always ran out of New York, but the *Rhode Island* ran, at times, not only from New York, but from Boston, and on two trips, returned back to Philadelphia. Both vessels were assigned to chasing blockade runners and other duties in late 1862 (see “The Sturtevant Correspondence,” page 29, *Chronicle* No. 85, for some further Civil War service of the *Rhode Island*). As is always the case with Navy ships, certain detailed reports were required of all the activities of the supply steamers, and some of these, quoted in the *OR,N*, are of considerable interest to the postal historian. Figure 4 shows one of these reports; an abstract of the outward and inward trips of the *Rhode Island*, sailing from New York





Unfortunately, the *OR,N* does not give all the abstracts of the despatch steamers. These would be rather voluminous, but probably do exist in the archives. For the cover of Figure 2, the particular trip of the *Rhode Island* is not abstracted in the *OR,N.*, but a narrative of the commander of the U.S.S. *Rhode Island* of his trip is included. The *Rhode Island*, sailing from Philadelphia, had reached New Orleans on May 1, 1862, and after delivering her despatches to Farragut, had run aground upon leaving the anchorage on the second. She was aground four days, and after getting off, transferred the remainder of her supplies, etc., to another vessel to complete the circuit to the Rio Grande, the *Rhode Island* starting on the return trip. As a result, the *Rhode Island* arrived north somewhat earlier than expected, reaching Hampton Roads on May 20, 1862. Although the *Rhode Island* had been instructed to enter the port of Boston, by a letter from the Navy Dept. dated April 3, there is some cause to believe the *Rhode Island* did not receive this instruction until she entered Philadelphia on May 21, since she did not arrive at Boston until May 30, 1862. In any case, her mail was apparently brought into the Philadelphia postoffice and processed on May 21.

(To be continued)

### EARLIEST KNOWN ON COVER USE OF 1c 1861 STAMP

A previously unrecorded early use of 1 cent 1861 on cover has been found by Simmy's Stamp Company of Boston. The cover, pictured here, is a patriotic of "Col. Friedman's Cameron Regiment Dragoons" in colors from the same correspondence as the cover in the Walcott Collection (lot #1319).



The 3 cent 1857 issue and 1 cent 1861 issue are each tied by identical, syncopated grid postmarks. Two "Philadelphia PA" octagonal date stamps of "Aug 18, 1861" and "Aug 21, 1861" respectively as well as two strikes of the fancy, framed "rec'd Aug 19" handstamps are the only other postmarks.

The question of when the 1 cent stamp was applied is crucial because of the three different date cancels. Mr. L. Brookman states (*The 19th Century Postage Stamps of the United States*; Vol. 1, page 209) that "Mr. Gross has a copy on a cover used August 21, 1861 and this is the earliest 'on cover' use known to the author." A single off cover copy is, however, known with an August 17, 1861 cancel. At the latest this copy of the 1 cent was used on the same date as Mr. Gross' cover and possibly earlier.

The apparent solution to the problem of when the 1 cent stamp was used is that the letter was originally mailed with only the 3 cent 1857 and deposited in a box other than at a post office. Upon reaching the main post office, it was noticed that the 1 cent carrier fee to cover transit from box to post office had not been paid. According to regulations, it was necessary to collect the additional 1 cent before the cover could be sent to its destination. The "rec'd Aug 19" handstamps probably indicate that it was being held for postage. Apparently the 1 cent was paid and the post office applied the new issue 1 cent stamp, the Aug 21, 1861 date stamp and the cover went on its way.

This cover then shares the honor of being the earliest on cover use of the 1 cent 1861 as well as being an attractive patriotic with mixed issue franking.

# PHILATELIC BIBLIPOLE

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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**PHILADELPHIA DISPATCHED MARKING WITH FANCY KILLERS**

**JAMES H. SCHREIBER, RA 1478**

Early in 1975 I came across two covers bearing an unusual Philadelphia postal marking, apparently duplexed with a killer cancellation. Figure 1 shows a typical example of this marking, on a 3¢ 1869 cover posted at Philadelphia and addressed to a business firm on Nassau Street in New York. The black circular date stamp, which may not be clear in the photo in figure 1, seems to say "AUG 1." The stamp is tied by a large solid circle, also in black.

In an attempt to learn about this Philadelphia marking I began checking available literature and published a request for information in issue #82 of the *Chairman's Chatter*.

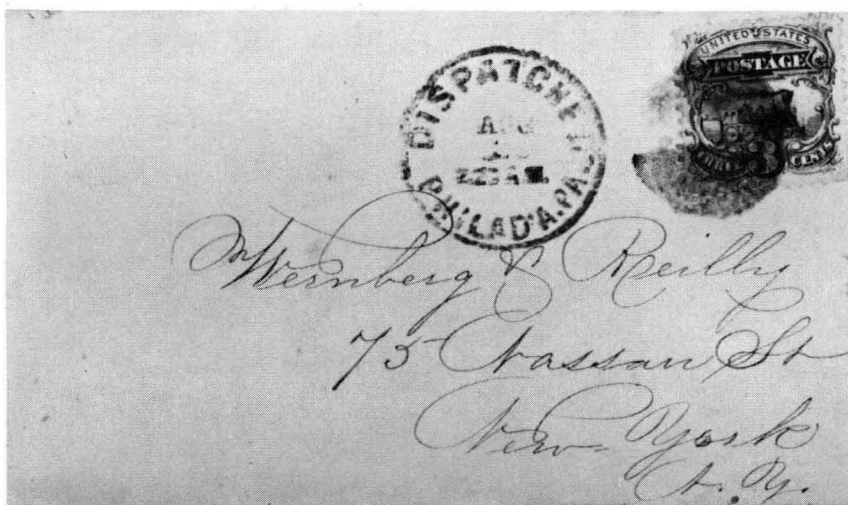


Figure 1. Philadelphia dispatched marking on a 3¢ 1869 cover to Nassau Street, New York. The killer is a large solid circle, one of eleven different varieties of fancy killers so far found used with the dispatched marking. Both markings in black. Author's collection.

The search through the literature yielded two write-ups by Harry Konwiser. The first was published in 1938 and reads: "Fred W. Allendorf, Jr., of Philadelphia, reports U.S. numbers 94 and 114 on covers (dated 1869 and 1870) carrying the circular marking reading 'Dispatched Philada. Pa.' in blue."<sup>1</sup>

The second write-up, published in 1945, again sought information:

Will some kind reader, specializing in Philadelphia post markings, or Philly postal lore, please advise this column where to obtain definite knowledge relating to the circle markings reading "DISPATCHED PHILADA PA." in black or blue circle, as used on stamp, 3¢ red, 1867 issue (and in 1869). The circles carry the dates and time of day, and the three covers at hand were addressed to New York.<sup>2</sup>

These write-ups add little to our knowledge of this marking, but note three things. First, the three covers mentioned in Konwiser's second article are all addressed to New York. Second, all the covers are from approximately the same time period. And third, a rather negative point: Konwiser never acquired any additional information on this marking—or at least, none that he published.

Much more information was gained from the request in the February 1975 *Chatter*. The responses resulted in reports of 44 covers bearing the dis-

1. Harry M. Konwiser, "Postal Markings" column in *Stamps*, December 17, 1938.

2. Harry M. Konwiser, "United States Postal History" in *Mekeel's*, page 115, August 20, 1945.



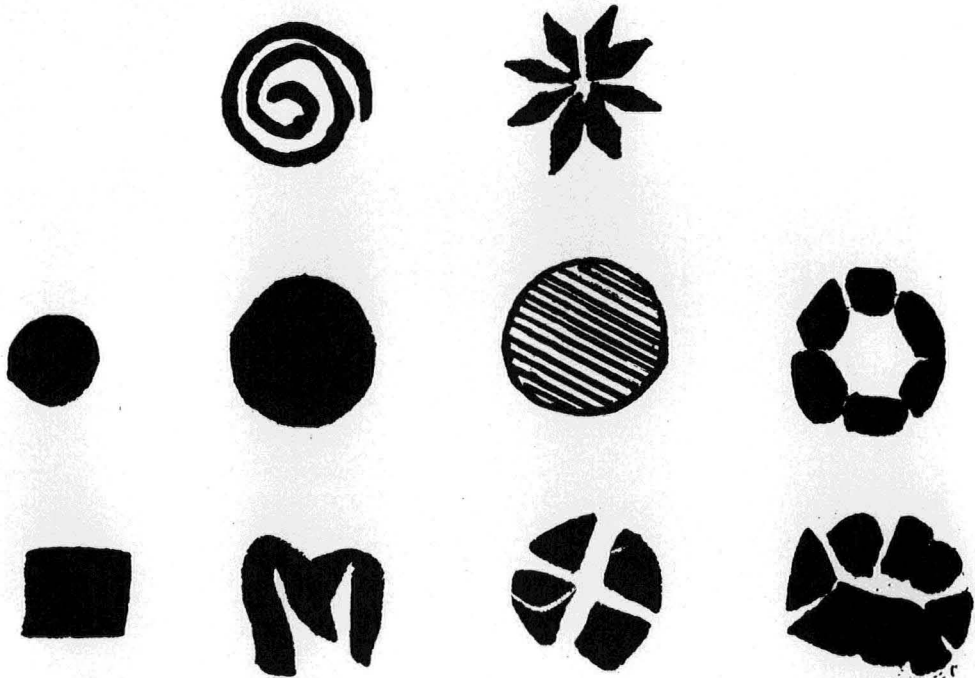


Figure 2. Crude tracings of ten of the eleven dispatched killers seen by the author. For purposes of discussion, they have been designated as follows: spiral, eight-point rosette, small solid circle, large solid circle, many-lined grid, six-part ring, solid square, letter M, four-part circle and six-part oblong. Another killer type, a three-part circle, was not available for illustration. The "letter M" is so designated because it is so placed on the covers seen. However, if rotated 90 degrees counter-clockwise it becomes a "letter E," and if rotated 180 degrees it becomes a "letter W." The letters N, S, E and W were commonly used as killers with railroad cancellations, indicating north, south, east or west.

patched marking. The salient information about each cover is presented in Table 1. The chronology of some of these covers may be incorrect, particularly those from mid and late 1869. The proliferation of killers during this period suggests either chronological misplacement or a hyperkinetic agent who made numerous killers and used them at random. Without further data it seems impossible to sort out the misplacements, but the tentative chronological order seemed the most efficient way to present the information.

The general characteristics of this marking are as follows: The circular date stamp is approximately 27mm. in diameter, reads DISPATCHED PHILAD'A. PA. around the edge, shows the date and time of day in the center and is accompanied by one of the various killers. Both marking and killer are found in blue or black, and the color of the ink appears to vary, particularly the blue. In most cases the covers are addressed to New York City. There are two exceptions, one the March 5, 1869, cover to Poughkeepsie and the other the December 1, 1869, cover to King of Prussia, Pennsylvania. I assume these to be errors of usage, though the possibility exists that they are surviving instances of other than New York use.

Figure 2 shows tracings of ten of the eleven killer varieties that have so far come to my attention. The missing item is a "three-part circle," for which an adequate tracing could not be obtained.

Working on the reasonable presumption that more killer types will appear, and acknowledging the tentativeness of the chronology of the covers listed in table 1, I have not attempted to assign any type designations to the various killers. This should await the appearance of additional information. The tracings shown in Figure 2 are in most cases hand-drawn, so they should not be regarded as definitively accurate.

In addition to the reports of covers, two possible explanations of the marking were suggested. The most frequent and persuasive was well stated

**TABLE 1**  
**TENTATIVE CHRONOLOGICAL LISTING OF COVERS BEARING PHILADELPHIA DISPATCHED MARKING**

DATE	TIME	COLOR	KILLER	STAMP	COMMENTS
1868					
Oct. 3	6:30 P.M.	black	3 part circle	3¢ 1861 (#65)	
Oct. 5	P.M.	black	3 part circle	3¢ 1864 envelope	
Nov. 3	3:30 P.M.	black	6 part ring	3¢ 1864 envelope	Station C cancel
Dec. 8	2:25 A.M.	black	6 part ring	3¢ 1867 (#94)	
Dec. 10	3:30 P.M.	black	6 part ring	3¢ 1867 (#94)	
Dec. 17	2:25 A.M.	black	6 part ring	3¢ 1867 (#94)	
1869					
Jan. 3	2:25 A.M.	black	6 part ring	removed	Station C cancel
Jan. 8	6:30 P.M.	black	6 part ring	3¢ 1867 (#94)	
Jan. 11	2:25 A.M.	blue	6 part ring	3¢ 1867 (#94)	
Jan. 11	3:30 P.M.	blue	6 part ring	3¢ 1867 (#94) pair	
Jan. 15	6:30 P.M.	blue	6 part ring	3¢ 1867 (#94)	Main Office cancel
Jan. 16	2:25 A.M.	blue	6 part ring	3¢ 1867 (#94)	Station C cancel; Figure 3.
Jan. 25	2:25 A.M.	blue	indistinguishable	3¢ 1867 (#94)	
Jan. 25	3:30 P.M.	blue	indistinguishable	3¢ 1867 (#94)	
Feb. 17	3:30 P.M.	unreported	indistinguishable	3¢ 1867 (#94)	
*Mar. 3	6:30 P.M.	blue	many lined grid	3¢ 1867 (#94)	On piece
Mar. 5	3:30 P.M.	black	indistinguishable	3¢ 1864 envelope	To Poughkeepsie, New York
*Mar. 6	6:30 P.M.	blue	many lined grid	3¢ 1861 (#65)	
April 13	6:30 P.M.	unreported	spiral	3¢ 1867 (#94)	
April 14		unreported	spiral	3¢ 1867 (#94)	
April 15	2:25 A.M.	blue	spiral	3¢ 1869	
*April 20	6:30 P.M.	blue	8 pt. rosette	3¢ 1869	
*April 28	1:20 P.M.	blue	6 part oblong	3¢ 1867 (#94)	
*May 2	1:20 P.M.	blue	4 part circle	1¢&2¢ 1867 (#92&#93)	secondary marking
*May 20	6:30 P.M.	blue	unreported	3¢ 1869	
*May 24	1:20 P.M.	blue	6 part oblong	3¢ 1861 (#65)	
May 27	3:30 P.M.	blue	indistinguishable	3¢ 1867 (#94)	
June 6	6:30 P.M.	blue	indistinguishable	3¢ 1869	
June 8	2:25 A.M.	black	4 part circle	3¢ 1867 (#94)	
*June 11	2:25 A.M.	blue	"M"	3¢ 1867 (#94)	
*June 16	2:?? A.M.	unreported	"M"	3¢ 1869	
July 13	3:30 P.M.	black	none	Stampless	From Cuba to New York dropped at first port, Philadelphia, with "Steam 10 Ship" in black

\*Indicates year date not verified.

