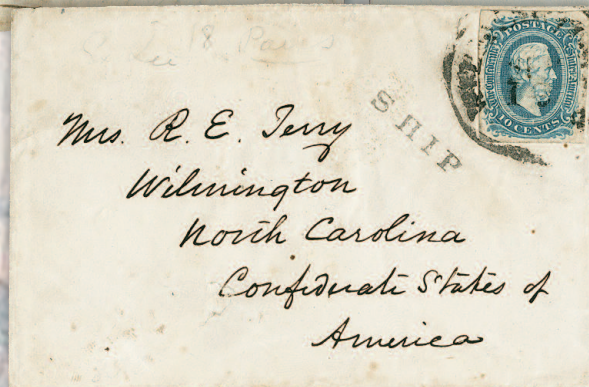
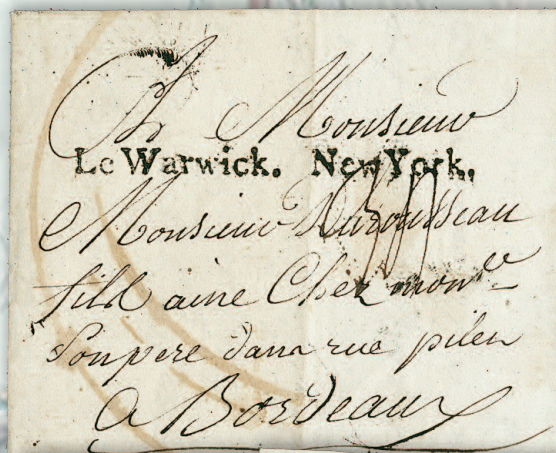
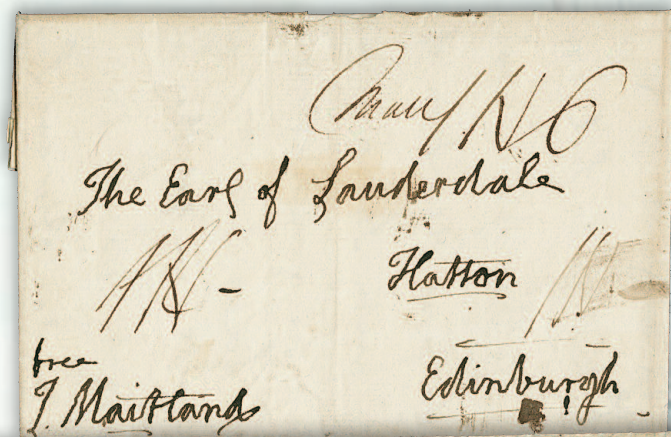


The STEVEN WALSKE Collection of  
NORTH AMERICAN Blockade Run MAIL  
and FRENCH Royal Packet MAIL

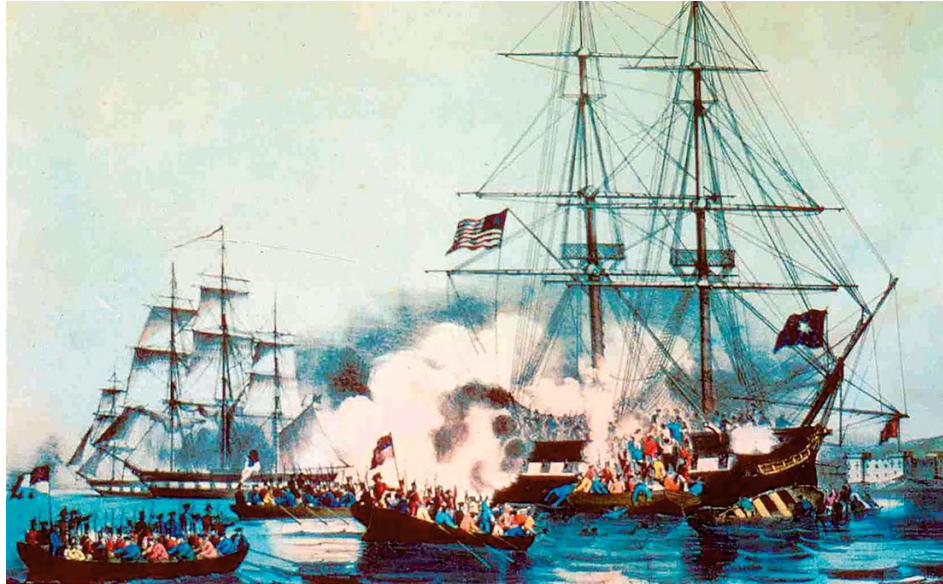
SALE 1154—WEDNESDAY, MAY 10, 2017



Robert A. Siegel  
AUCTION GALLERIES, INC.



The STEVEN WALSKE Collection of  
NORTH AMERICAN *Blockade Run* MAIL  
and FRENCH *Royal Packet* MAIL



SALE 1154—WEDNESDAY, MAY 10, 2017, AT 1:30 P.M. (LOTS 2301-2515)

ARRANGEMENT OF SALE

REVOLUTIONARY WAR .....	2301-2325
FRENCH ROYAL PACKET MAIL .....	2326-2368
WAR OF 1812 .....	2369-2431
THE CIVIL WAR .....	2432-2515

Live auction at 60 East 56th Street (Park/Madison), 4th Floor, New York City

All lots sold subject to an **18% buyer's premium** and applicable sales tax or customs duty

Please carefully read the Conditions of Sale before bidding

Presale Viewing

Monday-Tuesday, May 8-9, 10am-4pm

and by appointment (please call 212-753-6421)

*Robert A. Siegel*

AUCTION GALLERIES, INC.

60 EAST 56TH STREET, 4TH FLOOR, NEW YORK, N.Y. 10022

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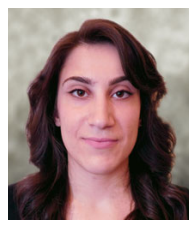
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## Information for Bidders

### Bidding

The following means are available for placing bids:

- 1) **Attending the Live Auction in Person:** All bidders must register for a paddle, and new bidders must provide references at least three business days in advance of the sale.
- 2) **Live Internet Bidding:** Instructions for participating as a Live Internet Bidder are provided on the page opposite.
- 3) **Phone Bidding:** Bidders can be connected to the sale by phone and bid through a member of staff. Requests for phone bidding are subject to approval (please contact our office at least 24 hours before the sale). A signed Bid Form is required.
- 4) **Absentee Bids.** All bids received in advance of the sale, either by mail, fax, phone, e-mail or internet, are Absentee Bids, which instruct the auctioneer to bid up to a specific amount on one or more lots in the sale. Absentee Bids sent by phone, fax or e-mail should arrive at least one hour prior to the start of the sale session. Bids entered through Live Internet Bidding will be visible to the auctioneer during the sale. Written bids should be entered legibly on the Bid Form in the sale catalogue. E-mail and internet bids should be carefully typed and double-checked. All new bidders must provide references. We recommend calling or e-mailing to confirm that Absentee Bids sent by mail, fax or e-mail have been received and entered.

### Pre-Sale Viewing

Subject to availability, certain lots (except group lots) can be sent to known clients for examination. Requests must be made no later than 7 days prior to the sale. Lots must be returned on the day received. Postage/insurance costs will be invoiced.

In addition to regular viewing, clients may view lots by appointment. Our staff will be pleased to answer questions or provide additional information about lots.

### Expert Certification

Individual items offered without a PF or PSE certificate dated within the past five years may be purchased subject to independent certification of genuineness and our description. **Please refer to the Conditions of Sale and Grading Terms for policies governing certification.**

### Shipping and Delivery

Procedures and charges for shipping lots are printed on the back of the Bid Form. **Bidders are responsible for all prescribed shipping charges and any applicable sales tax or customs duties.**

### Price Realized

Prices realized are sent with each invoice. Bidders with e-mail will receive a Bid Results report after the sale. Session results are posted immediately to [siegelauctions.com](http://siegelauctions.com)



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And it's easy.

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I'm a Siegel client, but I'm not registered with SAN.

Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form, indicating you are a Siegel client. Once registered at SAN, you're ready for internet bidding.

I've bid through SAN before, but this is the first time I've bid in a Siegel sale.

Then you just need to be approved by Siegel. Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Update Registration" at the top. Your SAN account information will be sent to us for approval (you might be asked for other trade references). Once approved by Siegel for bidding, you're ready for internet bidding.

I've never bid with Siegel, nor registered with SAN.

Go to [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel) and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form **with your trade references** (please, no family members or credit card companies as references). Once registered at SAN and approved by Siegel for bidding, you're ready for internet bidding.

Live Internet Bidding works by allowing registered bidders to observe and place bids.

Live Internet Bidding will work with any browser on both PC and Mac operating systems.

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### Log on to the auction at [stampauctionnetwork.com/siegel](http://stampauctionnetwork.com/siegel).

You can also log on at [siegelauctions.com](http://siegelauctions.com)

When you're logged on as a Live Internet Bidder, the bidding interface shows a photo and description of the lot, the current bid (and your bidding status), options for placing competitive bids and buttons with bid increments.

- After you click on a bid amount, the auctioneer is immediately notified of your bid.
- Retracting a bid is usually not acceptable, so please bid carefully.
- If you bid and then decide to stop, the "Pass" button will tell the auctioneer you are no longer bidding.
- You can send messages to the auctioneer (for example, a request for extension).
- You can track prior realizations from the bidding screen.



**"System Down" or "Lost Connection"** events do occasionally happen.

If you have any problems with Live Internet Bidding please call **212-753-6421** for immediate assistance.



## Conditions of Sale (please read carefully before bidding)

**THE PROPERTY DESCRIBED IN THIS CATALOGUE WILL BE OFFERED AT PUBLIC AUCTION BY ROBERT A. SIEGEL AUCTION GALLERIES, INC. ("GALLERIES") ON BEHALF OF VARIOUS CONSIGNORS AND ITSELF OR AFFILIATED COMPANIES. BY BIDDING ON ANY LOT, WHETHER DIRECTLY OR BY OR THROUGH AN AGENT, IN PERSON, OR BY TELEPHONE, FACSIMILE OR ANY OTHER MEANS, THE BIDDER ACKNOWLEDGES AND AGREES TO ALL OF THE FOLLOWING CONDITIONS OF SALE.**

1. The highest bidder acknowledged by the auctioneer shall be the buyer. The term "final bid" means the last bid acknowledged by the auctioneer, which is normally the highest bid offered. **The purchase price payable by the buyer will be the sum of the final bid and a commission of 18% of the final bid ("buyer's premium"), together with any sales tax, use tax or customs duties due on the sale.**
2. The auctioneer has the right to reject any bid, to advance the bidding at his discretion and, in the event of a dispute, to determine the successful bidder, to continue the bidding or to reoffer and resell the lot in dispute. The Galleries' record of the final sale shall be conclusive.
3. All bids are per numbered lot in the catalogue unless otherwise announced by the auctioneer at the time of sale. The right is reserved to group two or more lots, to withdraw any lot or lots from the sale, or to act on behalf of the seller. The Galleries will execute bidding instructions on behalf of clients, but will not be responsible for the failure to execute such bids or for any errors in the execution of such bids.
4. **Lots with numbers followed by the symbol ° are offered subject to a confidential minimum bid ("reserve"), below which the lot will not be sold. The absence of the symbol ° means that the lot is offered without a reserve. If there is no reserve, the auctioneer has sole discretion to establish a minimum opening bid and may refuse an offer of less than half of the published estimate. Any lot that does not reach its reserve or opening bid requested by the auctioneer will be announced as "passed" and excluded from the prices realized lists after the sale. The Galleries may have a direct or indirect ownership interest in any or all lots in the sale resulting from an advance of monies or goods-in-trade or a guarantee of minimum net proceeds made by the Galleries to the seller.**
5. Subject to the exclusions listed in 5(A), the Galleries will accept the return of lots which have been misidentified or which have obvious faults that were present when the lot was in the Galleries' custody, but not so noted in the lot description. **All disputed lots must be received by the Galleries intact with the original packing material within 5 days of delivery to the buyer but no later than 30 days from the sale date.**  
**(5A) EXCLUSIONS: The following lots may not be returned for any reason, or may not be returned for the reasons stated: i) lots containing 10 or more items; ii) lots from buyers who registered for the pre-sale exhibition or received lots by postal viewing, thereby having had the opportunity to inspect them before the sale; iii) any lot described with "faults," "defects" or a specific fault may not be returned because of any secondary fault; iv) photographed lots may not be returned because of centering, margins, short/nibbed perforations or other factors shown in the illustrations; v) the color of the item does not match the color reproduction in the sale catalogue or website listing; vi) the description contains inaccurate information about the quantity known or reported; or vii) a certification service grades a stamp lower than the grade stated in the description.**
6. Successful bidders, unless they have established credit with the Galleries prior to the sale, must make payment in full before the lots will be delivered. Buyers not known to the Galleries must make payment in full within 3 days from the date of sale. **The Galleries retains the right to demand a cash deposit from anyone prior to bidder registration and/or to demand payment at the time the lot is knocked down to the highest bidder, for any reason whatsoever.** In the event that any buyer refuses or fails to make payment in cash for any lot at the time it is knocked down to him, the auctioneer reserves the right to reoffer the lot immediately for sale to the highest bidder. **Credit cards (Visa, Mastercard and Discover only) can be accepted as payment but will be subject to a 3% Convenience Fee, which will be added to the total of the entire invoice (including hammer price, buyer's premium, shipping**

**and transit insurance charges and any applicable taxes).**

7. If the purchase price has not been paid within the time limit specified above, nor lots taken up within 7 days from the date of sale, the lots will be resold by whatever means deemed appropriate by the Galleries, and any loss incurred from resale will be charged to the defaulting buyer. **Any account more than 30 days in arrears will be subject to a late payment charge of 1½% per month as long as the account remains in arrears. Any expenses incurred in securing payment from delinquent accounts will be charged to the defaulter.** A fee of \$250.00 per check will be charged for each check returned for insufficient funds.
8. All lots are sold as genuine. **Any lot accompanied by a certificate issued by The Philatelic Foundation or by Professional Stamp Experts within 5 years of the sale date is sold "as is" and in accordance with the description on the certificate. Such lots may not be returned for any reason, including but not limited to a contrary certificate of opinion.** Buyers who wish to obtain a certificate for any item that does not have a P.F. or P.S.E. certificate (dated as above) may do so, provided that the following conditions are met: (1) the purchase price must be paid in full, (2) the item must be submitted to an acceptable expertizing committee with a properly executed application form within 21 days of the sale, (3) a copy of the application form must be given to the Galleries, (4) in the event that an adverse opinion is received, the Galleries retain the right to resubmit the item on the buyer's behalf for reconsideration, without time limit or other restrictions, (5) unless written notification to the contrary is received, items submitted for certification will be considered cleared 90 days from the date of sale, and (6) in the event any item is determined to be "not as described", the buyer will be refunded the purchase price and the certification fee up to \$800.00 unless otherwise agreed to in writing.
9. Until paid for in full, all lots remain the property of the Galleries on behalf of the seller.
10. Agents executing bids on behalf of clients will be held responsible for all purchases made on behalf of clients unless otherwise arranged prior to the sale.
11. The buyer assumes all risk for delivery of purchased lots and agrees to pay for prescribed shipping costs. **Buyers who receive lots in the U.S. are obligated to pay whatever sales tax or compensating use tax might be due, and buyers outside the U.S. are responsible for all customs duties.**
12. **The bidder consents that any action or proceeding against it may be commenced and maintained in any court within the State of New York or in the United States District Court for the Southern District of New York, that the courts of the State of New York and United States District Court for the Southern District of New York shall have jurisdiction with respect to the subject matter hereof and the person of the bidder. The bidder agrees not to assert any defense to any action or proceeding initiated by Galleries based upon improper venue or inconvenient forum. The bidder agrees that any action brought by the bidder shall be commenced and maintained only in a Federal Court in the United States District Court for the Southern District of New York or the State Court in the county in which Galleries has its principal place of business in New York. The bidder agrees not to use a public conflict resolution service and not to use any form of social media to publish comments or information about the Galleries and its employees which might harm the Galleries' reputation or business. These Conditions of Sale shall be governed by and construed in accordance with the substantive laws of the State of New York, and shall constitute an agreement that shall be binding on the parties, and their respective heirs, administrators, distributees, successors and assignees.**

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*Revised 1/2017*



## Grades, Abbreviations and Values Used in Descriptions

### Grades and Centering

Our descriptions contain detailed information and observations about each item's condition. We have also assigned grades to stamps and covers, which reflect our subjective assessment. For stamps, the margin width, centering and gum are described and graded according to generally-accepted standards (an approximate correlation to numeric grades is provided at right). Although we believe our grades are accurate, they are not always exactly aligned with third-party grading terms or standards for all issues. **A lot may not be returned because a certification service grades a stamp lower than the grade stated in the description. Information from the P.S.E. Stamp Market Quarterly and P.S.E. Population Report<sup>SM</sup> is the most current available, but lots may not be returned due to errors or changes in statistics or data.**

**Extremely Fine Gem (90-100):** The term "Gem" describes condition that is the finest possible for the issue. This term is equivalent to "Superb" used by grading services.







**Extremely Fine (80-90):** Exceptionally large/wide margins or near perfect centering.

**Very Fine (70-85):** Normal-size margins for the issue and well-centered with the design a bit closer to one side. "Very Fine and choice" applies to stamps that have desirable traits such as rich color, sharp impression, freshness or clarity of cancel.

**Fine (60-70):** Smaller than usual margins or noticeably off center. Pre-1890 issues may have the design touched in places.

**Very Good (below 60):** Attractive appearance, but margins or perforations cut into the design.

### Guide to Gum Condition

Gum Categories:	MINT N.H.	ORIGINAL GUM (O.G.)				NO GUM
	 <b>Mint Never Hinged</b> <i>Free from any disturbance</i>	 <b>Lightly Hinged</b> <i>Faint impression of a removed hinge over a small area</i>	 <b>Hinge Mark or Remnant</b> <i>Prominent hinged spot with part or all of the hinge remaining</i>	 <b>Part o.g.</b> <i>Approximately half or more of the gum intact</i>	 <b>Small part o.g.</b> <i>Approximately less than half of the gum intact</i>	 <b>No gum</b> <i>Only if issued with gum</i>
Catalogue Symbol:	★ ★	★	★	★	★	(★)
PRE-1890 ISSUES	<i>Pre-1890 stamps in these categories trade at a premium over Scott value</i>			Scott Value for "O.G."		Scott "No Gum" Values thru No. 218
1890-1935 ISSUES	Scott "Never Hinged" Values for Nos. 219-771	Scott Value for "O.G." (Actual value will be affected by the degree of hinging)		<b>Disturbed Original Gum:</b> Gum showing noticeable effects of humidity, climate or hinging over more than half of the gum. The significance of gum disturbance in valuing a stamp in any of the Original Gum categories depends on the degree of disturbance, the rarity and normal gum condition of the issue and other variables affecting quality. For example, stamps issued in tropical climates are expected to have some		
1935 TO DATE	Scott Value for "Unused"					

### Covers

Minor nicks, short edge tears, flap tears and slight reduction at one side are normal conditions for 19th century envelopes. Folded letters should be expected to have at least one file fold. Light cleaning of covers and small mends along the edges are accepted forms of conservation. Unusual covers may have a common stamp with a slight crease or tiny tear. **These flaws exist in virtually all 19th century covers and are not always described. They are not grounds for return.**

### Catalogue Values and Estimates

Unless otherwise noted, the currently available *Scott Catalogue* values are quoted in dollars with a decimal point. Other catalogues are often used for foreign countries or specialized areas and are referred to by their common name: *Stanley Gibbons* (SG), *Dietz*, *American Air Mail Catalogue* (AAMC), *Michel*, *Zumstein*, *Facit*, etc. Estimates are indicated with an "E." and reflect our conservative valuation in dollars. Reserves will never exceed the low end of the estimate range; they will sometimes exceed Scott Catalogue value for stamps in Extremely Fine condition.

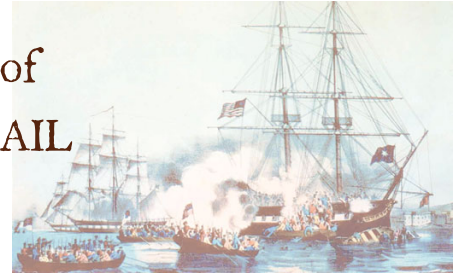
Because of certain pricing inconsistencies in the *Scott Catalogue*—for example, blocks that have no gum, the absence of premiums for Mint N.H. items, etc.—we cannot guarantee the accuracy of values quoted for multiples, specialized items and collection lots. We generally try to be conservative, but buyers may not return a lot because of a discrepancy in catalogue value due to Scott pricing inconsistencies.

### Symbols and Abbreviations (see chart above for gum symbols)

⊞	Block	E	Essay	pmk.	Postmark	No.	Scott Catalogue Number
⊞	Cover	P	Proof	cds	Circular Datestamp	hs	Handstamp
FC	Fancy Cancel	TC	Trial Color Proof	var.	Variety	ms.	Manuscript



# The STEVEN WALSKE Collection of NORTH AMERICAN *Blockade Run* MAIL and FRENCH *Royal Packet* MAIL



## INTRODUCTION

The postal history of conflict—what Steve Walske terms “mail systems under stress”—provides some of the rarest and most fascinating artifacts for collectors, and it poses many of the most challenging questions for researchers. For the past three or four decades, Steve has been a dedicated collector and prolific researcher-writer in the postal history of conflict. His work has led to profoundly deeper understanding of how the mails operated during times of war, including the eighteenth and nineteenth century conflicts involving France, the American Revolution, the War of 1812 and the American Civil War. Steve’s collecting activity invariably results in the publication of numerous articles and books, which present revelatory information and analysis of the methods, routes, rates and markings associated with the subject.

Steve has also been an active participant in exhibitions, both in the United States and in other countries. In recent years, his interest has shifted from winning awards to the more rewarding goal of educating the general collecting community in the various subjects he collects and researches. While accumulating material is an essential part of Steve’s methodology, once he has studied the subject and organized the material in a logical historical arrangement, he distills the collection down to a concise “one-frame” exhibit arrangement and returns the duplicative items to the market.

The material presented in this catalogue is what Steve no longer feels compelled to retain from his collections of North American Blockade Run Mail and French Royal Packet Mail. The former comprises three separate sections of his award-winning exhibit—the Revolutionary War, the War of 1812, and the American Civil War. Steve will continue exhibiting one frame of each. The French Royal Packet Mail collection is offered in its entirety, which represents the most comprehensive offering of these rare transatlantic mail artifacts ever made.



Principal ports of the United States. The red line indicates the coastal area affected by blockades during the Revolutionary War and War of 1812. The blue line indicates the coastal area affected by the Union blockade during the Civil War.

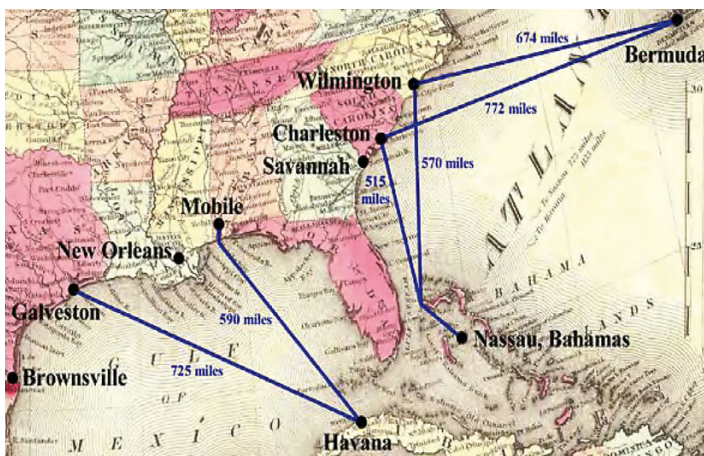
The **Revolutionary War** section of this sale is dominated by items that were carried through the American blockade of British enclaves. Until Steve analyzed the sailing data, using information gleaned from newspaper records by John Olenkiewicz, the significance of blockade-run mail through the American blockade was poorly understood. The inbound letters are especially interesting, as in certain cases they had to cross the lines of war to get from one British-held city to another.

The **French Royal Packet Mail** section begins with two extremely rare Spanish Royal Packet letters to France posted at New Orleans. One is dated 1784 and has the “YNDIAS” straightline handstamp struck in New Orleans (lot 2327)—the earliest example of a handstamped marking applied in New Orleans. The other is dated 1792 and has the “NUEVA/ORLEANS” laureated oval handstamp (lot 2326)—it is one of only three recorded examples and the finer of two in private hands.



In the field of *Prèmière*, *Seconde* and *Troisième Régie* packet letters, Steve has succeeded in assembling a collection of unparalleled importance. No less than seven of the ten recorded *Prèmière Régie* letters with ship-name markings are contained in the collection (lots 2330-2336). In addition, there is an example of the “PAQ.NEWYORK” straightline on a *Prèmière Régie* letter (lot 2337), as well as six westbound letters from the *Prèmière Régie* period (lots 2338-2343), of which only nineteen are recorded. The Second *Régie* period features both of the two recorded westbound letters into the United States (lots 2344-2345) and a third westbound letter to Martinique (lot 2346). Two of the five recorded “PAQ.NEWYORK” Second *Régie* letters are offered (lots 2347-2348). Among the eleven lots of letters from the *Troisième Régie* period (lots 2349-2359) are examples of the rare “AMERIQUE SEPTENTRIONALE” double-circle entry marking and the “Paq. de New York” straightline. These are followed by a small but interesting group of private ship letters between the United States and France.

Another area in which Steve’s research transformed understanding and appreciation of the items is the War of 1812, during which naval and privateering activity by the British and Americans on both sides of the Atlantic greatly impacted the mails. The letters offered in this section have been categorized as Pre-Blockade, Mid-Atlantic Blockade, New York Blockade and New England Blockade. Within each group are sub-classifications for Cartel Ship, Blockade Run and Around the Blockade. Several truly historical items are offered, including a letter carried on a prisoner-of-war cartel ship (lot 2381), examples of the short-lived War Surcharge rates, and a fantastic group of Prize Court letters (lot 2431).



Major blockade-running routes of the Civil War, showing the principal Southern ports and the ports in Cuba, the Bahamas and Bermuda.

Finally, there is the **American Civil War**. This is a further offering of material from the massive collection assembled by Steve over the past twenty years. This section is arranged by the principal blockade-running ports within the Confederate States, and then by inbound and outbound routes via the Bahamas and Bermuda. The other routes through Cuba, Nova Scotia and Mexico follow. The sale concludes with sections of Civil War Prize Court mail and Union Blockading Squadron covers.

In each subject area of this sale and for every item, Steve has compiled extensive historical data to support his analysis. Those notes are often penciled on the back of the item, and his exhibits with descriptive captions are available online. Please go to [siegelauctions.com](http://siegelauctions.com) and “Exhibits and Mounted Collections” to find the various Walske exhibits in PDF format.

As we go to press with this catalogue, we have just learned that Steve has been asked to sign Great Britain’s Roll of Distinguished Philatelists (RDP) in 2017. The RDP is administered by the Philatelic Congress of Great Britain and recognizes achievement, research, publication and service. Established in 1920, the RDP was first signed by King George V in 1921. We congratulate Steve on this great honor, recognizing the extraordinary contributions he has made through his research and publication.

—SCOTT R. TREPEL

# The STEVEN WALSKE Collection of NORTH AMERICAN *Blockade Run* MAIL and FRENCH *Royal Packet* MAIL



AFTERNOON SESSION (LOTS 2301-2515)—WEDNESDAY, MAY 10, 2017, AT 1:30 P.M.

## REVOLUTIONARY WAR

### AMERICAN BLOCKADE OF BRITISH ENCLAVES

Shortly after Revolutionary War hostilities began in April 1775, American privateers began attacking British supply ships and Falmouth packets. At various times, British forces occupied enclaves in North America at Boston, Newport, New York, Philadelphia, Charleston and Savannah, and relied on warships and Falmouth packets to communicate with England. The interception of supply ships and Falmouth packets by American privateers constituted a commercial blockade of those enclaves.

### INBOUND VIA NEW YORK AND BOSTON



2301

- 2301 ☒ **London to Boston, 1775, American Blockade Run.** Folded letter datelined London Apr. 5, 1775 to Boston, "5/AP" Bishop's mark on back, manuscript "*p the Packet*" and carried by Falmouth packet *Mercury*, departing Falmouth Apr. 13 and arriving New York May 28 after running the American privateer blockade, rated "1N10" for postage to Boston, converted to "18/4d" in Massachusetts Old Tenor currency on flap

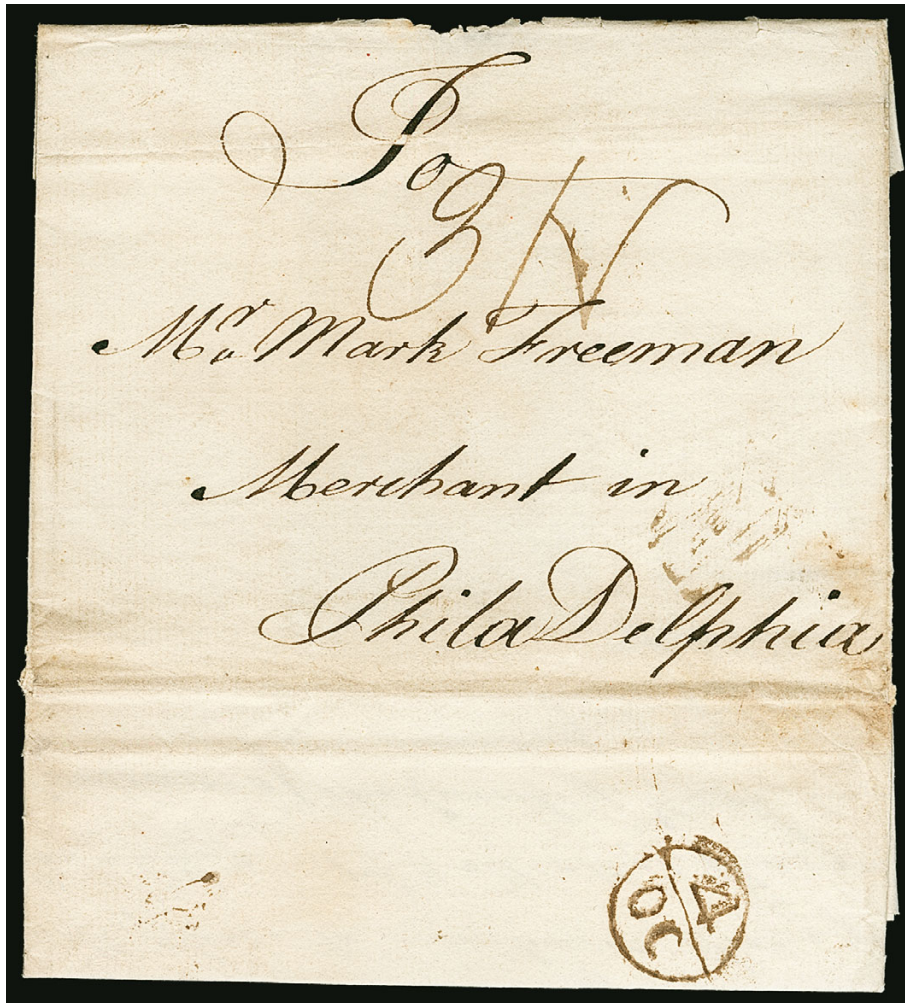
VERY FINE. AN OUTSTANDING BLOCKADE-RUN COVER FROM LONDON TO BOSTON, CARRIED BY THE FIRST FALMOUTH PACKET THROUGH THE AMERICAN PRIVATEER BLOCKADE AND RATED IN OLD TENOR CURRENCY IN BOSTON.

Shortly after Revolutionary War hostilities began in April 1775, American privateers began attacking British supply ships and Falmouth packets. The interception of supply ships and Falmouth packets by American privateers constituted a commercial blockade of those enclaves. This cover was carried on the first Falmouth packet that sailed through the American blockade .

The "1/10" due in Boston was derived from the one-shilling packet charge plus 10p (3.8 dwt) from New York to Boston. Old Tenor was inflated by a factor of 10, so 1sh10p=22p; 22p x 10= 220p Old Tenor, or 18sh4p. This one of only a handful of covers known rated in Old Tenor.

Finley (British Asst. PM) reported that he took the *Mercury's* mail in an armed schooner (Capt. Davenport) from New York to Boston, enroute to Quebec. He was responding to numerous reports of armed American privateers in the area. John Foxcroft (Deputy British PM at New York) reported that 60 "resolute fellows well-armed" were "sent down to cruise off Sandy Hook" to intercept the *Mercury*. Accordingly, the *Mercury* anchored under the guns of the HMS *Asia* in New York harbor..... E. 4,000-5,000





2302

- 2302 ☒ **London to Philadelphia via British-Occupied Boston, 1775, American Blockade Run.** Folded letter datelined London, Oct. 4, 1775, bold "4/OC" Bishop's mark on flap, addressed to Philadelphia, rated "3N" for triple-weight packet postage, carried on the Falmouth packet *Lord Hyde*, departing Oct. 16 and arriving at occupied Boston Jan. 3, 1776, exchanged through American siege lines for transport by American Constitutional Post to Philadelphia, no additional postage charges noted at Philadelphia

VERY FINE BLOCKADE-RUN COVER CARRIED BY FALMOUTH PACKET DIRECTLY TO BRITISH-OCCUPIED BOSTON, THROUGH THE AMERICAN PRIVATEER BLOCKADE.

The British Admiralty ordered the October 1775 Falmouth packet, which carried this cover, to sail directly to the besieged British forces in Boston, rather than to New York. This *Lord Hyde* trip was the last Post Office packet. After this, the Admiralty took over the scheduling and protection of the packets..... E. 3,000-4,000

2303



- 2303 ☒ **Thirsk, England to Philadelphia, 1775, American Blockade Run.** Light strike of "THIRSK" straightline handstamp and manuscript "Paid 4d" for postage to London, red "Post Paid" in circle, re-rated in London "To pay 1N" for packet postage, bold "25/DE" Bishop's mark, carried on Falmouth packet *Swallow* on Jan. 9, 1776, arriving New York Mar. 9, advertised in New York for Philadelphia recipient

VERY FINE COVER FROM ENGLAND TO PHILADELPHIA, SENT THROUGH THE AMERICAN PRIVATEER BLOCKADE AND THEN HELD IN BRITISH-OCCUPIED NEW YORK.

