CLASSIC U.S. POSTAL HISTORY

A series of columns which appeared in

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Columns written by

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Extracted or scanned and compiled into these consolidated files by
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Classic U. S. Postal History
Labron Harris
2014 - 2021

Columns from ***Linn's Stamp News***

Compiled by Mike Ludeman

Labron Harris has been a dealer in postal history for over 40 years. With his wife, Mary, he traveled the country attending over 30 shows a year. In 2014, he began to write a regular bi-monthly column for ***Linn's Stamp News,*** which was titled **"Classic U.S. Postal History".**

I began collecting the digital "tear sheets" of his columns, which had reached a total of 45 columns by December of 2021. Late last year, I asked for his permission to prepare a consolidated file of these columns to be hosted on Stamp Smarter, and he graciously granted us permission to do so. The present collection includes all 45 of these columns. New columns will be added on an irregular basis.

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Collecting opportunities in Small Banknote postal history

On June 30, 1889, the contract with the American Bank Note Co. for the printing of regular-issue United States stamps expired. The government made a request for bids to print stamps in the same size previously issued, and/or in a smaller size.

A printing company run by Charles F. Steel won the contract with a bid to produce the stamps in the smaller format, since the small size substantially reduced production costs.

Steel failed to produce the stamps in accordance with the contract, however, so the contract was put back out for bid.

The American Bank Note Co., the previous printer of the regular-issue stamps, was selected to print these new postage stamps in the smaller size to reduce costs. Thus, the Small Banknotes were born.

Because of the bidding and production problems, the stamps were not issued until Feb. 22, 1890. There is a first-day cover of the 2¢ lake George Washington stamp (Scott 219D) used on this date. Lake was the first color used for the 2¢ stamp, and the lake stamp is the only one of the 1890 issue known used that early.

Three stamps from the 1890 Small Banknotes issue paid 12¢ postage on this envelope mailed in 1891 from New York to New South Wales, Australia.

Collecting covers of this issue can be rewarding. Covers franked with the lower values up to the 10¢ are readily available and can be found showing the various postal usages of the time.

Besides the normal internal U.S. usages, the stamps can be found used on mail to foreign destinations, on U.S. territorial mail, and on mail from places like Samoa and China.

The higher values — the 15¢ Henry Clay, the 30¢ Thomas Jefferson and the 90¢ Oliver Hazard Perry (Scott 227-229) — are more elusive on cover.

In particular, there are only two 90¢ covers known to me that are not philatelic, and one of these is controversial. However, the 90¢ stamp can be more easily found on mailing tags.

Small Banknotes postal history is an area that has been undercollected. Presently, there are two significant holdings in the United States, but that seems to be it.

Many people collect areas that overlap into this series, and others collect certain stamps from it. That means there is an opportunity for someone to collect this area and build a good postal history collection and, if they stay with the lower values, for not much money.

The cover shown here was sent from New York to New South Wales, Australia, Aug. 14, 1891. The postage is paid with three stamps from the Small Banknotes issue — two 5¢ Ulysses S. Grant stamps (Scott 223) and a 1¢ Benjamin Franklin (219) — combining to make up the 12¢ non-UPU (Universal Postal Union) rate.

This rate was in effect from Aug.

1, 1885, to Oct. 1, 1891.

The cover bears a red Australian PAID ALL marking. The addressee could not be found, so the cover was marked "POST TOWN/NOT KNOWN IN/N.S.W." in three lines, and returned to the United States.

The cover was then marked on the reverse with a triangular dead letter cancel, and on the front with a magenta dead letter office pointing hand.

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I was asked by *Linn's* editor Charles Snee to write a new column on 19th-century postal history, and this article is the first installment.

I have been a collector and a dealer in 19th-century postal history for almost 40 years.

Every other month or so I plan to discuss a particular area and show a cover representing that area.

I don't expect to go into great depth in these discussions, but instead I will touch briefly on various aspects of the subject at hand. If enough readers want more detail in a specific area, I will certainly try to address those requests in this column. ■

Postal history of two New Orleans expositions in the 1880s

In 1784, six bags of cotton were shipped from Charleston, S.C., to England for processing.

This event led to the growth of the cotton industry in the South, where it became the most important factor in the Southern economy.

In 1880, an economist named Edward Atkinson proposed in the *New York Herald* that a cotton exposition take place in New York City in 1884 to celebrate the centennial of the first cotton exports. Plans for the New York fair never materialized, but the idea for a centennial celebration went forward.

The National Cotton Planters Association worked with the United States Congress, which passed a bill Feb. 10, 1883, to select a site and help fund a cotton centennial exposition, with the understanding that foreign exhibitors would be asked to participate. The planters felt that New Orleans, La., would provide the best venue.

Thus was born the World's Industrial and Cotton Centennial Exposition in 1884-85, and its successor, the North, Central and South American Exposition in 1885-86.

A promotional cover from the 1884-85 World's Industrial and Cotton Centennial Exposition in New Orleans, La. The 2¢ stamp is postmarked with an Exposition Station cancel.

The people of New Orleans embraced the idea of an exposition and began raising enough additional funds locally, and from foreign countries, to host it.

Maj. E.A. Burke, the editor of the local newspaper, *The Times Democrat*, was named president of the exposition. Construction began on a 247-acre site located where the present city park is.

Though the announced opening date was Dec. 1, 1884, the expo actually opened Dec. 16 because of difficulties installing the exhibits.

The World's Industrial and Cotton Centennial Exposition closed June 2, 1885, with 1,158,840 visitors attending, revenues of $1.53 million, and $2 million in expenses.

Despite the lack of financial success for the first event, another exposition was planned for 1885-86.

The North, Central & South American Exposition was held on the same site using the same buildings and equipment, which were purchased at auction for $175,000 from the previous exposition, with the money to be paid later.

The second expo was to run from Nov. 10, 1885, to April 1, 1886, but it actually closed March 31. It was a financial disaster, with poor attendance and ongoing litigation.

The postal history of these expositions falls into two primary areas: postal markings for the expositions, and promotional covers.

For the first expo, the Exposition Station postal markings known are dated cancels on outgoing

A follow-up exposition in New Orleans began in November 1885. This promotional cover provides details of the exposition, and also has a merchant's imprint.

mail, receiving cancels, registry cancels, money order business (MOB) cancels on postal money orders, and straightline originating cancels.

Promotional covers are known from both expositions, with many varieties known.

A promotional cover from the first exposition is shown, with a New York commissioner's name crossed out and the 2¢ stamp postmarked by a NEW ORLEANS/EX.STA. cancel.

For the second expo, outgoing cancels and receiving cancels are the only ones known, and they are the same cancellations used during the first expo, the only difference being the dates they were used. Cancels struck during the second exposition are more scarce.

The cover from the second expo pictured here is also franked with a 2¢ stamp, and has a merchant's imprint on it.

Most of the covers from the first event show views of the exposition. While covers from the second event also show expo views, there are some with an illustration of the Western Hemisphere. Both types were used by local merchants, exposition officials and state dignitaries.

Collecting these expositions can be challenging because of the scarcity of some of the postal markings, but rewarding because of the diversity and beauty of the promotional covers. ■

Hendrix absent from USPS yearbook

By Michael Baadke

The 2014 Stamp Yearbook from the United States Postal Service will be short one subject when it goes on sale Dec. 10.

The Postal Service has confirmed that the book will not include a chapter about musician Jimi Hendrix, who was honored on a forever stamp issued this year on March 13 (Scott 4880).

The Jimi Hendrix stamp is part of the ongoing Music Icons commemorative stamp series.

The credits section near the front of the yearbook includes this explanation, "Permission to include the Jimi Hendrix Forever stamp issued in 2014 as part of the Music Icons series could not be obtained before going to press."

The firm Experience Hendrix manages the name, likeness, image and music of Hendrix, according to the website www.jimihendrix.com, which notes that the company is owned and operated by Hendrix family members.

The pane of 16 Jimi Hendrix stamps issued earlier this year includes this inscription along the left edge, "Jimi Hendrix is a TM of Authentic Hendrix, LLC under license from Experience Hendrix, LLC."

The 2014 Stamp Yearbook has captured the attention of collectors by including a single mint die-cut $2 Circus souvenir sheet that is not otherwise available from the Postal Service.

The 72-page hardcover book includes 90 stamps with mounting materials and sells for $64.95 online at https://store.usps.com. ■

CLASSIC U.S. POSTAL HISTORY BY LABRON HARRIS

Covers expressed patriotic sentiment through daily mail

In the early 1840s, lettersheets with engraved figures or scenes promoting political candidates began to appear. In the 1850s, when envelopes came into mainstream use, political candidates and their supporters made envelopes with printed political motifs to promote their causes or candidacy.

When the Civil War approached, these political covers evolved into patriotic covers. People wanted to show their patriotism by using envelopes with patriotic designs printed upon them.

These covers quickly caught the public's fancy.

More than 6,000 designs are known for used and unused envelopes, with some only known unused.

According to available lists, there were approximately 400 printers of patriotic covers who, for the main part, used stock dies (designs) provided by many manufacturers.

Some printers used their own designs, with the main two being the firms of Charles Magnus and Frederick Kimmel. Their designs are among the most attractive and desirable of all the patriotic covers.

The greatest use of patriotic covers was early in the war when the patriotic fervor was strongest. Most people on both sides felt the war would be of short duration, and when it continued over four years, the use of patriotic covers diminished.

A Magnus patriotic cover prepaid with a strip of three 1861 1¢ stamps is pictured here.

The desire for patriotic covers grew stronger when the war ended, and they were printed as souvenirs of the war.

There are still many albums of unused patriotic covers from Civil War times, and these are a primary source of such covers.

Many unused covers still have paper adhering to their backs or other such damage caused by removing them from an album.

Soldiers' mail was a major source of patriotic cover use.

People who would go to military camps and hospitals to sell soldiers provisions were called sutlers.

These sutlers would sell larger patriotic envelopes, with an enclosed pen and unused patriotic covers, to soldiers for their use in writing letters home or elsewhere.

If the soldier had a stamp, he could post the letter prepaid.

Often there were no stamps available when the soldier was in the field. Because of this, the government gave the soldiers the right to send their mail unpaid. It would be marked DUE 3 or DUE 6 to indicate how much the addressee owed for postage.

This practice was used on both normal and patriotic covers throughout the war. A Magnus patriotic cover sent by a soldier at the DUE 3 rate is also pictured here.

This patriotic cover, also printed by Charles Magnus, is mailed by a soldier to an address in East Randolph, Va. With no postage applied, the envelope is marked "DUE 3."

Patriotic covers were used in all the ways normal mail was handled. They were used for overseas mail, with the Henry Angell correspondence having many beautiful examples.

Patriotic covers were registered, had auxiliary markings (missent, advertised, return and so on) and used in all the other various ways mail could be handled as well as being hand carried.

But their greatest use was for normal correspondence within the United States.

Collecting all the patriotic designs can be a daunting challenge because of the great number of different types and printers. This challenge has been taken on by a few collectors over the years, and significant collections have been built by past and present collectors.

Many other collectors have broken their collecting interest in these covers into more manageable areas. One might collect only covers postmarked in a particular geographic area, while another might collect a particular design or printer.

There are numerous other ways to collect these pieces of our history, with the only limitation being one's imagination. ■

A Charles Magnus patriotic cover prepaid with a strip of three 1¢ stamps. Mailers shared their patriotic feelings by using such covers to send their daily mail.

TRICKIES BY JOE KENNEDY

Rearrange the letters below to form words familiar to stamp collectors. Then arrange the boxed letters to complete the stamp-related quip.

CLEAN C ☐ _ _ _ ☐ ☐

FELT ☐ _ ☐ ☐

THESE ☐ ☐ _ ☐ _

V CORE _ ☐ _ ☐ ☐

O RAKE _ ☐ ☐ ☐ _

New Zealand
Children and Vegetables
Scott B213

Give me your carrots, your kale, your collard greens for we yearn

to be _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ !

535.

Solution on page 50

Death of Morse's wife sparked telegraph revolution

Samuel F.B. Morse helped invent the telegraph, which revolutionized communications in the 19th century. Telegraph postal history can provide much of interest to the collector.

In the early 1820s, a well-known American painter was working on a commissioned portrait of the Revolutionary War hero Marie Joseph Paul Yves Roche Gilbert du Motier, Marquis de LaFayette, when he was informed that his wife was very ill back home.

Before he could get home, his wife died and was buried.

Spurred by this tragedy, the painter, Samuel F.B. Morse, became determined to find a way to make communications more instantaneous. Although he remained involved in the art world, he pursued faster communications for the rest of his life.

Morse met Charles Brown, a pioneer in the field of electromagnetism, in 1832. With Brown's help, he developed a system of sending impulses through a single wire.

He then created a code — using short pulses and long pulses to represent different letters — to send a message over the wire. This became known as the Morse code.

When he incorporated extra circuits (relays) into this system, this single-wire method became the standard way to send telegraphic messages.

In 1843, after a number of years attempting to have the United States Congress fund his efforts, the legislators appropriated enough money to build a line between Baltimore and Washington, D.C.

On May 24, 1844, with the transmission of the phrase "What hath God wrought," the line officially opened. The commercial use of the telegraph had arrived.

The first company Morse licensed to use his system was the Magnetic Telegraph Co., which was created in May 1844 with the idea of developing lines to the West and the Northeast.

Magnetic Telegraph also has the distinction of having the first known telegraph cover, dated to 1845, with a handstamped oval "E.MAG. TELEGRAPH/BALTIMORE" marking.

Morse continued to license his patent to various other companies, but his was not the only system available.

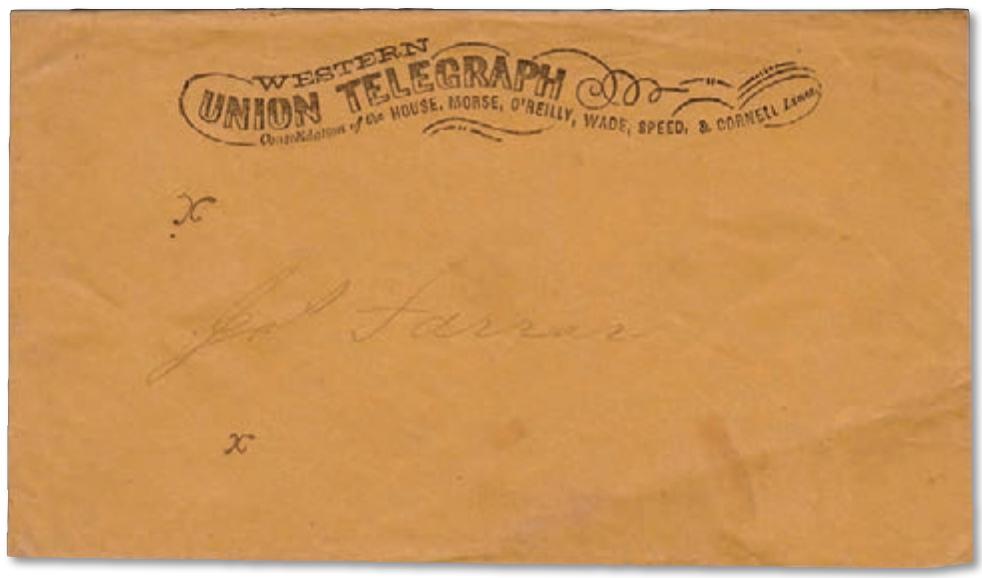
Royal Earl House devised a system to send individual letters instead of dots and dashes through telegraph lines, and they would be printed on paper tape in words upon receipt. The main drawback to this method was it was much slower than Morse's method.

By 1851 there were more than 50 separate telegraph companies using either House's or Morse's telegraphic systems. Many of them used either handstamped envelopes or printed promotional envelopes, often very ornate, to carry the telegrams.

The larger companies — such as Magnetic Telegraph, Union Telegraph and House Telegraph — used multiple designs on their promotional covers going to and from different

Continued on page 53

The first known telegraph cover, from 1845, bears a handstamped marking from the Magnetic Telegraph Co. The Magnetic Telegraph cover shown here has a preprinted design.



An 1856 Western Union telegraph cover listing the consolidated lines of House, Morse, O'Reilly, Wade, Speed and Cornell. Ten years later, in 1866, Western Union merged with the American Telegram Co.

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locations, giving collectors of this material a diverse group of items to collect.

In 1854 Cyrus Field, Peter Cooper and three others formed the New York, New Foundland, and London Telegraph Company, with the idea of running a telegraph cable across the Atlantic, thereby linking the United States to the European telegraph networks.

Before even trying to lay the cable, they ran into many problems trying to construct a line through Newfoundland.

A.M. Mackay, the construction point man in Newfoundland, cited some of the challenges in a letter to Peter Cooper, president of the N.Y., N.F. and London Telegraph Co.:

"I was forced to make payments to the Indian repairers. ... I gave them more than they deserved or earned ... they now know to [*sic*] much in this wild country and could give us an immense deal of trouble if so disposed."

After much effort, they set up the lines needed to connect Newfoundland to New York, but it took until 1866 to make the trans-Atlantic cable reliable.

Due to the many different and diverse companies and systems, the early days of the telegraph were often chaotic.

In 1856 a consolidation of the companies began.

The American Telegram Co. and Western Union took over many of the existing companies and became the dominant operations. In 1866 they merged, and the Western Union of today was created.

The telegraph era offers much to entice the postal historian, and there are many different ways to collect telegraph covers.

Pictured on page 26 are an illustrated Magnetic Telegraph cover, and an 1856 Western Union cover listing the consolidated lines of House, Morse, O'Reilly, Wade, Speed and Cornell in the banner across the top.

One can collect classic or modern telegraph companies, one company (such as Western Union) or any other way that suits one's collecting interest.

Why not consider starting your own collection of telegraph covers? ■

Confederate adversity covers from paper shortages

Efforts by Union forces to prevent shipments from reaching the Confederacy resulted in shortages, including paper, so mailing envelopes were created from reused materials.

Although it was a tragic time in our nation's history, the American Civil War during the years 1861 to 1865 created a bonanza of material for postal historians and cover collectors.

In the Feb. 23 *Linn's Stamp News*, I wrote about Union patriotic covers. This month I will address an interesting area of Confederate postal history known as adversity covers. These are envelopes made from previously used paper and other paper sources because of paper shortages.

Throughout the early part of the 19th century, the issue of slavery in the United States became a polarizing topic. By and large, the Northern industrial states were in favor of abolishing slavery, while the agrarian South felt the system was necessary to provide cheap manpower to raise crops.

After many contentious years of trying to

Because of paper shortages, Confederate adversity covers were created by reusing other paper materials. This example from Columbia, S.C., was made out of wallpaper.

Previously used envelopes took on a second life in the South during the Civil War. This envelope was first mailed from Macon, Ga., and then reused to send a letter from Starkville, Ga.

A merchant's billhead was reused to create the envelope used for mailing from Charleston, S.C.

sort out this issue, things finally came to a head. In late 1860 and during 1861, Southern states began seceding from the Union, forming the Confederate States of America on Feb. 4, 1861.

War soon followed. On April 12, 1861, the Union garrison stationed in Fort Sumter in the Charleston, S.C., harbor was shelled by the cannons of Confederate General P.T. Beauregard, and war was declared. The North and South both began mobilizing for war.

Besides trying to defeat the South on the battlefield, the Union had a strategy of blockading the South so it could not get the goods necessary for normal life. Union ships patrolled the Southern coastline, trying to keep supplies from reaching the South by boat.

The borders between the Northern and Southern states were closed. Many shortages occurred, including one of particular interest to collectors of Confederate covers: the paper shortage, which created a scarcity of envelopes to send letters.

Sources such as wallpaper, previously used envelopes, old documents and U.S. stamped envelopes that were no longer valid for postage were used to create envelopes that are now referred to as adversity covers.

Shown are four covers to illustrate these usages.

The first cover is franked with the 1863-64

Envelopes of the United States post office were not valid in the Confederacy, so a pair of postmaster's provisional stamps was added to the valueless envelope for mailing from Memphis, Tenn.

Confederate States 10¢ Jefferson Davis, Die B stamp (Scott 12). The envelope, mailed from Columbia, S.C., is made from wallpaper.

The second cover, mailed from Starkville, Ga., is franked with an 1863-64 10¢ Jefferson Davis, Die A stamp (Scott 11). The envelope is made from a previously used envelope that was also franked with a Scott 11 stamp, canceled in Macon, Ga.

A merchant's billhead was used to create the third cover, franked with a 10¢ Thomas Jefferson stamp (Scott 5) and mailed from Charleston, S.C.

The fourth example is an interesting cover.

On June 1, 1861, the Confederate States set up its own postal system and took over the existing U.S. postal facilities in the South. After that, U.S. postage was no longer valid in the South.

Many U.S. stamped envelopes were in Southern hands but were no longer valid, so they were used as regular envelopes with no postal value.

Also, the Confederacy printed no stamps to use for postage until the fall of 1861, so some offices created their own provisional stamps.

Shown is a U.S. 3¢ George Washington stamped envelope (Scott U9) used as an envelope with no postal value. A pair of Memphis, Tenn., postmaster's provisional stamps (56X2) is affixed from Memphis paying the postage to Fredericksburg, Va. ■

CLASSIC U.S. POSTAL HISTORY *LABRON HARRIS*

A brief history of U.S. stampless covers

Collectors once interested only in covers franked with postage stamps are now turning their attention to stampless covers and the history their contents often relate.

On July 1, 1847, the United States Post Office Department issued its first postage stamps: a 5¢ and a 10¢ stamp. Before that time and for many years thereafter, written communications between individuals were sent without stamps. These are called stampless covers, and either were carried privately by individuals, express companies and carriers, steamboats and ships, or by the post office. In this column I will discuss those handled by the post office.

In the early 1700s, the British Post Office established post roads in its American colonies, over which the mail was carried. When the United States came into being, a new postal system under the new government was formed utilizing these roads and also many of the other facets of the British system.

For a number of years, mail was rated in both British and U.S. colonial currency. Mail could be either prepaid or sent unpaid, with the recipient having to pay the postage.

The Act of March 2, 1799, set postal rates based on distance, with different postage rates for each mileage increment. This system was used with minor variations until 1845, with the exception of the period between Feb. 1, 1814, to March 1, 1816, when a surtax of one-half the given rate was added to the postage on a piece of mail to help pay for the War of 1812.

In 1845, the Post Office Department simplified the rates for regular mail, to 5¢ for mail sent less than 300 miles and 10¢ for mail sent more than 300 miles. Starting July 1, 1851, the mail rate dropped to 3¢ on prepaid and 5¢ on unpaid for distances under 3,000 miles, and to 6¢ prepaid and 10¢ unpaid for greater distances within the United States.

On April 1, 1855, the POD made prepayment of postage on letters mandatory, and by 1860, stampless covers were rarely seen going through the post office, with the exception of soldiers' mail in the Civil War and mail to and from foreign countries.

Serious collecting of stampless covers is a relatively new activity. Not that many years ago, one could pick stampless covers out of dealers' shoeboxes at stamp shows for pennies each; collectors wanted covers with stamps on them. Tastes have changed, and these pieces of postal history are now highly collectible.

Interest in the contents of old letters, including those inside stampless covers, is one of the fastest growing areas of postal history. Many times, a piece that appears mundane has contents that make it very desirable. A cover canceled with a common Midwestern town cancel might have originated from an early Western explorer or military expedition, and have interesting and historically important content and value. Even less compelling contents can in some way enhance an otherwise ordinary cover, shedding some light on the sender or recipient.

Many impressive collections have been put together by showing examples of all of the various postal rates, from the inception of the POD to the 1850s. Collections of covers of a region, state, county, city or town can be assembled according to the desires of the collector.

Types of cancellations — stencils, ovals, double circles, straight lines or fancy cancels — can be made into significant showings. Some such collections realize considerable amounts at auctions and private treaty sales. Western cancels and early cancels, for example, can bring thousands of dollars. Times have changed.

I have chosen to show two stampless covers that, although not rare, are good examples for illustrating the interest that some of these covers have. The first, a folded letter, has a straight-line stamped marking of "AUGUSTA KY./FEB 5th" (dated 1832 inside) and is addressed to Mr. Justice McLean at Washington City, D.C., with postage due "25" (cents) in pen in the upper-right corner, for the over-400-miles rate.

John McLean had been the U.S. postmaster general from 1823-29, and in 1832 was a justice of the U.S. Supreme Court.

The second cover has a blue stencil cancel, "SHERWOOD CORNERS/N.Y.," and is addressed to the Clerk of Steuben County, Bath (N.Y.). Inside the cancel is the date "Ap(ri)l 8" (1845, from contents), with a manuscript marking "paid 10," paying the rate for 30-80 miles. It is a legal document and was prepaid. ■

This folded letter traveled more than 400 miles, from Augusta, Ky., to Washington, D.C. It was mailed Feb. 5, 1832 (date inside), so the rate was 25¢. It was not prepaid. The addressee, John McClean, a Supreme Court justice at the time, had to pay the quarter to receive it.

This 1845 cover enclosed a legal document being sent to Bath, the county seat of Steuben County, N.Y. The post office of mailing, at Sherwood Corners, N.Y., used a blue stencil cancel. The sender prepaid this cover: 10¢ for the rate to send a letter 30-80 miles.

Depreciated currency markings and economic hard times

Public acceptance of greenbacks in the 1860s was slow, causing a value spread between currency and coin. Markings on covers reflect how mail sent via international treaties was affected.

In my August column, I wrote about domestic mail and pictured covers addressed within the United States. This month, I'm writing about international mail — in particular, depreciated currency covers. But first, I need to provide some background on the subject of early overseas mail between the United States and foreign countries.

From the time they arrived in this country, early colonial settlers began writing to their homelands. This mail was carried overseas on a ship, either by an individual as a favor, or by the captain of the ship, who was compensated for this service.

In the 1800s, the United States began entering into treaties with other countries to set postal rates to be paid for mail carried to and through each treaty partner. Such mail could be sent prepaid, or unpaid with the addressee paying on receipt.

International letters known as depreciated currency covers came into being as a result of the inflation caused by the Civil War.

Congress passed a bill in 1861 to authorize the U.S. Treasury to print and issue demand notes to help finance the debt incurred by preparations for the rapidly approaching war. In 1862 these demand notes were replaced by U.S. notes, commonly called "greenbacks."

People had become accustomed to using coins (known as specie) to transact their business, and they had little confidence in the new greenbacks. As a result, the value of the greenback fell against the value of specie.

This created a crisis in many areas, and in unpaid international mail in particular.

If a post office accepted greenbacks for payment of unpaid postage on incoming letters and then, under the various treaties with foreign countries, had to pay the specie value to those countries, it lost the difference in value between the specie and the inflated greenbacks.

On April 1,1863, Postmaster General Montgomery Blair issued a circular to postmasters instructing them to only accept gold or silver coins for payment of postage on unpaid mail from Great Britain and Ireland, France, Prussia, Hamburg, Bremen or Belgium.

Depreciated currency markings took various forms on unpaid covers arriving in the United States from overseas. This example from Germany is marked with due values in specie (coins) and in notes.

A depreciated currency cover from France to the United States mailed in 1866 is marked due 20¢ in notes; the recipient would pay less if the amount was paid in coin.

Other countries were later added to this list.

If the individual wanted to pay with greenbacks, he had to pay the amount at the depreciated (inflated) currency rate. For example, an unpaid letter from England would be due 24¢ in specie. If currency was worth half as much, then the recipient would pay double the amount in greenbacks: 48¢.

This policy became effective May 1, 1863, and the first trans-Atlantic crossings under this system were later that month.

The ratio of currency to specie peaked at

more than 2½-to-1 in 1864.

Covers showing ratios of greater than 2-to-1 are not common and are a good addition to a depreciated-currency collection.

U.S. ports of entry appear on these covers, with cancels from New York and Boston being the most common, followed by Portland (Maine) and Chicago in scarcity, with Detroit being very scarce and Baltimore being rare.

The early cancels not only bore the name of the port of entry but also the nationality of the carrying packet (ship); either British, American, Hamburg, Bremen or French.

Early depreciated-currency covers were canceled with circular cancels enclosing the port of entry, the country's packet carrying the cover, and the depreciated currency rating. The specie amount appears on the top of the cancel, and the currency (notes) on the bottom. These cancels were applied at the port of entry.

Shown is a cover from Germany carried on a Hamburg packet. The blue circular marking at right indicates 15¢ in specie due, with the black circular marking showing 20¢ in currency due.

Later the depreciated currency markings changed. No longer included was the amount of the rate in specie marked; the marking was fixed only in currency or, as it was alternately called, notes.

Straight line cancels such as IN US NOTES appeared for the currency amount due.

Mailed from Uruguay to Maine, this 1868 cover is struck with a New York depreciated currency marking requesting 44¢ if paid in notes. A handwritten marking calculates that as 32¢ if paid in specie.

Large and small circles with the amount due and the words IN CURRENCY or IN NOTES or some variation became prevalent.

The 1866 cover from France shown here is shortpaid and therefore considered unpaid. It was carried by a British packet (indicated by the truncated blue box) with a round blue Chicago port-of-entry marking and the due marking of 20¢ IN NOTES (the rate in specie was 15¢).

The cover from Montevideo, Uruguay, was mailed to Brooksville, Maine, in 1868. It is struck with the depreciated currency marking NEW YORK/US 44 NOTES, indicating 44¢ due in U.S. notes. At upper left is a manuscript blue 32 indicating 32¢ due if paid in specie.

Depreciated-currency markings were used on covers into the late 1870s, even though the ratio of the value of currency to specie became small, and was finally equivalent. ■

First Bureau Issues on cover can be collected in many ways

The 1894 switch from private stamp printing firms to the U.S. Bureau of Engraving and Printing created collecting possibilities, including color and watermark varieties, overprints and more.

The United States issued its first postage stamps in 1847, printed by a private firm: Rawdon, Wright, Hatch & Edson. For the next 47 years, private companies printed U.S. stamps.

In 1894, the government decided to have the U.S. Bureau of Engraving and Printing print U.S. postage stamps. The first issue of stamps from the BEP came to be called the First Bureau Issue.

The Bureau engraved triangles into the upper corners of the dies — the engraved images of the stamp that would be applied to metal sheets to create printing plates — which had been used by American Bank Note Co. to print the previous issue.

The 30¢ and 90¢ dies were discarded, and 50¢, $1, $2 and $5 dies were added.

These were the regular-issue dies used to create the printing plates that were used to print the First Bureau stamps.

Throughout the life of this issue, varieties in the triangles on the 2¢ stamps, and re-engraving of the 10¢ and $1 stamps occurred. The stamps were initially printed on unwatermarked paper, but in 1895 the Bureau began to use paper watermarked "USPS," and continued this practice throughout the remaining life of the issue.

During 1898, the U.S. Post Office Department authorized a change of color for the 1¢, 2¢, 4¢, 5¢, 6¢, 10¢ and 15¢ stamps to better conform with the Universal Postal Union color scheme. Inks used in the printing of the issue, especially for the 2¢ stamp, created many distinct and well-cataloged color varieties.

Collectors can find numerous ways to assemble a collection of the United States 1894 First Bureau Issues on cover. This 1894 cover franked with a 2¢ stamp is postmarked with a Barry experimental cancel from Chicago.

The three stamps franking this cover from the Philippines to Germany are all First Bureau Issues overprinted for use in the Philippines.

Collecting the postal history of this issue can be done in several ways and at different levels.

For example, one can specialize in a particular stamp, such as the 1¢ green. An extensive postal history collection of this stamp has been assembled.

Collecting the values of 50¢ and up can be difficult because of the lack of material, but there are enough of the lower values available on cover to build significant collections.

Machine cancels used by the Post Office Department came into common use during the time of this issue, and are an important part of many machine cancel collections.

Many of the machine cancel manufacturers would have the Post Office Department use a canceling device as a test to see if it was practical or not. Such cancels are called "experimental."

An example of a Barry experimental cancel is shown here on the 1894 cover from Chicago to Ohio franked with the 2¢ stamp.

When the United States took control of Guam, Cuba, Puerto Rico, and the Philippines after the Spanish-American War, First Bureau stamps were overprinted with each possession's name to be used in those locations.

A quadruple-rate registered cover from the Philippines to

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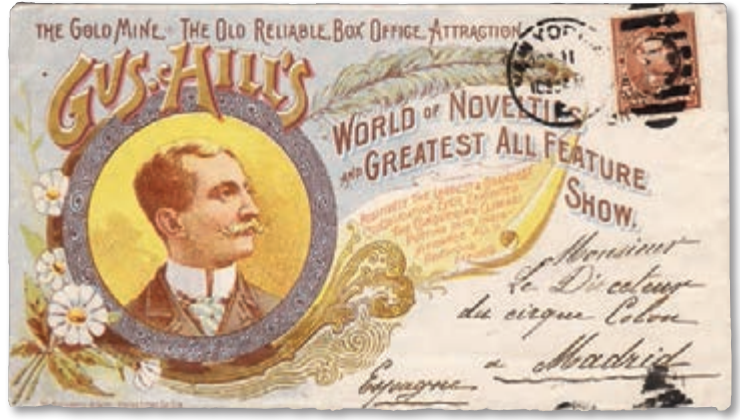
A 1900 registered letter from Brigham, Utah, to the Marquesas Islands franked with various stamps of the First Bureau Issue is an example of how the stamps were used on international mail.



