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U.S. Registered Mail, Part II

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Interrupted Mail during the Spanish American War

by Yamil Kouri

War between Spain and the United States seemed inevitable after the U.S. Naval Board of Inquiry concluded on March 28, 1898, that the destruction of the USS Maine, with the loss of 268 American sailors and officers, was caused by a submerged mine. In April both nations began to mobilize their naval forces to the probable theaters of operation. Several days before the formal declaration of war on April 25th, the U.S. North Atlantic Squadron started the blockade of some of the main Cuban ports.

Mail from the United States to Cuba and Spain

The suspension of U.S. mail addressed to Cuba, Spain, and other Spanish possessions began in mid-April 1898, but it appears to have taken place at different times in different American cities. The Key West Post Office received orders from Washington in the afternoon of April 12, with instructions to return all the mail bound for Cuba to the Dead Letter Office in the capital\(^1\). The last mails from New York to Havana were sent on board the Ward Line steamers City of Washington on April 13, and possibly the Seneca on April 20\(^2\). The suspension of mail was finally made official by the postal order number 161 of April 26, 1898. On May 1, the New York Herald reported that around one thousand letters addressed to Spain were sent to the Dead Letter Office in Washington DC, because they lacked return addresses; and that nearly as many letters had been returned to their senders. This represented ten days’ worth of mail. For more than a week since the publication of this piece no mail had been sent to Spain or its colonies. Mail to Spain had fallen off nearly 75% since the last steamer with mail left the day before the order was issued. The only way mail could reach Spain was by sending it under cover through another country such as France or Portugal, but mail for Spain addressed to the French or other foreign post office would be held.\(^3\)

Labels and Markings Used on Undeliverable Mail

Only three American cities are known to have used labels or markings on undeliverable correspondence because of the war. The New York Post Office handled the vast majority of Cuban, Puerto Rican, and Spanish mail. This post office initially applied labels, and later handstamps, to indicate the suspension of mail service. The earliest recorded postmarks on interrupted mail handled by the post office in New York were dated on April 16, on covers with labels and with markings.
The first type of notice found on suspended mails is an adhesive rectangular label measuring approximately 60 x 22 mm. It was printed by typography on beige, wood pulp paper, similar to that of the cheap mass produced envelopes of the time. It has been recorded attached to letters postmarked between April 16 and 24, although it could have been in use until early May. The label reads “DESPATCH TO SPAIN OR / SPANISH COLONIES PROHIBITED ON ACCOUNT OF WAR.” in sans serif upper case letters. Two nearly identical types are known, one with the letter “D” of “DESPATCH” over the “N” of “SPANISH,” and the other with the letter “D” of “DESPATCH” over the “A” of “SPANISH.” The composition of the letters in both labels is the same, the only difference being the spacing between the letters in the first line. Both of them are scarce, but the type most frequently seen by far is the one with the “D” over the “N.” They are shown in Figure 1. The messages were printed on a large sheet and then cut into individual labels. We presume they were gummed on the back although we have seen some covers in which the labels were clearly glued to the envelopes. At least one misscut example is known with part of the text of another label on the right. The majority of covers with these labels come from within the United States although there are a few items that originated abroad and were sent via New York.

Figure 2 shows an example of the “normal” type of label (letter “D” over “N”) used on a single-weight letter written in Philadelphia on April 20 and sent via New York to Santiago de Cuba, endorsed by the steamer Alcedene. This vessel, flying the British flag, had been chartered by the Ward Line (American) and was scheduled to sail from New York to Havana and other Cuban ports on April 22, carrying an unusually large amount of cargo, including two steel armored railroad cars. It was denounced in the New York Times that these provisions were very likely destined for the Spanish Army, but the implementation of the naval blockade a day later prevented this ship from reaching its destination.

In a desperate tone, the writer of this letter sums up the situation: My dearest sister Paquita. I received your letter this morning and I frankly confess that I never thought
that you were in so much danger under the present circumstances until after I read your letter. I wish that immediately after receiving this letter you and Nena come here by the first steamer … Of course at the moment I can’t send you anything to pay for the tickets … If it is necessary you may pawn the large goblet … Regarding my mother and others, I think it would be best to go to the countryside in case that Gonzalo cannot find protection with Ramsden, the British Consul … Obviously this letter never reached its addressee in Santiago de Cuba. A couple of months later the civilian population in this besieged city suffered tremendously from starvation and disease until its capitulation to American troops on July 17.

The cover in Figure 3 was posted in New Orleans on April 19, addressed to Havana. It was underpaid by three cents and thus assessed postage due which was normally paid by the addressee. The letter was held in New York where it received the label. It has a New York backstamp of May 3, which is quite a late usage for the labels.

Figure 3: Late use, May 3, of label.

Figure 4 shows a cover with the first type of label, unusual because it has markings of the Dead Letter Office in Washington, DC. It was posted on April 19, 1898, in St. Augustine, Florida, addressed to the Imperial German General Consul in Havana. It was received in New York on April 21 and forwarded to Washington on May 3. It has two markings of the Dead Letter Office, the single straightline in the front and a circular date stamp on the reverse dated May 6. With such a prominent addressee, it is difficult to imagine that the U.S. Post Office did not attempt to deliver it after the end of the war. It has a partially illegible manuscript notation in blue crayon on the front with the date “7 October 1898.” This may indicate that it was given proper handling at the end of the hostilities although it does not have any Cuban receiving marks.

Figure 4: Label and Dead Letter Office markings. [Collection of Fernando Iglesias]
The cover in Figure 5 was mailed from New York on April 22, addressed to San Juan, Puerto Rico, and returned to the sender. Puerto Rico was a far rarer destination for this type of mail than Spain. Cuba was where the vast majority of letters with these labels were sent to.

*Figure 5: Destination Puerto Rico. [H.R. Harmer auction lot 182647]*

The second type of label (letter “D” over “A”), applied to a double-weight letter sent from New York on April 22 and addressed to Havana, appears on the cover in Figure 6. It was endorsed by the *Salamanca*, another British steamer chartered by the Ward Line, which decided to change the vessel’s route and to call only at Mexican ports because of the blockade. Many of the Ward Line’s steamers were requisitioned by the U.S. government to be used as troop transports during the war.

*Figure 6: Label style “D” over “A.”*

The New York Post Office had been applying emergency labels to explain the interruption or delay of mail service for a couple of decades prior to the outbreak of this war, mainly on wreck covers. Most of the previous labels were stenciled, but the ones described above were printed by typography. Evidently it was faster to come up with a label than a handstamp, although not nearly as practical or fast to use as the latter. It does not seem that the clerks at the New York City Post Office followed a specific pattern when attaching these labels, or later, putting the markings - both were applied to every portion of the envelope front, except for the right upper corner where postage stamps had been affixed.

Several of the envelopes with these labels, like the covers in Figures 2, 5 and 6, also have a purple handstamp with a left pointing hand. One type of these markings consists only of the pointing hand, while the other also includes the text “DO NOT POST AGAIN / THIS ENVELOPE OR WRAPPER.” The hand also shows the letters “N.Y.” on the wrist and “DLO” (Dead Letter Office) on the sleeve. These markings are very often poorly struck and, obviously, we have only seen them on envelopes with a return address.

In May the New York City Post Office started using two different handstamps for this type of mail. Both markings were applied in violet ink and are illustrated in Figure 1. The first one has practically the same text as the labels plus the words “N.Y.P.O.” with the date at the bottom, and was used in early May. One notable difference is the spelling of the word “DISPATCH” (with an “I” in the handstamps and an “E” in the labels).
Figure 7 shows a cover with the only reported example of this marking. It was an underpaid letter sent from New York to Havana and endorsed “via Tampa.” The Plant Line used small steamers that traveled frequently between Havana and Tampa, where mail and cargo was quickly transferred to an extensive rail network. This mail route was used frequently and there is abundant Cuban correspondence endorsed “via Tampa,” particularly during the last decade of the 19th century. The letter was postmarked on April 16, a very early date for interrupted mail, but no doubt it was delayed in transit because of the deficiency in postage, and the auxiliary postmark to indicate the suspension of mail was not applied until May 6.

The last type of marking, which is probably just a variant of the first one since they both essentially have the same text and letter type, added the message “RETURN TO SENDER,” centered on top, but has no date. Handstamps are much harder to find than labels.

An example of this rare marking appears on the item in Figure 8. This letter envelope, paying the printed matter rate to Cuba, was posted in New York on May 28, addressed to Havana.

No New York City labels have been recorded after May 1898. Undoubtedly most of the public that had correspondents in Cuba or Spain must have been aware of the blockade and lack of mail service during the war. Nevertheless, some letters continued to trickle in during June and July, which received the second type of postmark.

A very late example is shown in Figure 9. It is a very unusual use of a Columbian one-cent postal stationery envelope with additional Trans-Mississippi commemorative stamps paying the single rate to Spain, posted in New York on July 22. It is the latest known piece of mail detained by the New York City Post Office because of the war.
Another city that used a marking for suspended mails was San Francisco. It was a handstamp applied in blue with the same text and letter type as the labels used in New York City, and is reproduced in Figure 1.

Figure 10 shows the only recorded example of this marking on a letter that originated in Victoria, Australia, posted in Melbourne on May 7 and addressed to Havana. It was carried via Sydney to San Francisco on the British steamer Moana. In San Francisco it was held and evidently returned, as indicated by the purple marking RETURN TO SENDER. It is very unlikely that there were many covers from Australia or Asia to Cuba during this period.

The last known handstamp used on interrupted mail was applied in New Orleans. Its text, “Unmailable during / Hostilities with Spain,” is very different from the rest of the markings or labels used for this type of correspondence. Toward the end of the 19th century New Orleans received most of the incoming and transit foreign mails from Central America.

This violet marking, whose tracing is shown in Figure 1, is the latest type of postmark recorded on suspended mail and was used in late-July 1898. Only a couple of examples have been reported.

Figure 11 shows an example of this marking on a post card sent from Guatemala on July 6, 1898, to Madrid. The date on the New Orleans duplex canceller is July 23. It is unclear if this postal card was ever mailed to Spain after the war was over or if it was returned to Guatemala.
It is interesting that there are no other known markings from any other U.S. city, or country, considering that the mails were suspended for nearly four months. One would suspect that correspondence was typically refused or held at the post office of origin. It is possible that smaller post offices may have used manuscript or other improvised markings on mail detained or returned to the sender because of the war.

**Mail from other Countries to Cuba**

As mentioned above, mail in transit through the United States was treated as American domestic mail and detained at the site of international mail forwarding.

England received a great deal of mail from the United Kingdom and Europe that was sent to Cuba directly or via New York. On April 22, and again on May 5, the General Post Office (GPO) in London received a telegram from Madrid via the Direct Spanish Telegraph Company LTD requesting that the mails from Spain to Havana that had not been placed on board the ships be returned to Spain. A similar request was received from the U.S Postmaster General on April 28, specifically asking for the mail bags that had been shipped on board the *Campania* on April 23 to be sent back. A letter with the same message sent on April 27 was received later. Other countries such as France and Denmark also inquired about the forwarding of their mail bags to Cuba via Great Britain. On April 23 the GPO instructed several British post offices that handled maritime mail to hold all the correspondence for Cuba but to forward the Spanish mail bags to Mexico. Many other countries were notified by the end of April and a circular indicated that the letters for Cuba received in London would be detained until it was possible to forward them. The suspension of mail to Cuba created a major disruption in communications between Europe and the West Indies and Central America. There is an extensive correspondence to and from the GPO which tried to find alternate routes to fill this large gap. In early May several bags of mail from Europe to Cuba were returned from the New York Post Office to England with the indication “10 closed mails from your office for Havana Cuba are returned herewith not being transmissable through the United States during the war between this country and Spain.”

However, there are no reported interrupted mail markings from England and none were recorded in the Post Office’s impression books. Since practically all of the mail was carried overseas in closed bags, and probably very few lose letters were taken, if any, it is unlikely that mail matter was individually marked. This is a possible explanation for the lack of markings on suspended mail letters. It appears that mail bags were labeled and returned to their country of origin. An example of these mail bag labels from the London post office survives, which reads: “O.H.M.S. Returned as communication with Cuba is interrupted.”

The French announced on June 7, 1898, that their packets would cease calling at Santiago de Cuba, a port that was not included in the original American blockade of the island, and that correspondence endorsed by this route would be retained until it could be delivered.

**Mail from Spain and its Possessions to the United States**

No examples of individual mail addressed to the United States marked as undeliverable by the Spanish or by the Spanish possessions’ post offices have been recorded by this author. It is possible that mail bags labels similar to those of the British were also used, but none have been seen.
The Resumption of Mail Service

A public notice by the GPO dated August 16, 1898, indicated that the New York route was again available for mail to Cuba. Two days later the French announced the resumption of their packet line between St. Nazaire and Santiago de Cuba, beginning on August 21. A British post office public notice announcing the resumption of mail to Cuba is shown in Figure 12.13

Figure 12: GPO August 16, 1898.

Footnotes

1 A large amount of Havana-bound mail had just been received that day on board the steamers Mascotte and City of Key West. New York Herald, Wednesday, April 13, 1898, p.7.

2 The Superintendent of Mails, A. B. Maze, was ordered to forward all mail addressed to Cuba by any vessel leaving New York for any Cuban port. It was also stated that according to international postal agreements any neutral vessel would be allowed to carry the mails of either belligerent, but it is unclear if that ever took place. New York Herald, Wednesday, April 20, 1898, p.10.

3 New York Herald, Sunday, May 1, 1898, Third Section, p. 3.


5 Robertson, Peter A. “U.S.-Cuba Mail Prohibited During 1898 War,” Possessions. Vol. 9, No. 4, Whole No. 34 (Fourth Quarter 1986), pp. 3-6.

6 New York Times, Friday, April 22, 1898, p.4.

7 New York Times, Sunday, April 24, 1898, p.4.

8 Kouri, Y.H., Jr. op cit.


The author has consulted several American and Spanish collectors of this type of material and reviewed the auction catalogs of the major Spanish auction houses for the last 30 years, but no examples have been found.

The peace protocol to end fighting between Spain and the United States was signed on August 12; and Johnson, R.I. “Interrupted Mail, Spanish American War 1898,” The Philatelic Journal of Great Britain. March 1974, pp. 6-12.

The author acknowledges the valuable help provided by Fernando Iglesias, and by Alfred F. Kugel who made available their collections for study and illustration.

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COVER ILLUSTRATION: “Spirit of the Frontier,” oil painting by John Gast, 1872. In “How the Frontier shaped the American Character” (American Heritage Vol IX No 3 April 1958 p.5) Ray Allen Billington pointed out that the image almost perfectly illustrates the procession of civilization theory of Frederick Jackson Turner in 1893 – “the buffalo following the trail to the salt springs, the Indian, the fur-trader and hunter, the cattle raiser, the pioneer farmer.” A lithograph of the image was an insert in Crofutt’s New Overland Tourist and Pacific Coast Guide, Vol 2, 1879-1880, with Crofutt’s description of it as showing “the grand drama of Progress in the civilization, settlement, and history of this country.” The central female figure bears on her forehead the “Star of Empire” as she moves westward from the eastern cities. “In her right hand she carries a book – common school – the emblem of education and the testimonial of our national enlightenment, while with the left hand she unfolds and stretches the slender wires of the telegraph, that are to flash intelligence throughout the land. … From the city proceed the three great continental lines of railway … Next to these are the transportation wagons, overland stage, hunters, gold-seekers, pony express …”

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“A Perfect Chain of Receipts”
The Initial Failure of Registered Mail in the United States, Part II

by David L. Straight

Part I (PHJ 153), “Holding a Light for the Depredator,” reviewed the forms and procedures introduced to improve the security of registered mail during the first twelve years. This part will show how the Registered Package Envelopes and additional forms introduced by Postmaster General John Creswell completed the security chain for registered mail.

Registered Package Envelopes

Two years after mandating the use of sealed envelopes to transport registered letters, the Post Office Department finally began furnishing Registered Package Envelopes. For cover collectors, the most important change in PMG Alexander W. Randall’s 1867 Regulations Respecting the Registration of Letters was the requirement that registry fees be paid with postage stamps “attached to the letter and cancelled at the mailing office.” However, for this review of registry forms and procedures, the most important change was that “Registered letters are never to be sent … except enclosed in one of the ‘registered package envelopes’ furnished by the department for that purpose.” These envelopes were never wrapped or tied in bundles, but “placed separate in the pouch, so their presence may be noted at once.”

Every employee, agent, or contractor handling a Registered Package Envelope was “required to make a record of the number, postmark, and direction of the same, in the book or blank sheet provided for that purpose, and also to take a receipt for it from the person to whom he delivers it in all cases where it is practicable to obtain such a receipt.” As described by the United States Mail and Post Office Assistant, these envelopes would be immediately obvious in a bag of mail. They were “of large size, made of stout Manila paper and marked with two broad red stripes passing lengthwise across the upper and lower portions of the face and back, leaving the intervening space for the address, and also with proper spaces for postmarks and numbers. The word ‘REGISTERED’ appears in large letters on the face.” [See Figure 1] If a registered package was too large to fit inside a Registered Package Envelope, it was securely wrapped and the properly completed Registered Package Envelope was “secured to the wrapper by paste or otherwise in such a manner that it would not become displaced before reaching its destination.” Like registered letters, these envelopes were numbered sequentially, starting fresh at the beginning of each quarter. Although dated January, Randall’s instructions were not mailed to postmasters until the spring, along with new forms and envelopes, and became effective June 1, 1867.