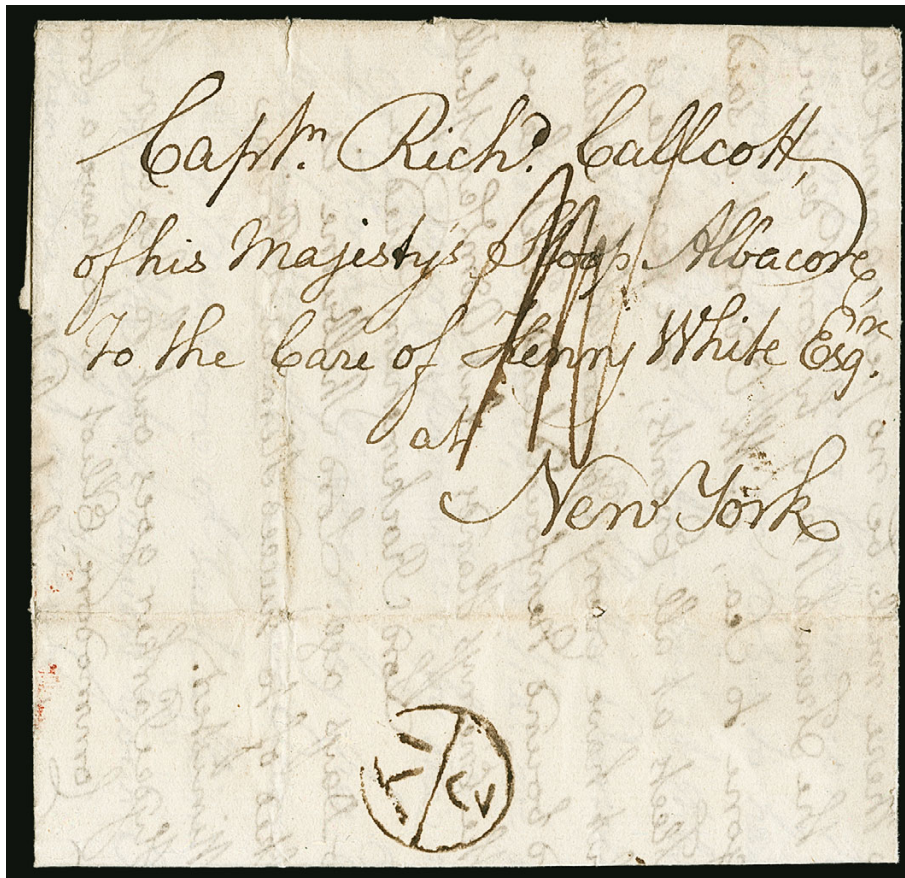
The British post office in New York stopped giving mails to the American Constitutional Post for transmittal to Philadelphia on Dec. 25, 1775 — shortly before this cover arrived in New York. Packet letters were advertised and recipients had to make arrangements to pick them up. .... E. 3,000-4,000

2304



- 2304 ☒ **London to Boston via New York, 1779, American Blockade Run.** Folded letter datelined Aug. 4, 1779 in London, addressed to Thomas Greenough in Boston, sent under cover to Francis Dashwood in New York, carried by Falmouth packet *Anna Theresa* on Sep. 9, arriving New York Oct. 23, then **sent under flag-of-truce** to Boston without postal markings, Very Fine use to Boston through the American privateer blockade, following the departure of the British from Boston in March 1776, the only communications with occupied New York were by flag-of-truce .... E. 1,500-2,000





2305

- 2305 ✉ **Westminster, England to New York, 1782, American Blockade Run.** Folded letter dated Westminster, England Jul. 3, 1782, "3/IY" Bishop's mark on flap and manuscript "IN" packet rate, addressed to Captain Richard Callcott "of His Majesty's Sloop Albacore" at New York, carried by Falmouth packet *Sandwich* on Jul. 20, through the American privateer blockade and arriving New York on Sep. 4, excellent War-related content

VERY FINE. AN OUTSTANDING COVER AND LETTER FROM ENGLAND, THROUGH THE AMERICAN BLOCKADE TO THE CAPTAIN OF A BRITISH NAVAL VESSEL AT NEW YORK.

The *Albacore*, to which this letter is addressed, was formerly the American privateer *Royal Louis*, which was captured as a prize in 1781 by the British frigates *Amphion* and *Nymph* (itself a prize and a former French frigate). This fascinating letter includes references to Guy Carleton and to Lord Howe being sent to sea to fight the combined fleets, ships of the Newfoundland fleet falling into enemy hands, also discussions of peace negotiations and reference to the recent death of pro-peace British Prime Minister the Marquess of Rockingham.

Ex Barrie Jay ..... E. 2,000-3,000



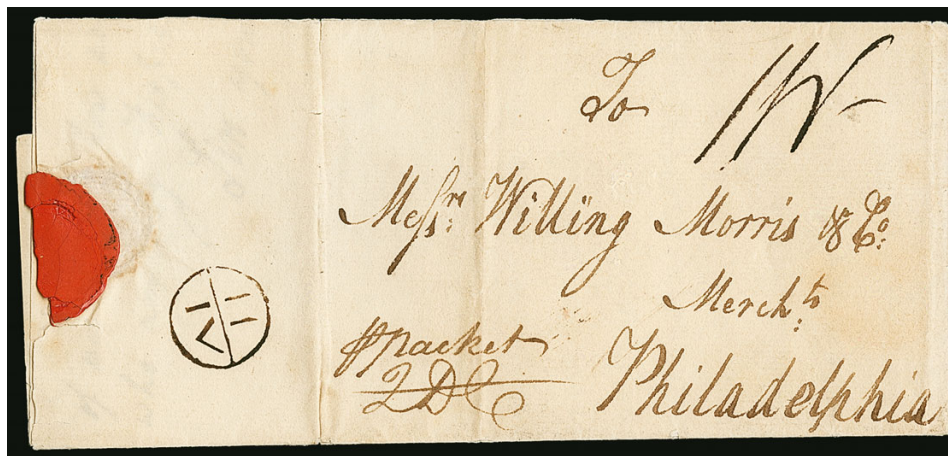
2306

- 2306 ☒ **Exeter, England to Philadelphia, 1775, American Blockade Run.** Folded cover posted with bold "EXETER" straightline handstamp and part of Sep. Bishop's mark on flap, addressed to Philadelphia, rated "*In all 1N/4*" for 1 shilling 4 pence due, carried on the armed Falmouth packet *Mercury*, departing Sep. 15 and arriving New York Nov. 10, re-rated "*1N10*" including 6p charge to Philadelphia, carried by American Constitutional Post to Philadelphia where rated "*3/1*" in local currency (22p x 1.67 inflation factor=37p, or 3 shillings 1p), skillfully treated to remove toning and improve appearance

VERY FINE BLOCKADE-RUN COVER CARRIED BY ARMED FALMOUTH PACKET TO NEW YORK THROUGH THE AMERICAN PRIVATEER BLOCKADE.

The British Parliamentary post in America dismissed its post riders in May 1775, so the new American Constitutional Post had to carry the mails. The Constitutional Post began operations from New York in October 1775, and carried some Falmouth packet mail to Philadelphia. The British Admiralty began arming the Falmouth packets in September 1775 to protect them from privateers, and took control of them in January 1776.

Ex Historical Society of Pennsylvania ..... E. 3,000-4,000



2307

- 2307 ☒ **Bristol, England to Philadelphia via British-Occupied New York, 1776, American Blockade Run.** Folded letter datelined "*Bristol 5th March 1776*" to Philadelphia, manuscript "*p packet QDC*", "*IN*" packet postage rate and bold "*11/IV*" Bishop's mark (June 11) on flap, carried by Falmouth packet departing June 12 and arriving New York Aug. 11, then **privately carried across the lines** to American-controlled Philadelphia

VERY FINE BLOCKADE-RUN COVER FROM ENGLAND THROUGH BRITISH-OCCUPIED NEW YORK, TO AMERICAN-CONTROLLED PHILADELPHIA.

Ex Siskin ..... E. 2,000-3,000



AMERICAN BLOCKADE—OUTBOUND VIA NEW YORK



2308

2309



2310

- 2308 ☒ **New York to London via Dover, England, 1775, American Blockade Run.** Folded letter datelined New York, May 20, 1775 to London, carried by merchant ship through the American privateer blockade, arrived Dover with “DOVER/SHIP LRE” two-line handstamp, manuscript “4” pence due (1p ship plus 3p inland), “26/JU” Bishop’s mark on flap, London arrival docketing of June 27 on back, file folds, Very Fine blockade-run cover sent early in the War..... E. 750-1,000
- 2309 ☒ **Philadelphia to London via Bristol, England, 1775, American Blockade Run.** Folded letter with Quaker dateline “Philada. 8 mo 2d 1775” (Aug. 2) from Samuel Pleasants to James Gordon in London, partly clear strike of “BRISTOL/SHIP LRE” two-line handstamp and bold “19/SE” Bishop’s mark, manuscript “5” rate (1p ship plus 4p inland), Very Fine early Revolutionary War ship letter from the Colonies to England through the American privateer blockade, ex Siskin and Dr. Robertson..... E. 750-1,000
- 2310 ☒ **New York to London, 1778, American Blockade Run.** Folded letter docketed New York, Feb. 7, 1778 to London, carried by merchant ship through the American privateer blockade, clear strike of “SHIP LRE” straightline handstamp, manuscript “IN 4” rate and “7” pence due (1p ship plus double-weight 6p inland), part of March Bishop’s mark on flap, some edgewear and file folds, otherwise Very Fine, scarce blockade-run cover ..... E. 500-750





2311 front and back

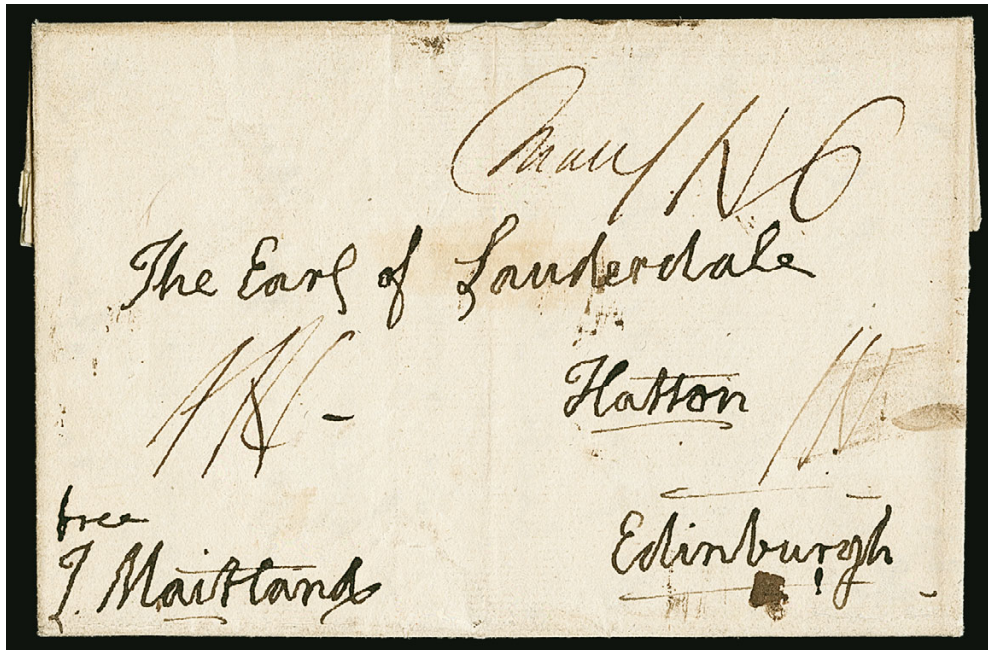
- 2311 ☒ **New York to Edinburgh, Scotland, 1775, American Blockade Run.** Folded letter datelined "New York 4th Octr 1775" from David Campbell to Patrick Campbell in Edinburgh, Scotland, red "N. YORK OC 10" straightline struck on back, "IN" packet postage rate crossed out, carried by Falmouth packet *Harriot* on Oct. 19, arriving Falmouth Nov. 16, "17/NO" Bishop's mark on flap, re-rated "In all IN6" for postage due in Scotland, letter describes hazardous journey across the Atlantic, small opening nick at top, Very Fine cover carried through the American privateer blockade in the early period of shipping disruption in 1775, the British post office used this red straightline until evacuating in December 1775, ex Dr. Robertson ..... E. 1,500-2,000





2312

- 2312 ✉ **Staten Island, New York to Westminster, England, 1775, American Blockade Run.** Red "N. YORK NOV. 14" straightline on flap of folded cover to Westminster, England, Oct. 13, 1775 docketing inside, "IN" packet rate and carried on Falmouth packet *Earl of Halifax* on Dec. 14, arriving Falmouth Dec. 14 with bold strike of "18/DE" Bishop's mark on flap  
 VERY FINE BLOCKADE-RUN COVER CARRIED BY FALMOUTH PACKET FROM BRITISH-OCCUPIED NEW YORK TO ENGLAND, THROUGH THE AMERICAN PRIVATEER BLOCKADE.  
 In addition to the blockade-run aspect of this cover, this is a rare example of mail from Staten Island during British occupation..... E. 3,000-4,000



2313

- 2313 ✉ **Staten Island, New York to Edinburgh, Scotland, 1776, British Occupation Frank, American Blockade Run.** Free frank "free J. Mailland" on folded letter datelined "Head Quarters Staten Island August 15th 1776", addressed to the Earl of Lauderdale Hatton, Edinburgh, manuscript rates including "1N" for packet charge, "1/4" and "In all 1N6" (packet charge plus 4p and 2d inland), carried by packet on Aug. 20, arriving Falmouth Sep. 28, bold "30/SE" Bishop's receiving mark on back

VERY FINE. AN EXTREMELY RARE EXAMPLE OF MAIL FROM STATEN ISLAND DURING BRITISH OCCUPATION, SENT THROUGH THE AMERICAN PRIVATEER BLOCKADE TO SCOTLAND.

The content of this letter includes reports of the British taking Staten Island without opposition and expected attacks in the next few days (the Battle of Long Island was August 27). According to an analysis by Calvet M. Hahn, this letter sailed on August 20 via the Sandwich Packet under Captain Nottingham. He believed it was the only recorded British-occupation free frank from Staten Island, but the Siskin collection included another dated July 8, 1776.

Ex Hahn. Illustrated on front cover of *Collectors Club Philatelist* (May-June 1991, also on p. 190).....  
..... E. 5,000-7,500





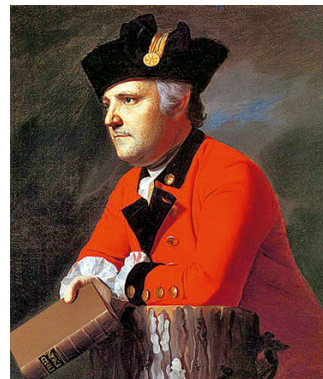
2314

- 2314 ✉ **New York to Oxford, England via London, 1777, American Blockade Run.** Folded letter datelined New York Mar. 12, 1777 from Captain John Montresor to Reverend Doctor Miles Cooper, Queens College, London, manuscript "IN" packet rate, carried by Falmouth packet *Earl of Sandwich* on Jul. 17, arriving Falmouth Aug. 21, bold "25/AV" Bishop's receiving mark on flap, forwarded to Oxford with manuscript "3" due, "6/NO" (Nov.) Bishop's receiving mark

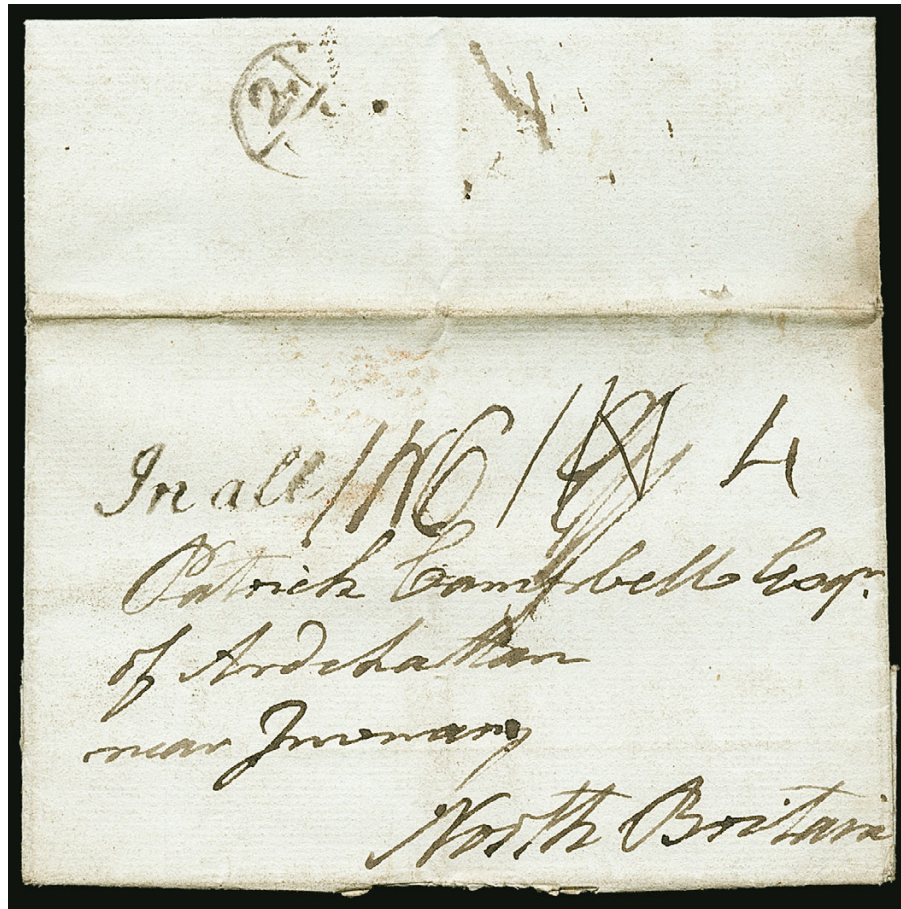
VERY FINE BLOCKADE-RUN LETTER FROM FROM A CAPTAIN IN THE BRITISH OCCUPATION FORCE AT NEW YORK, SENT THROUGH THE AMERICAN PRIVATEER BLOCKADE TO ENGLAND.

Captain Montresor was a British military engineer and cartographer. He served in the 48th Regiment of Foot in North America from 1754 to 1779, including in the French & Indian War. The recipient of his letter, Myles Cooper, served as president of King's College (Columbia University) in New York from 1763-75 and was a fierce loyalist. He was apparently difficult to locate as it took more time for the letter to get from London to Oxford (2.5 months) than it did to cross the Atlantic.

Accompanied by transcript of letter and background information on Montresor and Cooper.....  
..... E. 3,000-4,000



Captain John Montresor



2315

- 2315 ☒ **New York to Inveraray, Scotland, 1778, American Blockade Run.** Folded letter datelined "N.Y. Novr 4th 78" from Charles Campbell to his father, Patrick Campbell, in Inveraray, Scotland, manuscript "IN" packet rate crossed out, handstamped "In all" and manuscript "IN6" rate, carried by the Falmouth packet *Swallow*, which departed New York on November 20 and arrived in Falmouth on December 15, backstamped "21/DE" Bishop's mark, the writer begins "We are under orders, and embarked on an expedition...", then asks his father for more money, explaining that prices are double those of home
- VERY FINE AND SCARCE WAR-TIME FALMOUTH PACKET LETTER SENT TO ENGLAND THROUGH THE AMERICAN PRIVATEER BLOCKADE.
- Ex Dr. Robertson ..... E. 2,000-3,000





2316

2317

- 2316 ☒ **New York to Madeira via England, 1780, American Blockade Run.** Folded letter datelined "Copy - New York 13th Augst 80" from Samuel Stevenson to Messrs. Newton, Gordon & Johnston **in Madeira**, sender's ship-name directive "By the Fanny, Capt. Sinclair", partly readable strike of "**DOVER/SHIP LRE**" two-line handstamp, "16/OC" Bishop's arrival mark on back, manuscript rate crossed out, clearly struck "In all" handstamp and re-rated "3N10" to Madeira for double-weight 1sh6p packet postage plus double 4p inland and double 1p ship fee from Dover, receipt docketing with Dec. 2, 1780 arrival in Madeira, letter concerns shipment of Madeira wine

VERY FINE AND SCARCE WAR-TIME LETTER FROM BRITISH-OCCUPIED NEW YORK, THROUGH THE AMERICAN PRIVATEER BLOCKADE TO ENGLAND, AND THEN TO MADEIRA.

This cover went from New York through the reverse blockade to Dover and London. The *Fanny* departed New York City on Sep. 1, 1780, and arrived in Dover on Oct. 14 (per newspaper and Lloyd's reports). It was then carried by the Falmouth packet *Antelope* on Nov. 23, 1780 and arrived in Madeira on Dec. 2. Westbound Falmouth packets to Charleston S.C. stopped at Madeira, after a trip of 9-14 days. It is rare to a destination beyond England and particularly desirable with the names of the first ship and captain clearly marked

Ex Dr. Robertson..... E. 3,000-4,000

- 2317 ☒ **New York to Glasgow, Scotland, 1780, American Blockade Run.** Folded letter datelined at New York on Dec. 17, 1780, from a British soldier to his father in Glasgow, carried by Falmouth packet on Dec. 20, brownish "29/IA" (Jan. 29, 1781) London Bishop's mark and matching "In all" straightline, manuscript "2" (dwt) port fee and "IN6" rate (1sh packet plus 6p inland), red "5/FE" Scottish Bishop's mark, letter mentions "Cornwallis's success in North Carolina" and refers to an expedition into Virginia by the infamous turncoat Benedict Arnold, slight wear along folds, otherwise Very Fine, scarce Revolutionary War British soldier's mail from New York during the occupation, sent through the American reverse blockade, especially desirable with the content mentioning Cornwallis and Arnold, ex Dr. Robertson ..... E. 1,500-2,000



2318

2318 ✉ **New York to Edinburgh, Scotland, 1781, American Blockade Run.** Folded letter datelined Aug. 15, 1781 at New York, from **General Thomas Stirling to Edinburgh, Scotland**, carried by Falmouth packet from New York on Aug. 20, arriving Sep. 21, "26/SE" London Bishop's mark, manuscript "IN" rate crossed out and re-rated "IN6" for 1sh packet charge plus 6p to Scotland

VERY FINE GENERAL OFFICER'S LETTER FROM BRITISH-OCCUPIED NEW YORK TO SCOTLAND, SENT THROUGH THE AMERICAN PRIVATEER BLOCKADE, WITH EXCELLENT CONTENT.

Sir Thomas Stirling, 5th Baronet, had a long and active military career in the British Army, serving in the French and Indian Wars and the American Revolution, and ultimately attaining the rank of General. In this letter he writes *"I am uncertain as to the time when I shall leave this country, as I must wait for a fleet sailing for London, as the packets are not safe, inconvenient and the land journey from Falmouth more than I could bear. A fleet will, it is thought, sail end of next month which I shall take the advantage of, if Mons. de Grasse does not shut us up, which they threaten from the rebel camp. A reinforcement of 2-3,000 German recruits arrived here lately which makes us a little more respectable and may enable S.H. Clinton to look our foes at the White Plains in the face, who wait only the arrival of the French fleet off the Hook to attack N.York."*

Two months after this letter was written, General Cornwallis surrendered at Yorktown, in part due to the outstanding tactical efforts of French fleet commander Lt. Gen. Francois Joseph Paul de Grasse (referenced in the letter *"if he does not shut us up"*). De Grasse achieved a crucial victory over the British fleet at the Battle of the Chesapeake in September 1781, which prevented the fleet from aiding Cornwallis. He then blockaded the coast until Cornwallis surrendered to General Washington on Oct. 19.

Ex Barrie Jay ..... E. 3,000-4,000



AMERICAN BLOCKADE—OUTBOUND VIA CHARLESTON

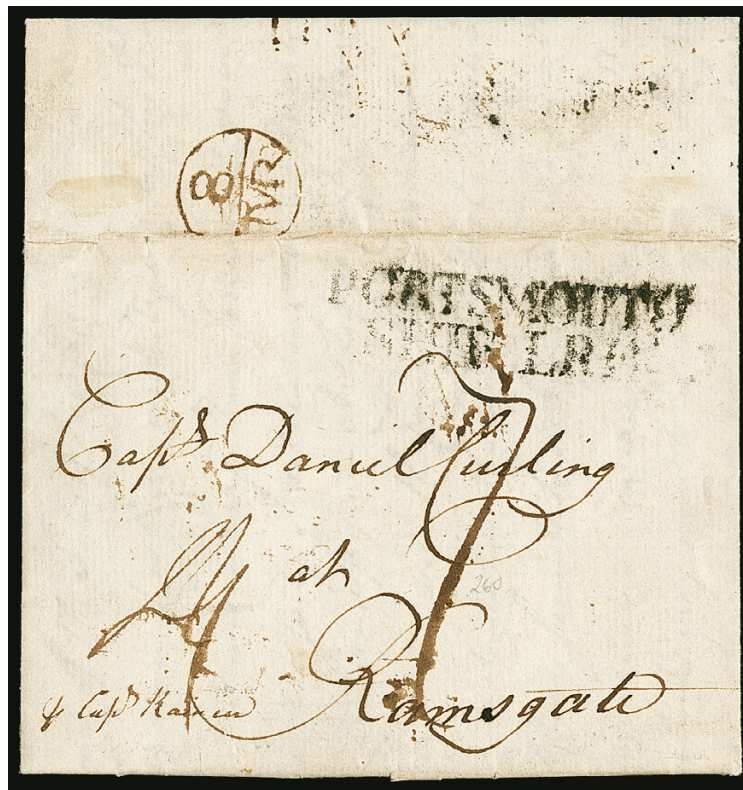


2319 front and back

- 2319 ☒ **Charleston S.C. to London, 1781, American Blockade Run.** Clear strike of "CHARLES/TOWN" straightline handstamp on back of folded letter datelined June 27, 1781 to London, manuscript "p. packet" and carried on Falmouth packet *Prince William Henry* on Jul. 5, arriving Falmouth Aug. 6, "IN" packet postage rate, "10/AV" London Bishop's mark, interesting content related to General Nathaniel Greene storming the works of Ninety Six (in S.C.) and being repulsed, minor fold splitting and soiling, tape repaired tear, Fine, Charleston's Parliamentary postmaster used a straightline postmark that was re-introduced during the May 1780 to Dec. 1782 British occupation, it is rare with fewer than half a dozen examples known from this period ..... E. 1,500-2,000



2320



2321



- 2320 ☒ **Charleston S.C. to Ramsgate, England, 1782, American Blockade Run.** Folded letter datelined Jan. 19, 1782 at British-occupied Charleston, endorsed "*pr Capt. Rainier*" and addressed to Ramsgate, England, sailed on naval ship H.M.S. *Lucretia* in late January, arriving Portsmouth Feb. 28 where "PORTSMOUTH/SHIP LRE" two-line handstamp struck on front, "8/MR" London Bishop's mark on flap, rated "7" pence due for double weight, Very Fine cover from Charleston to England through the American privateer blockade, British forces occupied Charleston from May 1780 to Dec. 1782 ..... E. 1,500-2,000
- 2321 ☒ **Charleston S.C. to Glasgow, Scotland, 1782, American Blockade Run.** Folded letter datelined in Charleston on June 17, 1782, endorsed "*Pr the Fame Capt. Morgan*" and carried by the 8-gun British Letter of Marque *Fame* on June 17, arriving in convoy at Deal with clear strike of "DEAL/SHIP LRE" two-line handstamp, re-rated 6p due for 1p ship plus 5p inland, "5/AV" London Bishop's mark, red "AU/9" receiving Bishop's mark on back, Very Fine cover from Charleston carried through the reverse American blockade by a merchant ship with a letter of marque, such ships were allowed to capture enemy prizes while on voyage ..... E. 2,000-3,000



AMERICAN BLOCKADE—OUTBOUND VIA SAVANNAH



2322

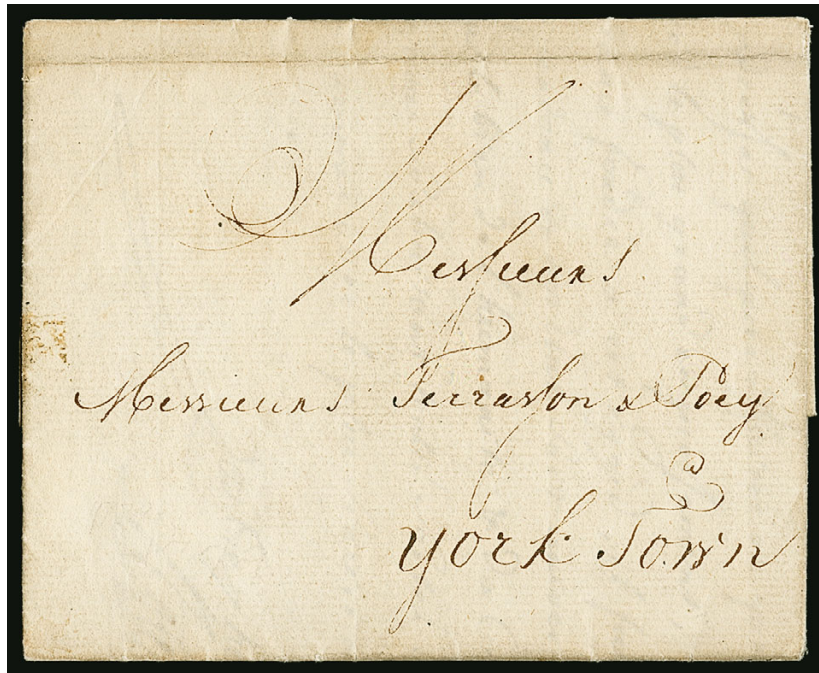
- 2322 ✉ **Mount Pleasant, Georgia to Scotland via Savannah, 1779, American Blockade Run.** Folded letter datelined "Mount Pleasant Georgia Jan. 18th 79" from Charles Campbell to his father, Patrick Campbell, in Inveraray, Scotland, manuscript "IN" packet rate crossed out, re-rated with handstamped "In all" and manuscript "IN6" due (1sh packet plus 6p to Scotland), **carried on Falmouth packet from Savannah aboard the Lord Hyde**, departing Jan. 18 and arriving Falmouth Feb. 22, "26/FE" London Bishop's mark on back, interesting one-page content mentions 71st Regiment (Fraser's Highlanders), also refers to the "fall" of Charles Cameron of the Light Company

VERY FINE AND RARE. ONLY THREE EASTBOUND FALMOUTH PACKETS SAILED FROM SAVANNAH DURING THE REVOLUTIONARY WAR, AND TWO OF THEM WERE CAPTURED BY BLOCKADING AMERICAN PRIVATEERS.

The British occupied Savannah from Dec. 29, 1778, to July 11, 1782. During this time only three eastbound packets sailed for Falmouth. Two resulted in capture by privateers.

Ex Hahn..... E. 4,000-5,000

BRITISH BLOCKADE



2323

- 2323 ☒ **Amsterdam to New York via West Indies, 1779, British Blockade Run.** Folded letter datelined Dec. 27, 1779 at Amsterdam, forwarded under cover to St. Eustatius, West Indies (internal note confirming), ran the British blockade of Chesapeake Bay and arrived Yorktown Va., manuscript May 7, 1780 receipt on back, Very Fine and scarce blockade-run cover from the second phase of the British blockade ..... E. 500-750

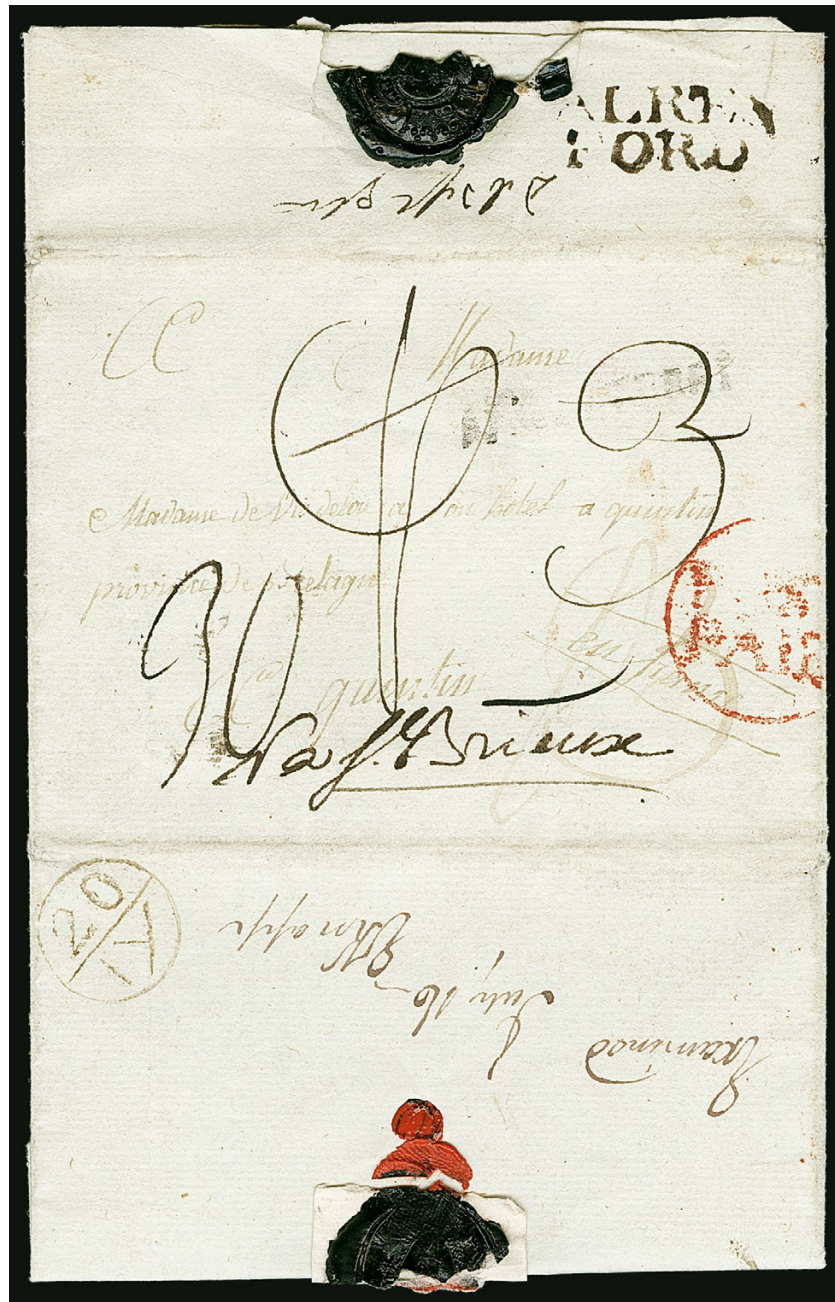


2324

- 2324 ☒ **Virginia to Martinique, 1778, British Blockade Run.** Folded cover to Richard Harrison in Martinique, endorsed "per the Dolphin Capt. Johns," docketed on back "Col. Geo. Mason 24th Oct. 78", faint waterstain, Very Fine and scarce cover which ran the British blockade during its second phase from **founding father George Mason**, who was based in Williamsburg, the recipient was the Virginia and Maryland agent for powder and arms at Martinique..... E. 500-750



FRENCH PRISONER-OF-WAR IN BRITISH PRISON



2325

- 2325 ✉ **Alresford, England to St. Quentin France, 1778 French Prisoner-of-War Letter.** Folded letter datelined Alresford, England Jul. 14, 1778 from a **French prisoner-of-war** to St. Quentin, France, "*Examined July 16, E Knapp*" censor marking on flap — which was sealed with red wax, opened and overlaid with paper, then re-sealed with black wax — entered mails with "ALRES/FORD" two-line handstamp on other flap, manuscript "*p3*" pence prepaid to London, red "Post Paid" circular handstamp and "20/1Y" Bishop's mark, light strike of "ANGLETERRE" straightline and "30" sols due in France, re-addressed to St. Brieux, flap with manuscript "*Deb de St Qui*" (Debourse de St. Quentin)

VERY FINE. A RARE FRENCH PRISONER-OF-WAR LETTER DURING THE AMERICAN REVOLUTION.