DATE	TIME	COLOR	KILLER	STAMP	COMMENTS
1869					
*July 17	6:30 P.M.	unreported	indistinguishable	3¢ 1869	Main Office cancel
*Aug. 1?	2:25 A.M.	black	lg. solid circle	3¢ 1869	Figure 1
Sep. 1		black	indistinguishable	3¢ 1869	
Sep. 11		black	indistinguishable	2¢ 1869 pair	Presumably 1¢ overpayment
Nov. 29	3:30 P.M.	black	square	3¢ 1869	
*Dec. 1	3:30 P.M.	black	lg. solid circle	3¢ 1869	Station D cancel; To King of Prussia, Pa.
*Dec. 14 1870	3:30 P.M.	unreported	4 part circle	3¢ 1869	
Jan. 23	3:30 P.M.	black	square	3¢ 1869	
Jan. 27		black	lg. solid circle	3¢ 1869	
Mar. 17	6:30 P.M.	black	sm. solid circle	3¢ 1869	Figure 4
*Mar. 31	3:30 P.M.	blue	4 part circle	3¢ 1869	
*April 1	3:30 P.M.	blue	4 part circle	3¢ 1867 (#94)	

\*Indicates year date not verified.

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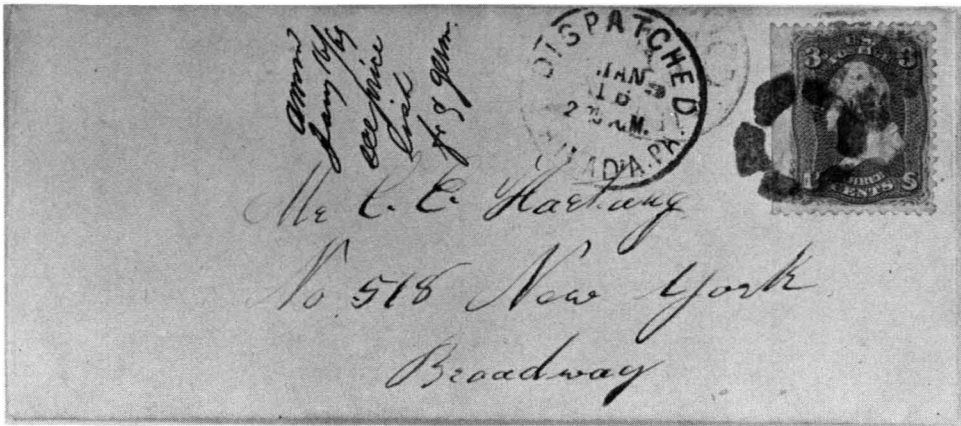


Figure 3. 3¢ 1867 (Scott #94) on a Philadelphia dispatched cover whose killer is the six-part ring. Both the dispatched circular and the killer are in blue. Beneath the dispatched marking is a black Station C circular, whose mute black killer also ties the stamp. Author's collection.

by Charles Towle in *Chronicle* #88: "Indications are that [the dispatched marking] may be a local or transfer railway mail agent marking used on mail posted at station mailbox and, if so, it is certainly the earliest recorded marking of this type."<sup>3</sup> This particular explanation conforms with the available information to a large extent. The same times recur frequently, specifically 1:20 p.m., 3:30 p.m., 6:30 p.m., and 2:25 a.m. This suggests regularly scheduled departure times such as might prevail in a well-run railroad. The 6:30 p.m. and 2:25 a.m. times are unlikely hours for postal employees to be working, also suggesting a rail agent. The markings' occurrence almost exclusively on mail from Philadelphia to New York would suggest use on a railroad route between these two cities. I do not think, however, that the marking was applied by a mail agent only on mail coming directly to him; that is, without going through a "regular" postal office first. This possibility is precluded by the frequent occurrence of station (and main office) markings accompanying the dispatched marking. Figure 3 is an example of such an occurrence, and five others are recorded in Table 1. Six out of 44 covers seems too frequent for this to have occurred through error. The cover in Figure 3 shows a 3¢ 1861 grilled stamp (Scott #94) tied by the killer we have designated the six-part ring. The circular date stamp shows "JAN 16," and the time is 2:25 A.M. Both the killer and the cds are blue. Beneath the blue markings, perhaps faint in Figure 3 but clear on the cover itself, is a black Philadelphia Station C circular marking and a mute killer (also tying the stamp) in the same shade of black. Additionally, since the stampless cover from Cuba (see Table 1) was most likely taken to a post office rather than directly to the railway station, this too suggests that the dispatched marking was applied to more mail than just that which was given directly to the agent on the train.

The second hypothesis was that the marking was placed on bundles or packages sent by train from Philadelphia to New York, and was not normally applied to covers. The large number of covers brought to my attention in just one year would indicate that the application of the dispatched marking to covers was more than an infrequent occurrence. It seems unlikely that by "bundles" one could include bundles of covers, since if the marking was used only on the top cover, how would the rest be cancelled? If all the covers in a bundle were cancelled individually it would have defeated the whole purpose of bundling them in the first place.

The cover in Figure 4, from the collection of Ben Chapman, shows a 3¢ 1869 stamp on a cover showing the advertising corner cachet of a coal merchant who was then doing business at 230 Walnut Street. The stamp is

3. Charles L. Towle, "Railroad Postmarks" in *Chronicle* 88, page 251; November 1975.



well tied by the killer we have designated the small solid circle (see Figure 2) and the dispatched marking shows MAR/17/6:30 P.M. Both killer and cds are black. In Table 1 this cover has been tentatively assigned to 1870, because 1869 would be too early for the 3¢ stamp. This makes it a relatively late use, because the latest use of this marking so far recorded is April 1, 1870.

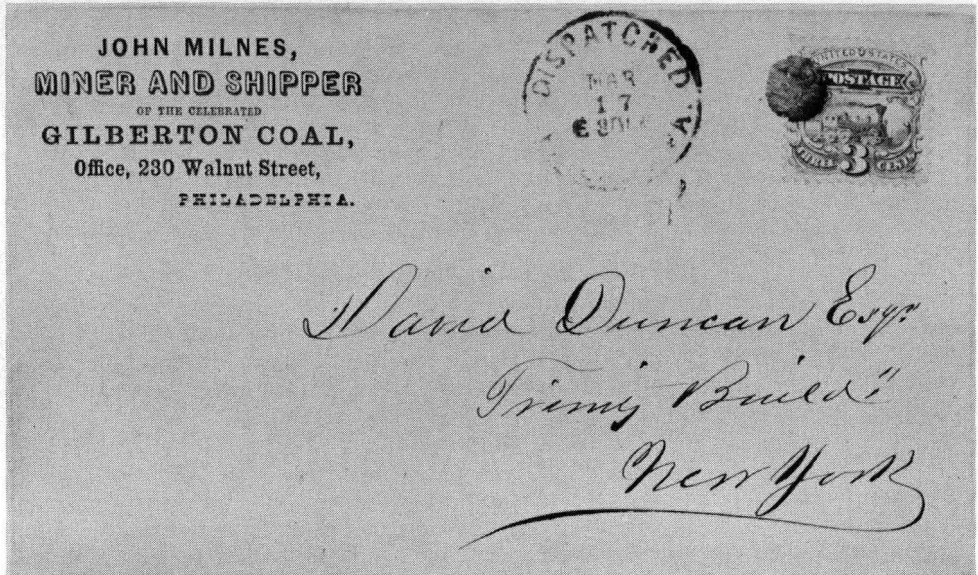


Figure 4. A 3¢ 1869 stamp, tied by the small solid circle, on a coal company's advertising corner card. Both markings are in black. Courtesy Ben Chapman.

To conclude, it seems likely that the Philadelphia Dispatched marking with the various fancy killers, was used on covers sent by rail from Philadelphia to New York, between late 1868 and early 1870.

It also seems likely that this marking indicated something special about the mail, in terms of routing, handling, or whatever. More information will be needed if we are ever to reach a conclusion in this matter. I would like to thank all those who furnished information, and to ask that those with additional information or suggestions write me at 2891 Bynan, Apartment 304, Ypsilanti, Michigan 48197.

**Review: Trollope: His Life and Art.** By C. P. Snow. 192 pages, lavishly illustrated. New York: Charles Scribner's Sons. \$14.95.

Anthony Trollope was John Kennedy's second-favorite novelist (just behind Ian Fleming). Trollope wrote 47 novels, 20-plus non-fiction books, and a large shelf of ephemera now largely forgotten. In English literature his output has been exceeded by few other writers, but one of them (unfortunately for him) was his own mother, who commenced writing in her 30s and published 108 books before she died.

Lord Snow's biography of Trollope deserves philatelic attention because it substantially recognizes Trollope's life-long association with the British Post Office. Trollope may or may not have been the author of the U.S.-British Postal Convention of 1868; he was certainly the principal British negotiator. He was also the inventor of the letter-box and the father of rural delivery. He did for the Irish postal system what Hugh Finlay did for Canada. All his life—as Snow well perceives—Trollope thought of himself not as a *literateur* but as a postal servant.

Snow is a fortunate choice as a modern Trollope biographer. Both he and his subject were scholarship students at upper-crust British universities. And both, while best known for their writing, spent most of their careers in the musty halls of the British civil service. Snow's fuzzy psycho-sexual interpretation of Trollope's novels is subject to debate, but philatelists must applaud his factual

emphasis on Trollope's postal personality. This book contains more than 20 illustrations (many in color) directly or indirectly related to postal affairs during the 1850s and 1860s. The text, mercifully brief and happily well indexed, gives better expression to Trollope's post-office existence than any other Trollope biography we have seen. We learn here, for example, the genesis of Trollope's life-long loathing of Sir Rowland Hill. And we get a clearer expression of Trollope's one great postal historical novel, *The Three Clerks* (regrettably misconstrued as "The Three Clocks" on page 43) than can be found elsewhere. In short, this modest commercial work, in its attempt to capitalize on the current infatuation with Victorian literature, is much more interesting to postal historians than either its author or its publisher intended. We heartily recommend it, not as a reference book but as a coffee-table or bed-side novelty, to collectors who are seriously interested in the social and postal history of England during the classic stamp period.

Michael Laurence

### DEPARTMENT OF AMPLIFICATION

The editors of this journal strive ruthlessly for completeness and accuracy, but errors of omission and commission inevitably creep into our pages. This should not surprise anyone, for if we were to wait for all the facts to be known, nothing would ever be published. Here follow a few corrections or modifications to material earlier published in this section.

#### HERZOG 1869 WRITE-UP

This section in *Chronicle* 89 was entirely devoted to William Herzog's important statistical analysis of the quantities of the various 1869 denominations that were both issued and delivered to the post offices. One of several major contributions of Herzog's write-up was to generate entirely new figures for the quantities of the 1869 stamps actually delivered to the post offices.

We must now belatedly acknowledge that at least part of the basic assumption used by Herzog in generating these figures had previously been deduced by none other than the late Elliott Perry, who published his insights in *Pat Paragraphs* #30 (April 1937, pages 805-809). Here Perry observed that data in John Luff's book "needs only to be rearranged to obtain the total of each denomination of any issue that was delivered to the stamp agent from January 1, 1869 to December 31, 1870." Perry then attempted such a rearrangement, though he did not succeed in generating actual figures for quantities issued.

By fortunate coincidence, the Perry write-up was unearthed by Herzog himself, in early February, at just about the time when his *Chronicle* write-up was being received by our membership. At the time Herzog's words were set in type, neither Herzog nor your section editor nor any other of the specialists to whom such write-ups are routinely shown prior to publication, had any recollection of Perry's insight, which was published almost 40 years ago and, to say the least, was not up to his usual high standards of clarity.

In addition to apologies due the late Mr. Perry (whose reputation will surely survive the affront), your section editor feels he owes an apology to Mr. Herzog, who is known as a serious student of the 1861 issues, but who has never claimed expertise or sought recognition in the 1869 area. Herzog produced his write-up only under the strong urging of this editor, and reached his conclusions with our full concurrence and encouragement. It is the section editor's duty, at least theoretically, to know the literature and provide the appropriate references where necessary. This one we simply blew.

In a way, the appearance of the Perry write-up is most gratifying. The fact that Herzog produced his work without being aware of the Perry citation only gives the resulting analysis greater credibility. Not one fact or figure in Herzog's work is changed by the discovery of the Perry citation. Instead, it is as if Elliott Perry had returned miraculously from his grave to cast his full approval on what Herzog wrote. As Perry doubtless would have said: "Facts are stubborn."

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## THE BANK NOTE PERIOD

MORRISON WAUD, Editor  
ARTHUR VAN VLISSINGEN, Assoc. Editor

### HATS

MORRISON WAUD

Hats off for the Bicentennial! Unfortunately for the hat manufacturers they've been coming off for years—permanently. Perhaps we can revive a little interest by devoting this article to hats as used to cancel stamps. All types of styles and shapes were used as cancellers, mainly during the 1870s, our justification for including them under the Banknote Period banner. But, in any event, this is supposed to be a fun article with no effort intended to add to knowledge about Banknote issues.