Franked with a single 5¢ First Bureau Issue stamp paying postage, this attractive international cover addressed to Madrid, Spain, is dressed up with a large advertising message and illustration.

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Germany, franked with an 8¢, a 10¢ and a 15¢ stamp, all overprinted PHILIPPINES, is pictured here. The 10¢ and 15¢ stamps are from the color changes of 1898.

Another collecting area is that of usages to foreign countries. Shown is a 1900 registered cover from Utah to the Marquesas Islands in the South Pacific via San Francisco, where a registration label was applied. The stamps are all from the color change of 1898.

A second cover, a single franking with the first 5¢ color to Spain, shows how a collection can be dressed up by adding another dimension to a collecting area, in this case an attractive advertising design.

If one wishes to limit the amount spent in this area, a collection of covers having stars, geometric designs, and letters as the cancel on the stamp can be formed without seriously challenging the pocketbook.

One can also specialize in unwatermarked or watermarked issues, or the color varieties and changes.

This is another issue where the many ways to collect these stamps and covers are limited only by one's imagination. ■

Commercial Express Co. delivered mail to Texas

In the aftermath of the Civil War, mail delivery in the South was severely disrupted. The Commercial Express Company was instrumental in getting mail into and out of Texas.

Many collectors are aware of the Pony Express, Wells Fargo Express, and the other western express companies that have been written about and romanticized since their inception.

There is another group of express firms that are much less well-known — those that operated in the South after the Civil War.

The Civil War ravaged the South. Most of the battles were fought in the South with massive destruction of infrastructure. Among the casualties of the war was the disruption of postal service in the South.

At the beginning of the war, the South instituted their own postal system, the Confederate States Postal System, and issued their own stamps, thus becoming completely independent of the United States Post Office Department.

When the war ended and the South was brought back into the Union, their postal system no longer existed and mail delivery by the Post Office Department to some areas was non-existent.

To fill this void, private express companies began to carry mail to these areas for a fee.

An example of such an express firm is the Commercial Express Company and their handling of mail into and out of Texas after the war.

The Commercial Express Company began operations in July 1864 in New Orleans and ceased operating in February 1866.

Initially they carried freight and mail to the North and Canada. In February 1865, Commercial Express began operations into Mexico. Delivery was expanded into Texas in August 1865, after the Civil War had ended.

The first Texas office was in Galveston, a port city on the southeastern coast of Texas. Mail would be carried from New Orleans to Galveston by the Commercial Express Company for a fee of 25¢ and then delivered by their agents to other parts of Texas not yet served by the U.S. Post Office Department.

Conversely, mail originating in Texas was carried to Galveston then on to New Orleans, and there put in the U.S. mail and sent on to its destination.

Shown nearby is a cover, probably from the interior of Texas, docketed in the lower left

The Commercial Express Co. delivered this cover from the Texas interior to New Orleans for a fee of 25¢. It was then placed in the U.S. mail for subsequent delivery to Houston, Ohio. A previous owner removed the 3¢ stamp from the cover to better show the Express marking at the top.

This Commercial Express advertising envelope from Cold Water, Mich., shown front and back, was postmarked Sept. 21, 1865, in Cold Water, Mich. Upon reaching the New Orleans Commercial Express office, as evidenced by docketing in the lower left corner of the front, it was carried outside the U.S. mails by Commercial Express to Abbott in Houston, Texas. There is no indication of any express fee paid.

with Sept. 16, 1865 (date of origin) and carried by the Commercial Express for the fee of 25¢ to New Orleans, where it was placed in the U.S. mail on Sept. 28, 1865, and sent to Hudson, Ohio. Unfortunately, a previous owner removed the 3¢ stamp from the cover to better show the Express marking. The stamp is now lost.

In September 1865, Commercial Express opened an office in Houston. Edward C. Abbot, who is listed as a Galveston employee of Commercial Express, must have also been involved in the Houston operation.

This cover was sent from Detroit Feb. 5, 1866. It was missent to Houghton, Mich., and forwarded to New Orleans Feb. 13, 1866. By this time, Commercial Express had closed. A 3¢ stamp was added and canceled with a New Orleans postmark dated Feb. 17, 1866, and the cover was sent to Houston via the now open U.S. mail route.

Illustrated here, front and back, is a Commercial Express advertising envelope from Cold Water, Mich., postmarked Sept. 21, 1865, which probably had been provided to the sender by Abbott.

The cover is docketed in the lower-left front corner "Care Coml (Commercial) Express/New Orleans/ La." and addressed to E.C. Abbott/ Commercial Express/Houston/Texas.

Upon reaching the New Orleans Commercial Express office, it was carried outside the U.S. mails by Commercial Express to Abbott in Houston, Texas. There is no indication of any express fee paid.

By October 1865, Commercial Express was no longer charging a fee to carry the mail to Texas. In the New Orleans *Times-Picayune* newspaper issue of Oct. 12, 1865, it states that Commercial Express took 4,000 letters free of charge to Texas during the previous week. The letter to E.C. Abbott was either sent free because of this new policy or because he was an employee.

The last cover shown, also sent to E.C. Abbott in Houston, Texas, was sent from Detroit Feb. 5, 1866. It was missent to Houghton, Mich., and forwarded to New Orleans Feb. 13, 1866. In New Orleans, the docketing "Care Coml Express/New Orleans/La." in the lower-left corner of the cover was marked out.

By this time, Commercial Express had closed. A 3¢ stamp was added and canceled with a New Orleans postmark dated Feb. 17, 1866, and the cover was sent to Houston via the now open U.S. mail route.

These three covers show the way the mail was handled into and out of Texas after the Civil War by the Commercial Express Company of New Orleans. Out of the thousands of letters handled by this express company, fewer than 20 are known in collections and most of these are non-Texas uses. ■

'Way' letters document early methods of delivery

Letters taken to post offices by mail carriers in colonial times are called "Way" letters because they were picked up on the way. The first U.S. directive addressing Way mail was enacted in 1794.

Today we put a letter in our mailbox and a United States Postal Service letter carrier picks it up and takes it to the post office where it enters the mail stream and is delivered to its destination.

We take this service for granted, but it wasn't always available. Our ancestors had a much different system in place to post their mail.

In colonial times, the present system of mail carriers picking up the mail did not exist. A person had to take it to a post office, have a friend deliver it outside the postal system or take it to the post office, or give it to a post rider or contract mail carrier who would take it to the post office.

Letters taken to the post offices by these mail carriers are called "Way" letters because they were picked up on the way.

Way letters are known from early in British colonial times, but the first U.S. Post Office directive addressing Way mail was enacted in 1794. It specifically stated that the mail carrier would receive 1¢ for picking up the letter (the Way fee) and that the 1¢ fee would be added to the ordinary postage on the letter. In the 1898 Postal Laws and Regulations it states:

> Way Letters … are such letters as are received by a mail-carrier on his way between two post offices, and which he is to deliver at the first post office he comes to, and the postmaster is to inquire of him at what places he received them, and in his post-bills (records of post office activity submitted to the US Postal Department showing the business they had done) charge the postage from those places respectively to the post offices at which they are to be finally delivered, writing the word way against such charges in his bills. The word WAY is to be written upon each way letter.

An example of an early Way cover is shown in the first illustration. It was picked up by a mail carrier in Norwich, Conn., and posted in "NLondon" (New London, Conn.) and sent to New York. The postage was 17¢ to New York and the Way fee was 1¢, so it was marked "Way18" (17¢+1¢) at the top in manuscript. The cover was posted in 1799.

Most early Way letters were carried on land routes. With the advent of the steamboat, Way letters began to be carried by water, and beginning in 1845 they also were assessed the 1¢ Way fee.

Also, handstamped WAY markings replaced most of the written markings.

Pictured nearby is an 1852 letter carried from Stark Island Reach by water to New Orleans, where it entered the mail system and was marked "WAY 1" in two lines as a Way letter and then sent on to New York,

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The manuscript "Way 18" near the top of this 1799 Way letter to New York indicates 17¢ postage and a 1¢ Way fee. The cover was posted in New London, Conn.

The 1¢ Way fee on this 1852 letter is indicated by the bold two-line "WAY 1" marking. The cover entered the mail system in New Orleans and was then sent to New York, where the addressee paid the Way fee.

The 1¢ Benjamin Franklin stamp on this cover prepays the 1¢ Way fee on a letter that was incoming to New Orleans. Prepayment of Way fees was unusual at this time.

By 1853, all Way fees were discontinued. Steamboat captains still received 1¢ for every Way letter carried, but this fee was not added to the ordinary postage. Illustrated here is a Way cover coming into New Orleans and marked "WAY" with no fee paid.

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where the addressee paid the Way fee.

An unusual Way cover during this time period is shown with a 1¢ Benjamin Franlin stamp prepaying the Way fee on a cover incoming to New Orleans.

By 1853, all Way fees were discontinued. Steamboat captains still received 1¢ for every Way letter carried, but this fee was not added to the ordinary postage. Illustrated here is a Way cover coming into New Orleans and marked WAY with no fee paid.

In 1863, the Way system was abolished, but Way markings continued to be used by some post offices at least until the 1890s.

The last Way letter pictured is a cover originating in Astoria, Ore., in 1894 and carried by boat to San Francisco where it entered the mail and was marked "WAY" in a circle. ■

This Way letter was sent from Astoria, Ore., in 1894 and carried by boat to San Francisco, where it entered the mail and was marked "WAY" in a circle.

The challenges of POW mail during the Civil War

During the Civil War, both the United States and the Confederate States faced logistical, delivery and other challenges associated with handling the mail generated by the growing number of prisoners of war.

Of all the ramifications of war the United States and the Confederate States faced, the problem of dealing with prisoners of war was the one they were the least prepared for. With the secession of the Southern states, conflict was inevitable.

The first Civil War encounter that ended with prisoners held was in St. Louis, where at Camp Jackson on May 10, 1861, 669 members of the Confederate Missouri State Militia were captured.

Upon signing an oath not to bear arms against the United States, they were paroled. One man, Capt. Emmett MacDonald, refused to sign the oath and became the first prisoner of war.

One prisoner did not create a problem concerning where and how to

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This United States prisoner of war cover and letter from the Civil War was sent by Lt. David Bartram of the 17th Connecticut Infantry. Bartram was captured by the Confederates at the Battle of Gettysburg.

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incarcerate him. But soon it became a major issue.

No provisions had been made to house large numbers of prisoners by either side. No one expected the war to last very long, a few months at the most.

This all changed on July 21, 1861, at the Battle of Bull Run near Manassas, Va. The Confederates ended up with more than 1,000 prisoners with no place to house them.

They settled on an old tobacco factory in Richmond, which became the first Confederate prison, known as Ligon's Tobacco Warehouse.

Although the battle was a Confederate victory, the Union took prisoners as well, and the Old Capitol Prison in Washington, D.C., became the first building to house Confederate prisoners.

When the Battle of Ball's Bluff occurred in October 1861, the shortage of POW housing became acute. With the South taking a large number of prisoners, Ligon's Prison proved inadequate to house them.

The Union had already started the construction of a prison named Johnson's Island near Sandusky, Ohio, and planned to hold the prisoners captured by them there.

The Confederates quickly opened prisons at Salisbury, N.C., Tuscaloosa, Ala., and Charleston, S.C.

The number of prisoners was becoming a huge logistical problem. In December 1861, a measure to enable the exchange of prisoners was passed to lessen the burden of inadequate housing.

This bill, called the Dix-Hill cartel, was enacted July 22, 1862, and the regular exchange of prisoners began.

The exchange, which slowly was being abandoned, was ended completely on April 14, 1864, by Gen. Ulysses S. Grant, who said it was "cheaper to feed them as prisoners than fight them as soldiers."

Hundreds of thousands of soldiers were taken prisoner. Correspondence is known from Union prisoners confined in more than 50 Confederate prisons and from Confederate prisoners confined in more than 80 Union prisons.

The prisoners on both sides were given a means of both sending and receiving letters. The letters were examined and then forwarded through a designated point of mail

James Spence was a Confederate soldier from the 57th Alabama who was imprisoned at Johnson's Island, the Union prisoner of war camp near Sandusky, Ohio. He mailed this cover to Mobile, Ala. The cover entered the Confederate mails in Richmond, Va.

exchange by flag of truce, which provided safe passage across the lines to their final destinations.

The primary exchange point was Old Point Comfort, Va., but there were many others.

Restrictions were placed on prisoner's mail. For most of the war, letters could be only one page long and not contain information helpful to the other side.

For a short period of time only six-line letters were allowed. This system of mail handling was not always able to get the mail through, and a great number of letters were smuggled out by exchanged prisoners.

Lt. David Bartram of the 17th Connecticut Infantry was captured by the Confederates at the Battle of Gettysburg and remained a prisoner until the end of the war. He was first incarcerated at Libby Prison in Richmond, Va., and then in eight other Confederate prisons before his release in 1865.

Shown with this column is a cover and a six-line letter (one word carries over to the seventh line) from him in Libby Prison to his wife in Connecticut. It came by flag of truce and entered the U.S. mail at Old Point Comfort, Va., and was marked " DUE 3," which required his wife to pay 3¢ postage due.

Another cover shown is from James Spence, a Confederate soldier from the 57th Alabama who was imprisoned at Johnson's Island, the Union prison near Sandusky, Ohio.

This cover was examined by Pvt. Theodore O. Castle (manuscript EX T O C in top center of the cover) and paid to the exchange point, Fortress Monroe at Old Point Comfort. It was then carried by flag of truce to Richmond, Va., where it entered the Confederate postal system, marked "10" (10¢ postage due) and sent to Mobile, Ala. ■

New United Nations stationery

The United Nations Postal Administration issued two postal stationery items July 20 for use from its post offices in Vienna, Austria, and Geneva, Switzerland.

The U.N./Vienna postal envelope has a €0.68 pre-printed stamp showing the Vienna International Center. Adolf Tuma of Austria designed this envelope. Goessler, also of Austria, printed it in a quantity of 8,000.

Due to an increase in postage rates, the 1.30-franc U.N./Geneva postal card (Scott UX15) was surcharged to 1.50fr with an imprint of 20 centimes. The 1.30fr postal card was issued March 1, 2002. ■

Fascinating history behind mundane express cover

Sometimes the reward for the postal historian comes from researching the times, events and places through which a cover journeyed on its way to its final destination.

In my previous columns, I have taken a concept and shown covers to demonstrate that concept. This column will be a departure from my usual ones.

One of the most rewarding aspects of postal history is to take a mundane-appearing cover and through research learn of its exciting postal history.

Shown nearby is an 1861 cover originating in Sumner, Kan. (backstamped), traveling by "C.O.C. and P.P. Express" (Central Overland California and Pikes Peak Express) to Denver, Colorado Territory, and then by Murphy's Express (manuscript "Paid Murphy 10¢" reading up the left side of the envelope) to its final destination of Spring Gulch, Colorado Territory.

This cover has three main points of interest: its point of origin, the method of transportation to Denver, and the forwarding of the letter to Spring Gulch.

Sumner, Kan., was a town that came into being as a result of the political instability in Kansas during the 1850s because of the slavery question. The area was called "bleeding" Kansas because of the intense feelings and destruction during this time.

Atchison, Kan., was a pro-slavery stronghold. In 1856, John Wheeler, an anti-slavery proponent, started the town of Sumner, three miles down the Missouri River. The town soon eclipsed Atchison as the largest town in the county.

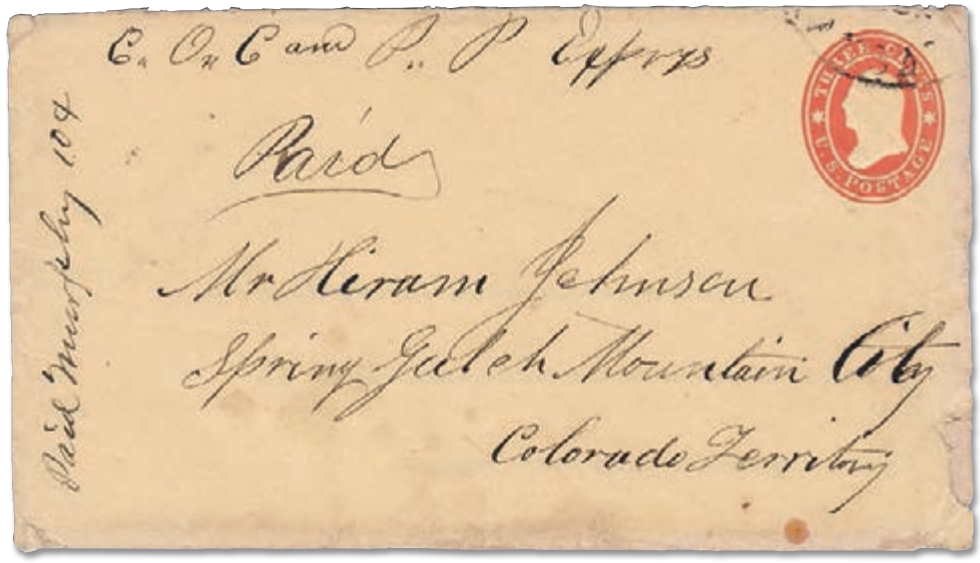
However, Sumner's prominence was short-lived. In 1859 a drought came, and in 1860 a tornado struck and demolished a large part of the town. Then the locusts came and ate the crops, and the town was no longer viable.

People took the lumber and the bricks to build structures elsewhere, and the town became a ghost town. Sumner was no more.

So the cover started its journey in Sumner and was carried by the C.O.C. and P.P. Express to Denver, Colorado Territory.

With the discovery of gold in Colorado, William Russell saw a need for supplies for the miners and started the Leavenworth and Pikes Peak Express to take materials and mail to the region.

The venture was not successful and in 1859 he sold his company to William Waddell and Alexander Majors. Russell joined with Waddell and Majors to form the Central Overland California and Pikes Peak Express to carry mail and material from St. Joseph, Mo., to either Denver or San Francisco.



This rather unassuming cover traveled from Sumner, Kan., to Denver and then to its destination of Spring Gulch, Colorado Territory, in 1861. The author discusses three points of historical interest that make the cover a fascinating item of postal history.

When the Express reached Julesburg, Colo., it either went south to Denver or on to Salt Lake City and San Francisco.

The company instituted the Pony Express in April 1860. It was successful at first, but soon began losing money because of bad weather, costs of maintaining more than a hundred stations along the routes and the personnel necessary to staff them, and the Indian raids.

They were soon $5 million in debt and their future was in doubt. The employees began identifying the company's initials as "(C)lean (O)ut of (C)ash and (P)oor (P)ay."

The Civil War gave them a reprieve because when Texas joined the Confederacy, the main southern mail route, the Butterfield Overland Mail, was closed and all mail had to go the northern route.

The reprieve was soon over when the intercontinental telegraph was completed and instant communication from coast to coast was available. On March 21, 1862, Ben Holladay purchased the company for $100,000 and it became part of his Overland Stage Co.

The letter reached Denver and was sent on to Spring Gulch in western Colorado. There was no internal organized mail system in Colorado at this time; mail was carried privately.

The cover was docketed on the left side with "Paid Murphy 10¢," which paid for the delivery to its final destination.

I could find no references to Murphy's Express in my normal sources. Through telephone calls to people knowledgeable about early Colorado, I was able to determine that there was such an express.

The likely candidate for the operator of this express was John T. Murphy, who left Platte, Mo., in 1859 and went to Nevada City, Colo. (now Tin Cup, Colo.), which is near Spring Gulch.

There he became involved in the mercantile business and needed transportation to get his goods from Denver to his store.

Seeing the need, he probably started an express company to carry goods for himself and others. Also, he carried mail for a fee.

Thus this letter reached Spring Gulch and its historical journey ended. ■

Historic contents can lurk inside ordinary covers

Sometimes the postal historian must look beyond the address, postmarks, and other features on the outside of a cover and pay attention to the contents, which sometimes are more fascinating.

"You can't tell a book by its cover." This is an adage I grew up with.

Paraphrased it also applies to postal history. You can't tell the interest of a cover until you read the contents of the cover.

Many covers that appear ordinary on the outside contain enclosures that are significant to the overall value of the cover.

I can think of four reasons contents enhance a cover: first, if the inside letter was written by an important person, such as a signer of the Declaration of Independence or a president; second, if the letter has historical importance; third, if the contents are decorative, such as a patriotic letter sheet or an ornate letter head; and fourth, if the letter originated from somewhere other than where the postmark would indicate and was carried outside the mail to a post office.

In this month's column, I am discussing two covers that were carried outside the mail at some point during their journey.

In 1820, the first missionaries arrived in Hawaii to preach to the natives. On April 23, 1823, the second shipload of missionaries arrived with Levi Chamberlain on board.

The third ship arrived on March 30, 1828.

This otherwise unassuming cover contains a four-page letter sent in 1850 by Maria Chamberlain, one of the earliest missionaries in Hawaii, to her sister in Pennsylvania. The postmark indicates that the cover entered the U.S. mail in San Francisco.

On board was Maria Patron, who married Levi Chamberlain later that year.

They subsequently had eight children and ministered to the Hawaiians during their marriage. In 1849, Levi died after a long illness.

Shown nearby is a cover that contains a four-page letter datelined Honolulu, April 20, 1850, which Maria wrote to her sister in

Pennsylvania talking about her husband's death.

At this time, there was no Hawaiian post office; it opened in the fall of 1850.

Before that, the mail from Hawaii was carried by ship, usually to the northeast United States, where it entered the mail and was carried to its destination.

On Feb. 28,1848, William Van Voorhies arrived in San Francisco to set up the United States postal services in the new California Territory. After this was accomplished, mail from Hawaii could be carried to San Francisco and enter the mail there.

The cover from Maria shown here was then carried by a ship to San Francisco where it entered the mail and received a SAN FRANCISCO/1/JUNE/40 postmark, indicating payment of the 40¢ transcontinental rate. It was then sent on to Pennsylvania.

In 1804, Lewis and Clark began their exploration of the newly acquired lands of the Louisiana Purchase. They started their expedition at St. Louis and proceeded up the Missouri River, then the Platte River, then across the Rocky Mountains, finally arriving at Astoria, Ore., on the Pacific Coast.

This historic adventure was aided by the Indians along the way who provided valuable assistance by showing and guiding them through the passages necessary to reach the ocean. By and large the Indian tribes were friendly and extremely helpful.

The awareness of an enormous area to be settled and developed soon encouraged settlers to move west to improve their lives. This movement of people became a flood as wagon trains began moving across the Great Plains in large numbers with no respect for the original inhabitants of the area, the Indians.

Mail from western forts in the 19th century, such as this scarce 1848 folded letter from Fort Childs (in present day Nebraska), was normally carried outside the postal system until it reached a post office, often the one at Fort Leavenworth, Mo. (now Kansas).

The settlers would violate sacred areas, displace villages and at times massacre populations. The Indians retaliated, and it became dangerous to cross these areas.

The Army was sent to protect the settlers during their travels, and many forts were created along the route.

One of the most important forts was Fort Kearny, near the Platte River in present day Nebraska. It was originally garrisoned in 1848 as Fort Childs, named after Thomas Childs, a colonel in the Mexican-American war.

The name was changed in late 1848 to Fort Kearny, named after Col. Stephen Kearny who had made expeditions in the

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area for the War Department.

Mail from western forts was normally carried outside the postal system until it reached a post office, often the one at Fort Leavenworth, Mo. (now Kansas).

Illustrated with this colum is a cover datelined Fort Childs Dec. 30, 1848 (it was still being called Fort Childs, probably because the directive to change the name hadn't arrived), from the commander of the Fort, Capt. C.F. Ruff, asking for a settlement of financial affairs for one of his soldiers, Pvt. John Morris.

The cover was carried to Fort Leavenworth, postmarked March (date illegible), 1849, rated for postage with a manuscript 10[¢] (due), and sent to Ohio. Any cover from Fort Childs is scarce.

These are two examples of important postal history items that were not apparent from the outer wrappers.

I hope you will read the contents of any old mail that comes your way in the future. You never know what you might find inside. ■

Hotels once facilitated mail transport to post offices

This innovative service, which more than 70 hotels once offered, may be seen in the form of decorative, often ornate handstamps that were applied to the covers as proof of their efforts.

In the 1840s and 1850s, people used many different ways to get mail to the post office.

Friends, for example, would take it for you; WAY mail, which was discussed in my column in the June 20, 2016, *Linn's*, would get mail there for a fee; local, carrier, and express services would convey mail to the postal service, also for a fee; government carrier service was available for a fee; or one could take their own mail to the post office for service.

Another convenient avenue for getting the mail to the post office was available to those who were patrons of some of the hotels of the era.

Many hotels would take mail to the post office as an additional benefit for their guests. Records do not show if there was a charge for this service. But there is a school of thought that they might have, in some cases, charged a fee because they were in competition with the local

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During the middle of the 19th century, a number of hotels, as a convenience to their guests, would forward mail to the post office. This cover, from 1848, bears the decorative handstamp (at lower left) of the Rathbun Hotel in New York City.

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and carrier companies of the era by providing messenger service to and from the post office.

These hotels often used handstamps to indicate this service. There are more than 70 hotel handstamps listed in the literature.

The hotels were located all over the United States, with the exception of one in Canada that carried the mail across the border to be put in the United States post office in Niagara Falls, N.Y. Most of the handstamps were on the back of the covers. Here, I have selected three displaying the markings on the front.

New York City had the most hotels, 19, that provided this service. One of them was the Rathbun Hotel at 163 Broadway, which was a popular public house in the 1840s.

The Rathbun family had other hotels in New York, with one in Elmira and one in Buffalo.

Shown nearby is an 1848 cover carried from the Rathbun Hotel to the New York City post office and sent to Skaneateles, N.Y. At lower left is the hotel's ornate oval ribbon marking.

Theron Barnum worked for his brother David at City Hotel in Baltimore in the 1830s. In 1840, he arrived in St. Louis and rented a property on Third and Vine, which he called Barnum's City Hotel.

Barnum's City Hotel, located in St. Louis, also helped with mail forwarding, as can be seen by the blue oval handstamp on this 1849 cover sent to St. Charles, Mo.

The hotel was well thought of and was a meeting place for public figures and military personnel who were going to and from the Western forts. Barnum managed the hotel for 13 years and left in 1852. In 1854, he opened a new Barnum's City Hotel, which, at six stories,

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was the first skyscraper in St. Louis.

Illustrated nearby is an 1849 cover carried from Barnum's first City Hotel to the St. Louis post office and sent to St. Charles, Mo. The hotel marking, to the left of the address, is a blue oval.

The Clifton House in Niagara Falls, Ontario, Canada, opened in 1835 and burned down in 1898. Three stories tall, with 60 rooms, it was a popular meeting place for townsmen and travelers. The Clifton attained historical importance during the Civil War as a neutral place where combatants could talk.

As a hotel forwarder, it was different than the other two discussed here because it carried mail across the border to Niagara Falls, N.Y., where mail was placed in the post office. In this way, the additional payment for cross-border mail was avoided.

The cover pictured here was written in 1850 and given to the hotel, which took it from Canada to the United States where it was canceled with a Niagara Falls circular datestamp and sent to Detroit. The hotel marking, just above the Niagara Falls postmark, is a black oval.

Collections have been made of the towns, such as New York and Philadelphia, which had multiple hotels providing this service. Some collectors have tried to acquire every marking from every hotel.

The Clifton House in Niagara Falls, Ontario, Canada, attained historical importance during the Civil War as a neutral place where combatants could talk. The hotel's ornate forwarding handstamp appears at top left on this 1850 cover carried across the border to the post office in Niagara Falls, N.Y.

I find the markings insightful because they demonstrate how individuals creatively found a way to make the postal system work more efficiently by providing a needed service. ■

Supplementary mail had a long history in New York

First introduced in the United States in 1853, supplementary mail provided an efficient means of getting letters and packages mailed overseas to ships shortly before they were due to sail.

In 1840, the United States and Great Britain entered into the United States' first agreement to exchange mail under contracted treaty rates between the two countries. The Cunard Steamship Line was given the contract and began carrying the mail May 6,1840.

This service was well-received, but there arose the problem with the mailbags being closed two to three hours before the sailing of the ship. In 1849, Great Britain took steps to solve this problem.

British postal officials created a system where mail posted after the bags were closed and within a short period of time before a ship sailed could be placed in special bags for a fee and still be posted. This extra charge was called the late fee.

This system proved popular in Great Britain, and so the United States introduced this procedure July 7, 1853. The U.S. postal officials called it supplementary mail.

In the United States, the Post Office Department charged double the regular postage for this service. During this early period, cash was used to pay the supplemental mail fee for double postage; the mailed item was franked with the correct treaty postage amount only.

Thus, a cover from this era can only be identified by having a postal marking stating it to be supplementary mail.

Around 1870, this changed and the cover was franked with double the normal postage to pay this fee. A letter was usually marked with a supplementary mail cancel, or it was marked as supplementary mail and canceled with a regular cancel.

In this column, I limit the subject to mail from New York City, which by far had the most supplementary mail posted overseas. Also, the examples shown are from the 1890s, when both ship pier and New York post office mail was serviced.

When U.S. supplementary mail began in 1853, it was carried to the ship and posted. In 1873, the ships no longer directly received the mail; it had to first go to the post office, and from there it was taken to the ship.

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A single 10¢ Columbian Exposition stamp satisfied the 5¢ postage and 5¢ supplementary mail fee on this cover sent from New York City to Paris, France, in 1893.

Note the "3" at the bottom of the purple oval supplementary mail postmarks on this 1892 cover sent from New York City to Hamburg, Germany. The number indicates the ship pier to which the cover was delivered for subsequent carriage via ship.

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In 1891, provisions were made for the mail to be posted either at the post office or ship pier, with different cancels for both places. The post office used a duplex (a circular postmark with an attached killer cancel) handstamp with the word "supplementary" in it.

Mail taken to the pier was canceled with an oval with bars and a number for the pier. This cancellation came in five colors during the 1890s: black, red, purple, blue, and green. Not all mail received these cancellations.

With some mail, you can determine if it is supplementary mail only by comparing the posting time to the sailing time. After 1898, all supplementary mail was handled at the pier.

Now, let's look at some supplementary mail covers.

First, there is an 1893 cover to Paris, France, posted at the New York post office with a supplementary mail duplex cancel tying a 10¢ Columbian Exposition to the envelope. The 5¢ international rate was doubled to pay the supplementary mail rate.

This cover is unusual because it also has a "LATE MAIL" handstamp showing that it was in the supplementary mail sent to the ship.

Take a look at the second cover, sent to Hamburg, Germany, in 1892. A 5¢ stamped envelope and 5¢ small Banknote stamp combine to pay the postage and supplementary mail fee.

Uprated postal cards used for supplementary mail, such as this example sent to Basel, Switzerland, in 1898, are infrequently encountered.

This cover, sent to Klingenthal, Germany, in 1890, is a very unusual supplementry mail use. It is a folded down part of a package wrapper endorsed "Supplementary Mail" in red ink, which probably carried either commercial papers or samples of merchandise.

Note the "3" at the bottom of the purple oval supplementary mail postmarks, which indicates the letter was mailed at pier three.

The third cover is a 2¢ international postal card to Basel, Switzerland, in 1898, with the supplementary mail fee paid by a 2¢ First Bureau stamp. Both the card indicium and stamp are canceled with a black oval postmark showing a "3" at the bottom for pier three. Uprated postal cards used for supplementary mail are uncommon.

The last cover, sent to Klingenthal, Germany, in 1890, also is very unusual. It is a folded down part of a package wrapper endorsed "Supplementary Mail" in red ink, which probably carried either commercial papers or samples of merchandise.

A 15¢ large Banknote stamp and 10¢ and 1¢ small Banknote stamps paid the 26¢ supplemental rate of double the 13¢ rate for 26 ounces for this class of mail.

After 1898, only the oval cancel was used on supplementary mail. Supplementary mail continued in New York until 1941.

This area of postal history is growing, and more knowledge of the procedures performed to process such mail is becoming known. ■

Covers from Washington-area forts of the Civil War

Postal history from the forts erected as a bulwark of protection around Washington, D.C., during the Civil War offers both challenges and rewards to the collector willing to pursue it.

The Civil War began in April 1861 with the Battle at Fort Sumter in the waters off Charleston, S.C.

Neither side was prepared for war.