This letter is from a French naval officer whose ship was captured by the H.M.S. *Hector*. He was taken to Alresford where he was on parole when the letter was mailed ..... E. 3,000-4,000

## FRENCH ROYAL PACKET MAIL

During the 18th Century, the European powers of England, France and Spain all had strategic, colonial and commercial interests in North America. Accordingly, each country established packet sailing lines to maintain communication with those interests. This collection represents mail carried by those packets from just after the American Revolutionary War to the 1793 French wars with England and Spain.

## SPANISH ROYAL PACKET FROM NEW ORLEANS—1792



2326

2326° ☒ **New Orleans to France via Havana, Cuba and Spain, 1792.** Folded letter datelined Oct. 24, 1792 in New Orleans, bold strike of reddish brown “NUEVA/ORLEANS” in fancy laureated oval handstamp, equally clear strike of “YNDIAS” (West Indies) straightline handstamp, carried by Spanish Royal Mail Packet *El Tucuman*, arriving Coruna, Spain on Dec. 26, prepaid 4 reales (not marked), manuscript “16” sols due for overland rate from Spain to Bordeaux, light file folds

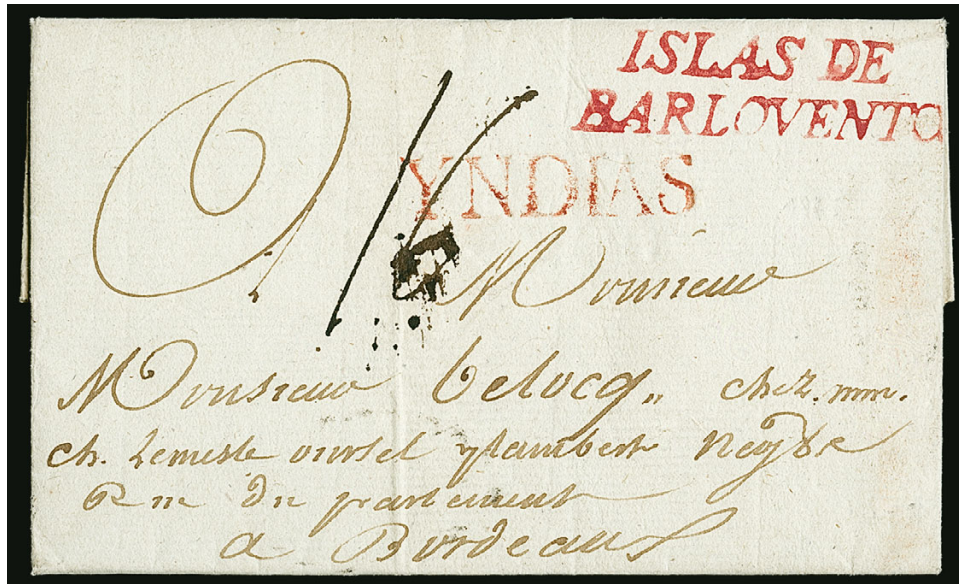
VERY FINE. ONE OF ONLY THREE RECORDED STRIKES OF THE “NUEVA ORLEANS” FANCY POSTMARK FROM THIS PERIOD ON A COVER. AN OUTSTANDING SPANISH ROYAL PACKET COVER TO FRANCE.

Spain established packet connections between New Orleans and Spain via Havana in March 1766. Royal Mail Packets ran quarterly between New Orleans and Havana and bi-monthly between Havana and Coruna, Spain. Mail between Coruna and France was routed overland. From 1779 to 1783, this service was severely disrupted by Spain's participation in the Revolutionary War on the side of the Americans. Normal service resumed in 1783. Only three letters carried by Spanish Royal Mail Packets between New Orleans and France are known from the 1783 to 1793 period, including the example offered here. Furthermore, of the three examples of this fancy postmark recorded on covers during this period, one is in a permanent museum in Havana and the other is in poor condition.

Illustrated in *American Stampless Catalog* and *The Postal History of Spanish New Orleans* (page 25). Ex Dr. Skinner and Risvold..... E. 25,000-35,000



## SPANISH ROYAL PACKET FROM NEW ORLEANS—1784



2327

2327° ☒ **New Orleans to France via Havana, Cuba and Spain, 1784.** Clear strike of red “YNDIAS” handstamp struck in Spanish New Orleans, perfect strike of red “ISLAS DE BARLOVENTO” (Windward Islands) two-line handstamp struck in transit at Havana on folded letter dated **New Orleans, Aug. 3, 1784, to Bordeaux, France**, manuscript “16” sols due

EXTREMELY FINE. THIS IS THE EARLIEST RECORDED COVER WITH POSTAL MARKINGS APPLIED IN NEW ORLEANS, AS WELL AS THE EARLIEST RECORDED POSTMARK FROM ANY OF THE FORMER SPANISH POSSESSIONS IN THE PRESENT-DAY TERRITORY OF THE UNITED STATES.

Spain established packet connections between New Orleans and Spain via Havana in March 1766. Royal Mail Packets ran quarterly between New Orleans and Havana and bi-monthly between Havana and Coruna, Spain. Mail between Coruna and France was routed overland. From 1779 to 1783, this service was severely disrupted by Spain's participation in the Revolutionary War on the side of the United States. Normal service resumed in 1783. Only three letters carried by Spanish Royal Mail Packets between New Orleans and France are known from the 1783 to 1793 period, including the example offered here.

In addition to the earliest known aspects to this cover, it is also one of only three reported covers showing the combination of these two markings — both of which are beautifully struck.

Illustrated on front cover of *The Postal History of Spanish New Orleans*. . . . . E. 30,000-35,000

## BRITISH PACKET SERVICE RESTORED AFTER WAR



2328

- 2328 ☒ **Bordeaux, France to Boston via Falmouth, England, 1788.** Folded letter datelined Nov. 7, 1788 at Bordeaux, carried to England with manuscript "p 1/-" packet prepayment, "POST PAID" in circle handstamp, carried from Falmouth on packet *Queen Charlotte*, arriving New York Feb. 13, "2.16" (dwt) due, small internal piece of letter missing, Very Fine and rare cover from France to the U.S. via Falmouth packet during this period, monthly English packet service between New York and Falmouth began in November 1755, following the Revolutionary War normal service resumed in December 1783, mail between the U.S. and France could be carried by Falmouth packets only after an August 4, 1784 postal treaty provided for transit mail between France and England, fewer than five covers are known by this route ..... E. 750-1,000



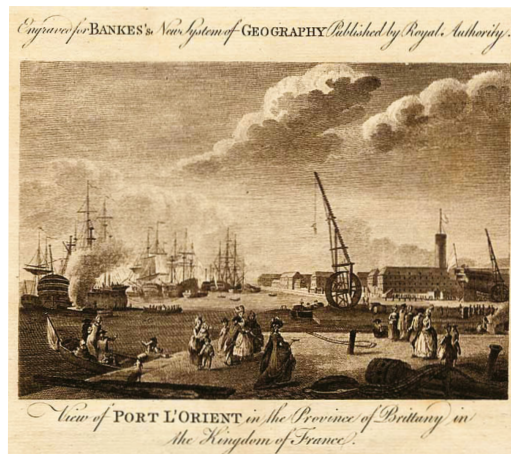
2329

- 2329 ☒ **La Rochelle, France to Boston via Falmouth, England, 1791.** Folded letter datelined Aug. 23, 1791 at La Rochelle, carried to England with manuscript "p 2/-" packet prepayment, red London Paid double-circle datestamp, carried from Falmouth on packet *Grantham*, arriving New York Oct. 17, "5.8" (dwt) due, internal piece of letter missing, Very Fine and rare cover from France to the U.S. via Falmouth packet during this period, monthly English packet service between New York and Falmouth began in November 1755, following the Revolutionary War normal service resumed in December 1783, mail between the U.S. and France could be carried by Falmouth packets only after an August 4, 1784 postal treaty provided for transit mail between France and England, fewer than five covers are known by this route ..... E. 750-1,000



## FRENCH ROYAL PACKET (RÉGIE)—1783-1793

Established by Royal Decree on June 28, 1783, a state-run and state-financed transatlantic packet service was ordered to start monthly sailings between Port L'Orient and New York, beginning in September 1783. The Decree stated that the Packets were to carry "mail, passengers and their luggage, fashionable goods, ready made garments for men and women, wine or liquor (only in bottles) and other expensive merchandise." The mail was subject to rates ranging from 20 to 40 sols (or sous). Five sloops of war with French Royal Navy officers and crews were assigned to the service. They were the *Courier de l'Europe*, *Courier de l'Amerique*, *Courier de Port-Louis*, *Courier de New York* and the *Courier de l'Orient*. They were joined by the *Sylphe*, the *Martinique* and the *Marechal de Castries*. In 1787 the point of departure to America was moved to Le Havre. There were 62 round-trip voyages, initially monthly, until war with England in 1793 ended operations. The service was operated for the king by three successive agents (called Régies or Agencies), and a variety of distinctive markings are known. In all, about 50 covers carried by these packets are known, including ten with eight different ship-name markings.



## PREMIÈRE RÉGIE—EASTBOUND



2330

2330° ☒ **Philadelphia to Bordeaux, France, 1784, "Le Warwick. New York." Straightline.** Perfect bold strike of French Royal Packet name-of-ship straightline handstamp on folded letter datelined June 8, 1784 in Philadelphia, sent under cover to Régie agent in New York who applied the straightline and placed it aboard *Le Warwick*, which departed June 17 and arrived L'Orient Jul. 14, "34" sols due for sea postage plus inland to Bordeaux, light semi-circle stains

VERY FINE. THE ONLY RECORDED EXAMPLE OF THIS FIRST ROYAL PACKET NAME-OF-SHIP MARKING. AN OUTSTANDING POSTAL HISTORY ARTIFACT.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships' names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. This is the only recorded example of the "Le Warwick. New York." marking. ....

..... E. 7,500-1,000

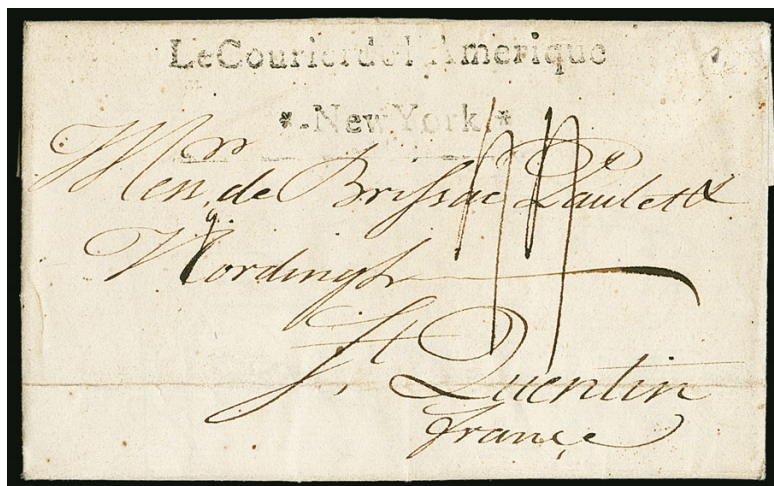


2331

- 2331° ☒ **Philadelphia to Cognac, France, 1784, "Le Courier de New York." Straightline.** Clear strike of French Royal Packet name-of-ship straightline handstamp on folded letter datelined Mar. 15, 1784 in Philadelphia, sent under cover to Régie agent in New York who applied the straightline and placed it aboard *Le Courier de New York*, which departed Mar. 20 and arrived L'Orient Apr. 17, "32" sols due for sea postage plus inland to Cognac via Nantes

VERY FINE. ONE OF ONLY TWO RECORDED EXAMPLES OF THIS FIRST ROYAL PACKET NAME-OF-SHIP MARKING.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships' names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. This is one of only two recorded examples of the "Le Courier de New York" marking (both are in black) ..... E. 7,500-10,000



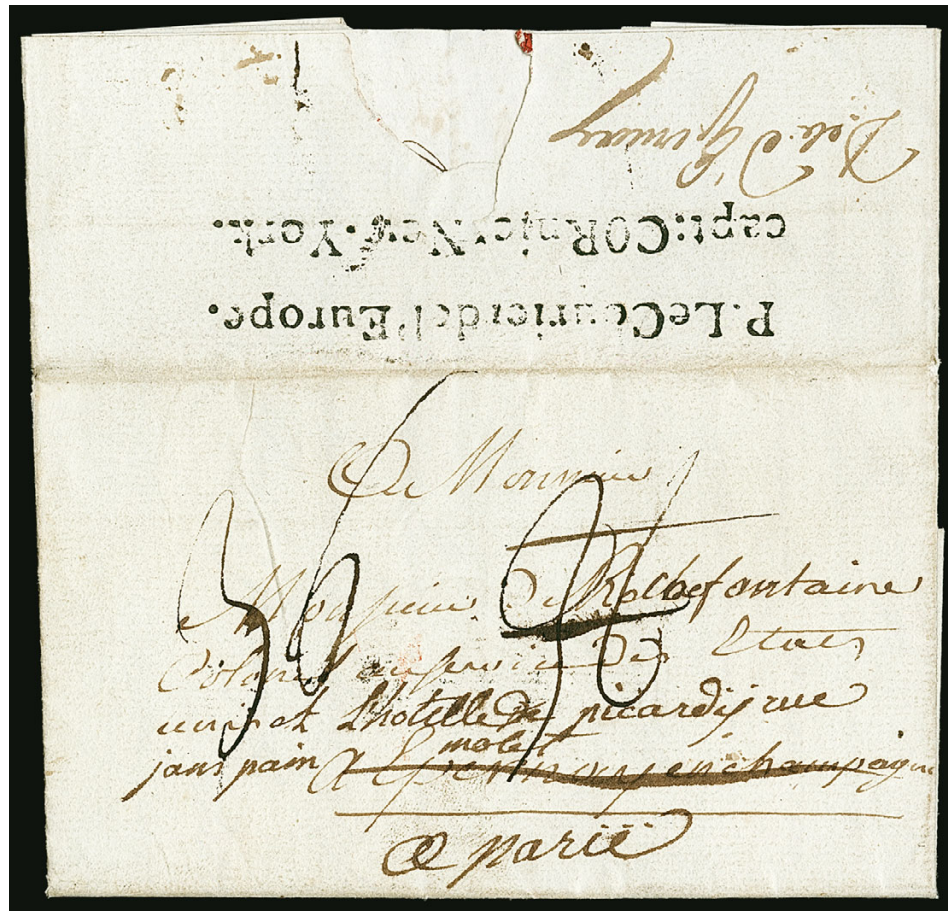
2332

- 2332° ☒ **Philadelphia to St. Quentin, France, 1784, "Le Courier de l'Amerique/\*New York\*" Straightline.** Clear strike of French Royal Packet name-of-ship two-line handstamp on folded letter datelined Jul. 7, 1784 in Philadelphia, sent under cover to Régie agent in New York who applied the straightline and placed it aboard *Le Courier de l'Amerique*, which departed Aug. 17 and arrived L'Orient Sep. 9, "44" sols due for sea postage plus inland to St. Quentin via Paris

VERY FINE. ONE OF ONLY TWO RECORDED EXAMPLES OF THIS FIRST ROYAL PACKET NAME-OF-SHIP MARKING AND THE ONLY EXAMPLE STRUCK IN BLACK.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships' names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. This is one of only two recorded examples of the "Le Courier de l'Amerique" marking (the other in red) ..... E. 7,500-10,000





2333

2333° ☒ **Philadelphia to Epernay, France, 1784, "P. Le Courier de l'Europe./capt: CORNICK: New-York." Straightline.** Clear strike of two-line handstamp on flap of folded letter dated "Philadelphie le 13 Dece. 1784" and addressed to Epernay, France, sent under cover to Régie agent in New York who applied the straightline and placed it aboard *Le Courier de l'Europe* on Dec. 31, arriving L'Orient on Jan. 17, 1785, forwarded to Paris (internal notation dated at Paris, February 7, 1785), manuscript "26" sols due marking crossed out and re-rated "36", manuscript "*Deb. d'Epernay*" on back, small piece out of flap (clear of marking), short sealed tear just into "New"

VERY FINE. THE ONLY RECORDED EXAMPLE OF THIS FIRST ROYAL PACKET MARKING WITH THE "CAPT. CORNICK" INSCRIPTION. AN IMPORTANT ARTIFACT OF 18TH CENTURY TRANSATLANTIC MAILS.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships' names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. Two types of markings are known on mail carried by the French Royal Ship Agency's *Le Courier de l'Europe* on separate trips from New York to L'Orient: the marking offered here with "capt: CORNICK", and a similar marking that reads "*Le Courier de l'EUROPE/New York\*16 juin 1785*", offered in lot 2334. Both are unique.

Ex Martin ..... E. 7,500-10,000



2334

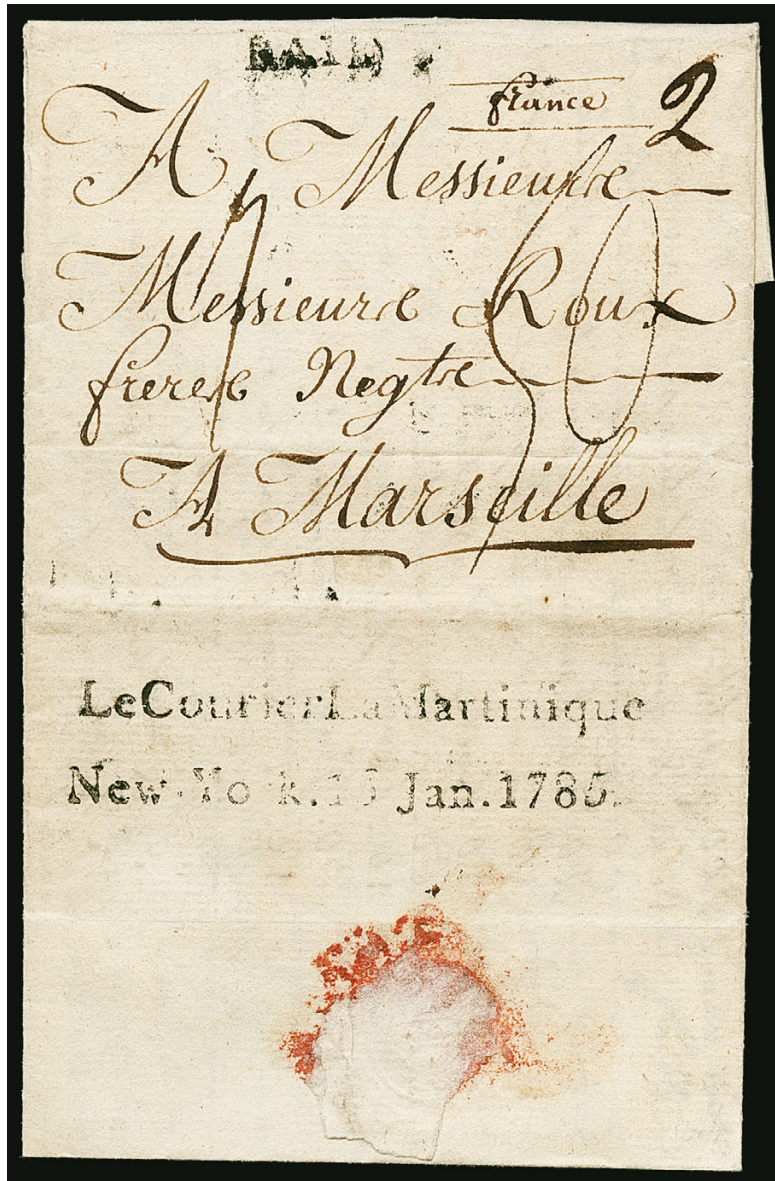
2334° ☒ **Philadelphia to Gand, Belgium, 1785, “Le Courier de l’EUROPE/New York \* 16 juin 1785” Straightline.** Beautiful bold strike of French Royal Packet name-of-ship two-line handstamp on folded letter datelined June 7, 1785 in Philadelphia, addressed to Gand, Austrian Low Countries (Belgium today), sent under cover to Régie agent in New York who applied the straightline and placed it aboard the *Courier de l’Europe*, which departed June 17 and arrived L’Orient Jul. 9, manuscript “11” Brabant sols due in Belgium for rate from Paris to Gand — without packet potage — which must have been prepaid to the Régie agent (one of only two eastbound prepayments recorded)

VERY FINE. THE ONLY RECORDED EXAMPLE OF THE “COURIER DE L’EUROPE” FIRST ROYAL PACKET NAME-OF-SHIP MARKING IN THIS STYLE. THE DESTINATION BEYOND THE BORDERS OF FRANCE IS AN ADDED FEATURE OF DESIRABILITY.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships’ names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. This is the only recorded example of the “Le Courier de l’EUROPE” marking in this style. One other from this ship is known used in 1784, without capital letters in “Europe” and with captain’s name in the second line (offered in lot 2333).....

..... E. 10,000-15,000





2335

2335° ☒ **Philadelphia to Marseilles, France, "Le Courier La Martinique/New-York.15 Jan.1785."**  
**Straightline.** Two-line handstamp clearly struck on back of folded double-sheet letter  
 datelined "*Philadelphie Le 12 Janvier 1785*" and addressed to Messrs. Roux Brothers in  
 Marseilles, France, "PAID" straightline handstamp applied in Philadelphia, manuscript "2"  
 (dwt) rate to New York, carried on the first return trip of the *Courier La Martinique* from  
 New York to L'Orient on Jan. 15, manuscript "50" sols double-rate due marking for sea  
 plus inland postage

VERY FINE. THIS IS THE ONLY RECORDED EXAMPLE OF THE "LE COURIER LA MARTINIQUE" FRENCH ROYAL PACKET MARKING, WHICH WAS APPLIED IN NEW YORK ON MAIL CARRIED DURING ONE TRIP BY THE *COURIER LA MARTINIQUE*. AN IMPORTANT EARLY TRANSATLANTIC COVER.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships' names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. The *Courier La Martinique* made two round trips between New York and L'Orient in 1784 and 1785. This is the only recorded cover with the "La Martinique" marking.

Ex Martin ..... E. 10,000-15,000



2336

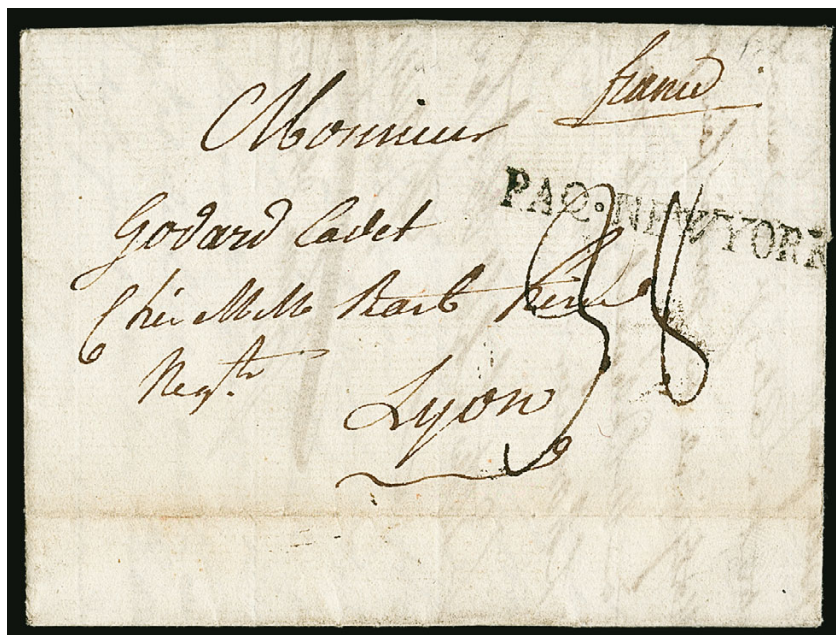
2336° ✉ **Philadelphia to The Hague, Holland, 1784, "Courier de L'Orient/New York." Straightline.** Clear strike of French Royal Packet name-of-ship straightline on folded letter datelined Apr. 26, 1784 in Philadelphia, "26/AP" Franklin mark, "PAID" and "2" (dwt) rate to New York, carried by Première Régie *Courier de L'Orient*, which departed Apr. 29 and arrived L'Orient May 27, manuscript "27" stuivers due in Holland

VERY FINE. THE ONLY RECORDED EXAMPLE OF THE "COURIER DE L'ORIENT" FIRST ROYAL PACKET NAME-OF-SHIP MARKING. EVEN MORE DESIRABLE SENT BEYOND THE BORDERS OF FRANCE.

The French consul was the agent for the Première Régie in New York, and prepared departure markings which incorporated ships' names for each sailing from February 1784 to June 1785. Only ten covers are known, showing eight different ship-name departure markings. This is the only recorded example of the "Courier de l'Orient" marking.....

..... E. 10,000-15,000





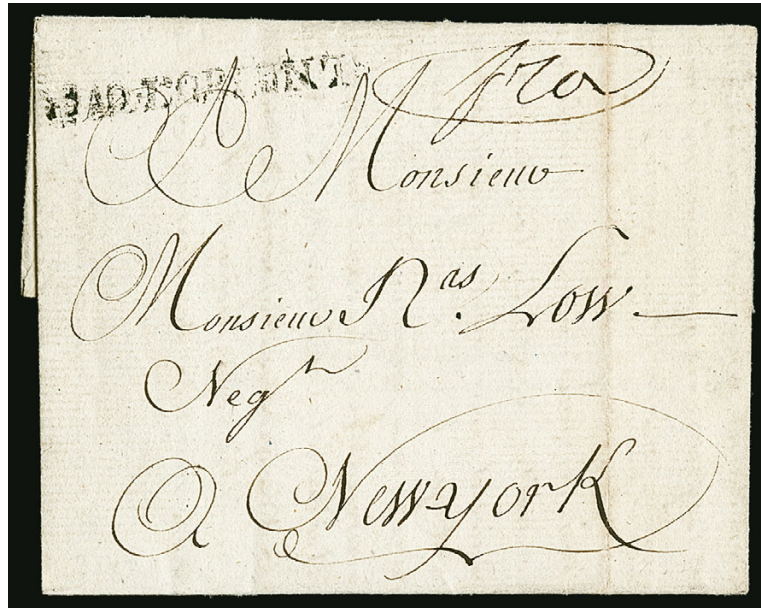
2337

- 2337 ✉ **Philadelphia to Lyon, France, 1786, "PAQ.NEWYORK".** Choice strike of straightline handstamp on folded letter datelined at Philadelphia on Jan. 10, 1786, sent under cover to Régie agent in New York who applied the straightline and placed it on *Le Courier de l'Europe*, departing Jan. 23 and arriving L'Orient Feb. 18, manuscript "38" sols due for sea postage plus inland to Lyon via Paris

VERY FINE AND RARE EXAMPLE OF THE "PAQ.NEWYORK" STRAIGHTLINE ON AN EAST-BOUND FRENCH ROYAL PACKET COVER FROM THE PREMIÈRE RÉGIE. ONLY THREE EXAMPLES ARE RECORDED FROM THIS PREMIÈRE RÉGIE PERIOD.

The Première Régie agent at New York, St Jean de Crevecoeur, who created the iconic name-of-ship straightlines offered in the previous lots, returned to France on June 17, 1785 on *Le Courier de l'Europe*. The replacement New York agent, Louis-Guillaume Otto, arrived in New York on Aug. 25, 1785. Perhaps seeking a simpler system for marking letters, he abandoned the dramatic but cumbersome one-time use dated ship-name markings and created a uniform "PAQ.NEWYORK" departure marking, starting with the sailing which left on Sep. 18, 1785. Only three examples are known used during the Première Régie period. .... E. 5,000-7,500

## PREMIÈRE RÉGIE—WESTBOUND



2338

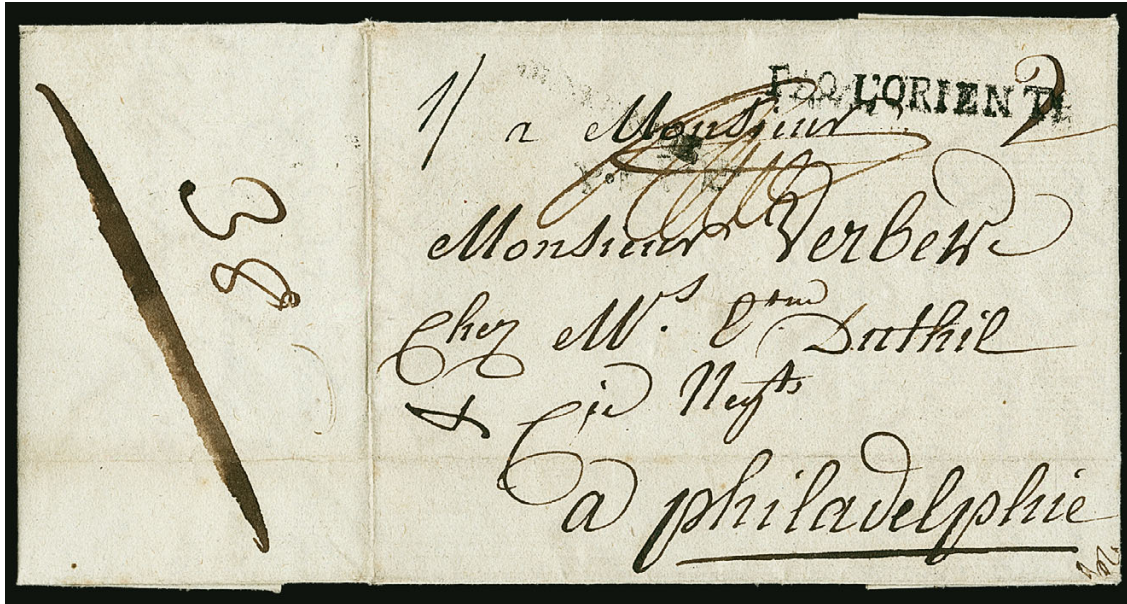
- 2338 ☒ **La Rochelle, France to New York, 1784, "PAQ.L'ORIENT"**. Strike of straightline handstamp at top of folded letter dateline at La Rochelle on Apr. 20, 1784, prepaid "20" sols sea postage per manuscript on back, carried by *Le Courier de l'Europe* on Apr. 29 from L'Orient, arriving New York June 5, no U.S. postage due as the destination was the port of arrival and the U.S. recognized the French Royal Packet service (rather than considering it a private ship), Very Fine, only 19 westbound Première Régie covers are recorded..... E. 1,000-1,500



2339

- 2339 ☒ **Nantes, France to Philadelphia, 1784, "PAQ.L'ORIENT"**. Strike of straightline handstamp at top of folded letter datelined at Nantes on June 1, 1784, prepaid "20" sols sea postage per manuscript on back and "**Port Paye a L'Orient**" **straightline handstamp**, carried by *Le Courier de New York* from L'Orient on June 30, arriving New York Aug. 4, manuscript "2" (dwt) due in Philadelphia (without conversion to local currency), Very Fine, only 19 westbound Première Régie covers are recorded, the prepayment straightline on this cover is extremely rare..... E. 1,000-1,500





2340

- 2340 ☒ **Dunkerque, France to Philadelphia, 1786, "PAQ.L'ORIENT"**. Bold strike of straightline handstamp, faint strike of "P.P.P.P." and "DUNKERQUE" handstamps on folded letter addressed to Philadelphia, carried on the sixth voyage of the French Royal Ship Agency's *Courier de New York*, departing from L'Orient on November 6, and arriving in New York on December 27, 1786 (51 days), manuscript "38" sols prepaid rate marking on back, manuscript "2" (dwt) due, re-rated "1/-" due in local currency (2dwt=6p x 1.67 inflation factor=10p plus 2p carrier fee, or 1sh), Very Fine, this was carried on the last French Royal Packet sailing from L'Orient during the Première Régie (the Seconde Régie Royal French Packets sailed from Le Havre), ex Martin ..... E. 1,500-2,000