As part of the changes in registry procedures effective June 1, 1867, the post bills were “no longer to be used as registered letter bills.” The registry bills returned to the previous style with the Registered Letter Bill and the Return Registered Letter Bill “printed side by side on one sheet.” Both Bills, now two halves of a single sheet, provided spaces for recording the number of the Registered Package Envelope into which the registered letters were placed. Reverting to the original 1855 procedures, the two Bill forms were not separated by the sending postmaster but enclosed together in an ordinary franked envelope and placed in the same mail as the Registered Package Envelope, among the unregistered letters. After finding this envelope, a receiving postmaster matched the list
on the Bills with the contents of the corresponding Package Envelope, separated the two Bill forms, marked the Return Registered Letter Bill “correct” or made appropriate corrections and returned it to the sending office, which could be a distributing post office. Within six weeks, the wisdom of the 1857 changes was relearned and the instructions were revised so that the postmaster who prepared the Registry Bills separated the two Bill forms, placing the Registered Letter Bill in the Registered Package Envelope with the registered letter and only the Return Registered Letter Bill in a franked envelope in the same mail. Used Registered Package Envelopes were filed at the receiving post office along with the Registered Letter Bills. If an envelope containing a Return Registered Letter Bill arrived without the corresponding Registered Package Envelope in the same pouch, the Bill was marked “not received” and returned to the postmaster who had sent it. As before, the Inspection Division in Washington and the “nearest resident special agent” were notified so that an investigation could begin.

“Where one registered letter is really lost through dishonesty or other causes,” the editor of the United States Mail and Post Office Assistant suggested, “twenty are reported lost through the inexcusable neglect of postmasters to comply strictly with the regulations in regard to the mode of wrapping, directing, post-billing, and forwarding them.” Postmasters in the 1860s, as well as modern postal historians, found the functions of the various registered mail forms confusing.
it is important to not be like the postmaster who “confounded the Return Registered Letter Receipt with Return Registered Letter Bill.” The Return Receipt, attached to or folded around its registered letter, stayed with the registered letter until it was delivered to the addressee; the receipt was then returned to the sender at the post office of origin. Registry Bills, inventories for a package of registered letters, accompanied the package of registered letters between post offices. The Registered Letter Bill was usually sealed in the package with the registered letters. The Return Registered Letter Bill, sent in a separate envelope, sometimes in the next mail, was a check on the previously mailed registered letter. The Return Registered Letter Bill was always returned to the postmaster who had sealed the Registered Package Envelope; this could be either at the office of origination, or at a Distributing Post Office.

In his discussion of the 1867 Regulations, Russ Ryle wrote, “The previous three-part form containing the Receipt for a Registered Letter, Return Registered Letter Receipt, and marginal entry record maintained by the post office of mailing was replaced by two forms.” He drew this conclusion because the Receipt for a Registered Letter and the Return Registered Letter Receipt are on separate lines in a list of the blanks for registered mail. Despite no other supporting evidence, I do not believe the tripartite arrangement of the receipts was altered. In the next set of registry instructions, dated October 1, 1868, the list of blanks has “Registered Letter Receipts (Receipt for a Registered Letter, with corresponding marginal entry)” with no mention at all of a Return Registered Letter Receipt. Certainly, there is no suggestion that the Return Receipt was eliminated. At a time when the United States Mail and Post Office Assistant thoroughly discussed changes in registry forms and regulations, there is no mention of any changes to the layout of the Receipts. Delf Norona reported on substantial finds of registered mail forms used in Vermont and Pennsylvania during this period. Nothing he discusses or illustrates suggests any arrangement other than the tripartite layout of the receipt forms. He illustrates two different printings, dated 186_, of the complete tripartite sheets. Additionally he rejoins a February 15, 1869 Return Registered Letter Receipt from Madera, Pennsylvania with its companion Receipt for a Registered Letter Receipt. I have been able to rejoin a February 19, 1869 Return Registered Letter Receipt from Lord’s Valley, Pennsylvania with its marginal entry. Both of these sheet reconstructions place the Return Registered Letter Receipt at the center of a triptych. [See Figure 2]

Closing the Loop

The 1867 Regulations added other responsibilities for postal employees handling Registered Package Envelopes. They were “required to make a record of the number, postmark, and direction of the same, in the book or blank sheet provided for that purpose.” The United States Mail and Post Office Assistant reminded readers that the importance of this task could not “be over-estimated” and that failure could “lead to disagreeable suspicions.” This record was “liable to be demanded for inspection at any time by a Special Agent.”

Also, without providing specific guidelines or any forms, the 1867 Regulations required each postal employee “to take a receipt” for a Registered Package Envelope “from the person to whom he delivers it in all cases where it is practicable to obtain such a receipt.” As outlined in a letter from Post Office Special Agent James Gayler to A. N. Zevely, the New York Post Office developed a system for Railway Mail Clerks and Route Agents to give receipts for registered mail “before leaving the P.O.” Zevely’s
Figure 2: An 1879 acknowledgment of registry received: two forms mailed in the above envelope. The Return Registered Letter Bill, filled out at Hegarty’s X Roads and placed with the registered letter, was judged to be “correct” and signed by P.J. Cowlig, postmaster at Casanova, Virginia.

“Registered Business” envelope franked with a 3 cent Official Stamp, mailed December 3 [1879] from Casanova, Virginia to the postmaster at Hegarty’s X Roads, Pennsylvania.

The Return Registered-Letter Receipt, also filled out at Hegarty’s X Roads was signed for the addressee, Mary Nevling, by Andrew Allport when the registered letter was delivered; the Casanova postmaster datestamping (the same mark as on the envelope) to record the date of delivery.
July 1867 “Special Instructions to Railway Postal Clerks and Route Agents,” reflect this New York influence. They were instructed to “receipt for” all Registered Package Envelopes, or packages of stamps or stamp envelopes received at either terminus or along their routes and “properly enter the same in their book of record for registered matter.” When he delivered a Registered Package Envelope at the terminus of his route, the clerk or route agent was to “at once obtain his receipt on his book of record.” If a clerk could not immediately obtain a receipt, such as for a mailbag thrown from a moving train at a way office along the route, the receipt was “filled up for signing” with the clerk or agent’s name and post office address and attached to the Registered Package Envelope to be signed and returned by mail.\(^{(22)}\) Conversely, postmasters at way offices served by railroads were supplied with receipts to be signed by route agents or railway mail clerks. They were instructed “to send their registered matter in a way-pouch (to be opened by the route agent or railway P.O. clerk), accompanied by one of these receipts, to be signed and returned.”\(^{(23)}\) As a consequence there were a large number of receipts mailed between postmasters and route agents. Yellow post office “Reg. Bus.” envelopes were generally used; but receipts can also be found folded and stamped without an envelope. Usually the blue forms originated with route agents and railway mail clerks and white forms with postmasters. Recognizing the importance of security over speed, a head clerk or route agent was permitted to delay registered mail in order to obtain a proper receipt. (Sec. 16.) Thus, a Return Registered Letter Bill might arrive by ordinary mail a few days before its related Registered Package Envelope. Postmasters were instructed to wait a few days before returning a Bill marked “not received” to see if the corresponding Registered Package Envelope arrived in a later mail. (Sec. 14) “How long they must wait will depend on the frequency with which they receive mails and their own judgment.”\(^{(24)}\) Unlike Registry Bills, the Receipts for Registered Packages did not list the registered letters sealed within the Registered Package Envelopes; they were a receipt for the whole package not its individual contents.

However, there was “no regulation calling for receipts from one postmaster to another.” The Return Registered Letter Bills were considered “sufficient receipts between postmasters. The only other receipts are those from route agents and railway post office clerks to postmasters, and vice versa, and from and to each other.”\(^{(25)}\) The *New Regulations Respecting the Registration of Letters* issued on October 1, 1868 remedied this defect.\(^{(26)}\) Contractors who transported locked mail pouches on routes which had no agents or clerks did not have keys to the pouches. Each postmaster on the route opened the pouch, extracted the mail and Registered Package Envelopes for his office from among the various bundles, and added his outgoing mail and Registered Package Envelopes. With the new regulations, the postmaster enclosed a receipt form listing each Registered Package Envelope in the pouch. At the next post office, the postmaster checked all the Registered Package Envelopes, signed the receipt, and mailed it back to the previous postmaster. He then prepared a new Receipt for a Registered Package listing the Registered Package Envelopes in the pouch. The process was repeated, “until the registered package shall have reached the office of final destination.” (Sec. 2.)

To make important registry forms easier to find in an arriving mail bag, red envelopes were introduced with the 1868 *New Regulations*. They were required for out-going Return Registered Letter Bills, (Sec. 10) and Return Registered Letter Receipts mailed back to the senders. (Sec. 13) [An 1868 circular from A. N. Zevely, in the USPS Library vertical]
file, also lists green envelopes “for forwarding notices of the failure of subscribers to take newspapers from the office” and blue envelopes for “the Money Order business.”] Since the 1873 Postal Laws and Regulations makes no mention of red envelopes, their use was probably short-lived. Beginning September 1, 1870 registered letters required a return address. If a registered letter remained undelivered after 30 days, it was “returned to the mailing office duly registered” for return to the sender at no additional fee.  

With the introduction of free city delivery in 1863, registered letters were being taken out of the larger post offices for delivery. By 1873, letter-carriers were required to sign for the registered letters they delivered before leaving the post office.

Collectively these forms closed the final gap in the paper trail from the registration of a letter to its final delivery. With signed receipts obtained at every transfer, it was now possible to document the handling of a registered letter and hold postal employees accountable for its safe delivery. Postal employees were warned, “While the Department does not claim to hold postmasters responsible under their official bond for registered packages, yet in order as far as possible to protect the public, they and all other agents of the Department handling the said packages, and failing to account for the same, will be held responsible for the value of their contents.”

Tracers and Inquiries

These reports were made to the Inspection Division, under the Second Assistant Postmaster General after the March 1864 reorganization. Reports were also made “to the nearest resident special agent of the Department” after 1867. A Tracer for Registered Letters (Circular 46) was in use by postmasters and special agents attempting to locate a missing registered letter at least as early as 1868.

Official Seals

In January 1870, Postmaster General John Creswell convened a committee of three Special Agents, including James Gayler, and six postmasters from larger cities to suggest improvements to the postal service. For registered mail, they recommended lowering the registry fee to 6¢; establishing separate “agencies in the large cities for the registration of letters”; establishing through registration between large post offices “either by the means of a combination lock or sealed pouch, thus avoiding the giving of intermediate receipts”; and “a more secure envelope for transmitting registered letters.” The final two points, streamlining the procedures and forms and improving security were the focus of procedural changes in registered mail for the next decade.

Slightly over two years later, On February 14, 1872, Third Assistant Postmaster General W. H. H. Terrell announced that, “For the greater security of Registered Letters, a new Registered Package Envelope, with a Registered Seal, has been adopted.” A short tongue on the envelope flap fit into a small slit. When the flap was sealed, a rectangle, with the text “Cover with Registered Seal,” showed where to place the large green seal to properly secure the envelope. The seal provided a target for the required postmark, which matched the postmark in the lower left corner of the envelope. Lines on the back, a new feature, required each person handling a Registered Package Envelope to note its condition with their signature and date. On the face, a line marked “Open by Cutting This End” showed the receiving postmaster how to open the envelope while preserving the evidence of its proper sealing. After a two year experiment, the Post Office decided in August 1874 to save money by not printing seals and switched to a new style of
Registered Package Envelope patented by Alexander N. Lewis. A longer tongue inserted through interlocking flaps was designed to make the envelope tamper-proof. The largest single user, the Postage Stamp Agency in New York, did not believe the new envelopes provided adequate security. Once their supply of green Registry Seals was exhausted, they developed their own seals.

Finally, an envelope, patented in 1878, that could not be opened without leaving evidence of tampering was placed in service by 1879. The bottom flap had three large teeth; the center tooth secured the side flaps. The function of the right and left teeth was explained by instructions under the flap, “Moisten the Large Flap and Seal Securely under the two Small ones – then seal the small flaps firmly outside in their places, as shown by Gummed Surface.” There was gum on both the undersides of the teeth and the outside of the large flap. Additionally, serrated edges on the top and bottom flaps would leave fragments behind if an attempt were made to peel them open. After the flaps were sealed, a postmark was placed in the center of the envelope, where the flaps met. These envelopes, with interlocking teeth, remained in use until Registered Package Envelopes were eliminated at the end of December 1910.

Streamlining the Process

With all the forms in place to protect registered mail, attention turned towards improving efficiency without sacrificing security, particularly in offices that handled a large volume of registry. The Postal Law and Regulations issued in 1873 provided that registered mail between Distributing Post Offices “must be inclosed [sic] in a pouch, secured by a lock furnished by the Department for the purpose, with a label affixed thereto bearing the name of the office of destination of such pouch, and also the postmark of the mailing office.” The pouch was to be treated “as though it were a registered package.” But, a footnote indicated that a style of lock had not been selected and that instructions would follow. This would eliminate a large number of individual bills and receipts by aggregating registered letters for one office into a larger package. By 1875, these procedures had been extended beyond Distributing Post Offices to include pairs of post offices exchanging high volumes of registered mail that were approved by the Third Assistant Postmaster General. Before a pouch was dispatched, the clerks completed the Through Registered Pouch Bill, similar to a Registered Letter Bill, which provided an inventory of all the Registered Package Envelopes in the pouch. The Pouch Bill was “signed by two dispatching clerks, post-marked, and placed in the pouch.” The through registered pouches, locks, and labels were to be used for no other purpose and always dispatched on schedule. If there were no registered letters, a pouch was dispatched empty with the Pouch Bill reading, “Nothing sent.” When a through pouch arrived in poor condition or with evidence of tampering to the lock, it could not be receipted until it was opened and the contents matched against the enclosed bill. To simplify the opening of Registered Package Envelopes arriving in New York, the postmaster was allowed in October 1877 “to indorse and return the Registered Letter Bill as a proper acknowledgment, in lieu of the Return Registered Letter Bill.” This eliminated the step of locating and matching the two halves of the Registry Bill. These measures foreshadowed the complete revamping of registry procedures in 1879. [Registered letters were never mailed directly to the delivery office if a distributing post office was “located on the route between the mailing office and the office of destination, except when sent under brass lock from one first-class office to another.”]
Post Office Envelopes and Franking

As the accountability for registered mail improved, the Post Office utilized a growing number of envelopes for mailing the required forms, bills, and receipts. When registered mail began, post office correspondence and forms were mailed free under the franking privilege. Official stamps and embossed envelopes were introduced when free franking was abolished on July 1, 1873. After the use of penalty imprints was extended to the entire country in 1879, the need for official stamps and stamped envelopes declined; they were discontinued on July 5, 1884. The earliest envelopes used to mail registry forms were plain kraft paper endorsed “Free” in manuscript or with locally obtained handstamps. The Post Office began distributing yellow envelopes printed with “Reg. Bus.” in the 1860s. These continued throughout the 1870s and can be found with free franks as well as official stamps or as official stamped envelopes. A few are known from large cities, such as New York, franked with regular stamps. The United States Mail and Post Office Assistant reported that this occurred when postmasters did not have “time to frank all the envelopes required.” Richard Graham reports that the San Francisco Postmaster defaced and used surplus 10¢ embossed envelopes after the 1863 rate change made them obsolete. Except for the short-lived red envelopes, most registry forms are found with various styles of yellow envelopes.

Enclosed in the envelope below was the Registered Stamp Bill at left, printed with the name of the Philadelphia postmaster, filled out on December 31, 1875 to alert the Hegarty’s Cross Roads postmaster that a registered package addressed to him was on the way.

Figure 3: Registered Business transaction, acknowledging the mailing of packet number 33426 from the Registered Stamps division at the Philadelphia post office, mailed in an embossed official 3 cent envelope December 31, 1875.
Quarterly Reporting Requirements

Besides tracking each individual registered letter, postmasters also reported data about their role in the registry system. The registry fees and postage they collected, which related to their commission, were reported to the Post Office Auditor. Reports to the Third Assistant Postmaster General measured their performance and the operation of the system. When registered mail began, postmasters credited themselves, on their Quarterly Account Current, with a commission of 80% of the registry fees they collected.\textsuperscript{45} For their additional paperwork, the postmaster’s commission, their stake in the success of the registry system, was increased from 4¢ (80% of the 5¢ fee) to 10¢ (50% of the 20¢ fee) per registered letter mailed from their post office.\textsuperscript{46} However, the commission on registry fees was abolished the next year when the method of calculating postmaster compensation changed.\textsuperscript{47}

The postmaster’s Quarterly Return, examined every three month by the auditors, consisted of a copy of the Account Current, transcripts of their accounts for the various types of mail sent and received, and supporting documents. When registered mail was introduced, “full and perfect transcripts” of their accounts of registered mail sent and received along with “the letter-bills pertaining to them” were added to the postmaster’s quarterly returns.\textsuperscript{48} As some postmasters interpreted this to include the return or duplicate letter bills as well, the 1859 Postal Laws and Regulations (Sec. 457) explicitly stated, “Return Bills of registered letters are not to be sent to this Department.”\textsuperscript{49} The paucity of surviving Registered Letter Bills from the early years stems from this quarterly reporting. By 1866, Registry Bills are no longer listed among the documents to include in the quarterly returns.\textsuperscript{50} While the originals were maintained by the postmasters, transcripts of the registered letters sent and received were no longer required with the quarterly return.\textsuperscript{51}

When Registered Package Envelopes were introduced in 1867, the receiving postmasters retained the used envelopes on file. The following year, postmasters were instructed to file them for six months before sending them to the Third Assistant Postmaster General, to insure that they were being used properly.\textsuperscript{52} The retention period in the local post offices was later extended to one year.\textsuperscript{53} Mailing hundreds of thousands of used Registered Package Envelopes to Washington became costly, unwieldy, and of no practical utility and the practice ceased in 1875.\textsuperscript{54} The dearth of collectable early Registered Package Envelopes is easily understood in light of these regulations.