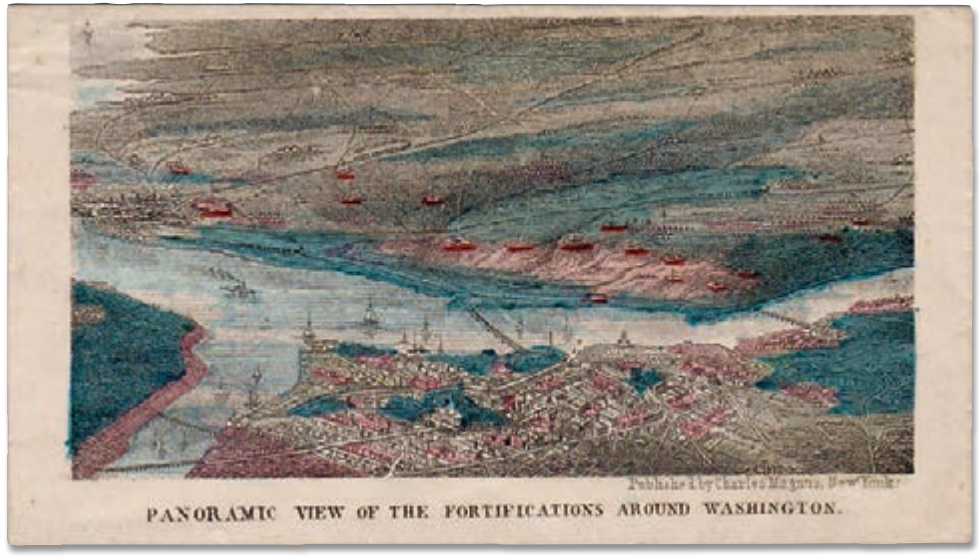
Calls for troops went out, and soon both sides had large armies ready to oppose each other.

The Union capital of Washington, D.C., needed to be protected. It was bordered on the south and west by the Confederate state Virginia, and all parts of the city would be easily accessible if steps were not taken to protect it.

In order to deter the Confederate Army from attacking Washington, the Union Army constructed a ring of forts around the city. There were 68 manned forts, 93 prepared but unmanned gun positions, and miles of dug-out trenches for riflemen to use.

The forts varied in size from being garrisoned by many thousands of men to a single gun emplacement manned by a few men.

Charles Magnus was a prominent printer of patriotic envelopes, and he made many showing army scenes around Washington. The first illustration features a colorful Magnus cover titled "PANORAMIC VIEW OF THE FORTIFICATIONS AROUND WASHINGTON."



Charles Magnus was a prolific producer of Civil War patriotic envelopes. This cover features his colorful view of fortifications surrounding Washington, D.C.

A cover from Fort Barnard, one of the larger forts, is pictured next. Note the "Ft. Barnard" docketing in the top-left corner.

This 1862 cover was postmarked in Alexandria, Va., before being sent to the addressee in Chester, Conn.

Created in 1861, Fort Barnard was located in Alexandria, just south of Washington. It was one of the 33 forts west of the Potomac River.

Barnard's initial purpose was to protect the Loudon and Hampshire Railroad north of Alexandria, but it soon grew to be a large artillery center. After the war, the fort was abandoned.

The cover is from Charles Silliman of G

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Docketing in the upper-left corner of this 1862 cover from Alexandria, Va., to Chester, Conn., indicates it originated from Fort Barnard, one of the larger citadels that offered protection to the nation's capital during the Civil War.

This Civil War patriotic cover features a fanciful panoramic image of Camp Seminary in Alexandria, Va., which was used to house wounded soldiers.

C.W. Van Wyck was a member of Congress from New York who had the free-franking privilege during the Civil War. He franked hundreds of soldiers' letters, saving them the cost of postage, including this 1861 cover from Camp Seminary to Newark, N.J.

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Company, Connecticut 1st Heavy Artillery to Mrs. S.C. Silliman, his mother.

In Alexandria there is a Catholic seminary that was used to house wounded soldiers. Adjacent to it was Camp Seminary, which is portrayed on the back of the patriotic cover in the third illustration.

Another cover, from the same area, shows an interesting use: a congressional free franking, common to many soldiers' letters originating in the Washington, D.C., area during the early part of the Civil War.

The cover is docketed as being from Camp Seminary, indicating that a Thanksgiving box had been sent Nov. 20, 1861, to the addressee in Newark, N.J.

It was free franked (postage paid) by C.W. Van Wyck, a member of Congress from New York who had the franking privilege. He franked hundreds of soldiers' letters, saving them the cost of postage. It was then mailed from Washington.

Arlington Heights is the area in Virginia just across the Potomac River from Washington. Morris Walker of Company K, Michigan 2nd Infantry was stationed there when he wrote his sister about the conditions he faced in the defense of the city.

The letter is dated Aug. 30, 1861, and in it he writes:

> I am very peculiarly situated among the most wicked & lowest of humanity & also of the best of principle found in the society of sivile [civil] life I think the contrast a lone is sufficent to keep me as morral & manly & fit for equaly good society as when I left to fight my countries battles.---------- Do not forget that as you receive one letter of affection & and full of good wishes the next may be clothed in mourning be not uneasy untill you receive a specill letter giving you information that I am no more in the land of the living do not rely on reports. The enemy have advanced to our lines but on account of bad rainy weather we have had nothing more than slight skirmishes in which they have been driven back a bout 2 miles the reports are very neumerous but to the truthfulness of them it is hard to assertain. Therefore I will not say anything to the success of either party yet the rebles back the distance of 2 miles. To see the sitizens of that port [Arlington] takening their famiels [families] into the city of Washington for safety & here them relate the barbarism of the rebel troops arouses every spirit of patriarchic (patriotic) feeling in mans soul -------

Morris Walker's premonition of his death was accurate; he died in battle at Charles City Cross Roads, Va., June 30, 1862.

Collecting covers with manuscript markings from small forts and camps could be a challenging and rewarding task for anyone wishing to pursue the endeavor. If you decide to do so, I hope you have success. ■

Exploring adversity usages of the 3¢ Nesbitt envelopes

Early U.S. stamped envelopes were no longer valid for postage when the Confederate postal system started June 1, 1861. Four covers show how the Confederacy overcame this adverse problem.

In my June 2015 column, I wrote about Southern adversity covers during the Civil War, which became necessary because of the paper shortage in the South due to the Union blockade.

Envelopes were made from wallpaper, business forms, and any other paper that you could make into an envelope.

Also included as adversity usages were United States embossed stamped envelopes (postal stationery) that were no longer accepted for postage by the United States and Confederate governments. They were used as regular envelopes, with the stamp imprint being ignored.

This month, I go into more detail about the adversity uses of these government envelopes, particularly the 3¢ first-issue Nesbitts, so called because they were printed by George Nesbitt (Scott U1-U10).

In the South, these envelopes had always been more heavily used per capita than in the North.

This was the case possibly because of the higher humidity causing sheet stamps to stick together, because Nesbitt envelopes were used extensively by packet boats and express companies to carry their business correspondence, or probably because the Southerners preferred them.

When the Confederate postal system began operations June 1, 1861, these envelopes were no longer valid for postage. Both individuals and the Confederate government were faced with the problem of what to do with the large quantities of U.S. envelopes they had on hand.

Under these adverse conditions, the solution was to use them as regular envelopes. The four covers illustrated are examples of adversity uses.

Thomas Welsh was the postmaster at Montgomery, Ala., during the Civil War. He must have had a large stock of Nesbitt envelopes on hand June 1, 1861, that were no longer valid for postage.

He used various handstamps on these envelopes so customers could take them away from the post office and use them at their convenience. Among these was a red circle handstamp with a matching red "PAID/5/T. Welsh." inside the circle.

Thomas Welsh was the postmaster at Montgomery, Ala., during the Civil War. Welsh applied the red circular handstamp to this July 6, 1861, cover to indicate that 5¢ Confederate postage had been paid. The 3¢ indicium on the U.S. Nesbitt stamped envelope was invalid for postage.

A 5¢ Confederate stamp was placed directly over the 3¢ indicium on this Nesbitt envelope mailed Jan. 30, 1861, from Newnan, Ga. This is the most common adversity usage of these envelopes.

Shown is a 3¢ Nesbitt envelope with a partial strike of this marking. The cover was postmarked July 6,1861, in Montgomery.

The second cover is a Nesbitt envelope with a 5¢ green Confederate first-issue stamp placed over the envelope's embossed U.S. postage indicium and mailed from

A more uncommon and interesting adversity usage was the Confederate government's overprinting Nesbitt envelopes for use as official mail. This example, from the "Chief of the Finance Bureau," was sent from Richmond, Va., to Chancellorsville, Va. It is marked "FREE."

Another intriguing adversity usage of the Nesbitt envelopes comprises officially overprinted covers used for regular mail. Shown is a Nesbitt envelope overprinted for use by the "Chief Clerk P.O. Department" and instead used privately for personal correspondence. A pair of 5¢ Confederate stamps is affixed over the 3¢ indicium.

Newnan, Ga., Jan. 30, 1861. This is the most common usage of these envelopes — that is, add a Confederate stamp and use it as an ordinary envelope.

A more uncommon and interesting use was the Confederate government's overprinting these envelopes for use as official mail.

The Appointment Bureau, the Auditor's Office, the Contract Bureau, the Finance Bureau, the Chief Clerk of the Post Office, and the Trans-Mississippi Agency all used Nesbitt envelopes overprinted by the Confederate post office for part of their official mailings.

There were many varieties of these overprints, and a substantial collection could be formed of them.

Shown in the third picture is an envelope overprinted for use by the "Chief of the Finance Bureau," signed by A. Dimitry, marked "FREE," and postmarked in Richmond, Va., before being sent to Chancellorsville, Va.

Finally, another interesting adversity use of these official envelopes is an overprinted cover used for regular mail.

Shown is a Nesbitt envelope that was prepared for use by the "Chief Clerk P.O. Department" and instead used privately for personal correspondence.

A pair of 5¢ Confederate stamps was placed over the overprint and postmarked in Richmond, Va. The cover was sent to Harrisonburg, Va.

Adversity covers used during and immediately after the Civil War have long been a topic studied by postal historians.

These covers were created because of paper shortages and in some cases by people wanting to save the cost of a new envelope by reusing a previously used one.

Adversity covers occur both in the North and the South, but their predominant use was in the South. ■

Exploring the short-lived Tehuantepec mail route

The route, which traversed the Tehuantepec Isthmus in Mexico, was speedy but ran into financial difficulties that doomed its survival. Just 29 covers carried on the route are known to have survived.

In 1849 gold was discovered in California. Men left their families to go west and make their fortunes.

Communication between these men and their families back east was difficult and slow. It could take weeks for mail to travel between coasts.

Mail was carried by the United States Post Office Department, express companies, and private mail carriers. It went overland across the United States, around the Horn of South America, and across Central American countries.

The three main routes across Central America were through Panama, through Nicaragua, and across the Isthmus of Tehuantepec in Mexico.

Illustrated is a map of southern Mexico and Central America showing where these routes were. I recently acquired two letters that terminated the Tehuantepec route.

I quote the pertinent information from the letters about the termination later in this column, but first I would like to give a brief history of the Tehuantepec route and show examples of mail carried on this route.

Because a route through Mexico was shorter than going through the countries farther south, the United States desired a viable route to carry mail across Mexico from San Francisco to New Orleans. The Isthmus of Tehuantepec was the shortest distance across.

The Tehuantepec mail route of the 1850s, shown by the pink dot on the map, cut the shortest path across Mexico. The locations of two other Central American routes, via Nicaragua and Panama, are indicated by the green and tan dots, respectively.

In 1854 the United States and Mexico signed an agreement, the Gadsden Purchase, giving the United States a large part of the present Southwest. One of the provisions of that agreement was that the United States could have a mail route through the Isthmus of Tehuantepec. Plans were made to create this route, but they were unable to be funded at that time.

In 1857 the Louisiana Tehuantepec Company was able to sell bonds and, with a United States government subsidy, get sufficient funding to create and operate the Tehuantepec route.

Through the financial backing of New Yorker Peter Hargous, an original supporter of the route, and the efforts of John Slidell, a prominent Louisianan and a friend of President James Buchanan, the company received a contract in 1858 to carry the mail that paid $250,000 a year for twice-a-month service. They still struggled to make money with the route.

These are two of the 29 surviving covers known to have been carried on the short-lived mail route across the Isthmus of Tehuantepec in Mexico. Both covers are docketed "via Tehuantepec" and franked with 10¢ 1857 stamps. The Tehuantepec route provided relatively fast mail delivery service for a brief time.

The McLane-Ocampo Treaty of 1859, which gave the United States increased transit privileges across the isthmus as well as other transit concessions in Mexico, gave new hope to the project. Nonetheless, the company's prospects worsened because of the financial difficulties Peter Hargous and the other New York backers sustained during this period.

The following two letters document the demise of the project.

On Sept. 16, 1859, the first assistant postmaster general of the United States sent a letter to the Louisiana Tehuantepec Company: "Sir, As the contract with the company for transporting the mail on Route 8162 [the Tehuantepec Route] … via the Isthmus of Tehuantepec will expire … on the 30th instant, it will be impossible … to complete a trip commenced ... on the 27th [the disputed trip in the following letter] ... and I am therefore directed by the Postmaster General to inform you ... [we have] therefore declined to renew your contract."

In a letter dated Sept. 22, 1859, from Emile la Sere, president of the Louisiana Tehuantepec Company, to his directors, he states, "although the Postmaster General may decline paying ... for ... the last trip ... were Congress appealed to, the sum ... would not be withheld."

Thus, the Tehuantepec route finished with a dispute over payment after the mail contract was canceled.

Shown are two of the 29 surviving covers known to have been carried on this route. The first cover is franked with a 10¢ 1857 stamp postmarked at San Francisco in 1858 and docketed "Via Tehuantepec." It was carried to New Orleans and then on to Massachusetts.

The second cover, also bearing a 10¢ 1857 stamp, was postmarked at Vancouver, Washington Territory, docketed "via Tehuantepec," and carried to San Francisco. From there, it was transported over the Tehuantepec route to New Orleans and then onward to Maryland.

Although the Tehuantepec route did not prove financially sustainable, it provided relatively fast mail delivery service to and from the west (up to 12 days faster than other routes) for a short time. ■

Myriad ways to collect 1894 2¢ Washington covers

During its 10-year period of usage, 1894-1904, more than 1 billion 2¢ Washington stamps were printed. Three popular ways to collect postal history of the ubiquitous stamp are discussed here.

The most common 19th-century United States stamp is the 2¢ stamp picturing George Washington issued in late 1894.

The 2¢ Washington and the other stamps in the 1894 definitive (regular-issue) series were the first produced by the Bureau of Engraving and Printing. Collectors thus refer to them as the First Bureau issue.

Prior to this time, the U.S. government contracted out the printing of postage stamps. In 1894 the government took back the dies for printing the stamps from the American Banknote Co., re-engraved them with triangles in the upper corners, and then had the BEP print them.

More than 1 billion stamps were printed during the life of the 2¢ Washington. There are four basic types and more color varieties than one would think possible.

It is a stamp I chose to start collecting almost 40 years ago. Initially I was interested in all aspects of the stamp, but I soon directed all my efforts into collecting the postal history of the stamp.

This can be a daunting task because of all the different occurrences that created a wide variety of collectible philatelic items during the stamp's period of usage.

To mention a few of these, let's start with the Spanish-American War beginning in 1898. The stamp was overprinted for use in the possessions the United States acquired following the successful conclusion of the war.

The cancellation of stamps with mechanical devices began in earnest during this time, with many scarce to rare machine cancels known on the 2¢ Washington.

Expositions, a long-standing American tradition, began having more U.S. Post Office Department involvement, with each exposition having distinctive cancels.

Each of these areas are a collecting interest in themselves, and there are many more areas from which to acquire covers illustrating particular uses.

I explore covers from each of the three areas listed to give a glimpse into what can be collected.

By the late 1800s, the United States wanted to become an important country in the world arena. To achieve this goal, it was necessary at that time to have territories and possessions throughout the world. The opportunity came when the battleship *USS Maine* exploded and sank in Havana Harbor, Cuba.

The five 2¢ George Washington booklet stamps on this 1901 registered cover are overprinted "PHILIPPINES" for use in that United States possession at the time of mailing.

Machine cancels are a popular way to collect 1894 2¢ Washington postal history. This on-piece example features the "eagle and thunderbolt" machine cancel that was used for just one day on Jan. 2, 1895.

The United States claimed it was sunk by the Cubans and soon declared war on Spain, which controlled Cuba.

The United States overran the Spanish possessions of Cuba, Puerto Rico and the Philippines, and victory was won. The United States was ceded these possessions and others by Spain.

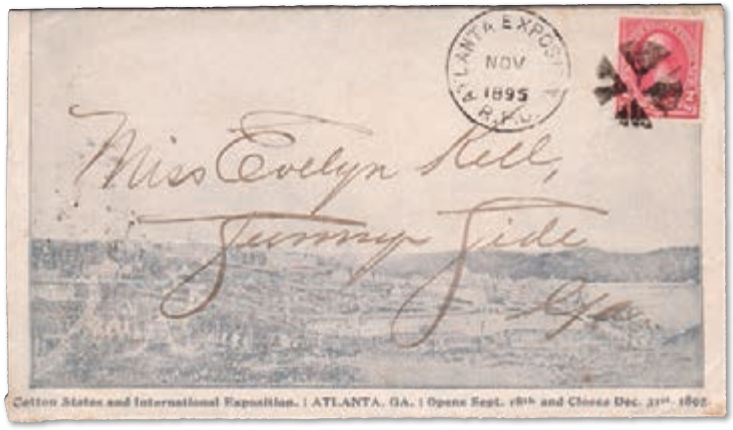
United States stamps, including the 2¢ Washington, were overprinted for use in these possessions and Guam.

Shown is a 2¢ Washington stamped envelope sent registered Sept. 4, 1901, from the Philippines to the United States. It is franked with five 2¢ Washington booklet stamps (Scott 214b) overprinted "PHILIPPINES." The 12¢ total franking paid the registry fee of 8¢ and the 4¢ postage for a double-weight (2-ounce) letter.

In the 1870s, the United States began patenting mechanical devices to cancel stamps on cover. Such machines could cancel stamps much more rapidly than hand canceling. As mail volumes steadily increased, these machines gradually came into use.

More and more firms were creating these machines, and in the 1890s use of machine

A Dec. 10, 1894, experimental machine cancel from the Barry Postal Supply Co. ties the 2¢ Washington on this cover sent from Chicago to Xenia, Ohio.



The 1894 2¢ Washington stamp on this 1895 Cotton States and International Exposition advertising cover is tied by the exposition's railway post office handstamp. Acquiring all the cancellations used at all expositions during the stamp's period of use (1894-1904) is a challenging task.

cancels came into their own.

The industry leader at this time was the American Postal Machine Co., the creator in 1894 of the well-known and widely collected Flag machine cancels.

On Jan. 2, 1895, American Postal Machine used for one day an unusual cancellation called "the eagle and the thunderbolt." Pictured is an on-piece example of a 2¢ Washington canceled by this device.

Another prominent machine cancel maker was the Barry Postal Supply Co., which created many unusual canceling devices between 1894 and 1909.

The third illustration features a 2¢ Washington cover from Chicago with a Dec. 10, 1894, Barry experimental cancel.

Expositions had long been an important part of the American experience. Large and small, they had proliferated throughout the United States since the earliest times.

The Post Office Department began canceling mail at expositions during the 1876 Centennial Exposition in Philadelphia. Throughout the 1880s, the department participated in expositions and postmarked mail from them. Beginning with the Columbian Exposition in 1893, the use and types of exposition cancellations greatly increased.

For the period of usage of the 2¢ Washington, 1894 to 1904, acquiring all the different cancellations used at all the expositions is a challenging task.

The final item illustrated is an advertising cover from the Cotton States and International Exposition in 1895 with an "ATLANTA EXPOSITION R.P.O." railway post office cancel from the exposition.

I have given a very brief discussion of three areas of usage of the First Bureau 2¢ Washington. Each of these areas is a fascinating postal history topic by itself.

There are many more areas of First Bureau 2¢ Washington postal history that can be collected, but these subjects will have to be covered in future columns. ■

William Fargo, Wells Fargo and western express mail

Three covers help tell the tale of William George Fargo, who carried mail for his local post office at age 13, and, in 1852, cofounded Wells, Fargo & Co. for the speedy transportation of mail and more.

The name "Wells Fargo" make any postal historian think of the early western express company that carried gold and mail in the 1850s to the remote claims of the California gold miners. The column examines the life of William George Fargo, one of the originators of the company.

Fargo was a successful entrepreneur who amassed a fortune in the express, banking, railroad and other businesses in the 19th century.

He began his career as a mail carrier at age 13 and progressed through other endeavors before entering the express business in 1845. In 1850 he, along with Henry Wells and others, began what has become in the 21st century one of the world's major financial companies — American Express. However, he is more identified today with a company he and Wells founded in 1852, Wells, Fargo & Co.

The son of a veteran of the War of 1812, Fargo was born in 1818 in Pompey, N.Y. With little formal education, in 1831, at age 13 he began carrying mail for the Pompey post office.

In 1838, he moved to Syracuse and began working with two grocers, first Hough and Gilchrist and then Roswell and Willet Hinman. His fortunes changed in 1841 when he became a clerk at Dunford and Co.'s forwarding business. This experience led to him being named freight agent for the Auburn and Syracuse Railroad. A year later he was named the railroad's resident agent at Buffalo, N.Y. He then moved on to be a messenger for Livingston and Wells, for the first time being involved with Henry Wells.

This association with Wells led to the formation in 1845 of Western Express, with the principals being Fargo, Wells and Daniel Dunning. The company, operating under the name of Wells & Co., carried cargo and mail between Buffalo and Cincinnati, Ohio, using steamboats and stagecoaches because there was no rail service between the cities at that time. This arrangement soon changed when Dunning withdrew from the company, and Wells sold his part of the group to William A. Livingston.

Livingston, Fargo and Co. was formed in 1847. Wells again formed Wells & Co. as competition

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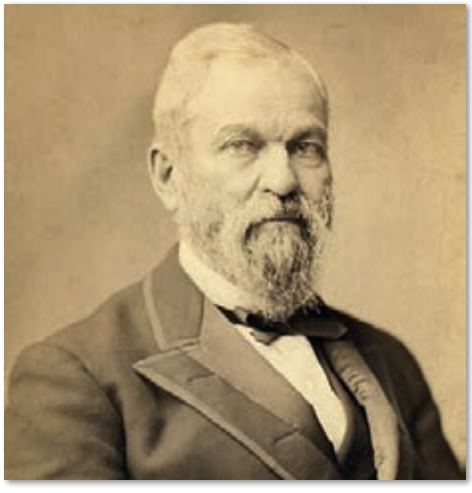

William George Fargo.

A Livingston, Fargo and Co. franking on an envelope, circa 1855, sent from Cincinnati to Delaware.

Wells, Fargo & Co. franking with text "Over our California and Coast Routes" with a Wells, Fargo & Co. Aug. 20 cancel. This cover, circa 1858, was sent from Sacramento, Calif. to Vancouver Island in Canada.

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for Fargo and then went on to join John Butterfield's company to create Wells, Butterfield and Co. to provide additional competition. In 1850, these three competitors joined together, establishing the American Express Co. Each company retained autonomy as a functioning company in the group.

Shown is a cover, circa 1855, with a blue Livingston, Fargo and Co. franking with text reading "By the American Express" on an envelope canceled in Cincinnati. The cover was sent to Fort Delaware in Delaware.

Wells, Fargo & Co. cover sent circa 1858 from the Victoria post office to Nevada [City], Calif. The cover is postmarked April 21.

The discovery of gold in California opened up the West, and the opportunity for having an express and banking company there was a direction Wells and Fargo wanted to pursue. Their other partners were not inclined to be involved in such a venture, so in 1852, while remaining involved with American Express, they formed Wells, Fargo & Co. to provide an express service from the east via Panama to San Francisco. They soon expanded their operation to carry mail and cargo up and down the West Coast also.

Shown is a circa 1858 cover with a Wells, Fargo & Co. franking and cancel, carried outside of the United States postal system, from "Sac. City" (Sacramento, Calif.), to Victoria, Vancouver Island, Canada.

At the time, the U.S. government required the proper amount of postage (3¢ on mail going less than 3,000 miles and 10¢ for mail going further distances) be applied to a nonlocal cover even though it would never enter the mail system. Canada did not require this payment.

Also shown is a second Wells, Fargo & Co. cover circa 1858 originating at the Victoria post office and sent from the Victoria Wells Fargo office to Nevada [City], Calif., outside the mails by express.

Fargo was not a West Coast person. Even though he is best known for his involvement in the mainly West Coast Wells, Fargo & Co., his primary residence was in Buffalo, N.Y.

In 1861, Fargo was elected mayor of Buffalo and served two terms. He built the largest mansion in Buffalo in 1872. In 1866, he became president of American Express, and served in that capacity until his death in 1881.

Besides his involvement in the express companies, Fargo was a major stockholder in many railroad and manufacturing companies. He truly was a business giant in the 19th century. ■

Postal history of Ohio's 1888 centennial celebration

Exploration of a variety of covers related to centennial activities with items from Columbus, Marietta and Cincinnati. Multiple advertising covers promoted the centennial events.

The present state of Ohio was formed from part of the Northwest Territory, which was established in 1787 under the terms of "An Ordinance for the Government of the Territory of the United States North West of the River Ohio," known as the Northwest Ordinance. But it wasn't until July 15, 1788, that Gen. Arthur St. Clair was inaugurated as the territory's first and only governor. Settlement of the territory also began in 1788, with the first settlement in Marietta, Ohio.

In 1888, Ohio marked the 100th anniversary of its settlement with celebrations in communities all over the state.

The cities in Ohio that used an extensive number of promotional covers for these centennial celebrations are the most important from a postal history standpoint. These cities were Columbus, Marietta and Cincinnati. Cincinnati also had a government postal station using exposition postmarks.

The town of Franklintown was founded by Lucas Sullivant in 1797 at the fork of the Scioto and Olentangy rivers. In 1798, the town was flooded and then rebuilt.

In order to have the state capital in a central location (Chillicothe was capital from 1803-10 and 1812-16, with Zanesville as the capital in the years between those periods), the town of Columbus was built on the bank of the Scioto River opposite Franklintown. Columbus grew in stature, incorporating Franklintown into its boundaries and soon became one of the most important cities in the state.

A prominent participant in the 1888 centennial celebration, Columbus had at least four types of advertising covers.

Shown first is a cover with a collar around the stamp advertising the exposition. The corner card on this cover from Columbus' printers Hann and Adair reads "Advertise the Ohio Centennial" and "This envelope with your card and this neat and appropriate design printed thereon, only $2.25 per 1000. Special prices on large lots." There also are covers with a different stamp collar advertising the centennial.

The second illustration shows the back of an Ohio Centennial Exposition cover with a ram's head in the "O" of "Ohio." On a similar allover advertising cover, an Indian head replaces the ram. This cover comes in many colors.

After the American Revolution, the United States sold tracts of land to promote settlement in the area that became Ohio. Colonialists bought tracts and came to the north bank of the Ohio River where the city of Marietta is now located. The Congregationalists established a church there in 1786, and a post office opened in 1794. Throughout the 19th-century Marietta remained an important town in Ohio, and was a major participant in the 1888 centennial. Shown is the back of an allover ad cover for the National Centennial at Marietta, proudly promoting its heritage. I have seen this design in black and green.

Marietta had many other advertising covers with most being unillustrated but all promoting their town as being the most significant and worthy city having a celebration. Shown are four such covers.

Cincinnati was settled in 1788 at the junction of the Licking and Ohio rivers. Because of its location it became one of the most important

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A March 1888 cover sent by Hann and Adair with a collar advertisement around the stamp that promotes the "Ohio Centennial at Columbus." In the corner card, Hann and Adair give their prices for this envelope.

The reverse of a Columbus Ohio Centennial Exposition cover with a ram in the "O" of "Ohio." Variations of this allover design exist.

An allover Marietta, Ohio, advertising design on the back of a cover promoting the "National Centennial."

Four Marietta covers with different of designs promoting the centennial.

The back of a Cincinnati allover cover for the Centennial Exposition of the Ohio Valley and Central States, which opened July 4, 1888.

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business centers in the 19th-century United States, and serving as a major steamboat hub on the Ohio River, it became the greatest city in the West.

As freight began to be carried more by trains than steamboats, Cincinnati's importance began to erode, but it was still a significant city in 1888, and its celebration of the centennial was a major event.

Cincinnati had fewer types of promotional covers than the other cities. Shown is an advertising cover celebrating the Cincinnati Exposition of the Ohio Valley and the Central States. This is the design most often seen

A Cincinnati exposition advertisement cover with historic images on the front.

The top cover shows the Cincinnati exposition postmark. Below is the reverse of a cover sent from Florida bearing the exposition receiving postmark.

from all the Ohio centennial cities. It comes in at least two colors. Another design from Cincinnati has historic images on the front advertising the exposition and the common design on the back. It is much less common.

What makes the Cincinnati celebration more special was the participation of the U.S. Post Office Department and the use of exposition postmarks on mail to and from the exposition.

Shown nearby is a cover to Canada bearing the exposition cancel. Also pictured is the back of a cover from Florida that was sent to the exposition and canceled with the exposition receiving postmark.

This area is challenging to collect. Most of the advertising covers shown are available with a little luck and diligent searching. The exposition cancels are a different matter because they are decidedly scarce and difficult to obtain. However, the beauty and history behind these items continue to make their pursuit worthwhile. ■

19th-century express mail covers from one family

Express mail of the 19th century can be a challenging area to collect. The various routes and points of origin as well as the different rates are all collectible.

Ever since the mail system came into existence people were concerned with getting their mail to the addressee as soon as possible. It was especially important to businesses in the early part of the 19th century when getting pricing or other news ahead of competitors could save or make thousands of dollars.

The United States Post Office Department recognized that fact. On July 2, 1836, Congress authorized an express mail service that would carry mail by the fastest transportation available for triple the normal amount of postage.

For example, the normal rate for letters carried more than 400 miles was 25¢, for express mail the fee was triple that, or 75¢. In order to receive this service, mail had to be marked "per Express." The actual beginning of this service was Nov. 15, 1836.

Postal riders on horseback were extensively used to increase the speed of delivery. They would carry special express bags of this mail and were the first "pony express."

With certain modifications this service continued until 1839. It stopped operations because the railroads were used more and more to carry the mail. This was cheaper, and the mail was delivered as rapidly as that carried on horseback, which cost three times as much. An attempt was made to bring the service back in 1845, but even at a lesser rate it proved unsuccessful.

On Nov. 15,1836, the first express mail route was established between New Orleans and New York. Subsequently other routes were added, the two of interest in this column are Washington, D.C., to Cincinnati, Ohio, on July 1, 1837, and Montgomery, Ala., to Cincinnati on Oct. 1, 1837.

Recently I acquired four covers to and from a prominent family in Clarksville, Tenn., the Stewarts. They came to the area from Bladen County in North Carolina in 1797 and prospered, building a mill and becoming influential in the mercantile and financial areas.

The letters are all written about business dealings, which made it important to get them to their destinations as soon as possible.

Three of the covers were send to Richmond, Va., while another, the second sent, went to New Orleans.

Sent in 1838 by express mail from Clarksville, Tenn., to Richmond, Va. The express mail fee was 75¢, three times the normal rate of 25¢ for letters carried more than 400 miles.

A double-rate, $1.50, express mail cover also sent in 1838 from Clarksville to Richmond.

Three of the covers are express mail: one is a single-rate cover for more than 400 miles of triple 25¢ (75¢), another is a double rate of

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$1.50 (2 x 75¢), and the third is a triple rate of $2.25 (3 x 75¢).

The fourth cover, the earliest, was sent in 1835 from Bryce Stewart to Daniel Stewart in Richmond before express mail came into being. It was quadruple rated, 4 x 25¢, or $1.

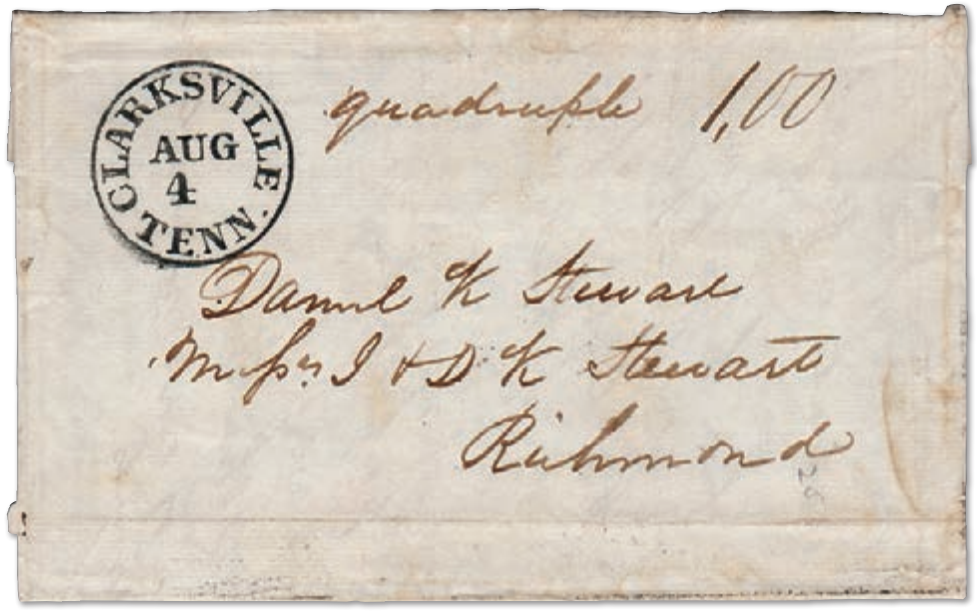
Two of the three express covers entered the mail system at Clarksville on the Montgomery to Cincinnati express route. These two, the single- and double-rated covers, were both sent in 1838 from Daniel Stewart to John Stewart. After reaching Cincinnati, the covers went to Washington on the Cincinnati to Washington express route. They then continued on to Richmond on the original New York to New Orleans express route, which passed through both Washington and Richmond.