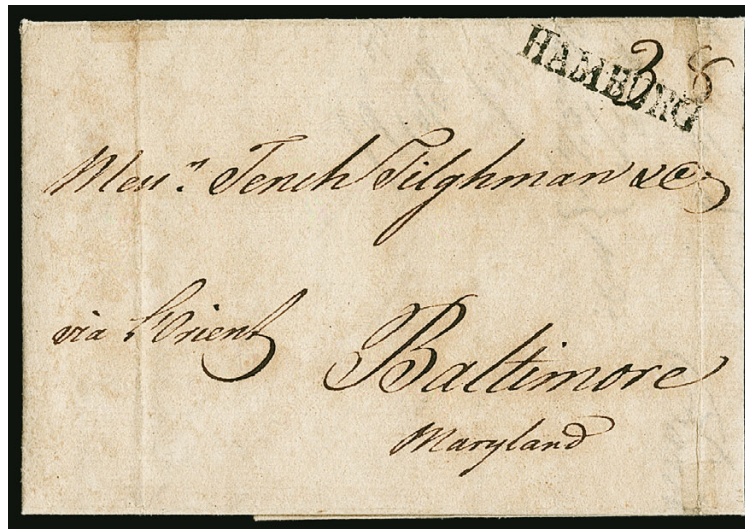
2341

- 2341 ☒ **Marseilles, France to New York, 1784, "PAQ.L'ORIENT"**. Clear strike of straightline handstamp on folded letter datelined at Marseilles on Aug. 11, 1784, prepaid "20" sols sea postage, "P.PAYE" and "P.P.P.P." straightlines, carried by *Le Warwick* on Aug. 17, arriving New York Oct. 4 (or possibly *Le Courier de l'Europe* arriving Nov. 4), no U.S. postage due as the destination was the port of arrival and the U.S. recognized the French Royal Packet service (rather than considering it a private ship), Very Fine, only 19 westbound Première Régie covers are recorded..... E. 1,000-1,500



2342

- 2342 ☒ **Marseilles, France to New York, 1786, "PAQ.L'ORIENT".** Clear strike of straightline handstamp on folded letter datelined at Marseilles on Aug. 2, 1786, manuscript "Marseilles" postmark, prepaid "40" sols inland and sea postage with manuscript on flap, clear strike of "P.PAYE" and bold "P.P.P.P." straightlines, carried by *Le Courier de l'Europe* on Sep. 1, arriving New York Oct. 22, manuscript "2d" charge for local delivery in New York, Very Fine, initially no U.S. postage was due on French Royal Packet mail when the destination was the port of arrival, sometime between Nov. 1784 and Nov. 1785, the post office began assessing 2 pence due on mail addressed to New York., with Jean Pothion certificate..... E. 1,500-2,000

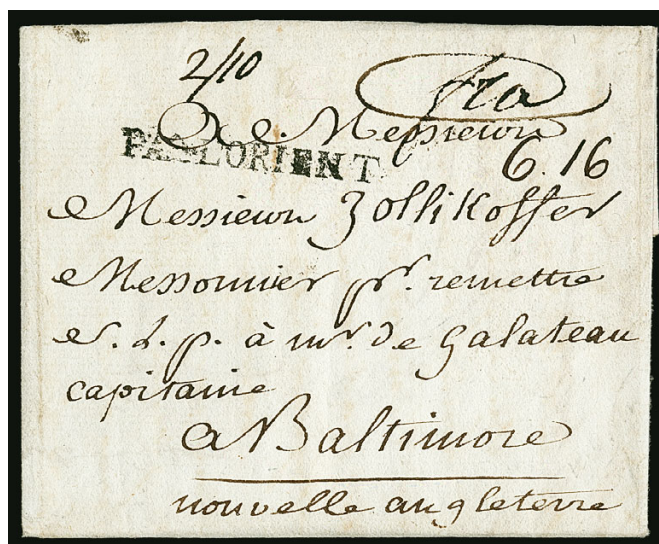


2343

- 2343 ☒ **Hamburg, Germany to Baltimore, 1785, French Royal Packet.** Folded letter datelined Nov. 7, 1785 in Hamburg, manuscript "via L'Orient" directive, clear strike of "HAMBURG" straightline, no postage indicated but prepayment to the U.S. was covered under an agreement between France and Hamburg, the agent for the Régie at L'Orient did not apply the usual "PAQ. L'ORIENT" straightline but forwarded the cover on the *Courier de l'Orient*, departing Jan. 15, 1786 and arriving New York Apr. 16, manuscript "3.8" (3dwt 8gr) due in Baltimore, Apr. 20 receipt docketing, two days after the death of the addressee, Tench Tilghman, who was a prominent Revolutionary War officer and aide de camp to General Washington, Very Fine and unusual French Royal Packet cover ..... E. 1,500-2,000



## SECONDE RÉGIE—WESTBOUND



2344

- 2344 ☒ **Le Havre, France to Baltimore, 1787, "PAQ.L'ORIENT".** Bold strike of straightline handstamp on folded letter originating in Le Havre in July 1787, addressed to Baltimore, prepaid "30" sols on flap for double weight, departed Le Havre on *Le Marechal de Castries* on Aug. 10 and arrived New York Sep. 21, rated "6.16" for six pennyweights 16 grains (double-sheet) postage to Baltimore, re-stated as "2/10" 2 shillings 10p in local postage (6.16=20p or 1sh 8p x 1.67 inflation factor=34p or 2sh 10p), Oct. 27 receipt docketing, Very Fine, **one of only two recorded westbound Seconde Régie covers**, the Seconde Régie, which replaced the financially troubled Première Régie, made only ten round trips between Le Havre and New York between 1787 and 1788, the Seconde Régie used the same "PAQ.L'ORIENT" marking for westbound mail ..... E. 1,500-2,000



2345

- 2345 ☒ **Lyon, France to Philadelphia, 1787, French Royal Packet.** Folded letter datelined at Lyon on May 6, 1786, manuscript "20" sols sea postage prepaid on flap, bold strike of large "HAVRE" straightline at top, carried by Seconde Régie *Courier de l'Orient* from Le Havre on Mar. 27, 1787 arriving New York May 18, manuscript "2" (dwt) due in Philadelphia, restated as "1/-" (2dwt=6px1.67 inflation factor=10p plus 2p carrier fee, or 1 shilling), May 23 receipt docketing, Very Fine and rare, **one of only two recorded west-bound Seconde Régie covers**, the Seconde Régie, which replaced the financially troubled Première Régie, made only ten round trips between Le Havre and New York between 1787 and 1788, in this case the cover was struck with the large "HAVRE" straightline instead of the "PAQ.L'ORIENT" marking, it is unclear why the cover took so long from writing to be carried on a Royal Packet (more than 10 months) ..... E. 2,000-3,000



2346

- 2346 ☒ **Bordeaux, France to Martinique, 1787, French Royal Packet.** Folded letter (one page missing) originating Nov. 1787 in Bordeaux, addressed to St. Pierre Martinique, manuscript "20" sols rate on flap with "**\*PAQUEBOT\***" **straightline handstamp**, manuscript Jan. 18, 1788 receipt docketing, Very Fine, carried by the Seconde Régie packet *Paquebot Neuf* (Capt. Deveau), departing Bordeaux Dec. 1, 1787, arriving Martinique Jan. 14, 1788 ..... E. 750-1,000

## SECONDE RÉGIE—EASTBOUND



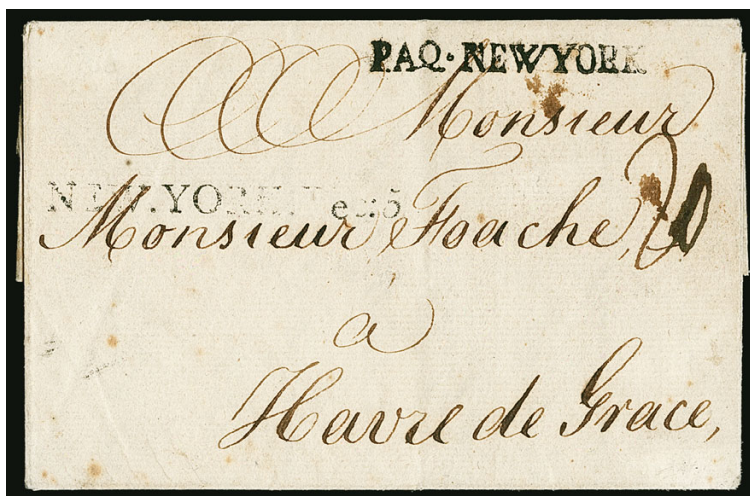
2347

- 2347 ☒ **New York to Nantes, France, 1787, "PAQ.NEWYORK".** Clear strike of straightline departure handstamp at top of folded letter datelined May 26, 1787 in New York, carried on Seconde Régie *Le Courier de l'Orient* on June 10, arriving Le Havre Jul. 9, bold red "**NEW-YORCK/PAR LE HAVRE**" two-line entry handstamp, manuscript "20" sols on back for packet postage, rated "30" sols in Paris which is crossed out and only "14" sols due at Nantes

VERY FINE. AN OUTSTANDING EASTBOUND FRENCH ROYAL PACKET COVER FROM THE SECONDE RÉGIE PERIOD, WITH CLEAR STRIKES OF "PAQ. NEWYORK" (ONLY FIVE RECORDED) AND RED LE HAVRE ENTRY STRAIGHTLINES.

The French rates on this cover are most unusual and warrant further explanation. The "20" sols on back reflects the French Royal Packet charge seen on most covers. The cover transited through Paris, which applied a "30" sols charge, even though the correct amount was 35 (20 sols packet plus 7 sols from Le Havre to Paris plus 8 sols from Paris to Nantes). When the cover reached Nantes, it was rated only 14 sols due, reflecting the brief resistance in Nantes (and Bordeaux) against the mandatory 20 sols packet charge on incoming mails from the United States. Notwithstanding the refusal to assess the packet charge, even the 14 sols charge at Nantes (reflecting 10 sols domestic plus 4 sols incoming ship fee) was incorrect. This is a fascinating and desirable use. .... E. 5,000-7,500





2348

- 2348 ☒ **Philadelphia to Le Havre, France, 1787, "PAQ.NEWYORK".** Beautifully bold strike of straightline at top of folded letter datelined at Philadelphia on Nov. 22, 1787, addressed to Havre de Grace, posted at New York with "**NEW.YORK. Dec:5**" straightline and carried on Seconde Régie *Le Courier de l'Europe* on Dec. 21, arriving Le Havre Jan. 19, 1788, manuscript "20" sols due, consisting only of packet postage

EXTREMELY FINE STRIKE OF THE "PAQ. NEWYORK" STRAIGHTLINE ON AN EASTBOUND FRENCH ROYAL PACKET COVER FROM THE SECONDE RÉGIE PERIOD. ONLY FIVE EXAMPLES ARE RECORDED FROM THIS PERIOD.

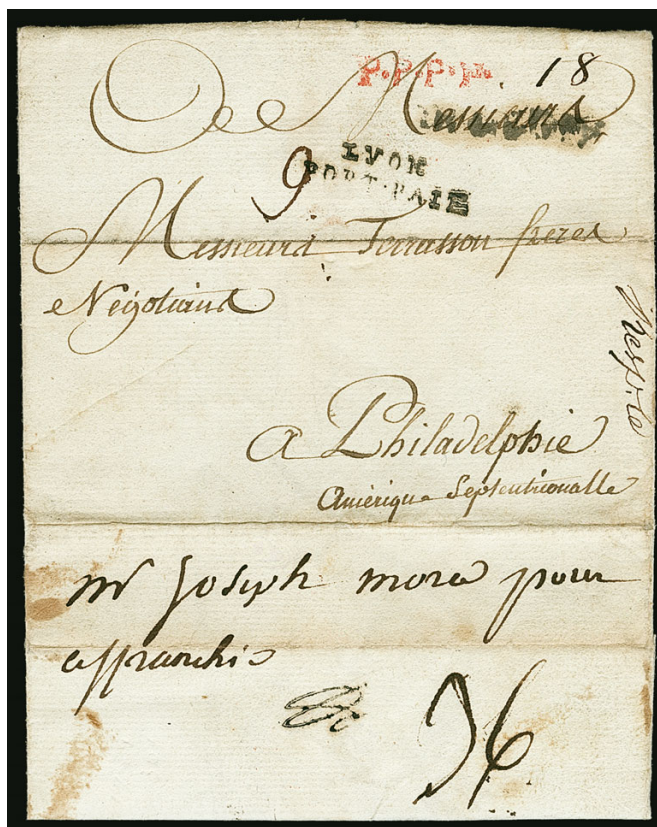
As reflected on this cover, mail addressed to Le Havre did not receive the Le Havre entry mark..... E. 4,000-5,000

## TROISIÈME RÉGIE



2349

- 2349 ☒ **St. Quentin, France to Boston, 1792, French Royal Packet.** Folded letter datelined at St. Quentin on Feb. 1, 1792, prepaid per red Paris "P.P.P.P." straightline, carried from L'Orient on *Le Washington* on Apr. 10, arriving New York June 7, no postage due as French consul apparently arranged for private delivery to Boston, some minor ink erosion and overall soiling, otherwise Very Fine example of French Royal Packet mail from the Troisième Régie, no distinctive postmarks were used on westbound mail during the Troisième Régie..... E. 500-750



2350

- 2350 ☒ **Lyon, France to Philadelphia, 1789, "LYON/PORT PAIE".** Clear strike of two-line handstamp on flap of folded letter datelined at Lyon Jan. 29, 1789, addressed to Philadelphia, posted unpaid and held until postage was paid by the sender, M. Joseph Mora, reflected by "36" sols manuscript marking on other flap, by the time postage was paid the Royal Mail Packet Troisième Régie had begun, routed through Paris with red "P.P.P.P" straightline, carried by *Franklin* from Bordeaux on Jul. 29, arriving New York Sep. 19, assessed "1.8" (1dwt 8gr) rate to Philadelphia, converted to "9" pence local currency (1.8=4p x 1.67 inflation factor=7p+2p carrier fee), Sep. 25 receipt docketing, minor staining on one flap, file folds

VERY FINE FRENCH ROYAL PACKET EASTBOUND COVER FROM THE TROISIÈME RÉGIE PERIOD WITH THE "LYON PORT PAIE" HANDSTAMP.

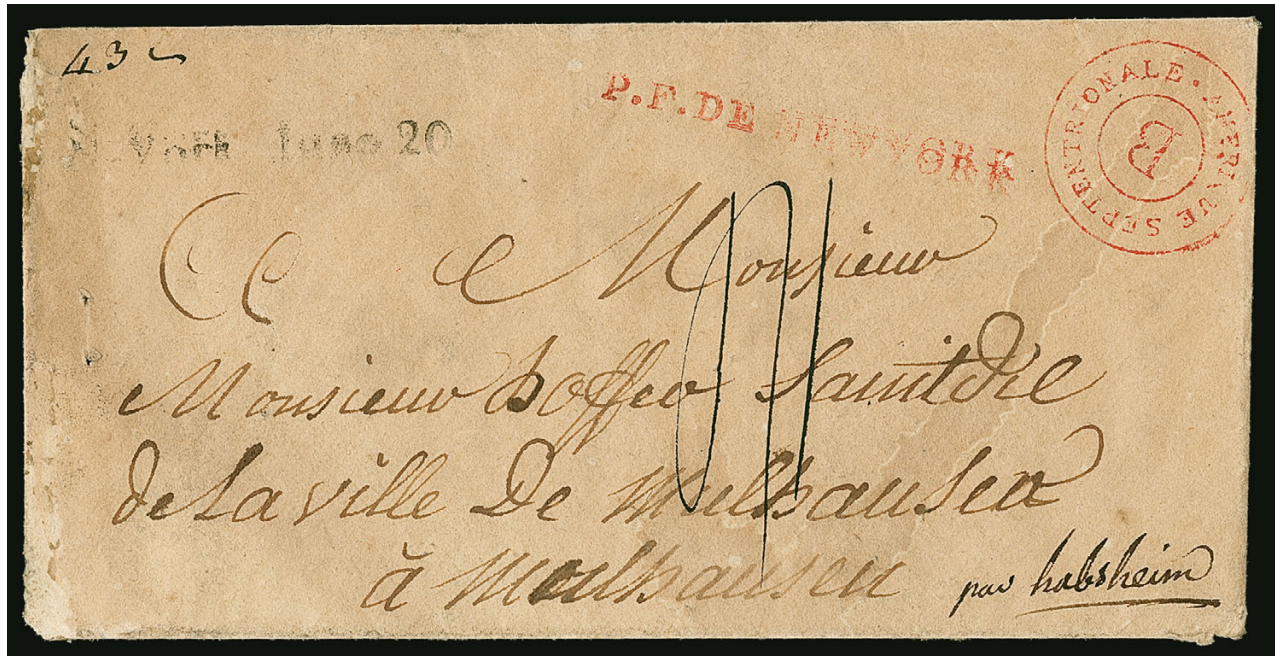
After the Seconde Régie was discontinued by Louis XVI on July 5, 1788, amid deepening financial crises, Benjamin Dubois & Co. received a Royal subsidy of 6,000 livres per successful round-trip voyage for a new, or Troisième Régie. Dubois constructed six ships for the service and operated 21 round-trips between Bordeaux-L'Orient and New York between March 1789 and May 1793. War with England in 1793 ended the service ..... E. 2,000-3,000

- 2351 ☒ **Amsterdam, Holland to Philadelphia, 1790, French Royal Packet.** Folded letter datelined at Amsterdam on Feb. 4, 1790, carried on the *Suffren*, departing Bordeaux Mar. 16 and arriving New York May 15, manuscript "9d" and "1.8" (dwt) rates, central file fold, Very Fine, carried on one of only six voyages from Bordeaux during the Troisième Régie ..... E. 300-400



2351





2352EX

2352° ☒ **Philadelphia to Mulhouse, France, 1789, "AMERIQUE SEPTENTRIONALE B".** Perfectly clear strike of **Bordeaux** red entry double-circle handstamp on folded cover originating in Philadelphia on June 12, 1789, posted in New York with "N. YORK June 20" straightline (no U.S. postage charged), agent for Troisième Régie struck red "**P.F. DE NEW YORK**" straightline and placed it aboard the *Telemaque* on Jul. 1, arriving Bordeaux Aug. 19, "20" sols packet postage indicated on back, "41" sols due for packet plus inland postage, plus an additional 2 sols to the independent Republic of Mulhouse (manuscript "43" at top left), some minor edgewear and staple hole at left

VERY FINE STRIKE OF THE "AMERIQUE SEPTENTRIONALE" BORDEAUX ENTRY MARKING ON A FRENCH ROYAL PACKET COVER FROM THE TROISIÈME RÉGIE PERIOD. THIS IS THE ONLY RECORDED EXAMPLE IN RED.

The Troisième Régie introduced new types of New York departure markings. In 1789, it used the red "P.F. DE NEW YORK" (Paqueboat Francais de New York) straightline seen on this cover. This was carried on the first return sailing of the Troisième Régie. Mail from only two voyages received the rare Bordeaux double-circle entry marking. This is one of two recorded and the only example in red. The recorded example in black is offered in the following lot.

Accompanied by a 1789 letter from Albany carried during the Troisième Régie to Mulhouse, with an albino strike of the "P.F. DE NEW YORK" straightline, but without any other markings.....(Photo Ex) E. 7,500-10,000



2353

2353° ☒ **Philadelphia to Mulhouse, France, 1789, "AMERIQUE SEPTENTRIONALE B".** Strike of **Bordeaux** entry double-circle handstamp on folded cover originating in Philadelphia on Dec. 31, 1789, posted with "31/DE" Franklin mark and "PAID" straightline, manuscript "4" (dwt) for a triple-letter sheet to New York, agent for Troisième Régie struck red "P.F. DE NEW YORK" straightline and placed it aboard the *Telemaque* on Jan. 4, 1790, arriving Bordeaux Feb. 20, "20" sols packet postage indicated on back, "35" sols due for packet plus inland postage

VERY FINE AND EXTREMELY RARE STRIKE OF THE "AMERIQUE SEPTENTRIONALE" BORDEAUX ENTRY MARKING ON A FRENCH ROYAL PACKET COVER FROM THE TROISIÈME RÉGIE PERIOD. THIS IS THE ONLY RECORDED EXAMPLE IN BLACK.

The Troisième Régie introduced new types of New York departure markings. In 1789, it used the red "P.F. DE NEW YORK" (Paqueboat Francais de New York) straightline seen on this cover. This was carried on the second of two ships which made a successful return voyage to Bordeaux among six sailings during the Troisième Régie. Mail from only these two voyages received the rare Bordeaux double circle entry marking. This is one of two recorded and the only example in black. The recorded example in red is offered in the previous lot..... E. 7,500-10,000



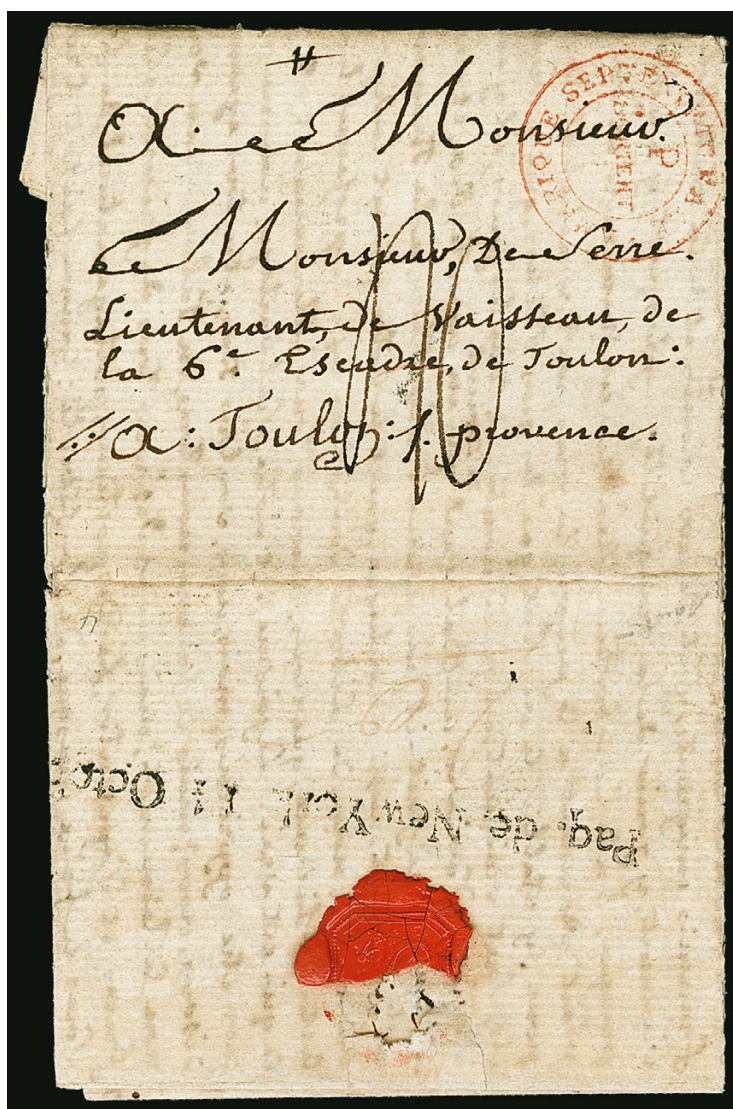


2354 with detail of backstamp

- 2354 ☒ **Ohio to Le Havre, France, 1791, "Paq. F.de New York 10 Juil".** Bold strike of straight-line handstamp on back of folded letter datelined on Apr. 24, 1791 at Gallipolis O. to Havre de Grace, France, sent under cover to New York and carried on *Le Washington*, departing New York Jul. 10 and arriving L'Orient in August with beautifully bold strike of "AMERIQUE SEPTENTRIONALE P L'ORIENT" **double-circle entry handstamp**, rated "45" sols due, slight ink erosion in address at top and edgewear, part of back panel missing not affecting the straightline marking

VERY FINE APPEARANCE. AN IMPORTANT FRENCH ROYAL PACKET COVER WITH THE UNIQUE EXAMPLE OF THE "PAQ. F.DE NEW YORK" ORIGINATION HANDSTAMP AND THE RARE L'ORIENT ENTRY DOUBLE-CIRCLE.

A new series of black straightline New York departure markings, which incorporated the expected sailing dates, was introduced by the agent for the Régie in 1791. This is an example of the first variety, and it is the only one recorded. In addition, Dubois shifted his base of operations from Bordeaux to L'Orient in May 1790, and the remaining fifteen voyages returned to L'Orient. Accordingly, the new red two-ring French entry mark "AMERIQUE SEPTENTRIONALE P L'ORIENT" was introduced by the French post office. Only nine examples of this marking are known..... E. 2,000-3,000



2355

- 2355 ☒ **New York to Toulon, France, 1791, "AMERIQUE SEPTENTRIONALE P L'ORIENT".** Clear strike of red double-circle entry handstamp on folded letter datelined New York Oct. 2, 1791 to Toulon, France, "**Paq. de New York 11 Octob**" straightline handstamp on back struck by Régie agent who placed the cover aboard *Le Suffren*, departing New York Oct. 14 and arriving L'Orient Nov. 22, rated "40" sols due for packet plus 20 sols domestic postage

VERY FINE. A CHOICE FRENCH ROYAL PACKET COVER WITH THE "PAQ DE NEW YORK" ORIGINATION HANDSTAMP AND THE RARE L'ORIENT ENTRY DOUBLE-CIRCLE.

A new series of black straightline New York departure markings, which incorporated the expected sailing dates, was introduced by the agent for the Régie in 1791. This is an example of the second variety and is one of **only three recorded**. In addition, Dubois shifted his base of operations from Bordeaux to L'Orient in May 1790, and the remaining fifteen voyages returned to L'Orient. Accordingly, the new red two-ring French entry mark "AMERIQUE SEPTENTRIONALE P L'ORIENT" was introduced by the French post office. Only nine examples of this marking are known.

Ex Schatzkes ..... E. 5,000-7,500





2356

- 2356 ☒ **Anvers, Belgium to Philadelphia, 1789, "D'HOLLANDE".** Straightline handstamp struck at top of folded letter datelined at Anvers on Dec. 3, 1789, addressed to Philadelphia, prepaid transit and packet fees per "Franco nieuw York" endorsement at bottom, routed to Bordeaux and then to St. Malo for *Le Washington*, departing Feb. 4 and arriving New York Apr. 4, rated "1.8" (dwt) to Philadelphia, re-rated in local currency "9d" (1.8=4p x 1.67 inflation factor=7p+2p carrier fee, or 9 pence), Aug. 13 receipt docketing, Very Fine example of mail from Belgium to Philadelphia via French Royal Packet during the Troisième Régie ..... E. 1,500-2,000



2357

- 2357 ☒ **Amsterdam, Holland to Philadelphia, 1789, "D'HOLLANDE".** Straightline handstamp struck at top of folded letter datelined at Amsterdam on Sep 12, 1789, addressed to Philadelphia, prepaid transit and packet fees per "Franco New York" endorsement at bottom, just missed the Sep. 30 sailing of the *Telemaque* and sent on the Dec. 15 sailing of the *Franklin* from Bordeaux, that ship was de-masted en route and forced to return to Brest, then carried on the first sailing of the Troisième Régie from L'Orient on May 16, 1790 on *La Sophie*, arriving New York Aug. 11, marked "doub" for double-letter and rated "2.16" (dwt) to Philadelphia, re-rated in local currency "1/4" (2.16=8p x 1.67 inflation factor=14p+2p carrier fee, or 1 shilling 4 pence), Aug. 13 receipt docketing, Very Fine example of mail from Holland to Philadelphia via French Royal Packet during the Troisième Régie ..... E. 1,500-2,000



2358

2358° ☒ **Elizabethtown N.J. to Ploermel, France, 1793, "AMERIQUE SEPTENTRIONALE P L'ORIENT"**. Mostly clear strike of red double-circle entry handstamp on folded letter datelined Elizabethtown on Jan. 28, 1793, addressed to Ploermel, France, U.S. postage prepaid with "Paid 6" notation, "**P.F. DE NEW YORK**" straightline handstamp on flap struck by Régie agent who placed the cover aboard the *Washington*, departing New York Feb. 13 and arriving L'Orient Apr. 12, rated "27" sols due

VERY FINE TROISIÈME RÉGIE FRENCH ROYAL PACKET COVER WITH THE RESURRECTED "P.F. DE NEW YORK" ORIGINATION HANDSTAMP AND THE RARE L'ORIENT ENTRY DOUBLE-CIRCLE.

In 1732-93, the Régie's agent re-used the "P.F. DE NEW YORK" marking that had been employed earlier. They are known in black ink during this period..... E. 5,000-7,500





2359

- 2359 ✉ **New York to Caen, France, 1793, "AMERIQUE SEPTENTRIONALE P L'ORIENT".** Mostly clear strike of red double-circle entry handstamp on folded letter datelined on Feb. 12, 1793 at New York, given directly to captain of *Le Suffren* (described by letter contents) so without Régie markings from the New York agent, departed Feb. 18 and arrived L'Orient May 14, "20" sols on flap for packet postage, rated "28" sols due for packet plus inland

VERY FINE TROISIÈME RÉGIE FRENCH ROYAL PACKET COVER WITH THE RARE L'ORIENT ENTRY DOUBLE-CIRCLE.

This was carried on the last voyage of the French Royal Packets ..... E. 2,000-3,000

### PRIVATE SHIP MAIL BETWEEN THE UNITED STATES AND FRANCE



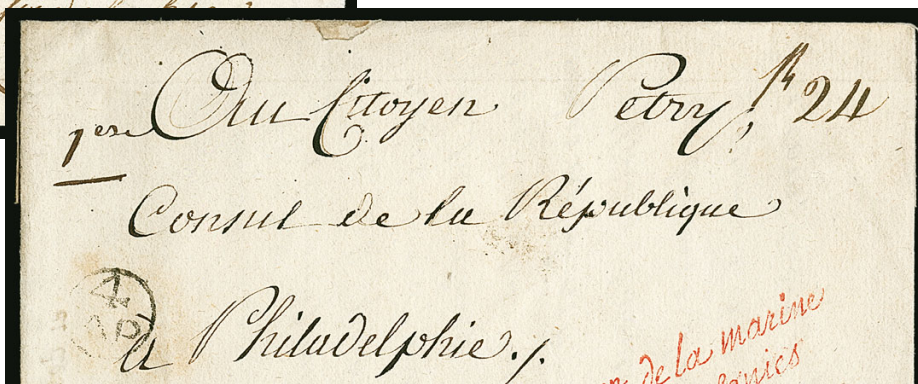
2360

- 2360 ✉ **Avignon, France to Philadelphia Pa., 1784** Folded part-printed letter datelined "Avignon le 8 8bre 1784" to Philadelphia, weak strike of "PORT PAYE AVIGNON" triangular handstamp, manuscript "sh 4.16" rate at top, Aug. 18, 1785 receipt docketing, slight toning along fold, Very Fine, an **illegal private ship use** during the French Royal Packet period, ex Hahn ..... E. 400-500

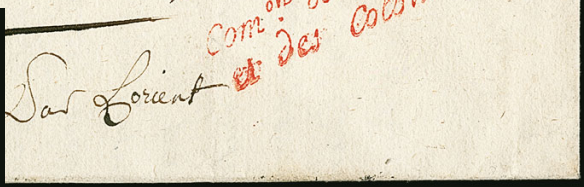




2361



2362



2363

- 2361 ☒ **L'Orient to Philadelphia via Fredericksburg Va., 1787.** Folded letter datelined at L'Orient on Apr. 23, 1787 and addressed to Philadelphia, carried by private ship during the French Royal Packet Seconde Régie period to a Virginia port, entered the mails at Fredericksburg with bold strike of "FRED'S BURG, OCT 9" straightline, manuscript "3.8" rate for 200-300 miles to Philadelphia, where re-rated in local currency "1/7" (3.8=10p x 1.67 inflation factor=17p, plus 2p carrier for total of 19p or 1 shilling 7p), Very Fine, a wonderful combination of France-U.S. transatlantic mail with this scarce Fredericksburg Va. straightline, ex Siskin..... E. 1,500-2,000
- 2362 ☒ **Paris to Philadelphia via Boston, 1794.** Folded letter datelined at Paris on Jul. 13, 1794, a part-printed form in French from the "Bureau des Officiers Militaire", addressed to "Consul de la République à Philadelphie", endorsed "Par L'Orient" at bottom, superb strike of "Comon. de la marine/et des Colonies" two-line handstamp in red, carried by private ship to Boston where entered mails with "BOSTON" straightline handstamp, "4/AP" Franklin mark, manuscript "Sh 24" rate for 20c to Philadelphia plus 4c ship fee, small nick at top, small portion of letter removed, still Very Fine, ex Siskin..... E. 750-1,000
- 2363 ☒ **St. Nazaire, France to Philadelphia, 1795.** Folded letter datelined at St. Nazaire on Oct. 11, 1795, addressed to Philadelphia, endorsed "Capt. Pease via Boston", carried by private ship with manuscript "Ship 48c" due and "Edgartown" (Martha's Vineyard) in same hand, Very Fine ..... E. 400-500





2364



2365 with detail of backstamp



2366

- 2364 ☒ **Paris to Charleston S.C. via Philadelphia, 1800.** Folded letter from Farfait, Chief of the 6th Division, Ministry of Marine and Colonies of the French Republic, datelined at Paris on June 7, 1800, clear strike of cursive “*Mintre. de la Marine/et des Colonies*” handstamp, blurry strike of red “*AFFRANCH/PAR ETAT*” two-line handstamp, backstamped with part strike of “*Bureau des Fondes*” double-circle, carried by private ship arriving Philadelphia with red “*PHI AP*” circular datestamp (1801?), matching “*SHIP*” straightline and “*27*” cents rate to Charleston including 2c ship fee, Very Fine use from France to the U.S., sent **during the Quasi-War with France**, ex Arnell..... E. 750-1,000
- 2365 ☒ **Paris to Georgetown D.C., 1802.** Folded letter datelined at Paris on Dec. 18, 1802, clear strike of cursive “*Mintre. de la Marine*” handstamp, backstamped with bold “*Bureau des Fondes*” double-circle handstamp, carried by private ship to New York with Apr. 20 clamshell-style arrival datestamp, red manuscript “*19*” cents due, Very Fine, sent during the brief period of the Treaty of Amiens, which temporarily ended hostilities between the French Republic and Great Britain..... E. 400-500
- 2366 ☒ **New York to France via Havana, 1806.** Folded letter in French datelined “*New York le 28 Fevrier 1806*” to Toulouse, France, via Havana, red “*ISLAS DE/BARLOVENTO*” two-line handstamp, manuscript “*8*” and “*10*” rates, Very Fine, scarce routing by private ship during the Napoleonic Wars..... E. 500-750

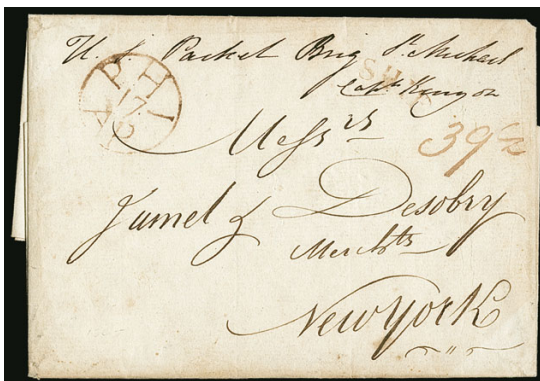


2367

- 2367 ☒ **New York to France, 1808, "P. Bryden's Tontine Coffee-House New-York"**. Bold strike of double-line oval handstamp on folded letter datelined Sep. 5, 1808, addressed to La Fleche, France, carried by private ship with manuscript "7" due, Nov. 6 arrival docketing

VERY FINE STRIKE OF THIS RARE COFFEE HOUSE FORWARDER'S OVAL HANDSTAMP ON A TRANSATLANTIC COVER FROM NEW YORK TO FRANCE.