#### PRE-BANKNOTE PERIOD

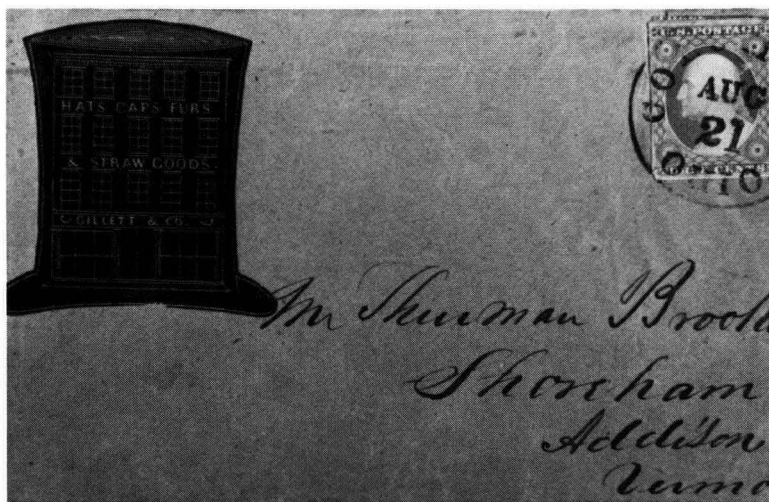
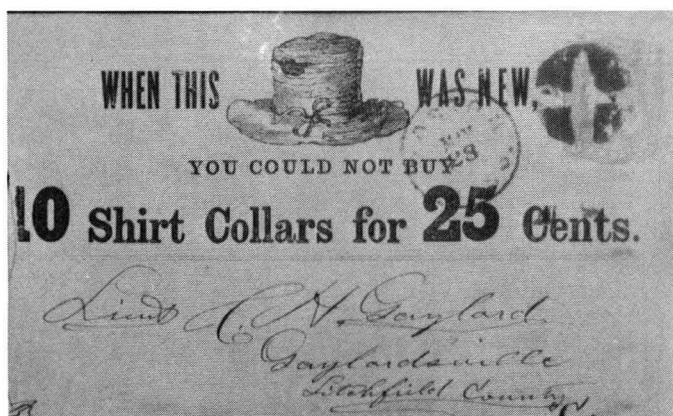


Figure 1. Corner card hat, 1851.

Figure 2. Hat picture advertising cover, 1861.



A W. C. Fields type stove-pipe top hat is illustrated by a corner card with a 3¢ 1851 (Figure 1). An attractive corner card pictures the Gillett & Co. store in Columbus, Ohio, on the background of the top hat. Next, a delightful advertising cover (Figure 2) with a 3¢ 1861, illustrating a disheveled hat with a bow. Figure 3 is an 1867 flyer that illustrates various types of male headgear then popular, at least four of which are found as killers to cancel stamps



during the 1870s. And finally we have a fine impression of a top hat (Figure 4) on a 3¢ 1869, which completes our pre-Banknote period examples. The hat resembles the top hat worn by the Mad Hatter in *Alice in Wonderland*.

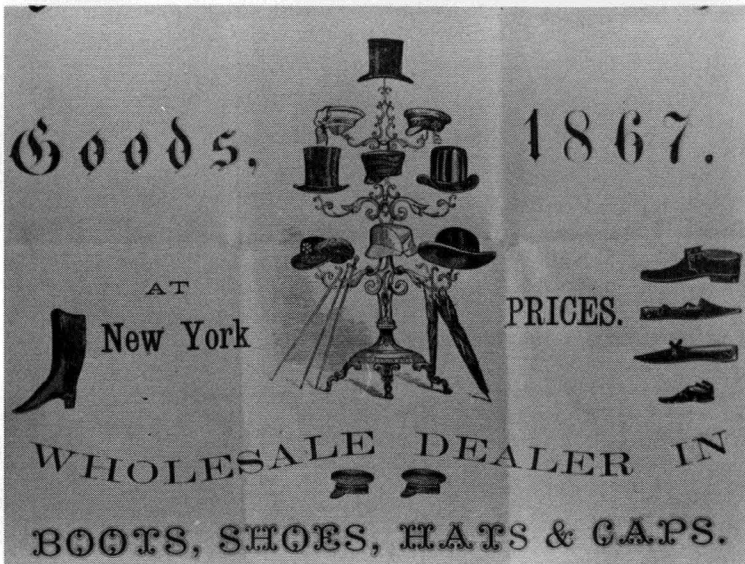


Figure 3. Flyer on various types of hats, 1867.

Figure 4. Mad Hatter hat cancellation, 1869.



**BANKNOTE PERIOD**

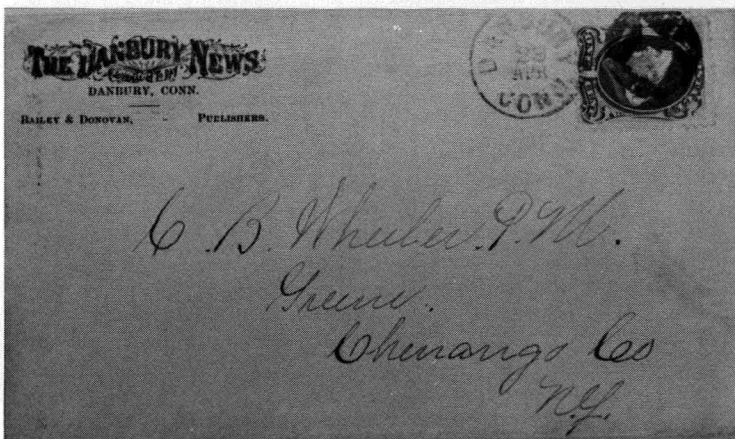


Figure 5. Tall hat cancel on Danbury cover.

Danbury, Connecticut, was the home of the Danbury Hat Company, one of the largest hat manufacturers in the United States. The Danbury

postmaster, in deference to the factory's importance to the town, used various types of black hats, or negative hats in black backgrounds, to cancel postage stamps on local mail and on mail from Danbury to other localities. One example has been noted cancelling a 3¢ 1873 Post Office Department stamp. All other examples noted were on the hard paper National and Continental issues which would confine their use to the 1870-79 period.

Figure 6. Danbury derby hat corner card.

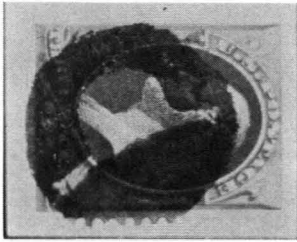
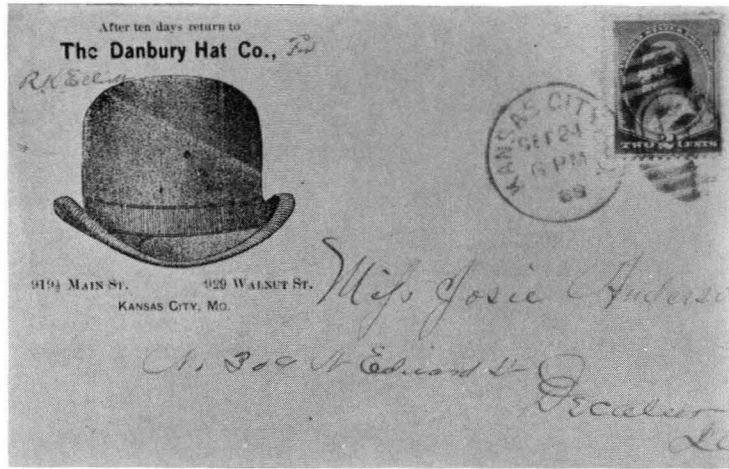


Figure 7. Wide brim bowler hat.

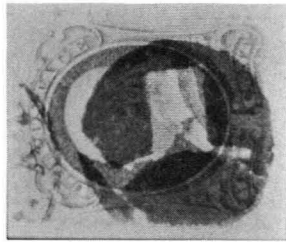


Figure 8. Very tall stove-pipe Lincoln hat.

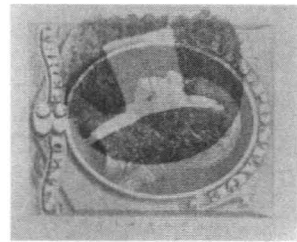


Figure 9. High hat with sloping brim.

Figure 5 is an example of a negative top hat tying a 1¢ blue Continental to an envelope from Danbury to Greene, N.Y. Figure 6 is a cover from the Kansas City, Mo., branch of The Danbury Hat Co. with a derby pictured in the corner card. Figures 7-10 illustrate four different negative Danbury hat cancellations. Figures 11-13 show three different examples of hat cancellations that are generally attributed to Danbury. Your editor, however, would appreciate information from any reader who can positively identify the source of any of the three from a cover. There are a number of other types of negative hat cancellations from Danbury, but space does not permit their illustration in this article. Our final illustration from Danbury (Figure 14) is an all-over advertising cover showing the hat factory of the Danbury Hat Co. on a letter addressed to President-Elect Woodrow Wilson on February



Figure 10. Sherlock Holmes type derby.



Figure 11. Beaver hat—very small brim.



Figure 12. Medium size high hat.



Figure 13. Broad brim round hat.

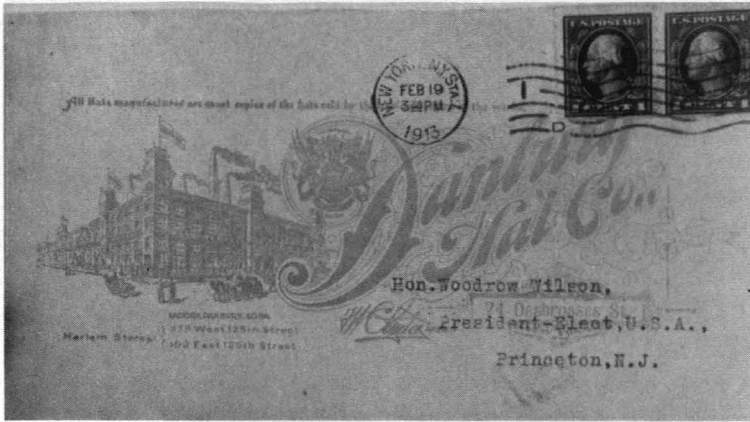


Figure 14. Hat envelope to Woodrow Wilson.

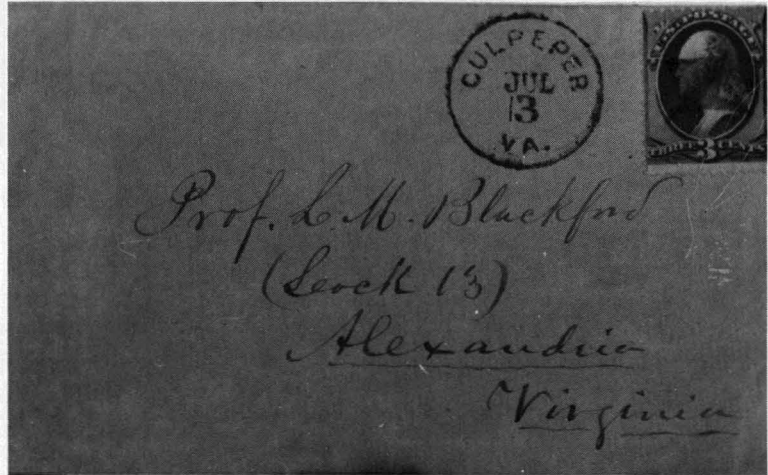


Figure 15. Culpeper, Va.—dandy's high hat.

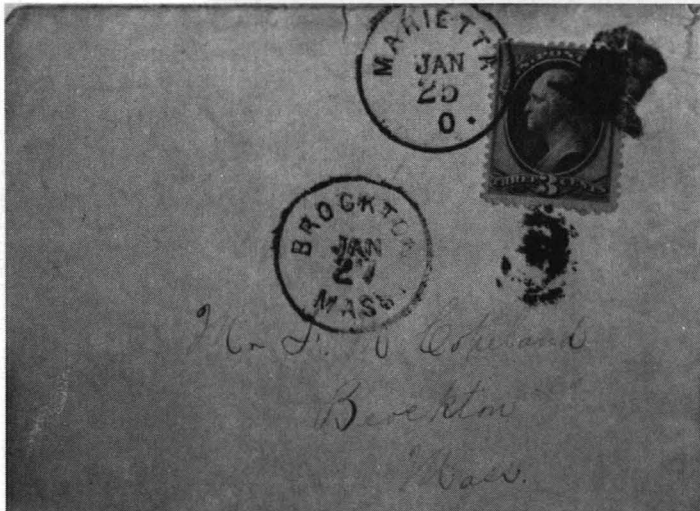


Figure 16. Marietta, Ohio—just a hat.

19, 1913. It may well have been about a top hat for his forthcoming inauguration. President Wilson was often pictured in a top hat on state occasions, including a famous picture at the League of Nations meeting in France shortly before his illness.