The earliest and most interesting of the three express mail covers was sent from Clarksville by Bryce Stewart to his brother John in New Orleans on March 13,1837. This one, which was heavy or carried enclosures, required three times the normal letter rate of 25¢. This 75¢ amount was again tripled to pay the express mail triple rate of $2.25.

The cover was sent before the express route between Cincinnati and Montgomery was established. Therefore, it traveled the regular mail route to Montgomery, where it entered the express mail system on the original New York to New Orleans express route. Even though Montgomery is less than 400 miles from New Orleans, the post office regulations for express mail required the triple rate from point of origin, not from where it entered the express mail system, so the postage was $2.25.

Line-drawn map of express mail routes of 1836-1839 from the book *The Express Mail of 1836 to 1839* by James W. Milgram.

Triple-rate ($2.25) express mail cover sent from Clarksville to New Orleans in 1837; "per express" is written poorly above the address. The cover was carried by regular mail to Montgomery, Ala., then by express mail to New Orleans. It is docketed at lower left to charge J(ohn) S(tewart) & Co. for postage.



Quadruple rate postage of $1 (4 x 25¢) from Clarksville to Richmond in 1835 before express mail.

Express mail can be a challenging area to collect. The various routes and points of origin as well as the different rates are all collectible. Of particular interest are covers mailed by express that went less than 400 miles. The postage rate for 150 to 400 miles was 18¾¢, and the triple rate express fee was 56¼¢. These covers are harder to find.

Lesser express rates for distances under 150 miles were available from the post office, but it made little sense to pay a triple rate on a cover that only traveled a short distance and would arrive at its destination at approximately the same time. ■

BY LABRON HARRIS

‘USS Philadelphia’ postal history highlights

A SAILOR ABOARD THE *USS PHILADELPHIA* UNKNOWINGLY PROVIDED EXAMPLES OF MANY OF THE KNOWN HANDSTAMPS SENT FROM THE SHIP.

The cruiser *USS Philadelphia* had its keel laid March 22, 1888, was launched Sept. 7, 1889, and was commissioned July 28, 1890. It served in the Atlantic Squadron from 1890 to 1893.

In 1893, the *Philadelphia* was moved to the Pacific Station and served with the Pacific fleet until 1897 when it went to Mare Island, Calif., and was decommissioned Dec. 18, 1897. In 1898, it was recommissioned as the U.S. flagship *Philadelphia* on July 9 under the command of Rear Adm. J.N. Miller.

The flagship steamed to Hawaii along with the *USS Mohican* to oversee the Aug. 12, 1898, annexation of the Hawaiian Islands by the United States. The United States had minimal interest in the islands until it needed a mid-Pacific coaling station for

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Figure 1. Cover sent from Hawaii by a sailor on the flagship *Philadelphia*, John S. Ranlett Jr., on Aug. 7, 1898, before annexation of the Hawaiian Islands. Like all of the covers shown with this column, it is addressed to Lovina Robbins in Rockland, Maine.

Figure 2. Cover sent Sept. 12, 1898, after annexation of Hawaii. It bears a U.S. 2¢ George Washington stamp and the printed address of a business operated by the mother of the sender.

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ships transiting the Pacific Ocean, therefore, the annexation.

The *Philadelphia* arrived in Hawaii on Aug. 3, 1898, deployed troops to be involved in the annexation, stayed on site until Sept. 29 and then left to return to San Francisco. The ship came back to Hawaii off and on until departing from there to Samoa in late February 1899.

John S. Ranlett Jr., a sailor serving on the *Philadelphia* during this time, wrote a number of letters to Lovina Robbins in his hometown of Rockland, Maine. Six of these covers from Hawaii are shown here. The ship markings on four of these covers are scarce.

The first cover, shown in Figure 1, was sent Aug. 7, 1898, before the Hawaiian annexation. The August in the Honolulu postmark is blurry, but the backstamps (not pictured in Figure 1), clearly show an August use. The cover has a Hawaiian 5¢ Statue of Kamehameha stamp (Scott 76) paying the postage. United States stamps were not valid for postage until Aug. 12, 1898, when properly documented Naval or soldiers mail could be sent for 2¢ postage using either Hawaiian or U.S. stamps.

Figure 3. A patriotic design printed by the sailor and sent Sept. 5, 1898, using a Hawaiian 2¢ stamp. A handstamp "U.S.F.S. Philadelphia. 2nd Rate" is on the cover.

The Figure 2 cover, sent after annexation, is a patriotic envelope bearing the printed address of Ranlett's mother's business as a breeder and dealer in dogs and Angora cats. The cover is handstamped in purple "U.S. Flagship Philadelphia," meeting the requirement for military documentation and thereby only needing 2¢ postage which was paid by a U.S. 2¢ George Washington stamp and canceled in Honolulu on Sept. 12, 1898.

The Figure 3 cover, perhaps the most spectacular one, is an envelope printed by the sailor with "Return to John S. Ranlett, Jr., U.S.F.S. Philadelphia, Care Naval Pay Office, San Francisco, Cal." in the lower left.

The cover features a patriotic design. It was handstamped in purple "U.S.F.S. Philadelphia. 2nd Rate" to qualify it for the 2¢ postage rate, which was paid by a Hawaiian 2¢ View of Honolulu stamp (Scott 75) and canceled Honolulu, Sept. 5, 1898.

The final three covers were written after *Philadelphia*'s return to Hawaii in early 1899.

The Figure 4 cover has a "U.S. Flagship Philadelphia" corner card and a red handstamped "U.S.F.S Philadelphia" endorsement on the left side of the cover. It is franked with a Hawaiian 2¢ View of Hono-

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Figure 4. Cover with a "U.S. Flagship Philadelphia" corner card of a gold eagle design sent Feb. 15, 1899.

Figure 5. Sent Feb. 21, 1899, this cover has a Hawaiian 2¢ stamp affixed and is handstamped "U.S.S. Philadelphia" with no flagship designation.

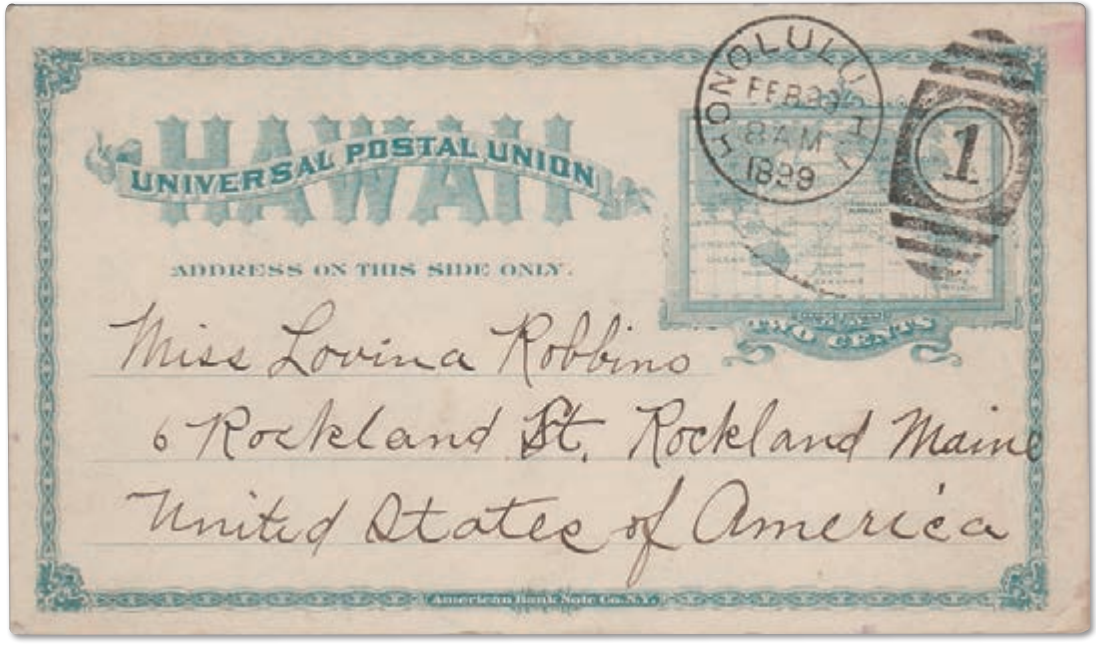

Figure 6. A Hawaiian 2¢ international rate postal card (Scott UX9) canceled on Feb. 22, 1899.

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lulu stamp (Scott 81) and canceled Feb. 15, 1899.

The Figure 5 cover was handstamped in purple ink "U.S.S. Philadelphia" with no flagship designation. It was mailed Feb. 21, 1899, with a Hawaiian 2¢ View of Honolulu stamp (Scott 81) paying the postage.

The last piece, in Figure 6, is a Hawaiian 2¢ international rate postal card (Scott UX9) canceled on Feb. 22, 1899. The message side reads, "Feb. 22, 1899/ We sail to Samoa to / day. Love to all- / Jack." Rather than send a military endorsed letter, he sent a postal card which cost him the same in postage.

The records show *Philadelphia* leaving Hawaii in early March. The ship probably left Honolulu earlier but remained in Hawaiian waters a few more days.

I don't know if Robbins was a friend or girlfriend and perhaps future wife, but the philatelic community can only be glad he wrote these letters home to her. The majority of known ship handstamps from the *Philadelphia* during its time in Hawaii are from this correspondence.

BY LABRON HARRIS

Creating a postal history collection

FINDING COVERS THAT FAVOR A CERTAIN CITY OR GEOGRAPHICAL LOCATION IS ONE WAY TO START AN INTERESTING POSTAL HISTORY COLLECTION.

When someone approaches me and says they want to collect postal history, they usually ask me what area they should pursue. I point out the more obvious choices such as collecting the postal history of an issue, say the 1938 Prexies (Presidential) or the 1870-93 Small Banknotes, or a single stamp in an issue. Also I mention usages such as express covers or advertising covers.

But the suggestion that invariably creates the most interest is collecting a favorite city or geographical area. In this column I give examples of one city of which at least two significant collections have been formed. That city is Baltimore, Md.

The port of Baltimore was founded in 1706 to facilitate the tobacco trade. The town itself was founded in 1729. Located on the Chesapeake Bay, it soon became an important port for ships transporting goods to and from the interior of the Colonies.

Manuscript postmarks are known from Baltimore as early as 1765 and handstamped markings are known from 1772. The literature assigns a number to each handstamped cancel known during the stampless period (until 1855), and there are 44 different ones known. A significant collection can be made of just these markings. But there is more to the postal history of Baltimore than these cancels, and the three covers pictured with this column illustrate this.

Figure 2. An 1859 cover sent from Cardenas, Cuba, to Savannah, Ga., and then to Baltimore with Dead Letter Office markings.

Figure 1. The back of an 1848 cover sent to Jamaica with Baltimore forwarder marks.

Figure 1 shows the back of an 1848 cover from Bethlehem, Pa., to Mandeville, Jamaica. The origin markings from Bethlehem are on the front, which is not shown. The significant markings are on the reverse.

Upon receipt of the cover in Baltimore from Bethlehem, it was forwarded by E. P. Cohen (oval forwarders cancel in the center of the cover) to Jamaica where it received the scarce Montego Bay boxed ship letter marking, then a circular "Montego Bay, Jamaica/AU

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Figure 3. A Civil War prisoner of war cover, addressed to Mrs. D.L. Bartram in Connecticut, sent from Baltimore.

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18/1848" cancel (upper left) transit marking, and a faint "Mandeville, Jamaica/AU 22/1848" receiving cancel (lower right).

The combination of the Baltimore forwarder and the "Montego Bay/ SHIP LETTER" marking make this a significant piece of Baltimore postal history.

Figure 2 shows an 1859 cover from Cardenas, Cuba, to Savannah, Ga. It was carried from Cardenas to Havana where it was forwarded by M.A. Herrera & Co. (blue oval on the reverse) to Savannah and marked "STEAMSHIP/10" to show 10¢ was due for postage.

There was no Thomas W. O. Brien in Savannah to receive the letter, so it was sent to the Dead Letter Office in Washington, D.C., where it received the "D. L. O. /OCT/28" cancel. Upon closer examination of the enclosed letter at that office, there was found a Baltimore address for Brien. The letter was marked in manuscript "Inside Baltimore Md" (lower center) indicating this fact, and it was sent to Baltimore for attempted delivery.

Brien could not be found in Baltimore, however, and the cover was returned to Washington where it was canceled with the large oval Dead Letter Office marking, finally ending the cover's long journey.

The combination of the two dead letter markings on one cover is very unusual. Although the Baltimore connection is not the important part of the postal history of the cover, it still could be included in one's collection.

The last cover, in Figure 3, looks very ordinary. It is addressed to Mrs. David L. Bartram, Fairfield, Conn. The cover has a Nov. 26 Baltimore cancel and is rated "DUE 6."

The rest of the story becomes very interesting. Many years ago, I acquired the

bulk of the Civil War correspondence of 2nd Lt. David L. Bartram of the 17th Connecticut Infantry. He was captured at the Battle of Gettysburg, on July 1, 1863, and remained a prisoner for the duration of the war.

A few years after I obtained the correspondence, I purchased this cover because the address was in Bartram's handwriting. I have covers addressed in a similar style in the correspondence from Bartram to his wife.

Also I was able to locate a letter dated Nov. 14, 1863, in the accumulation of letters without covers that when refolded along the creases fit inside the envelope perfectly.

The letter's dateline was from Richmond, when Bartram was in Libby Prison as a prisoner of war. Someone carried this letter through the lines to Baltimore where it was posted to his wife. This is the only Baltimore POW cover I have ever seen.

Baltimore is only one of the cities you can collect. I hope these three covers have shown you how you can incorporate diverse usages when you are trying to tell a story about an area, whether it be about a city, usage or another postal history collection.

BY LABRON HARRIS

Covers sent to the Philippines during and after the Spanish American War

FIVE COVERS SENT TO THE PHILIPPINES FROM THE UNITED STATES AND THE TERRITORY OF GUAM SHOW THE VARIETY OF POSTAL HISTORY AVAILABLE.

The collecting of Philippines stamps and covers has long been a popular aspect of our hobby. Of particular interest to a number of collectors is the postal history of the Philippines during the Spanish American War and the years immediately following its conclusion.

The different postal markings and usages of this period provide fertile ground for making an interesting collection and the research that goes along with creating it. However, another area of this period's mail that has not been significantly studied and written about is mail to the Philippines. In this column, I will show such usages that originated in the United States.

Prior to the Spanish American War, very little mail was sent to the Philippines from the United States. That changed with the influx of U.S. troops to fight that war and the subsequent Philippine Aguinaldo guerrilla insurrection. Large amounts of mail were sent to the soldiers there from the folks back home.

Figure 2. This Aug. 1, 1899, cover was sent from Indianapolis to the Philippines, but did not arrive. The steamship carrying the mail hit an obstruction and sank. This cover is one of eight that survived and was returned to Indianapolis. The stamp used on the cover is missing.

The cover shown in Figure 1 was franked with a 2¢ Farming in the West Trans-Mississippi series stamp (Scott 286) and sent from Medford, Mass., on July 25, 1898, about the time the U.S. Army first arrived in the Philippines. It was addressed to Fred Cutler at Camp Merritt in San Francisco.

Figure 1. This cover was mailed July 25, 1898, from Medford, Mass., to San Francisco, forwarded to the Philippines, and finally returned to sender.

By the time it reached Camp Merritt, Cutler had already shipped out to the Philippines, and the letter was forwarded there. The letter traveled around the Philippines. Finally, it was determined that Cutler had returned to the United States, and the letter was sent back to Medford. It required additional postage, paid by a 2¢ George Washington First Bureau issue stamp, canceled by a Military Station No. 1, Philippines, double-circle cancel dated Dec. 24, 1898.

Figure 2 shows a cover that left Indianapolis on Aug. 1, 1899. It is addressed to Albert Myers/33rd USA Co. B./Manila Philippines. The *SS Morgan City* steamed from San Francisco en route to the Philippines with this letter aboard, but it didn't make it.

The ship hit an obstruction in Manila Harbor and sank. The records show that eight pieces of mail were salvaged. This cover was marked in magenta ink "DAMAGED mail/S.S. Morgan City/Manila, P.I, 9-30, 99" and returned water-soaked to Indianapolis.

The United States occupied Guam on June 20, 1898, and is-

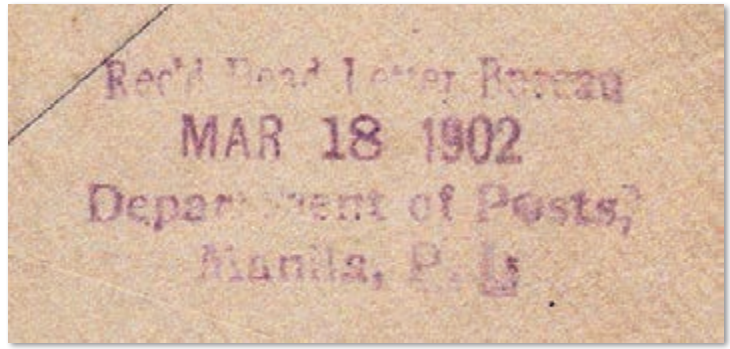

Figure 3. A small amount of mail was sent from Guam to the Philippines as a destination. This cover bears a Guam overprinted stamp. The marking on the reverse, shown cropped from the back of the cover, is seldom seen.

sued U.S. First Bureau stamps overprinted "Guam" in 1899 for use there. Most of the mail from Guam during this period was sent by servicemen back to the United States. All mail from Guam at this time was sent west to the Philippines and directed to its destination from there.

A small amount of mail was sent from Guam to the Philippines as a destination, and the cover shown in Figure 3 is an example of this use. However, the most unusual feature of this cover is the backstamp, shown cropped from the back of the cover.

The addressee, Pvt. Eugene Sanjule, had died, and the cover could not be delivered. It was sent to the dead letter bureau and marked on the back in magenta ink "Rec'd Dead Letter Bureau/MAR 18 1902/Department of Posts,/ Manila, P.I." Very little mail is known with this marking.

United States troops remained in the Philippines long after they subdued the Spanish. They struggled with the insurrectionists for a number of years, requiring a large troop presence. The United States also had troops in China and elsewhere during this time.

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Figure 4. This cover sent Jan. 24, 1900, from Benton Harbor, Mich., to a U.S. Naval Hospital in Yokohama, Japan, was redirected using two Japanese definitive stamps to pay postage to a ship docked in Manila.

Figure 5. An unusual example of U.S. military mail that passed between China and the Philippines, this cover was initially sent Aug. 21, 1900, from Grandledge, Mich., to a hospital in San Francisco, Calif.

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In times of war troops move, and this caused many pieces of mail to be missent. Shown are two examples of missent covers.

The cover pictured in Figure 4 is franked with two U.S. 2¢ George Washington First Bureau stamps. It was sent from Benton Harbor, Mich., on Jan. 24, 1900, to John Whitely at the U.S. Naval Hospital in Yokohama, Japan. He evidently recovered enough to return to duty, and the cover was redirected, with two 2-sen Japanese stamps paying postage to the *USS Brooklyn* in Manila.

The cover shown in Figure 5 may be the most unusual of the five. It originated in Grandledge, Mich., on Aug. 21, 1900. It was franked with a U.S. 2¢ George Washington First Bureau stamp and sent to "Chas Young/Hospital Angel Island/San Francisco/Cal."

Again, Young must have recovered enough to rejoin his unit, because the cover was forwarded to China. He was not there, and the cover was backstamped "MIL POSTAL STA No. 1/ CHINA" and sent to the Philippines. The cover received many Manila backstamps before Young was finally found, and was marked on the top "answered" in red ink. Even though the United States had troops in both the Philippines and China, any U.S. military mail passing between the two countries is unusual.

Mail from the Philippines can have some wonderful usages. I hope this column has shown that there are also many intriguing covers sent to the Philippines. These five covers demonstrate different usages, and many more equally interesting covers can be found with a little searching.

BY LABRON HARRIS

Author's decision to repair a cover

WHY MAKE THE EFFORT TO RESTORE SUCH AN APPARENTLY NONDESCRIPT COVER? A LOOK AT THE MARKINGS AND OTHER ITEMS ON THE COVER REVEAL ITS SCARCITY.

We are all aware of the old adage "You can't make a silk purse from a sow's ear." Well, in philately this is not always true. Some of philately's greatest covers have been repaired.

For example, the Alexandria "Blue Boy," the cover franked with the unique 1846 5¢ black on blue Alexandria, Va., postmaster's provisional stamp (Scott 1X2), has had its appearance improved after extensive restoration. The only known use of the 1869 90¢ (Scott 122) on cover, nicknamed the "Ice House" cover because it was found in an ice house in India, has had a stamp replaced and a stamp added.

Personally, I am against replacing, repairing or adding stamps and altering or enhancing cancellations. Restoring covers, while frowned upon by many stamp collectors, is a fact of life in the philatelic world. Even great paintings, such as the *Mona Lisa,* have been conserved, which is a polite word for restored.

With that disclaimer being said, I am going to show you a cover I recently purchased online. In Figure 1 I have illustrated the cover in the condition as it was presented to potential buyers. It is surprising that anyone would buy it, but there was spirited bidding on the item.

After acquiring the cover, I was able to restore it to what is shown in Figure 2 because the majority of the cover was still there. It may not be a silk purse, but it certainly is no longer a sow's ear. But why make the effort to restore such an apparently nondescript cover?

Well, it is anything but a common use. I have been collecting the 1853-55 3¢ first-issue Nesbitt postal stationery (Scott U1-U10) for more than 35 years, and I have never seen anything like it.

In previous columns, I wrote about these envelopes being made invalid or demonetized for postal use in late 1861 because of the Civil War. Southerners had large quantities of U.S. postage, both envelopes and stamps, and the U.S. government did not want this postage used in the South because it would receive no revenue from it. As a result, people in the South had a great number of the Nesbitt envelopes on hand with no apparent use for them, so they decided to use them as regular envelopes with no postal value.

Personal communication was still available between the two warring sides. If you marked a cover "Flag of Truce" and paid the proper postage, you could send a limited amount of mail through the lines.

In this case, someone in the South used a demonetized 3¢ envelope to send a flag of truce letter through the lines to Wilmington, Del.

There is no indication of where this cover originated or where it crossed the lines from South to North, but it was probably at Old Point Comfort, Va., because that was where the majority of mail from the South crossed into the North.

Being one of the few flag of truce letters using Nesbitt postal stationery as the envelope is only one of the unusual aspects of this cover. It was posted with a Confederate stamp that was never canceled and whose distinctive square gum stain can still be discerned to the left of the Nesbitt envelope 3¢ imprint.

Figure 1. The author of this column acquired this Nesbitt postal stationery item in this condition. But why was it significant to purchase and restore? It was likely sent from the South to the North, specifically to Wilmington, Del.

The stamp was removed by the U.S. soldiers in charge of the mail when it crossed the lines.

Then, because a current U.S. 3¢ stamp or envelope was needed to carry the letter to its destination, and this was paid with a 3¢ Nesbitt envelope that was no longer valid for postage, the envelope was not canceled with a town mark; it was canceled only with a "Due 6" in a circle.

This marking showed that 6¢ (double the 3¢ deficiency) was due from the recipient on delivery.

The postage due cancel is over the location of the removed Confederate stamp as well as the 3¢ imprint providing further proof that the Confederate stamp was removed before the letter entered the U.S. mail system.

Although this cover will never be considered to be as philatelically significant as the Alexandria "Blue Boy" or the "Ice House" cover, it very well may be as rare. To find a 3¢ Nesbitt that was a flag of truce cover and marked as being invalid for postage is truly unusual. And to have gum residue of a Confederate stamp on it makes it an even more welcome addition to my collection.

I hope this column will encourage you to look for items that might need a little loving care to bring back to collectible condition. You never know when you will find a silk purse.

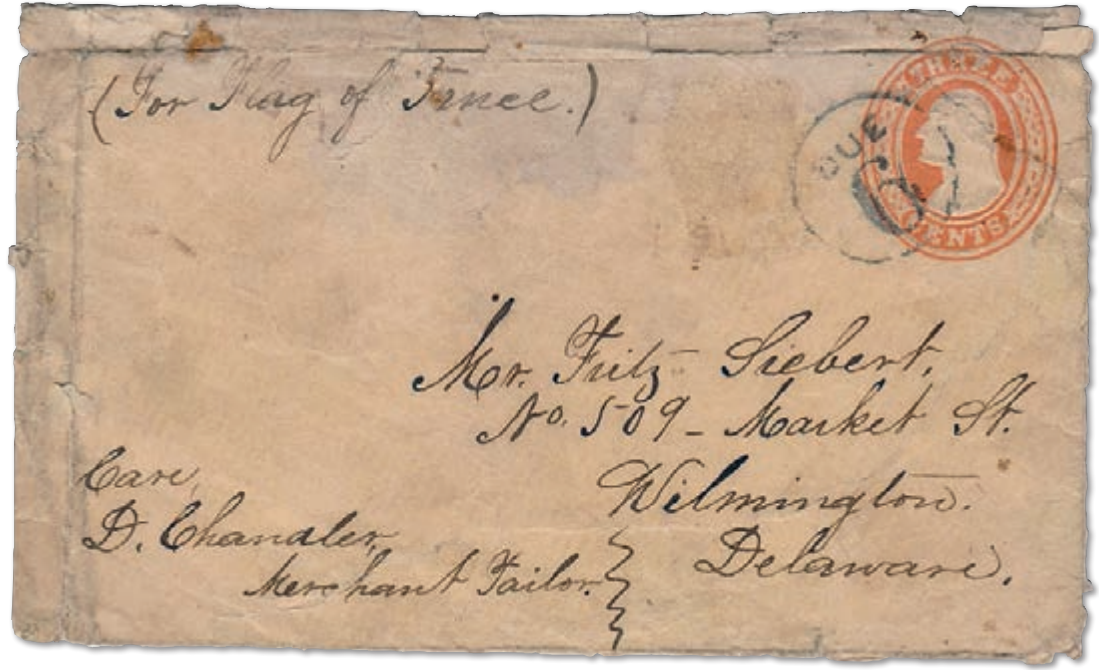

Figure 2. The cover shown in Figure 1 was restored by the author to a more presentable condition.

BY LABRON HARRIS

Forwarding mail in the 1850s

FOUR COVERS, TWO OF THEM STAMPLESS, SHOW DIFFERENT WAYS THAT FORWARDED MAIL WAS HANDLED IN THE MIDDLE OF THE 19TH CENTURY.

Recently a friend of mine began collecting early forwarded covers. I have always thought such mail to be interesting and very collectible.

Ever since mail has been sent, some of it has had to be readdressed or has been addressed properly but missent to the wrong address.

In this column, I will examine four covers of the 1845-61 period that were sent to one address and then forwarded to another. Most of these covers were marked forwarded to show this service, but some were not. The post office normally charged additional postage for this service, but again sometimes it didn't.

The stampless cover shown in Figure 1 is docketed as having been sent in 1850. It was forwarded twice. Before July 1, 1851, the postage rate for less than 300 miles was 5¢. All of the distances between the towns on this cover fit this criterion.

In the upper left corner is a blurry red Howell, Mich., cancel dated Dec. 5 along with a red 5 in a circle in the upper right indicating the postage due upon receipt. The cover was sent to Chicago, where it received the distinctive red cancel of this period dated Dec. 15 and was then forwarded to Marion, Mich. The red 5 in a circle was marked out with a pen stroke, and a manuscript 10 and a matching "Fwd-" were applied to show the new postage due of 10¢ (the original 5¢ and the additional 5¢ for forwarding).

Figure 1. This 1850 stampless cover originating in Howell, Mich., was forwarded twice, first from Chicago and then from Marion, Mich. The rate at the time was 5¢ for distances less than 300 miles, and the cover was marked in Marion with a manuscript 15 and "F'ord." The 15 indicated 15¢ postage due (the original 5¢ postage due plus 5¢ for each time it was forwarded).

Figure 2. The black 5 in a circle with the manuscript "Ford" on this 3¢ postal stamped envelope shows it was forwarded at the unpaid rate (5¢ as of July 1, 1851). It was sent Nov. 19, 1853, from Bangor, Maine, to Foxcroft, Maine, and then forwarded to Bangor.

At Marion, the cover was forwarded for the second time on Dec. 21 and revalued to a total postage due of 15¢ with the manuscript 15 and the "F'ord" marked on it. This 15¢ combines the previous 10¢ with the additional 5¢ for the second forwarding. With no definitive destination on the cover, it probably went back to Howell.

Figure 2 shows a cover that was posted after July 1, 1851, when the rates changed to 3¢ prepaid and 5¢ unpaid for under 300 miles. This 3¢ Nesbitt envelope, die 2, was posted in Union, Maine, with a blue cancel dated Nov. 19. It was sent to Foxcroft, Maine, where it was forwarded to Bangor, Maine, with a bold black Foxcroft cancel dated Nov. 23. The cover is docketed 1853.

The black 5 in a circle with the manuscript "Ford" shows the cover was forwarded at the unpaid rate.

The Figure 3 cover was posted after July 1, 1855, when the paid and unpaid rates became the same: 3¢.

This 3¢ Nesbitt envelope, die 5, was mailed July 16 (after 1855 because of the forwarding rate). At Dedham, Mass., the Nesbitt indicia was canceled by the distinctive black Dedham PAID in a grid cancel. The cover was sent to Boston, where it was forwarded on July 19 to Newton Lower Falls, Mass. Also at Boston, it received the FORWARDED/Due

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3 cents marking before it was sent on its way.

Shown in Figure 4 is a stampless trans-Atlantic cover sent in 1857 from England to Brooklyn fully prepaid (the red manuscript marking in the center is a British 1-shilling marking).

The cover left Liverpool on July 11 on the Cunard Line's *Asia*, arriving in New York July 25. On arrival it was canceled NEW YORK Br. PKT/PAID/24 (the United States equivalent of 1sh). It was also canceled with a red 5/cents marking showing that the United States was to receive this amount as its part of the postage (Britain received the other 19¢ as its part of the postage since the cover was carried on a British packet as shown in the New York cancel).

Figure 3. This 3¢ stamped envelope was posted sometime after July 1, 1855, when the paid rate and unpaid rate were both 3¢. It was sent from Dedham, Mass., to Boston, and forwarded to Newton Lower Falls, Mass. In Boston, it was marked FORWARDED/Due 3 cents.

Figure 4. Among the many markings on this stampless trans-Atlantic cover sent in 1857 from Liverpool, England, to Brooklyn, and forwarded to Wilton, Conn., is a partial black FORWARDED and a manuscript 3 to show the postage due.

The cover was then sent on to Brooklyn where it was received the same day. From there it was forwarded to Wilton, Conn. For the forwarding, the cover was canceled with a partial black FORWARDED and a manuscript 3 to show the postage due.

These four covers show different forwarding usages during the 1845-61 time period. They are only a few of the many ways covers were forwarded during that time.

In future columns, I plan to examine some of the other ways forwarded mail was handled.

BY LABRON HARRIS

Covers bearing early registry markings are worth the pursuit

"REGISTERED" AND OTHER RELATED MARKINGS BEGAN APPEARING ON VALUABLE MAIL FOLLOWING AN 1845 U.S. POST OFFICE DEPARTMENT DIRECTIVE.

In 1855 the United States Post Office Department formally began to register mail for a fee of 5¢.

For this fee, the POD would handle the registered piece in a special way, by having the post offices track the item from its origin to its destination.

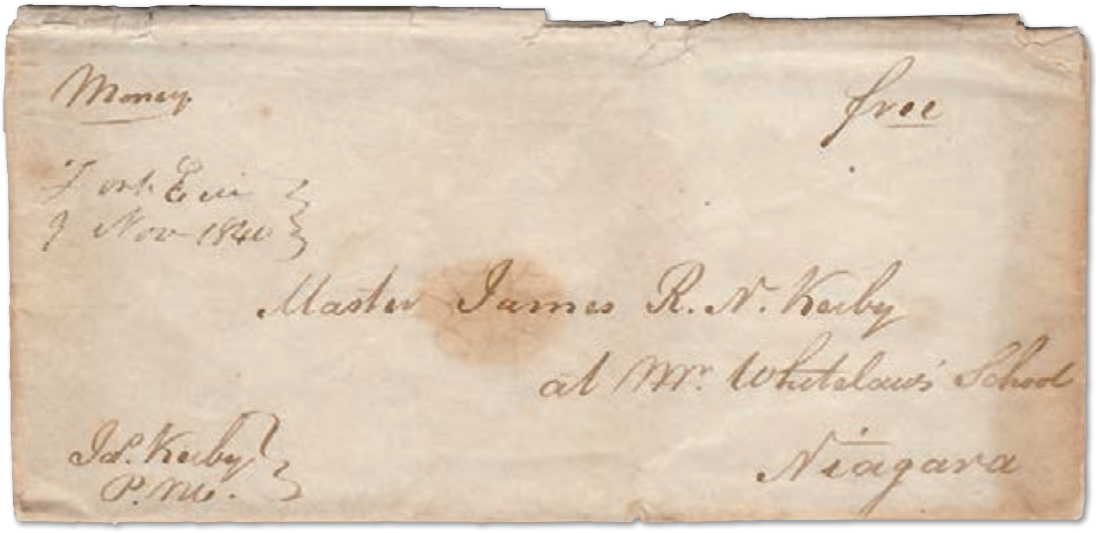

Figure 1. This 1840 cover from Fort Erie, Pa., to Niagra, N.Y., contained cash, as indicated by the manuscript "Money" at top left. The sender mailed $10 to his son to pay his school tuition.