After June 1, 1867, when registry fees were paid with stamps, the auditors did not need registered mail records because the financial information for registry was included in postage stamps sold and cancelled. However, the postmaster reported quarterly to the Third Assistant Postmaster General as to the number of domestic and foreign registered letters mailed from his office, the number of Registered Package Envelopes used, and the amount of registry fees paid in each class of mail.\textsuperscript{55} [Form 47]

The Blank Agency

After the Government Printing Office opened in March 1861, Post Office printing was gradually centralized. Congress authorized the Postmaster General “to establish a blank agency for the Post Office Department” in Washington, DC in 1868 and abolish all other blank agencies.\textsuperscript{56} Previously, regional Blank Agencies, private firms contracting with the Post Office, had received orders, printed, and distributed blanks. In 1857, these
agencies were located in Cincinnati and New York; in 1866, they were in Buffalo and New York. The use of multiple printers could account for minor differences in typography or paper between forms. They also did work outside of their postal contracts. The “Printer of Post Office Blanks” in New York advertised in the United States Mail and Post Office Assistant that “Postmasters whose gross receipts do not exceed $100 per annum, and therefore are not entitled to Signature Bills” could send $1 and receive “1800 of the new of post bills for ‘Unpaid Letters’ on one side and ‘Registered Letters’ on the other, with name of office and signature on both sides.” After 1868, all postmasters requisitioned their forms from the First Assistant Postmaster General. However, printing of Registered Package Envelopes, Official Seals, and ordinary Post Office envelopes was included in the contracts for stamped envelopes and stamps let by the Third Assistant Postmaster General. Hence, postmasters requested those supplies from the Third rather than the First Assistant Postmaster General.

Survival of Post Office Forms

Given the ephemeral nature of registry forms, it is surprising that as many have survived to study and collect. After serving their original function and having been kept on file for a sufficient period of time to allow for tracing a missing registered letter, most were recycled or destroyed in Washington or in local post offices. As noted above, some forms were routinely returned to the Department. Doubtless these were not retained after accounting and audit functions were completed. For local postmasters burdened with old forms, the United States Mail and Post Office Assistant advised, “The final destination of registered letter bills and return bills is the paper mill. They should be kept on hand for at least two years, when they may be sold and the proceeds credited to the Department, under item 18 of the quarterly account current.” When Third Assistant Postmaster General E. W. Barber ended the practice of sending used Registered Package Envelopes to the Department, he advised postmasters to keep them “on file for one year from the date of receipt, after which they must be sold to the highest bidder, and the proceeds of such sale be taken up in the quarterly account current under the head of amount received for waste paper.” Large urban post offices accumulated vast quantities of used forms and no doubt sold waste paper on a regular basis to manage their storage space. For this reason, a registry form stored at an urban post office would be a scarce item. I have seen many that originated in or transited through major post offices, but I have yet to see one that completed its functional life at an urban post office. At thousands of small fourth and fifth class post offices in rural areas there would be no one interested in bidding on waste paper. Fortunately for collectors and scholars, bundles of unneeded forms were pushed into attics of general stores and lofts of barns to be discovered decades later.

Summary of Registered Mail Forms

Registered Mail began July 1, 1855 with:

- Receipt Book with Registry Receipt and postmaster’s marginal entry
- Registered Letter Bill / Return Registered Letter Bill
- Account of Registered Letters Sent
- Account of Registered Letters Received for Distribution
- Account of Registered Letters Received
- Receipts for Registered Letters Delivered
- Notice to Claim

Added July 1, 1863:
Return Receipts
Post Bills list registered mail

Added June 1, 1867:
Registered Package Envelopes
Record of Registered Matter in Transit

Added circa 1867:
Report of Registered Letters Transmitted
Tracer for Registered Letters

Added October 1, 1868:
Receipt for Registered Packages
Red envelopes

Added February 14, 1872:
Registry Seals

Added circa 1875:
Through Registered Pouch Bill

Added circa 1879
Registered Package Envelopes with three large teeth

Conclusion

Registered mail, as first conceived, failed to provide adequate security for its postal customers. The procedures initially favored simplicity of postmaster accounting over security of the mail. With this shortcoming, registered mail failed to attract enough customers away from the express companies to generate significant income for the Post Office. During the 1860s, Postmasters General Blair and Randall created a trail of signed receipts at every transfer point in the handling of a registered letter, which ultimately provided sufficient security. By 1875, the Post Office was able to report that only $256.30 of mint stamps, envelopes, and postal cards were lost out of over $25 million worth mailed in registered envelopes and packages to local postmasters. The following year, only 1,049 registered letters were lost out of over four million mailed. This amounted to “about one in every 4,000.” Not all of the losses were due to theft; some resulted from “the burning of postal cars and of post offices.” Although indemnity for registered mail was still many years in the future, loss rates had been reduced to acceptable levels.

Aside from the introduction of tamper-proof Registered Package Envelopes, 1879 marked a new procedural era for registered mail. Third class mail having been made eligible the previous year, fourth class mail was now accepted for registry. Since the Civil War, Railway Mail Clerks sorted increasing volumes of mail on trains moving across the country, making the functions of Distributing Post Offices less important each year. On February 25, Postmaster General David M. Key eliminated opening and repackaging of Registered Package Envelopes at Distributing Post Offices and discontinued the use of Return Registered Letter Bills. Registered Package Envelopes now traveled sealed and direct from the originating post office to the delivery office. Procedures were further streamlined, paperwork reduced, and many post office envelopes eliminated when postal cards, introduced in 1873, were combined with penalty imprints for official mail, creating various colors of penalty imprint postal cards for registry bills and receipts. Distribution of procedural changes for registered mail became easier with the Official

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Postal Guide expanding to a monthly schedule in September 1879 and the creation of the Daily Bulletin the following March.

Postmaster S.S.B. Ramy at Ramy, Pennsylvania signs “OK” - certifying that the registered package envelope received by him on the way to Madera conformed to information on this receipt.

The postal card Registry Bill was mailed from Madera on September 13.

The message side of the postal card indicated that a first class registered letter, number 1, was sent by S. Hegarty to William Hegarty on September 11.

Figure 5: A fully documented registry transaction of 1883. On September 11, Samuel Hegarty, the postmaster at Hegarty X Roads, filled out all three of these forms: the Receipt for Registered Packages, and the two cards that replaced the Registry Bill and the Registry Return Receipt. The Registered Package Envelope, number 1, was sent to William Hegarty, postmaster at Madera, via Ramy - all communities in Clearfield County, Pennsylvania.
Although a truly pro-business attitude in the Post Office Department would wait until John Wanamaker in the 1890s, there had been a grudging acceptance of responsibility for registered mail. While not discussed in Postmaster Generals’ Annual Reports, perhaps the most significant factor in this changed attitude was the growing volume of post office funds in the mail following the introduction of Money Orders in 1864. After a postmaster sold a money order, he forwarded the funds, by registered mail, to the post office that would pay the order. While private letters contained less cash, the Post Office was liable for growing amounts cash in the mail as the number of Money Order Post Offices increased each year. The 1873 Postal Laws and Regulations reminded employees, “Positive safety to registered matter is of more importance than expedition, and as there is no positive safety without a perfect chain of receipts.”

Endnotes
1 Regulations Respecting the Registration of Letters [hereafter Regis. Regs.], “Regulations,” Sec 4, p.4.
4 “The New Registry System,” United States Mail and Post Office Assistant [hereafter USM&POA], Vol. VII, No. 5 (February 1867) p.2. Examples are illustrated in Jim Kotanchik, Post Office Seals of the United States and Possessions, 2006, p.12; he also provides details about the printing of these envelopes. In September 2006, Jim Drummond prepared a preliminary version of An Illustrated Catalog of U.S. Registered Package Envelopes as Number 14 of The Official Seal Newsletter.
5 Regis. Regs., “Regulations,” Sec 6, p.5. (In the 1880s, after 3rd and 4th class mail were accepted for registration, the Post Office issued Registered Tag Envelopes, which held the required forms.
and could be securely tied to a large package.)

9 Regis. Regs., “Regulations,” Sec. 6-8, pp. 5-6.
13 One modern example of this confusion is Richard Graham’s comment, “The new regulations of 1867 … combined the registered receipt and letter bill forms into one paper, to be cut or torn in two after the form was returned” in “Registration of Letters, 1861-1869,” The Chronicle of the U.S. Classic Postal Issues 40 (August 1988) p.193.
14 “Answers to Correspondents,” USM&POA, v.6, no.8 (May 1865) p.2.
21 ALS James Gayler to A. N. Zevely, June 10, 1867 in the collection of the USPS Library.
22 “Special Instructions,” USM&POA, v.7, no. 10 (July 1867) p.2.
23 “Mailing Registered Matter,” USM&POA, v.8, no. 10 (July 1868) p.2.
26 New Regulations Respecting the Registration of Letters (1868); individual rules will be cited in the text by section number.
27 “Registration of Letters” a September 1, 1870 circular from W. H. H. Terrell, Third Assistant Postmaster General in Ryle p. 46.
28 Postal Laws and Regulations (Washington: GPO, 1873) p. 243, Sec. 504.
29 Postal Laws and Regulations (Washington: GPO, 1873) p. 243, Sec. 507.
31 The only references I have seen to the tracer are “New Regulations Respecting the Registration of Letters,” USM&POA, v.9, no. 2 (November 1868) p. 2; and “Circular 46,” USM&POA, v.11, no. 2 (November 1870) p.2.
33 Circular to postmasters quoted in Kotanchik, pp. 13-14.
36 The earliest use of this style envelope recorded by Drummond is April 25, 1879.
37 For a discussion of the changes in registry markings and procedures that accompanied the ending of Registered Package Envelopes, see David L. Straight, “The Modernization of Registered Mail,” The United States Specialist 80 (March 2009) pp. 105-109.
38 Postal Laws and Regulations (Washington: GPO, 1879) p. 242, Sec. 503.


“Answers to Correspondents,” USM&POA, v.11, no.5 (February 1871) p.1 and v.11, no.7 (April 1871) p.2.


Instructions to Postmasters, and Notice to the Public (1855) Sec. 12.

D. D. T. Leech, List of Post Offices in the United States with the Names of Postmasters, on the 1st of April, 1859. Also, The Regulations and Laws of the Post Office Department (Washington: Rives, 1859) Chapter XXXIX “Registration of Letters,” Sections 444-457, pp. 124-126. This note is the only change between the 1857 and 1859 editions with respect to registered letters.

Post Office Department: The Postal Laws and Regulations published by Authority of the Postmaster General, (Washington: GPO, 1866) neither Sections 304 or 357 make any mention of Registered Letter Bills.

“Answers to Correspondents” USM&POA, v.8, no.12 (September 1868) p. 2.

Regis. Regs., (1867) “Regulations,” Sec. 8, p. 6; and New Regulations Respecting the Registration of Letters (1868) Sec. 12.


New Regulations Respecting the Registration of Letters (1868) Sec. 7 & 18.


“Answers to Correspondents,” USM&POA, v.10, no.5 (February 1870) p.3.


(Washington: GPO, 1873) Sec. 489, p. 239.

David Straight, inspired by a comment of Barbara Mueller’s that the registry system still offered scope for postal historians, planned this comprehensive view of the process of registering mail, from the beginning of the system to its maturity, in two parts - Part I: “Holding a Light for the Depredator,” The Initial Failure of Registered Mail in the United States, having been published in PHJ 153. David’s untimely death interrupted the writing of Part II, and so we reproduce here what was not a final draft. In the absence of his illustrations, the editors have added selections from the Madera and Hegarty Cross Roads archive which they recently acquired (first found by Edward L. Willard and noted by Delf Norona in “U.S. Post Office Department Printed Forms,” The Congress Book 1970, page 29).
Timothy Bigelow: Revolutionary War Correspondent

by Richard Sheaff

A 1775 letter from the wilds of Maine opens the door to the saga of a much under-appreciated Revolutionary War patriot. Timothy Bigelow was one of the most ardent anti-British radicals in pre-Revolutionary Worcester, Massachusetts, considered the most “seditious” town in the colonies. Bigelow led the Worcester militia. Bigelow convinced Isaiah Thomas to move his printing presses from Cambridge to Worcester, and physically moved the equipment just before the British did, in fact, raid Thomas’s Boston print shop. Bigelow marched through the Maine woods with Benedict Arnold on the ill-fated attack on Quebec, where he was captured and imprisoned. After his release, he served at Valley Forge, Monmouth, Stoney Point, Verplanks Point, Saratoga, Yorktown, the Rhode Island expedition and West Point.

He died in a debtors’ prison.

Born August 12, 1739 on his family’s 100-acre farm in the Pakachoag Hill section of Worcester, Massachusetts, Timothy Bigelow was the youngest of three brothers. Like his great-grandfather, he became a blacksmith.

He was “self-educated, and as a young man was widely-read and became a fluent speaker.” Bigelow accumulated a large library of books, and in his spare time worked on improving his excellent oratorical skills. He was the leading patriot in Worcester, and kept in close contact with other patriots in Cambridge and in Boston. He became a Whig, a leader in the Sons of Liberty, elected a member of the Committee of Correspondence in 1773, the organizer of the American Political Society (which met at his house), a member of the Boston Whig Club, and a delegate to the first two sessions of the Provincial Congress. He also served on town meeting committees to decide the community’s reaction to various Acts of Parliament. “He was skillful and energetic, therefore prosperous in his business, gaining the reputation of a successful tradesman and a popular citizen.”

Timothy (age 23) fell in love with Anna Andrews (age 15), the only-child daughter of a prosperous Worcester man who had recently died. Her mother rejected him as a marital prospect, but the couple met when they could, often at “The Bridge of Sighs,” a spot that served as something of a colonial lovers’ lane. In July of 1762, when Anna was 16, they eloped by horseback to Hampton, New Hampshire and were married. Afterwards they took up co-residence in the Andrews’ family home, a saltbox in the center of Worcester, built in 1748, which became known as the Bigelow house after Anna’s mother died in 1766. For those four years, Bigelow, Anna and their growing family lived together with Anna’s mother and her second husband. The Bigelows eventually had six children. Over time, Timothy increased the size of his property through the acquisition of additional tracts both contiguous and non-contiguous.

Timothy Bigelow was unanimously chosen to command the Worcester Minute Men, and he drilled his troops energetically, one half-day per week. He stood 6-foot-two, with “broad shoulders and a commanding presence.” “Col. Bigelow possessed a vigorous intellect, and ardent temperament, and a warm and generous heart.” Worcester served as an ammunition and weapons depot before the outbreak of the Revolution, and several sources suggest that Loyalist General Thomas Gage considered attacking Worcester to seize those armaments; but, because Bigelow’s militia was so active and well-drilled, he
decided to raid Concord, Salem, New York and Philadelphia instead.

Worcester, many historians assert, was the true spark of independence in the colonies—more so than “the shot heard round the world”6 at Concord, the action at Lexington, or Paul Revere’s midnight ride. On October 4, 1774—21 months before the Continental Congress approved the Declaration of Independence—the people of Worcester in town meeting instructed Bigelow, their representative at the upcoming Provincial Congress to proclaim “that the old constitution was dissolved and they should begin to form a new one, ‘as from the ashes of the Phenix’.”7

In 1774 in Worcester—a small town with only 300 registered voters—some 4,622 militiamen lined both sides of Main Street and forced 25 British-appointed officials to “walk the gauntlet, hats in hand . . . (recanting British rule) . . . thirty times each, so everyone could hear.”8 The townsfolk of Worcester elected their own representatives, allowing each to serve but one day . . . “the ultimate in term limits.”9 The term “Minute Men” was coined in the Worcester Court House on September 21, 1774.10

Isaiah Thomas was the leading patriot-printer in Massachusetts. Bound as a printer’s apprentice at the age of six, Thomas had been publishing his newspaper, The Massachusetts Spy since 1770. It “became the favorite champion of the rights of the people.”11 His patriotic printing operation was sometimes called “The Forge of Sedition.” He secretly printed broadsides and other materials for the patriots at night. In 1774, at the urging of John Hancock and acting on behalf of the town, Timothy Bigelow and William Stearns negotiated an agreement with Isaiah Thomas to move his print shop and newspaper to Worcester sometime during the coming year.12

As events unfolded, however, Thomas relocated to Worcester sooner than planned. A few days before the Revolution began, Bigelow and Dr. Joseph Warren (the man who dispatched Paul Revere to warn Concord that the British would be coming) convinced Thomas to let them move his printing press and types from Cambridge to Worcester to protect them from the British. Everything essential was moved to Worcester during the night of April 16, 1775 by Bigelow and two friends, by boat and then wagon, and hidden in Bigelow’s cellar. “(Thomas’ press) was set up and worked, at the beginning, in a basement-room of the Colonel’s house.”13 The British, in fact, did raid Thomas’s Boston quarters shortly afterward and confiscated or destroyed everything Thomas had left behind.