According to Wikipedia, "The Tontine Coffee House was a New York City coffee house established in early 1793. Situated on the north-west corner of Wall Street and Water Street, it was built by a group of stockbrokers to serve as a meeting place for trade and correspondence. It was organized as a tontine, a type of investment plan, and funded by the sale of 203 shares of £200 each. In its prime, the Tontine was among New York City's busiest centers for the buying and selling of stocks and other wares, for business dealings and discussion, and for political transaction." ..... E. 1,500-2,000



2368EX

- 2368 ☒ **France-U.S. Transatlantic Private Ship Letter Mail, 1784-1808**. Four stampless covers, one to France, others to U.S., all carried by private ship, range of markings, some minor edgewear on a couple, overall Very Fine, each with Steven Walske's sailing data notations on back.....(Photo Ex) E. 400-500



## WAR OF 1812

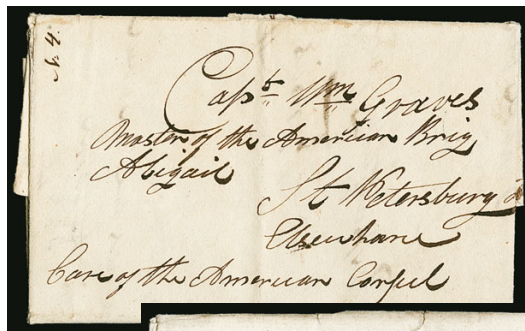
The United States declared war on Great Britain on June 18, 1812. In response, England ordered a blockade on November 1 that was implemented in stages. Local proclamations by the Royal Navy announced the actual closing by blockade of four successive portions of the coastline:

- February 6, 1813 – Chesapeake and Delaware Bays (“Mid-Atlantic”)
- May 26, 1813 – New York harbor and Long Island Sound to New London (“New York”)
- September 1, 1813 – North Carolina, South Carolina and Georgia (“Southern Coast”)
- April 25, 1814 – Northern coastline from Rhode Island to Maine (“New England”)

The blockade of New Orleans and the Gulf Coast was declared on November 16, 1813, but not implemented in practice. The blockade was lifted on March 6, 1815, after news was received in North America that the December 24, 1814, Treaty of Ghent had ended the war.

Some mail was carried on blockade runners that evaded the blockading ships. The British also issued licenses which allowed certain ships to pass through the blockade. These licensed ships carried mail and are sometimes confused with cartel ships. Cartel ships carried returned POWs or official dispatches under a flag of truce, and also carried mail. Finally, some mail was routed around the blockade via a non-blockaded port.

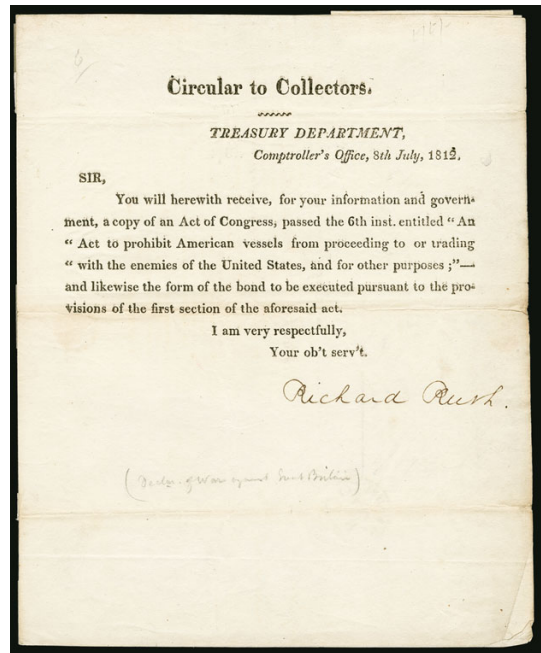
## PRE-BLOCKADE



2370



2371

2369  
contents

- 2369 ☒ **War of 1812 Circular.** “Washn City Jul. 10” circular datestamp with “FREE” straightline and Comptroller of the Treasury Richard Rush signature on folded circular to the collector at Fairfield Conn., inside titled “Circular to Collectors, Treasury Department, Comptroller’s Office, 8th July, 1812,” states that the July 5, 1812 Act of Congress prohibits American vessels from trading with the enemies of the United States, signed by Richard Rush, who would go on to serve as Secretary of both the Treasury and State Departments, slightly toned file folds, Very Fine, the War of 1812 officially began on June 18, 1812, this act followed up the declaration of war with an explicit trade embargo, accompanied by a copy of the act ..... E. 400-500
- 2370 ☒ **Newburyport Mass. to St. Petersburg, Russia via Gothenburg, Sweden, Beginning of War of 1812.** Folded letter datelined at Newburyport Jun. 24, 1812, to Captain William Graves in **St. Petersburg, Russia**, privately carried so no postal markings, fascinating lengthy content informing Capt. Graves that the United States declared war on the 18th of June, warns that “*you will be in immediate danger of being a prize by the English*”, and instructs him to take immediate steps to save the *Abigail* and her cargo, either by changing her colors and papers or by disposing of her in any way to save her property, slight edgewear, Very Fine pre-blockade cover to Russia with wonderful content..... E. 300-400
- 2371 ☒ **New York to Saddleworth, England, 1812.** Folded letter datelined Sep 28, 1812 in New York, addressed to Saddleworth, England, manuscript “4/6” rate crossed out and re-rated “6/8”, carried by Falmouth packet *Nymph*, arriving Oct. 25 after a stop at Halifax, blue “America F OC 26, 1812” date-stamp, couple small edge nicks, Very Fine, carried on the last War of 1812 packet sent without a flag-of-truce designation, ex Arnell ..... E. 300-400

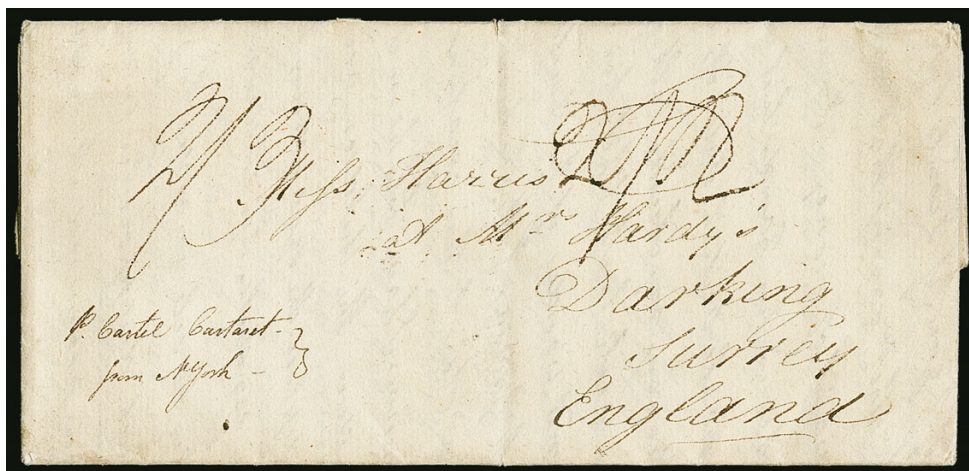


2372

- 2372 ✉ **Norfolk Va. to Ayr, Scotland, via New York, 1812, Cartel Ship.** Folded letter datelined at Norfolk on Jul. 17, 1812, endorsed "*p Cartel Friends Capt. Hopkins*", sent to New York where carried by the *Friends* on Jul. 28, arriving Portsmouth where "Ship-Letter Portsmouth" double oval with crown struck, manuscript rates including "1/6" ship letter due, sent to Ayr via Glasgow with "Glasgow 27 Aug." three-line handstamp, red London transit backstamp

VERY FINE WAR OF 1812 LETTER SENT VIA CARTEL SHIP WITH THAT DESIGNATION EXPLICITLY MARKED.

War of 1812 Cartels were ships carrying prisoners or official correspondence (and some mail) under flag-of-truce, and were therefore exempt from capture by naval ships or privateers. Cartel exemptions were formalized in the May 14, 1813 Barclay-Mason agreement. It is very unusual to find a cover with the explicit Cartel designation ..... E. 1,500-2,000



2373

- 2373 ✉ **New York to Dorking, England, 1812, Cartel Ship.** Folded letter datelined at New York on Aug. 28, 1812, endorsed "*p Cartel Carteret from New York*", departed Aug. 29 and arrived Falmouth Oct. 3 after a stop in Halifax, manuscript "2/3" rate (1sh 1p packet and 1sh 2p inland postage), red Oct. 6 London transit

VERY FINE WAR OF 1812 FLAG-OF-TRUCE LETTER SENT VIA CARTEL SHIP WITH THAT DESIGNATION EXPLICITLY MARKED.

War of 1812 Cartels were ships carrying prisoners or official correspondence (and some mail) under flag-of-truce, and were therefore exempt from capture by naval ships or privateers. For six months, Falmouth packets entered and left New York under a flag-of-truce. This was the first eastbound packet sent under flag-of-truce. Subsequently, from February 1813 to February 1815, Falmouth packets went to Halifax or Bermuda and avoided New York. It is also very unusual to find a cover with the explicit Cartel designation..... E. 1,500-2,000

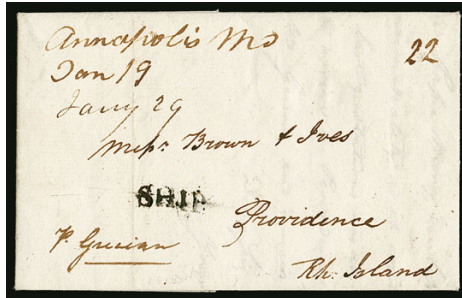




2374



2377



2376



2375

- 2374 ☒ **Boston to Calcutta, India, 1814.** Folded letter datelined at Boston on Jan. 16, 1814, addressed to **Calcutta, India** care of forwarder in London, sent via Halifax with "Ship Letter Halifax" with crown in double oval, Halifax Mar 15 backstamp, carried by packet to Falmouth arriving on Apr. 20, rated "2/3" due in London, red Apr. 22 London backstamp, then forwarded under separate cover to Calcutta, Very Fine pre-blockade War of 1812 use from Boston, the British blockade of the northern coastline was not yet established when this was mailed (began on April 25, 1814)..... E. 300-400
- 2375 ☒ **Calcutta, India to New York, 1812.** Folded letter datelined at Calcutta on Sep. 25, 1812 "Pr Brig Caravan" name-of-ship endorsement, red "SHIP" straightline and "Salem Ms. Mar 23" (1813) circular datestamp, manuscript "53" cents rate for triple 17c plus 2c ship fee, Very Fine pre-blockade War of 1812 cover to New York, the *Caravan* was captained by **Augustine Heard**, it was captured by a British warship at Pernambuco on Jan. 5, recaptured and then released by the Portuguese government..... E. 400-500
- 2376 ☒ **Bordeaux, France to Providence R.I., 1812.** Folded letter datelined at Bordeaux on Oct. 20, 1812, endorsed to and carried by the American privateer *Grecian* to Annapolis in Jan. 1813, "SHIP" straightline handstamp and posted three weeks before the start of the British blockade of the Chesapeake Bay with manuscript "Annapolis Md. Jan. 19" postmark and "22" cents due for 300-500 miles plus 2c ship fee, Jan. 29 receipt docketing, fresh and Very Fine, American privateers were active throughout the War of 1812, intercepting merchant shipping and carrying mail, over 500 privateers captured 1,300 enemy ships during the war ..... E. 400-500
- 2377 ☒ **Portsmouth N.H. to Bristol, England, 1813, Cartel Ship via Halifax.** Folded letter datelined Jan. 20, 1813 at Portsmouth, carried by **cartel ship** to Halifax, Nova Scotia, "Ship Letter Halifax" with crown double oval handstamp, Jan. 29 datestamp on back, then carried by Falmouth packet *Chesterfield* on Feb. 9, arriving Mar. 1, rated "4/3" due for double weight in Bristol, Very Fine, Falmouth packets continued to operate to Halifax and Bermuda during the war, American correspondents could use them if they could get a letter to one of the termini..... E. 400-500



2378



2379



2380

- 2378 ☒ **Gibraltar to Providence R.I., 1812.** Folded letter datelined at Gibraltar on Oct. 27, 1812, manuscript "favor'd per Capt. Jackson" and carried by the *Nana* to Norfolk Va. where struck with Feb. 3 (1813) circular datestamp, manuscript "Sh 52" rate for double 25c plus 2c ship fee, arrival docketing of Feb. 11, Very Fine pre-blockade use, accompanied by a brief write-up summarizing the capture, recapture and attacks on the *Nana*, ex Arnell .... E. 400-500
- 2379 ☒ **Cadiz, Spain to New York, 1813.** Folded letter datelined at Cadiz on Mar. 16, 1813, carried by licensed ship to New Bedford Mass. where struck with clear Apr. 19 circular datestamp and "SHIP" straightline, rated 36c for double 17c plus 2c ship fee, file folds, Very Fine, the British issued round-trip licenses to some ships carrying vital supplies to Wellington's Army on the Iberian Peninsula during the Napoleonic Wars ..... E. 500-750
- 2380 ☒ **London to Providence R.I. via Lisbon, Portugal, 1813.** Folded letter datelined London Feb. 23, 1813, forwarded to Lisbon with manuscript forwarding notation dated Mar. 12, 1813, carried by licensed ship to Boston, arriving Apr. 23 with red Boston circular datestamp and "SHIP" straightline, rated 32c to Providence for triple 10c plus 2c ship fee, minor edgewear and file fold, Very Fine, the British issued round-trip licenses to some ships carrying vital supplies to Wellington's Army on the Iberian Peninsula during the Napoleonic Wars ..... E. 400-500





2381

- 2381 ✉ **Charleston S.C. to Devon, England via Bordeaux, France, 1813, Prisoner-of-War Cartel.** Folded letter datelined at Charleston on Mar. 1, 1813, addressed to Captain Joseph W. Clark of the American privateer *Charlotte*, care of a forwarder in Bordeaux, ran the British blockade of Napoleonic Europe to reach Bordeaux, then forwarded **via prisoner-of-war cartel to Devon, England**, where the captain was on parole, July 20 London back-stamp and bold strike of **"Transport Office Prisoners of War"** with crown in oval hand-stamp, red censor marking "Appd Ct", rated "1/-" shilling due

VERY FINE. AN EXTREMELY RARE WAR OF 1812 PRISONER LETTER, SENT THROUGH THE BRITISH EUROPEAN BLOCKADE TO FRANCE AND THEN BY PRISONER-OF-WAR CARTEL TO ENGLAND WITH THE "TRANSPORT OFFICE PRISONERS OF WAR" MARKING.

The contents of the letter reference the significantly increased British forces, particularly in the Chesapeake Bay and New York. Transatlantic ships during this period had to not only run the gauntlet of British ships off North America, but also the British blockade of Napoleonic Europe..... E. 4,000-5,000



Related to lot 2384—Engraving of famous Salem Mass. privateer *America*

- 2382 ✉ **Paris to Boston, 1813.** Folded letter datelined at Paris on Aug. 19, 1813, addressed to Boston, passed through the British blockade of Napoleonic Europe by trading ship and arrived at Portsmouth with red "Portsmouth N.H. Nov. 30" oval datestamp, two strikes of red "SHIP" straightline and "12" cents due for 10c plus 2c ship fee, Very Fine..... E. 300-400
- 2383 ✉ **Liverpool to Providence R.I., 1813.** Folded letter datelined at Liverpool May 13, 1813, endorsed "p Holland" and carried by trading ship which arrived Portland Me. with "Portland ME July" circular datestamp without date, rated "Sh 36" for double the 17c plus 2c ship fee, manuscript "July 8" receipt docketing, Very Fine..... E. 300-400
- 2384 ✉ **London to Providence R.I., 1813, Privateer Captured Ship Letter.** Folded letter datelined London May 17, 1813, manuscript "Forwd P Hughes Duncan Liverpool 25 May 1813", endorsed at bottom in red ink by forwarder for carriage on the American ship *St. Lawrence*, which departed Liverpool May 30 for Newport R.I. and was **captured en route by the Salem Mass. privateer *America* and taken to Portsmouth N.H.**, light strike of Portsmouth Aug. 3 oval datestamp struck when the letter was released to Providence, "27" cents rate for double 12½c rate plus 2c ship fee, Aug. 6 receipt docketing, Very Fine, the 22-gun privateer *America* captured 31 prizes from January 1813 to the end of the war, many in the English Channel, making her one of the most successful privateer ships of the war, she sent her prizes back to New England ports ..... E. 1,000-1,500
- 2385 ✉ **Glasgow, Scotland to Baltimore, 1812.** Folded letter datelined Apr. 23, 1812, "Paid at Glasgow" oval and Glasgow three-line datestamp, addressed to Baltimore Md., red "P 2/7" rate, carried on Falmouth packet *Alfred*, arriving New York Jul. 13, Very Fine pre-blockade War of 1812 cover, sent before the war began and arriving after it commenced ... E. 200-300
- 2386 ✉ **"H.B.M. Ship Lightning at Sea 15th Sept. 1812".** Dateline on folded letter to Baltimore Md., no origination postmark, bootlegged into Philadelphia where struck with red "Phi 25 OC" (letter carrier) circular datestamp, some edge toning, Very Fine appearing pre-blockade cover, accompanied by transcript of letter from a brother to his sister with lamentations about the war interrupting their correspondence..... E. 200-300



## MID-ATLANTIC BLOCKADE



- 2387 ☒ **Norfolk Va. to Scotland via Jamaica, 1814, Blockade Run.** Folded letter datelined at Norfolk on Oct. 5, 1813, **ran the British Chesapeake Bay blockade** to Jamaica where struck on flap with Jamaica Royal Packet Mail fleuron postmark of Feb. 11, carried by Falmouth packet from Jamaica to Ayr, Scotland via Glasgow, "Glasgow/ 20 Mar 1814/ 405 - G" three line datestamp, rated "2/7" due in Ayr including bold strike of "Addl 1/2" Scottish halfpenny "wheel" mail tax, small scuff in address, Very Fine War of 1812 blockade-run cover, British Royal Mail packets ran between Jamaica and Falmouth, a small amount of blockade-run mail from the U.S. connected with them for carriage to England ..... E. 500-750
- 2388 ☒ **Philadelphia to London, 1813, Cartel Ship.** Folded letter datelined at Philadelphia on Oct. 23, 1813 and addressed to London, sent to **Gibraltar by Cartel ship through the mid-Atlantic Blockade**, processed through London's Foreign Letter Office on Jan. 25, 1814 with strike of "**Foreign JA 25, 1814**" **double-circle datestamp** on flap, manuscript "5/2" for double packet rate from Gibraltar less 2p Foreign Office rebate, Very Fine, ex Arnell, London's Foreign Letter Office processed mail to and from the European Continent, letters handled by this office were entitled to a 2p deduction from the published rates ..... E. 750-1,000
- 2389 ☒ **Alexandria Va. to London, 1814, Blockade Run.** Folded letter datelined at Alexandria Va. on May 16, 1814, carried **through the Chesapeake Bay blockade**, arrived in Deal, England with "Ship Letter Deal" and crown double oval handstamp, rated "1/-" shilling due (4p ship fee plus 8p to London), July 21 arrival backstamp, small edge nicks, Very Fine War of 1812 blockade-run cover ..... E. 750-1,000



2390

- 2390 ☒ **London to Germantown Pa., 1814, Blockade Run.** Folded letter datelined London Oct. 10, 1814, addressed to Germantown "near Philadelphia", flap with manuscript "Enclosed to and forwarded by... P.F. Guntworth 4 Dec. 1814", carried **through the Delaware Bay blockade** to Philadelphia, red "PHI 4 DE" circular datestamp, manuscript "8" rate for less than 40 miles to Germantown, Very Fine, a choice blockade-run cover handled by a forwarder in Philadelphia ..... E. 500-750



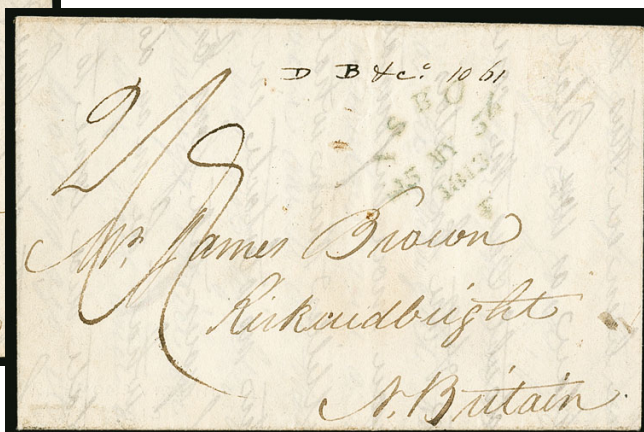
2391

- 2391 ☒ **Bordeaux to Baltimore, 1815, Blockade Run.** Folded letter datelined at Bordeaux on Jan. 31, 1815, addressed to Baltimore and endorsed "p Vixen", departed Feb. 10 and carried **through the Chesapeake Bay blockade** to Baltimore with manuscript Apr. 4 date on flap, red manuscript "Sh" rate (implied 9c due, 50% War surcharge in-port rate), Very Fine blockade-run cover from France, accompanied by fascinating and extensive background information on the *Vixen*, including an account of the voyage that carried this cover, which describes a crew mutiny, a reversal of the mutiny and departure of the mutineers, as well as the capture of a ship encountered en route to North America ..... E. 750-1,000





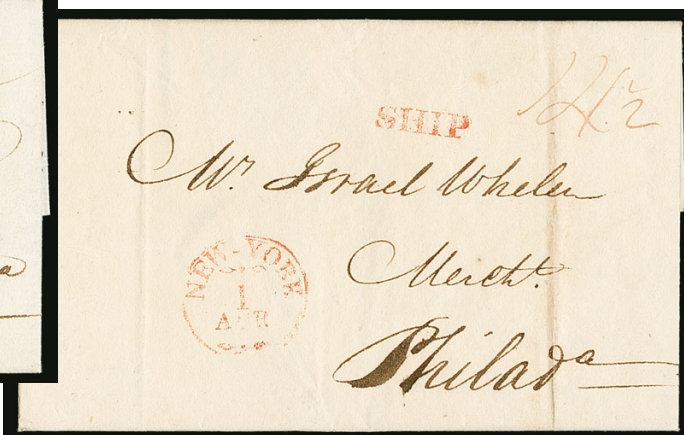
2392



2393



2394



2395

- 2392 ☒ **Richmond Va. to Kirkcudbright, Scotland, via Lisbon Portugal, 1813, Around the Blockade.** Folded letter datelined at Richmond on Feb. 20, 1813, addressed to Kirkcudbright, Scotland and endorsed "*P. Pacific*", carried **from non-blockaded New York around the Chesapeake and Delaware Bays blockade** (which began on Feb. 6, 1813), the *Pacific* sailed from New York on Mar. 21 for Lisbon, green "Lisbon F My 5, 1813" rimless datestamp, carried by Falmouth packet from Lisbon to England, rated "2/7" due for packet postage plus inland to Scotland, Very Fine, the ship *Pacific* was denied cartel status on March 13, 1813 but left New York for Lisbon on March 21 with 30 passengers and dispatches for the Russian government..... E. 500-750
- 2393 ☒ **Richmond Va. to Kirkcudbright, Scotland, via Lisbon Portugal, 1813, Around the Blockade.** Folded letter datelined at Richmond on Feb. 8, 1813, addressed to Kirkcudbright, Scotland, carried **from non-blockaded New York around the Chesapeake and Delaware Bays blockade** (which began on Feb. 6, 1813), the *Pacific* sailed from New York on Mar. 21 for Lisbon Portugal (also carrying the cover offered in the previous lot), green "Lisbon F My 5, 1813" rimless datestamp, carried by Falmouth packet from Lisbon to England, rated "2/7" due for packet postage plus inland to Scotland, Very Fine, the ship *Pacific* was denied cartel status on March 13, 1813 but left New York for Lisbon on March 21 with 30 passengers and dispatches for the Russian government..... E. 500-750
- 2394 ☒ **Cadiz, Spain to Philadelphia via Boston, 1813, Around the Blockade.** Folded letter datelined at Cadiz on May 4, 1813, endorsed "*Factor Capt. Hamilton*" and carried on that ship from Cadiz on May 7 to Boston, **around the Chesapeake and Delaware Bays blockade**, arrived June 17 and posted the next day with red "Boston Ma. Jun. 18" circular datestamp, "SHIP" straightline and manuscript "22" overland rate to Philadelphia (20c plus 2c ship fee), fresh and Very Fine War of 1812 cover carried to non-blockaded Boston in order to reach blockaded Philadelphia ..... E. 500-750
- 2395 ☒ **Cadiz, Spain to Philadelphia via New York, 1813, Around the Blockade.** Folded letter datelined at Cadiz Feb. 21, 1813, carried to New York **around the Chesapeake and Delaware Bays blockade**, posted with red "New-York 1 Apr." circular datestamp with fleurons, "SHIP" straightline and manuscript "14½" overland rate to Philadelphia (12½c plus 2c ship fee), fresh and Very Fine War of 1812 cover carried to non-blockaded New York in order to reach blockaded Philadelphia..... E. 500-750



2396



2397



2398



2399

- 2396 ☒ **Glasgow, Scotland to Philadelphia via Newport R.I., 1813, Around the Blockade.** Folded letter datelined at Glasgow on Mar. 29, 1813, carried to Newport R.I. around the Chesapeake and Delaware Bays blockade, posted with red "Newport R.I. Nov. 8" circular datestamp, "SHIP" straightline and manuscript "19" overland rate to Philadelphia (17c plus 2c ship fee), couple minor cover scrapes, Very Fine War of 1812 cover carried to non-blockaded Newport in order to reach blockaded Philadelphia ..... E. 500-750
- 2397 ☒ **England to Philadelphia via Boston, 1813, Around the Blockade.** Folded cover docketed England Apr. 15, 1813, endorsed "*p Fair Trader*" and carried on that privateer from Gravesend, England on May 9 to Boston around the Chesapeake and Delaware Bays blockade, posted with red "Boston Ma. Jun. 11" circular datestamp, "SHIP" straightline and manuscript "42" overland rate to Philadelphia (double 20c plus 2c ship fee), receipt docketing of June 14, small tear at bottom, Very Fine War of 1812 cover carried to non-blockaded Boston in order to reach blockaded Philadelphia ... E. 500-750
- 2398 ☒ **London to Philadelphia via Newport R.I., 1813, Around the Blockade.** Folded letter datelined London Mar. 12, 1813, endorsed "*p Brazilian for Rhode Island*" by Liverpool forwarder, additional Plymouth forwarder notation on back as well, the *Brazilian* departed Apr. 23 and arrived Newport May 23 around the Chesapeake and Delaware Bays blockade, posted with light strike of "Newport May 25" circular datestamp, "SHIP" straightline and manuscript "36" overland rate to Philadelphia (double 17c plus 2c ship fee), file folds, Very Fine War of 1812 cover carried to non-blockaded Newport in order to reach blockaded Philadelphia ..... E. 500-750
- 2399 ☒ **Blackburn, England to Philadelphia, 1813, Cartel Ship Around the Blockade.** Folded letter datelined May 5, 1813, Blackburn two-line handstamp, addressed to Philadelphia, prepaid "2/3" (1sh 1p prepaid ship fee plus 1sh 2p inland), red "**London Paid Ship Letter MY 17, 1813**" circular datestamp, carried by **Cartel ship** to non-blockaded Boston, arriving Jul. 13, manuscript "22" cents due (20c plus 2c ship fee) overland to blockaded Philadelphia, forwarded with additional "8" cents due for under 40 miles, some overall wear, Very Fine appearance, for half the 2 shilling 2p packet rate, the British post office "Paid Ship Letter" service would forward mail by cartel ships to the United States ..... E. 1,000-1,500

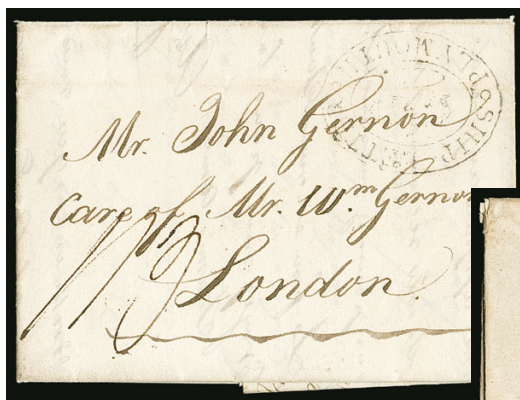




2402 front and back

- 2400 ☒ **London to Philadelphia, 1814, Cartel Ship through the Blockade.** Folded cover docketed on back "*Bainbridge & Brown London*", addressed to Philadelphia, "*P. Cartel*" endorsement at bottom and prepaid "*2/2*" (double rate), clear strike of red "**London Paid Ship Letter JU 25, 1814**" circular datestamp (June 25), carried **through the New England blockade by cartel ship** to Boston (began April 25, 1814), red "**SHIP**" straightline and manuscript "*42*" cents due (double 20c plus 2c ship fee), minor soiling, Very Fine, an outstanding cartel ship cover sent through the newly instituted British New England blockade, for half the 2 shilling 2p packet rate, the British post office "Paid Ship Letter" service would forward mail by cartel ships to the United States ..... E. 1,500-2,000
- 2401 ☒ **Liverpool to New York, 1814, Cartel Ship through the Blockade.** Folded letter datelined at Liverpool on Mar. 19, 1814, addressed to New York and endorsed at bottom "*by Cartel Fair American Jacob Adams*", **carried through the Mid-Atlantic Blockade** to Washington D.C., posted with brownish "Washington Jun. 2" circular datestamp, manuscript "*17*" for 150-300 mile rate to New York (no ship fee charged), June 8 receipt docketing, Very Fine, a rare War of 1812 letter sent by cartel ship through the Mid-Atlantic Blockade, ex Hahn, an interesting account of the *Fair American's* outbound voyage from New York in Jan. 1814 describes the discovery of 11 stowaways lacking passports, who were brought back in a revenue cutter and while on board destroyed a number of letters and papers (*Niles' Weekly Register*, Jan. 29, 1814, p. 364) ..... E. 1,000-1,500
- 2402 ☒ **Manchester, England to Philadelphia, 1815, Cartel Ship.** Folded letter datelined at Manchester on Jan. 20, 1815, addressed to Philadelphia, red "9" (pence) in circle prepaid handstamp, partly clear strike of red "**Liverpool Post Paid Withdrawn Ship Letter 28 JA**" with **crown double-circle datestamp** on back, **carried through the blockade** to Philadelphia, 9c in-port ship fee due, Very Fine cartel ship letter which was assessed the 50% increased War Rate (port charge went from 6c to 9c), the Withdrawn Ship Letter marking was a result of the British Act of Sep. 17, 1814, which authorized the sending of letters abroad by private conveyance upon payment of one-third of the packet rate, the letter was presented at the post office and then "withdrawn" for placement on a cartel ship, the marking was in use for only 10 months before the Act was revoked on Jul. 11, 1815 ..... E. 1,000-1,500

## NEW YORK BLOCKADE



2403



2404EX



2405

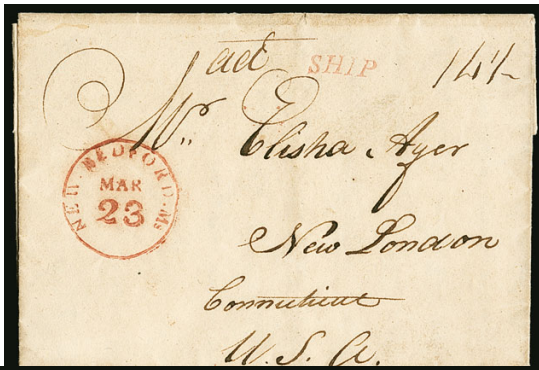


2406

- 2403 ☒ **New York to London, 1814, Blockade Run.** Folded letter datelined New York Sep. 2, 1814 and addressed to London, **carried through the New York blockade** to Plymouth where "Plymouth Ship Letter" double oval handstamp struck, rated "1/3" due in London, red Oct. 14 receiving backstamp, then **forwarded privately to Calais, France** on Oct. 17 (docketing), Very Fine New York blockade-run use ..... E. 500-750
- 2404 ☒ **Curacao to New York, 1813, Blockade Run.** Two folded letters datelined at Curacao, May 29 and June 4, 1813, Street correspondence, carried via Puerto Cavello **through the New York blockade**, both bootlegged into New York (no port or ship fee indicated), May 29 cover no postal makings, June 4 cover posted with red "New-York 6 Jul." circular datestamp with fleurons, manuscript "1" cent drop rate due, Very Fine blockade-run covers from the Caribbean, the New York blockade began on May 26, 1813, just before these were written ..... **(Photo Ex)** E. 400-500
- 2405 ☒ **France to Albany N.Y., 1813, Blockade Run.** Folded cover docketed Oct. 23, 1813, carried by Letter of Marque brig *Mary* departing Bordeaux Nov. 28, **through the blockades of both France and New York** and arriving Jan. 18, 1814, posted with red "New York Jan. 19" circular datestamp, "SHIP" straightline and "19" cents due (17c plus 2c ship fee), central file fold with minor wear, still Very Fine double blockade cover, in addition to the United States, Britain also blockaded France during the Napoleonic Wars ..... E. 750-1,000
- 2406 ☒ **Dublin, Ireland to Albany N.Y. via Liverpool, 1814, Blockade Run.** Folded letter datelined at Dublin on Aug. 2, 1814, sent to Liverpool forwarder on Oct. 14 (docketing on back), **carried through the New York blockade** and posted at New York with red Oct. 29 circular datestamp and "SHIP" straightline, rated "53" cents due (triple 17c plus 2c ship fee), backflap tear barely nicks front at top, Very Fine blockade-run use from Ireland ..... E. 750-1,000