Figure 2. A manuscript "Regt," short for "registered," is written on the top center of this cover mailed Aug. 25, 1847, from a bank in Wilmington, Del., to a bank cashier in Philadelphia.

Earlier, in 1845, a POD directive was published in the *U.S. Postal Laws and Regulations*. This directive was a forerunner to the 1855 registry system.

The directive stated that if an individual notified the post office clerk, telling him that the contents were important, the POD would intervene and help locate the letter if it got misplaced or stolen. In cases of theft, the POD also would try to identify the thief and prosecute him.

In some cases, the cover would be marked to show it had been noted by the post office. These markings were normally the word "Registered," some abbreviation of it, or the letter "R." There was no charge for this service.

It was only after the 1845 directive that the word "Registered" or markings representing it was used on U.S. mail.

Before this time, Canada had a system of registry called "money letters," which provided the same service as the one the United States began using in 1845.

Because of this, many U.S. cities that were near the Canadian border marked their registered items as money letters, instead of "Registered." This practice was accepted by the POD.

Before the 1845 U.S. directive, some covers from these northern areas were marked "Money" or "Cash" to show they had money inside. These markings had no bearing on how the covers were handled by the mail system.

Much has been written about Philadelphia and its use of either a red or blue "R" on incoming mail, to indicate it was

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Figure 3. Three markings on this 1847 cover from Wilkes-Barre, Pa., to Philadelphia indicate it received registry service during transit: a manuscript "Registered" at top, and two smeared blue "R" markings applied across the address upon arrival in Philadelphia.

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registered. These markings were used from 1845 until 1855.

Scarcer are the manuscript markings used on mail showing money being carried before 1850. Five such covers are discussed in this column: one sent before the 1845 directive, and four after the directive (between 1845 and 1850).

The first cover, shown in Figure 1, was posted "free" (manuscript marking in upper right corner) in Fort Erie, Pa., on Nov. 9, 1840, by the postmaster, J. P. Kerby, to his son, James R. N. Kerby, who was attending "Mr. Whitelaw's School" in Niagara, N.Y.

The postmaster enclosed $10 in the letter for his son's tuition. He marked the cover "Money" at upper left, to indicate there was money inside. Should this be considered a money letter?

The marking had no meaning as far as the post office was concerned, and it did not originate in Canada.

Nonetheless, it is one of the few letters seen from this time period with an indication of money inside. So, in a sense, it was a money letter.

Figure 4. A manuscript "Registered" appears at top left on this cover mailed in 1848 from Wheeling, Va., to New Haven, Conn. The sender enclosed a bank draft for $126.76 to pay a debt to the recipient.

Figure 5. This 1849 cover from Wilkes-Barre, Pa., to Clinton, N.J., is marked "Registered" at right in the same hand as the Wilkes-Barre cover in Figure 3. It was missent to Trenton, N.J., as shown by the blue handstamp at left.

Pictured in Figure 2 is a cover mailed Aug. 25, 1847, from the Farmer's Bank in Wilmington, Del., to a bank cashier in Philadelphia. A manuscript "Regt," short for "registered," is written on the top center of the cover.

It contained $1,254.96 in notes to transfer funds from one bank to another. There is no Philadelphia "R" on the cover, which was normal on incoming registered mail.

The Figure 3 cover, also mailed to Philadelphia, originated in Wilkes-Barre, Pa. It was mailed Nov. 15, 1847, and contained a bank draft for $350 to pay the sender's debt to the recipient, Jacobs Mayer & Co.

The cover has a manuscript "Registered" at the top. Upon receipt in Philadelphia, two smudged blue "R" markings were applied to indicate registry service.

Philadelphia "R" markings are only known on incoming mail. There are no outgoing Philadelphia registered covers known with this marking.

Illustrated in Figure 4 is a cover sent June 11, 1848, from a customer in Wheeling, Va. (now Wheeling, W.Va.), to a vendor in New Haven, Conn.

Enclosed was a bank draft for $126.76 to pay the sender's debt to the New Haven vendor. The cover was marked "Registered" in manuscript at top left.

The last cover, pictured in Figure 5, also is from Wilkes-Barre. It contained $100 to pay off four notes due the addressee, Mr. John Grandin in Clinton, N.J.

Sent June 10, 1849, it was marked "Registered" at right in the same hand as the Wilkes-Barre cover in Figure 3. This shows the marking was applied by the postmaster or some other postal worker at the Wilkes-Barre post office.

The cover is unusual in two other ways. First, it was marked "Lane" at top left, upon mailing by the Wilkes-Barre post office, to indicate the name of the sender, C. A. Lane. Second, it was missent to Trenton, N.J., as shown by the blue June 12 handstamp at left, and then forwarded to Clinton.

The use of handstamped and manuscript registry markings proliferated after 1850.

By 1855 when the organized registry system was introduced (with the attendant paperwork and the 5¢ fee for the service), most towns of any size had handstamps made to indicate registration.

Before 1850 this was not the case, and registry markings are elusive and worth looking out for.

There are a great many stampless covers from this period. A careful examination of such covers could find many more examples bearing early registration markings.

BY LABRON HARRIS

Nesbitt and star die envelopes find new life in the Civil War Confederacy

BY ADDING THE REQUIRED CONFEDERATE POSTAGE, REMAINDERED EXAMPLES OF EARLY UNITED STATES STAMPED ENVELOPES COULD BE SENT THROUGH THE MAIL.

On June 1, 1861, the Confederate postal system came into being.

Even though hostilities had begun over a month earlier, it was not until this date that United States postage was no longer valid in the Confederate States.

Great quantities of stamps and postal stationery could no longer be used to send letters.

The *Montgomery Daily Post* stated on July 1, 1861, "Persons having any of Uncle Sam's postage stamps in their possession can light their cigars with them, which will be about the best use they can be appropriated [for]."

This was not the case with the U.S. postal stationery because it could be used as an ordinary envelope and, by adding the necessary Confederate postage, could be sent through the mail.

The high humidity in the South made it difficult to store stamps without them sticking together. Because of this, many people and companies used postal stationery for their mailings.

As a result, there were many more of these envelopes used per capita in the South than in the North, and there was a large quantity of unused U.S. postal stationery of no postal value in the South after June 1, 1861.

Figure 1. A United States first-issue 3¢ Nesbitt envelope sent July 6, 1861, from Montgomery, Ala., to Marion, Ala. The Nesbitt envelope had no postal value in the Confederacy, and the indistinct red handstamp to the left of the indicium indicates payment of the required 5¢ Confederate States postage.

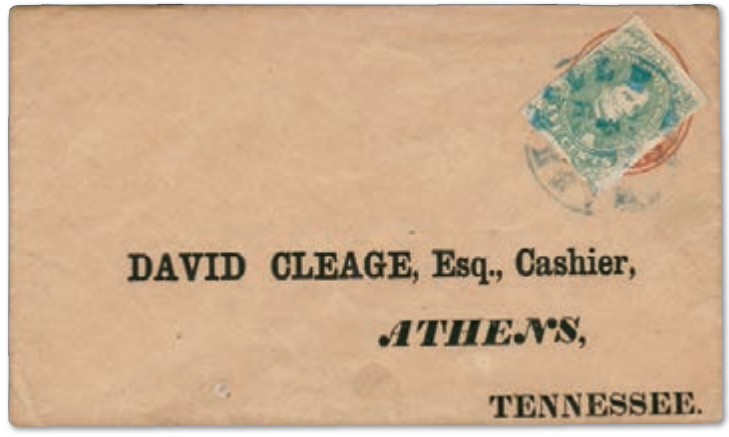

Figure 2. This 3¢ Nesbitt stamped envelope is franked with a Confederate States 5¢ Jefferson Davis stamp (Scott 1), which covers the indicium. Similar covers sent to the same addressee, David Cleage, are known. Most bear a Confederate States 5¢ Jefferson Davis stamp.

These postal stationery envelopes were called Nesbitts, after the printer, George F. Nesbitt & Co. in New York City.

There were two postal stationery issues before the war. First-issue envelopes are generally called the first Nesbitts. Second-issue envelopes, also printed by Nesbitt, are called "star dies" because of the stars on either side of the stamp indicium. This nomenclature will be used throughout the article.

There were two main ways these remaindered stamped envelopes were used: by the general public as normal business letters and by the Confederate States Post Office to create post office departmental free-frank Official envelopes.

Figure 1 shows a first-issue 3¢ Nesbitt envelope used with a Montgomery, Ala., cancel dated July 6, 1861. The indistinct red circular "PAID 5 T. Welsh" handstamp documents payment of 5¢ postage to send the letter to Marion, Ala.

Tom Welsh, the Montgomery postmaster at the start of the war, created several provisional handstamps for use at the Montgomery post office, and the cancel on this cover is one of them.

The second cover, illustrated in Figure 2, is a first-issue 3¢ Nesbitt with a Confederate States 5¢ Jefferson Davis stamp (Scott 1) covering the 3¢ indicium to pay the Confederate postage. A Knoxville, Tenn., postmark ties the stamp to the cover.

The address — David Cleage, Esq., Cashier in Athens, Tenn. — is preprinted on the envelope. Because of the preprinted address, we can identify a num-

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Figure 3. Very few 1¢ star die stamped envelopes are known used as regular envelopes in the Confederacy. This 1¢ star die is franked with a Confederate States 10¢ Jefferson Davis stamp (Scott 11), which satisfied the 10¢ postage from Richmond, Va., to Lynchburg, Va.

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ber of other covers from the same correspondence.

Most of these covers are franked with a 5¢ Jefferson Davis stamp, but a few are franked with Knoxville postmaster provisional stamps.

Figure 3 illustrates an unusual cover. Most of the remainder postal stationery envelopes in the South were 3¢ denominations. In this case, a 1¢ star die envelope is franked with a Confederate States 10¢ Jefferson Davis stamp (Scott 11), which was used to the pay the 10¢ postage from Richmond, Va., to Lynchburg, Va.

Very few 1¢ star die envelopes are known used as non-valued regular envelopes in the Confederacy.

Because the Confederate States Post Office Department had so many Nesbitt envelopes in stock after July 1, 1861, a decision was made to overprint them for official departmental use. Such a use is shown in Figure 4.

The first-issue 3¢ Nesbitt is overprinted "Confederate States of America, Post Office Department, Official Business. Chief of the Finance Bureau."

The cover was signed "A. Dimitry" and handstamped "FREE" before being sent from Richmond, Va., to Chancellorsville, Va.

Alexander Dimitry was postmaster general and chief of finance of the Confederate States Post Office Department during the Civil War.

Figure 5 illustrates an 1863 Confederate States of America Post Office Department cover made from a 3¢ star die envelope that was mailed for personal use from Richmond, Va., to Chester Court House, S.C.

Figure 4. Many Nesbitt stamped envelopes were overprinted for the official use of the Confederate States Post Office Department. The overprint on this cover reads, "Confederate States of America, Post Office Department, Official Business. Chief of the Finance Bureau."

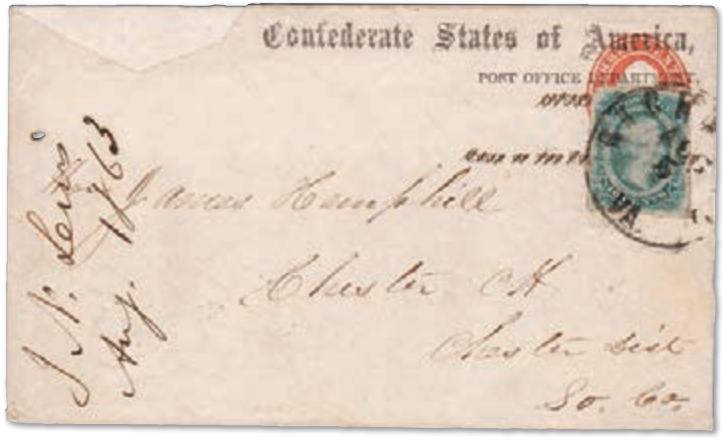

Figure 5. The Confederate States Post Office Department overprint on this 3¢ star die stamped envelope is partially obliterated by a 10¢ Confederate States Jefferson Davis stamp (Scott 12), tied by a Richmond postmark.

The Post Office Department overprint is partially obliterated by a 10¢ Confederate States Jefferson Davis stamp (Scott 12), which is tied by a Richmond postmark dated Aug. 5 (1863).

These five covers represent a few of the ways Southerners used these U.S. stamped envelopes to post the mail.

Much more could be said about each cover, but my goal here is to expose you to these interesting uses. I hope I piqued your interest in this fascinating area of Civil War postal history.

BY LABRON HARRIS

Two covers highlight distinct differences in the handling of forwarded mail

IN THE MID-19TH CENTURY, SOME FORWARDED COVERS WERE CHARGED POSTAGE DUE, WHILE OTHERS WERE NOT. POSTAL MARKINGS EXPLAIN WHY THIS OCCURRED.

Figure 1. Markings on this 1864 forwarded cover indicate that it was listed in a local newspaper in an attempt to reach the intended addressee. When that effort failed, the cover was forwarded with 3¢ postage due.

My column in the April 15, 2019, issue of *Linn's* about forwarding mail in the 1850s received a great deal of feedback.

The markings on, and postal uses of, the four covers discussed in that column cross over into many other areas of postal history.

When I acquired two additional forwarded covers, I thought they were interesting enough to highlight in this month's column.

The first cover, illustrated in Figure 1, has two other areas of interest besides being forwarded. It is franked with an 1861 3¢ George Washington stamp and was sent from Buffalo, N.Y., to Albany, N.Y., on Feb. 12, 1864.

The Buffalo cancel is unusual because it is a patent cancel. This type of cancel was created to deface a stamp to prevent reuse because people would remove stamps from envelopes and use them again if they were not canceled properly.

In this patent cancel, the attached canceler (the small circular part with the dot in it, to the right of the circular datestamp) would cut the stamp and make it impractical, if not impossible, to clean and reuse.

Because the cutting part of the canceler would become dull with use, in time it would become like any other canceler. Due to this unavoidable wear, patent cancels were found to be ineffective and their use stopped.

The second area of interest on the Figure 1 cover is the advertised marking.

Upon receipt of the cover in Albany, the addressee could not be found. The cover was then listed in a local newspaper in an attempt to reach the intended addressee.

A circular "ADVERTISED FEB 20" handstamp was placed on the cover to indicate this service.

It was determined that the addressee was now in Penn Yan, Yates County, N.Y. (docketing at bottom left). The cover was handstamped "FORWARDED DUE 3 CTS" in the upper left corner and sent on to Penn Yan.

The second cover, shown in Figure 2, was more traveled, and the postmarks create an interesting piece.

The cover originated in Boston in the middle 1850s, with an 1851 3¢ George Washington stamp being canceled by the distinctive circular black "PAID" killer.

The red Boston cancel is dated Aug. 15, and the cover was sent to C.R. Ainsworth in Williamsburg, Vt. When the cover arrived, Ainsworth was not there.

The cover was marked "missent + fwd [forward]" in abbreviated manuscript (top center) and postmarked with a faint black Aug. 17 Williamsburg, Vt., circular datestamp in the top right corner.

Many attempts were made to deliver the cover. On the bottom left of the cover, in manuscript, are the following instructions: "Try Penn Try Mass Try Maine Try — —Vermont Try NY."

This well-traveled cover fi-

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Figure 2. Numerous postmarks trace the journey of this mid-1850s cover that was initially missent to the addressee in Williamsburg, Vt. When it eventually arrived in Williamsville, Vt., no postage due was charged for the forwarding because there was a mistake in attempted delivery by the post office.

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nally received another cancel when postal authorities tried a town in New York.

To the right of the 3¢ stamp, there is an Aug. 23 Williamsburg, N.Y., postmark, indicating receipt in that town.

After being held there for a number of days, postal authorities gave up on Williamsburg, and the cover was forwarded to Williamsville, Vt., and postmarked there on Sept. 13, as shown on the right side of the cover.

Williamsville, Vt., appears to be the final destination because its postmark is the last one applied to the cover, but we can't know for certain.

Why was the Figure 1 cover marked "DUE 3 CTS" for being forwarded, while the Figure 2 cover was forwarded at no charge?

In this case, the second cover was marked "missent" and forwarded. When a cover was missent, indicating a mistake in attempted delivery by the post office, it was forwarded free.

If a cover was sent to a known address and was advertised, then it was marked postage due on delivery to the correct address, as was the first cover.

I have provided simplified explanations of forwarding for this pair of covers. The rules for forwarding during this time are much more extensive.

Forwarded covers are an engaging area to collect, and many significant collections in this area have been formed.

But, as has been shown with these two covers, there can be overlaps with other collecting areas, which will be topics of future columns.

BY LABRON HARRIS

Preprinted forms show how two Maine towns submitted election results

TOWN SELECTMEN AND THE TOWN CLERK SIGNED THE FORMS TO ATTEST THE ELECTION RESULTS, WHICH WERE THEN MAILED TO THE APPROPRIATE GOVERNING BODY.

Voting has always been an essential part of our country and of any democracy. The American War for Independence, formally declared in 1776, was fought for the right of self-determination. No longer did we want the British telling us what to do.

After independence was won in 1783, people could vote for individuals to represent them and their beliefs in local, state and national elections. This necessitated the need to send such election results to the appropriate governing body. In the middle of the 19th century, many towns used the mail to transport voting results to their local governments.

In this month's column, I discuss two covers from small towns in Maine that sent in their election results by mail and how the votes were handled.

A preprinted form, which was filled out by hand and then folded before being mailed, was used to send in the results.

The first cover, illustrated in Figure 1, is from Bristol, Lincoln County, Maine, to Lincoln Station, Maine, giving the election results from Bristol for the treasurer of Lincoln County. The election was held Sept. 8, 1845.

The selectmen (local government board members) of Bristol — Paris T. Hind, Thomas Thompson and William Baker

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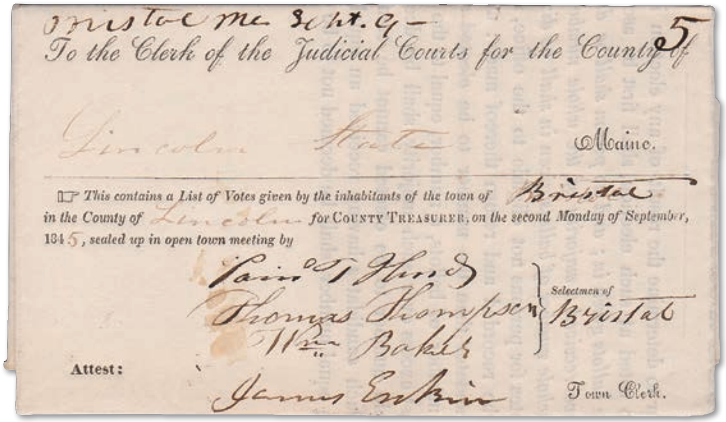

Bristol Me Sept. 9 –
To the Clerk of the Judicial Courts for the County of 5
Lincoln State Maine.

☞ This contains a List of Votes given by the inhabitants of the town of Bristol
in the County of Lincoln for COUNTY TREASURER, on the second Monday of September,
1845, sealed up in open town meeting by

Saml T Hind
Thomas Thompson
Wm Baker
} Selectmen of Bristol

Attest: James Enkin Town Clerk.

Figure 1. This 1845 cover is a folded preprinted form that was used to tabulate and submit county treasurer election results from the town of Bristol in Lincoln County, Maine.

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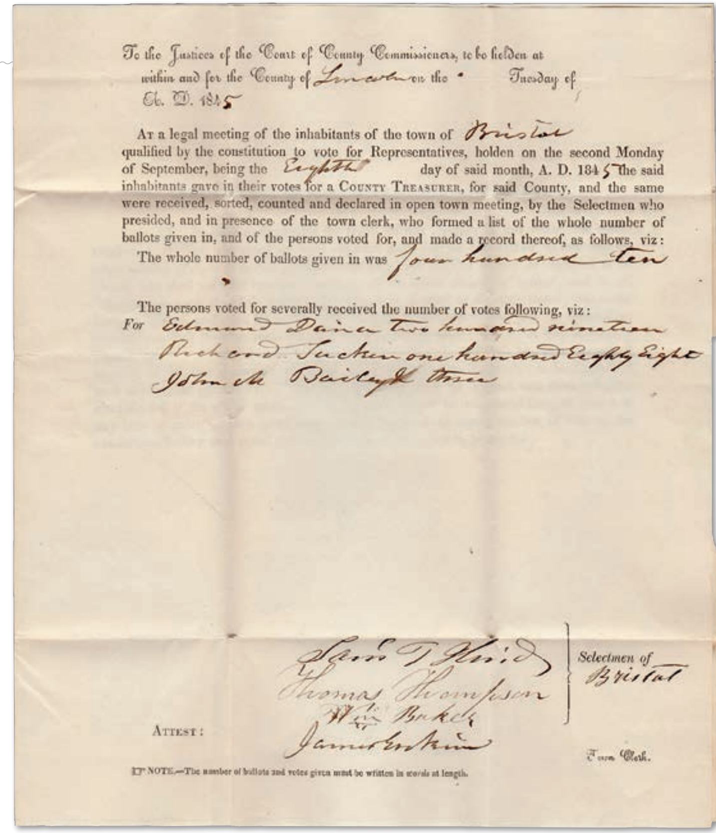
— and the town clerk, James Enkin, attested the votes via their signatures on the front of the folded form at bottom.

The results of the election are presented on the other side of the form, which is shown opened out in Figure 2. The form addresses the "Justices of the Court of County Commissioners," giving the county, Lincoln, and the date, 1845.



To the Justices of the Court of County Commissioners, to be holden at
within and for the County of Lincoln on the Tuesday of
A. D. 1845

AT a legal meeting of the inhabitants of the town of Bristol qualified by the constitution to vote for Representatives, holden on the second Monday of September, being the Eighth day of said month, A. D. 1845 the said inhabitants gave in their votes for a COUNTY TREASURER, for said County, and the same were received, sorted, counted and declared in open town meeting, by the Selectmen who presided, and in presence of the town clerk, who formed a list of the whole number of ballots given in, and of the persons voted for, and made a record thereof, as follows, viz:

The whole number of ballots given in was four hundred ten

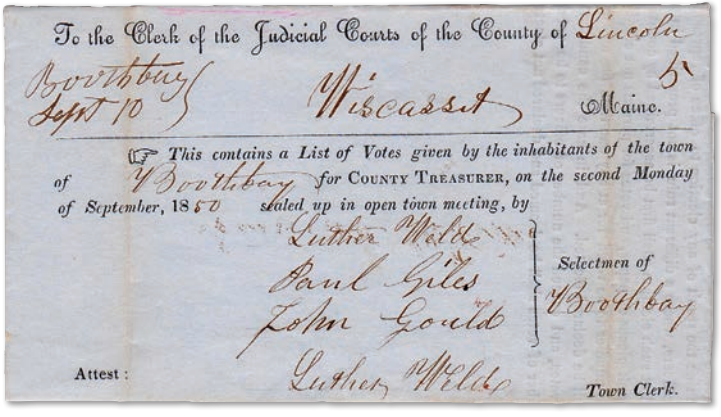
The persons voted for severally received the number of votes following, viz:
For Edmund Daira two hundred nineteen
Richard Tucker one hundred Eighty Eight
John M Bailey three

Saml T Hind
Thomas Thompson
Wm Baker
} Selectmen of Bristol

ATTEST: James Enkin Town Clerk.

☞ NOTE.—The number of ballots and votes given must be written in words at length.

Figure 2. The other side of the form shown folded in Figure 1 documents the results of the Bristol, Maine, election, which featured three candidates. The form, pictured opened out, reveals that Edmund Daira won, receiving 219 of the 410 votes cast.


To the Clerk of the Judicial Courts of the County of Lincoln

Boothbay Sept 10 Wiscasset Maine.

This contains a List of Votes given by the inhabitants of the town of Boothbay for County Treasurer, on the second Monday of September, 1850 sealed up in open town meeting, by

Luther Weld
Paul Giles
John Gould
Selectmen of Boothbay

Attest: Luther Weld Town Clerk.

Figure 3. This folded 1850 election form from Boothbay, Lincoln County, Maine, features a handwriting style similar to the one on the Figure 1 form. However, the preprinted sections of the form are in a somewhat different font.

The next paragraph gives the town, Bristol; the date, Sept. 8, 1845; and the number of votes cast, 410, which is handwritten as "four hundred ten." The next paragraph lists the three candidates and the number of votes cast for each, handwritten thus: "Edmund Daira two hundred and nineteen Richard Tucker one hundred eighty-eight John M. Bailey Jr three." The three selectmen and the town clerk affixed their signatures to the bottom of the form.

The second cover, pictured in Figure 3, is very similar to the Figure 1 cover. It features a similar handwriting style, but the preprinted sections are in a somewhat different font. The cover is from Boothbay, Lincoln County, Maine, to Wiscasset, Maine, again giving the election results for Lincoln County treasurer.

The selectmen of Boothbay — Luther Weld, Paul Giles and John Gould — signed the bottom of the cover. Weld signed the cover twice because he was also the town clerk. The election was held Sept. 9, 1850.

The inside of the form (not shown) is the same as the form pictured in Figure 2, but with different election results. James Eggers received 302 votes, John Wilson 126 votes and William Johnson 82 votes.

Mailed election results such as the two discussed here are not scarce, and the majority of such forms came from the northeastern states.

Many of the later ones are franked with contemporaneous postage stamps because this method of election reporting continued until the late 1850s. The 1845 cover in Figure 1 is an early use.

Most, if not all, of these forms carried election results for county elections and are important historical reminders of the way the results were handled.

BY LABRON HARRIS

Covers illustrate consolidation of the Western Union Telegraph Co.

THE PROGRESSION OF THE CONSOLIDATION, WHICH OCCURRED IN 1856, CAN BE SEEN ON THE ORNATE ADDRESS BANNERS PRINTED ON TELEGRAPH ENVELOPES.

Samuel Morse received a patent for the telegraph in 1847. He then sold the patent rights to many individuals who formed telegraph companies. They proliferated and competed with one another for business.

In 1851 a group of Rochester, N.Y., businessmen led by Samuel Selden and Hiram Sibley formed the New York and Mississippi Valley Printing Telegraph Co.

Ezra Cornell, another businessman, bought a bankrupt telegraph company and named it the New York and Western Union Telegraph Co.

Eventually these two competing companies united, and the Western Union Telegraph Co. came into being in 1856.

Under the Western Union umbrella, they acquired other companies and formed the most dominant telegraph company in the United States.

Figure 2. This telegraph cover bears the address banner of House's Printing Telegraph in Cleveland, Ohio, which eventually came under the control of Western Union. The red "PAID 3" handstamp indicates postage was paid.

This story of consolidation will be shown in this column by examining the company address banners on various covers.

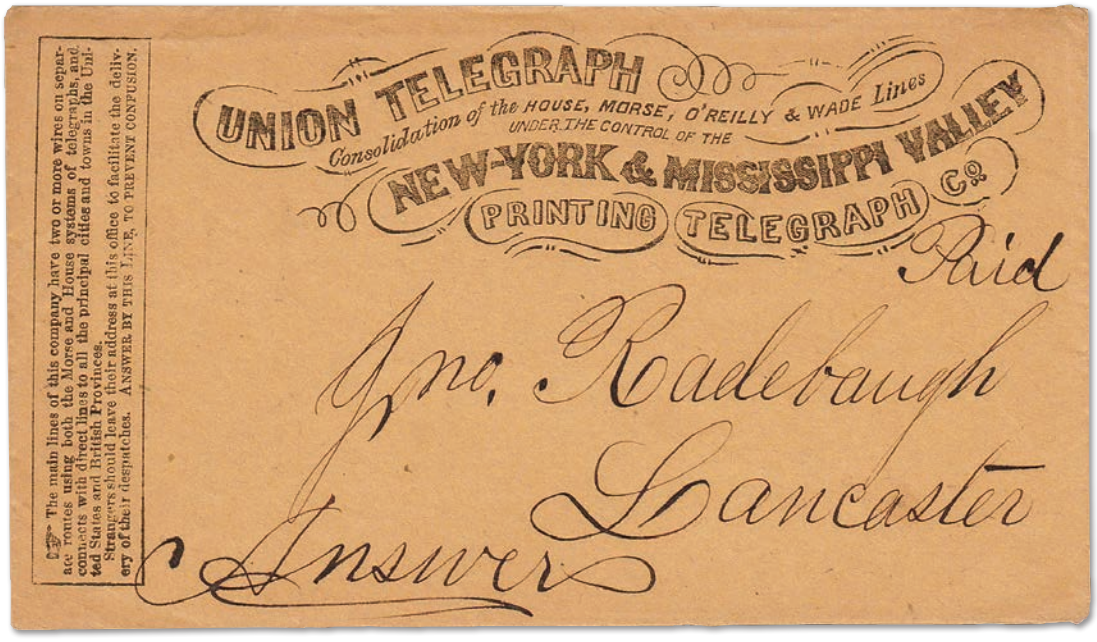


Figure 1. The two address banners at the top of this telegraph cover announce the joining of two telegraph companies: Union Telegraph and the New York & Mississippi Valley Printing Telegraph Co.

The first step in consolidation is shown on the telegraph cover in Figure 1. Two banners printed at the top of the cover announce the consolidation of two telegraph companies.

Together the banners read: "Union Telegraph Consolidation of the House, Morse, O'Reilly & Wade Lines Under the Control of the New-York & Mississippi Valley Printing Telegraph Co." This type of envelope was used in 1855-56.

An example of one of the telegraph lines consolidated into the future Western Union is shown on the cover in Figure 2. "House's Printing Telegraph United States & Canada" is printed across the top, along with the company's location in Cleveland, Ohio.

The cover was canceled with a Cleveland circular datestamp at left. A red "PAID 3" indicates that the proper

Figure 3. At first glance the banners on this telegraph cover first used in 1856 appear identical to those on the Figure 1 cover. The differences are the additions of "Western" to the beginning of the top banner and "Speed & Cornell Lines" to the end. This is the first type of Western Union Telegraph design.

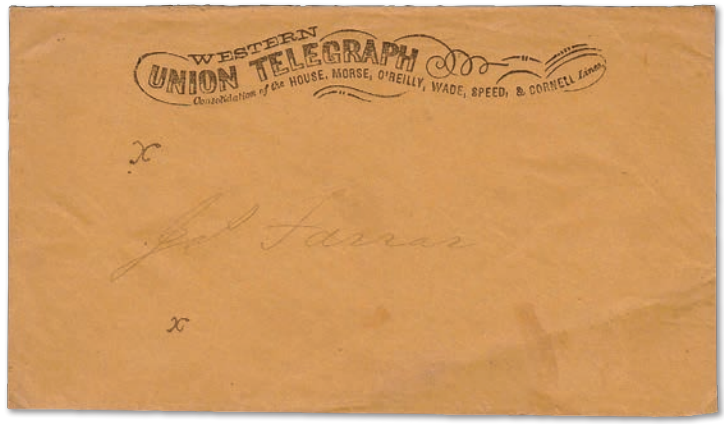


Figure 4. Later in 1856 the second banner was dropped, leaving the single "Western Union Telegraph" banner, as illustrated on the cover shown here.

3¢ postage was paid by the sender.

This envelope type was used from 1852 to 1857, the year after consolidation. It shows that some companies kept their autonomy after consolidation.

The consolidation was taken a step further with the telegraph cover shown in Figure 3. Note that the two banners on this cover are very similar to the banners on the Figure 1 cover. But there are some subtle but important differences in the top banner.

The word "Western" is added for the first time to the upper left of the banner, and two more telegraph lines are added in small type at the end of the banner, the "Speed & Cornell Lines." This is the first type of Western Union Telegraph design. It was first used in 1856.

Later in 1856 the second banner was dropped, leaving the single "Western Union Telegraph" banner, as illustrated on the cover in Figure 4.

Figure 5 shows the early Western Union telegraph form that was enclosed in the Figure 4 cover. Dated Nov. 25, 1856, the form is from Adrian, Mich.

The consolidation continued even though the banners on the envelopes no longer listed the lines acquired.

Western Union became the dominant company in the telegraph industry. In fact, it became a national power because it was the fastest and most efficient way to send information.

Western Union's decline began later in the 19th century, after the telephone was invented in 1876. The age of the telegraph was over.

At one time, collecting telegraph covers was a strong collecting area. It has been in decline for a number of years.

Even though there are some outstanding collections of telegraph covers, there is still an opportunity for someone to put together a meaningful collection of this material.