His press and type secure, Thomas left Worcester to join with the provisional militia against the British troops at Lexington, returning to Worcester on April 20. “The first appearance of the Spy next after, and therewith the first printing executed in Worcester,
was on the 3rd of May . . . It spoke like a trumpet.”14 The May 3rd issue presented news of the battles at Lexington and Concord.

“A suitable office was shortly obtained, and the sheet, under its new title of *The Massachusetts Spy, or American Oracle*, was spread abroad everywhere.”15 Thomas’ apprentice Benjamin Russell lived in the Bigelow home, treated as a family member. He became a lifelong friend of Bigelow’s son Timothy, who was to become a lawyer and, eventually, an active Massachusetts Congressman.

The Massachusetts Provincial Congress, meeting in Watertown, considered asking Thomas to move his printing operation to Watertown, but in the end decided that he should remain in Worcester.* Instead, the Congress established a route for post riders connecting Watertown, Cambridge and Worcester.16, 17

On April 19, 1775 arose the cry “To Arms! To arms! War is begun!” Captain Bigelow’s command gathered on the Worcester common, cannons firing, bells ringing. After a benediction by the minister of the Old South Church, Rev. Thaddeus MacCarty, Bigelow’s seventy-six Worcester Minutemen marched off in the late afternoon to Lexington and Concord. Thirty-one more men under Captain Benjamin Flagg soon followed. When they joined up in Sudbury, Bigelow and Flagg learned that the action in Concord and Lexington had ended, and so marched instead to Cambridge where an army was being organized. Upon reviewing Bigelow’s company of soldiers, General George Washington said, “This is discipline indeed!” and on May 25, 1775 promoted Bigelow to the rank of 2nd major, in the regiment of Artemus Ward. A few days later, Bigelow’s unit was bolstered by another 60 men from Worcester.

**The March to Quebec**

Washington, having received information that neither the Indians nor the Canadians would take arm against Americans, on September 5, 1775 ordered a detachment of troops to make their way through the Maine woods to attack Quebec. This bold expedition was commanded by Colonel Benedict Arnold. Arnold today is known primarily as a Revolutionary War traitor; yet for years before he became a turncoat, Benedict Arnold was an outstanding American patriot. A wealthy West Indies trader, he risked all he owned by immediately throwing in with the revolutionaries.

On September 3, 1775, Washington had sent this letter from his headquarters in Cambridge to a Maine man named Reuben Colburn, ordering him to procure boats needed for Arnold’s journey up the Kennebec River: “You are to go with all Expedition to Gardinerstown upon the River Kenebeck and without Delay proceed to The Constructing of Two Hundred Batteaus, to row with Four Oars each. Two Paddles and Two setting poles to be also provided for each Batteau. You are to Engage a Company of Twenty Men consisting of Artificers, Carpenters, and Guides to go under your Command to Assist in such Services as you, and they, may be called upon to Execute: You are to purchase Five

* In July of 1776, *The Massachusetts Spy* in Worcester was the first publication in New England to print the text of the Declaration of Independence. Isaiah intercepted the express rider carrying the Declaration to Boston, and thus became the first person in New England to read it. On July 14, before printing it for distribution, Thomas took the Declaration to the porch of the Old South Meeting House and read it aloud to the gathered crowd.18 On Sunday, July 21 it was read again by Rev. Thaddeus MacCarty after his church sermon.
Hundred Bushells of Indian Corn, to provide the Workmen employ’d in Building The Batteaus: You are to bespeak all The Pork and Flour, you can from the Inhabitants upon the River Kennebeck, and a Commissary will be immediately sent from the Commissary General, to agree, and pay for the same; you will also acquaint The Inhabitants, that The Commissary will have Orders to purchase Sixty Barrells of Salted Beef, of Two hundred and Twenty pounds each Barrell. You are to receive Forty Shillings Lawfull Money for each Batteau, with the Oars, Paddles, and Setting poles included, out of which you are also to pay The Artificers and for all the Provisions, Nails &ca. they shall expend.”

Figure 2: Interestingly, George Washington disliked using the word “Free”, and generally used other inscriptions for his franking, including “Public Service,” “On Public Service,” “G. Washington,” “By Post,” and “President, U. S.” until after he left the presidency. Benjamin Franklin, of course, felt differently, famously franking some of his letters with “B. Free Franklin.”

For the March on Quebec, Arnold’s force consisted of ten companies of musketmen and three companies of riflemen, about 1,100 newly drafted men in all. His subordinate officers were Colonel Roger Enos, Colonel Christopher Green, Major Return Meigs and 35-year-old Major Timothy Bigelow.

On September 13, 1775 this force set off to march from Cambridge to Newburyport; where, on September 19, they boarded boats (including the sloops Abigail, Britannia, Commander, Conway and Swallow, and the schooners Broad Bay, Eagle, Hannah and Houghton) and set sail for the Kennebec River in Maine. The majority of the men got seasick on that short trip.

Fourteen days after Washington had given the order for the mission, the 1,100 men were provisioned and positioned in Gardner, Maine with two hundred batteaux which had been built for the trek. These boats were both a major disappointment and problem, as they were poorly constructed, made from very heavy green wood and they leaked. The expedition boarded the batteaux on September 22 and traveled northward upriver to Fort Western (now Augusta), arriving there on the morning of Saturday, September 23.

Here Bigelow penned the letter which first piqued my interest (see Figures 4 & 5):

Sir Pleas to deliver this letter to Mrs Bigelow, Camp at Forte Wesfer Sept 26th 1775

Dear Wife, I would have you apply to the Selectmen for their approbation in order for licence so that when I return I can do as is beft either to keep as I have done or the whole of the time as buffetfs beft suits; all matters that I write to you on refpefting buffetfs & family affairs you will let ref with yourfelf. I would write more full in this letter. If I had not wrote a letter to you two days ag(o) when I gave a considerable account of the voyage. I am now on my way toward the wildermeffs 2 miles above the forte so that it is probable you will not hear from me again until {you hear} I write from Quebec unlefs
we are disappointed in our march, until then adue, and am my Dear with sincere affection, your loving Husband Timo. Bigelow

The murderer I mentioned in my last is condemned to be hanged by a court martial but it is probable he will not be executed until the general’s pleasure is known. The man that was murdered belongs to Norwich has left a wife & 5 children.

Interestingly, research into the diaries of several of Arnold’s officers and men, along with other documents, makes it possible to piece together the details of this court martial episode. The murderer was a drunken soldier named James McCormick, a private in Captain Goodrich’s company. In the early hours of Sunday, September 23, McCormick had been put out of the “Private-house” by his fellow soldiers after a squabble. Asked to quiet the uproar, Captain Simeon Thayer went out of the officers’ quarters and ordered the soldiers to lie down. He “observed the flash of the priming of a gun” and called for
Figure 4: This Timothy Bigelow letter was handed to a military courier at the Arnold expedition’s camp a few miles above Fort Western (now Augusta) in Maine, presumably put into the mail at Cambridge as requested on its face, then carried by postrider to Isaiah Thomas in Worcester, to be given to Bigelow’s wife Anna. The cover was entitled to go “Free” both as a cover addressed to Provincial Post postmaster Isaiah Thomas, and as a military/patriot cover. It is clear that patriot military leaders at that time had their letters, official and personal, delivered without payment of postage, though I have not pinpointed any specific authority for this practice. On July 5, 1775 the Massachusetts Provincial Congress considered a resolution that would have formalized this privilege: “that all letters directed to any person or sent from any person belonging to the Continental Army, now stationed at the Massachusetts Colony, be delivered to the person to whom they belong, free of postage, until further Acts of Congress or some future House of Representatives.” This measure, however, was “ordered to subside” - tabled. In 1775, of course, the Maine woods were still part of the Massachusetts Colony and so Colonel Bigelow would have been formally granted this military free franking privilege, if it had gone into effect. A later resolution of January 9, 1776 extended the right to send letters without postage to private soldiers (as long as they were free-franked by a commanding officer). The establishment of a national military and congressional free frank privilege was one of the first subjects taken up and enacted by the Congressional Congress, on November 8th, 1775. The manuscript “Free” on this Bigelow letter likely was applied by the postmaster in Cambridge, Jonathan Hastings, Jr., when put into the mails by the express courier, as it was addressed to Worcester postmaster Thomas. It would be informative to compare the known handwriting of Hastings to this “Free” docketing.

Captain John Topham. When Topham came to the door, someone took a shot at him but missed. Thayer and Topham both went back to bed. A while later, McCormick threw open the door of the officers’ house and fired a shot into the room, hitting Sergeant Reuben Bishop, who was lying down by the fire. Bishop was described as “a civil, well-behaved and much beloved young man” 21 He was treated by Dr. Isaac Senter, but died in agony from internal bleeding twelve hours later. The first casualty on Arnold’s expedition, Bishop left a wife and five children in New London, Connecticut.

The killer ran away, but was captured in the morning and “arrested, court-marshaled and sentenced to die at three o’clock in the afternoon of the 26th.” 22 A gallows was constructed and he was placed upon it, in the rain, with a noose around his neck. McCormick stood there for about half an hour, denying his guilt. When the chaplain
came to talk with him, he finally confessed. Arnold decided to “respite” him and send him back under guard in irons to General Washington at his headquarters in the house of John Vassal in Cambridge, for final judgment. The prisoner made it back to Cambridge, but died before he could be executed.

A Lieutenant Gray was the express rider who arrived at Fort Western about 3 pm on the 25th with a letter from Washington to Arnold, and “a number of manifestoes” from Washington for Arnold to distribute amongst the people of Canada. Lt. Gray left to return to Cambridge on September 27 with two letters from Arnold to Washington (delivered on October 4), a letter from Arnold to his wife, Bigelow’s letter to his wife, and likely other officers’ letters. He probably also had McCormick in tow until they reached the schooner which would carry the criminal to the custody of Captain Howell in Newburyport.

One of Arnold’s letters to Washington, written in sections on September 25-26-27, detailed the expedition’s progress, and mentioned the McCormick episode: “...the Court Martial have condemned the Man who shot the other, to be hanged, which Sentence I have approved, but have respite him intill your Excellency’s Pleasure on the Matter is known, and design sending him back in one of the Transports. Inclosed are all the Papers relative to the Matter, and his Confession at the Gallows before respite.”

Figure 5: See pages 29-30 for transcription of this September 26, 1775 letter.
The other letter from Arnold to Washington 27 details the handling of McCormick:
Fort Western, 27th September, 1775.

To his Excellency General Washington, May it please your Excellency:

I have ordered James McCormick, the Criminal condemned for the Murder of Reuben Bishop, on board the Schooner Broad Bay, Capt. Clarkson, with Directions for him to be delivered to Capt. Moses Howell, at Newbury Port, who has orders to send him to your Excellency—The Criminal Appears to be very simple & ignorant, and in the Company he belonged to, had the Character of being a peaceable fellow—His place of Residence is North Yarmouth, was drafted out of Col. Scammon’s Regt Capt. Hill’s Company, where his Character may be fully known. I wish he may be found a proper Object of Mercy; and am

With the greatest Respect, Yor Excellency’s most obd. hble servt, B. Arnold

Bigelow’s letter* was put into the mails at the Cambridge post office. Jonathan Hastings, College Steward at Harvard College, had been appointed as Cambridge’s first postmaster (Benedict Arnold had been given his first commission in the Continental Army in the Hastings house in May 1775.)28 On May 25, 1775, James Winthrop, formerly postmaster of Boston, was sworn in to succeed Hastings under William Goddard’s organization of the Constitutional Post-Office system.29 So little mail went through that post office that Winthrop could not subsist on the meager revenues, and on July 5 he wrote to the President of the Continental Congress, asking to be replaced. On July 8th, Jonathan Hastings, Jr., was appointed to the post. This Cambridge post office was short-lived: as its operations were moved across the Charles River into Boston shortly after the British retreated from the city on March 17, 1776.

Isaiah Thomas had become the Provisional Post postmaster of Worcester, appointed by the Massachusetts Provisional Congress on May 13, 1775,30 at which time the Congress also established a post road from Cambridge to Woodstock by way of Worcester, and from Worcester to Great Barrington by way of Springfield.31 On July 25, 1775, the Second Continental Congress in Philadelphia had authorized a committee to make recommendations for establishing a new national Congressional Post. On November 15, Isaiah Thomas was appointed as Congressional Post postmaster at Worcester by Benjamin Franklin. He served until 1801. “Thomas would receive and forward one mail from the west on Tuesday evening and one from the east on Friday morning. Nathaniel MacCarty, who had been an apprentice for Isaiah Thomas, became his first post rider.”32

Thomas’ post office was kept in his printing office, where he continued to publish The Massachusetts Spy (later, The Worcester Spy). The masthead of The Spy—designed and engraved by Paul Revere—featured a version of Franklin’s disjointed snake with the segments joined together, attacking a British dragon. Revere also included a female Liberty figure, the new American symbol of the Revolution, her arm resting on an issue of The Spy. [See Figure 1] The November 17, 1775 issue of The Spy announced the establishment of a national postal service.

* Bigelow’s letter mentions an earlier letter (present whereabouts unknown) sent to his wife on September 24, in which he had mentioned the McCormick episode. McCormick was sentenced on September 25 and “respited” by Arnold on September 26; Bigelow’s wording in his letter of September 26 suggests that he wrote it on the 26th before Arnold’s “respite” had been made official.
As the Arnold expedition progressed northward, the river grew more rapid, rocky and difficult. It got cold. The expedition reached Fort Halifax, situated at the confluence of the Kennebec and Sebasticook rivers. As the lead team members continued, they encountered numerous substantial portages, where everything—including the heavy, awkward boats—had to be carried overland by hand. On October 3, they reached Norridgewock, Maine. After more portages, they came on October 10th to the widest one, the Great Carrying-Place, twelve and a half miles across.

The expedition’s food began to run dangerously low, and the cold, miserable men were put on greatly reduced rations. Some resorted to boiling shoe leather for food, and eating candles. One captain’s dog was consumed. None had appropriate cold weather gear. Many had bare feet.

When the forward divisions reached the Dead River, Bigelow wrote another letter:

October 25, 1775. On that part of the Kennybeck called the Dead River, 95 miles above Norridgewock

Dear Wife: I am at this time well, but in a dangerous situation, as is the whole detachment of the Continental Army with me. We are in a wilderness, nearly one hundred miles from any inhabitants, either French or English, and but about five days’ provisions, on an average, for the whole. We are this day sending back the most feeble and some that are sick. If the French are our enemies it will go hard with us for we have no retreat left. In that case there will be no alternative between the sword and famine. May God in his infinite mercy protect you, my more than ever dear wife, and my dear children, Adieu, and ever believe me to be, your most affectionate husband, Timo. Bigelow

At this point, Bigelow and several others climbed a nearby mountain, locally named “Tiaouiadicht”, to see if they could spot Quebec or any other useful landmarks. All they saw was unbroken forest for as far as the eye could see. Today, that mountain is named Mount Bigelow. He wrote another letter to his wife after coming into contact with Canadian settlers:

Chaudiere Pond, Oct. 28, 1775.

Dear Anna: I very much regret my writing the last letter to you the contents were so gloomy. It is true our provisions are short (only five pints of flour to a man, and no meat); but we have this minute received news that the inhabitants of Canada are all friendly, and very much rejoiced at our coming, and a very small number of troops in Quebec. We have had a very fatiguing march of it, but I hope it will soon be over. The express is waiting, therefore must conclude. I am, dear wife, with unlimited affection, Your faithful husband, Timo. Bigelow

Of interest is Bigelow’s comment that “the express” was waiting, a military courier who would hasten south with Arnold’s reports and any officers’ letters.

These two last Bigelow letters, dated October 25 and October 28, were buried in one of two “firmly soldered” time capsule boxes placed under the Timothy Bigelow Monument on the Worcester Common dedicated on April 19, 1861. They remain there, along with a long list of other items. When the monument was cleaned and re-dedicated on May 1, 2008, it was debated whether or not to open the two boxes to check the condition of the contents, but it was deemed too risky and the boxes were simply re-buried. No record exists of the addressing, routing information or any postal markings on those two letters.
The feeble assault on Quebec was a total disaster. On October 10, at the Great Carrying-Place, Arnold had inexplicably entrusted to an Indian he had never met a letter to a friend in Quebec, detailing the intended surprise attack. When the expedition eventually did reach Quebec they found the place fully prepared, as the Indian had promptly turned Arnold’s letter over to the British. Bigelow and twenty-nine other officers were captured on December 31, 1775 and imprisoned for eleven months. He became ill, perhaps with smallpox.

While Bigelow was still in prison, Washington promoted him to full Major, of the 21st Continental Infantry, effective on January 1, 1776.

Various colonial officers were exchanged or released during 1776. Major Bigelow was released as part of a group of some 420 officers and men sent home on four transport ships to Elizabethtown, New Jersey, arriving on September 28, 1776. Bigelow was in terrible health and condition. It has been suggested that when he eventually made his way home, acquaintances at first could not even recognize him.