To wind up our topical on "Hats" three examples from other cities have been chosen. First, from Culpeper, Va., a blue top hat with rounded edges

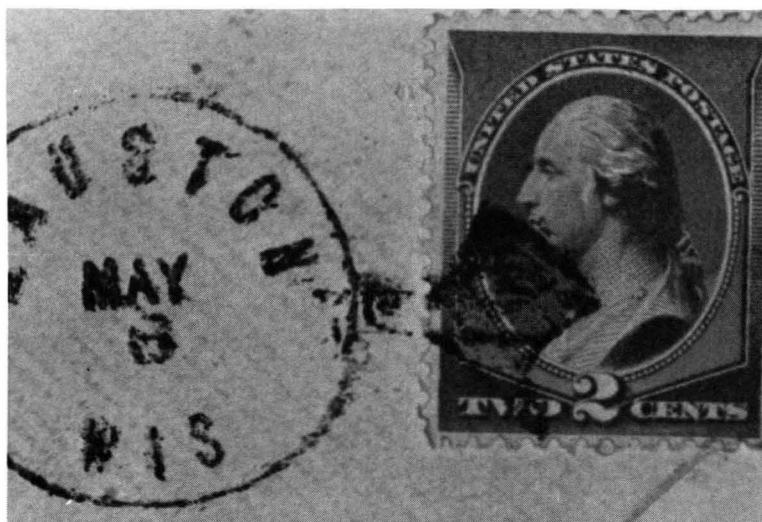


Figure 17. Fancy high hat of Mauston, Wis.

curling down, cancelling a 3¢ green National, is illustrated in Figure 15. The postmark is in the same blue ink. Next, a rather disreputable black hat cancelling a 3¢ green Continental on a cover from Marietta, Ohio, to Brockton, Mass. (Figure 16). And finally, the *piece-de-resistance*, a black top hat from Mauston, Wis., cancelling a 2¢ brown American on a piece. Only three copies of that cancellation are recorded by Wisconsin specialists, one on cover and two on piece, including the example pictured in Figure 17. The cancellation of the hat is always in black but the postmark is found in both black and magenta. And so we tip our hat to you and say “*Au Revoir.*”

### BICENTENNIAL SALUTE

In compliment to Interphil 76 a few of our 1876 Centennial cancellations are shown at the suggestion of the editor-in-chief. Figure A illustrates the symbol “US 76” used as a killer tying a 3¢ green Continental on a letter from Osceola, Pa., on Oct. 23, 1876, to St. Clair, Pa. Next we have a negative “76” in a blue shield on a 6¢ dull red Continental (Figure B). And finally, perhaps the rarest of all Centennial cancellations, the number “100” used to cancel a 3¢ green Continental on a letter from Waterbury, Conn., for one day only, June 12, 1876 (Figure C). Figure D illustrates a double strike of the same cancellation on an off-cover 3¢ green Continental.

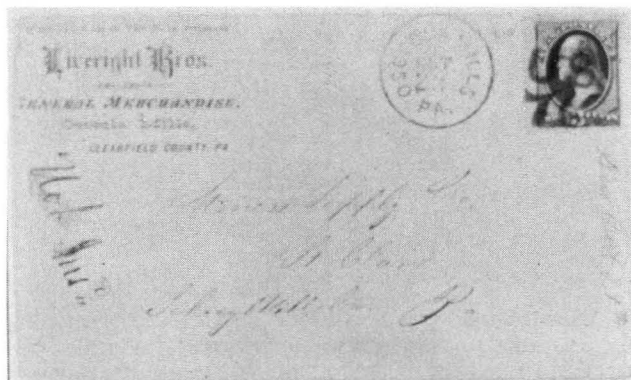


Figure A. “US 76” from Osceola Mills, Pa.



Figure B.  
Negative “76” in blue shield.



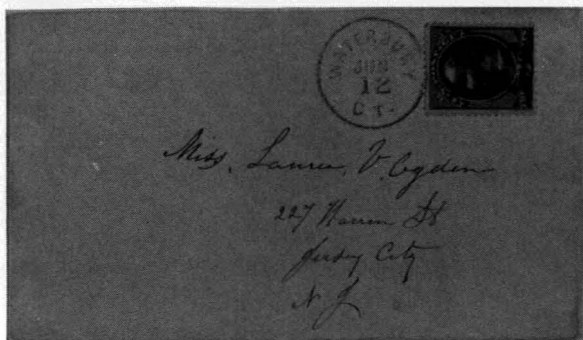


Figure C. "100" from Waterbury, Conn.

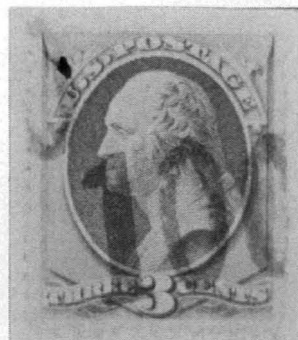


Figure D. Another Waterbury "100."

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

We are very pleased to present for this issue an article featuring an interesting and thorough study by Kenneth R. de Lisle, noted New York State postal historian. His exposition of the points made in determining his conclusions is a fine example of philatelic detective work and leads the reader to ponder just how many other types of early day agent markings were employed in a manner other than first advanced.

### A STUDY OF REMELE MARKINGS R4-f AND R4-i (RAILROAD IN RED ARC, WITH OR WITHOUT SEMI-CIRCLE BELOW) AND THEIR USE IN THE 1838-1841 PERIOD

KENNETH R. DE LISLE

C. W. Remele's book *U.S. Railroad Postmarks 1837-61*, in discussing the handstamps identified as R4-a through R4-g, treats them in the usual manner of other railroad markings of the period, that is, he assumes the markings were placed on the loose letters carried on the trains, somewhere along the way, by a Post Office Department route agent, or at least by a train employee designated and authorized to receive letters officially, much the same way that properly authorized steamboat and ship personnel were permitted to handle letters "out of the mails." Remele's belief has not been challenged during the years since the book was published.

However, there is solid evidence that such was not the case for one or more of the markings. In particular, Remele R4-f, the neat red RAILROAD arc with semi-circle below, does not fit into this route agent assumption. Neither does marking R4-i, a similar hand-stamp, except that the semi-circle below is missing, as reported in *Chronicle* 74.

Both markings were noted in the 1838-1841 period on letters carried, presumably, on the railroads running between Buffalo and Albany, which

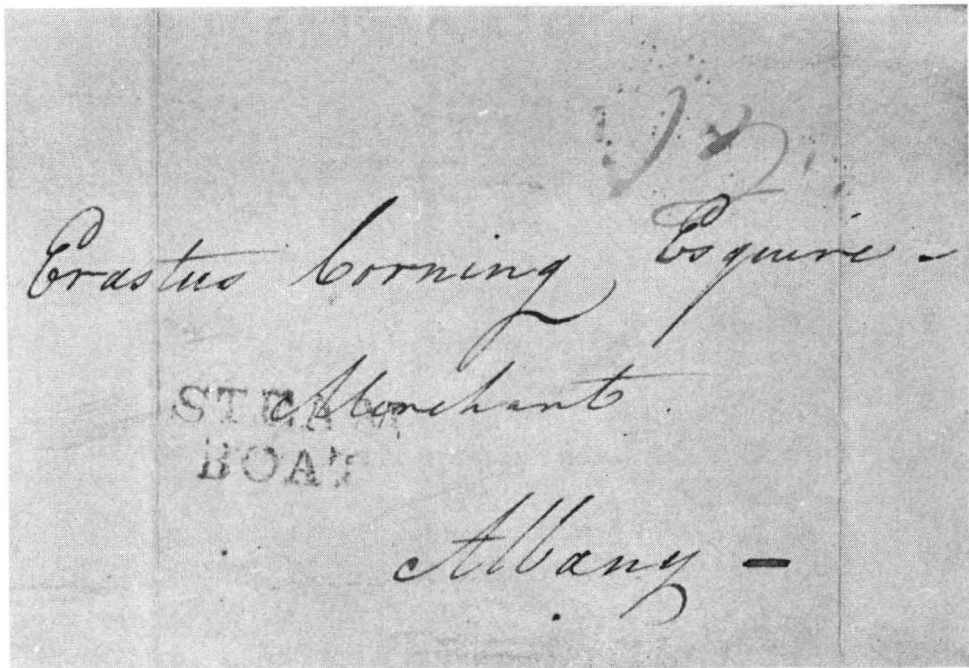


Figure 1. Stampless cover, rated 12½, from New York to Albany, Nov. 22, 1830. 12½ script rate (compare with Figure 2) and red STEAM/BOAT.

were later to be joined into one system—The New York Central R.R. An examination of over 30 examples of this marking by the writer shows:

(1) All of the covers examined traveled in an easterly direction and entered the Albany post office, either for local delivery or for furtherance by regular mails.

**Point:** All letters passed through the hands of an Albany postal clerk.

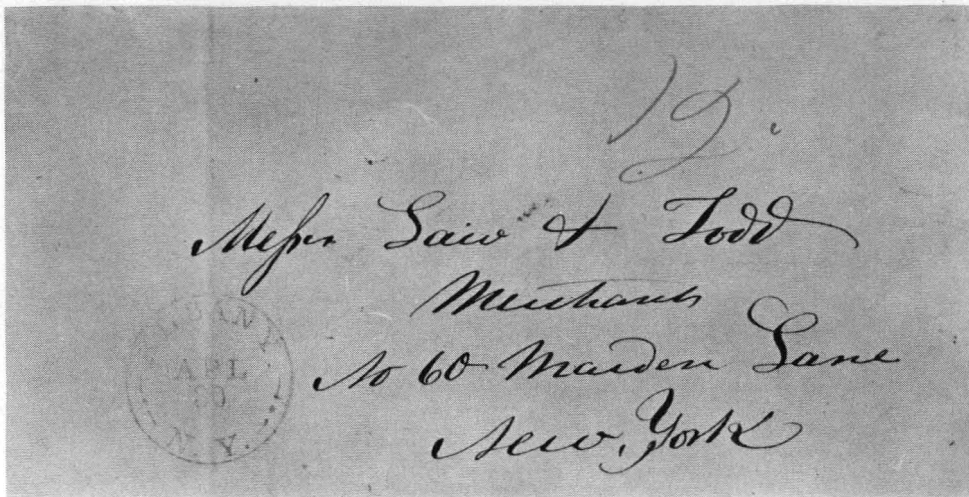


Figure 2. Stampless cover, rated 12½, from Albany to New York, April 30, 1838. Red Albany cds and script 12½ in red ink, in same hand as Figure 1.

(2) Many of these letters have *pencil* notations such as “RR,” or “RR Rome,” or “RR Palatine Bridge.” Many bear, in addition, a *pencil* rating and occasionally a *pencil* PAID. All have the red RAILROAD arc and a rating in ink, as well as an occasional handstamped PAID.

**Point:** It appears that an original notation, bearing on the location at which the letter boarded the train and whether prepaid, was already noted *before* it was stamped and rated by someone using a stamp pad and handstriking devices.

(3) The manuscript rating on these letters can clearly be identified, through comparison with a great many letters rated in Albany, as in the

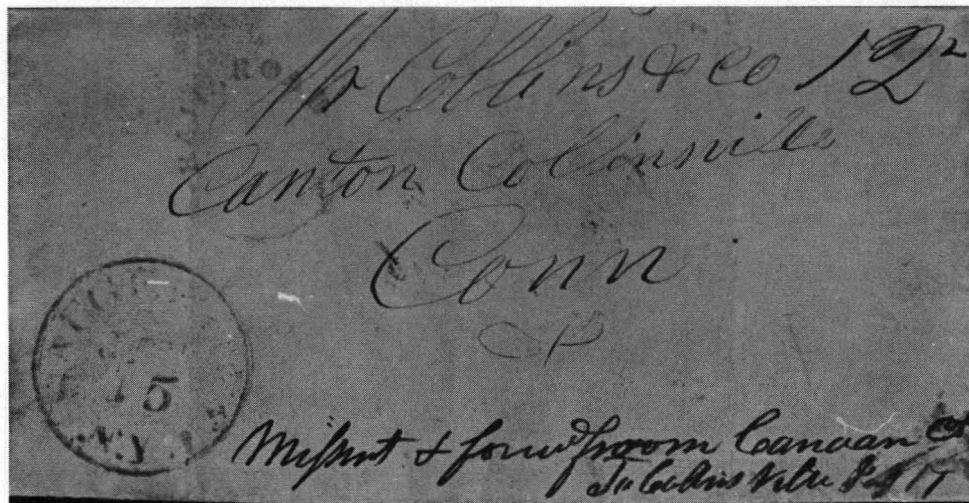


Figure 3. Stampless cover, rated 12½, from Saugerties, N.Y., to Canton/Collinsville, Conn., Jan. 15, 1839. Red Saugerties cds and RAILROAD semi-circle with arc in red, (Remele R-4f). Script 12½ rate. Canaan, Conn. script “Missent & forwd.” A key cover in establishing the conclusions in the article as the cover was probably transmitted entirely by stage coach.

hand of an Albany postal clerk. Not all rating is in the same hand, but each can be matched up with mail originating in the Albany post office. (Figures 1 and 2; Figures 5 and 6).

**Point:** It is reasonable to deduce that, if the final rating was placed on the letter in the Albany post office, the handstamped marking which identifies it as a railroad letter must have been struck in the Albany post office.

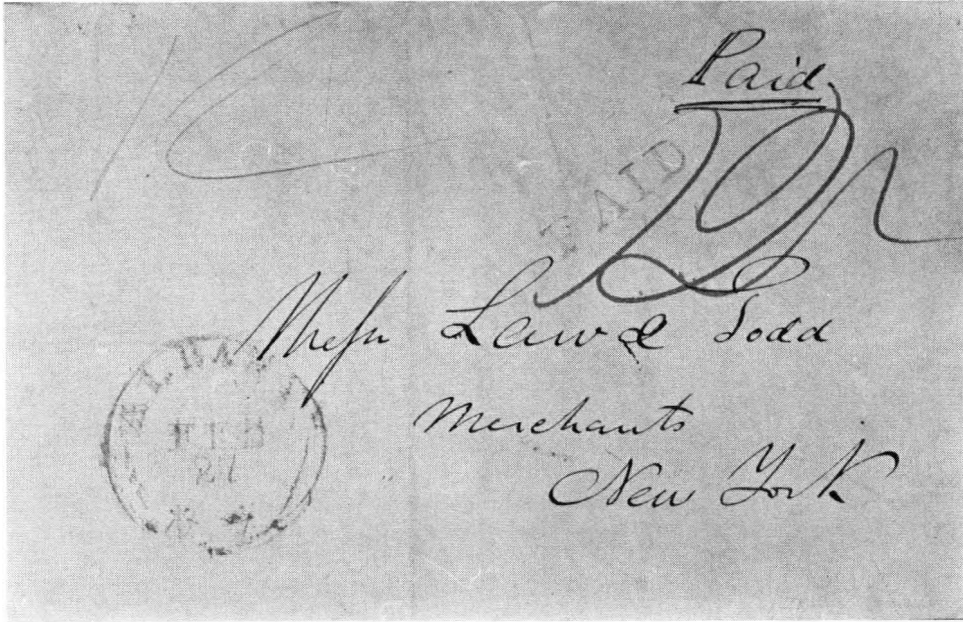


Figure 4. Stampless cover, rated 12½, from Albany to New York, Feb. 27, 1839. Red Albany cds, hand-stamped red "PAID," script "Paid," and both pencil and pen script "12½." Compare the "PAID" handstamp with that of Figure 5.