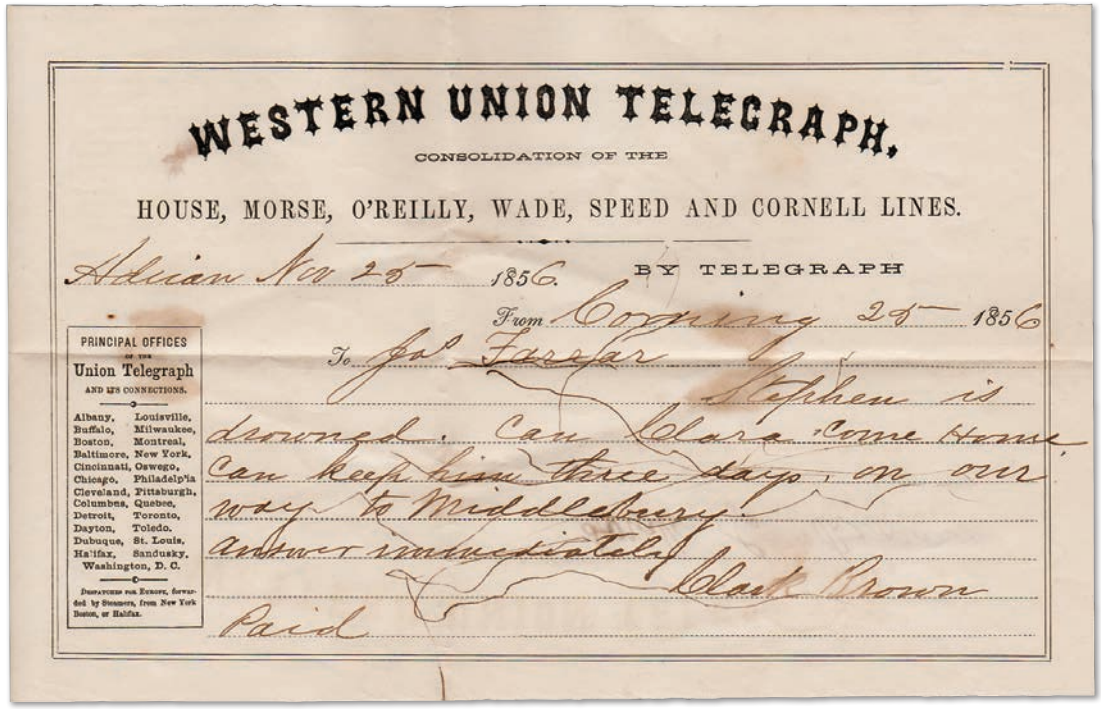


Figure 5. This early Western Union telegraph form was enclosed in the Figure 4 cover. It is from Adrian, Mich., and dated Nov. 25, 1856. Western Union became the dominant company in the telegraph industry.

BY LABRON HARRIS

Unusual forwarded Treasury Department cover warrants closer inspection

OFFICIAL MAIL BEARING FORWARDING AND OTHER ASSOCIATED MARKINGS IS SCARCE. FINDING SUCH A COVER FORWARDED TWICE IS MOST UNUSUAL.

Forwarded covers have been the topic of two of my previous columns, which were published in the April 15, 2019, and Oct. 21, 2019, issues of *Linn's Stamp News*.

I thought I had covered the topic as much as I should, but then I recently came across the cover illustrated in Figure 1. It was mailed in 1864 from Washington, D.C., to Chambersburg, Pa., and then forwarded twice: first to Jefferson Barracks, Mo., and then to Memphis, Tenn.

This forwarded cover, in my estimation, was unusual enough to revisit the topic. But first let's review the history behind the cover.

Jefferson Barracks was an active military post from 1826 until 1946. During the Civil War it became a military hospital. It had beds for 3,000 patients initially, and by the end of the war 18,000 patients had been treated there.

Dr. E.W. Walton, the addressee of the cover, served at Jefferson Barracks but had left by the time the cover arrived there. He evidently had gone to Memphis, Tenn., the final destination of the cover.

Ezra B. French, the sender of the cover, was the second auditor of the Department of the Treasury during the Civil War; he is pictured in Figure 2.

French had free franking privileges, and his manuscript signature, "E.B. French," appears at top right on the cover, just below the "OFFICIAL BUSINESS" imprint. A reduction of the cover at right cuts off part of French's signature.

French's signature is one of the most common of all the free franks to be found on an Official mail envelope such as this. One may reasonably ask: Why did I choose this cover for a column? Because of the usage.

The cover originated in Washington, D.C., from the office of the second auditor of the Department of the Treasury and is free franked by French. A blurry Jan. 25, 1864, Washington City postmark is seen at center left on the cover.

Now it's time to explain the unusual nature of the cover.

It was initially addressed to Chambersburg, then forwarded from there with a Jan. 28 double-outline circular datestamp in the lower left of the cover and sent to Jefferson Barracks.

Because it was a free-franked letter, it was marked "FORWARDED" in an oval box and "FREE" in a circle. Both of these markings appear to the left of the Washington City postmark. Official mail bearing such markings is scarce. What happened next makes this cover even more desirable.

Figure 1. This 1864 cover mailed from the Department of the Treasury in Washington, D.C., is unusual because it was forwarded free two times. The column explains the cover's circuitous journey to its final destination in Memphis, Tenn.

Figure 2. Ezra B. French, the sender of the cover in Figure 1, was the second auditor of the Department of the Treasury during the Civil War. His manuscript signature, "E.B. French," appears at top right on the cover.

Upon reaching its new destination in Jefferson Barracks, the cover was again forwarded to Memphis. It was marked on the right side with a Jefferson Barracks postmark erroneously dated Jan. 1 because the postmaster had neglected to change the month to February in the cancellation slug.

To the right of the Washington City postmark are two boxed oval "FORWARDED" markings and a straightline "FREE," to indicate the cover was sent to Memphis.

The cover is a remarkable piece of Civil War-era postal history because it was forwarded for free twice.

Forwarded mail is a subject of interest to many collectors, and some have told me they enjoyed my two columns on this topic. Because of this I chose to explore another forwarded cover in this month's column.

As more readers approach me about areas they are interested in, I will endeavor to write about them.

BY LABRON HARRIS

U.S. 19th-century county cancels popular with collectors

COUNTY CANCELS RUN THE GAMUT FROM UNADORNED MANUSCRIPT MARKINGS TO ORNATE HANDSTAMPS THAT ADD GREAT EYE APPEAL TO SOME COVERS.

United States county cancels of the 1880s have long been a popular collecting area. There are a great many types and locations to acquire.

Well before this time period, however, postmasters used county names in their postmarks. Such cancels are not as plentiful, but there are more than a few.

In this column we will look at five different county cancels on intact covers: one manuscript and four handstamps. These were all used before 1860.

The first cancel we will look at, shown at top on the cover in Figure 1, is from Old Church, Va. The manuscript cancel includes the abbreviation "Hanr. Co," which stands for Hanover County, Va. The cancel is dated Oct. 20, 1845.

Many small-town postmasters used the county

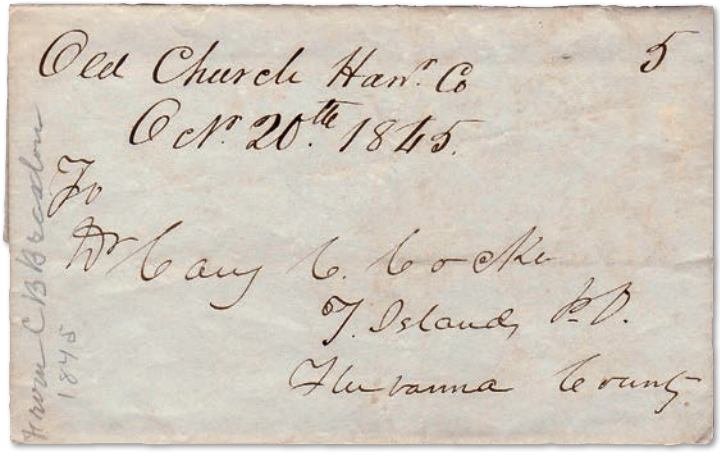


Figure 1. The "Hanr. Co" abbreviation in the Oct. 20, 1845, manuscript cancel on this cover mailed from Old Church, Va., represents Hanover County, Va. Many small-town postmasters used the county name in their manuscript cancels.

Figure 2. This cover bears a lovely strike of a Pleasant Grove, Allegheny County, Md., handstamp. E.S. Zevely, the postmaster of Pleasant Grove, sold cancellation devices of this type.

Figure 3. The "UNION EL DORADO CO" inscription at the bottom of the Wells, Fargo & Co. cancel on this 3¢ Washington stamped envelope makes this a most desirable cover. County names in Wells, Fargo & Co. cancels are highly unusual.

Figure 4. This cover was mailed from Shabbona Grove, DeKalb County, Ill. All this information is in the fancy shield postmark at top left that ties an 1857 3¢ Washington stamp to the envelope.

Figure 5. The county cancel at left on this stamped envelope features an eagle holding a shield in its beak that reads, "MILITARY INSTITUTE FRANKLIN CO. KY." and includes the name of the institute's superintendent, Col. E.W. Morgan. Only three covers are known with this Franklin County, Ky., cancel.

name in their manuscript cancels, and the Old Church postmark is an example of one.

The cover illustrated in Figure 2 bears a lovely strike of a Pleasant Grove, Allegheny County, Md., handstamp. This postmark is a beautiful example of a type of county cancellation device sold by E.S. Zevely, the postmaster of Pleasant Grove. He free-franked the cover with his signature at top right and sent it to his sister in Salem, N.C. Postmasters could send mail free if they signed it.

The cancel at top right on the cover in Figure 3 is most unusual. It is a standard oval Wells, Fargo & Co. cancel on a 3¢ Washington stamped envelope with a Wells, Fargo & Co. banner to the left of the indicium (stamp imprint).

What makes this cover so special is the "UNION EL DORADO CO" inscription at the bottom of the cancel. El Dorado County is in California, east of Sacramento.

County names in Wells, Fargo & Co. cancels are highly unusual. The Figure 3 cover has been in a number of important collections of Western Express cancels. The Wells, Fargo & Co. cancel is the finer of the two known examples.

The next two covers are important because they show different types of ornate fancy county cancels.

The first cover, shown in Figure 4, is from Shabbona Grove, DeKalb County, Ill. All this information is in the fancy shield postmark at top left that ties an 1857 3¢ Washington stamp to the envelope. Although addressed to Springfield, Mass., the cover was missent to Springfield, Vt., where it was postmarked at top right and then forwarded to the correct address.

The county cancel at left on the stamped envelope pictured in Figure 5 is a classic. It has an eagle holding a shield in its beak that reads, "MILITARY INSTITUTE FRANKLIN CO. KY." The name of the institute's superintendent, Col. E.W. Morgan, also appears in the shield.

Below the cancel is a manuscript "Feby [February] 9" date. The 3¢ Washington indicium at right is canceled by a "PAID 3" in a circle. Overall it is a most attractive piece of postal history.

A small number of covers are known with this Franklin County, Ky., cancel. Additional information about the cancel is provided in an article published in 2008 in issue No. 220 of the *Chronicle of the U.S. Classic Postal Issues*, the official journal of the United States Philatelic Classics Society.

BY LABRON HARRIS

Letterhead design inspires Spanish-American War patriotic cover cachet

THERE ARE TIMES WHEN A COVER'S CONTENTS REVEAL MUCH ABOUT THE COVER ITSELF. IN THIS CASE, A FARMER AND UNCLE SAM PLAY A PIVOTAL ROLE.

In the late 19th century, the United States was jealous of the European powers that had colonies and possessions all over the world. The United States felt it was a becoming a world power, and part of being one was to have a strong presence overseas.

The sinking of the battleship *USS Maine* in Havana Harbor, Cuba, on Feb. 15, 1898, gave the United States an opportunity to act upon its desire to become an international power. The United States blamed Spanish Cuba for the sinking and declared war on Spain. The United States won and gained control of many of Spain's possessions, including Cuba, Puerto Rico, Guam and the Philippines.

The Spanish-American War created many new collecting areas for philatelists. They could collect any of the possessions the United States obtained by winning the war; mail to, from or within the possessions; patriotic covers supporting the United States; or many other combinations of these areas.

In this column we will look at an unusual Spanish-American War patriotic cover. Figure 1 shows a multicolored cacheted cover made for the Bucher & Gibbs Plow Co. in Canton, Ohio. The cachet (decorative design) at left shows Uncle Sam standing on a plow and a businessman talking inside an ornate wreath under the crossed flags of the United States and Cuba. An eagle with its wings spread sits perched on the flagpoles. The plow company and its location are above the design.

This is an attractive cover, but why is it unusual? You must look at the enclosed letterhead, illustrated in Figure 2, to understand. The engraved design in the upper left corner was used as a model to make part of the ornate patriotic design on the cover.

When comparing the two designs side-by-side, as shown cropped in Figure 3, you can readily see the similarities.

A businessman and a farmer appear in the letter letterhead design at left. A businessman

Figure 1. This unusual Spanish-American War patriotic cover was made for the Bucher & Gibbs Plow Co. in Canton, Ohio. The cachet at left shows Uncle Sam standing on a plow and talking with a businessman inside an ornate wreath under the crossed flags of the United States and Cuba.

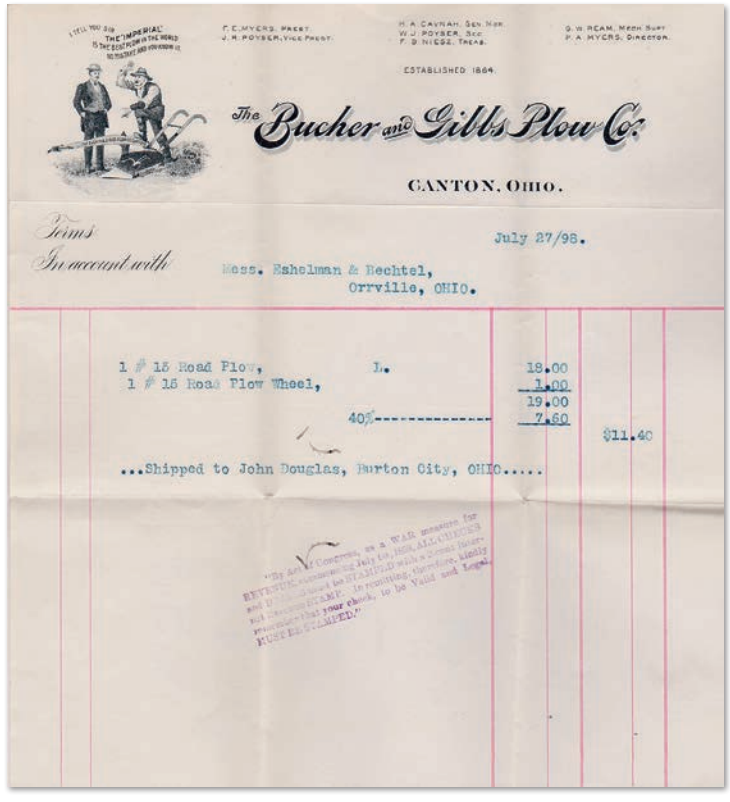


Figure 2. A sheet of Bucher & Gibbs letterhead contained in the Figure 1 cover features an engraved design that bears a number of similarities to the cachet on the cover. These similarities are discussed in the column.

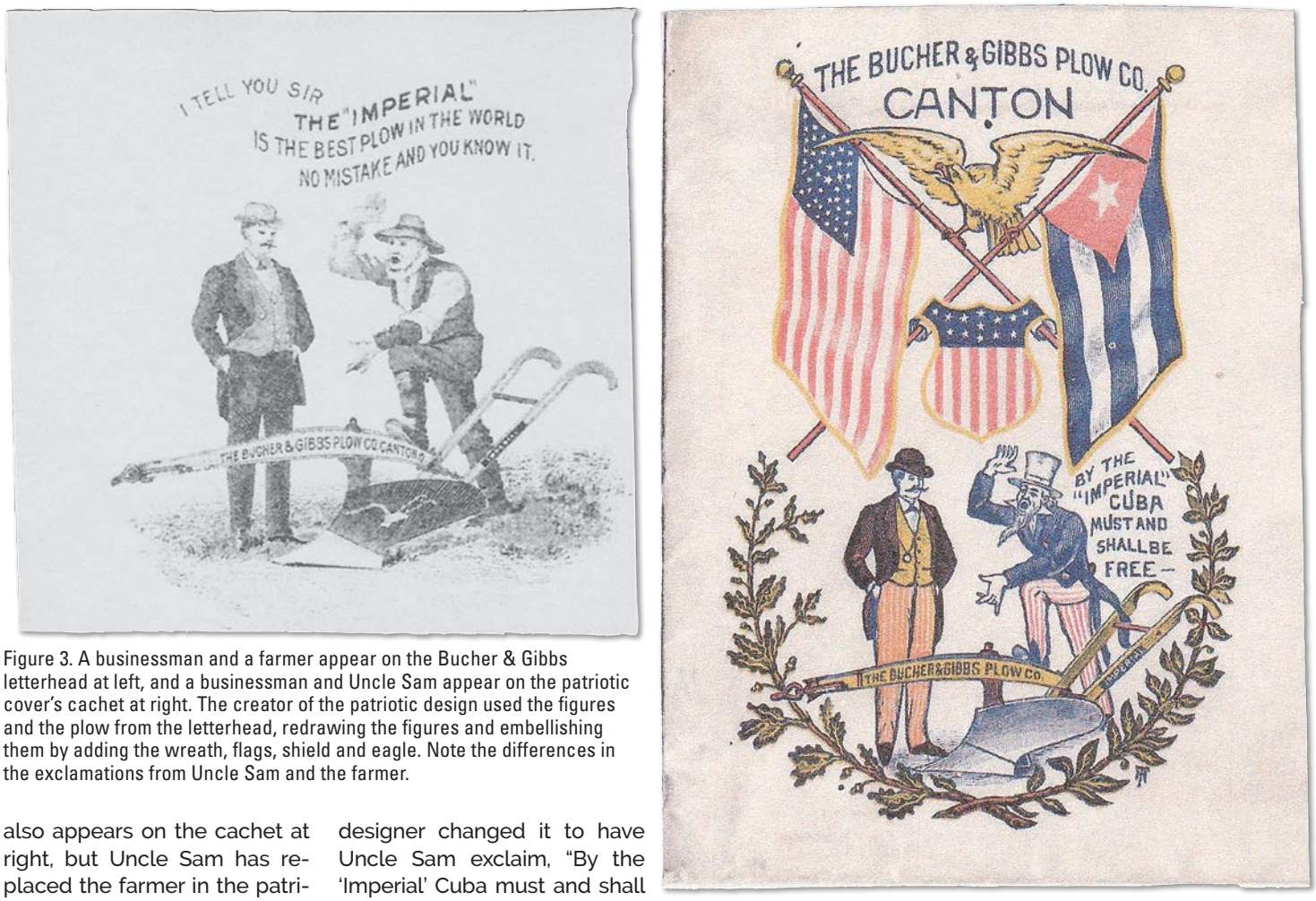


Figure 3. A businessman and a farmer appear on the Bucher & Gibbs letterhead at left, and a businessman and Uncle Sam appear on the patriotic cover's cachet at right. The creator of the patriotic design used the figures and the plow from the letterhead, redrawing the figures and embellishing them by adding the wreath, flags, shield and eagle. Note the differences in the exclamations from Uncle Sam and the farmer.

also appears on the cachet at right, but Uncle Sam has replaced the farmer in the patriotic design. The plow is in both designs and bears the firm's name, "The Bucher & Gibbs Plow Co.," with the plow in the letterhead having "Canton, O" printed after the firm's name.

The creator of the patriotic design used the part of the letterhead showing the figures and the plow, then redrew the figures and embellished them by adding the wreath, the flags, the shield and the eagle. These added elements possibly could have been a stock design used for other patriotic covers.

But perhaps the most ingenious thing he did was to change the language of the exclamations uttered by the farmer and Uncle Sam. On the letterhead, the farmer declares, "I tell you sir the 'Imperial' is the best plow in the world no mistake and you know it."

For the patriotic cachet, the designer changed it to have Uncle Sam exclaim, "By the 'Imperial' Cuba must and shall be free — " with Uncle Sam cleverly swearing the oath by the plow, the Imperial.

I hope this Spanish-American War patriotic cover helped Bucher & Gibbs sell plows. In any case, the firm created an interesting and unusual piece of postal history.

I feel certain there are other Spanish-American War patriotic covers that had their designs influenced by the companies that used them, but they must be scarce. I have owned this cover for many years and knew it had an enclosure, but I never bothered to look at it closely. It pays to look at both the inside and outside of a cover.

Do you have a similar cover using a company's letterhead as part of the design or a cover with the same ornate outer frame as the cover discussed in this column? If so, I would welcome hearing from you.

Registration for Virtual Stamp Show

Registration is continuing for the Virtual Stamp Show taking place online Aug. 17-22.

The American Philatelic Society, the American Topical Association and the American First Day Cover Society have partnered to present the online-only show. The three groups were planning to present the Great American Stamp Show Aug. 20-23 in Hartford, Conn., but that show was canceled because of the COVID-19 pandemic.

Details about the Virtual Stamp Show were presented in the Aug. 3 *Linn's Stamp News* on page 13.

For additional show information and to register, visit online at https://stamps.org and look for the Virtual Stamp Show link.

BY LABRON HARRIS

Cleage correspondence documents provisional, Confederate uses of 3¢ Nesbitt envelopes

THESE VISUALLY STRIKING CIVIL WAR ERA COVERS, KNOWN TO COLLECTORS AS CLEAGE ENVELOPES, ORIGINATE WITH THE PLANTERS BANK IN NASHVILLE, TENN.

On June 1, 1861, the Confederate States of America post office system began operating. Two things immediately happened:

Figure 1. The Planters Bank in Nashville, Tenn., added its embossed logo to the backflap of demonetized 3¢ Nesbitt stamped envelopes that were preaddressed to David Cleage in Athens, Tenn.

United States stamps were no longer valid for postage in the CSA, and the CSA post office needed a way to frank mail for posting.

To solve the second problem, many postmasters created provisional stamps for use in their towns until the CSA post office could issue stamps for general use in the South.

Because U.S. stamps were no longer valid, a great number of the U.S. stamped envelopes printed by George F. Nesbitt & Co. remained in the hands of the general public. The so-called Nesbitt envelopes were popular in the South.

One solution to both problems was to use the postally invalid envelopes as regular envelopes and frank them with the new postmaster's provisional stamps. This didn't happen very often because there were still non-Nesbitt envelopes available in the early part of the Civil War. Paper shortages because of the Union blockade did not occur until later in the war. Most uses of Nesbitt envelopes were later than the provisional period and were franked with the Confederate general issues.

Before the Civil War, the Planters Bank of Nashville, Tenn., embossed preaddressed 3¢ Nesbitt envelopes with its logo on the backflap, as seen in Figure 1, for use with the bank in Athens, Tenn. Evidently the Planters Bank did a great amount of business with the bank in Athens. The envelopes were addressed "DAVID CLEAGE, Esq., Cashier, ATHENS, TENNESSEE." Collectors refer to these items of postal stationery as Cleage envelopes.

When the war started and Tennessee seceded from the United States on June 8, 1861, and joined the Confederacy, U.S. postage was no longer accepted. The Planters Bank was left with a large number of preprinted 3¢ Nesbitt envelopes that no longer had any validity as postage. So the bank used them as ordinary envelopes and placed Confederate stamps over the 3¢ indicium in the top right corner.

Let's take a look at examples

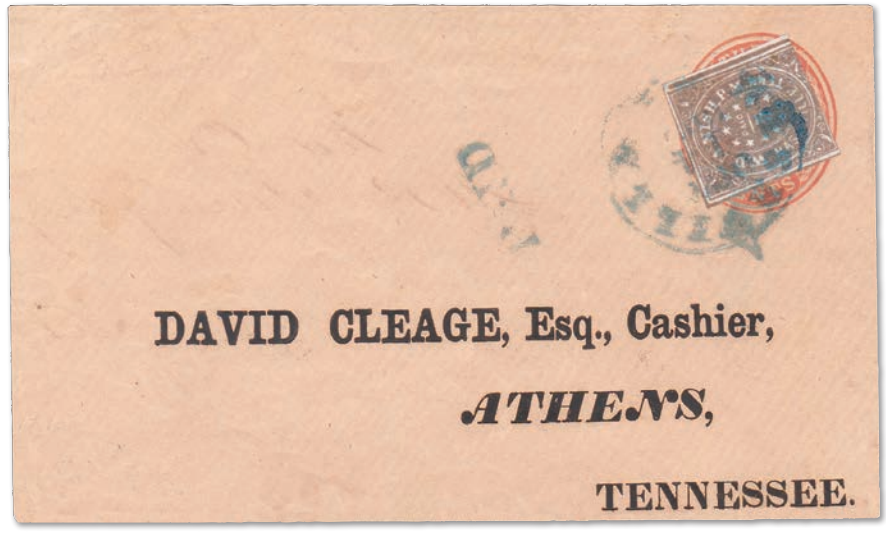


Figure 2. This demonetized 3¢ Nesbitt envelope from the Cleage correspondence is franked with a 5¢ violet brown Nashville, Tenn., postmaster's provisional stamp that is canceled with a blue Nashville, Tenn., postmark.

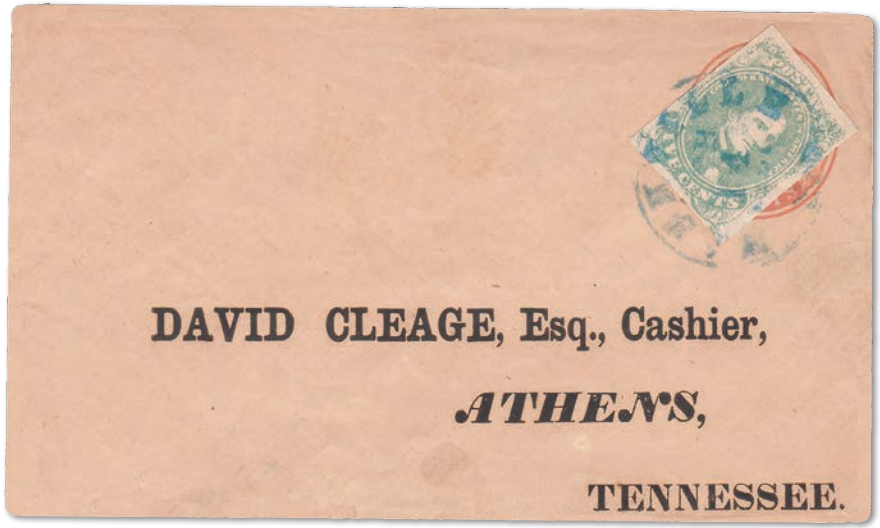


Figure 3. A Confederate States 5¢ green Jefferson Davis definitive stamp paid the postage on this demonetized 3¢ Nesbitt envelope. A blue Nashville postmark ties the stamp to the cover.

of two different uses, one franked with a postmaster's provisional and one bearing a Confederate general issue. Both covers are visually striking.

Illustrated in Figure 2 is a Cleage envelope franked with a 5¢ violet brown Nashville, Tenn., postmaster's provisional (Scott 61X5) which is canceled with a blue Nashville postmark and a matching blue "PAID" handstamp.

The second cover, shown in Figure 3, is a Cleage envelope franked with a Confederate States 5¢ green Jefferson Davis definitive (regular-issue) stamp (Scott 1). The stamp is also canceled with a blue Nashville postmark.

There are numerous items from the Planters Bank in the Cleage correspondence. Many of the Nashville postmaster's provisional stamps were used on the covers as well as Confederate stamps.

However, I know of no Cleage covers that were used before Tennessee seceded from the Union, but they should exist. If a reader has an example, I would like to see it.

Also, this is the only group of preaddressed U.S. government stamped envelopes that were demonetized for use in the South and then used as envelopes in the Confederacy that I am aware of.

They are an interesting part of the postal history of that tumultuous time.

BY LABRON HARRIS

Important markings help identify interesting forwarded covers

FORWARDED MAIL FROM THE 19TH CENTURY OFFERS A MYRIAD OF OPPORTUNITIES FOR RESEARCH AND REWARDING DISCOVERIES.

I have previously written a number of columns on forwarded covers. I thought I had covered the subject thoroughly, but along came three more interesting forwarded uses that I thought should be shared with *Linn's* readers. They are an unusual forwarded ship letter, a forwarded steamboat cover and a forwarded cover from California.

Figure 1 shows an incoming ship cover that probably was mailed from the Caribbean area. It arrived in New York City in the early 1850s and received a faint red circular "NEW YORK/SHIP/DEC/25 marking and a scarce red "30" for the 30¢ rate.

The cover was then sent to the addressee in Wilmington, N.C., where it was forwarded (as shown by the manuscript "For[war]d" and "5" under the red "30," for a total of 35¢ postage due) to Savannah, Ga., on Dec. 29, as indicated by the blue circular Wilmington datestamp struck on the cover.

The steamboat cover in Figure 2 was sent to Brookdale, Pa., and then forwarded for 3¢ postage to Binghamton, N.Y., as shown by the manuscript "3 cts" at upper right. It is franked with an 1851 3¢ George Washington stamp tied to the cover by a bold "STEAM" cancel.

Figure 1. This forwarded ship cover was probably mailed from the Caribbean area in the early 1850s. A faint red New York, N.Y., ship postmark and other markings show how the cover was first sent to Wilmington, N.C., before being forwarded to Savannah, Ga.

Figure 2. This forwarded steamship cover is franked with an 1851 3¢ George Washington stamp that is canceled with a bold "STEAM" cancel. Note that the cancel ties the stamp to the cover.

Brookdale is in the extreme northern part of Pennsylvania, near the Susquehanna River. There are no listings for a Brookdale "STEAM" marking in the philatelic literature, and the town is not directly on the river.

Corbettsville, N.Y., a Susquehanna River town, is very close to Brookdale and could reasonably have had steamboat service that could have applied the marking, even though such a marking is not listed in the literature either.

This interesting piece of nautical postal history needs more explanation, and I would welcome other opinions about it.

The last cover up for discussion, pictured in Figure 3, is franked with an 1857 3¢ Washington stamp and was sent from San Francisco, Calif., to Sacramento City, Calif.

It was sent to J.W. Denver in care of his relative, Frank Denver, who wasn't in Sacramento City at the time the letter was delivered. The cover was then forwarded to Weaverville, Ca.

This cover is of interest for two reasons.

First, the addressee is James William Denver, who served as a congressman from California and was a territorial governor of Kansas. The city of Denver, Colo., was named after him when it was part of the Kansas Territory.

Second, it is a California forwarded cover. A great deal of the correspondence from San Francisco went to the East Coast by mail or express service; if it was going to the interior of California it went by express.

Surprisingly, it is not common to see mail sent in the 1850s to smaller California towns that did not go by express because the express

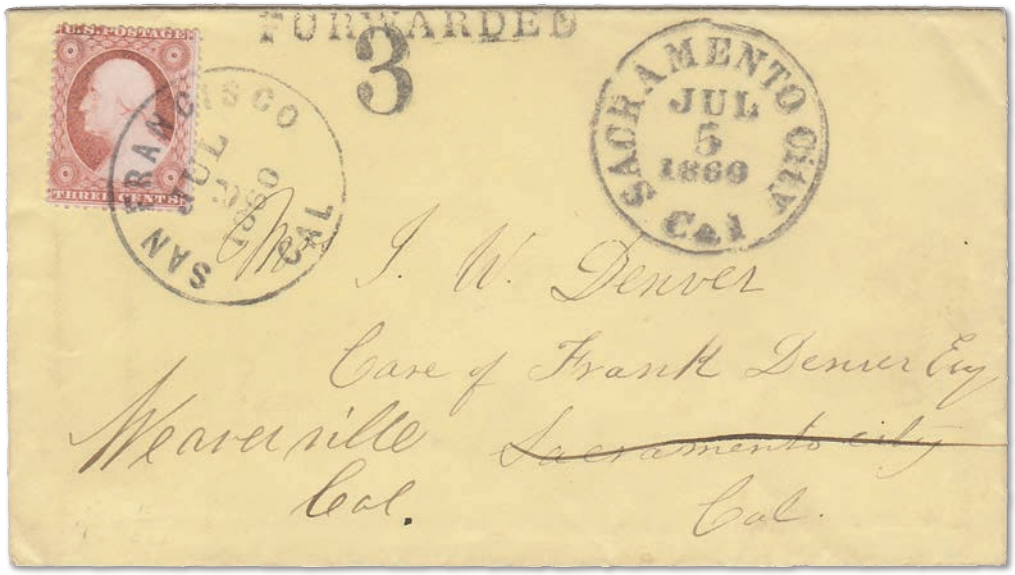


Figure 3. This cover was sent from San Francisco, Calif., to Sacramento City, Calif., before being forwarded to Weaverville, Calif. The addressee is James William Denver, for whom the city of Denver, Colo., was named.

companies serviced a much more extensive area than the Post Office Department did.