He was commissioned on February 6, 1777 (effective January 1, 1777) as a Lieutenant Colonel, and put in charge of the 15th Regiment of the Massachusetts Continental Line. He was also chosen to be Moderator of Worcester’s town meetings, a role he served from 1777 to 1780. Bigelow rounded up his former Regiment, which had become scattered far and wide. He and his regiment took part in the capture of Burgoyne at Saratoga in October 1777, a huge victory for the American cause, engineered by Benedict Arnold. Bigelow spent the winters of 1777 and 1778 with Washington at Valley Forge, under miserable conditions. At one point, a large party of officers and soldiers came to see Bigelow, to argue that they should be back home with their families. Bigelow heard them out, then responded “Gentlemen, I have heard all the remarks of discontent offered here this evening, but as for me, I have long since come to the conclusion to stand by the cause, come what will. I have enlisted for life. I have cheerfully left my home and family. All the friends I have are the friends of my country. I expect to suffer with hunger, with cold, and with fatigue, and, if need be, I expect to lay down my life for the liberty of these colonies.”

Bigelow subsequently took part in action at Monmouth, Stoney Point, and Verplanks Point; and served with the Rhode Island Expedition, spending the winter of 1778-1779 in Providence. He witnessed the capture of Burgoyne at Saratoga in 1777 and the surrender of Lord Cornwallis at Yorktown in 1781.

At Yorktown, serving under Lafayette, Bigelow’s regiment “aided in carrying the right redoubt. One of his men who was present, in describing the occasion, said: Colonel Bigelow was everywhere all the time, and you would have thought, if you had been there, that there was nobody else in the struggle but the Colonel and his regiment.”

Bigelow also served at West Point.

After the peace he returned home to his wife and five children (all under the age of twelve), but then accepted further military assignments at West Point and as commander of the U. S. Arsenal in Springfield, Massachusetts. He was discharged personally by George Washington on January 1, 1781.

For his years of fighting in the military, in lieu of pay, Bigelow had been granted 23,040 acres of land in Vermont in October of 1780. Led by Bigelow, a group of sixty men founded the town of Montpelier. While Bigelow had served under the Marquis de Lafayette, he had become close to Lafayette’s top aide, who accompanied Bigelow on that Vermont trip to see the land grant. The Frenchman remarked that the countryside there reminded him of his home town, Montpelier, France; and so Bigelow named it.
The land grant and an investment scheme to sell shares, however, gave “no material aid to his declining fortunes.” And although Congress had in 1780 pledged to pay soldiers a lifetime pension of half of their wartime salaries, the new nation had empty pockets, and those pensions were not paid.

After nine years of patriotic service, Bigelow returned home in poor health, prematurely aged and virtually penniless. The loss of son Andrew to consumption (tuberculosis) added greatly to his distress. He attempted to take up his blacksmithing business again, but found that things had changed with time. He had lost his physical strength and his interest in blacksmithing, and others who had not gone off to war now serviced his former patrons. The young nation’s economy was in shambles, suffering from postwar inflation, and Bigelow found it impossible to catch up financially, never mind get ahead. Nervous creditors, faced by an unstable economy, began to demand full repayment of all loans and debts, and seizures of property became commonplace. In 1785, there were some 86 debtors imprisoned in the Worcester jail, a filthy, crumbling, over-crowded place.

Men of Worcester who had remained at home while the war was fought had piled up debts against Bigelow, and began to demand payments which he could not meet. In order to “protect key real estate from creditors,” especially his wife Anna’s home, Bigelow executed mortgages and indentures for various properties he had earlier acquired, in effect sacrificing himself for his family. He signed over title to his remaining property to his son-in-law. On February 15, 1790, he was forced into debtor’s prison by men he had long considered friends, Levi Lincoln and Stephen Salisbury.

After a few weeks in jail, the rapidly failing Bigelow was carried to a nearby house, where he died on April 4, 1790 at the age of 50. The jail record lists Bigelow as discharged “By Deth.” His son Timothy wrote in a letter to his future wife, “Anxiety and distress at his situation preyed on his mind and at last laid him low in an untimely grave. But never did a man face death with more dignity and composure. He told me the day before he expired that he felt as happy as if he were at a wedding feast, and as indifferent to the event as the tree-tops that were waving in the wind.”

Timothy Bigelow’s former close comrade Isaiah Thomas printed a mere one-line announcement of his death: “Died. In this town Col. Timothy Bigelow, aged 50.” Perhaps Bigelow had become truly deranged by his eight years of hard service to the country during the Revolutionary War, and had become difficult to be around. Or perhaps he and others simply grew estranged during all those years apart. After his death, wife Anna continued to co-habitate the house with her married daughter Nancy and son-in-law named Abraham Lincon, until another daughter, Lucy, married and moved to Groten, Connecticut. Bigelow’s widow Anna made the Groton house her home from 1805 until her death in 1809.

Son Timothy had been apprenticed to the printshop of Isaiah Thomas, “but spent much of his time in reading and studying.” In 1779, he joined his father’s command in the Continental Army and took part in the Rhode Island campaign. When the unit was ordered to the south, the younger Bigelow returned home to his studies, and entered Harvard in 1782. A Federalist, he went on to become a prominent Massachusetts lawyer, a state Representative, a state Senator, Speaker of the Massachusetts House and a Freemason. He “is said to have pleaded 15,000 cases.” One of his sons—the grandson of our Revolutionary Timothy—became mayor of Boston.
In 1861, Timothy Bigelow was honored when his great-grandson Colonel Timothy Bigelow Lawrence erected a white Italian marble monument to him on Worcester’s central “Old Common.” Bigelow’s remains were reburied at the spot and the monument constructed over him. In “a pair of strong, double boxes of tin and copper, firmly soldered . . . placed beneath the marble base of the monument” a pair of strong, double boxes of tin and copper, firmly soldered . . . placed beneath the marble base of the monument” are “sundry articles and documents,” including a lock of his hair, lead ball cartridges forged by his Bigelow’s men in his barn in 1777, the letters to his wife from the Quebec expedition dated October 25 and October 28, 1775, some rare early coins as well as some contemporary 1861 coins and a piece of the Charter Oak.

Footnotes

2 Services of Colonel Timothy Bigelow, etc., Hon. Ellery Bicknell Crane, Worcester 1910, p.76
3 The Andrews-Bigelow-Lincoln-Court Mills Site, Holly V. Izard, Unpublished research paper, Worcester Historical Museum, p.8
4 Crane, p.76
6 Concord Hymn, Ralph Waldo Emerson, 1837
8 Ibid
9 Ibid
11 Historical Collections, John Warner Barber, Dorr, Howland & Company, 1839, p. 621
12 History of Printing In America, Isaiah Thomas, Edited by Marcus A. McCorison, Imprint Society, Barre, MA, 1970, p.180
13 Ceremonies at the Dedication of the Bigelow Monument, April 19, 1861, John Wilson and Son, Boston, 1861, p.32
14 Ibid, p.33
15 Ibid, p.33
16 Isaiah Thomas, p.169
17 History of Cambridge, Massachusetts 1630-1877, Lucius R. Paige, Cambridge MA, 1877, p.700

Figure 6: Constructed in 13th century English Gothic style, this monument to Bigelow was erected by a descendant in 1861, in the early stages of the Civil War. It was designed and superintended by Boston architect George Snell with marble imported from Tuscany and granite worked by the Granite Railway Company. Chiseling was by Wentworth and Company. Many of the speeches given at the dedication linked Timothy Bigelow’s patriotism and bravery to the then-current demands of the Civil War. (Frontispiece to Ceremonies at the Dedication of the Bigelow Monument, April 19, 1861, John Wilson and Son, Boston, 1861. Lithography by J. H. Bufford of Boston.)
Written in the hand of aide Horatio Gates. Original is in the House of Representatives Collection, Library of Congress.

March to Quebec, Journals of the Members of Arnold's Expedition, Kenneth Roberts, Down East, 1938, p.249

Ibid, p.547

Crane, p.10

Roberts, p.620 (Also in the journal of Arnold’s secretary, Captain Eleazer Oswald)

George Washington papers at the LOC, 1741-1799, Series 3b, Joseph Reed to Benedict Arnold, September 20, 1775

Ibid


Ibid

Stanley L. Klos, AMERICAN ARCHIVES: Containing A Documentary History Of The United States Of America Series 4, Six Volumes and Series 5, Three Volumes

Correspondence, Miscellaneous Papers, Proceedings of Committees, &c. Massachusetts Provincial Congress, Saturday May 13,1775

Ibid

Worcester, Massachusetts, A Short History, op cit.


Crane, p.13. Also on the website of the Timothy Bigelow Chapter of the D.A.R.

Colonel Timothy Bigelow, Louise Bigelow, Meador Publishing, Boston, 1941, p.288

Crane, p.54

Crane, p.76-77

History of Worcester and It's People, Vol.7, NY, Charles Nutt, 1919, p.58

Worcester's Own Timothy Bigelow Dies in City Jail, Geraldine R. Foty, Sunday Telegram, April 13,1986

Izard, p.9


Louise Bigelow, p.432


Ibid, p. 175

Ceremonies at the Dedication of the Bigelow Monument, April 19, 1861, op cit., p.27

Ibid

History of the “Free Franking” of Mail in the United States”, Edward Stern, H. L. Lindquist, 1936, p.2

Dick Sheaff is a retired graphic and communications designer. A stamp collector since the age of seven, he well remembers sitting at his child-sized roll-top desk with approvals from H. E. Harris and Kenmore Stamp Company in his top drawer, watermark detector and perforation gauge on the desktop. Dick designed or art-directed over 500 U.S. postage stamps. He collects ephemera and postal history, researches various subjects and writes frequent articles, with a particular interest in design and typography. He also maintains an ephemera-related, non-commercial website (www.sheaff-ephemera.com). Dick has served several terms on the Ephemera Society’s board of directors.
Geography and Postal History

a review by Richard R. John, Columbia University

Geography & Postal History: Papers from “a Writers’ Institute” (West Sand Lake, N. Y.: Diane DeBlois, Robert Dalton Harris, David L. Straight, 2012), 60 pp., tables, maps, illustrations, charts. $20 postpaid, PO Box 477, West Sand Lake NY 12196.

For the past thirty-two years, the American Philatelic Society has offered a summer seminar on philately. The essays collected in this volume originated as student projects from the 2011 seminar in Bellefonte, Pennsylvania, organized by Robert Dalton Harris and Diane DeBlois, with the assistance of David L. Straight and Tara Murray. Its theme was “geography and postal history” - and, apparently, one of the participants summed up the aim at the first day’s meeting: “geography needs postal history.”

The main textbook for the seminar was D. W. Meinig’s magisterial four-volume history of American geography, The Shaping of America. This was an inspired choice, as Meinig’s magnum opus provides postal historians with a wealth of insights upon which they might draw in charting the development of the postal network. Oddly, however, Meinig’s themes are not directly engaged in the essays themselves. Though we learn a good deal about the changing spatial ordering of postal networks, none of the essays underscore the four stages of geographical development that Meinig emphasized - Atlantic, continental, transcontinental, and global - while only a few take as a central focus the interplay of environmental constraints and political exigency that Meinig regarded as central to the emergence of the modern United States. In one sense this is unsurprising. Meinig neglected postal networks, and, thus, did not provide the contributors with much to work with. Even so, his œuvre raises a question that postal historians might well wish to engage: how and to what extent might a focus on postal networks alter his conclusions?

Among the most ambitious and successful of the essays are Paul Peterson’s analysis of the location of selected items of registered mail sent to the tiny Maine hamlet of Stow in the period between 1890 and 1908; Robert Dalton Harris’s mapping of the mail order business between 1870 and 1950; Robert Bramwell’s description of the correspondence that merchant Benjamin M. Mumford sent between Schenectady and New York City in the period between 1825 and 1840; and David L. Straight’s reconstruction of the mechanisms the Post Office Department used to collect money in the period between 1823 and 1880. Peterson’s analysis is notable for its sensitivity to the vagaries of local geography. Harris’s mapping underscores the importance of three states - Illinois, Missouri, and New York - as centers of the money order business, a circumstance that presumably owes much to the existence in Chicago, St. Louis, and New York City of large commercial banks. Bramwell’s description includes the names of private mail carriers, a welcome contribution to our understanding of this neglected and often overlooked phenomena. Straight’s reconstruction provides us with a lucid overview of a financial mechanism that historians unfamiliar with postal administration have sometimes neglected.

Whenever postal historians generalize on the basis of limited data, they are confronted by the problem of representativeness. Harris meets this challenge head-on by basing his conclusion on government-generated data. Other authors make claims by relying on large - and, thus, presumably, representative - samples. It may be time for postal historians to tackle this question, so that they can begin to provide credible generalizations about the spatial ordering of postal networks for Meinig’s successors. If they do, the essays brought
together in this informative and well-edited collection will provide them with a wealth of information to help “bring the mail back in” for historians of American business, politics, geography, communications, and public life.

**Norway Parcel Post**

*a review by Alan Warren*

*Norway Parcel Post to 1945* by Olga Ellis and Alan Totten. 78 pages, 8.5 by 11.5 inches, card covers, wire bound, Scandinavia Philatelic Society, Northwich, Cheshire, United Kingdom, 2011. ISBN 978-0-9523532-6-3, $57 plus shipping from Jay Smith & Associates, PO Box 650, Snow Camp NC 27349.

The first parcel service in Norway began in 1759 as a private business with some state support, but operated infrequently. In 1780 an express parcel service between Copenhagen, Christiania (former name of Oslo), and Kongsberg began that ran three times each month. In the early 1800s parcels were assigned their own rates within Norway for items like books, periodicals, and samples. The size of domestic parcels was limited to small items until railway and steamship service was introduced.

Mailed parcels generated a parcel letter to notify the recipient that a package was coming and the nature of the contents. In 1870 printed parcel forms were introduced to which stamps could be affixed to prepay the shipment. These forms evolved into the more familiar parcel cards. The card was often sent separately from the package to inform the recipient that a parcel arrived and had to be collected from the post office.

The authors describe the evolution of the parcel card during the early 20th century in terms of its size and printed information. Other services evolved as well for separating out newspapers and other periodicals, cash on delivery, insured and express parcels, and medicine packets. If a parcel card was lost in transit, the destination post office prepared a duplicate to advise the recipient.

In the 1870s special parcel post handstamps and cachets were introduced. These cancellers are nicely illustrated with indication of when their use began. Toward the end of the 19th century special triangular handstamps were used on incoming parcel cards from abroad. Machine cancellers for domestic cards were introduced in the 1920s.

The handling of parcels for military mail during WW II is discussed, followed by the treatment of incoming and outgoing parcels in the 19th and early 20th centuries. Another section is devoted to a listing of the various printed forms used in connection with Norway parcel post over the years. These are identified by the printed form number, “Blanket No.” Rate tables covering the period from the late 1880s until 1945 are presented for inland service, money orders, insurance and registration, followed by rates to Sweden, Denmark and Scandinavia in general.

A list of acknowledgments and sources concludes the book. Many of the forms and parcel cards are illustrated in color. Parcel post collections are difficult to assemble as post offices were required to destroy the cards some time after they were presented by the recipient at the time of collection. Often the stamps were removed and placed in kilo ware. The authors have undertaken a difficult subject and presented the topic in a way that invites other adventurous collectors to participate.
American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

General Topics

Auxiliary markings

18 or more auxiliary markings decorate a 1944 cover, originally a drop letter in Ketchikan, Alaska, forwarded to New Orleans, Charleston, S.C. and one or two other military locations. As author Dickson Preston asserts, it is “Not your average one-cent drop letter.” Prexie Era 57 (Spring 2012).


“Deficiency in address supplied” handstamp, applied in New York City, is illustrated on a cover from Arizona Territory. An explanation is provided by author Bob Bramwell in “Handling a Nixie in 1901.” Excelsior! No. 19 (September 2012).

“First Class Presort/Bulk and non-profit rate are not/permitte in international mail” reads a label affixed to a late 1990s cover. Author Robert Thomson illustrates the cover to show “Certain nondenominated stamps are not allowed in the international mails.” Aux. Marks 9 No. 2 (April 2012).

Hotel Adams, Muskogee, Indian Terr. used a forwarding handstamp, 1890-99, usually accompanied by a Sedalia & Denison R.P.O. postmark. Three types are identified in “The ‘forwarded by Hotel Adams’ markings” by Joe Crosby. Aux. Marks 9 No. 4 (October 2012).

“Maritime ship auxiliary markings - passenger and crew” by Thomas Breske illustrates dockside receiving marks, too late markings, not on board ship, outbound shipping company and quarantine ship’s mail as well as a few other ship related markings, 1883-1982. Aux. Marks 9 No. 4 (October 2012).

“Minor letter,” “Hold until released” and a bilingual “(non trouve)/not found” auxiliary markings allow author Tony Wawrukiewicz to call these covers of 1901, 1953 and 1902 “Three remarkable covers.” Aux. Marks 9 No. 4 (October 2012).

“No sea post aboard” auxiliary marking, apparently referring to SS American Banker, is illustrated on 1937 (SS Pres. Garfield Seapost) cover by author Thomas Breske. Aux. Marks 9 No. 4 (October 2012).

“No such office in state’ - where was marking applied?” is by Terence Hines, who illustrates the cover, postmarked Boston in 1889. Aux. Marks 9 No. 2 (April 2012).
“Pointing hand postmarks on U.S. stampless covers” by James W. Milgram contains a listing of 26 post offices using such markings (16 are illustrated), 1796-1850s. Most are seen with Paid, Forwarded, Registered, Missent or Free, but occasionally they just point to the town name. Chronicle 64 No. 4 (November 2012).

“Received in package box collection markings” by John M. Hotchner contains illustrations of eight covers bearing this or an equivalent marking. Most of the article consists of some elementary remarks on auxiliary markings. La Posta 43, No. 3 (Third Quarter 2012).