(4) Many covers struck with the Albany two-line STEAM/BOAT are rated in the same hand or hands as these letters with RAILROAD markings. It was the practice, in Albany, to forward the mail struck STEAM/BOAT without the addition of the Albany city marking. This was a regular, persistent practice even when for delivery at other offices.

**Point:** It is reasonable to deduce that the clerk or clerks who processed the steamboat mail followed the same practice with mail received from the railroad, that is, the letter was rated and stamped to show its origin, without further identification of the receiving and processing post office.

(5) One or more letters are recorded which in the normal course of mail handling and processing would pass through the Albany post office, in no way coming into possession of a railroad clerk riding the trains. Yet, a RAILROAD strike is on the cover.

An outstanding example of this is the mystery cover reported on page 233 of *Chronicle* 80 which was mailed from Saugerties, N.Y., Jan. 15, 1839, and addressed to Canton/Collinsville, Conn. Normal routing for this cover was by stage from Saugerties to Albany, thence by stage from Albany to Hartford, Conn., which was routed by way of Canaan and Collinsville, Conn. Yet this cover bears an unmistakable strike of Remele R4-f—RAILROAD. (Figure 3).

**Point:** If this handstamp was in the possession of a railroad route agent, there is no normal way in which he could come in contact with and handstamp these particular letters. If the handstamp was in possession of an Albany postal clerk, the striking of the piece of mail is much more likely, albeit an error.

(6) Several letters are recorded bearing *both* the RAILROAD and the STEAM/BOAT strikes. One is in the Peltz collection, one is in the writer's



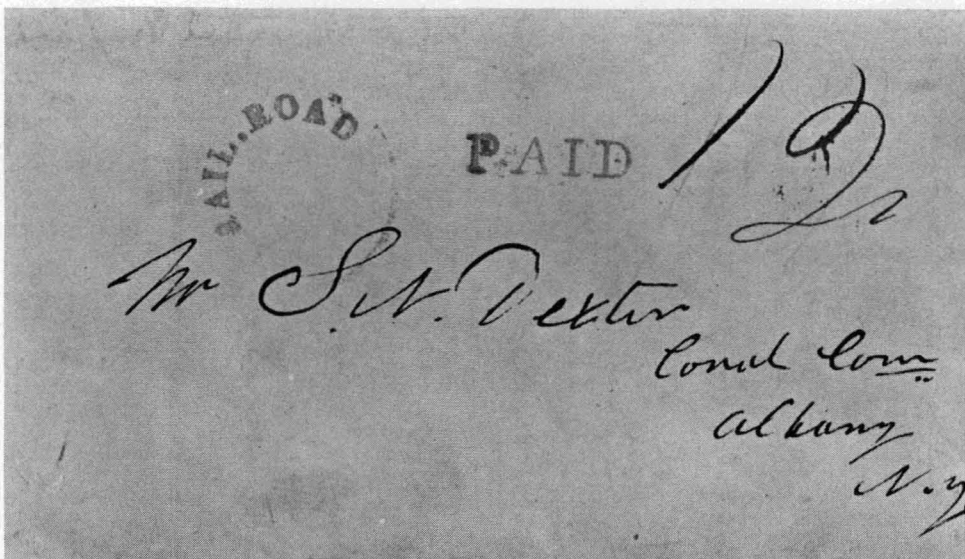


Figure 5. Stampless cover, rated 12½, from Utica to Albany, Feb. 20, 1841. Red handstamp "PAID" (as Figure 4), 12½ script rate (compare with Figure 6), and Remele R-4f in red, semi-circle RAILROAD with arc.

collection and a third appears in the Robert A. Siegel Sale of Sept. 1974 (Sale #458, Lot #319). Their uses are 1840, 1839 and 1841 respectively. All originate at Utica and pass through the Albany post office.

**Point:** This seems to prove that the same clerk had possession of both devices, struck the STEAM/BOAT in error and overstruck with the RAILROAD.

(7) The handstamped PAID on one or more of the letters matches exactly with the handstamped PAID of the Albany office, used on regular and steamboat mail. (Figures 4 and 5).

**Point:** Another piece of evidence that the marking was done in the Albany post office.

From the above, there seems to be ample documentation that the loose letter railroad mail entering the Albany post office in the 1839 to 1841

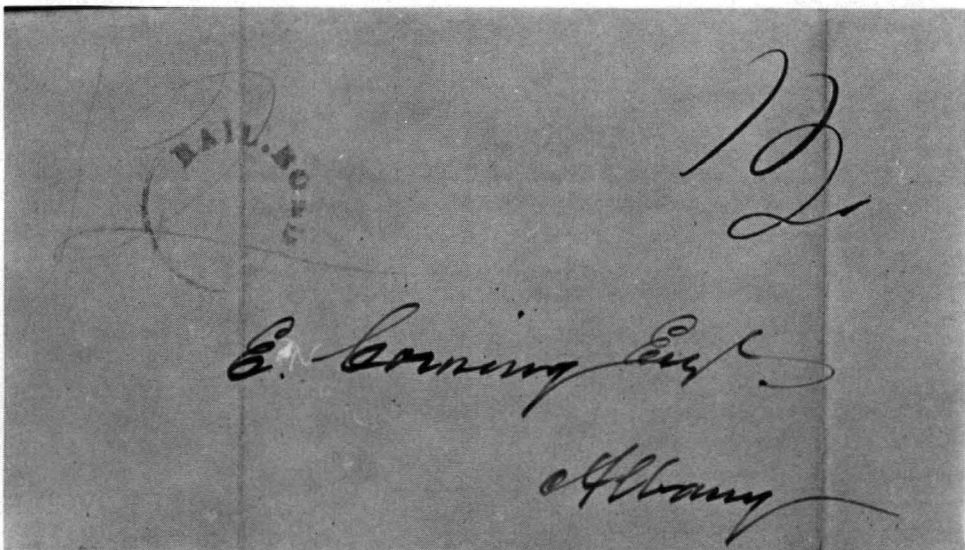


Figure 6. Stampless cover, rated 12½, from Utica to Albany, Nov. 17, 1841. Both pencil and ink 12½ in script. Red Remele R-4f, semi-circle RAILROAD with arc below. The ink "12½" is in the same hand as that on Figure 5.

period was processed in the same manner as was the loose letter steamboat mail. It was accepted from the railroad agent and from the steamboat agent (not employed by the Post Office Department), the Albany mail clerk took note of the agent's notations on point of origin, stamped it in the accepted manner, rated it from point of origin to point of destination and placed it in the proper bag for forwarding or local delivery. Until similarly documented evidence proves otherwise Remele R4-f and R4-i should be allocated to a use of the Albany post office. There is reason to believe that Remele R4-g was similarly employed but the weight of evidence at this time is not quite as compelling.

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Len J. Mason, 1833 Donald Circle, Boise, Idaho 83706.

**WANTED:** U.S. PAIDS on 1861-9. On or off cover. Esp. Gothic 1, 2, 3, 6, 9, 10, 12; Roman 7, 9-12, 14, 16, 17; Ionic 3-5; Oval 6-8, 10; Circle 2, 4, 7, 10, 12, 13, 15, 16, 20; 3 in circle 2, 3, 5, 6, 10, 11, 14; 3 in arc 3; Fancy 5-7, 9; Town 3, 4; Manuscript; PAID's with other numerals. Also colors and unlisted. Above types according to Linn's classifications. Do not want transatlantic covers. Postage refunded on items not needed. Jim Hopkins, 2165 Ridgemont, L.A., CA 90046.

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Please check your duplicate early U.S. covers and see if you can help me complete my July 1851 month calendar collection composed of covers franked with Scott's #10. I need the following covers with clear date stamp cancellations:

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July 10	July 26
July 12	July 29
July 14	July 31

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Dr. Chase's work was so meticulous and detailed that extensive revision in light of subsequent studies is not required. This Quarterman edition contains a foreword by Thomas J. Alexander which includes corrections, mostly typographical, to the 1942 edition along with updated information on perforation, color, earliest dates used for each plate, sources of plating aids, and a bibliography of articles on new discoveries and progress in plating made since 1942. This book is a necessity for all U.S. Classics specialists and a useful reference for those interested in 19th century U.S. postal history.

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## THE FOREIGN MAILS

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### THE PHILADELPHIA EXCHANGE OFFICE: BRITISH AND FRENCH TREATY MAILS

CHARLES J. STARNES

For many years, classics-period foreign mail collectors have been aware of the relative scarcity of covers showing Philadelphia exchange markings. Although the city was established as an exchange office for British treaty mails 1 Jan. 1854, for French convention mails 1 Apr. 1857, and North German Union convention mails after Jun. 1868, the lack of philatelic items (and also, of diligent record-searchers), leaves one a little hazy about certain details of operation. Two factors seem to account for a scarcity of exchange markings on the British and French mails leaving Philadelphia:

1. There were few, if any at all, treaty mails sent across the Atlantic directly from Philadelphia; it was necessary to dispatch via contract mail packets from New York, Boston, or Portland from 1859. Most of the letters addressed to foreign destinations and mailed at the Philadelphia post office were not transferred to the foreign exchange section, but sent to New York for the appropriate treaty processing, since Philadelphia was not authorized to handle Bremen, Prussian, Hamburg, Belgian, etc. mails. One can speculate that it was easier to send all foreign mail to New York than it was to sort out the letters the exchange section could process.

2. From cover evidence noted so far, it appears that nearly all British and French mails that were processed at Philadelphia were for the United Kingdom and France, respectively. No covers have been noted as yet addressed to destinations beyond the U.K. by British mails, and only one (see Figure 13) by French mails to a farther destination.

Article 4 of the Additional Articles to the U.S.-U.K. treaty, establishing Philadelphia as an exchange office, specified that separate mails, comprising all correspondence for that city, should be forwarded from London or Liverpool to New York. This regulation was followed, and on receipt of these mails, the New York (or Boston) office sent them unopened to Philadelphia for processing. It is thus probable that the Philadelphia exchange office marked more incoming than outgoing letters, at least to Jan. 1868.



Figure 1.

Through the courtesy of Mel Schuh and Susan McDonald, who have furnished photos of covers in their collections<sup>1</sup>, it is possible to present a small, but representative, group of covers showing Philadelphia office handling of the British and French mails. There is appended a listing of

1. Figures 1, 2, 6, 9, 10, and 12 from the Schuh collection; Figures 3, 4, 5, 11 and 13 from McDonald.



Philadelphia markings which are referred to in the discussion of the covers as P-1, etc.

#### BRITISH MAILES

This pair of covers illustrates normal prepaid treatment. The cover of Figure 1, franked with a pair of 12¢ 57's to prepay the 24¢/½ oz. rate, was first cancelled and an octagonal 1858 Philadelphia cds. applied at the main office, and then turned over to the exchange section. There Britain was credited with 3¢ (the British inland, U.S. retaining 5¢ inland + 16¢ sea) by the red PHILA. AM. PKT. 3 JUL 16 (P-4). The letter, packaged with similar mail to England by Am. Pkt., and accompanied by a letter-bill—a specified form detailing the contents for checking on receipt at the British exchange office—was sent to New York for dispatch. The next day, 17 Jul. 1858, it was carried by the Inman steamer, *City of Washington*<sup>2</sup> to Liverpool, arriving 29 Jul. (red "gravestone" PAID IN AMERICA), and thence to Great Malvern.

Figure 2.



The second cover, Figure 2, franked with a pair of the Great Britain 1sh. 56 issue to prepay the double rate, was mailed in London ("21" killer) and credited with a red "10" (2x5¢ to the U.S., Britain retaining their 2x3¢ inland + 2x16¢ sea). The letter arrived in Liverpool 21 Apr. 1859 and was carried by a Cunard steamer, Br. Pkt., to New York, where the Philadelphia mail was sent on, unopened. At the Philadelphia office the red 48 PHILA-DELPHIA PA MAY 7 PAID (P-13) was applied to show the letter was fully prepaid.

A pair of covers sent unpaid, one from and one to Philadelphia, are shown in Figures 3 and 4. Letters to and from England could be sent paid or unpaid, but partial payment was not recognized. Illustrated as Figure 3 is a cover to Liverpool franked with domestic postage, a 3¢ 51, addressed to Liverpool. The exchange office sent it unpaid. After the clerk applied a red 19¢ credit marking (P-3), he noticed his mistake and stamped heavily in black the proper PHILA. BR. PKT. 5 APR 18 (P-7), a 5¢ debit to Britain. The letter was carried from New York 19 Apr. 1854 by a Cunard steamer, and arrived at Liverpool 1 May, where the total postage charge, 1sh., was stamped in black, and later collected from the addressee.

The Figure 4 cover was sent unpaid from Liverpool—Packet Letter Office handstamp dated 28 Jun. 1859—with a debit to the U.S. of 19¢. This was in black although green was commonly used, for a reason known

2. The Inman line was paid the total U.S. portion of the postage, 21¢, for the transatlantic carriage. This was the period of temporary mail contracts, Jun. 1857-1860, when the U.S. Postmaster-General was forced to scurry around to fill in weekly sailing gaps by per-trip contracts with various steamship companies (Collins, Havre, Inman, North German Lloyd). See Hargest, *Letter Post Communications etc.*, 118-119, 133-134. A further treatment of this subject, including a full list of sailing information, will be the theme of a future article by another member of the USPCS.

only to the Liverpool office, since the treaty specified black ink for debits. After transit by the Cunarder *Asia* to New York, the letter was marked at Philadelphia for 24¢ due postage by the black 24 PHILADELPHIA BR. PKT. JUL 7. (P-9).