This cover was canceled with a circular "SAN FRANCISCO/JUL/2/1860/CAL" postmark before being sent to Sacramento City. It was then forwarded with a circular "SACRAMENTO City/JUL/5/1860/Cal" marking along with a bold "FORWARDED/3[¢]" to Weaverville, Ca., where James Denver was supposed to be.

These three covers tell me to never say I have completely covered a topic. In this case, the subject is forwarding of the mail.

Forwarded mail is a challenging and rewarding area to collect where new and different uses can be always found.

BUTCHER & GIBBS PLOW LOGO

I always find Labron Harris' Classic U.S. Postal History column enjoyable. I especially liked his column titled "Letterhead design inspires Spanish-American War patriotic cover cachet" in the Aug. 17 *Linn's Stamp News*, in which he describes a patriotic cachet on a Bucher & Gibbs Plow Co. cover.

The patriotic cachet was designed after the logo on the company's letterhead. The logo shows a farmer emphatically touting the merits of his Bucher & Gibbs plow to a businessman standing nearby, presumably from a rival plow company attempting to sell the farmer a different plow.

The Bucher & Gibbs plow model was, appropriately enough for the late 19th century, known as "The Imperial."

Joshua Gibbs (1803-75) founded the Joshua Gibbs Plow Co. in Canton, Ohio, in 1836. It became the Bucher & Gibbs Plow Co. in 1864 when John Rex Bucher (1827-92), a prominent Canton resident and manufacturer of cooking stoves, joined with Gibbs.

Because the Imperial plow was the company's most important product, the farmer and businessman logo featured prominently in advertising for many years. It was displayed on trade cards, corner cards, advertising pins, calendars, pocket mirrors and, as Harris pointed out, letterhead.

An earlier version of the logo appears on the message side of a United States 1881 1¢ Liberty postal card (Scott UX7). The logos that appeared later are oriented with the farmer on the right and the businessman on the left, but in this early incarnation, a slightly different-looking farmer with his hand raised is on the left, and the businessman is on the right.

The message side of this United States 1881 1¢ Liberty postal card features a faint Bucher & Gibbs Plow Co. logo similar to those illustrated in the Classic U.S. Postal History column in the Aug. 17 issue of *Linn's*.

I'd be interested in knowing what became of the Bucher and Gibbs Plow Co.; it was still in business as late as 1928.

I look forward to more of Harris' articles.

Vince Centonze
Lake Alfred, Fla.

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BY LABRON HARRIS

Exploring the Kicking Mule fancy cancellations of 1898 and later

C.A. KLINKNER CREATED A KICKING MULE CANCELING DEVICE THAT HE SOLD TO THE POSTMASTERS OF FIVE WESTERN TOWNS IN CALIFORNIA AND WASHINGTON STATE.

Kicking Mule cancellations have long been a favorite collecting area of fancy cancellation collectors. C.A. Klinkner of Klinkner & Co. created a duplex cancel for postmarking stamps using a kicking mule as the canceler. He sold the device to the postmasters of five Western towns: Neah Bay, Wash.; Port Townsend, Wash.; Goleta, Calif.; Susanville, Calif.; and Forbestown, Calif.

The first buyer of this device, in 1880, was William Henry Harrison Learned, the postmaster of Port Townsend. The others purchased the cancel later. This cancelation was used by Learned during the remainder of his tenure as postmaster, until 1890.

Then his son, A. Francis Learned, became postmaster and continued using Kicking Mule cancels. He was postmaster during 1890-94 and then again from 1898 to 1915.

This month's column is concerned with Kicking Mule cancels from the period of 1898 and later. By this time, the other four post offices that had used the Kicking Mule cancel had discontinued its use.

Figure 1. Covers from the late 19th century bearing Kicking Mule cancellations are a popular collecting area. This registered cover was sent in 1900 by J.C. Perry in Port Townsend, Wash., to W. Sellschopp, a prominent San Francisco stamp dealer. All five stamps bear a single Kicking Mule cancellation.

Figure 2. The stamps on this 1900 registered cover sent by D.E. Brown in Port Townsend to a fellow collector in Lamar, Mo., are canceled by less than perfect strikes of the Kicking Mule cancel. This occurred because the canceling device was wearing out.

Moises Klinkner & Co., the successor of Klinkner & Co., made another Kicking Mule cancel. It was not a duplex cancel, and the kicking mule was separate from the town cancel. This cancel was used only by Port Townsend postmaster A. Francis Learned. He used it almost exclusively on registered mail and packages, with an occasional use on a postage due stamp.

In this article, I will show three covers that illustrate how the kicking mule was used to cancel stamps during this period.

There were three prominent stamp collectors that sent a great deal of registered mail with Kicking Mule cancels to their friends and fellow collectors. Their names were J.C. Perry, Dr. C.H. Gardner and D.E. "Dale" Brown. They would use a number of lesser value definitive (regular-issue) and commemorative stamps on their registered covers. Because their covers were so colorful, many survived and were kept intact by their recipients.

These three men are the source of many of the existing Kicking Mule cancels on covers during this period.

Much of this mail was saved as covers, and these covers today are in demand by many fancy cancel collectors.

An example of a cover sent by Perry is illustrated in Figure 1. It was sent in 1900 to W. Sellschopp, a prominent San Francisco stamp dealer. It is franked with a pair of 1895 2¢ red First Bureau stamps, an

1898 2¢ Trans-Mississippi and a pair of the 1897 2¢ red First Bureau stamps. The stamps, all bearing Kicking Mule cancels, paid the 8¢ registry fee and the 2¢ postage.

These internal United States registered covers from Perry all have a green Port Townsend registry marking on the front. The marking is very lightly applied in the lower left corner on the Figure 1 cover.

The second cover, pictured in Figure 2, was sent in 1900 by Brown to a fellow collector in Lamar, Mo. It is franked with two 1¢ green and one 8¢ First Bureau stamps paying the 8¢ registry fee and the 2¢ postage. The stamps are canceled by less-than-perfect strikes of the Kicking Mule cancel. This occurred because the canceling device was wearing out, and its use was not uncommon in this period. The cover also has a green Port Townsend registry mark on the left side.

The cover has an enclosure discussing a Mexican stamp purchase, but the cover contained nothing of value. The only reason it was registered was to create a cover with a number of stamps bearing Kicking Mule cancels.

The last cover, shown in Figure 3, is more unusual. It was sent by Gardner, who was at the U.S. Marine Hospital in Port Townsend, to Hamburg, Germany, in 1900. This cover is part of a larger correspondence.

The 2¢ stamped envelope is additionally franked with three 5¢ blue and one 1¢ green First Bureau stamps to pay the Universal Postal Union double-weight letter rate of 10¢ and the 8¢ registry fee. All the stamps and the envelope indicium are canceled with Kicking Mule markings.

There is a faint green Port Townsend registry marking at lower right on the cover as well as a purple "REGISTERED RETURN RECEIPT DEMANDED" handstamp on the left side. A partial New York, N.Y., registry exchange label is over the pair of 5¢ stamps at bottom.

This cover has the appearance of a more commercial use than the Perry and Brown covers in Figures 1 and 2, respectively.

Figure 3. This Kicking Mule cover is more unusual. It was sent by Dr. C.H. Gardner, who was at the U.S. Marine Hospital in Port Townsend, to Hamburg, Germany, in 1900. This cover is part of a larger correspondence. This cover has the appearance of a more commercial use than the covers shown in Figures 1 and 2.

Because of their popularity, the Kicking Mule cancels have often been faked. There are a great many recognized types of fakes known. Other articles and publications have described these fakes, and most are easily identified.

I will not get into that area in this article but beware before buying an off-cover stamp with a Kicking Mule cancel. The covers shown here are authentic and are typical of what one will find during this later period.

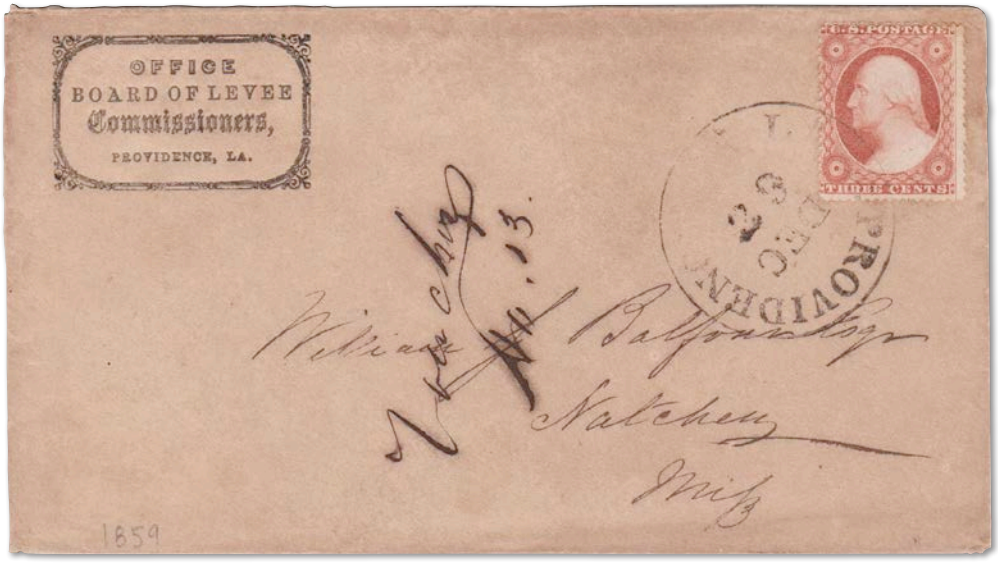
I would like to thank Adam Gruen for his input in this article. His knowledge and cooperation made it possible. Of course, any errors are mine and should not be attributed to anyone else.

BY LABRON HARRIS

Contents of 1859 cover tell story about river levees and Mississippi landowners

A POSTAL HISTORY WEBINAR SPURS AN INVESTIGATION INTO THE CONTENTS OF A COVER DEALING WITH LEVEE TAXES ALONG THE LOWER MISSISSIPPI RIVER.

When giving advice, I have always said, "Practice what you preach." More specifically my advice is to always examine the contents of a cover to see what story it might tell. In the case of the cover pictured here, I didn't immediately follow my own advice.



In an effort to practice what he preaches, author and postal historian Labron Harris took the time to examine and research the contents of this 1859 cover sent by the Board of Levee Commissioners in Lake Providence, La., to a wealthy plantation owner in Natchez, Miss. He reports his findings in the column.

I have owned this cover a great many years, but until I watched a webinar on postal history recently and saw the depth someone could go into researching a cover, I never bothered to look at it closely.

The simple corner card (return address) on the cover reads "OFFICE BOARD OF LEVEE Commissioners, PROVIDENCE, LA." I found out a great deal about this cover while researching the board.

When people began to move to the lower Yazoo-Mississippi River basin area in the early 1800s, extensive flooding in the spring was a problem. They built earthen dams called levees to hold back the floodwaters. Landowners were responsible for maintaining their own levees. If they didn't, not only were their lands flooded, but their neighbors' lands were also.

In 1858 the Board of Levee Commissioners was created to oversee the levees on a 163-mile stretch of the lower Mississippi River. It oversaw the maintenance and construction of these levees.

For this service, the board charged a fee (tax), and this cover contains receipts from people who paid this fee. The cover was sent in 1859 from Lake Providence, La., in East Carroll Parish, which is the farthest northeastern parish in Louisiana and is located on the Mississippi River.

The cover's enclosures were two receipts and a letter of explanation from a tax collector of the Board of Levee Commissioners in Lake Providence. The receipts were in the amount of $275.87 and $1,757.82 for levee taxes in 1859.

The cover was sent to Natchez, Miss., and addressed to William S. Balfour, the son of William L. Balfour, one of the early settlers of the region.

The senior Balfour owned a great many plantations along the Mississippi and was one of the wealthiest people in the area. His sons inherited his holdings upon his death in 1857.

Docketed in manuscript on the front of the cover is "Levee chg No.13." If this notation designates the taxes for the 13th Balfour plantation, one gets an idea of how extensive the family's holdings were.

The area surrounding the lower Mississippi River was the scene of many major battles during the Civil War (1861-65). The war caused a great deal of damage to this area, and many levees were destroyed or became nonfunctional.

After the war, the Board of Levee Commissioners again became overseers of the levees, which were rebuilt. The board continues its work even to this day.

Once again this column's subject shows that each cover tells a story. Some of these stories are more important than others. Nonetheless we need to take the time to do basic research on covers we encounter, so that more of their stories can be told. I am going to make more of an effort to practice what I preach.

BY LABRON HARRIS

Unlisted fancy cancels on U.S. first-issue 3¢ Nesbitt stamped envelopes

THE SEVEN COVERS DISCUSSED IN THE COLUMN FEATURE FANCY CANCELS THAT ARE NOT LISTED IN 'UNITED STATES CANCELLATIONS 1845-1869.'

Hubert Skinner and Amos Eno were longtime collectors of fancy cancels. They each spent years accumulating stamps, covers and information on these popular markings.

In 1980 they collaborated on writing the bible of fancy cancels, *United States Cancellations 1845-1869*, which was published by the American Philatelic Society and the Louisiana Heritage Press of New Orleans. Since then many new cancels have been found.

As an accumulator of U.S. first-issue 3¢ Nesbitt stamped envelopes, I have acquired over time a few unlisted cancels on these envelopes, seven of which I illustrate in this column.

(The Nesbitt envelopes are named for their printer, George F. Nesbitt & Co. in New York, N.Y.)

I have included the 1855 proceeds of each post office and the postmasters' names to give an idea as to the size of the post offices that created these cancels. This was done because the first-issue Nesbitt envelopes were in use from 1853 to 1860. Therefore 1855 seemed to be a good date to use.

Figure 1 is a cover from Shirleysburg, Pa., to Philadelphia with a red Sept. 15 circular datestamp and a black serifed cross canceling the 3¢ stamp indicium. The Shirleysburg post office, with less than $40 in business in 1855, was not large. The postmaster was Eliza Sloan.

A cover from Mason, Ohio, to Lebanon, Ohio, with a black Oct. 27 circular datestamp and an unusual circular handstamp with an ornate interior canceling the indicium is pictured in Figure 2. The post office at Ma-

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Figure 1. The fancy cancel on this United States first-issue 3¢ Nesbitt stamped envelope sent from Shirleysburg, Pa., to Philadelphia is not listed in *United States Cancellations 1845-1869* by Hubert Skinner and Amos Eno. The fancy cancels on the covers in Figures 2 through 7 also are not listed in Skinner and Eno's book.

Figure 2. An unusual circular handstamp with an ornate interior was used to cancel the 3¢ stamp imprint on this cover mailed from Mason, Ohio, to Lebanon, Ohio. The black circular datestamp at left is dated Oct. 27.

Figure 3. This cover mailed from Farmington, N.H., to Chester, N.H., features a black May 15 circular datestamp and a "US" in a circle fancy killer canceling the stamp imprint.

Figure 4. A socked-on-the-nose strike of a fancy cancel consisting of a circle containing stars surrounding a cogwheel gives eye appeal to this 3¢ Nesbitt envelope mailed from Hinsdale, Mass., to Turtle Creek, Pa.

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son had more than twice the business of the Shirleysburg post office in 1855. The postmaster was D.W. Vandyke.

The cover in Figure 3 was sent from Farmington, N.H., to Chester, N.H., with a black May 15 circular datestamp and a "US" in a circle fancy killer canceling the stamp imprint. The post office at Farmington recorded more than $300 in proceeds in 1855. Warren H. Parmenter served as the postmaster.

Figure 4 is a cover from Hinsdale, Mass., to Turtle Creek, Pa., with a black Dec. 26 circular datestamp and a socked-on-the-nose strike of a fancy cancel consisting of a circle containing stars surrounding a cogwheel. The Hinsdale post office, under the direction of postmaster Monroe Emmons, had less than $200 in proceeds in 1855.

The Figure 5 cover from Clarksville, Ark., to Little Rock, Ark., has a black Feb. 16 circular datestamp and a fancy killer consisting of dots in a circle canceling the 3¢ indicium.

Figure 5. This cover from Clarksville, Ark., to Little Rock, Ark., has a black Feb. 16 circular datestamp and a fancy killer consisting of dots in a circle canceling the 3¢ indicium. The fancy cancel has the appearance of a patent cancel.

This fancy cancel has the appearance of a patent cancel, which was designed to damage the paper of the stamp to prevent reuse. Patent cancels appeared much later.

The post office at Clarksville had almost $400 in proceeds in 1855. The postmaster was C.N. Gossett.

Figure 6 illustrates a 3¢ Nesbitt envelope mailed from Oxford, Ga., to Montgomery, Ala., with a blue April 27 circular datestamp canceling the indicium and a matching blue "3" in an eight-point star and a blue "PAID" to the left of the datestamp. In 1855 the Oxford post office had almost $600 in proceeds. J.T. Parker served as the postmaster.

A cover from Zero, Miss., to Huntsville, Ala., with a black circular datestamp and a "PAID" between two lines canceling the 3¢ stamp imprint is shown in Figure 7. The Aug. 28 mailing date is written in manuscript inside the datestamp. The killer is a most striking cancel and is my favorite of the ones presented here.

Figure 6. The circular datestamp, the "3" in an eight-point star and the "PAID" marking on this 3¢ Nesbitt envelope were struck in blue. The cover was mailed from Oxford, Ga., to Montgomery, Ala.

Figure 7. This cover from Zero, Miss., to Huntsville, Ala., shows a black circular datestamp and a "PAID" between two lines canceling the 3¢ stamp imprint. The Aug. 28 mailing date is written in manuscript inside the datestamp.

The Zero post office, with postmaster Owen Pigford in charge, recorded less than $30 in proceeds in 1855, the lowest total of the post offices mentioned in this column.

I know there are a great many fancy cancels during this period that are not listed in Skinner and Eno's book.

Efforts are being made to update the known fancy cancels, and the seven covers discussed here have been given to the new authors who are updating Skinner and Eno's work.

I have other first-issue Nesbitt envelopes bearing fancy cancels. The covers in this column highlight examples of some of the various cancel types.

BY LABRON HARRIS

An appreciation of the short life of Milam and Holmes machine cancels

JOHN MILAM AND SAMUEL HOLMES BEGAN MANUFACTURING MACHINE CANCELERS IN 1896. THEIR DEVICES PROVED IMPRACTICAL AND WERE DISCONTINUED IN 1899.

The decade of the 1890s was a time of great change in the United States. The telephone became available for use, electricity began lighting up the cities, and the forerunners of the automobile appeared. These are only a few of the innovations that occurred during this time.

Of interest to postal historians was the influx of different types of machine cancelers competing for the U.S. Post Office Department's business.

Two manufacturers, the International Postal Supply Co. and the American Postal Machines Co., produced machine cancelers that became the ones that were predominantly used. The American Postal Machines Co. created the distinctive flag machine cancels in 1894.

Other manufacturers made interesting machine cancels that were not widely accepted and soon disappeared from the scene. One of these, Milam and Holmes, is the subject of this month's column.

Figure 1. Milam and Holmes produced a small number of eye-appealing machine cancellations in the 1890s. This cover, mailed April 6, 1897, from Frankfort, Ky., to Washington, D.C., features the distinctive eagle cancel of Frankfort, the most common of the Milam and Holmes cancels.

Figure 2. The back of this cover mailed in late August 1897 from Tyrone, Ky., to Frankfort shows a variety of the Frankfort eagle cancel on the Figure 1 cover.

In 1896 John Milam and Samuel Holmes of Frankfort, Ky., began manufacturing machines that produced cancels that went from the mundane to the spectacular. The devices proved impractical, and their use was discontinued in 1899.

They produced six machine cancelers, one for use in Lytle, Ga.; one for use in Louisville, Ky.; and four for use in their hometown, Frankfort.

Five of the six devices were repeaters, which means the canceler made multiple impressions in a continuous run across the envelope. Only one machine canceler, which produced a receiving mark, was not a repeater.

In this column, I am showing three cancels from Frankfort and one from Lytle. These four give a good overview of Milam and Holmes cancels.

The most spectacular cancel Milam and Holmes made, which is one of the most attractive of this era, was the eagle cancellation from Frankfort. It is the most common of the Milam and Holmes cancels, probably because it is so distinctive that it was saved by many people who received it on their mail.

Figure 1 shows an example dated April 6, 1897, at 11:30 a.m. of a cancel of an eagle with its wings spread canceling a 2¢ Washington stamp from the First Bureau Issue. The cover was sent to Washington, D.C.

Figure 2 shows a variety of the same Frankfort eagle cancel used as a receiving backstamp on a cover from Tyrone, Ky., to Frankfort.

The cancel is much darker than the cancel on the Figure 1 cover because it was applied soon after the machine was re-inked.

There are two clearly struck

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Figure 3. Wavy lines are the distinctive feature of the Milam and Holmes machine cancellation on this cover marked "Private" and mailed Nov. 22, 1897, from Frankfort, Ky., to an attorney in Cincinnati, Ohio.

Figure 4. A four-bar Milam and Holmes machine cancel from Lytle, Ga., ties the 2¢ George Washington stamp on a Spanish-American War patriotic cover mailed June 6, 1898, to Wilkes-Barre, Pa. The decorative cachet features an eagle and shield in front of the flags of the United States and Cuba.

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eagles and part of a third, but the unusual aspect of the cover is the date of the cancel. It reads "AUG 28 29 6 PM 1897" in the central repetition.

There are two days in the canceler, Aug. 28 and Aug. 29. Whether this was an error or a time-saving device so the clerk would not have to change the cancel date we do not know, but it is certainly of interest.

The next two Milam and Holmes cancels are much scarcer.

Figure 3 pictures another cover from Frankfort. The wavy-line cancel on this cover is also a repeater. Unfortunately the Frankfort imprint in the cancel obscures the word "Private," which was written on the envelope.

The cancel reads "FRANKFORT, KY. NOV 22 5 PM 1897," and the wavy lines tie the 2¢ Washington stamp to the cover. The cover was mailed to Cincinnati, Ohio.

Figure 4 illustrates an attractive cover bearing a Milam and Holmes four-bar cancel from Lytle, Ga.

This cancel is not as scarce as the one on the Figure 3 cover, but that probably is because many of the cancels were used on Spanish-American War patriotic covers from Camp Thomas near Lytle, and these covers were saved.

Why Milam and Holmes decided to use the cancel at a place with limited usage in Georgia, which is far from Frankfort, I don't know. But I am glad they did.

The cover was sent to Wilkes-Barre, Pa.

The cachet at left features a patriotic design of an eagle and shield in front of the American and Cuban flags.

The 2¢ Washington stamp is canceled by a four-bar repeating cancel that reads "LYTLE GA. JUN 6 5 PM 1898."

Even though Milam and Holmes machine cancels had a short life span, they are unusual and widely sought after by collectors.

There are a great many other short-lived machine cancels used in the decade of the 1890s, and they also are eagerly pursued by collectors.

Postal history from the 1890s presents a great opportunity for those who want to collect an interesting area with a great many postal innovations.

BY LABRON HARRIS

Collector-inspired 8¢ rate covers sent from Guam to the United States in 1899

THE FRANKINGS ON THESE COVERS CONSIST OF UNITED STATES 1894 1¢, 2¢ AND 5¢ FIRST BUREAU STAMPS OVERPRINTED "GUAM" FOR USE ON MAIL SENT FROM THERE.

I have been a longtime collector of the United States 1894 First Bureau Issue stamps, including those overprinted for use from the U.S. possessions of Cuba, the Philippines, Puerto Rico and Guam.

In my accumulation of covers, there are some franked with stamps overprinted "GUAM" paying an 8¢ rate to the United States. I always assumed they were paying the previous Spanish rate.

I got into a discussion with a friend, and he thought the 8¢ rate paid for registration. In order to resolve this issue, I contacted a member of the United States Possessions Philatelic Society and asked for information about this rate. A member of the society provided an article published in *Possessions*, the society's official journal, which gave the justification for this 8¢ franking.

My friend and I were both wrong. The answer was simple.

The first Guam overprinted First Bureau Issue stamps sent to Guam on the *USS Yosemite* were the 1¢ (10,000 stamps; Guam Scott 1), 2¢ (10,000; 2) and 5¢ values (5,000; 5). People created souvenirs by putting these three stamps on covers and sending them back to the United States.

The *USS Yosemite* left New York City with the overprinted stamps in early May 1899. On the ship was Capt. Richard P. Leary,

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Figure 1. In 1899 collectors created a number of souvenir covers franked with United States 1894 1¢, 2¢ and 5¢ First Bureau Issue stamps overprinted "GUAM" for use on mail sent from the island possession to the United States. W.H. Rush, the ship's surgeon aboard the *USS Solace*, sent this Guam 8¢ rate cover to his wife in Philadelphia.

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who was to be the governor of Guam.

To the consternation of stamp collectors, Leary would not sell any of his supply to them before he arrived in Guam because he felt that the initial limited supply should only be available to people mailing covers from Guam.

He arrived in Guam on Aug. 15, 1899, and set up postal operations. Subsequently, collectors began to send covers from Guam back to the United States. They created a number of unusual philatelic items, including 8¢ rate covers.

The first such covers, one of which is illustrated in Figure 1, were prepared by W.H. Rush, the ship's surgeon on the *USS Solace*, who sent them to his wife in Philadelphia.

The official U.S. post office remained on the *USS Yosemite* under the direction of the acting postmaster, Chief Yeoman Thomas F. Hobby, until Nov. 25, 1899, in the city of Agana, Guam. Nonetheless, assistant postmaster Juan Perez canceled some mail with on-hand Spanish Marianas canceling devices. The Figure 1 cover was canceled in September 1899 with the Marianas canceler.

James Makins, a collector from San Francisco, created 25 8¢ rate covers. One of his covers is pictured in Figure 2.

Makins arranged for the covers to be canceled by the postmaster at San Luis D'Apra, Guam, a coastal city south of Agana, on the day the post office opened, Dec. 9, 1899.

San Luis D'Apra proved to be a popular spot to have souvenir covers canceled, as shown by the two covers in Figure 3. One

Figure 2. James Makins, a collector from San Francisco, created 25 Guam 8¢ rate covers. All of them, including the cover shown, were canceled at San Luis D'Apra, Guam, on Dec. 9, 1899, the day the post office opened.

Figure 3. San Luis D'Apra proved to be a popular spot to have souvenir covers canceled. Robert E. Cox was a collector and probably had other covers serviced, while the one sent to William (abbreviated "Wm" in the address) Eubary might have been the only one sent to him.

is addressed to Robert E. Cox, who was a collector and probably had other covers serviced, while the one sent to William (abbreviated "Wm" in the address) Eubary might have been the only one sent to him.

Some of the covers from San Luis D'Apra, including the two in Figure 3, had the stamps additionally canceled with so-called bear's claws markings. Other covers did not receive this distinctive cancel.

This is only a brief review of the philatelically inspired 8¢ rate covers from Guam. Others with different Guam cancels probably exist.

Later, the United States sent more of these low-denomination Guam overprinted stamps to the island, and they continued to be used until the supply of them ran out.

Regular U.S. stamps became available when the U.S. Post Office Department took over the operation of the Guam post offices on March 29, 1901. At that time, both Guam overprinted stamps and U.S. stamps without overprints could be used.

BY LABRON HARRIS

Interpreting steamboat markings on mail to New Orleans in the 1850s

REGULATIONS OF THE U.S. GOVERNMENT INFLUENCED POSTAL RATES FOR MAIL CARRIED ABOARD STEAMSHIPS THAT OPERATED ON VARIOUS U.S. RIVERS.

In 1811 Robert Fulton found a way to run a boat by utilizing steam power to operate a paddle wheel that could move the vessel backward or forward. Fulton's steamboat *Clermont* is shown on the Figure 1 picture postcard.

The invention of the steamboat revolutionized travel in the United States. Now someone could ship goods more easily and effectively or travel more rapidly and comfortably from place to place utilizing river routes.

Steamboats also expedited the delivery of the mail. In order to carry the mail, steamboats had to follow a U.S. government regulation that stated mail carried on board had to have the same amount of postage affixed as mail being carried by the U.S. Post Office Department. Certain items such as bills of lading were exempt from this requirement.

In 1853 the U.S. government began printing postal stationery that was widely used to meet this regulation. In this column I discuss some covers that demonstrate how steamboat mail coming into New Orleans was handled.

Figure 2. This cover was carried by the steamboat *Piota* outside of the U.S. mail system to New Orleans. The cover is marked with a blue "STEAM BOAT PIOTA" handstamp with no indication of postal service.

Figure 2 shows a cover carried by the steamboat *Piota* outside of the U.S. mail system to New Orleans. The *Piota* operated on both the Mississippi and Red rivers.

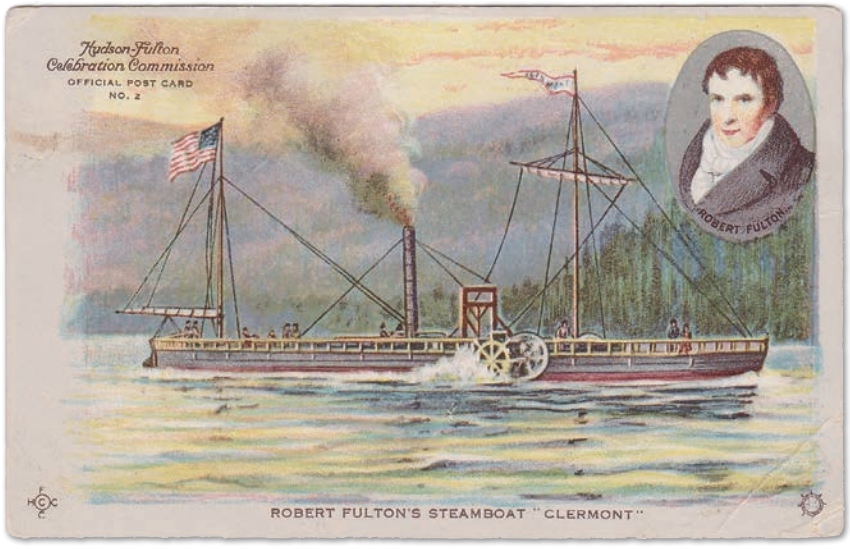

Figure 1. Robert Fulton's steamboat *Clermont* is illustrated on this picture postcard.

The cover is marked with a blue "STEAM BOAT PIOTA" handstamp with no indication of postal service. It met the government requirement of having 3¢ postage because of the 3¢ indicium on the Washington stamped envelope.

Covers such as the one in Figure 2 raise an interesting question: Was someone paid extra for this steamboat service? It seems likely, but because it was carried outside the U.S. mail there is no reliable information on whether or not this was done.

Perhaps it was done as a favor for important clients such as Buchannon, Carroll and Co., the addressee of the Figure 2 cover. Many similar covers are addressed to this firm. In any case, the Figure 2 cover is an attractive use.

Figure 3 features a cover carried on the Mississippi River

Figure 3. The steamboat *Southern Belle* carried this cover on the Mississippi River. The "ROUTE 7309" handstamp designates the steamboat route on the Mississippi River from Vicksburg, Miss., to New Orleans, the cover's destination.

steamer *Southern Belle*, which had a route agent on board. The cover bears a "STEAM BOAT SOUTHERN BELLE" marking and a double oval "ROUTE 7309" handstamp.

Some steamers carried U.S. postal representatives, called route agents, that handled the mail. Routes were designated by numbers. In the case of the Figure 3 cover, 7309 was the mail route on the Mississippi River from Vicksburg, Miss., to New Orleans. The 3¢ Washington stamped envelope paid the postage because in this case it was considered regular mail. The route agent marking on this cover was not normally used, and there are very few types of this marking known.

Figure 4 illustrates a cover that was picked up by the Red River steamboat *Sydonia* that had a contract to carry the mail; the 3¢ Washington envelope paid the postage.

Most of the mail carried aboard steamboats came from a post office and was bagged. This cover was picked up along the way and was not in a mailbag.

If a route agent was not aboard, the captain or (more often) his clerk handled the letter. If a route agent was aboard, he handled the cover.

When the Figure 4 cover reached New Orleans, it was marked "WAY" to indicate it was not in a mailbag and to note that the recipient had to pay an additional 1¢ for this service. This was the amount given to the steamboat by the New Orleans post office for carrying the letter outside the regular mail. This is the only situation where someone had to pay a fee on mail sent to New Orleans by a steamboat.

Figure 5 features a cover carried on the Mississippi River steamboat *Steamer Duke*, which had no contract to carry mail.

The cover was given to the steamboat, which carried it to New Orleans. Upon arrival, the cover was marked "STEAM" and then entered the mail for subsequent delivery to the recipient.

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Figure 4. The Red River steamboat *Sydonia*, which had a contract to carry the mail, transported this cover to New Orleans. Upon arrival, the cover was marked "WAY" to indicate it was not in a mailbag and to note that the recipient had to pay an additional 1¢ for this service. This was the amount given to the steamboat by the New Orleans post office for carrying the letter outside the regular mail.

Figure 5. This cover was carried to New Orleans on the Mississippi River steamboat *Steamer Duke*, which had no contract to carry mail. Upon arrival, the cover was marked "STEAM" and then entered the mail for subsequent delivery to the recipient.