Return to sender pointing hand markings are the subject of “Look who’s pointing fingers” by George DeKornfeld. Four examples (1870s-1934) are illustrated, together with a photograph of two of the handstamping devices. Excelsior! No. 19 (September 2012).

Returned mail or mail delayed auxiliary markings, 1895-1986, provide author Ralph H. Nafziger with “Some unusual auxiliary markings covers” to illustrate and discuss. Aux. Marks 9 No. 4 (October 2012).

“Stamps removed by censor” marking on 1942 soldier’s cover which also has origin postmark blacked out and stamp removed is illustrated in “U.S. Notes” by John M. Hotchner. Linn’s 85, No. 4372 (August 13, 2012).

“Typed auxiliary marking labels of the 1970s and early 1980s” were mostly used for forwarding during the early “experimental” days, but after December 4, 1975 received more general use, as explained in this article by Tony Wawrukiewicz. Aux. Marks 9 No. 2 (April 2012).

“Unmailable private ‘postal cards’” by Jerry Johnson contains illustrations of two 1904 cards deemed unmailable because both have headings using the word “postal.” Aux. Marks 9 No. 2 (April 2012).

Highway Post Offices

Louisville & Fulton and Louisville & Paducah HPOs are the subject of “Highway Post Offices” by William Keller. A map, schedules and postmarks are illustrated, 1957-65. Trans Post. Coll. 63, No. 6 (September-October 2012).

Independent Mails

Boston Parcel Post, a privately owned parcel delivery service existing from April 1848 to early 1849, is detailed in an article by Bruce H. Mosher. A number of broadsides and the only known cover are illustrated. “James Patterson’s managerial journey: from parcel post to penny post,” Chronicle 64 No. 4 (November 2012).

“Cushing Express” carried newspapers and letters across the Mississippi River during the Confederate period. (Cushing was editor of a Houston, Texas newspaper.) Author James W. Milgram illustrates two covers with labels showing west to east handling by the Cushing Express and two others from the same correspondence, which he discusses in detail. Confed. Phil. 57, No. 4 (October-December 2012).

Swarts’ City Dispatch letter to Mexico received the help of a forwarding agent and after 13 months became “An 1849 folded letter that eventually gets to the recipient.” Authors are Larry Lyons and David Petruzelli. La Posta 43, No. 3 (Third Quarter 2012).

International Mail

Isle of Celebes addressed cover was withdrawn from mail, the withdrawal order made at San Francisco but executed at New York, as the letter was on its way. The unusual auxiliary markings lead author Tony Wawrukiewicz to call this 1938 cover “A remarkable ‘withdrawn from mails’ cover.” Aux. Marks 9 No. 4 (October 2012).

“Mail between the United States and Newfoundland” by David D’Alessandris begins with
the private ship letter in colonial times and surveys the various treaties and steamship lines, up to G.P.U.-U.P.U. Chronicle 64 No. 4 (November 2012).

Military Mail
Censoring of press dispatches and news articles in World War II was sometimes done by civil and sometimes by military censors. Examples of both are illustrated in “Civil and military censorship of the news during World War II” by Robert Schlesinger. Prexie Era 57 (Spring 2012).

Confederate States Marine Corps is described and a cover from “First Lieutenant James North Thurston, Confederate States Marine Corps (not CS Nary)” is illustrated by author James L. D. Monroe. The letter was privately carried from Fort Warren, where Thurston was a prisoner, to be mailed to Vice President Stephens in Confederate Georgia. Confed. Phil. 57, No. 3 (July-September 2012).

Naval attack by CSS Palmetto State and CSS Chicora on the Union blockading squadron off Charleston harbor in January 1863 is described in a letter home from a Confederate soldier. The attack was apparently in retaliation for the capture of the British blockade runner Princess Royal. Charles F. Hanselmann, III, “Blood and glory for the Princess Royal,” Confed. Phil. 57, No. 4 (October-December 2012).

Revolutionary War British sympathizer James Moody, called “that villain Moody” by George Washington, intercepted Washington’s letters, some of them military orders. Jean R. Walton’s article “James Moody, an American loyalist & his interceptions of Washington’s communications with Philadelphia” tells of several such exploits. One letter from Washington, which may have been among the intercepted, is illustrated. NJPH 40, No. 3 (August 2012).

Post Office Forms
Return receipt cards are explained and illustrated. Use of the forms began in 1855; the examples illustrated are from 1872 to the present. David L. Straight, “U.S. post office return receipt cards,” La Posta 43, No. 3 (Third Quarter 2012).

Postal Markings
Columbus City, Iowa, Boston, Mass., Lawrence, Kansas, West New Brighton, NY, New Lebanon, Ohio and Baltimore, Maryland all had postmarks “Noted in passing” and illustrated by author Roger D. Curran. U.S.C.C. News 31, No. 3 (August 2012).


Wheel of fortune duplex markings are surveyed in “Early wheels and more” by Roger D. Curran. A census is begun (1880-89) and a few markings similar to wheels are pictured. U.S.C.C. News 31, No. 3 (August 2012).

Railway Mail
Johnson City & Spruce Pine R.P.O. marking is a “New Railway Post Office (R.P.O.) Marking Discovered” by author Richard F. Winter. A railroad map and an illustration of the special delivery cover (1905) on which the marking appears as a backstamp are illustrated. N.C. Post. Hist. 31, No. 4 (Fall 2012).

RPO transit markings allow author Harry C. Winter to analyze the routes of several covers,
1890-1934. “Special Delivery with RPO transit marks,” Trans Post. Coll. 63, No. 6 (September-October 2012).

Wilmington & Charlotte Agt. and R.P.O. markings are illustrated together with a history of “The Carolina Central Railroad” in an article by Scott Troutman. Charlotte & Shelby Agt. and R.P.O. are also a part of the story. N.C. Post. Hist. 31, No. 4 (Fall 2012).

**Rates**

2c per 3 oz. rate of February 23, 1861, for unsealed printed circulars, is seen on a Confederate stampless cover from Edgefield C.H., South Carolina in 1864. The circular proposes “A banking system for the C.S.A.” Author is Leonard Hartmann. Confed. Phil. 57, No. 3 (July-September 2012).

Customs delivery fees on dutiable letters and letter packages are the subject of “Modern U.S. Mail” by Tony Wawrukiewicz. Linn’s 85, No. 4372 (August 13, 2012).

“Free forwarding” of a third class unsealed Christmas card in 1944, is possible because the addressee had been transferred due to official orders. The cover is illustrated by author Bob Hohertz. Prexie Era 57 (Spring 2012).

“Postmasters’ Franking Privilege” in the Confederacy is clarified in an article by Francis J. Crown. Confederate postmasters could send letters free of postage if they related exclusively to post office business. Confed. Phil. 57, No. 3 (July-September 2012).

**Stamps on cover**

30c winged globe adhesive is shown paying the rates for which it was intended and a few others, 1939-41. Stephen L. Suffet, “Usage of the 30-cent winged globe,” Prexie Era 57 (Spring 2012).

Confederate States “frame line” adhesive is shown on cover, paired with a 10c 1863 adhesive without frame line, postmarked Milledgeville, Ga. Steve Swain, “Rare Georgia cover combination highlights Scott CSA #10 ‘frame line’ issue,” Ga. Post Roads 20 No. 2 (Summer 2012).

Liberty series franking on priority mail is illustrated and discussed in “Modern U.S. Mail” by Tony Wawrukiewicz. Linn’s 85, No. 4380 (October 8, 2012).

“Updating the census of 1847 stamps on cover” by Mark Scheuer is an essay on the methodology of making a census. The author gives details of his listing procedures and illustrates covers when he needs to make a point about listing techniques. His multitude of new listings will fill a book some day. Chronicle 64 No. 4 (November 2012).

**Usages**

Censored special delivery cover of 1918, from New York City to Trenton, N.J. is illustrated and the addressee is thoroughly researched. Jesse I. Spector and Robert L. Markovits, “The Rudolph Heydner piano competition,” La Posta 43, No. 3 (Third Quarter 2012).


Registered mail, from forerunners through the 1860s is described in “‘Holding a light for the depredator’ the initial failure of registered mail in the United States” by David L. Straight. The emphasis is on post office forms, many of which are illustrated. Post. Hist. J. 154 (October 2012).
Geographical Locations

Colorado

Association Camp straight line marking of 1916 is illustrated and compared with its other known postmarks by author Roger Rydberg. “A new twist on Association Camp, Larimer County,” Colo. Post Hist. 27, No. 2 (August 2012).

Breckenridge (or Breckinridge) history is sketched with four covers (1860, 1861, 1882 and 1884) illustrated. Bill German, “Typical Boom and bust Cycle in Breckenridge,” Colo. Post Hist. 27, No. 3 (October 2012).


Ouray duplex markings of 1892 and 1893 with 5 and 6 bar killers, respectively, are “Two previously unlisted Ouray cancellations” according to author Steve Morehead. Colo. Post Hist. 27, No. 2 (August 2012).

Rollinsville cover with manuscript postmark, ca.1876, is illustrated and the addressee is identified. Andy Murin, “Who Was A.M. Cassiday?” Colo. Post Hist. 27, No. 3 (October 2012).

Connecticut

“Tariffville: the modern death of a post office” by Andrew Mitchell is a discussion of the town and its post office, established in 1826. Photographs, a partial list of postmasters and a sampling of covers (1914-2007) are included. La Posta 43, No. 3 (Third Quarter 2012).

Florida

“Middleburg, Florida Confederate postal history” by Kevin Hooper begins before the war (the post office was originally called Whitesville, then Garey’s Ferry). Eight Confederate covers are shown; with all postal markings in manuscript. Confed. Phil. 57, No. 3 (July-September 2012).


“Florida Confederate Mourning Covers” identifies and illustrates five such covers which, according to author Steve Swain, is the total number recorded. Fla. Post. Hist. J. 19, No. 3 (September 2012).

Pensacola and Warrenton post offices were discontinued in January 1861 and an unofficial postal route was established to carry (U.S.) soldiers’ mail from Pensacola to Montgomery, Al. A cover form a purser aboard the U.S. Steamer Brooklyn, carried over this route and on to Cincinnati is exhibited as a “Warrenton, Florida ‘Cross the lines’ blockade cover” by author Deane R. Briggs. Other covers from the route are also illustrated. Confed. Phil. 57, No. 4 (October-December 2012).


Suwannee postmarks on five covers (1884-1906) are illustrated in an article by Everett L. Parker. Accompanying is a pictorial tour of the region entitled “Visiting historic Suwannee Springs is a step back to a different era.” Fla. Post. Hist. J. 19, No. 3 (September 2012).
Georgia

“Southern Express Company - post war-redux” contains a “letter to the editor” by Francis J. Crown, Jr. on the Confederate use of the express for sending letters and money and illustrations of three newly listed Southern Express Company labels from Georgia towns. Ga. Post Roads 20 No. 2 (Summer 2012).

“The trail of tears as recalled by U.S. stamps and postal history” by Ed Jackson contains a historical account of the 1838 event. One illustration is of an 1837 stampless letter with New Echota manuscript postmark. Ga. Post Roads 20 No. 2 (Summer 2012).

Illinois

Adams County postal history facts are presented with an emphasis on the sources used by author Jack Hilbing. “Researching Illinois postal history (Example: Adams County and the Barnard post office) - part II.” Ill. Post. Hist. 33, No. 3 (August 2012).

“Chicago 1863 postmarks with initials - an update” by Leonard Piszkiewicz concerns double circle postmarks with initials indicating railroad depots in Chicago to which the letter was sent. A new latest known date and an explanation of the U and X initials are given. Ill. Post. Hist. 33, No. 4 (November 2012).

Iowa

“Allamakee, Allamakee County, Iowa” (formerly Paine Rock) is the subject of an article by Leo V. Ryan. Postmaster information, map, two covers (Bank Note period) with manuscript “Allamakee” and some registered letter receipt forms of the 1870s are illustrated. Ia. Post. Hist. Soc. Bull. No. 262 (Jul., Aug., Sept., 2012).

Massachusetts

Boston cover (1856) franked with an 1851 issue 3c adhesive with Chicago perforations is illustrated. “Discovery: Chicago private perforation used at Boston” by Gordon Eubanks, Chronicle 64 No. 4 (November 2012).

Michigan

“Corey, Cass County-a new mark to list” by James H. Hayes illustrates a three line marking with postmaster name, as well as county (1882). Without the postmaster name, it was already reported. Peninsular Phil. 54, No. 3 (Fall 2012).

“Dearbornville, Michigan - 1840-1860s” by C. Wood contains illustrations of four covers, three stampless and one with 1861 adhesive. Peninsular Phil. 53, No. 4 (Spring 2012).

Detroit companies sending third class mail created two examples of “Third Class Permit Mail of Detroit” illustrated in this article by C. Wood. One piece is 1925, the other is undated; postage paid is 1 1/2c and 1c. Peninsular Phil. 53, No. 4 (Spring 2012).

Lakeshore is a town with no postal markings known, but this article contains an illustration of a “Postmaster Appointment, Lakeshore, MI - 1899.” Author is David M. Ellis. Peninsular Phil. 54, No. 3 (Fall 2012).

Money orders, as a way to transmit money by mail, and the M.O.B. postmarks are dealt with in “Early Money Order Business in Michigan” by Cary E. Johnson. Two covers, 1874 and 1887, are illustrated. Peninsular Phil. 53, No. 4 (Spring 2012).

Owasippe is located, answering author Robert Quintero’s question “Where the Heck is/was Owasippe?” A 1932 cover is illustrated. Peninsular Phil. 53, No. 4 (Spring 2012).

Topinabee cover of 1885 is illustrated, bearing an oval county postmark and all-over advertising on reverse. Daniel R. Seigle, “A Summer Resort Up North in Michigan,” Peninsular Phil. 53, No. 4 (Spring 2012).
Missouri
Clayton Circuit R.P.O. is one of the rarest street car postmarks, with only three or four known. In “News from the Cities” author David A. Gentry illustrates and analyzes a newly discovered copy (May 12, 1904). Trans Post. Coll. 63, No. 6 (September-October 2012).

New Jersey
Amboy (1745), Burlington (1774), Elizabethtown (1757, 1768 and 1787), Newark (1771) and Woodbridge (1771 and 1786) are illustrated in the “Census of early New Jersey Covers - Part 4” by Ed and Jean Siskin. NJPH 40, No. 3 (August 2012).
Birmingham postmark of 1897 and a brief note about the Birmingham Inn form the content of “Philatelic shorts: Birmingham, NJ” by Gene Fricks. NJPH 40, No. 3 (August 2012).

New York
Suffolk County, Long Island manuscript postmarks are surveyed (1794-1885) by author Daniel M. Knowles. A table of all towns known to use manuscript postmarks is given, including earliest, latest and post office establishment dates. Seven covers are illustrated. “Manuscript post offices of Suffolk County, Long Island, New York,” Excelsior! No. 19 (September 2012).

North Carolina
“Reidsville, North Carolina” history and postal history are expounded by author Tony L. Crumbley. Eleven covers are illustrated, 1851-1900. N.C. Post. Hist. 31, No. 4 (Fall 2012).

Ohio
Cincinnati postal markings indicating delivery to the post office from a steamboat are illustrated in “Early Cincinnati Steamboat Mail” by Matthew Liebson. Covers of 1823, 1827 and 1832 show “Ship” or “SB” in manuscript. Ohio Post. Hist. J. No. 133 (September 2012).
Cincinnati postmarks for forwarding are illustrated in “Two Unusual Cincinnati Covers”
by Greg Sutherland. The covers are franked with 3c 1851 orange brown and 1c 1851 adhesives and are dated 1851 and 1854 respectively. Ohio Post. Hist. J. No. 133 (September 2012).


**Pennsylvania**


Pennsylvania town postmarks having killers with the town’s initial are illustrated in “The name of your town starts with a capital…” by Gordon L. Mathis. Fourteen examples are shown. Pa. Post Hist. 40, No. 3 (August 2012).


New Hope letter of 1815 is exhibited by author Philip F. Russell and the writer of the letter is identified as Samuel Ingham who became Secretary of the Treasury. In addition to interesting contents the letter bears the “Earliest known manuscript postmark on a New Hope letter.” Pa. Post Hist. 40, No. 3 (August 2012).

Philadelphia CDS duplexed with a grid of vertical lines, ca. 1863, is the subject of “Early Philadelphia duplex” by Roger D. Curran. The number of vertical lines is an issue. U.S.C.C. News 31, No. 3 (August 2012).


**South Dakota**


**Tennessee**

“Tennessee fancy cancellations - 1861-1869” are exhibited in an article by Jim Cate. Seven examples, all on covers postmarked Chattanooga or Nashville, are illustrated. Tenn. Posts 16, No. 2 (August 2012).


“Chattanooga - June 16, 1861 - Independent State Mail” by Jim Cate contains an
illustration of such a cover, identifies the independent state period and tells the story of a contemporaneous visit to the state by Jefferson Davis. Tenn. Posts 16, No. 2 (August 2012).


“Eagle Furnace - Roane County – Tennessee” Confederate cover (1862) is illustrated by author Jim Cate and background information about the addressee, a soldier in Chattanooga, and Eagle Furnace is provided. Tenn. Posts 16, No. 2 (August 2012).

Greeneville covers are illustrated; eleven examples, from the 1860s through 1895, by author L. Steve Edmondson, providing “An update on Greeneville, Tennessee postal markings.” Tenn. Posts 16, No. 2 (August 2012).