2407



2408



2409



2410

- 2407 ☒ **Cadiz, Spain to New London Conn. via New Bedford Mass., 1814, Around the Blockade.** Folded letter datelined at Cadiz on Jan. 22, 1814, carried by Swedish brig *Fortuna*, departing Jan. 22, **around the New York blockade to New Bedford Mass.**, arrived Mar. 21 and posted two days later with bold strike of red "New Bedford Ms. Mar. 23" circular datestamp, "SHIP" straightline and "14½" cents due in New London (12½c plus 2c ship fee), Very Fine cover sent via non-blockaded New Bedford (one month before blockade initiated there) to blockaded New London ..... E. 750-1,000
- 2408 ☒ **New York to Belfast, Ireland via Lisbon, Portugal, 1813, Blockade Run.** Folded letter datelined at New York on Oct. 30, 1813, **carried through the New York blockade** to Lisbon, Portugal where green "Lisbon F 19 JA" (1814) rimless datestamp struck, carried by Falmouth packet to England before forwarding to Ireland, "2/10" rate crossed out and corrected to "3/7", Jan. 30 receipt docketing, minor wear and small tears, Very Fine appearance, the New York blockade began on May 26, 1813 ..... E. 400-500
- 2409 ☒ **New York to Lancaster, England, 1814, Cartel Ship.** Folded letter Quaker dated at New York on Jul. 3, 1814, addressed to Lancaster, England, Jul. 14 forwarded docketing on flap by Vasquez & Munroe, endorsed to and carried by Portuguese ship *Dos Hermaos*, with manuscript "50cts" charge, *Dos Hermaos* was allowed to pass through New York as a cartel because it carried officers from the French government, posted at Portsmouth, England with "Ship Letter Portsmouth" and crown double oval handstamp (Aug. 13), "2/6" due at Lancaster, some internal paper toning not affecting front or back of cover, small hole in address, Very Fine cartel ship War of 1812 use ..... E. 500-750
- 2410 ☒ **Middle Haddam Conn. to Liverpool via New York, 1814, Cartel Ship.** Folded letter datelined at Middle Haddam on June 13, 1814, addressed to Liverpool, June 20 forwarded docketing on flap by J. Taylor, carried by Portuguese ship *Dos Hermaos*, with manuscript (\$) "1.00" charge, *Dos Hermaos* was allowed to pass through New York as a cartel because it carried officers from the French government, posted at Portsmouth, England with "Ship Letter Portsmouth" and crown double oval handstamp (Aug. 13), "2/8" due at Liverpool, some minor age toning and edge nicks, Very Fine appearing cartel ship War of 1812 use ..... E. 500-750



2411 front and back

- 2411 ☒ **Lymington, England to New York via London, 1814, Cartel Ship.** Folded letter datelined Oct. 19, 1814, addressed to New York, "Lymington/98" two line postmark, prepaid 4p to London and sent "to the care of...New England Coffee House", beautifully clear strike of "London Post Paid Withdrawn Ship Letter OCT 22, 1814" with crown double-circle datestamp on flap, paid 8½p and carried by cartel ship *Jenny*, arriving New York Dec. 2, 6c in-port ship fee due, some minor edge toning, Very Fine use and a strong strike of the Withdrawn Ship Letter marking, which resulted from the British Act of Sep. 17, 1814, authorizing the sending of letters abroad by private conveyance upon payment of one-third of the packet rate, the letter was presented at the post office and then "withdrawn" for placement on a cartel ship, the marking was in use for only 10 months before the Act was revoked on Jul. 11, 1815 ..... E. 1,000-1,500



2412

2413

2414

- 2412 ☒ **Liverpool to Gorham Me., 1813, Cartel Ship.** Folded letter datelined at Liverpool on Aug. 29, 1813, addressed to Gorham Me., endorsed "pr. Ship Robt. Burns" and carried by that cartel on Aug. 29 **through the blockade to New York**, arriving Oct. 7, posted with red "New York Oct. 15" circular datestamp and "20" cents due in Maine (no ship fee), some slight toning, Very Fine use from the Longfellow correspondence ..... E. 500-750
- 2413 ☒ **Liverpool to New York, 1814, Cartel Ship.** Folded letter datelined at Liverpool on Apr. 4, 1814, carried on cartel ship *Fair American* on Apr. 8, contents include "cartel now about to sail", arrived **through the blockade** at New York May 13, rated "6" cents for in-port ship fee, Very Fine use via cartel ship, which was carrying dispatches for the U.S. Secretary of State, ex Arnell, an interesting account of the *Fair American's* outbound voyage from New York in Jan. 1814 describes the discovery of 11 stowaways lacking passports, who were brought back in a revenue cutter and while on board destroyed a number of letters and papers (*Niles' Weekly Register*, Jan. 29, 1814, p. 364) ..... E. 500-750
- 2414 ☒ **London, England to Philadelphia Pa., 1813, Cartel Ship.** Folded letter datelined London Aug. 17, 1813, endorsed "p Good Friends Cartel", and carried on that ship **through the New York blockade**, posted with red "New-York 20 Nov." circular datestamp and "12½" cents rate to Philadelphia (no ship fee), Nov. 21 receipt docketing, file fold, Very Fine use ..... E. 500-750





2415

- 2415 ☒ **London to New York, 1814, Cartel Ship.** Folded letter datelined London Jan. 29, 1814, beautiful clear strike of “**London Paid Ship Letter MA 1, 1814**” circular datestamp, prepaid “1/1” for cartel ship to New York arriving May 16, “6” cents in-port ship letter fee, file folds, one at right with slight toning. Extremely Fine strike of this marking, for half the 2 shilling 2p packet rate, the British post office “Paid Ship Letter” service would forward mail by cartel ships to the United States..... E. 1,000-1,500



2416

- 2416 ☒ **Newburyport Mass. to St. Petersburg, Russia, 1814, Cartel Ship.** Folded letter datelined at Newburyport on Feb. 17, 1814, addressed to **St. Petersburg, Russia**, endorsed “*per the U.S. ship John Adams,*” and sent under cover to New York “*Care of Thomas Wright Esq.*”, carried on the cartel *John Adams* on Feb. 24 **through the New York blockade** and arrived Gothenburg, Sweden on Apr. 11, sent under cover to St. Petersburg, Very Fine and rare War of 1812 cartel cover to Russia from the Graves correspondence, the 28-gun frigate *John Adams* was granted cartel status by the British Blockading Squadron to carry a United States peace delegation to Sweden ..... E. 1,000-1,500

## NEW ENGLAND BLOCKADE



- 2417 ☒ **Gothenburg, Sweden to Gorham Me., 1814, Blockade Run.** Folded letter datelined at Gothenburg on Apr. 13, 1814, carried on Russian ship *Neva* on Apr. 19, **stopped by blockading British frigates in Boston Bay** and allowed to proceed to Boston on June 6, red "Boston Ms. Jun. 8" circular datestamp and "12½" cents due to Maine (no ship fee), Very Fine and rare New England blockade cover from Sweden from the Longfellow correspondence, the northern coastline was the last of four areas where the British implemented a blockade, which was effective April 25, 1814 just before this cover reached Boston, the *Neva* may have been let through because it sailed before the blockade was implemented ..... E. 750-1,000
- 2418 ☒ **London to Schenectady N.Y. via Halifax, 1814, Blockade Run.** Folded letter datelined London May 4, 1814, addressed to Schenectady N.Y., hand-carried by Samuel Parkman with government dispatches and sent on the Falmouth packet *Osborne* to Halifax on June 9, then by cartel schooner *Thistle* **through the New England blockade** to Boston on June 20, carried to Washington D.C. where entered the mails with Jun. 29 circular datestamp, "20" cents due at Schenectady (300-500 miles), letter with interesting content from a son to his mother, including his listening to debates over the slave trade in Parliament, small internal hole where opened, slight age toning, still Very Fine use through the New England blockade, which was the last of four stages to be implemented..... E. 1,000-1,500
- 2419 ☒ **London to Newburyport Mass., 1814, Cartel Ship.** Folded letter datelined London June 16, 1814, brownish-red strike of "**London Paid Ship Letter JU 25, 1814**" circular datestamp, prepaid "3/3" triple-weight for cartel ship to Boston, red "Boston Ms. Sep. 5" circular datestamp, "SHIP" straightline and "26" cents due (triple 8c plus 2c ship fee), couple minor edge nicks, Very Fine, for half the 2 shilling 2p packet rate, the British post office "Paid Ship Letter" service would forward mail by cartel ships to the United States, this method was used by the British post office for ship letters not served by Falmouth packets..... E. 1,000-1,500



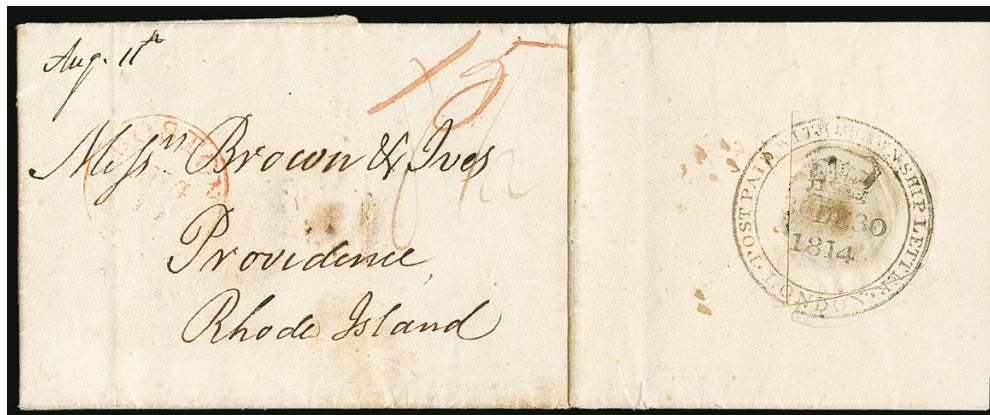


2420

- 2420 ☒ **Norfolk Va. to Ayr, Scotland, 1814, Cartel Ship.** Folded letter datelined at Norfolk on Aug. 11, 1814, forwarded to Boston with Aug. 30 forwarder docketing, endorsed to Dutch ship *D' Prins Van Orange*, departed Boston under flag-of-truce, entered England with "Deal Ship Letter" and crown double-circle handstamp, London transit on back, routed through Glasgow arriving Oct. 22, manuscript "4/6.5" triple rate due in Scotland including "Addl. 1/2" boxed handstamp for Scottish halfpenny "wheel" mail tax, couple small edge tears

VERY FINE AND RARE WAR OF 1812 COVER FROM NORFOLK TO SCOTLAND, SENT VIA FLAG-OF-TRUCE FROM BOSTON ON A DUTCH SHIP, ENTERING ENGLAND AT DEAL.

The *D' Prins Van Orange* sailed from the Netherlands to Boston in the summer of 1814 under flag-of-truce, carrying the ambassador from the Netherlands. This cover was carried on the return trip, which also sailed under flag-of-truce. The "4/6½" rate should consist of 4p ship plus 3sh 9p for triple rate from Deal to London, Glasgow and Ayr, plus ½p for the Scottish wheel tax. This totals 4 shillings 1½ pence though it was charged an additional 5 pence..... E. 3,000-4,000



2421

- 2421 ☒ **London to Providence R.I., 1814-15, End of the Blockade.** Folded letter datelined London Dec. 27, 1814, backstamped with clear strike of "**London Post Paid Withdrawn Ship Letter 30 DE, 1814**" with crown double-circle datestamp, manuscript "8½" prepaid rate, Jan. 7, 1815 Plymouth forwarder manuscript on back, letter was substantially delayed in the ending of the war (U.S. Senate ratified peace treaty on Feb. 17, 1815 and the British blockade was lifted on March 6), not received in Boston until Aug. 10, 1815 with red Boston circular datestamp and "15" cents **50% War Rate surcharge** to Providence, backstamp was struck across the fold of the letter and portion has been cut out and re-affixed for complete display, Very Fine use straddling the end of the War of 1812 and peace, the "Withdrawn Ship Letter" marking was the result of the British Act of Sep. 17, 1814, authorizing the sending of letters abroad by private conveyance upon payment of one-third of the packet rate, the letter was presented at the post office and then "withdrawn" for placement on a cartel ship, the marking was in use for only 10 months before the Act was revoked on Jul. 11, 1815 ..... E. 1,000-1,500



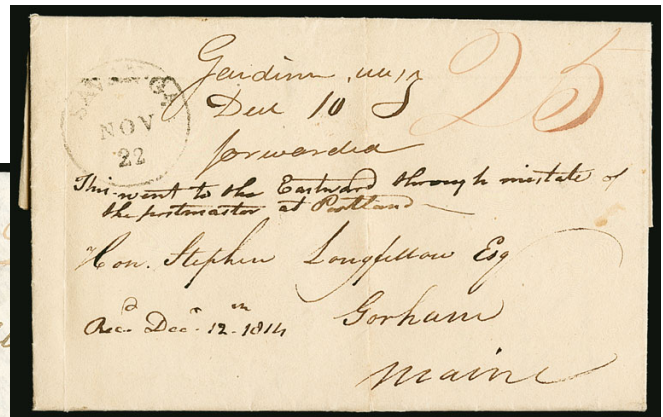
2422

- 2422 ☒ **London to Portsmouth N.H., 1815, End of the Blockade.** Folded letter datelined London Apr. 5, 1815, backstamped with red “**Liverpool Post Paid Withdrawn Ship Letter AP 8, 1815**” with **crown double-circle datestamp**, reasonably clear strike (the Liverpool version of this marking is usually poorly struck) manuscript “2/3” prepaid triple rate, carried on *Milo* on Apr. 26 and arrived Boston June 2, red “Boston Ms Jun. 3” circular datestamp, “SHIP” straightline and “47” cents due at Portsmouth for triple 10c rate with **50% War Rate surcharge** plus 2c ship fee, Very Fine use sent just after the peace was ratified and the British blockade was lifted (March 6, 1815), the *Milo* was the **first American ship to arrive at Liverpool after the peace** (arrived March 30), the “Withdrawn Ship Letter” marking was in use for only 10 months before the Sep. 1814 Act was revoked on Jul. 11, 1815, shortly after this letter was sent on the return voyage of the *Milo* ..... E. 1,000-1,500



2423

2425EX

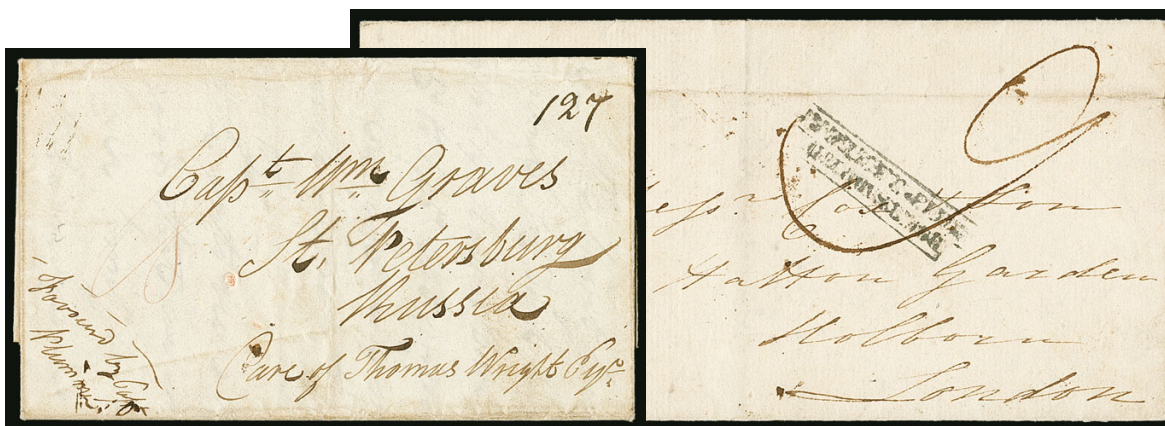


2424

- 2423 ☒ **Savannah Ga. to Gorham Me., 1815.** Light strike of “Savannah Feb. 10” (1815) circular datestamp on folded letter to Gorham Me., rated “37½” cents due for over-500 miles plus **50% War Surcharge**, minor edge split, Very Fine cover from the Longfellow correspondence, the British Southern Coast blockade of North Carolina, South Carolina and Georgia began on Sep. 1, 1813, there is no way to tell if this was carried overland or through the blockade, ex Arnell ..... E. 200-300
- 2424 ☒ **St. Mary's Ga. to Gorham Me., 1814.** Folded letter datelined at St. Mary's Ga. on Nov. 16, 1814, posted at Savannah with Nov. 22 circular datestamp, addressed to Gorham Me., rated “25” cents due for over-500 miles (just before the 50% War Surcharge began), forwarded and manuscript “Due 10”, Dec. 12 receipt docketing, Very Fine cover from the Longfellow correspondence, the British Southern Coast blockade of North Carolina, South Carolina and Georgia began on Sep. 1, 1813, there is no way to tell if this was carried overland or through the blockade, ..... E. 200-300
- 2425 ☒ **War of 1812, Balance of the Longfellow Correspondence, 1812-15.** Group of 16 covers and one document, all addressed to Stephen Longfellow at Gorham Maine, originations including Gibraltar, Alicante (Spain) and Belfast (Ireland), plus four 1812 or 1815 domestic uses, variety of U.S. postal markings upon arrival including Salem and Gloucester Mass., Providence R.I., Philadelphia and New York, a few carried under cover or privately, some faults to be expected, overall Fine-Very Fine and a nice group of mostly pre-blockade uses.....(Photo Ex) E. 2,000-3,000



## WAR OF 1812 GROUPS



2427EX

2426EX

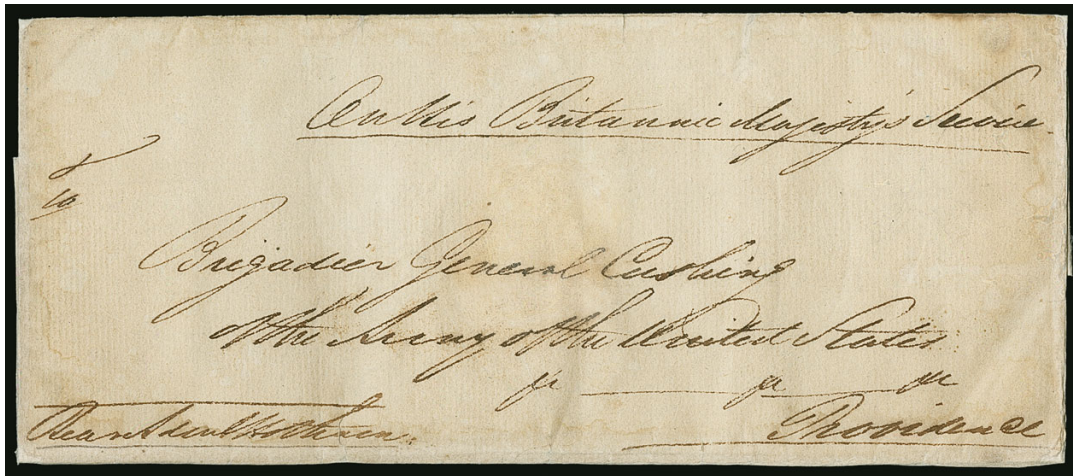


2429EX

2428EX

- 2426 ☒ **War of 1812, British War Ship Letters to England, 1815.** Two folded letters datelined in Jan. 1815 on British ships off the American coast, from the H.M.S. *Superb* off New London and the H.M.S. *Meteor* off the Mississippi, both entered England with Portsmouth Ship Letter hand-stamps and manuscript "9" pence rates, red London arrival backstamps, both with interesting war-related content sent after the Treaty of Ghent was signed but just before the United States ratified the peace agreement, the cover sent from the *Meteor* states New Orleans was much stronger than the government was aware of and "many fellows have been lost", Very Fine and fascinating pair of blockade related covers, the Battle of New Orleans, fought after the peace treaty was signed and the most one-sided battle of the war, ended three days before the *Meteor* letter was written.....(Photo Ex) E. 750-1,000
- 2427 ☒ **Newburyport Mass. to St. Petersburg, Russia, 1815, End of War of 1812.** Two folded letters (duplicates) datelined at Newburyport Mar. 4, 1815, to Captain William Graves in **St. Petersburg, Russia**, sent by different routes, the "duplicate" privately carried so no postal markings, the original with faint red British datestamp and manuscript "1/8" packet postage to England (mailed from Halifax), London backstamp, contents announce the **end of the War of 1812**, and state that Graves will be able to leave Russia as soon as the ice breaks up, "without fear of capture or the trouble of convoy", Very Fine, post-war uses from New England to Captain Graves, who was stranded in St. Petersburg for the duration of the war .....(Photo Ex) E. 300-400
- 2428 ☒ **Newburyport Mass. to St. Petersburg, Russia, 1812-15.** Five folded letters to Captain William Graves in **St. Petersburg, Russia**, privately carried so no postal markings, two datelined at Newburyport Mass., one on Nov. 30, 1813 with nice war related content including "We are at a loss to say when this War with England is to end, but cannot but hope that the next season will finish it," second Newburyport letter datelined Apr. 10, 1813, other three datelined at London or Cronstadt, Russia, Very Fine group to Captain Graves, who was stranded in St. Petersburg for the duration of the war.....(Photo Ex) E. 300-400
- 2429 ☒ **War of 1812, Balance of the Street Correspondence, 1812.** Three folded letters addressed to Mr. Caleb Street in New York, first datelined at St. Kitts on Oct. 26, red "New Haven Ct. Dec. 4" oval datestamp and "Sh 12" cents due, some slight soiling, otherwise Fine pre-blockade use, other two datelined Oct. 1812 from the ship *Medea* in Chesapeake Bay and from Newcastle De., Philadelphia postmarks, Very Fine.....(Photo Ex) E. 300-400

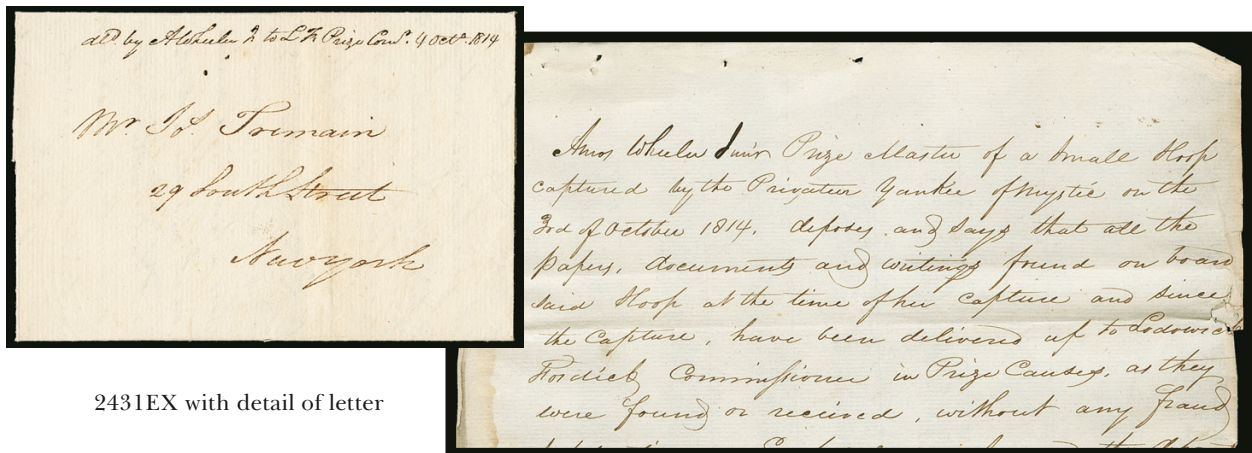
## PEACE COVER



2430

- 2430 ☒ **War of 1812 Peace Cover.** Folded cover from British Admiral William Hotham, commanding the squadron blockading New York "on His Britannic Majesty's Service" to Brigadier General Thomas Humphrey Cushing "of the Army of the United States" at Providence R.I., edge repairs, Very Fine appearing cover which contained a "peace" letter, sent in late February or early March 1815, the British blockade was ended on March 6..... E. 300-400

## PRIZE COURT



2431EX with detail of letter

- 2431 ☒ **War of 1812, New London Conn. Prize Court Letters, 1814.** Group of six folded letters plus related documents, the letters taken from the English sloop *George*, captured on Oct. 3, 1814 by the American privateer *Yankee* in Long Island Sound, each letter docketed on the inside with some form of "opened by L.F. Prize Comr Oct 6" and assigned a number 1-8 (last two in the series are documents), accompanied by a list of the letters and documents titled "A List of Papers delivered to L. Fosdick Prize Commissioner by Amos Wheeler Prize Master on the 4 Oct. 1814 vis", covers also with front docketing with similar wording to the list title, also accompanied by a deposition from Wheeler stating all papers and cargo captured were delivered to the Prize Court and no fraud or embezzlement has occurred

VERY FINE. AN IMPORTANT GROUP OF LETTERS AND DOCUMENTS CAPTURED BY AN AMERICAN PRIVATEER AND SUBMITTED AS EVIDENCE TO A PRIZE COURT. THESE ARE THE ONLY KNOWN WAR OF 1812 PRIZE COURT LETTERS.

The Civil War period is well-known for prize court letters. However, they are extremely rare from the War of 1812. Research by Steven Walske indicates that this is the only known group. Accompanied by background on Amos Wheeler and the privateer *Yankee*, including a vivid description of the capture and the statement that the cargo was eventually sold for \$6,000 — ten times the purchase cost of the *Yankee*. .....(Photo Ex) E. 4,000-5,000



## THE CIVIL WAR

The United States proclaimed the blockade of the states in rebellion on April 19, 1861. Stretching from Virginia to Texas, the blockaded area encompassed over 3,500 miles of coastline and nearly 200 harbors and river openings, so the Federal blockade concentrated on the thirteen Southern deep-water ports that could serve as effective transit points for supplies and mail. By early 1862, six of these ports had been captured before they could commence blockade running. By mid-1862, New Orleans was also captured and Savannah was effectively closed. The remaining five ports were active in blockade running until they were captured late in the war, although Federal naval actions temporarily stopped blockade running at Charleston and Galveston. The blockade ended with the fall of Galveston on June 2, 1865. There were eleven different routes between the seven Confederate ports active in blockade running (Wilmington, Charleston, Savannah, Mobile, New Orleans, Galveston and Victoria) and the five foreign ports (Halifax, Bermuda, Nassau, Havana and Matamoros) that acted as the staging points for supplies and mail.

## BLOCKADE-RUN MAIL VIA CHARLESTON—INBOUND FROM BAHAMAS



2432

2432 ☒ **London to Charleston via New York and Nassau.** Remarkable 1864 blockade-run cover that followed the addressee, Jonathan Lewis Faber, across the Atlantic: mailed from London to Reading with **Great Britain 1861 1p Red** tied by London Oct. 26, 1864 duplex, redirected to Liverpool with Reading Oct. 26 and Liverpool Oct. 27 circular datestamps, forwarded from England under cover to New York, then to Nassau, carried on the blockade runner *Julia* from Nassau on Dec. 10, arrived Charleston Dec. 14, bold strike of "Charleston Dec. 15, 186-" circular datestamp and "6" handstamped in-port ship fee, redirected one last time to Glenn Springs S.C. with manuscript "*fd 10 Due*", some toning and creases (one thru stamp), minor edge faults

A FINE AND REMARKABLE USE. ONE OF THE FEW CIVIL WAR BLOCKADE-RUN COVERS IN EXISTENCE BEARING A FOREIGN STAMP. AN OUTSTANDING COVER.

Ex Everett. .... E. 4,000-5,000



2433

- 2433 ☒ **Charleston S.C. Jul. 30 (1864).** Bold strike of double-circle datestamp and "STEAM-SHIP" oval handstamp on **incoming blockade-run black-bordered mourning cover** to Camp John's Island (near Charleston harbor), "Due" and blue manuscript "12" rate including 2c ship fee, **forwarded to Savannah Ga., with 10c Blue, Die B (12)** tied by "Charleston S.C. Jul. 31" double-circle datestamp, Savannah forwarder docketing on back, cleaned and some minor cosmetic improvements

EXTREMELY FINE. AN OUTSTANDING INCOMING BLOCKADE-RUN COVER TO CHARLESTON, FORWARDED TO SAVANNAH WITH A 10-CENT GENERAL ISSUE STAMP. VERY FEW BLOCKADE COVERS ARE FRANKED WITH CONFEDERATE STAMPS.

Ex Emerson, Antrim, Haas, Shenfield and Hill ..... E. 5,000-7,500





2434

- 2434 ☒ **Nassau to Charleston and Columbia S.C.** Incoming cover endorsed "*per Fox*" and carried from Nassau by that blockade runner on Aug. 4, arriving Charleston Aug. 8, 1864, bold "6" due handstamp for in-port ship fee, **turned and sent to Columbia S.C. with 10c Blue, Die B (12)** tied by "Charleston S.C. Aug. 17, 1864" circular datestamp, addressed to president of the Union Bank, refolded for display

EXTREMELY FINE. A WONDERFUL TURNED USE OF AN INCOMING BLOCKADE-RUN COVER, FRANKED WITH A 10-CENT GENERAL ISSUE STAMP.

Blockade-run covers bearing stamps of the Confederacy are rare and desirable ..... E. 5,000-7,500



2435



2436

- 2435 ☒ **Liverpool to Charleston via Nassau.** Cover docketed "From J.F. & Co." (John Fraser & Co.), carried from Liverpool on Cunarder *Persia* on Jul. 5, 1862, arriving New York Jul. 16, then by Cunard branch line to Nassau where struck with blue "Forwarded by Henry Adderley & Co. Nassau. N.P. Bahamas" oval handstamp, carried on blockade runner *Leopard* (Fraser Trenholm & Co.) from Nassau on Jul. 31, arriving Charleston with Aug. 3 double-circle datestamp and bold "6" cents due for in-port ship fee, minor toning and wrinkling

FINE AND SCARCE INCOMING BLOCKADE-RUN COVER THROUGH CHARLESTON WITH A CHOICE STRIKE OF THE ADDERLEY NASSAU HANDSTAMP.

John Fraser & Co. was the London affiliate of Fraser Trenholm & Co., while Henry Adderley & Co. was their Nassau agent. This cover nicely ties together all three entities. The *Leopard* made eight successful trips for Fraser Trenholm before she ran aground and was burned while trying to enter Charleston on April 12, 1863.

Illustrated in *Special Routes* book on p. 122 ..... E. 3,000-4,000

- 2436 ☒ **Liverpool to Oswichee Ala. via Nassau and Charleston.** Folded letter docketed "From J. Fraser & Co." (Liverpool Mar. 24, 1862), carried on Cunarder *Asia* to New York, arriving April 11, then by Cunard branch line to Nassau where struck with blue "Forwarded by Henry Adderley & Co. Nassau. N.P. Bahamas" oval handstamp, carried on blockade runner *Cecile* from Nassau on May 20, arriving Charleston with May 24, 1862 circular datestamp and "STEAM-SHIP" in oval handstamp, red crayon "22" cents double rate due in Alabama (including 2c ship fee), from the Wright correspondence, minor toning

FINE AND SCARCE INCOMING BLOCKADE-RUN COVER THROUGH CHARLESTON WITH A CHOICE STRIKE OF THE ADDERLEY NASSAU HANDSTAMP.

This is the **earliest blockade cover through Charleston** listed in the *Special Routes* census. The Robert Rhett cover offered in lot 2481 is earlier but has no postal markings..... E. 2,000-3,000





2437

2438

- 2437 ☒ **Liverpool to Oswichee Ala. via Nassau and Charleston.** Folded cover docketed "July 4, 1862" and "From J.F. & Co." (John Fraser & Co., London affiliate of Fraser Trenholm & Co), carried from Liverpool on Cunarder *Persia* on Jul. 5, 1862, arriving New York Jul. 16, then by Cunard branch line to Nassau, carried on blockade runner *Leopard* (Fraser Trenholm & Co.) from Nassau on Jul. 31, arriving Charleston with Aug. 3 double-circle datestamp and "SHIP" straight-line handstamp, "32" cents due for triple rate to Alabama (plus 2c ship fee)

VERY FINE. ONE OF THREE KNOWN CHARLESTON "SHIP" STRAIGHTLINE USES. AN OUTSTANDING AND RARE INCOMING BLOCKADE-RUN COVER VIA NASSAU.

This is one of only three recorded Charleston "SHIP" straightline markings. The *Leopard* made eight successful trips for Fraser Trenholm before she ran aground and was burned while trying to enter Charleston on April 12, 1863.