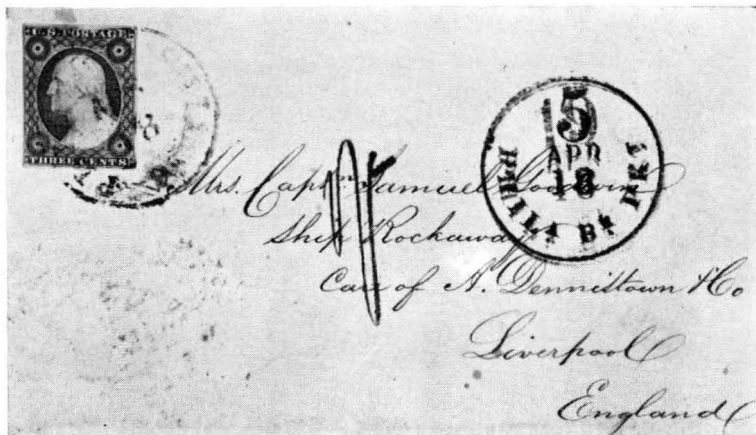


Figure 3. (Courtesy of Ezra Cole).

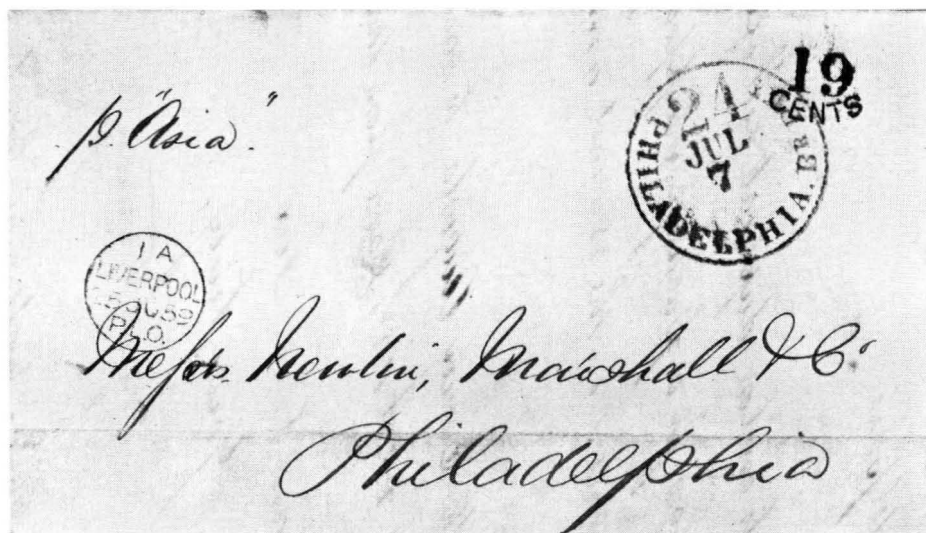


Figure 4.

Figure 5 shows a letter mailed at Cadiz, Spain, 2 Jun. 1866, franked with two Spain 20 centimos 1866 issue, prepaying the under ¼ oz. postage to the U.S. frontier by Br. Pkt., under terms of the 1858 Anglo-Spanish treaty. The letter, however, was dispatched from England by Am. Pkt., without crediting the U.S. for sea postage. At Philadelphia the addressee was charged 21¢ for the U.S. sea + inland, as shown by the black 21 and black PHILADELPHIA AM. PKT. JUN 21 (P-6).

The cover of Figure 6 shows a different handling of the Am. Pkt. sea postage. The letter was mailed at Gibraltar 24 Nov. 1856 and was franked with Great Britain 1sh. and 2d. 1866 issue, which prepaid the British under ½ oz. rate to the U.S. frontier. At the English exchange office, the red 16 CENTS handstamp shows 16¢ was credited to the U.S. for subsequent sea transit by Am. Pkt.<sup>3</sup> At Philadelphia only the 5¢ U.S. internal was collected from the addressee, shown by black 5 and the same (P-6) handstamp as on Figure 5.

3. Apparently customary at this period. See Hargest, *Letter Post Communications etc.*, 39.



Figure 5.



Figure 6.

From the effective date of the British treaty, 1 Jul. 1849, to 1 Apr. 1866, there was no triple rate, the progression being: single, to ½ oz.; double, ½ to 1 oz., quadruple, 1 to 2 oz. Only for the 21 month period of this treaty, 1 Apr. 1866 thru Dec. 1867, did the regulations allow a triple rate for 1 to 1½ oz. The cover of Figure 7 was mailed from Philadelphia with three 24¢ gray 63 stamps paying the triple rate, and was processed at the exchange office with a red PHILA. BR. PKT. PAID JUN 25 (P-1) and red

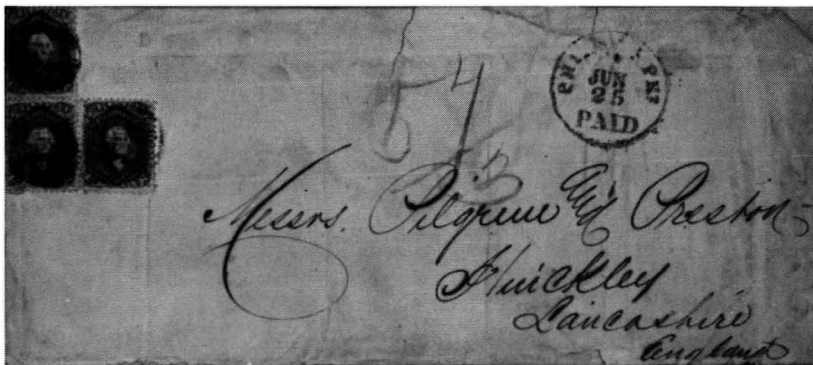


Figure 7.

crayon "57/3," 3x19¢ credit to Britain. It left New York the next day, 26 Jun 1867, on the Cunard steamer *Persia* for Liverpool and was received at Hinckley 8 Jul.

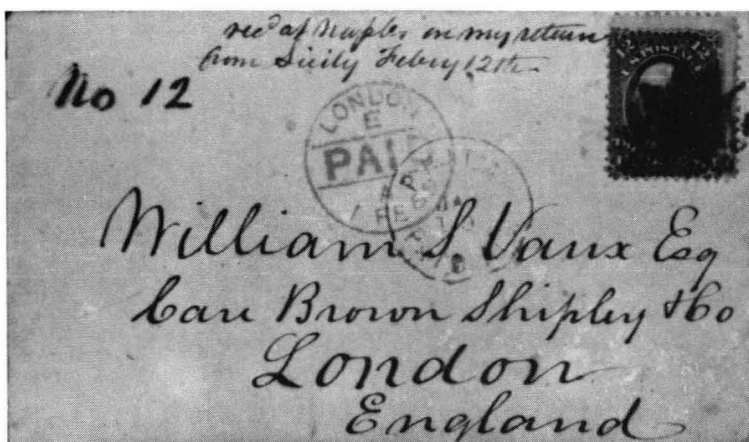


Figure 8.

Figure 8 illustrates the 12¢ rate of the U.S.-U.K. treaties effective 1 Jan. 1868 thru Dec. 1869. Each country was responsible for sea transit to the other, and each collected its own postage; there were no debits or credits by the originating exchange office on letters to and from England. This letter, franked with a 12¢ F grill 68, bears the purple PHILA PAID ALL JAN 19 (P-15), and sea transit was by the Cunard *Cuba* from New York 20 Jan. 1869.

#### FRENCH MAILS

This pair of covers shows normal prepaid treatment. The letter illustrated as Figure 9 was mailed at the main office 14 Feb. 1861, franked with a 10¢ Type 5 and 5¢ brown Type 1 '59 to prepay the 15¢  $\frac{1}{4}$  oz. French convention rate, and has a ms. directive "via Portland" (the Allan line). The next day it was processed by the exchange section for Am. Pkt. service via England with the red PHILADELPHIA 6 PAID FEB 15 (P-16), 6¢ credit to France (2¢ British territorial transit + 4¢ French internal).

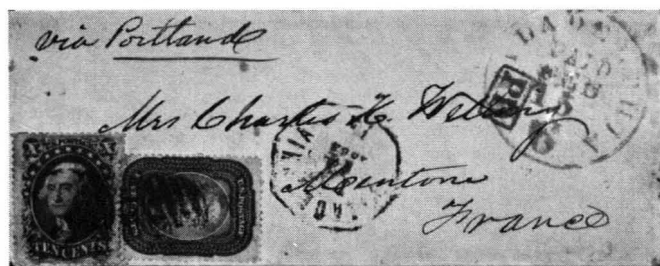


Figure 9.

Figure 10 presents another cover, franked with a 12¢ Plate 1 and 3¢ Type 2 '57 for the single rate. It was mailed at the main office 14 Jan. 1861 and processed by the exchange section for Br. Pkt. service via England with the red PHILADELPHIA 12 PAID JAN 15 (P-17), 12¢ credit to France (6¢ British sea + 2¢ British transit + 4¢ French internal). Carriage to Liverpool was by the Cunard steamer *Australasian*, leaving New York 16 Jan.

As with British treaty mails, part payment was not recognized. The cover, Figure 11, was posted 3 Dec. 1866 and franked at the single rate with a 15¢ '66, but the exchange office noted it weighed  $\frac{1}{4}$ - $\frac{1}{2}$  oz. It was therefore treated as unpaid, stamped in black INSUFFICIENTLY PAID (P-23) and France debited 6¢ (2x3¢ U.S. inland charge) with the black PHILADELPHIA 6 (P-20). Despite a Paris SERV. AM., it is believed that carriage was by Cunard steamer leaving New York 5 Dec., as the debit is proper for Br. Pkt.



Figure 10.

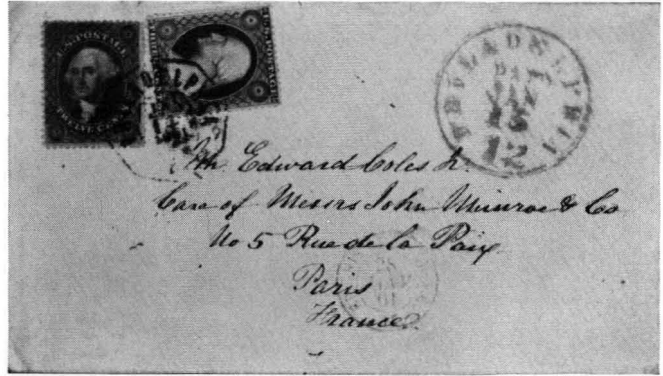


Figure 11.

service. At the Paris office, 18 Dec., the weight was rechecked (ms. French "2") and 16 decimes, the total double rate, 30¢, collected on delivery.

Figure 12 shows a cover from Zurich, Switzerland, 8 Aug. 1857, fully prepaid to U.S. destination at the triple rate, 3x21¢. with three 1f., one 40 rappen and one 5 rappen Switzerland 55-58 issues. At Paris the ms. 9¢ credit to U.S. was marked—for 3x3¢ U.S. inland only, since the letter was sent by British service to New York. At Philadelphia the exchange office indicated

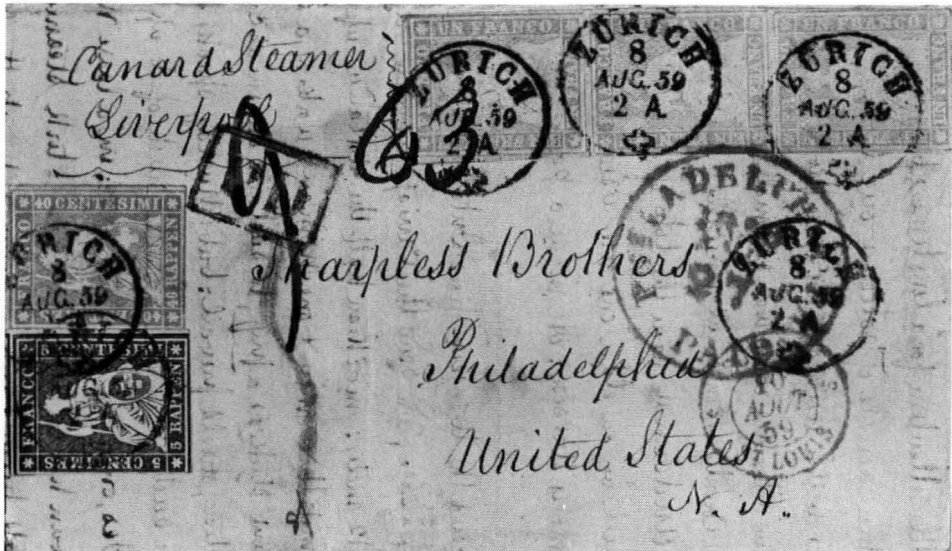


Figure 12.



Figure 13.

the letter was fully paid by the red PHILADELPHIA PA. PAID 1859 AUG 27 (P-22) and mss. "63."

For comparison with Figure 12, the prepaid cover from Switzerland, Figure 13 shows an unpaid cover to Switzerland. On this cover, the Philadelphia office debited France with 9¢, the ¼ oz. single-rate charge for U.S. internal + sea transit to England, with the black PHILADELPHIA 9 OCT 24 (P-20A). The letter was carried from New York 25 Oct. 1862 by the North German Lloyd steamer *Hansa* as supplementary mail (under U.S.-contract) and dropped off at Southhampton. The large orange crayon 110 centimes total postage due, 21¢, characteristically a Swiss type, was collected from the addressee in Geneva.

### PHILADELPHIA EXCHANGE OFFICE HANDSTAMPS USED FOR THE BRITISH AND FRENCH MAILES

The following listings of these rather scarce markings is doubtless incomplete, but it is the result of reports from USPCS members over a 27-year period. The illustrations, as with all tracings, are only approximate, and dimensions given are  $\pm 0.5$  mm.