“Ihe, Tenn. - a mystery cancel” on an 1893 cover is examined by author Norman Elrod, who can find no record of such a post office and concludes it must be a misspelling of Ipe, Tenn. Tenn. Posts 16, No. 1 (April 2012).

Kline post office had been discontinued by December 1904, but a resident whose address had become RFD Winchester still used Kline in the return address. Was this “Nostalgic address or RFD confusion?” asks author L. Steve Edmondson. Tenn. Posts 16, No. 1 (April 2012).

Texas


Vermont

Breadloaf manuscript postmark (1874), West Poultney stampless cover with handstamped V rate, Hardwick cover of 1812 (early), and Waterbury stampless cover with a CDS are some of the items pictured in “The Post Horn” by Bill Lizotte. Vermont Phil. 57, No. 3 (August 2012).

Greenbush post office, established 1819, was renamed Upper Falls in 1841, again renamed, Amsden, 1880, and discontinued, 1914. Many postmarks from all three incarnations are illustrated in “One village, three names: a postal history of Greenbush, Upper Falls, and Amsden” by Bill Lizotte. Vermont Phil. 57, No. 3 (August 2012).

West Virginia

“Princeton, West Virginia fake cancels” are illustrated by author Wayne Farley and compared with a legitimate example. Confed. Phil. 57, No. 4 (October-December 2012).

Wisconsin

Madison postmarks on two covers, one relating to Cherokees (ca. 1870s) and the other to prohibition (1912) are illustrated. Author John Pare indicates that they are “From my Madison Collection.” Badger Post. Hist. 52, No. 1 (August 2012).

McKenna and Goodyear post offices and their relation to the logging industry are the subject of “Ghostly post: the vanished logging post offices of Goodyear and McKenna, Wisconsin” by Chris Barney. Photographs of the area and three McKenna covers, 1890-93, are reproduced. Badger Post. Hist. 52, No. 1 (August 2012).

“Okauchee, Wisconsin - a tale of three post offices” by Bob Baldridge points out that
the post office existed in three periods, 1850-57, 1892-1903 and 1904-present. He illustrates a cover from each period and muses on how Okauchee postal history should be priced by a dealer. Badger Post. Hist. 52, No. 1 (August 2012).

**Journal Abbreviations**

Aux. Marks = Auxiliary Markings, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.


Colo. Post Hist. = Colorado Postal Historian, Bill German, 1236 Sequerra St., Broomfield CO 80020

Confed. Phil. = Confederate Philatelist, Randy L. Neil, P.O. Box 6552, Leawood KS 66206.

Dak. Coll. = Dakota Collector, Gary Anderson, Dakota Postal History Society, P.O. Box 600039, St. Paul MN 55104


La Posta = La Posta: A Journal of American Postal History, Peter Martin, PO Box 6074, Frederickburg VA 22403.


NJPH = NJPH The Journal of New Jersey Postal History Society, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.


Peninsular Phil. = The Peninsular Philatelist, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.


Prexie Era = The Prexie Era, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-4302.

Tenn. Posts = Tennessee Posts, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.


Vermont Phil. = The Vermont Philatelist, Glenn A. Estus, PO Box 451 Westport NY 12993-0147.

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Foreign Postal History in Other Journals
by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

Ephemera, Cinderellas and Labels
In “Pane, Obbiadino o Ceralacca?” Clemente Fedele and Federico Borromeo illustrate and discuss the various types of printed or embossed labels, wafers and wax seals used to close folded letters, many of which are extremely beautiful in execution, color and design. Postage stamps and pieces of sheet margins were also used to seal letters, 1644-1869. (Storie di Posta, New Series, No. 2, November 2010. Pubblicazione dall’Accademia Italiana di Filatelica e Storia Postale, c/o C.I.F. srl editore, via S. Maria Valle 5, 20123 Milano, Italy.)

“Come farsi un mazzo etichettato,” by Luigi Ruggero Cataldi, looks at the “mazzo” (bundle) etiquette form and its variations which accompany each bundle of previously sorted mail identifying the destinations, 1881-1974. (Storie di Posta, New Series No. 5, May 2012. See address of contact under first entry for Ephemera, Cinderellas and Labels.)

Expertising

Algeria
“Motorised Transport of Mails across the Sahara, Part 1,” by Peter Kelly, relates the story of the development of a route from Algiers to Timbouctou, across the Sahara Desert, a distance of over 3500 kilometers, over extremely harsh terrain consisting of sand, rocky ground and no water. (Journal of the France & Colonies Philatelic Society, No. 265, September 2012. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol, BS8 3PG, England, United Kingdom.)

Austria
“Trieste linee di Mare,” by Michel Amorosi, illustrates a beautiful 1837 broadside identifying the names of the Austrian Lloyd Steamship Company vessels, their sailing schedules and the cost to passengers to each destination, and briefly describes the various steamer lines established and maintained by the Company, to the Mid East, the Levant, Greece, Egypt, the Dalmatian Coast, Istria, Venice, and the Ionian Islands. (Bollettino Prefilatelico e Storico Postale, No. 166, September 2011. Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)
“In viaggio sulla ‘Strada di ferro’,” by Carlo Ciullo, traces the route of an 1841 letter from Ollmütz to Venice partially utilizing the “Strada di ferro” (Iron Road = railroad), at that time only constructed between Brünn (Moravia) and Vienna. (Bollettino Prefilatelico e Storico Postale, No. 167, November 2011. See address of contact under first entry for Austria.)

“Convenzione postale tra l’Austria e Parma (17 settembre 1851).” (See under Parma).

**Bavaria**

“La Convenzione postale tra Regno d’Italia e Regno di Baviera del 27 febbraio 1809,” transcribed by Adriano Cattani, presents the entire Agreement consisting of 18 Articles, plus an Additional Article, and illustrates several covers carried under the terms of the Convention. (Bollettino Prefilatelico e Storico Postale, No. 167, November 2011. See address of contact under first entry for Austria.)

**Belgian Congo**

“Postal Relationships between Belgian Congo and French Congo, Part 1,” by Philippe Lindekens, looks at postal routes across the frontier for Belgian colonial mail posted in French Congo, intercolonial cross-border correspondence and correspondence from Belgian Congo to French Congo, 1890-1914. (Journal of the France & Colonies Philatelic Society, No. 264, June 2012. See address of contact under Algeria.)

**British Honduras**

“The Temporary Rubber Datestamps of British Honduras, 1937-1953 (Roger Wells, Guatemala, Monty Ward and The Chicle Crisis), [Part 1],” by David Horry, looks at the rubber datestamps prepared for use at small offices, and their occurrence on covers addressed to Roger Wells and the Montgomery Ward Company of Chicago, the boundary problems with Guatemala and the natural chewing gum latex called Chicle. (Journal of the British Caribbean Philatelic Study Group, No. 244, July-September 2012. British Caribbean Philatelic Study Group, Secretary Mary Gleadall (2012), P.O. Box 272, Brevard, NC 28712.)

“The British Honduras bTROs Checklist,” by David Horry, continues the previous article above and both illustrates and gives some background on each office using TROs (Temporary Rubber [Double] Oval) datestamps in the colony and provides further information about Roger Wells, 1946-1954. (Journal of the British Caribbean Philatelic Study Group, No. 245, October-December 2012. See address of contact under British Honduras.)

**Canada**

“Australian Gold Rush Cover,” by W. Terry Averbeck, reviews a lovely 1879 cover from Guelph, Ontario, to Victoria, Australia, franked at the double rate of 24 cents, a rate only in force for eight months. (PHSC Journal, No. 150, Summer 2012. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 3044, Stn. C, Kitchener, ON Canada N2G 4R5.)

“Wartime Special Delivery,” by Bruce Nesbitt, analyses a 1942 airmail special delivery cover bearing a 16 cent Canadian stamp mailed at Goose Bay, Labrador, at the Canadian military airfield hastily constructed in only five months. (PHSC Journal, No. 150, Summer 2012. See address of contact under first entry for Canada.)

**Ceylon**

“E.B. Creasy & The London & Colombo Forwarding Agency,” by J. Graham Winters, traces the development of this company as an agent for forwarding merchandise

China
“China: Airmails Out of China to Foreign Destinations, 1939 to 1942,” by Robert I. Johnson, provides a study of routes and rates, including maps of each route with a cover illustrated which had traveled by that route, with explanation of the postal rates, and a table of postal rates and the period of time they were in force. (The Collectors Club Philatelist, Vol. 91, No. 2, March-April 2012. See address of contact under Expertising.)

Colombia
“El Gran General Tomas Cipriano de Mosquera Takes on Queen Victoria,” (by Thomas P. Myers), discusses the 1867 tiff between the British Consul at Carthagena and the Governor of the port, who insisted on opening bags of British mail. (Copacarta, Vol. 29 No. 2, December 2011. Journal of the Colombia Panama Study Group, Editor Thomas P. Myers, P.O. Box 522, Gordonsville, VA 22942.)

Denmark
“1897 Stationery Card from the Faroe Islands to Germany,” by Geoffrey Noer, traces the route of a Danish postal card mailed from Thorshavn to Ansbach and forwarded to Munich, bearing an interesting message describing her life written by a woman living on the island. (The Post Horn, No. 269, November 2011. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

Ethiopia
“In the National Postal Museum [Ethiopia],” by Thomas Lera and Ulf J. Lindahl, provides background and history for the establishment of the postal system, and the early issuance of stamps and postal cards, 1893-1919. (The Collectors Club Philatelist, Vol. 91, No. 2, March-April 2012. See address of contact under Expertising.)

French Congo
“Postal Relationships between Belgian Congo and French Congo, Part 2,” by Philippe Lindekens, illustrates and explains several covers traveling this route, and discussing the vessels which carried them. (Journal of the France & Colonies Philatelic Society, No. 265, September 2012. See address of contact under Algeria.)

French Soudan
“Early Transsaharan Mails,” by Peter Kelly, indicates the routes taken across the desert from Algeria to Timbouctu, in northern French Soudan, and how the mails were transported. (Journal of the France & Colonies Philatelic Society, No. 264, June 2012. See address of contact under Algeria.)

German East Africa
“WWI - German East Africa in the First World War: Postal Censors on Outgoing and Inland Mail,” by Erich Schlieper, reviews the history of the war in East Africa, postal relations with Portuguese East Africa and censor markings applied to both internal and external
Germany

“New Law #174, Israel and Sarah,” by Jessie I Spector, Karina Pfützner-Gabriel and Edwin Helitzer, (The Israel Philatelist, Vol. 63, No. 2, April 2012, provides background behind the passing of laws and decrees by the Nazis in the 1930s curtailing the rights of German Jews, expelling non-Aryans from the Civil Service, gradually excluding them from professions, limiting their business activities and systematically removing them from contact with non-Jews. In 1938, a law was passed forcing Jews to assume two Jewish names, male or female as a middle name, so that Jews could be easily recognized. Many men chose “Israel” and many women chose to add “Sarah” as a middle name. In 1939, German passports were stamped with a “J” to identify Jews, as a humiliation. This article illustrates two covers bearing these names. (The Israel Philatelist, Vol. 63, No. 2, April 2012. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

Great Britain

“The Dated Cancellers,” by Roy Bond, researches the beginnings of dated canceling devices, why they were issued and when, 1798. (Journal of the British Caribbean Philatelic Study Group, No. 245, October-December 2012. See address of contact under first entry for British Honduras.)

Israel

“Israeli Censor Tapes,” by David J. Simmons, z’il, studies the censor labels utilized between 1948 and 1973, with regard to type, color of the lettering and of the label, the size of the label, the location from where it was used and the range of dates for each while in use. Six detailed tables are provided. (The Israel Philatelist, Vol. 63, No. 2, April 2012. See address of contact under Germany.)

Italy

“Una tariffa borbonica nel Regno d’Italia,” by Andrea Mori, examines two covers, one posted at Naples bearing 29 grana in stamps of the Neapolitan Provinces addressed to Marseille, and the other posted in Catania, addressed to Paris and franked with one lire fifty centesimi in Sardinian stamps, illustrating the continuation of Bourbon postal rates under the new regime, 1861. (Il Foglio, No. 171, March 2012. Unione Filatelica Subalpina, C.P. No. 65, Torino Centro, 10100 Torino, Italy.)

“The Revaluation of the Lira in 1927, Quota 90 and its Effects on Postal Values,” by Carlo Sopracordevole, (translated by Gay Greiter and L. Richard Harlow), provides a detailed review of Mussolini’s efforts to restore the devastated Italian economy, one leg of which was to eliminate post war inflation. Among the measures taken were several reductions in postal rates, which in turn required new denominations of postage stamps, some of which were created by overprinting existing stocks with new values, 1924-1929. (Fil-Italia, No. 151, Winter 2011/12. Journal of the Italy
“La posta aerea e le fonti d’archivio, Ala Littoria - Linee Atlantiche 1938-1940, (Seconda parte),” by Flavio Riccitelli, continues his story concerning Ala Littoria airline, describing the discussion of which would be better, seaplanes or terrestrial airplanes for the Atlantic crossing to South America, and discusses the collaboration between Air France and Lufthansa. (*Vaccari Magazine*, No. 46, October 2011. Vaccari s.r.l.,Via M. Buonarroti 46, 41058 Vignola (MO), Italy.)

“AMGOT 1943-44: Usi fiscali dei francobolli durante il periodo di occupazione alleata della Sicilia,” by Giulio Santoro, reviews the use of postage stamps for fiscal purposes, either alone or in combination with fiscal stamps, to make up the proper tax rate, on various illustrated documents. (*Sicil-Post Magazine*, No. 25, June 2012. Associazione di Storia Postale Siciliana, Secretaria, Viale Regione Siciliana 2217, 90135 Palermo, Italy.)

“Gli anni delle ‘Democratica,’10 ottobre 1945-31 dicembre 1952, (Seconda parte),” by Luigi Sirotti, continues his study, this time providing several tables of postal tariffs and indicating when postal relations with other countries were resumed after the war. Maps broadly delineating the Allied Zones of Berlin, Germany, Vienna and Palestine are included as well. (*Vaccari Magazine*, No. 46, October 2011. See address of contact under fourth entry for Italy.)

**Jamaica**

“Provisional Censor Tapes of Jamaica,” by Raymond H. Murphy, Jr., provides a method of differentiating “provisional” censor tapes printed in Jamaica, Bermuda, Antigua, or Trinidad, from those tapes used in England, 1942-1945. (*Journal of the British Caribbean Philatelic Study Group*, No. 245, October-December 2012. See address of contact under first entry for British Honduras.)

**Japan**

“Earliest Use Reported for Yokohama YSWSL, Type 6 Cancellation,” by Charles A.L. Swenson, looks into a variation of the Type 6 datestamp which has a stylized sun, with a horizontal line running through it, at the bottom of the datestamp, instead of a five pointed star. (*Japanese Philately*, No. 391, December 2011. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“Tracking the Initial Appearance of Rubber Components in Japanese Postal Cancellations,” by Charles A.L. Swenson, explores the initial usage in both domestic and foreign mail cancellations, with the experimental use of rubber components in maruichi type cancellations. (*Japanese Philately*, No. 391, December 2011. See address of contact under first entry for Japan.)

**Lombardy-Venetia**

“La Convenzione postale tra Regno d’Italia e Regno di Baviera del 27 febbraio 1809.” (See under Bavaria.)

“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866, (sesta parte)” by Lorenzo Carra, continues his study of postal relations between Lombardy Venetia and the Roman States, this time with particular reference to the routes via Switzerland and Pontelagoscuro, that had to be used due to the War of 1859. Many fine covers are illustrated and the postal tariffs on them are explained. (*Vaccari Magazine*, No. 46, October 2011. Vaccari s.r.l.,Via M. Buonarroti 46, 41058 Vignola (MO), Italy.)

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“Quei 'Rabeschi' del Giusti,” by Francesco Luraschi, illustrates several similar but different large double circle Milano datestamps with fancy Arabic style ornaments between the lower part of the circles, and associates them with a poet and writer named Giuseppe Giusti, 1840s. (Storie di Posta, No. 2, New Series, November 2010. See address of contact under first entry for Ephemera, Cinderellas and Labels.)

“Corrispondenza scambiata tra gli Imperi d’Austria e di Russia (1843-1859),” by Mario Mentaschi, provides a fine map of the Austrian and Russian Empires and examines several covers in light of the Postal Conventions of 1843 and 1855, between the two countries. (Bollettino Prefilatelico e Storico Postale, No. 167, November 2011. See address of contact under first entry for Austria.)

“Le affrancature del Lombardo-Veneto, 1850-1859: Bollini, Marche o Contanti?” by Clemente Fedele and Francesco Luraschi, paint a broad picture of the introduction and usage of the first issue of Lombardy-Venetia, through analysis of postal regulations and circulars, with illustrations of mail prepaid without stamps but marked “Franca,” or prepaid with revenue stamps instead of postage stamps, registered mail regulations, and experimental postmarks. (Storie di Posta, New Series No. 5, May 2012. See address of contact under first entry for Ephemera, Cinderellas and Labels.)

“La posta dagli stati preunitari al Ducato di Modena”, by Emilio Simonazzi, concentrates on mail from the various Italian States addressed to towns in Modena, and analyses the rates of postage on those letters, 1852-1859. (Vaccari Magazine, No. 46, October 2011. See address of contact under fourth entry for Italy.)