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Post Office Department regulations required a steamboat to carry prepaid mail without any compensation from 1855 to 1861, and for the most part, steamboats did so beginning in 1853. Perhaps there was some off-the-books payment for this service, but it was not necessary.

Steamboats remained an important part of U.S. transportation service for many years past the 1850s.

As the railroad system expanded, it began to take the dominant role in moving people and goods around the country, and the importance of steamboats waned.

But we can still imagine them going up and down the rivers of our country.

BY LABRON HARRIS

An unusual trio of uses of U.S. 1¢ Ulysses S. Grant postal card

BECAUSE OF ITS LARGE SIZE, THE 1891 1¢ BLACK GRANT POSTAL CARD REQUIRED A TOTAL OF 5¢ POSTAGE WHEN SENT TO A UNIVERSAL POSTAL UNION DESTINATION.

You can learn something new every day. Recently I published an article on the United States-German seapost in another publication. In that article, I pictured a U.S. 1891 1¢ black Ulysses S. Grant postal card (Scott UX10) uprated with 1893 4¢ and 5¢ Columbian stamps (233 and 234, respectively), making a total of 10¢ postage. This card is shown in Figure 1.

There was no writing on the back of the card, so I considered it a philatelic souvenir. Was I ever wrong. After a friend of mine, Ken Lawrence, read the article, he asked if he could acquire the card. We agreed on a price, and I sent it to him. He then explained the card in an article that has since been published in another publication.

After doing his due diligence, he determined that the card was a supplementary mail use. I learned (but should have known) that in order for a postal card to go to a foreign Universal Postal Union destination at the 2¢ rate, it had to be the standard postal card size. In the case of the Figure 1 card, it was a larger card that required the UPU letter rate of 5¢.

Supplementary mail is mail that pays the double postage rate to get it posted later than the normal time for pickup.

The time for the Figure 1 card to be posted in order to pay the normal 5¢ rate was 6 a.m. The ship sailed at 9 a.m., so the card was received for mailing after 6 a.m. and before 9 a.m. To get the card on board, it was necessary to pay the late fee, or supplementary mail charge, of double the normal rate of 5¢, which was 10¢. So the sender paid the normal rate of 5¢ with a 4¢ Columbian and the 1¢ postal card and the supplemental fee of 5¢ with a 5¢ Columbian.

It is still a philatelically inspired card, but it paid the correct rate and is a great item. I should have known better.

In my collections. I have two oversized 1¢ Grant postal cards that were treated correctly for overseas use.

The first, illustrated in Figure 2, is a 1¢ Grant card with 1890 1¢ Franklin and 3¢ Jackson stamps (Scott 219 and 221, respectively) added, correctly paying the 5¢ rate for overseas use. It was mailed in August 1894 from Chicago to Munich, Germany.

The second card, illustrated in Figure 3, shows a 3¢ underpayment of the 5¢ rate. The sender attempted to send it by the usual 2¢ postcard rate by adding a 1¢ Franklin stamp (Scott 219). Because of the card's size, it was not accepted and was marked due 15 centimes (equivalent to 3¢) in New York, as indicated by the handstamp at lower left.

Upon reaching England it was handstamped "3 F.B." (3 pence, Foreign Branch), which is equal to 6¢. Because the

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Figure 1. The larger size of the United States 1891 1¢ Grant postal card meant that 5¢ postage was required if sent to a foreign Universal Postal Union address. This card, sent to Germany in 1893, also incurred an additional 5¢ supplementary mail fee because it was posted later than the normal 6 a.m. for pickup.

Figure 2. This 1¢ Grant postal card, mailed in August 1894 from Chicago to Munich, Germany, bears additional 1¢ and 3¢ stamps to correctly pay the UPU 5¢ letter rate.

Figure 3. This 1¢ Grant postal card, sent in March 1894 from Lyons, Texas, to Dartford, England, shows a 3¢ underpayment of the 5¢ rate. Because the card was shortpaid, the recipient, under UPU regulations, had to pay 6¢, double the deficiency of 3¢, or 3 pence, as indicated by the British "3 F.B." handstamp.

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card was shortpaid, the recipient, under UPU regulations, had to pay 6¢, double the deficiency of 3¢, or 3d. The card was sent in March 1894 from Lyons, Texas, to Dartford, England.

In retrospect, I should have thought about why the card in Figure 1 was sent with 10¢ postage. But I was lax in making the effort to find out the correct information. Lawrence is not only a good writer but a better researcher, and maybe I will be able to follow his lead in the future. I hope I have learned a valuable lesson, one we all can benefit from.

BY LABRON HARRIS

Markings document covers sent to dead letter office in Washington, D.C.

MARKINGS SUCH AS "ADVERTISED" AND "NOT CALLED FOR" WERE APPLIED TO COVERS WHEN THE RECEIVING POST OFFICE COULD NOT LOCATE THE ADDRESSEE.

A few months ago, I acquired a number of dead letter office covers. These covers have markings that were used after the United States Post Office Department regulation concerning the handling of dead letters was changed and subsequently enacted on Feb. 27, 1861.

In general, dead letters are those that cannot be delivered to the addressee for one reason or another.

In the regulation, the POD changed the way dead letters were handled, mainly by beginning to return dead letters to the mailing post office in special envelopes in an effort to find the sender.

Upon opening, however, the majority of the dead letters were found to not be of enough importance to be returned to the sender. This led to me examining these less important covers to see how they were handled, and this is the subject of this month's column.

The procedure for handling this sort of mail remained basically the same after the enactment of the Feb. 27 regulation. If the cover reached the addressee's post office and was not picked up, a notice would be placed in the local newspaper and in the post office. This mail was marked "ADVERTISED" in some way.

If, after a month or so, the letter was not picked up, it would be marked "NOT CALLED FOR" or some similar marking and sent to the dead letter office in Washington, D.C., to be

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Figure 1. This cover was sent from Cincinnati to Louisville, Ky., on May 26. Because it was not picked up by the addressee, it was marked with a "LOUISVILLE ADVERTISED" circular handstamp dated June 7.

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processed. When the local post office sent it to Washington, it was postmarked on the back by the returning post office's cancel dated the day it was sent.

As a result of handling mail this way, as a cover worked its way through the mailstream, it might be marked first on the front, next on the back or front, then finally on the back again. If a letter was not important enough to be returned to the sending post office, it was not marked with a Washington dead letter office marking. Four examples of such covers are shown.

The first cover, pictured in Figure 1, was sent from Cincinnati to Louisville, Ky., on May 26. Because it was not picked up by the addressee, it was marked with a "LOUISVILLE ADVERTISED" circular handstamp dated June 7. The addressee saw the newspaper advertisement for the cover and subsequently picked it up at the post office.

More often than not, however, such advertised letters could not be delivered.

The next cover was mailed from Michigan Oct. 1 and marked Oct. 17 with the same "LOUISVILLE ADVERTISED" handstamp as the Figure 1 cover to indicate that it was not picked up.

Figure 2 shows the back of this cover. It is marked "NOT CALLED FOR" in a circle and was sent to the dead letter office in Washington, as shown by the Louisville postmark dated Nov. 19.

Illustrated front and back in Figure 3 is a cover from Cincinnati to San Francisco dated April 4. When the letter was not picked up, it was marked "ADVERTISED" at upper left. After more time passed and the cover was not picked up, it was marked with a red orange "PERSON ADDRESSED CANNOT BE FOUND" boxed handstamp.

On the back, it was marked with a large "SAN FRANCISCO CAL ADVERTISED" circular handstamp dated May 12, the date the cover was advertised, as indicated by the "ADVERTISED" handstamp on the front.

When the marking indicating the addressee could not be found was placed on the front, it was sent to the dead letter office in Washington on June 12, as indicated by the San Francisco double-outline

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Figure 2. The "NOT CALLED FOR" marking on the back of this cover mailed from Michigan to Louisville indicates it was returned to the dead letter office in Washington, D.C. The date of return is shown by the Nov. 19 Louisville handstamp.

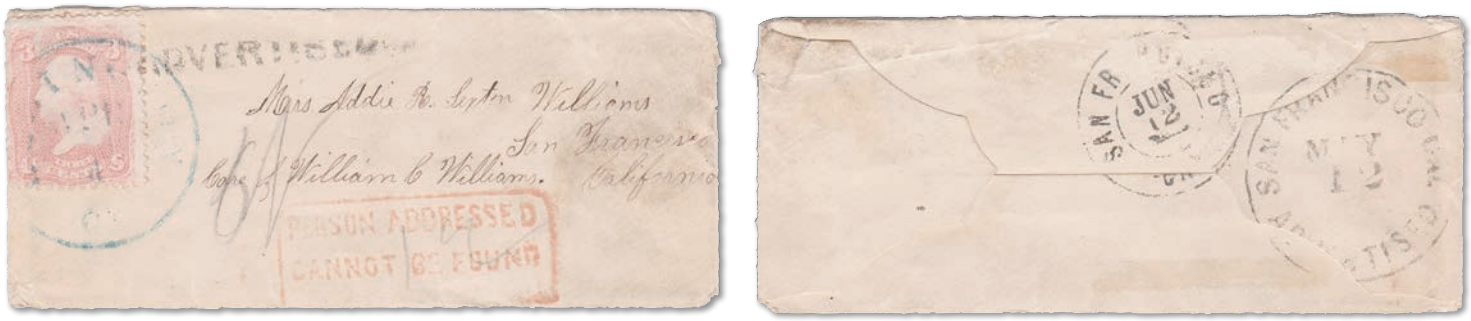

Figure 3. More than two months passed from the time this cover was mailed April 4 from Cincinnati to San Francisco before it was sent June 12 to the dead letter office in Washington. Various markings show that the cover was advertised and that the addressee could not be located.

Figure 4. The St. Louis postmark with the word "DEAD" in it, as seen on the back of this cover mailed from Ohio to St. Louis, indicates that the cover was sent to the dead letter office in Washington after it could not be delivered to the addressee. A similar "DEAD" marking was used in Chicago and Philadelphia. Markings on the front show that the cover was advertised and uncalled for after it arrived in St. Louis.

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circular datestamp on the back.

The fourth cover, pictured front and back in Figure 4, was mailed Dec. 2 from Ohio to St. Louis. On Dec. 14, it was marked "ADVERTISED" in a manner similar to the Figure 1 and Figure 2 covers, but the addressee did not pick it up. The cover was then handstamped on the front with "UNCALLED FOR" in a truncated oval.

The cover was sent to the dead letter office in Washington after being marked on the reverse with a "SAINT LOUIS Mo. DEAD" postmark dated Feb. 14.

This cancel with the word "DEAD" in it was used from at least two other cities, Chicago and Philadelphia. In essence, it was a cancel indicating when a cover was sent to the dead letter office.

These four covers show the connection between covers that were advertised and then picked up by the addressee and those for which the post office could not find the addressee. The covers discussed here were sent to the dead letter office in Washington. Because they contained nothing of apparent value, they were not marked there with a dead letter office marking, and no effort was made to find the sender.

Dead letter mail is becoming popular with collectors, and more is being learned about this intriguing area of U.S. postal history. It is an area I am still trying to understand.

BY LABRON HARRIS

Charles Goldsborough was a hero to both sides during the Civil War

GOLDSBOROUGH SET UP UNION HOSPITALS AND SECURED THE RELEASE OF UNION AND CONFEDERATE DOCTORS FROM ENEMY PRISONS DURING THE WAR.

Both sides of the 1861-65 Civil War had their heroes. It is unusual for a man to be a hero to both sides. Dr. Charles Edward Goldsborough was such a man.

Goldsborough made a large impact in the Civil War as a person who set up Union hospitals and also affected the release of doctors on both sides (Union and Confederate) from enemy prisons during the war.

Goldsborough was born Dec. 16, 1834, to a prominent Maryland family. He studied medicine at the University of Maryland. But before beginning his practice, the draw of the 1848 discovery of gold in California caused him to take an ox train in 1853 across the West to seek his fortune.

He became disillusioned with California and returned east in 1854 to begin practicing medicine at Hunterstown in Adams County, Pa.

After the Battle of Ball's Bluff near Loudon, Va., he enlisted in the Union Army at Frederick, Md. After his enlistment, he helped establish the United States General Hospital near Frederick.

Dr. Charles Goldsborough was a hero to the Union and Confederate sides during the Civil War. This cover was sent to Goldsborough when he was in Libby Prison, a Confederate prisoner of war camp in Richmond, Va. The cover is endorsed "United States Prisoner at Richmond" at left.

When Gen. Robert E. Lee invaded Maryland, Goldsborough was captured there on Sept. 6, 1862.

When Lee evacuated the city, Goldsborough was released and continued to establish hospitals for the wounded in the Frederick area.

On June 15, 1863, he was again captured. This occurred near Winchester, Va., on the field at Carter's Woods. He was captured by his brother, William, a major in the 2nd Maryland Infantry, a unit of the Confederate States Army.

He was then sent to Libby Prison, a prisoner of war camp located in Richmond, Va. He was confined there until November 1863 when he was paroled under the following conditions, according to a biography of Goldsborough in the *History of Cumberland and Adams Counties, Pennsylvania*:

"Richmond, October 20, 1863.

"Dr. Charles E. Goldsborough has permission to go North, upon his giving his parole to honor to return to Richmond, Va., within forty days, if he does not secure the aquiescence of the Federal authorities in the following propositions, to wit: That all surgeons on both sides shall be unconditionally released, except such as have charges preferred against them. Such proposition is to be understood as embracing not only those in captivity, but all surgeons who may hereafter be captured.

"Ro. Ould,

"Agent of Exchange.

[Endorsed by Goldsborough] "I accept the conditions proposed in the above instrument of writing, and hereby give my parole of honor to comply with its requirements.

"C. E. Goldsborough,

"First Assistant Surgeon Fifth Regiment Maryland Infantry."

Goldsborough was unable to meet all the provisions of his parole because of the opposition of Union Gen. Ulysses S. Grant and U.S. Secretary of War Edwin Stanton.

He was able to secure the release of more than 100 Union surgeons from Libby Prison and more than 100 Confederate surgeons who were prisoners at Fort McHenry in Baltimore.

These actions saved many lives on both sides and made him a hero to many Union and Confederate soldiers whom the released surgeons were able to help.

When Goldsborough was at Libby Prison, he received the cover illustrated here. It is addressed to him at Richmond and endorsed "United States Prisoner Richmond" at left. There are no postal markings, but the cover is marked "EX[amined] FRK" near the top to indicate the letter was received and examined at the prison.

Goldsborough truly was a hero. He was wounded near the end of the war and discharged from the U.S. Army. He returned to Hunterstown and restarted his medical practice. He subsequently had 10 children with his second wife (his first wife died in 1858). He died Oct. 18, 1913, in Hunterstown.

BY LABRON HARRIS

Collecting star cancellations from the early years of fancy cancels

AMONG THE MOST COMMON FANCY CANCELS ARE THOSE FEATURING A STAR. HOWEVER, STAR CANCELS ON EARLY COVERS ARE NOT AS PLENTIFUL.

Collecting cancellations is an important part of our hobby. Fancy cancels, in particular, have always been very popular.

Among the most common fancy cancels are those featuring a star. However, star cancels on early covers are not as plentiful and can be an interesting group to collect. In this column, I will show a few early covers with star cancels that are more unusual.

The first cover, pictured in Figure 1, is franked with a United States 1847 5¢ Benjamin Franklin stamp.

Figure 1. The Trenton, N.J., star cancellation on this 1847 5¢ Franklin cover was the first fancy cancel made specifically to cancel a stamp.

At first glance, the cover looks common; the stamp is canceled with a blue outlined star used in Trenton, N.J.

However, closer inspection reveals that the cover is an important piece of postal history because it shows the first fancy cancel specifically created to cancel a stamp.

When the 1847 stamps were issued, the Post Office Department directed that they were to be canceled with a black "X" made by a pen. This directive was soon ignored, and postmasters began canceling stamps with town cancels, grids and other devices.

Some postmasters used stampless cover markings to cancel stamps, and this is why we can find stamps bearing cancels that were left over from the stampless period. Nonetheless, the Trenton, N.J., star was the first

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Figure 2. The 1851 3¢ Washington stamp on this cover from Worcester, Mass., to Westminster, Vt., bears a clear strike of a star cancel.

Figure 3. Three strikes of the same star cancel used on the Figure 2 cover heavily tie the 1851 3¢ Washington stamp on a cover from Worcester to Boston.

Figure 4. The stamp imprints on these two first-issue 3¢ Nesbitt stamped envelopes are canceled with two of the three types of star cancels known from Tuscaloosa, Ala.

Figure 5. The indicium on this 3¢ stamped envelope mailed from Chicopee, Mass., is canceled with a pair of intertwined double-line triangles that form a six-point star similar in appearance to a Star of David.

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to be made to cancel a stamp.

In the early 1850s, the use of star cancels became more prevalent. Figures 2 and 3 picture covers mailed from Worcester, Mass., that have star cancels.

Figure 2 shows a cover from Worcester to Westminster, Vt., with a star canceling an 1851 3¢ Washington stamp.

The Figure 3 cover to Boston is franked with an 1851 3¢ Washington canceled by three strikes of the same star cancel shown on the Figure 2 cover. Why three stars? Maybe the postmaster wanted to make sure the stamp wasn't reused.

Figure 6. The ornate star cancel on this cover sent from Portland, Conn., probably dates to the late 1850s. The cancel consists of a circle with an outlined five-point star in it. There are small triangles between the rays of the star.

The next four covers are first-issue 3¢ Nesbitt stamped envelopes. Figure 4 shows two covers mailed from Tuscaloosa, Ala. The 3¢ indicia (stamp imprints) are canceled with two of the three types of star cancels known from Tuscaloosa.

The top cover is canceled with a star consisting of two concentric circles surrounded by eight rays. The bottom cover has a similar eight-point star cancel with two noticeable differences. There is only one small circle, and the rays are not attached to the circle.

The next cover, illustrated in Figure 5, was mailed from Chicopee, Mass. The 3¢ indicium is canceled with a pair of intertwined doubled-line triangles that form a six-point star similar in appearance to a Star of David. This is a fairly common cancel, but the cover bears an attractive example.

The last cover, pictured in Figure 6, was sent from Portland, Conn. The star cancel on this cover probably dates to the late 1850s, and the design is more intricate.

The cancel consists of a circle with an outlined five-point star in it. Between the rays of the star, there are small triangles. In the center of the star, there is a small dot. The Portland star is a good example of the changes made in star cancels during the 1850s.

These seven covers feature different types of star cancels. As time passed, fancy cancels became more and more ornate, and star cancels became very common.

But in these early years, the golden age of fancy cancels had not yet been reached. The star cancels on these covers are typical of this early era.

BY LABRON HARRIS

New Orleans registry markings, 1885 to 1900

FIVE COVERS ILLUSTRATE A REPRESENTATIVE SAMPLING OF MAGENTA REGISTRY HANDSTAMPS FROM NEW ORLEANS. ONE BEARS A SCARCE SUBSTATION MARKING.

I recently acquired a large number of Louisiana registered covers, some of which bear New Orleans registry markings. I'm sure the holding is incomplete, but I thought it would be interesting to show a selection of the markings that were there.

In this column, I will show only origin markings; transit and arrival markings are not discussed. The time period covered will be 1885-1900.

Figure 1. The boxed magenta New Orleans registry handstamp on this 1885 cover mailed to Notre Dame, Ind., features a decorative serrated border.

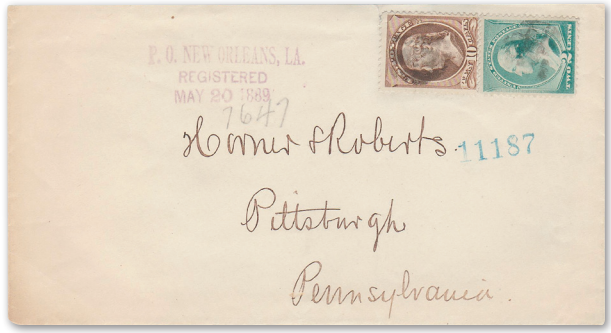

Figure 2. A simpler style was used for the handstamp on this registered cover mailed May 20, 1889, from New Orleans to Pittsburgh. There is no box around the three-line magenta marking.

The cover that prompted my interest is shown in Figure 1. It is franked with a 10¢ brown Jefferson stamp and a 2¢ red brown Washington stamp that paid the 2¢ postage and the 10¢ registry fee. The 10¢ stamp is just tied to the cover by a magenta serrated boxed registration marking.

The handstamp reads, "No. 6125, REGISTERED, NOV 12 1885, AT P.O. NEW ORLEANS, LA." The 6125 registration number was separately handstamped in blue after the New Orleans marking was applied.

The cover is addressed to the Rev. A. Granger in Notre Dame, Ind. According to docketing above the registration marking, the envelope contained $3.

The second cover, pictured in Figure 2, is franked with a 10¢ brown Jefferson and a 2¢ green Washington paying the 2¢ postage and the 10¢ registry fee and was mailed to Pittsburgh. The magenta registry handstamp on this cover is noticeably different. There is no boxed border on the marking, which reads, "P.O. NEW ORLEANS LA. REGISTERED, MAY 20 1889" in three lines. Below the cancel in pencil is the registration number 7647.

The next marking, pictured on the Figure 3 cover, is a three-line magenta handstamp reading "NEW ORLEANS, LA. DEC 30 1895 Reg. No." The registration number, 14595, is written in pencil to the right of "Reg. No." This registry marking is also known in red.

The cover was mailed to New York City and is franked with an 8¢ violet brown Sherman and a 2¢ carmine Washington from the 1894 First Bureau Issue paying the 2¢ postage and 8¢ registration fee, which came into effect Jan. 1, 1893.

The registry handstamp on the next cover, illustrated

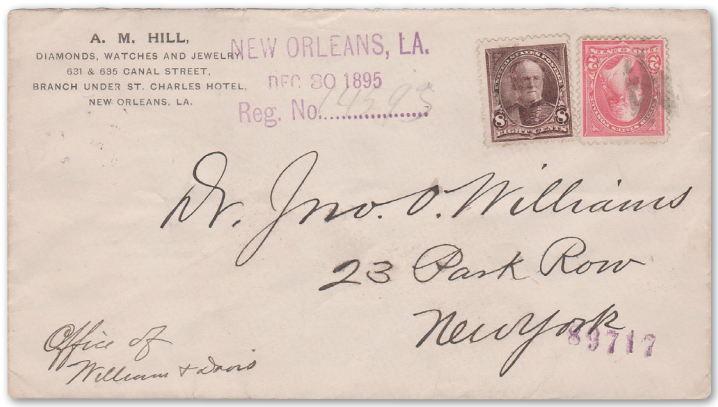

Figure 3. The magenta registry marking on this cover mailed Dec. 30, 1895, from New Orleans to New York City is also known in red. The registration number, 14595, was written in pencil after the handstamp was applied.

in Figure 4, shows that it was mailed from a substation in New Orleans. The cover is addressed to Augusta, Maine.

In 1890, the United States Post Office Department began placing postal substations in local businesses. This made it easier for their patrons to find a convenient place to mail letters. New Orleans did not start this service until 1894, and very few substation covers are known from there.

This cover is franked with a solo 10¢ green Webster from the First Bureau Issue paying the 2¢ postage and 8¢ registration fee. Although lightly struck, the four-line magenta registry handstamp above the mailing address is legible. It reads, "NEW ORLEANS, LA. DEC 11, 1897 Sub Sta. No. 2, Reg. No.," with "200" handwritten in ink for the registration number.

Figure 5 illustrates a registered cover sent to Bar Harbor, Maine, and franked with two 5¢ blue Grant stamps paying the 2¢ postage and 8¢ registration

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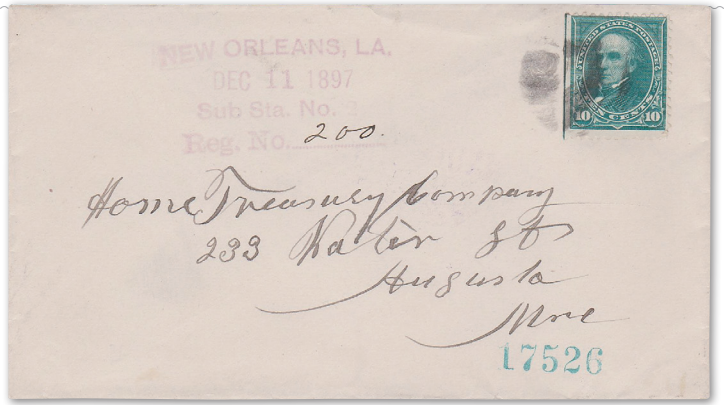

Figure 4. The registry handstamp on this 1897 cover sent to Augusta, Maine, indicates that it was mailed from a substation in New Orleans, which began offering substation service in 1894. Very few substation covers are known from New Orleans.

Figure 5. The three-line magenta registry handstamp on this cover mailed to Bar Harbor, Maine, reads, "REG. NO. 3261 JUL 24 1900 NEW ORLEANS, LA." The registration number is written in pencil on the first line of the marking.

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fee. The three-line magenta registry handstamp reads, "REG. NO. 3261 JUL 24 1900 NEW ORLEANS, LA." The registration number is written in pencil on the first line of the marking.

These five covers document examples of five different New Orleans registry markings used during a 15-year period. There are undoubtably more because this is just a sampling.

In addition to the marking on the Figure 2 cover, known in magenta (shown) and red, the other four probably exist in additional colors. Markings such as these can be an interesting and rewarding area of study.

BY LABRON HARRIS

An unusual cover from 1861: 'Old Stamps Not Recognized'

THE OUTBREAK OF THE CIVIL WAR IN 1861 EVENTUALLY LED THE FEDERAL GOVERNMENT TO DEMONETIZE STAMPS ISSUED FROM 1851-60.

The Civil War fought from 1861 to 1865 was a disaster for the United States but a boon for postal historians.

The country was torn apart with brother fighting brother and families and properties irreparably damaged. The way of life in the South was changed forever.

Modern collectors of postal history benefited from these travails. Patriotic covers, prisoner of war covers, flag of truce covers and many more areas became very collectible.

One of the most interesting aspects occurred when the mails no longer could be carried between the North and the South. In fact, Federal government demonetized the 1851-60 stamps and almost all postal stationery (except for two stamped envelopes) so that not only were they invalid for postage in the South but also in the North.

This was done so that Confederate States postmasters could not smuggle U.S. stamps to the North where they could be sold, giving the South much needed revenue.

In this month's column, I discuss the 3¢ Washington stamped envelope illustrated here, whose markings show how the Philadelphia post office implemented the demonetization.

This cover is fascinating for many reasons. First, it is marked with a black two-line "OLD STAMPS NOT RECOGNIZED" handstamp. This marking, in different forms, is known used at three post offices: Philadelphia, Chicago and Harrisburg, Pa. All these markings are scarce, but Philadelphia is the most common.

What else makes this cover special?

One must look at the date of the Philadelphia postmark, Aug. 17, 1861. The "OLD STAMPS NOT RECOGNIZED" handstamp is known used on cover from Philadelphia as early as Aug. 16, 1861.

The dates of demonetization varied from city to city, with Philadelphia being one of the earliest. The 1861 stamps, which replaced the demonetized stamps, were issued in the middle of August 1861, with the earliest recorded use being Aug. 17, the same date as the cancel on the pictured cover. How can that be?

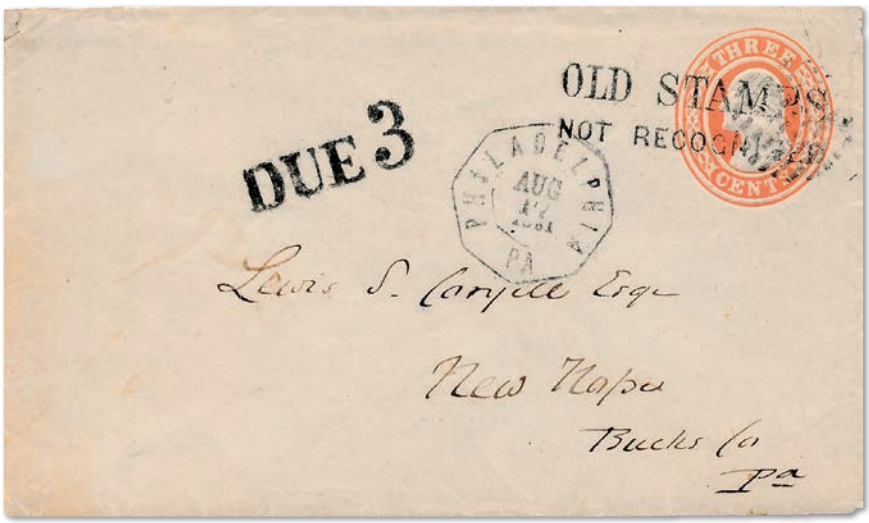
After a post office announced the receipt of the new 1861 stamps in the newspaper, an individual with the soon-to-be valueless 1851-60 stamps had at least six days to come in and exchange them for the new stamps.

During this grace period, the demonetized stamps were still accepted for postage. In Philadelphia, the previously issued 1851-60 stamps could be used until Aug. 25, 1861. A cover is known used on the first day of demonetization, Aug. 26, with the stamp canceled "OLD STAMPS NOT RECOGNIZED."

The Aug. 17 marking on the cover shown here makes sense because the Philadelphia post office demonetized postal stationery a week or more before it demonetized stamps. In Philadelphia, therefore, the grace period must have been over by Aug. 16 for postal stationery.

This is the sort of cover that makes the study of Civil War postal history so interesting. Small differences in time can make all the difference in the world in the way a cover was handled by a post office.

In this case, the cover, a postal stationery piece, received a scarce marking whereas a cover franked with a stamp would not have.



This United States 3¢ Washington stamped envelope postmarked Aug. 17, 1861, in Philadelphia bears a scarce two-line "OLD STAMPS NOT RECOGNIZED" handstamp. The postmark date represents the second day of use of this marking from Philadelphia. *Image courtesy of Daniel Knowles.*

BY LABRON HARRIS

Who was the Rev. Jonathan Lee?

A TRIO OF COVERS ADDRESSED TO LEE IN SALISBURY, CONN., PROMPTED RESEARCH THAT REVEALED HIS CLOSE TIES WITH THE NEW ENGLAND EMIGRANT AID CO.

I recently went through a pile of covers and noticed three United States 3¢ Washington stamped envelopes, illustrated here, that were addressed to the Rev. Jonathan Lee of Salisbury, Conn., from different Midwestern locations. My curiosity was piqued.

I went online to see if I could find out anything about Lee. What I found was a great deal of information about his grandfather, who was also a reverend and who founded a church in Salisbury.

Then I stumbled onto a reference about the Lee I was hunting for in the Kansas Historical Archives, which had excerpts from letters received by him with donations for the New England Emigrant Aid Co. This led to finding out the significance of this company.

To better understand what the New England Emigrant Aid Co. did, we must look back into history and examine the events that occurred when Kansas became a territory in 1854.

Kansas was adjacent to Missouri, a pro-slavery state, and the majority of its inhabitants wanted Kansas to also be pro-slavery. This created a great deal of tension and animosity in Kansas and from the abolitionists in the northern United States who wanted Kansas to be a free state when it entered the Union.

This animosity overflowed in the Kansas Territory, and it came to be called "Bleeding Kansas." Partisans from both sides fought and terrorized their opponents, with many people being killed.

Two territorial capitals were proposed, Topeka for the free-staters and Lecompton for the pro-slavery group.

At first, the pro-slavery group passed a constitution, but the U.S. Congress voided it because of voting irregularities. Then, the free-staters passed a constitution, and it was accepted reluctantly by Congress. Topeka became the territorial capital.

Then the Civil War began in 1861, and when enough southern Congressmen left Washington, D.C., to support their seceding states, the now pro-North Congress brought Kansas into the United States as an anti-slavery state.

How do Lee and the New England Emigrant Aid Co. fit into all of this?

The company was formed in 1855 by Eli Thayer, a New England abolitionist, to help free-state people immigrate to Kansas to help make the territory an anti-slave one. In order to do this, the company solicited money from many sources, including churches.

Lee, whose family established a church in Salisbury,

These three United States 3¢ Washington stamped envelopes are addressed to the Rev. Jonathan Lee of Salisbury, Conn. After discovering them in an accumulation, the author conducted online research that revealed much about Lee's efforts during the abolitionist movement prior to and during the Civil War.

worked with the company to raise money from other churches throughout the Midwest. Most of the letters to Lee in the previously mentioned Kansas Historical Archives were from churches, so we can reasonably assume that he was in contact with other churches outside of Kansas.

This brings us to the three covers mentioned at the beginning of this column. They were mailed from Osage, Iowa; Rock Island, Ill.; and Sextonville, Wis. They are all addressed to Rev. Lee in Salisbury.

The first two covers were sent after the war started and the company's activities in Kansas had slowed down. They may have been sent by immigrants who had gone to Kansas and moved on or by people that had contributed to the company and had become friends with Lee.

The Wisconsin letter was received in June 1857, so it probably was sent by a church donating funds to the company to help with immigration.

These covers were in an accumulation, which shows that one should go through such a group more carefully than I had done for years.

The letters showed a pattern, so I checked them out and found a fascinating story to tell. As I have said before, take the time to look at the covers you have. You never know what you will find.