#### BRITISH TREATY MAILES (1 Jan. 1854 thru Dec. 1867)

##### Credits:

- |                          |                                      |
|--------------------------|--------------------------------------|
| 1) PHILA. BR.PKT. PAID/D | C-32 red (with separate cr. numeral) |
| 2) PHILA. AM.PKT. PAID/D | C-32 red (as above)                  |
| 3) PHILA. BR.PKT. 19/D   | C-32 red                             |
| 4) PHILA. AM.PKT. 3/D    | C-32 red                             |

##### Debits:

- |                           |                                       |
|---------------------------|---------------------------------------|
| 5) PHILADELPHIA BR.PKT./D | C-32 blk. (with separate dr. numeral) |
| 6) PHILADELPHIA AM.PKT./D | C-32 blk. (as above)                  |
| 7) PHILA. BR.PKT. 5/D     | C-32 blk.                             |
| 8) PHILA. BR.PKT. 10/D    | C-32 blk.                             |

##### Total Rate Collect on Incoming Unpaid:

- |                               |           |
|-------------------------------|-----------|
| 9) 24 PHILADELPHIA BR.PKT./D  | C-32 blk. |
| 10) 24 PHILADELPHIA AM.PKT./D | C-32 blk. |
| 11) 48 PHILADELPHIA PA/D      | C-31 blk. |

##### Total Rate Statement on Incoming Paid:

- |                               |          |
|-------------------------------|----------|
| 12) PHILA. 24 BR.PKT. PAID/D  | C-32 red |
| 13) 48 PHILADELPHIA PA/D/PAID | C-32 red |

#### BRITISH TREATY MAILES (1 Jan. 1868 thru June 1875)

- |                        |             |
|------------------------|-------------|
| 14) PHILA PAID ALL/D   | C-24 purple |
| 15) PHILAD. PAID ALL/D | C-26 red    |



(1)



(3)



(4)



(6)



(9)



(12)



(14)



(15)



(16)



(17)



(21)

**FRENCH CONVENTION MAILS** (1 Apr. 1857 thru Dec. 1869)

**Credits:**

- |                            |                                      |
|----------------------------|--------------------------------------|
| 16) PHILADELPHIA 6 PAID/D  | C-31 red                             |
| 17) PHILADELPHIA 12 PAID/D | C-31 red                             |
| 18) PHILADELPHIA PA PAID/D | C-32 red (with separate cr. numeral) |
| 19) PHILADELPHIA 3 PAID/D  | C-31 red                             |

**Debits:**

- |                       |           |
|-----------------------|-----------|
| 20) PHILADELPHIA 6    | C-32 blk. |
| 20A) PHILADELPHIA 9/D | C-32 blk. |

**Total Rate Statement on Incoming Paid:**

- |                               |                                  |
|-------------------------------|----------------------------------|
| 21) PHILADELPHIA PA 15 PAID/D | C-32 red                         |
| 22) PHILADELPHIA PA PAID/D    | C-32 red (with separate numeral) |

**Partial Franking; treated as unpaid:**

- |                         |                         |
|-------------------------|-------------------------|
| 23) INSUFFICIENTLY PAID | Oval, 22.5 x 12.5, blk. |
|-------------------------|-------------------------|

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## ADDENDUM—GERMAN PACKET SAILINGS JULY 1870

WALTER HUBBARD

In the light of further information, the fifth paragraph on page 115 of *Chronicle* 82 needs amendment. Mr. Clifford L. Friend writes that contemporary reports in the *New York Times* show that three, and not two, mail packet sailings were made in July 1870 by the North German Lloyd Line:

New York	2 July	<i>Donau</i>	Southampton	12 July (1800)
do	9 July	<i>Main</i>	do	19 July (1100)
do	14 July	<i>Bremen</i>	do	28 July (0600)

## EASTWARD SAILINGS OF THE CUNARD COMPANY FROM BOSTON AND NEW YORK

4 JANUARY 1860 TO 29 DECEMBER 1869

WALTER HUBBARD

In this decade, the Cunarders sailed as British packets from New York and Boston (*via* Halifax) on Wednesdays until 1 January 1868 and as American packets, from New York only, from 8 January 1868 to 29 December 1869. They went to Liverpool, but the call at Queenstown, in the south of Ireland, initiated in November 1859, had become routine by the early months of 1860.

A series of spot checks, examples of which are given in the Notes, has indicated that mail was carried on most, if not all, of the listed sailings, whilst the quantity seems to have averaged about one hundred sacks of mail *per* trip. Until 1 January 1868, this would have included the British North American mails picked up at Halifax. In 1869, when the Cunard Company was getting unpopular with the public on both sides of the Atlantic, the amount carried was considerably less.

The usual practice was to land all the mails at Queenstown except those for Liverpool and Scotland, but occasionally all the mails were left at Queenstown or, on the other hand, taken to Liverpool. The call at Queenstown was sometimes omitted, either through bad weather or, perhaps, when an attempt was being made to beat the record to Liverpool. If a packet arrived at Queenstown in the small hours, it could reach Liverpool on the same day. The stops were usually brief—sometimes as little as ten minutes. In some instances, the times of arrival are shown in brackets after the date.

On the westward voyages, the Cunarders sailed from Liverpool on Saturdays (and, in 1869, on Tuesdays as well), calling at Queenstown on the following day. The normal turn-round time in Boston or New York was gradually reduced to seven or eight days.

The following sailing lists have been extracted from contemporary issues of *The Times* of London, which had correspondents in New York, Boston, Queenstown and Liverpool. The sailing dates were almost invariably reported, but when these were omitted, I have used the scheduled dates, as these were used by the Exchange Offices when making up the mails. As, in these years, I have found no instances of delay, except those caused by bad weather, the risk of error is considered negligible.

When the arrival of a packet was not reported at Queenstown or Liverpool, the name can possibly be deduced from (1) her arrival at New York (or Boston) about a week before the sailing date and (2) her subsequent sailing from Liverpool, proving that she had made the return trip. In the two such cases, both in 1869, the name is printed in italics.

The standard maintained by *The Times'* correspondents was high, but these lists can only be as accurate as their reporting. If there are any other mistakes they will, I suspect, be mine.

Abbreviations: B Boston; NY New York; LP Liverpool; QT Queenstown. F/V or L/V: First or last voyage eastward. F/VP or L/VP: First or last voyage eastward as a packet (i.e. mail-carrying).

References: *The Times* of 1860-1870



## CUNARD LINE—EASTWARD SAILINGS FROM NEW YORK AND BOSTON

Port	Wed.	Packet	Port & Arr Date	Notes	
<b>1860</b>					
NY	4 Jan	ASIA	LP 16 Jan	dep. delayed one day by fog landed the Irish mails only	
B	11 do	CANADA	QT 22 Jan		
NY	18 do	ARABIA	LP 30 Jan		
B	25 do	EUROPA	QT 4 Feb		
NY	1 Feb	AFRICA	QT 12 Feb	with NY, B & Halifax mails	
B	8 do	AMERICA	QT 20 Feb		
NY	15 do	ASIA	LP 27 Feb		
B	22 do	CANADA	QT 4 Mar		
NY	29 do	ARABIA	LP 12 Mar		
B	7 Mar	EUROPA	QT 19 Mar		
NY	14 do	AFRICA	QT 25 Mar	landed all mails	
B	21 do	AMERICA	QT 1 Apr		
NY	28 do	ASIA	LP 8 Apr		
B	4 Apr	CANADA	QT 14 Apr		
NY	11 do	ARABIA	QT 22 Apr		
B	18 do	NIAGARA	QT 29 Apr		
NY	25 do	PERSIA	QT 4 May		
B	2 May	AMERICA	QT 14 May		
NY	9 do	AFRICA	QT 19 May		
B	16 do	CANADA	QT 27 May		
NY	23 do	ASIA	QT 2 Jun (1700)		landed all mails exc. LP and Manchester
B	30 do	EUROPA	QT 9 Jun (2040)		
NY	6 Jun	PERSIA	QT 15 Jun (0940)		
B	13 do	ARABIA	QT 22 Jun		
NY	20 do	AFRICA	QT 1 Jul		
B	27 do	NIAGARA	QT 7 Jul		
NY	4 Jul	ASIA	QT 14 Jul		
B	11 do	EUROPA	QT 21 Jul		
NY	18 do	PERSIA	QT 27 Jul		
B	25 do	ARABIA	QT 3 Aug		
NY	1 Aug	AFRICA	QT 11 Aug	landed all mails exc. LP	
B	8 do	CANADA	QT 20 Aug		
NY	15 do	ASIA	QT 25 Aug		
B	22 do	EUROPA	QT 1 Sep		
NY	29 do	PERSIA	QT 7 Sep		
B	5 Sep	ARABIA	LP 15 Sep		
NY	12 do	AFRICA	LP 23 Sep		
B	19 do	AMERICA	QT 30 Sep		
NY	26 do	ASIA	LP 7 Oct		
B	3 Oct	EUROPA	LP 14 Oct		
NY	10 do	PERSIA	QT 19 Oct		
B	17 do	CANADA	QT 27 Oct		
NY	24 do	AFRICA	QT 4 Nov		
B	31 do	ARABIA	QT 11 Nov		
NY	7 Nov	ASIA	QT 18 Nov		
B	14 do	EUROPA	QT 25 Nov		
NY	21 do	PERSIA	QT 1 Dec		
B	28 do	CANADA	QT 9 Dec		
NY	5 Dec	AFRICA	QT 16 Dec	(0730) landed all mails exc. LP	
B	12 do	ARABIA	QT 22 Dec		
NY	19 do	ASIA	QT 1 Jan (1440)		do do
B	26 do	EUROPA	QT 6 Jan (1440)		do do
<b>1861</b>					
NY	2 Jan	PERSIA	LP 12 Jan	(2030) landed all mails (1530) landed all mails except LP	
B	9 do	CANADA	QT 20 Jan		
NY	16 do	F/VP AUSTRALASIAN	QT 26 Jan		
B	23 do	AMERICA	QT 4 Feb		
NY	30 do	ASIA	QT 10 Feb		

Port	Wed.	Packet	Port & Arr Date	Notes
B	6 Feb	NIAGARA	QT 17 Feb	
NY	13 do	ARABIA	LP 24 Feb	
B	20 do	CANADA	QT 2 Mar (0400)	landed all mails
NY	27 do	AFRICA	QT 10 Mar (0415)	landed all mails except LP
B	6 Mar	AMERICA	QT 16 Mar (2300)	landed all mails except LP
NY	13 do			see footnote 1
B	20 do	NIAGARA	QT 2 Apr (1720)	landed all mails except LP
NY	27 do	ARABIA	QT 7 Apr (2100)	do do
B	3 Apr	CANADA	QT 15 Apr (0500)	landed passengers
NY	10 do	AFRICA	QT 21 Apr	
B	17 do	AMERICA	QT 29 Apr (0100)	landed Irish & some English mail
NY	24 do	PERSIA	QT 4 May	
B	1 May	NIAGARA	QT 12 May (1340)	landed all mails except LP
NY	8 do	ASIA	QT 20 May (0145)	do do
B	15 do	ARABIA	QT 25 May (early)	
NY	22 do	AFRICA	QT 3 Jun	
B	29 do	EUROPA	QT 9 Jun	
NY	5 Jun	PERSIA	QT 16 Jun	
B	12 do	AMERICA	QT 24 Jun	
NY	19 do	AUSTRALASIAN	LP 29 Jun	
B	26 do	ARABIA	LP 7 Jul	
NY	3 Jul	AFRICA	QT 14 Jul	
B	10 do	EUROPA	QT 22 Jul	
NY	17 do	PERSIA	LP 27 Jul	
B	24 do	CANADA	QT 3 Aug	
NY	31 do	ASIA	LP 12 Aug	
B	7 Aug	ARABIA	LP 17 Aug	
NY	14 do	AFRICA	LP 25 Aug	
B	21 do	EUROPA	QT 31 Aug	
NY	28 do	PERSIA	LP 8 Sep	
B	4 Sep	CANADA	LP 15 Sep	
NY	11 do	ASIA	QT 21 Sep (2320)	
B	18 do	ARABIA	QT 28 Sep (1500)	
NY	25 do	AFRICA	LP 7 Oct	
B	2 Oct	EUROPA	LP 12 Oct	
NY	9 do	PERSIA	QT 19 Oct	
B	16 do	NIAGARA	QT 27 Oct	
NY	23 do	ASIA	LP 4 Nov	
B	30 do	ARABIA	LP 10 Nov	
NY	6 Nov	AFRICA	LP 19 Nov	
B	13 do	EUROPA	LP 24 Nov	
NY	20 do	PERSIA	LP 2 Dec	
B	27 do	NIAGARA	LP 9 Dec	
NY	4 Dec	ASIA	LP 16 Dec	
B	11 do	CANADA	LP 22 Dec	
NY	18 do	AFRICA	QT 1 Jan	
B	25 do	EUROPA	QT 6 Jan	

1. There was no Cunard sailing on 13 March—AUSTRALASIAN had broken down on the voyage out and put back into Queenstown. Her mails were carried by ADRIATIC of the Galway Line. (see *Chronicle* 89).

EUROPA sailed as an "extra" from New York on Saturday 30 March, and it is thought that she carried mails. She arrived at LP on 13 April.

(To be continued)

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**AN AMERICAN ENTERPRISE  
WILLIAM H. RIDEING**

(Reprinted from *Harper's Magazine* for August, 1875, Vol. 51, pp. 314-26.)

Travelers on the Long Island Sound of about thirty-seven years ago might have observed on board the steamer then running between Providence and New York an under-sized, delicately built, sanguine-looking young man, who accompanied the vessel on alternate trips, and constantly carried in his hand a small carpet-bag of half a bushel capacity. He was William F. Harnden, and his bag contained the beginnings of the express forwarding business of the United States, which, with the exception of the railways and telegraphs, now surpasses all other private enterprises in the world.

Born at Reading, Massachusetts, in 1812, he was employed as conductor of the first passenger train that ran in New England, and was afterward promoted to the position of ticket agent on the Boston and Worcester Railway. The sedentary desk-work did not suit him, however, and in 1837 he came to New York in search of more congenial employment. At the corner of Wall and Pearl streets stood the old Tontine Coffeehouse, a famous resort for the merchants and ship-owners of those days, and in connection with it there was an admirable newsroom—a sort of Lloyd's or Garraway's—conducted by James W. Hale, a local celebrity, who afterward extended his fame by promoting a cheap postal system in opposition to the government. Mr. Hale was a man of varied experience and a genial disposition. He was one of the most active men of his day, and Harnden went to him for advice in seeking employment. Hale became interested in him, and in the course of a few days advised him to establish himself as an expressman between New York and Boston—a business never before transacted and a name never before assumed.