Illustrated in *Special Routes* book on p. 132 ..... E. 5,000-7,500

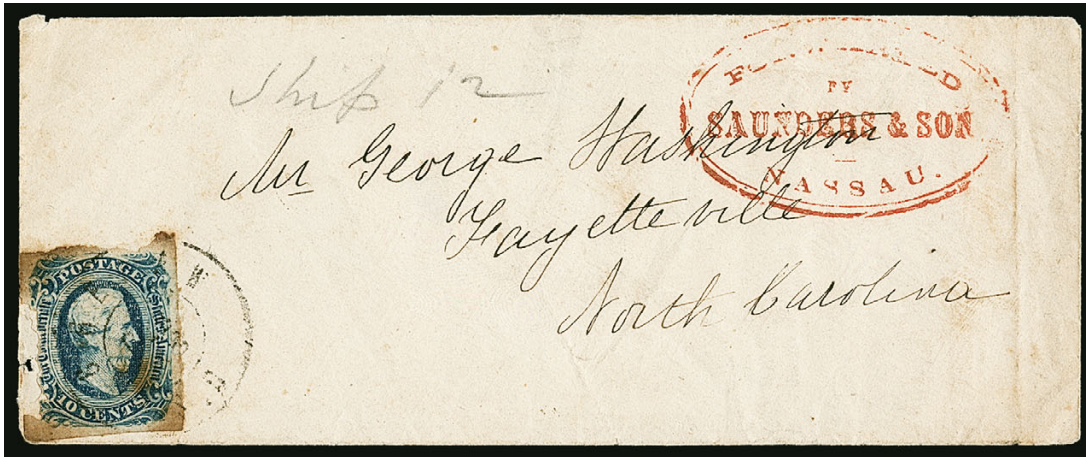
- 2438 ☒ **Paris to Charlotte C.H. Va. via Liverpool and Nassau.** Small cover from Commodore Samuel Barron, C.S.A. Navy in Paris, addressed in his hand and sent under cover to England, departed Liverpool Dec. 17, 1864 on the Cunarder *Australasian*, arriving New York Dec. 29, 1864, Cunard branch line to Nassau (*Corsica*, departing New York Jan. 2, arriving Nassau Jan. 6), where placed aboard the blockade runner *Little Hattie*, departing Nassau Jan. 25 or 26 and arriving Charleston Jan. 31, "Charleston S.C. Jan. 31" circular datestamp and "STEAM-SHIP" oval handstamp, pencil "12" cents due for ship fee plus 10c to Virginia

VERY FINE AND LATE INCOMING BLOCKADE-RUN COVER FROM FRANCE TO CHARLESTON VIA ENGLAND AND NASSAU.

The *Special Routes* census lists this as the latest incoming blockade-run cover to Charleston with a Charleston datestamp (two Feb. arrivals have no entry markings).

Ex Beals. With 1966 P.F. and 1988 C.S.A. certificates..... E. 2,000-3,000

2439



- 2439 ☒ **Europe to Fayetteville N.C. via Nassau and Charleston.** Narrow 1865 incoming blockade-run cover, sent by Cunard line steamer from Liverpool to New York and then by branch line to Nassau, red “Forwarded by Saunders & Son Nassau” oval handstamp, placed aboard the *Chicora* on Feb. 12 — the last blockade runner to Charleston — arrived Feb. 16 with pencil “Ship 12” but without datestamp as Charleston was evacuated the next day due to General Sherman’s advance, the post office was moved inland to Cheraw S.C., franked with **10c Blue, Die A (11)**, faults, tied by “Cheraw S.C. Feb. 28” double-circle datestamp and sent to final destination at Fayetteville N.C., Fine and very rare cover despite the stamp faults, a most unusual blockade-run use with a General Issue stamp cancelled at the evacuation post office at Cheraw, this was from the **last blockade-run mail to enter Charleston**, illustrated in *Special Routes* book on p. 131..... E. 2,000-3,000

## BLOCKADE-RUN MAIL VIA CHARLESTON—OUTBOUND TO BAHAMAS

2440



- 2440 ☒ **Charleston to Paris via Nassau.** Yellow cover from Charleston S.C., carried by blockade runner *Leopard* on Jan. 14, 1863, arrived Nassau Jan. 19 where struck with blue “Forwarded by Henry Adderley & Co., Nassau N.P. Bahamas” handstamp at bottom left, red “Nassau Paid JA 19, 1863” circular datestamp, red “PD” in oval handstamp and manuscript “1/3” rate, carried on Cunarder *British Queen* on Jan. 21 to New York, then by Cunarder *China* on Jan. 28 to Queenstown, London transits, Paris Feb. 14 receiving datestamp, expertly cleaned and repaired, Very Fine appearance, Fraser Trenholm & Co. used Henry Adderley & Co. as their Nassau agent, ex Antrim, with 2002 C.S.A. certificate..... E. 1,000-1,500





2441 front and back

- 2441 ☒ **Charleston to Liverpool via Nassau.** Small June 1863 cover addressed to Mrs. Burckmyer care of Fraser Trenholm & Co. in Liverpool, "*Wm. Vance a.g. 1st Mil. Dist. S.C. Confederate censor marking on back*, carried from Charleston aboard the blockade runner *Antonica* on June 20, arriving with red "Nassau Paid JU 26 63" circular datestamp, prepaid a total of one-shilling to England, Cunard branch line *Corsica* to New York, then by Cunarder *China* on Jul. 16, arriving Queenstown Jul. 25, Liverpool arrival backstamp of Jul. 26, original letter no longer accompanies but transcript included, missing part of flap, Very Fine and rare outbound blockade-run cover with a **Confederate censor marking**, the Aug. 11, 1863 C.S.A. Special Order required the examination of blockade-run covers, but they were rarely marked as examined ..... E. 2,000-3,000

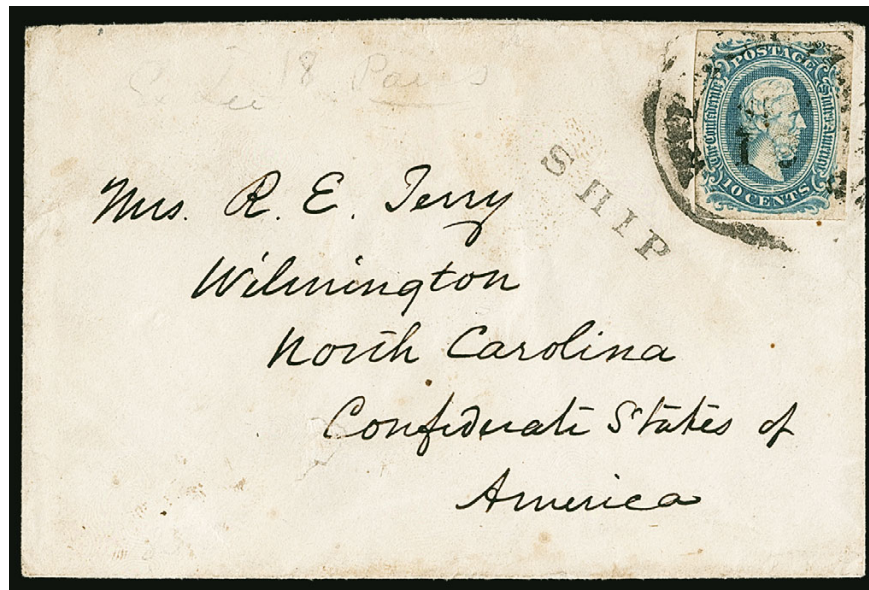


2442 and detail of backstamp

- 2442 ☒ **Summerville S.C. to Liverpool via Nassau.** Cover with enclosure datelined at Summerville S.C. on Feb. 26, 1864, departed Charleston on the blockade runner *General Moultrie* on Mar. 6, arriving Nassau Mar. 10 with "Nassau-New-Providence MR 10, 1864" backstamp, sent by Cunard branch line to New York, then carried on Cunarder *Australasian* on Mar. 23, arriving Queenstown Apr. 2, "2/-" shillings due handstamp (one shilling packet plus one shilling unpaid letter fee with 7p credit to Nassau), Liverpool Apr. 3 circular datestamp, forwarded privately to Paris, inconsequential light stain at bottom, Very Fine, rare outbound blockade-run cover from newly re-opened Charleston route, the Federal capture of Morris Island in Charleston harbor precipitated the closure of Charleston as a blockade-running port from Sep. 18, 1863 to Mar. 6, 1864 — the March 6 sailing of the *General Moultrie* was the first departure after the re-opening and carried this cover from the Burckmyer correspondence ..... E. 1,000-1,500



## BLOCKADE-RUN MAIL VIA WILMINGTON—INBOUND FROM BAHAMAS

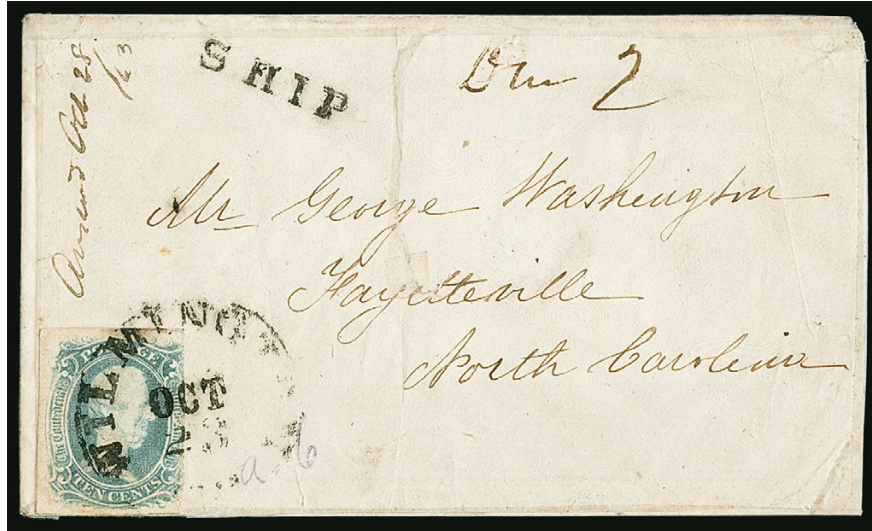


2443

- 2443 ☒ **Europe to Wilmington N.C. via Nassau.** Incoming blockade-run cover (likely from Paris) to Wilmington N.C., **C.S.A. postage prepaid with 10c Blue, Die A (11)**, carried from Nassau on the blockade runner *General Beauregard* on Sep. 15, 1863, arriving Wilmington Sep. 19, stamp tied by partly clear strike of "Wilmington N.C. Sep. 19" circular date-stamp, "PAID" straightline, manuscript "*Ex Lee*" **examiner's marking**, tiny internal tear at bottom of address

VERY FINE AND RARE INCOMING BLOCAGE-RUN COVER, PREPAID WITH A CONFEDERATE GENERAL ISSUE STAMP AND EXAMINED IN WILMINGTON.

Blockade-run covers rarely bear stamps and when a Confederate General Issue is present it is usually for forwarding postage, with the initial postage due in cash. This cover, prepaid before arrival at Wilmington, is a remarkable exception. It was actually overpaid, as the in-port ship fee was 6c, but there were no 1c Confederate stamps ever issued so a 4c overpayment is necessary on a prepaid in-port ship letter ..... E. 7,500-10,000



2444

2444

**10c Blue, "TEN" (9).** Three huge margins, slightly in at right, tied by "Wilmington N.C. Oct. 23" (1863) circular datestamp with matching "SHIP" straightline and manuscript "Due 2" for ship captain's fee only, on small **blockade-run** cover front to Mr. George Washington at Fayetteville N.C., neat 1863 receipt docketing, sealed tear across center, creasing and small nicks, discreetly sealed with archival tape and affixed to a set of back-flaps, quite presentable and attractive

THE ONLY RECORDED BLOCKADE-RUN USE OF THE "TEN" STAMP. ALSO ONE OF THE FEW EXAMPLES OF BLOCKADE-RUN MAIL ON WHICH CONFEDERATE POSTAGE BEYOND THE PORT OF ARRIVAL WAS PREPAID, WITH ONLY THE 2-CENT SHIP CAPTAIN'S FEE CHARGED TO THE ADDRESSEE.

This was carried by the blockade runner *Fannie* from Nassau on Oct. 13, 1863, arriving Wilmington Oct. 22. The "TEN" stamp paid the postage from Wilmington to Fayetteville, but the 2c ship fee was due from the recipient. One other blockade-run cover from the Washington correspondence, bearing a 10c Blue Paterson Lithograph, is recorded (Walske collection). Both were offered in our 337th Sale (June 26, 1968, lots 749-750). As a "TEN" use and as a blockade-run letter franked with Confederate postage outside the borders of the Confederacy, this is a most important item ..... E. 5,000-7,500





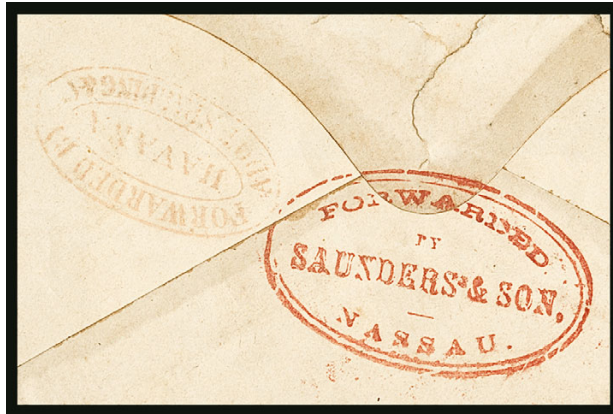
2445

- 2445 ☒ **London to Augusta Ga. via Nassau and Wilmington N.C.** Folded letter datelined London Sep. 23, 1864, sent under cover to Martin & Co. at Nassau (instructions in letter), carried from Liverpool by the Cunarder *China*, arriving New York Oct. 5, then by Cunard branch line to Nassau, departed on Oct. 20 aboard the blockade runner *Lucy*, arriving Wilmington Oct. 24, manuscript "6" at top right for in-port ship rate, **forwarded to Augusta with large-margined 20c Green (13)** tied by "Wilmington N.C. Oct. 25" circular datestamp, stamp covers all but the top of the prior "6" marking, cleaned

VERY FINE APPEARANCE. AN EXTREMELY RARE INCOMING BLOCKADE-RUN COVER FRANKED WITH THE CONFEDERATE STATES 20-CENT GENERAL ISSUE FOR DOUBLE-WEIGHT FORWARDING POSTAGE TO AUGUSTA.

This letter is addressed care of Major Benjamin Franklin Ficklin, who helped start the Pony Express and was in charge of war supply for the Confederacy (and who also purchased Thomas Jefferson's Monticello in 1864 before it was confiscated at the end of the war). Ficklin presumably paid the 6c in-port ship rate, then addressed the letter to Augusta and applied the 20c stamp for double-rate postage. This is **one of only two blockade-run covers with a 20c General Issue stamp** listed in the *Special Routes* census (both forwarded uses).

Ex Everett. Illustrated in Shenfield book on p. 57 ..... E. 7,500-10,000



2446 and detail of backstamps

2446 ☒ **Cuba to Charleston via Nassau and Wilmington N.C.** Cover originating Feb. 1863 in Cuba, red “**Forwarded by Adot Spalding & Co. Havana**” double-oval backstamp, endorsed “*Via Nassau*” for Cunarder *British Queen*, Departing Feb. 12 and arriving Feb. 14, in Nassau it was forwarded twice with bold strike of red “**Forwarded by Saunders & Son, Nassau**” double-oval on back and equally clear strike of blue “**Forwarded by Sawyer & Menendez Nassau**” oval handstamp on front, put on the blockade runner *Britannia* on Mar. 11 and arrived Wilmington with Mar. 16 circular datestamp, “SHIP” straightline and pencil “12” for 10c rate to Charleston plus 2c ship fee, some minor edge toning, backflap tears barely extend to front at top

VERY FINE APPEARANCE. AN EXCEPTIONAL INCOMING BLOCKADE-RUN COVER FROM CUBA WITH THREE SEPARATE FORWARDER MARKINGS.

Most blockade-run covers were expedited by forwarders in the ports of departure, although the forwarders typically did not mark the letters. Each of these Havana and Nassau forwarder markings is scarce and desirable used alone on a blockade-run cover. To find a cover with all three is remarkable ..... E. 5,000-7,500





2447

- 2447 ☒ **London to Richmond via Nassau and Wilmington N.C.** Folded letter datelined London Apr. 8, 1864, departed Liverpool on the Cunarder *Australasian* on Apr. 9, arriving New York Apr. 20, then by branch line to Nassau, forwarded at Nassau by G. Chambers & Co. with their embossed oval and endorsed "*p Tristram Shandy*", carried on that blockade runner departing May 6, arriving Wilmington May 10, rated "32" cents due for triple rate to Richmond plus 2c ship fee

VERY FINE. A RARE INCOMING BLOCKADE-RUN COVER ENDORSED TO AND CARRIED BY THE *TRISTRAM SHANDY*, WHICH WAS CAPTURED FIVE DAYS AFTER DELIVERING THIS COVER AT WILMINGTON.

The *Tristram Shandy*, built in Greenock, Scotland in 1864, took her name from the novel "The Life and Opinions of Tristram Shandy, Gentleman." She had a short life as a blockade runner, which accounts for the rarity of covers carried by her. The trip that carried this letter was her second blockade run. After unloading cargo and mail from that trip, she departed Wilmington carrying new cargo, including \$50,000 in Confederate money. On May 15 she was captured by the U.S.S. *Kansas* after heavy pursuit and taken to Massachusetts. The Union Navy converted her to a gunboat and she became a blockader, with captures including the blockade runner *Blenheim*..... E. 4,000-5,000



2448

- 2448 ☒ **London to Richmond via Nassau and Wilmington N.C.** Folded letter datelined London Feb. 28, 1862, an account of sales from a tobacco merchant, addressed to Richmond Va., carried by Cunarder *China* from Liverpool on Nov. 22, arriving New York Dec. 5, then by Cunard branch line to Nassau where it was placed aboard the blockade runner *Giraffe* for Wilmington N.C., arriving with Dec. 29 circular datestamp, "SHIP" straightline and "52" cents due for quintuple rate to Richmond plus 2c ship fee

VERY FINE. THIS IS THE EARLIEST RECORDED WILMINGTON POSTMARK ON AN INCOMING BLOCKADE-RUN COVER AND ALSO THE HIGHEST-RATED DUE MARKING.

The *Giraffe* was sold to the Confederate States Navy, renamed the *Robert E. Lee* and continued blockade-run trips until she was captured in 1863 and condemned as a prize at Boston. She was subsequently renamed the U.S.S. *Fort Donelson* and sent for duty in North Atlantic Blockading Squadron..... E. 3,000-4,000





2449

- 2449 ✉ **London to Richmond via Nassau.** Folded letter datelined London Dec. 9, 1863 (*copy*) from John Gilliat & Co. regarding tobacco, addressed to Richmond Va., Gray correspondence, carried by Cunarder *China* from Liverpool on Jan. 30, 1864, arriving New York Feb. 11, then by Cunard branch line to Nassau where placed aboard the blockade runner *Annie* on Mar. 1, arriving Wilmington Mar. 4, manuscript "X" **examined mark by provost marshal at Wilmington**, "Wilmington N.C. Mar. 5" circular datestamp and manuscript "42" rate for quadruple the 10c rate to Richmond plus 2c ship fee, Very Fine, a scarce censored incoming blockade-run cover with a high rate for weight, with 1981 C.S.A. certificate .... E. 1,500-2,000

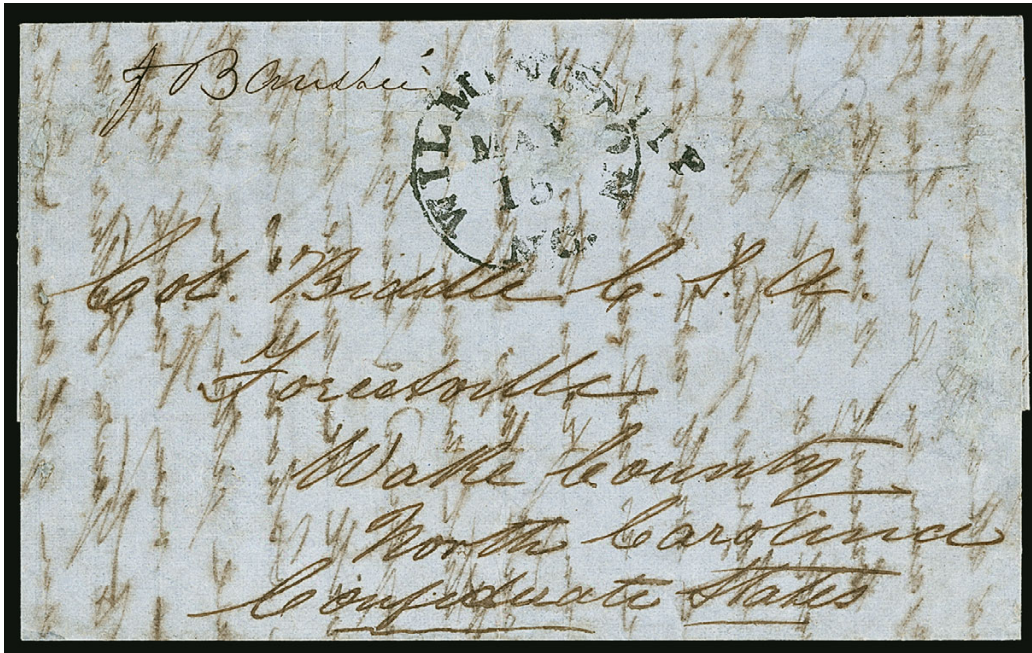


2450

- 2450 ✉ **Nassau to Hendersonville N.C. via Wilmington N.C..** Small cover endorsed "forward by Capt. Stiles" (Captain's name was Steele) and carried from Nassau on May 24 aboard the blockade runner *Banshee (I)*, arriving Wilmington May 28 with "Wilmington N.C. May 29" circular datestamp, "SHIP" straightline and "12" rate for 10c to Hendersonville plus 2c ship fee, expertly sealed backflap tears including one that extended to front at top, Extremely Fine appearance, the *Banshee (I)* made seven round trip voyages between the Bahamas or Bermuda and Wilmington before she was captured by the U.S.S. *Grand Gulf* on Nov. 21, 1863, after prize court adjudication she was re-commissioned the U.S.S. *Banshee* ..... E. 1,500-2,000

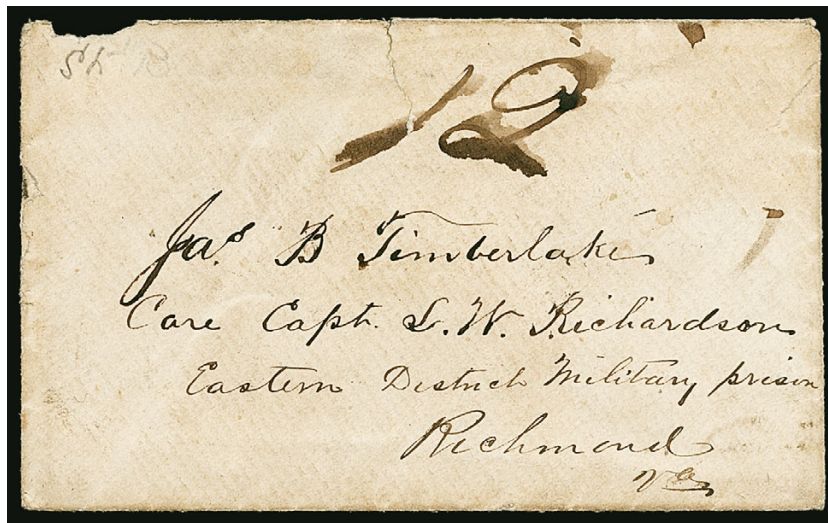


2451



- 2451 ☒ **England to Forestville N.C. via Nassau and Wilmington N.C.** Folded letter datelined "Crowle Bawtry" on Mar. 25, 1863, carried on Cunarder *Africa* from Liverpool on Mar. 28, arriving New York Apr. 11, Cunard branch line to Nassau where handled by forwarder G. Chambers & Co, and endorsed "p *Banshee*", carried on that blockade runner on May 10 from Nassau, arriving Wilmington May 13, some minor edge cosmetic improvements, Very Fine, the *Banshee (I)* made seven round trip voyages between the Bahamas or Bermuda and Wilmington before she was captured by the U.S.S. *Grand Gulf* on Nov. 21, 1863, after prize court adjudication she was re-commissioned the U.S.S. *Banshee*, accompanied by an illustration of the ship ..... E. 2,000-3,000

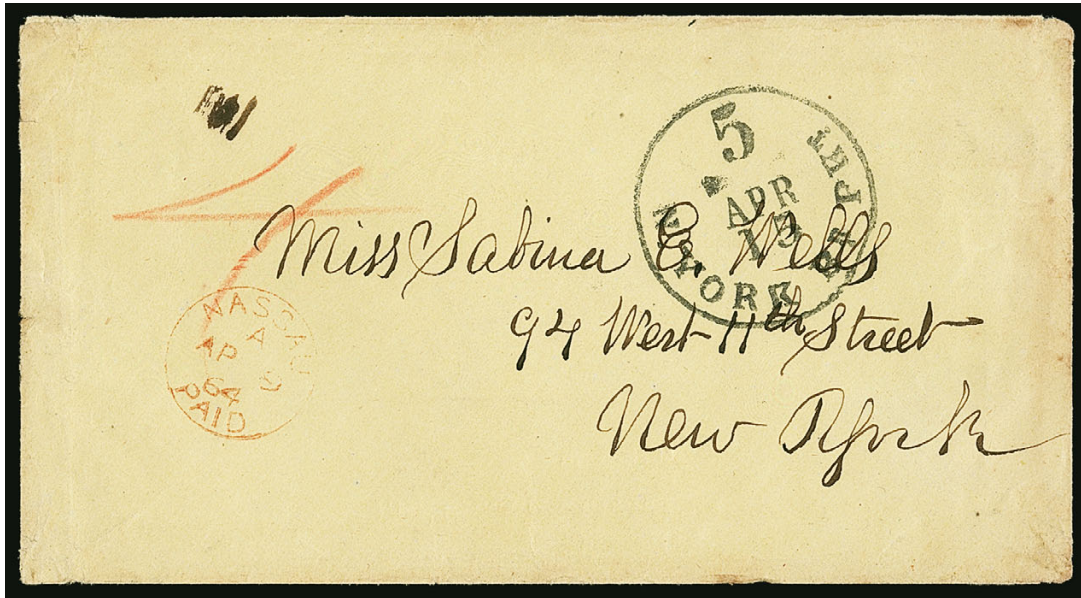
2452



- 2452 ☒ **Incoming to Richmond Va. via Nassau and Wilmington N.C.** Small undated cover (late 1864) addressed to James Timberlake at "Eastern District Military Prison" (Castle Thunder), light pencil endorsement "St. *Banshee*" and carried on that blockade runner from Nassau on Nov. 30, 1864, arriving Wilmington Dec. 4, manuscript "12" cents due for 10c to Richmond plus 2c ship fee, missing part of backflap with tears extending to front at top and top left, otherwise Fine and scarce blockade-run cover endorsed to this ship, the *Banshee (II)* was delivered at Bermuda on Sep. 15, 1864 and, unlike its earlier name-sake, survived the War in Confederate hands, the recipient served in the 1st Va. Reserves and was detailed as a clerk at Castle Thunder Prison..... E. 500-750



## BLOCKADE-RUN MAIL VIA WILMINGTON—OUTBOUND TO BAHAMAS



2453

- 2453 ☒ **Charleston to New York via Wilmington N.C. and Nassau.** Yellow internal cover, original letter (no longer accompanies) datelined at Charleston on Jan. 21, 1864, carried from Wilmington on blockade runner *Wild Dayrell* on Jan. 24, arriving Nassau Jan. 28, red manuscript "4" rate, red "Nassau Paid AP 9 64" circular datestamp and held by Nassau forwarder until Apr. 11 when the Cunarder *Corsica* departed, arrived New York with bold strike of "N. York Br. Pkt. 5 Apr. 15" due circular datestamp, tiny edge nick

VERY FINE BLOCKADE-RUN USE FROM SOUTH TO NORTH VIA NASSAU, ON THE FINAL OUTBOUND TRIP OF THE *WILD DAYRELL*.

The *Wild Dayrel* ran aground near Wilmington N.C. on Feb. 1, 1864, on the return from this trip to Nassau. She was found by the U.S.S. *Sassacus* which was aided by U.S.S. *Florida*. The Union ships tried for three days to re-float the prize, and during their salvage efforts the crews were harassed by Confederate riflemen, who were eventually driven off by fire from the Union ships. Finally, the ship was set ablaze and destroyed by shelling (source: Wikipedia). Part of the burned wreckage survives today ..... E. 1,500-2,000



2454 front and back

- 2454 ☒ **Charleston to Philadelphia via Wilmington N.C. and Nassau.** Cover docketed "Ellen Keogh Charleston" on back, carried from Wilmington on blockade runner *Pet*, departing Dec. 10, 1863 and arriving Nassau Dec. 14, **prepaid for outgoing packet postage with Bahamas, 1863, 4p Rose (13; SG 26)**, tied by "A05" oval grid, "Nassau New-Providence DE 15, 1863" rimless circular datestamp on back, carried from Nassau on Cunarder *Corsica*, departing Dec. 21 and arriving New York Dec. 26, "N. York Br. Packet 5 Dec. 26" due circular datestamp ties corner of stamp (3c inland plus 2c ship fee), in Philadelphia the recipient could not be found, which was reflected in four different ways including "ADVERTISED/JAN 2?" two-line handstamp, pencil "Not in the Navy", "Not called for/no such person can be found" script two-line backstamp, and finally Feb. 6 (1864) Philadelphia Dead Letter Office circular datestamp, Sep. 14 1864 docketing on back in same hand as "Charleston", minor edgewear

VERY FINE AND RARE BLOCKADE-RUN USE FROM THE CONFEDERACY TO PHILADELPHIA VIA NASSAU, WITH BRITISH PACKET POSTAGE PREPAID WITH A BAHAMAS 4-PENCE 1863 ISSUE STAMP.

Illustrated in *Special Routes* book on p. 142, which records fewer than ten blockade-run covers prepaid with a Bahamas stamp..... E. 3,000-4,000

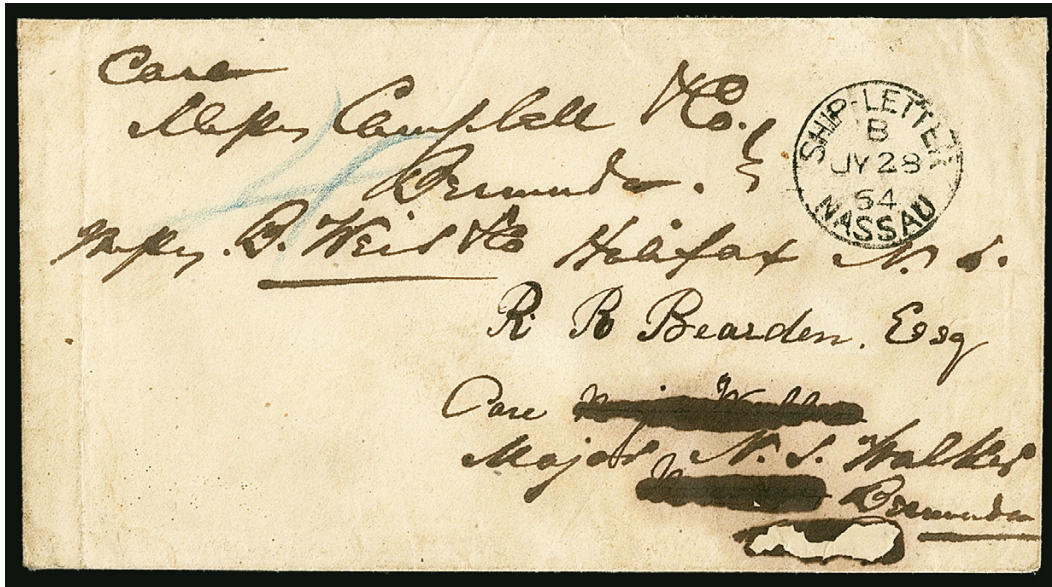




2455 front and back

- 2455 ✉ **Petersburg Va. to Beith, Scotland via Wilmington N.C. and Nassau.** Folded letter dated at Petersburg on Jul. 30, 1863, **censored "exd. J.S."** on back, carried by blockade runner *Pet* from Wilmington on Aug. 6, arriving Nassau Aug. 10 with "Bahamas AU 10, 1863" backstamp, branch-line steamer to St. Thomas and then by RMSP steamer on Aug. 30, arriving Southampton Sep. 14, manuscript "Postage Due 1/- 1/2" and "2/2" summary for one-shilling packet fee and one-shilling unpaid letter rate, plus 2p inland to Scotland, "Beith SE 14, 1863" arrival double-circle datestamp, Very Fine and rare outbound blockade-run cover with a **Confederate censor marking**, the Aug. 11, 1863 C.S.A. Special Order required the examination of blockade-run covers, but they were rarely marked as examined..... E. 2,000-3,000





2456

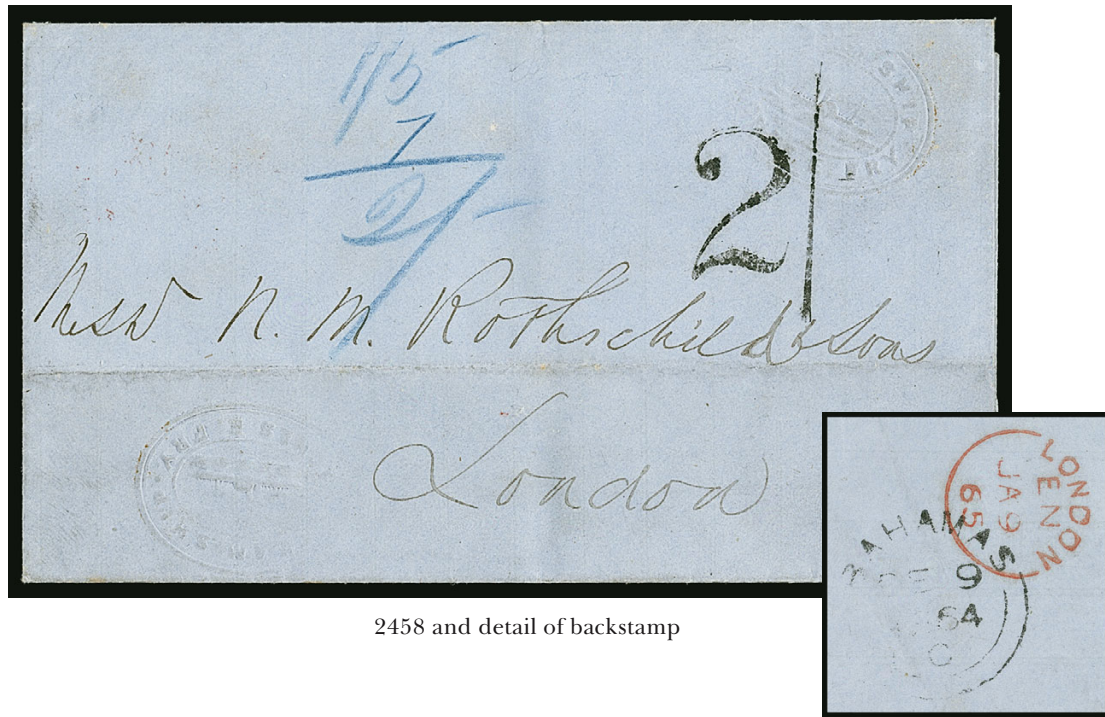
- 2456 ☒ **Outbound to Bermuda via Wilmington N.C. and Nassau.** 1864 cover addressed to Major R. P. Walker in Nassau, forwarded to Major N.S. Walker in Bermuda, carried from Wilmington on the blockade runner *Lucy* on Jul. 24, arriving Nassau Jul. 28, "Ship-Letter Nassau JY 28 64" circular datestamp and blue crayon "4" rate, then carried by schooner *Tweed* from Nassau on Jul. 30, arriving St. George's Aug. 17, some ink erosion in address and minor soiling, Very Fine appearance, both Walkers and Weir & Co. Halifax in the docketing at top were C.S.A. agents, the addressee worked for blockade runner Campbell & Co., ex Ludington ..... E. 1,000-1,500



2457

- 2457 ☒ **Charleston to Liverpool via Nassau.** Cover with original contents datelined at Charleston on Nov. 17, 1863, endorsed "Pr Fannie" and carried by that blockade runner from Wilmington N.C. on Dec. 3, arriving Nassau with "Bahamas DE 7" backstamp, carried to New York and then placed aboard the Cunarder *Australasian*, arriving Queenstown Jan. 8, 1864, Liverpool Jan. 9 receiving datestamp and rated in blue crayon "2/4 (+) 8— 3/-" for double-weight 3 shillings due, lengthy Burckmyer letter enclosures written in two directions, including discussion of blockade routes, small edge tears, Very Fine, the *Fannie* was owned by the Importing & Exporting Co. of S.C., the writer was a director of the company ..... E. 2,000-3,000





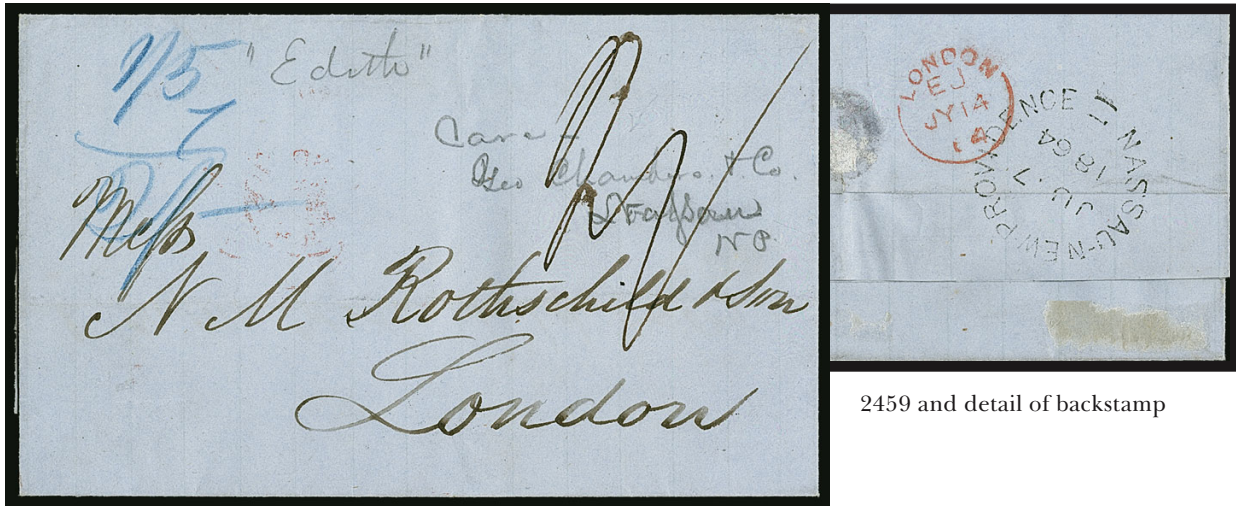
2458 and detail of backstamp

- 2458 ☒ **Petersburg Va. to London via Wilmington N.C. and Nassau.** Blue folded cover docketed Petersburg Va. Nov. 3, 1864, addressed to London, clear "**Steamship Agnes E. Fry**" **name-of-ship embossed oval** at both top and bottom of cover, carried on that blockade runner on Dec. 5 from Wilmington, arriving Nassau Dec. 9 with "Bahamas DE 9 64" circular date-stamp on flap, Cunard branch line *Corsica* to New York on Dec. 19, then by Cunarder *Cuba* on Dec. 27, arriving Liverpool Jan. 8, 1865, blue crayon "1/5 (+) 7 — 2/-" rate which is restated with "2/-" shilling due handstamp, red London arrival backstamp of Jan. 9

VERY FINE. A UNIQUE OUTBOUND BLOCKADE-RUN COVER WITH THE "STEAMSHIP AGNES E. FRY" EMBOSSED OVAL — CARRIED ON THAT DOOMED BLOCKADE RUNNER — THE WRECK OF WHICH WAS FOUND IN 2016.