“La spedizione di valori nel Ducato di Modena”, by Fabrizio Salami, reviews the method of treatment for transmitting articles of value, including coins, provides a schematic of how the postal system worked, and transcribes many of the articles (provisions) incorporated in the September 1852 Post Office Regulations, and the July 1859 Postal Convention between Modena and Sardinia, including those provisions concerning registered mail, 1845-1859. (Il Foglio, No. 170, December 2011. See address of contact under first entry for Italy.)

“An Uprated Dutch Puzzle,” by Alan Wishart, dissects an 1804 printed letter which had been uprated twice and postulates the postal route the letter took from Den Bosch to Fijnaart. (The Collectors Club Philatelist, Vol. 91, No. 2, March-April 2012. See address of contact under Expertising.)

“Cancels from the French Masson Company for the Dutch Mail, Part 5,” by Hotze Wiersma and H.J.W. van Kesteren (translated by Ben H. Jansen) wraps up his series of articles with further examples of these French treaty postmarks supplied for all main and sub-offices for use in the exchange of mails with France, but which Dutch postmasters also used for domestic mail. Several tables listing names of post offices and sub post offices are provided, 1809-1873. (Netherlands Philately, Vol. 36, No. 1, December 2011. Magazine of the American Society for Netherlands Philately,
“Mobile Post Office ‘Feyenoord Stadion’ 1939,” by Hans Kremer, discusses a special postmark applied to a cover mailed at Feyenoord Stadium and illustrates a mobile post office (truck and trailer) which participated in this Christian Appeal gathering for charity purposes. (Netherlands Philately, Vol. 36, No. 2, February 2012. See address of contact under second entry for the Netherlands.)

Netherlands Indies
“The 1940-41 Dutch East Indies Red Cross Covers,” by Hans Kremer, discusses the establishment of a bureau of the Dutch Red Cross to re-establish contact with the Dutch East Indies after the German invasion of Holland. Form letters were prepared which could be filled out by individuals in the Dutch East Indies and which were sent to the International Red Cross in Geneva, which in turn would be forwarded to the addressees in the Netherlands. (Netherlands Philately, Vol. 36, No. 1, December 2011. See address of contact under second entry for the Netherlands.)

Parma
“Una interessante lettera dal Dipartimento 111 ‘Taro’ al Dipartimento 114 ‘Ombrone’,” by Massimo Monaci, explains the postal route taken to deliver a July 1808 letter from Parma to Orbitello, which by mistake was sent to Rome, and rerouted to “Siena (Etruria),” together with the postal charges noted on the face of the letter. (Il Monitore della Toscana, No. 14, October 2011. See address of contact under second entry for Italy.)

“Un Punto Interrogativo fra Parma e Stato Pontificio: Tasse, Sopra-tasse e Impostatura,” by Lorenzo Carra, researches a supplementary tax on mail arriving from the Roman States and the Kingdom of Two Sicilies, beginning on 1 March 1822, and appearing to continue until a new postal tariff was introduced on 1 September 1847. The postal tariffs on a number of letters between Parma, the Roman States and Two Sicilies are dissected in an effort to establish the duration of time the 1822 supplementary tax was in force. (Storie di Posta, New Series No. 5, May 2012. See address of contact under first entry for Ephemera, Cinderellas and Labels.)

“Convenzione postale tra l’Austria e Parma (17 settembre 1851),” courtesy of Dr. Giannmaria Brignoli, reproduces the entire 1851 postal convention between Austria and Parma. (Bollettino Prefilatelico e Storico Postale, No. 166, September 2011. See address of contact under first entry for Austria.)

Poland
“La posta di Polonia e le origini della posta di Vienna a Venezia,” by Gianluca Gorton Cappellari, has located some interesting details in the Trieste and Venice State Archives which sheds light on the establishment and development of a postal route between Venice, Vienna and Cracow, via Gorizia, Lubiana and Graz, 1562-1804. (Bollettino Prefilatelico e Storico Postale, No. 165, June 2011. See address of contact under first entry for Austria.)

Roman States
“I rapporti postali del Regno Lombardo Veneto con lo Stato Pontificio, 1815-1866, (sesta parte).” (See under Lombardy Venetia.)

“La posta lettere fra lo Stato Pontificio e la Toscana e viceversa 1852-1861,” by Thomas Mathà, links the adhesion of the Roman States to the Austro-Italian Postal League, which in turn linked the Roman States with Tuscany. A number of covers are shown, dating from before the adhesion to the League, and after the adhesion, with postal tariffs shown and explained. (Bollettino Prefilatelico e Storico Postale, No. 166,
September 2011. See address of contact under first entry for Austria.)

Russia
“Corrispondenza scambiata tra gli Imperi d’Austria e di Russia (1843-1859).” (See under Austria.)
“Le prime basi derivanti sovietiche al Polo Nord,” by Giovanni Martina, relates the background and history of the establishment of the first Soviet floating base camps in the Arctic, illustrates the camps, well as documents, and shows postal markings in use, 1950-1957. (Il Foglio, No. 171, March 2012. See address of contact under first entry for Italy.)

Sardinia
“Il bollo ‘Retrodato’,” by Arnaldo Pace, researches the history of the term “Retrodato” used as a backstamp on mail that was refused, or mail addressed to an unknown person, or because the addressee died and the letter was refused, or the letter had been sent “post restante,” and never called for, etc., all situations similar to the French usage of “débourse.” The author illustrates covers for each situation, and also provides a table of post offices known to have used the “Retrodato” handstamp, 1812-1867. (Supplement to Il Foglio, No. 171, March 2012. See address of contact under first entry for Italy.)

“La spedizione di valori nel Ducato di Modena.” (See under Modena.)

Seychelle Islands
“WWII - Seychelles: Civil Censor Handstamps and Labels,” by Sue Hopson, presents a table of censor makings, including earliest and latest known dates, quantity of each type recorded, and the dimensions of each type of marking, 1939-1945. (Civil Censorship Study Group Bulletin, No. 173, January 2012. See address of contact under German East Africa.)

Spain
“Il ‘Regolamento’ postale veneto-spagnolo del 1790,” by Massimiliano Pezzi, discusses a 1790 Spanish regulation indicating the rules for the dispatch of mail by the Spanish courier between Spain and Constantinople, across Venetian territory, and provides a map showing the land route taken. (Bollettino Prefilatelico e Storico Postale, No. 165, June 2011. See address of contact under first entry for Austria.)

Sweden
“Sweden’s First Charity Airmail Flight,” by Alan Warren, illustrates and describes a postal card, with a special semi-official airmail charity adhesive attached which was sold for 60 ore to raise money through a special pioneer exhibition flight on Children’s Day, 1912. (The Post Horn, No. 269, November 2011. See address of contact under first entry for Denmark.)

Thurn and Taxis
“Lettere trasportate con la posta dei Della Torre e Tasso, dirette in Toscana o provenienti dalla Toscana,” by Alessandro Papanti, introduces and discusses five covers transported by the Thurn and Taxis post between Tuscany and Vienna, Lipsia (Leipzig), Amsterdam, Bruxelles and Hamburg, 1679-1824. (Il Monitore della Toscana, No. 14, October 2011. See address of contact under second entry for Italy.)

Tunisia
“The French Post Office in Tunisia.” by Peter Maybury, discusses the opening of the French post office at Tunis, the postmarks employed, with some history of the colony, and finishes with a table of rates to France, 1849-1900. (Journal of the France & Colonies
Philatelic Society, No. 264, June 2012. See address of contact under Algeria.)

Turkey
“Taxed Mail of the Ottoman Period,” by E. Leibu, examines the use of postage due and regular issue stamps on underpaid mail arriving in the Holyland, and short paid mail to destinations within the Holy Land. (The Israel Philatelist, Vol. 63, No. 2, April 2012. See address of contact under Germany.)

“A Wartime Turkish Cover to the United States,” by Peter A. Michalove, looks at a 1942 cover mailed from Istanbul to Berkeley, California, and traces the route of the cover through Cairo, Entebe (Uganda), Leopoldville (Belgian Congo), Bathurst, (Gambia) and Natal (Brazil) to Miami and on to Berkeley. (The Levant, Vol 6, No. 4, January 2012. Journal of the Ottoman and Near East Philatelic Society, Secretary Rolfe Smith, 201 SE Verada Ave., Port St. Lucie, FL 34983.)

Tuscany
“Dagli archivi del Granducato, il ‘Lato B’ delle lettere genesi, diffusione e uso dei datari ‘di arrivo’ in Toscana,” by Alberto Càroli, examines the genesis and development of arrival datestamps (generally backstamped) in Tuscany, 1808-1845. (Vaccai Magazine, No. 46, October 2011. See address of contact under fourth entry for Italy.)

“Toscana: destinazioni e provenienze insolite; tasse strane e difficili, Parte 1,” by Lorenzo Carra, tries to work out, with some success, the routes and rates pertaining to two covers, one written on 1 October 1838 from Uleaborg, Finland to Livorno, and the other written on 17 September 1857 from Livorno to Uleaborg, Finland. (Il Monitore della Toscana, No. 14, October 2011. See address of contact under second entry for Italy.)

“La posta lettere fra lo Stato Pontificio e la Toscana e viceversa 1852-1861.” (See under Roman States.)

Two Sicilies - Naples
“Regno di Napoli - Dalla prefilatelia alla filatelia: giugno 1858,” by Giacomo Candido, explores a single round “control” handstamp inscribed “Regia Posta di Napoli/ (fleur de lis in center),” which usage was apparently limited to the beginning of June 1858, six months after the prephilatelic period ended. (Bollettino Prefilatelico e Storico Postale, No. 165, June 2011. See address of contact under first entry for Austria.)

Two Sicilies - Sicily
“Il vero significato del toponimo Aquilia: Contributo alla storia di Acireale, Prima parte,” by Salvatore Pennisi, researches the origin of the place name for the city of Acireale through the use of documentation shown on early maps and postal routes published for the use of the public and the corrieri, 1394-1794. (Sicil-Post Magazine, No. 25, June 2012. See address of contact under fifth entry for Italy.)

“Lettere assicurate di Sicilia, Prima parte,” by Luigi Strazzeri, studies registered mail originating in Sicily for both internal mail and mail addressed to the Kingdom of Naples. Several tables of postal rates, including ordinary mail and registered mail, are shown, together with many covers. (Sicil-Post Magazine, No. 25, June 2012. See address of contact under fifth entry for Italy.)

“Sicilia 1859-1860, Corsa da Palermo a Licata, Le officine postali di Sciacca, Siculiana e Casteltermini, 2a Parte,” by Francesco Lombardo, examines each of the towns individually, together with their dependent communes, illustrating many franked covers and explaining the postal rates shown on them. (Sicil-Post Magazine, No. 25, June 2012. See address of contact under fifth entry for Italy.)
“Notable Postcard: Postage No Longer Valid,” by Greg Pirozzi, illustrates two postcards marked “Fuori Corso/ Hors de Cours,” meaning that the applied stamps on the postcards are no longer valid, and the cards will be charged postage due. (Vatican Notes, Vol. 59, No. 350, Fourth Quarter 2012. Vatican Philatelic Society, Secretary, Joseph G. Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

Venetian Republic

“Serenissima Repubblica di Venezia: percorsi, tassazioni e tariffe postali da e per l’estero,” by Giorgio Burzatta, discusses possible routes of postal communication between Venice and other cities across Europe, both in times of peace, in times of plague and in times of war. The role of forwarders in moving mail, and domestic and foreign postal tariffs on letters illustrated are examined. (Bollettino Prefilatelico e Storico Postale, No. 167, November 2011. See address of contact under first entry for Austria.)

Followup to “Cuba to New York: Merchants’ Advantage”

by Yamil Kouri

I enjoyed the brief but well-documented article by Spector and Markovitz in the last issue of the PHJ. For several decades one of my main collecting interests has been early mail between Cuba and the United States and I would like to suggest a possible alternative to the “bootlegged” method of sending correspondence from Cuba to New York. The letter in Figure 1 was sent from Havana, on December 22, 1855 to the merchant, ship agent, and forwarding agent, Jose M. Ceballos in New York City. The letter was endorsed by the steamer Quaker City that traveled directly to New York, but it was sent instead by the Isabel via Charleston, where it entered the mail on December 28. In Charleston it received the straightline marking HAVANA, of which only seven examples have been reported, known used in this port between 1854 and 1856. The cover was rated 60 cents postage due which indicated it was a quadruple-weight letter. The rating method at the time followed the “British” system in which the rate increments went from 10 to 20, 40, 60, 80, etc. The letter’s entire text reads, in Spanish, “Gutierrez and Casal pray that you forward these [letters].”

I have seen dozens of multiple-weight covers sent from Cuba to different addressees in New York, some quite heavy, that undoubtedly contained several letters each to be forwarded to other places within the United States or abroad. While it may be impossible to determine how an individual cover without incoming ship or steamship markings reached New York, it is not out of the question that it traveled entirely within the U.S. mail system, legally, from Cuba.”
President’s Message, Joseph J. Geraci

This past year, the Society suffered two deaths in its official family. The first was Jesse D. Boehret, Jr., the husband of our late President, Diane D. Boehret. Jesse passed away on July 3, 2012, at age 86. He died from aspiration pneumonia. While he never held any position on our Board, he was always a good friend to the Society, and a helpmate to Diane, during her long presidency. Years ago, Jesse would often man our booth at philatelic exhibitions, and introduce the Society to prospective new members. Jesse was a Lieutenant Commander, U.S. Navy Retired., and a Merchant Marine Veteran of World War II. He was past president of the Military Postal History Society, and specialized in German naval covers of the Boxer Rebellion.

Our second loss was our Vice President, David L. Straight. David passed away on October 13, as the result of a massive stroke at only 57 years old. In the approximately three years he had served on our Board of Directors, he was a dynamo. He was always willing to talk about the future of the Society, man our booth at philatelic shows, and do whatever he could for the betterment of the Society and philately. He wrote articles for our Journal, and other magazines, and actively participated in a project to digitize the U.S. Postal Bulletin, a Post Office Department publication of immense historical value to postal historians. All the issues between 1880 and 1971 have been digitized, and articles on any topic may be found by searching the document. (Search for <www.uspostalbulletins.com>, click on “PDF search”, hidden under the “S” of “POSTAL”.)

David was also our Awards Chairman. Perhaps the last act he did for us was to arrange for the A.P.S. to forward our medals to requesting exhibitions, together with the A.P.S. medals. We miss David and his immense energy already.

The Board of Directors and Editors join me in offering our sincere condolences to both families. May both men rest in peace.

While we lost two friends, we have also gained two new friends. As mentioned in my previous message, David M. Frye volunteered for the position of Publicity Chairman, and is already at work. At our Board Meeting in Bellefonte, he also volunteered to become the Society’s Web Site liaison, and was appointed to that position, with the Board’s approval.

A good friend of David Straight, Alan Barasch, agreed to assume David’s old duties as Awards Chairman. We are very grateful to Alan for taking over this important position. Those exhibit committees wishing to award the Postal History Society medal should write him at P.O. Box 411571, St. Louis, MO 63141-3571, or phs@mophil.org.

I am pleased to announce that “Advertised Postmarks on U.S. Stampless Covers” by James W. Milgram, M.D., was chosen as the Best Article (actually there are three related articles!) published in the PHJ for 2012.

Our next meeting will be the Annual Meeting at NOJEX, in Secaucus, N.J., over the Memorial Day Weekend, May 24-26, 2013. NOJEX is a great show. I ought to know; I was associated with it for 14 years! This year promises to be especially good as it is NOJEX 50th Anniversary. Mark the dates on your calendar and make plans to attend!
Membership Changes by Kalman V. Illyefalvi

New Members
PHS 2365 Richard D. Sheaff, 344 North Road, Bethel, VT 05032-9153.
PHS 2366 David Grossblat, PO Box 26387, Phoenix, AZ 85068-6387.
PHS 2367 Wayne F. Maiers, 3016 W. 32nd St., Dubuque, IA 52001-1027. The time/area around/near the issue of the U.S. Trans-Mississippi Stamps of 1898.
PHS 2369 Lawrence M. Goldberg, PO Box 7170, Buffalo Grove, IL 60089-7170. Canada, British Africa

Deceased
PHS 1341 Jesse D. Boehret
PHS 2146 David L. Straight

Re-instated
PHS 2192 David L. Ennist, PO Box 34120, Bethesda MD 20827-0120

Address Changes
PHE 2095 Baltimore Philatelic Society, 3440 Ellicott Center Drive Suite 103, Ellicott City, MD 21043-4169
PHS 2084 Jacques Charron, 12 Lucien-Theriault, Notre-Dame-ile-Perrot, Quebec, Canada J7V OS1
PHS 2334 David S. Durbin, 3604 Darice Ln, Jefferson City, MO 65109-6812

The Postal History world is still in shock over the sudden death of our Vice-President, David Straight. The editors’ personal calendar had dates reserved until 2015 for shared projects – and we were not alone. David had many research interests, many philatelic friends, and was deeply involved with our hobby: at the local level in the St. Louis area, and at the national level via his involvement with the Winton M. Blount Postal History Symposia (which he co-founded); the Smithsonian National Postal Museum (guest curator of the Hawaii section of the William H. Gross Stamp Gallery’s National Stamp Salon which opens next year); and the American Philatelic Center where, among many other involvements, he was going to join us in teaching a Summer Seminar this year. David was in the Writers’ Unit Hall of Fame – and his work appeared in our journal and in many, many others. He was a fellow of the Royal Philatelic Society London, and in 2012 was honored with the St. Louis Stamp Club’s Elizabeth C. Pope award for lifetime contributions to philately. We all know how much more he had to contribute.
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