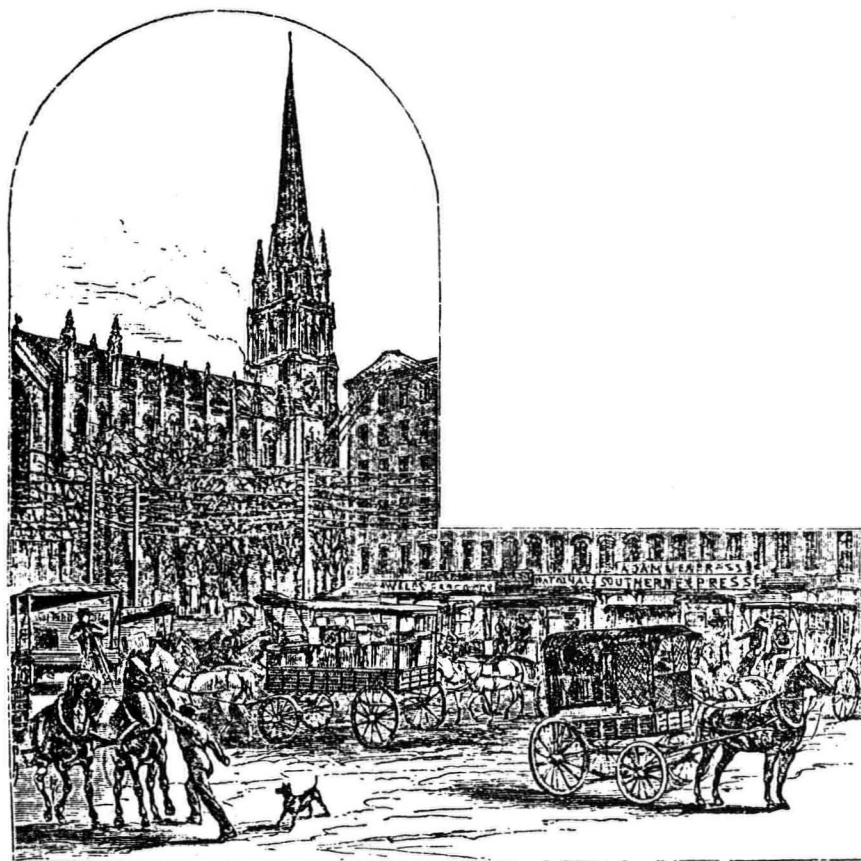
WILLIAM F. HAENDEN.



JAMES W. HALE.

As there have been other claimants to the honor of having originated the enterprise, and as Mr. Hale is still living, I will repeat a statement which he

made to me in July last. There was never a day, he said, that inquiries were not made at the news-room for some person going to Boston or Providence. Some wanted to send small parcels to their friends, others letters or circulars; but the most frequent applicants were money-brokers, who wanted to forward packages of Eastern bank-notes to Boston for redemption. If an acquaintance was found on the boat, he was pounced upon without ceremony, and burdened with the packages, which were sometimes worth many thousand dollars. But if a friend did not appear, the things were often intrusted to entire strangers, with the modest request that they would deliver them immediately after their arrival. Merchants and brokers seeking gratuitous transportation for their letters contributed largely to the excitement attending the departure of the steamer, and many persons will remember the nights of anxiety they have passed on the Sound, when such unexpected wealth has been temporarily thrust upon them. "When Harnden called upon me for advice," Mr. Hale stated, "I thought of the daily inquiries made at my office, 'Do you know any body going to Boston this evening?' and I immediately advised him to travel between the two cities and do errands for the business men. I also suggested that the new enterprise should be called 'The Express,' which gave the idea of speed, promptitude, and fidelity."



"MORNING RUN," LEAVING GENERAL OFFICE, NEW CHURCH STREET, NEW YORK CITY.

Harnden hesitated for several days, doubting whether the scheme would be profitable, but eventually he decided to try it, and bought the historic traveling-bag, which is still preserved in Boston. A small slate for orders was hung in the news-room, and the patrons of that institution were Harnden's chief patrons. The old merchants had become so accustomed to transportation of smaller articles without cost that they did not readily observe the advantages "the ex-



press" offered, and at the end of two months Harnden found all his capital absorbed. His receipts were less than his expenses, and he would have discontinued the service had not some friends procured free passages for him on an opposition steamboat. With the passage-money as a subsidy, "the express" prospered, and the business so increased that Harnden soon engaged an assistant.

Goods were forwarded every evening instead of three times a week, and the carpetbag was successively multiplied by two and three, until in the flush of prosperity a large trunk was bought, which in turn was substituted by a yet larger one.

Harnden next disposed of an interest in the concern to his oldest assistant, Dexter Brigham, and opened two offices—one in Boston, which he occupied himself, and the other in New York, which he left in charge of his partner. Two men were hired to follow the goods on the route, and a small hand-car or crate was placed on board each steamer. "The express" had surmounted the worst obstacles, and its utility was clearly demonstrated. The receipts gradually increased, and Harnden's heart beat fast one night as he counted by candle-light in his dusty office the magnificent amount of twenty dollars earned in a single day! But his success was the result of unceasing overwork, which undermined his constitution, and often caused him to say that he would not live to reap the full harvest. A. L. Stimpson, an old expressman, states that his endurance was a subject of wonder to all who knew him, and that it was only by an almost superhuman exertion of will that he sustained his exhausted system and discharged his recurring labors. An indomitable spirit stimulated him, and he bravely encountered the vicissitudes of his business at all times, often against the remonstrances of friends. Among other things, it was his pride to be first in boarding the Cunard steamers to obtain news for the press; and even though the arrival was after midnight, he and his men were invariably on the alert.

(To be continued)

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**THE COVER CORNER**  
**SCOTT GALLAGHER, Editor**

**ANSWER TO PROBLEM COVER IN ISSUE #89**

Figure 1 shows the problem cover from the last issue, with the top of a letter dated December 1, 1863, shown. The letter gives more clues as to the answer, and is quoted in its entirety with writer's spelling:

Daulton, Georgia, Dec. 7th, 1863

Sir, it is with pleasure that I write you a few lines to inform you how I am getting along. I am well at present and hope this will find you and fambly the same. I would be glad to be with you awhile, in fact nothing would give me more pleasfare than to have a few hours talk with you. I think I could amuse you for a few days vary well. I hope the day is not distant when I can enjoy that privilage once again. Charley, I want you to write me a letter. You can do so by flag-of-truce. I could write you a grate many things that would amuse you, but I can not do so just know. I haven't heard from home for two years. You know how anxious I am to hear from some of my old friends. Tell Sarah & Kate & Joe & Lizzie that I would be glad to see them. Give them my respects. The boys who came out with me are all well. I supose you have heard of the death of John & Marion Waits. John was wounded at Murfreesboro fight & dide at Nashville. Marion dide at Chatnooga. Tell Kate & Joe to write me a letter. I have writin sevrel letters but recived no ansuer.

Yours truly, Liut. J. LeCompte

N. B. Direct your letter to Louises Brig., 4th Ky. Reg., Co. D."



Figure 1.

Without the help given by the letter, several correspondents guessed that the letter was from a civilian, from a captured Union soldier, that the letter didn't belong in the envelope, or that it was bogus. However, the letter was apparently written by a Kentuckian in the Confederate Army. To check this assumption, the writer used records of the Filson Club (a historical society in Louisville, Kentucky) and the Louisville Public Library. There were two J. LeCompte, Kentuckians in the Confederate Army, but John LeCompte died in January 1863. The other, Joe (for Joseph) LeCompte, enlisted in the First Kentucky Brigade as a Private September 10, 1861, at Camp Burnett in Tennessee.

He came from Henry County, and his letter was apparently sent to his home. He was elected 2nd Lt. April 1, 1863. E. D. Thompson's book *History of the Orphan Brigade*, published in 1898, tells us that LeCompte's Regiment fought at Shiloh, Vicksburg, Baton Rouge, Stone River, Chickamauga, Resacca, Atlanta and that they fired the last shot of the war east of the Mississippi on April 29, 1865. Lt. LeCompte was wounded at Savannah, Georgia, during December 1864; but stayed alive through the entire bloody war, and died in Arkansas in 1882. The Brigade was at Missionary Ridge in November 1863 and retreated from there to Ringgold and then to winter quarters at Dalton, Georgia, from December 1863 to May 1864.

Since the 4th Ky. Regiment was encamped at Dalton in December 1863, and the handwriting and other facts fit, we can conclude that the letter belongs with the envelope. There undoubtedly was an outer envelope with C.S.A. postage. We see only the inner envelope, evidenced by the crease at the right, as pointed out by reader John Kohlhepp, who also states that the use of demonetized stamps on mail originating in the South is known, and cited in his article in the November-December 1974 issue of the *Confederate Philatelist*.

The demonetized stamps were accepted and there are several possible reasons: the minor amount involved, the two years since demonetization, haste in processing mail, or possible leniency towards Kentuckians. Joseph Holt, a prominent lawyer from Kentucky and Lincoln supporter, had been pre-war Postmaster General, Secretary of War, and then Judge Advocate General. Kentucky was a crucial border state, major supplier of men to both armies, and was wooed by all until late in the war. Brother fought against father or brother, and some soldiers came home to Kentucky on leave from Southern armies. But the soldiers of the First Kentucky Brigade (nicknamed "The Orphan Brigade" in 1864) were not as lucky, as shown by Lt. LeCompte's homesick (and lovelorn?) letter.

Thus we conclude that this is a legitimate example of mixed franking and use of demonetized stamps during the Civil War.

#### PROBLEM COVERS FOR THIS ISSUE

The first problem cover is shown in Figure 2, a letter sent in 1867 from Liverpool to San Francisco. It bears a pair of the one shilling green, G. B. Scott #48 or 54 (watermark not checked), and the markings as shown, all in black. Why is this cover marked "INSUFFICIENTLY STAMPED"? What do the "38" and "48" signify?

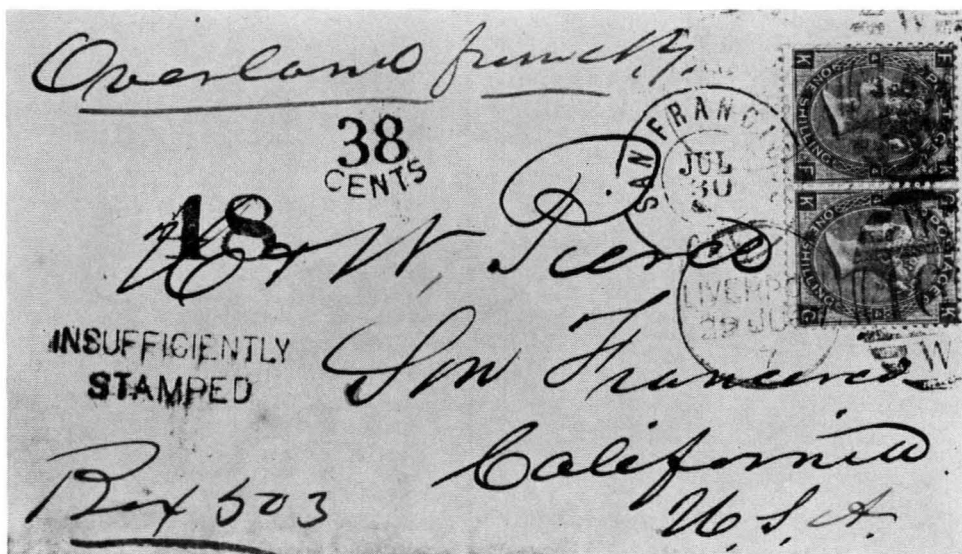


Figure 2.

The second problem cover is shown in Figure 3, and bears the famous OLD STAMPS NOT RECOGNIZED marking of Philadelphia, Pa. The 3¢ 1857 stamp had been demonetized. When? The cds is dated August 26, 1861. This is reported to be the earliest known use. Is an earlier one possible? Explain your answers, please, for both covers, with comments and suggestions for future problem covers, to the Editor—promptly.

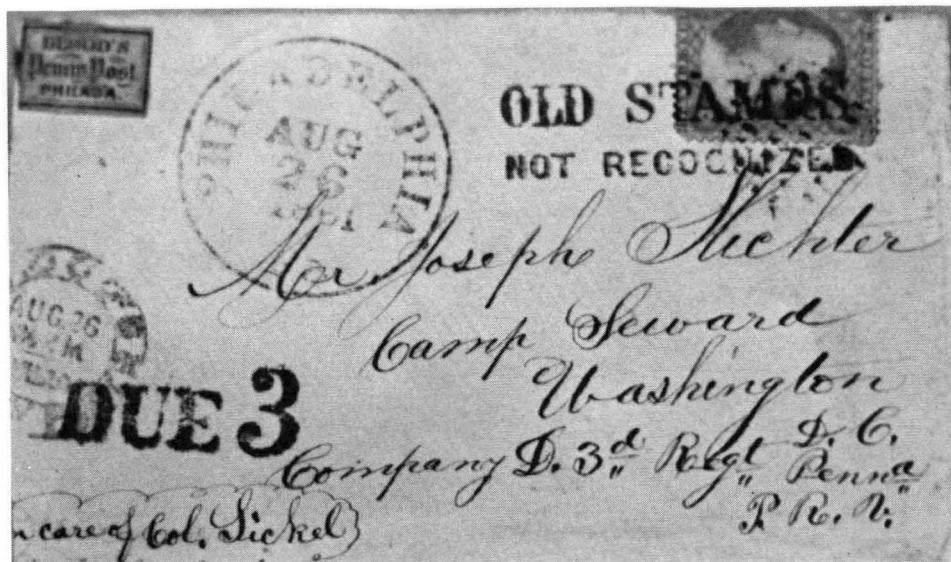


Figure 3

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