This is the only recorded blockade-run cover with the name-of-ship marking. The *Agnes E. Fry* was built by Caird & Co. in Greenock, Scotland, named the *Fox* and launched on Mar. 26, 1864. She was captained by Joseph Fry, who re-named the ship after his wife. She was scuttled near Oak Island N.C. very shortly after this cover was carried to Nassau. In widely publicized press reports in 2016, it was reported that her wreckage had been found near Oak Island. Sonar images show it to be one of the best preserved Civil War blockade-run wrecks known.

Ex Ludington..... E. 3,000-4,000



2459 and detail of backstamp

- 2459 ☒ **Petersburg Va. to London via Wilmington N.C., Nassau, Havana and St. Thomas.** Blue folded letter datelined at Petersburg on May 23, 1864, addressed to London, endorsed "Care of Geo. Chambers & Co. NP" (New Providence) and "Edith", carried on that blockade runner from Wilmington on May 26, arriving Nassau May 30, posted unpaid by Chambers & Co. with blue crayon rate "1/5 (+) 7-2/-" for two shillings due, clear strike of "Nassau-New-Providence JU 7, 1864" circular datestamp on back, delayed by forwarder and missed the monthly sailing of the Cunarder to New York, routed instead on the *Corsica* to Havana and St. Thomas, then by the RMSP steamer *Tasmanian*, departing St. Thomas Jun. 29 and arriving Southampton Jul. 13, red London receiving backstamp of Jul. 14, fresh and Very Fine outbound blockade-run cover to London with an unusual routing, the *Edith* was armed and renamed the C.S.S. *Chickamauga* in Aug. 1864, she made one cruise and never went to sea again, she was scuttled in Jan. 1865, ex Ludington ..... E. 2,000-3,000



2460 and detail of censor mark

- 2460 ☒ **Charleston to Liverpool via Wilmington N.C. and Nassau.** Cover originating in Charleston S.C. to Lt. John Grimball in Liverpool, censored on back "Appd by Order of Gnl. Beauregard Jno M Otey aag", carried from Wilmington by blockade runner *Fannie* on Nov. 3, 1863, arriving Nassau Nov. 7, small part of "Bahamas NO 7 1863" circular datestamp on backflap has been mostly torn off (photocopy of complete strike from same date accompanies), carried to New York via branch line and then by Cunarder *Persia*, which departed Dec. 2 and arrived Queenstown Dec. 11, blue crayon "1/5 (+) 7-2/-" rate restated "2/-" shillings due in Liverpool, where it arrived with Dec. 12 circular datestamp, edgewear and nicks, Very Fine appearance and scarce with the censored marking by order of Gen. P.G.T. Beauregard, John Marshall Otey was Assistant Adjutant General under General Beauregard, he authored C.S.A. Special Order No. 156, requiring censorship of blockade-run mail..... E. 750-1,000





2461

- 2461 ☒ **Petersburg Va. to London via Wilmington N.C. and Nassau.** Blue folded cover docketed Petersburg Jun. 15, 1863 from Chieves & Osborne, tobacco wholesalers, addressed to Rothschild & Sons in London, endorsed to Wilmington N.C. and carried from there by blockade runner *Banshee (I)* on Jun. 22, arriving Nassau Jun. 26 with red "Paid" circular datestamp, then by *Corsica* from Nassau, arriving New York Jul. 10, Cunarder *China* from New York on Jul. 16, arriving Queenstown Jul. 26, red London receiving datestamp of Jul. 27, manuscript "11" and "1" for 1 shilling prepayment (1p to Nassau), one flap torn, Very Fine outbound blockade-run use, ex Ludington, the *Banshee (I)* made seven round trip voyages between the Bahamas or Bermuda and Wilmington before she was captured by the U.S.S. *Grand Gulf* on Nov. 21, 1863, after prize court adjudication she was re-commissioned the U.S.S. *Banshee*, ex Ludington..... E. 750-1,000



2462

- 2462 ☒ **Charleston to Paris via Wilmington N.C., Nassau and England.** Small cover from the Burckmyer correspondence, enclosure datelined at Charleston on May 22, 1863, carried from Wilmington by blockade runner *Banshee (I)* on June 4, 1863, red "Nassau Paid JU 8 63" circular datestamp and prepaid by forwarder 1 shilling 4p (1p in blue crayon retained by Nassau post office), "Too Late" notation in same blue crayon indicating the June sailing for New York had already left, carried by Cunard branch line *Corsica* to New York and then on Cunarder *China* on Jul. 17, arriving Queenstown Jul. 25, London July 27 transit, bold Calais entry datestamp of Jul. 27, minor edge nicks

VERY FINE BLOCKADE-RUN COVER FROM CHARLESTON TO PARIS, FROM THE BURCKMYER CORRESPONDENCE.

The *Banshee (I)* made seven round trip voyages between the Bahamas or Bermuda and Wilmington before she was captured by the U.S.S. *Grand Gulf* on Nov. 21, 1863. After prize court adjudication she was re-commissioned the U.S.S. *Banshee*

Ex Kilbourne ..... E. 2,000-3,000

## BLOCKADE-RUN MAIL VIA WILMINGTON—INBOUND FROM BERMUDA



2463

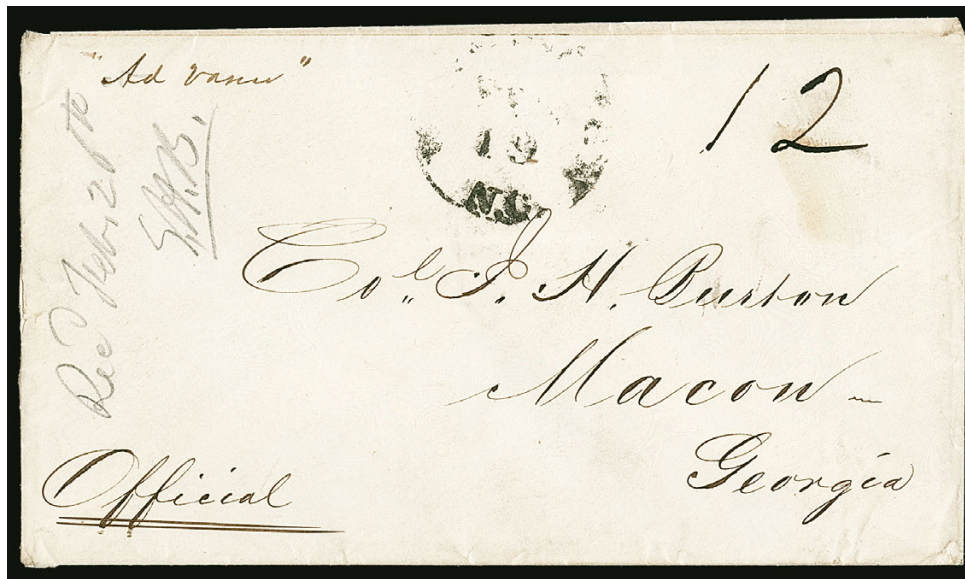
- 2463 ☒ **Europe to Charleston via Bermuda and Wilmington N.C., forwarded to Flat Rock N.C.**  
 1863 cover originating in Europe, carried on Cunarder *Asia* from Liverpool on Aug. 8, arriving Halifax Aug. 18, then by Cunard branch line's *Alpha* to Bermuda, departing Aug. 20 and arriving St. George's Aug. 26, placed on blockade runner *Robert E. Lee* on Sep. 4, arriving Wilmington Sep. 10, "SHIP" handstamp and censored "**B. Duncan on back**", forwarded by addressee W. C. Bee & Co. (a blockade running operator) to Flat Rock with **10c Blue, Die A (11)**, full margins except touched at right center, tied by "Charleston S.C. Sep. 12" circular datestamp, stamp affixed over manuscript "12" which was applied in Wilmington, cover with edge faults including mended nicks

VERY FINE APPEARING BLOCKADE-RUN COVER WITH A 10-CENT GENERAL ISSUE STAMP FOR FORWARDING AND A CONFEDERATE CENSOR MARKING. VERY FEW BLOCKADE-RUN COVERS ARE KNOWN WITH CONFEDERATE STAMPS.

The *Robert E. Lee* was formerly named the *Giraffe* before being sold to the Confederate States Navy and renamed for the Confederacy's greatest general. She made successful blockade-run trips until she was captured in 1863 and condemned as a prize at Boston. She was subsequently renamed the U.S.S. *Fort Donelson* and sent for duty in the North Atlantic Blockading Squadron.

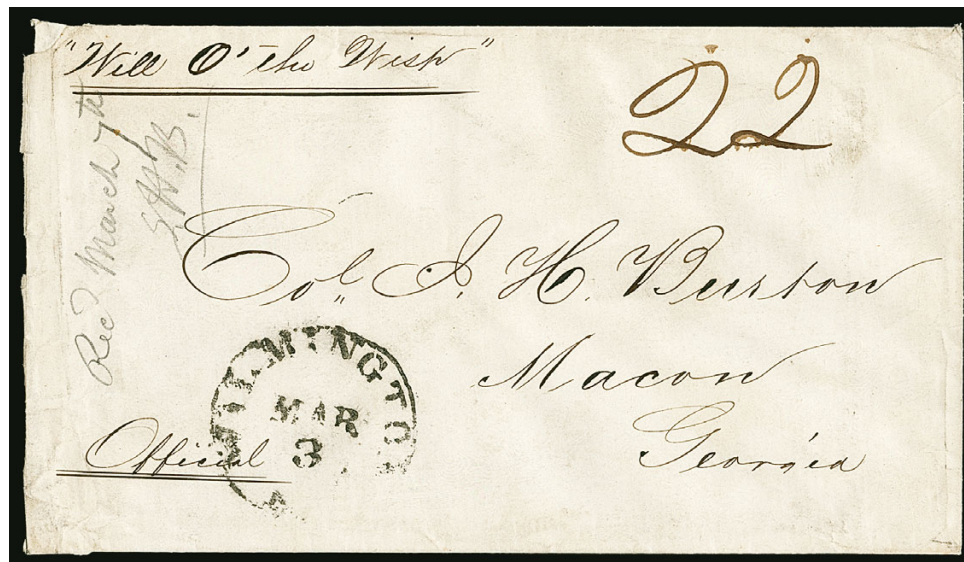
Illustrated in Shenfield and *Special Routes* book on p. 122. With 1978 P.F. certificate .....  
 ..... E. 5,000-7,500





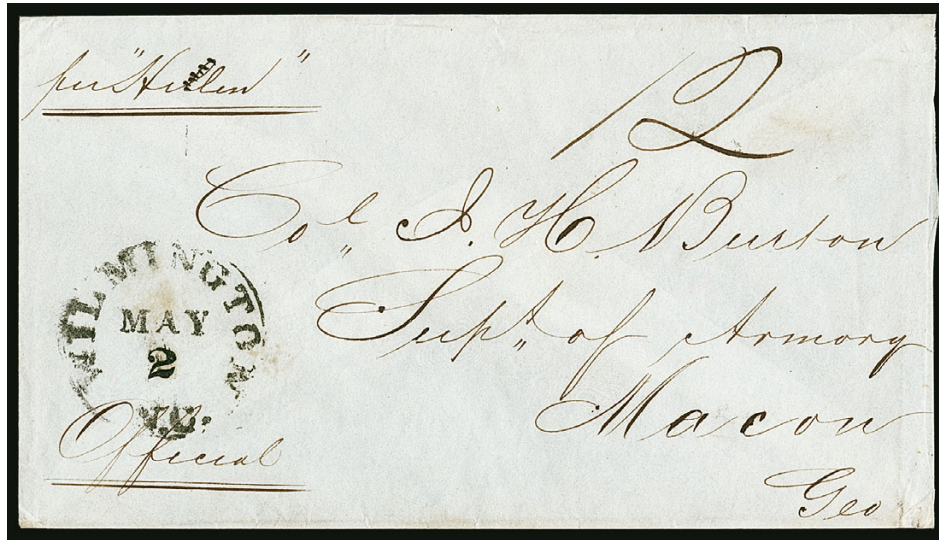
2464

- 2464 ☒ **Liverpool to Macon Ga. via Bermuda and Wilmington N.C.** Cover originating in London on Jan. 23, 1864 (original Fraser Trenholm & Co. letter no longer accompanies), addressed to Confederate superintendent of armories in Macon Ga. on "Official" (business), carried on Cunarder *Arabia* from Liverpool on Jan. 23, arriving Halifax Feb. 4, then by Cunard branch line *Alpha* to St. George's, Bermuda arriving Feb. 10, endorsed "Ad Vance" for the blockade runner *Advance*, departing Feb. 13 and arriving Wilmington Feb. 18, "Wilmington N.C. Feb. 19" circular datestamp and manuscript "12" rate for 10c to Macon plus 2c ship fee, Feb. 26 receipt docketing, Very Fine, the duplicate to the cover offered in the following lot, which was intentionally sent on a different route via the blockade runner *Annie*, duplicate official communications were sometimes sent to ensure greater security..... E. 2,000-3,000



2465

- 2465 ☒ **Liverpool to Macon Ga. via Bermuda, Nassau and Wilmington N.C.** Cover originating in London on Jan. 23, 1864 (original Fraser Trenholm & Co. letter no longer accompanies), addressed to Confederate superintendent of armories in Macon Ga. on "Official" (business), carried on Cunarder *Arabia* from Liverpool on Jan. 23, arriving Halifax Feb. 4, then by Cunard branch line *Alpha* to St. George's, Bermuda arriving Feb. 10, endorsed "Will O' the Wisp" and carried by that ship to Nassau arriving Feb. 19, then by blockade runner *Annie*, departing Nassau Feb. 28 and arriving Wilmington with Mar. 3 circular datestamp and manuscript "22" cents rate for double rate to Macon plus 2c ship fee, Mar. 7 receipt docketing, minor edgewear, Very Fine, the duplicate to the cover offered in the previous lot, which was intentionally sent on a different route via the blockade runner *Advance*, duplicate official communications were sometimes sent to ensure greater security..... E. 2,000-3,000



2466

- 2466 ☒ **St. George's, Bermuda to Macon Ga. via Wilmington N.C.** Cover originating in Bermuda on Apr. 18, 1864 (letter no longer accompanies), addressed to Confederate superintendent of armories in Macon Ga. on "Official" (business), endorsed "per Helen" which departed St. George's on Apr. 27 and arrived Wilmington with May 2 circular datestamp and manuscript "12" rate for 10c to Macon plus 2c ship fee, Very Fine, the duplicate to the cover offered in the following lot, which was intentionally sent on a different ship via the blockade runner *Atalanta*, duplicate official communications were sometimes sent to ensure greater security..... E. 2,000-3,000



2467

- 2467 ☒ **St. George's, Bermuda to Macon Ga. via Wilmington N.C.** Cover originating in Bermuda on Apr. 18, 1864 (letter no longer accompanies), endorsed "Duplicate" and addressed to Confederate superintendent of armories in Macon Ga. on "Official" (business), endorsed "per Atlanta" (blockade runner *Atalanta*) which departed St. George's on Apr. 29 and arrived Wilmington with May 3 circular datestamp and manuscript "12" rate for 10c to Macon plus 2c ship fee, Very Fine, the duplicate to the cover offered in the previous lot, which was intentionally sent on a different ship via the blockade runner *Helen*, duplicate official communications were sometimes sent to ensure greater security, the *Atalanta* was a successful blockade runner before it was purchased by the Confederate government for use as a commerce raider and renamed the C.S.S. *Tallahassee*, then the *Olustee* and finally the *Chameleon*..... E. 2,000-3,000





2468

- 2468 ☒ **Bermuda to Charlotte N.C. via Wilmington N.C.** Incoming blockade-run cover addressed to Charlotte N.C., **"Forwarded by N. S. Walker St. Georges Bermuda" oval handstamp** at top, endorsed **"P Flora"** and carried by that blockade runner on Dec. 4, 1863, arriving Wilmington Dec. 8, "Wilmington N.C. Dec. 9" circular datestamp and manuscript "12" cents due for 10c rate to Charlotte plus 2c ship fee, minor bit of soiling and backflap tears

VERY FINE. THE ONLY RECORDED STRIKE OF THE NORMAN S. WALKER CONFEDERATE AGENT OVAL HANDSTAMP, ON A BLOCKADE-RUN COVER FROM BERMUDA TO NORTH CAROLINA.

Major Norman S. Walker was the senior Confederate agent in Bermuda from February 1863 until June 27, 1864. The yellow fever epidemic caused him and his family to leave the island; his wife and children for England, and Major Walker to the Confederate States on government business. After an abandoned effort to establish Halifax as a principal port for blockade-running, Major Walker and his family traveled to Bermuda and eventually returned to England (source: Rev. William Parkes, "Per Walker: Major Norman S. Walker and Bermuda Blockade Mail", *Confederate Philatelist*, May-June 1982 and July-Aug. 1982, Nos. 207-208).

A few covers are recorded in the *Special Routes* census with manuscript notations from Bermuda containing Major Walker's name. However, this is the only example recorded in the census with the N. S. Walker oval handstamp..... E. 4,000-5,000



Norman S. Walker



- 2469 ☒ **Hamilton, Bermuda to Wetumpka Ala. via Wilmington N.C.** Cover with original letter datelined at Hamilton on Jan. 17 and Jan. 21, 1864, manuscript "*DeRosset Brown & Co.*" and endorsed "*pr Dee*", carried on that blockade runner which departed Jan. 31, **ran aground, caught fire and was destroyed by the U.S.S. Cambridge** north of Fort Fisher N.C. on Feb. 6, the mail bags were saved and taken to Wilmington, "Wilmington N.C. 5 Paid Feb 8" circular datestamp with altered "3", manuscript "12" cents due in Alabama, small erosion hole at top  
VERY FINE INCOMING BLOCKADE-RUN COVER CARRIED ON THE LAST TRIP OF THE ILL-FATED *DEE* FROM BERMUDA.  
The story of the destruction of the *Dee* is told in the 1864 *Annual Reports of the Navy Department*: "Upon the 6th instant the *Cambridge* discovered a steamer ashore and on fire about one mile south of Masonboro' inlet, which proved to be the blockade running steamer *Dee*, from Bermuda to Wilmington. Finding it impossible to extinguish the flames or to get her off, Commander Spicer, of the *Cambridge* abandoned the attempt, and still further destroyed her by firing into her. Seven of her crew were captured, and are now held as prisoners on the *Cambridge*. From these prisoners I learn that the *Dee* was commanded by G. H. Bier, formerly a lieutenant in the United States naval service. She was loaded with lead, coffee, and bacon, all of which, with the vessel, was completely destroyed..." (except apparently, the mail) ..... E. 2,000-3,000
- 2470 ☒ **Tours, France to Charleston via Bermuda, Wilmington N.C. and Richmond.** Small cover with original letter datelined at Tours, France on June 4, 1864, addressed to Captain Burckmyer at Charleston, "*Kindness of Major Pierson*", letter no. 45 with the usual cross-written content, carried via Halifax to Bermuda where loaded onto blockade runner *Coquette*, arrived Wilmington and hand carried to Richmond where Major Pierson, having checked into the Spotswood Hotel, posted the letter with **10c Blue, Die B (12)** on back, tied by "Richmond Va. Jul. 15" circular datestamp, minor soiling, Very Fine incoming blockade-run cover from the Burckmyer correspondence and a rare use with the 10c General Issue stamp paying the postage to its destination.... E. 1,500-2,000
- 2471 ☒ **Paris to Charleston via Bermuda and Wilmington N.C.** Small cover with three original letters datelined at Paris, France in Feb.-March 1864, addressed to Captain Burckmyer at Charleston, nos. 34-36 with the usual cross-written content, carried privately from France so no postal markings, transited Bermuda and then to Wilmington N.C. and Charleston S.C., Very Fine incoming blockade-run cover from the Burckmyer correspondence..... E. 300-400



## BLOCKADE-RUN MAIL VIA WILMINGTON—OUTBOUND TO BERMUDA

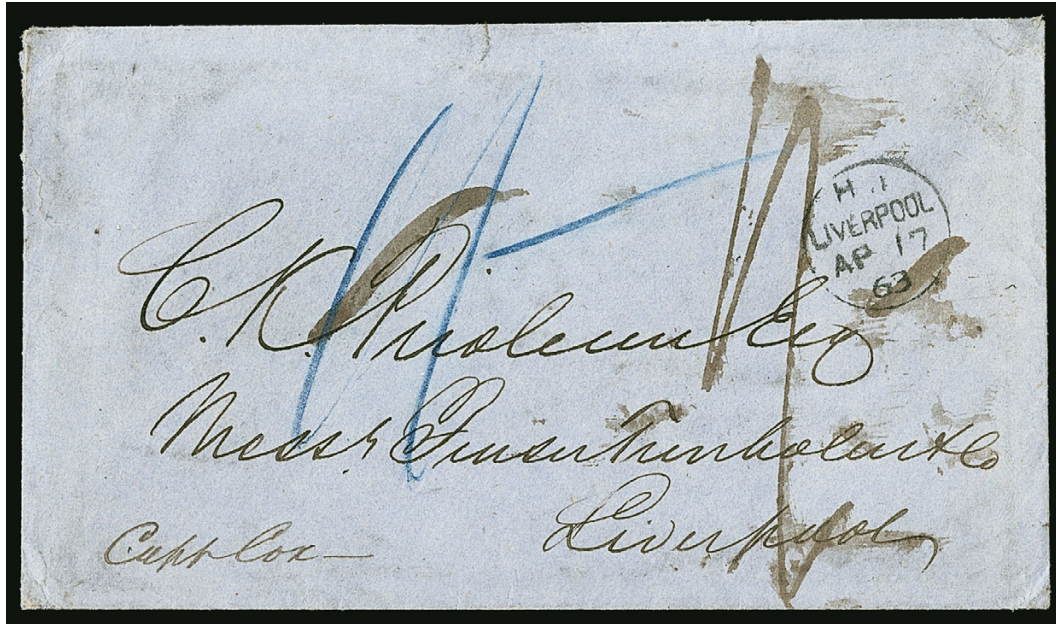


2472 front and back

2472° ✉ **Petersburg Va. to London via Wilmington N.C. and Hamilton, Bermuda.** Blue folded cover docketed Petersburg Jul. 16, 1864, addressed to Rothschild & Sons in London, endorsed "S.S. *Old Dominion*" and carried on that blockade runner from Wilmington on Jul. 23, arriving at Hamilton Jul. 26, bold "Forwarded by R.S. Musson & Co. Commission Merchants, Bermuda" oval stencil-style handstamp on back, posted unpaid with blue crayon "1/-" shilling due, red "Hamilton Bermuda AU 5" circular datestamp on back, transferred to St. George's to catch the Cunarder *Alpha* for Halifax, departing Aug. 5 and arriving Aug. 9, then by Cunarder *Africa* on Aug. 19, arriving Liverpool Aug. 29, red London Aug. 30 arrival backstamp, re-rated "2/-" shillings due, adding 1 shilling for unpaid letter, partly refolded, clip of flap containing small portion of the stencil marking re-attached for complete display

VERY FINE. THIS IS THE ONLY RECORDED EXAMPLE OF THE R. S. MUSSON FORWARDER'S OVAL MARKING, APPLIED TO A BLOCKADE-RUN COVER FROM VIRGINIA TO LONDON.

This is the only example of the R. S. Musson marking listed in the *Special Routes* census.  
Ex Ludington..... E. 7,500-10,000



2473 and detail of backstamps

- 2473 ☒ **Charleston to Liverpool via St. George's, Bermuda.** Blue cover with original 10-page letter from George Trenholm to Liverpool, datelined at Charleston on Mar. 17, 1863, endorsed at bottom "*Capt Cox*" (Louis Coxetter) for carriage on the blockade runner *General Beauregard*, which departed Charleston Mar. 20 and arrived Bermuda with clear strike of "St. Georges, Bermuda MR 24" circular datestamp on flap, carried on the HMS *Orlando* from Bermuda Mar. 31, arriving Portsmouth Apr. 16, red "Ship Letter London AP 17 63" backstamp, rated "1/-" shilling due in blue crayon, "Liverpool AP 17 63" arrival datestamp, couple tiny edge tears

VERY FINE. A SCARCE OUTBOUND COVER TO ENGLAND, SENT VIA BERMUDA ON A BLOCKADE RUNNER CAPTAINED BY THE LEGENDARY PRIVATEER LOUIS COXETTER.

The *Special Routes* census lists only 13 outbound blockade-run covers carried via Bermuda, versus 99 through the Bahamas. Captain Louis Coxetter was a fascinating and colorful character. He had been a "forty-niner" during the California Gold Rush, dividing his time between searching for gold and ferrying miners to and from the diggings. A prominent Charleston citizen, he became the most successful Confederate privateer of the Civil War, with 10 prizes captured as captain of the marauding *Jefferson Davis*, before that ship was wrecked in August 1861. He then switched to blockade running including serving as captain of the *General Beauregard* (source: "The Short Life of a Rebel Privateer", *New York Times*, Aug. 17, 2011).

Illustrated in *Special Routes* book on p. 141. Ex Ludington ..... E. 3,000-4,000





2474

- 2474 ☒ **Spartanburg S.C. to Liverpool via Wilmington N.C., Bermuda and St. Thomas.** Narrow cover with contents datelined Spartanburg Jun. 28, 1864 (Grimball correspondence, letter no longer accompanies), carried from Wilmington by blockade runner *Edith* on Jul. 4, arriving St. George's Jul. 8 too late for the Halifax steamer (left same day) so sent via *Alpha* on Jul. 26 to St. Thomas, then by RMSP steamer arriving Southampton Aug. 29 with perfect strike of Southampton Packet letter circular datestamp, Liverpool arrival on Aug. 30, "1/-" shilling due, nicked at top left, otherwise Very Fine and scarce outbound blockade-run cover via Bermuda, Lieutenant John Grimball's career included service on the famed C.S.S. *Shenandoah*, whose exploits continued months after the end of the war, Lt. Grimball was present when the first and last shots of the war were fired ..... E. 500-750



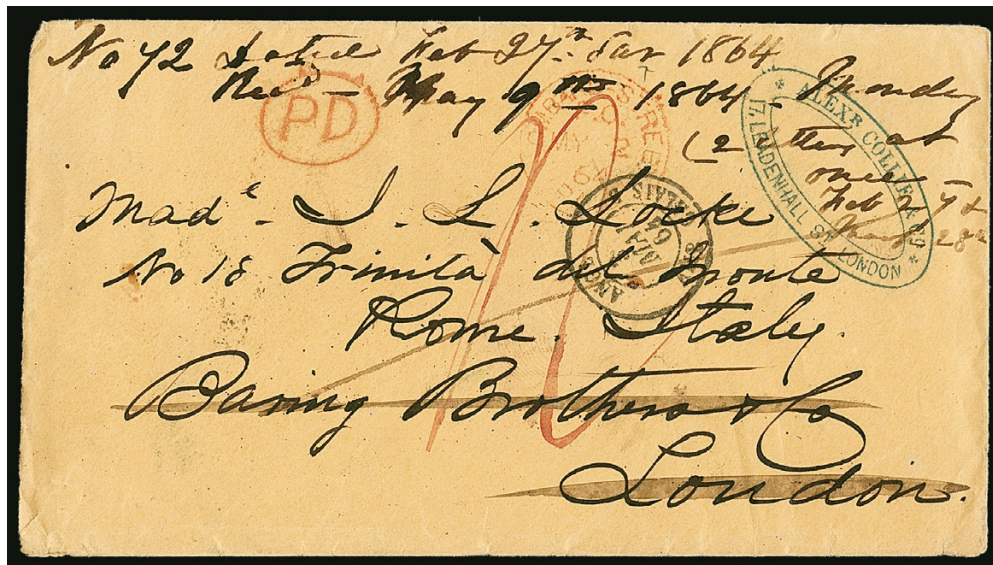
2475

- 2475 ☒ **Charleston to Paris via Wilmington and Bermuda.** Small cover with original letters to Mrs. Burckmyer in Paris, one datelined at Charleston on Apr. 10, 1863, endorsed "*please forward WCB & Co.*", (William C. Bee & Co.), carried from Wilmington N.C. on blockade runner *Cornubia*, arriving St. George's Bermuda Apr. 21, then by private ship to Liverpool with May 23, 1863 boxed handstamp on back, red "Ship-Letter London" circular datestamp and "GB/1f 60c" boxed Anglo-French accountancy handstamp, French receiving backstamp and "16" decimes due handstamp, interesting letter mentions profits from blockade-running stocks, edge faults and wear in cover, otherwise Fine, attractive and scarce sequence of markings on an outbound blockade-run cover from the Burckmyer correspondence..... E. 1,500-2,000



2476

- 2476 ☒ **Savannah Ga. to Rome, Italy via Charleston and Bermuda.** Cover docketed at Savannah Apr. 4, 1862, manuscript "forwarded by WB & Co." (William C. Bee & Co., a major owner/operator of blockade runners from Charleston), carried from Charleston on the blockade runner *Gladiator* on Apr. 28, arriving St. George's Bermuda May 6, carried to Liverpool arriving May 26 with "Liverpool Ship MY 26, 1862" boxed backstamp, red London transit of May 27 and "GB/1f 60c" Anglo-French accountancy handstamp, light French transit datestamp, Rome arrival backstamp of June 2, manuscript "56" due, small tear at top and minor corner wear, Very Fine outbound blockade-run cover from the Locke correspondence, with 1994 P.F. certificate..... E. 1,500-2,000

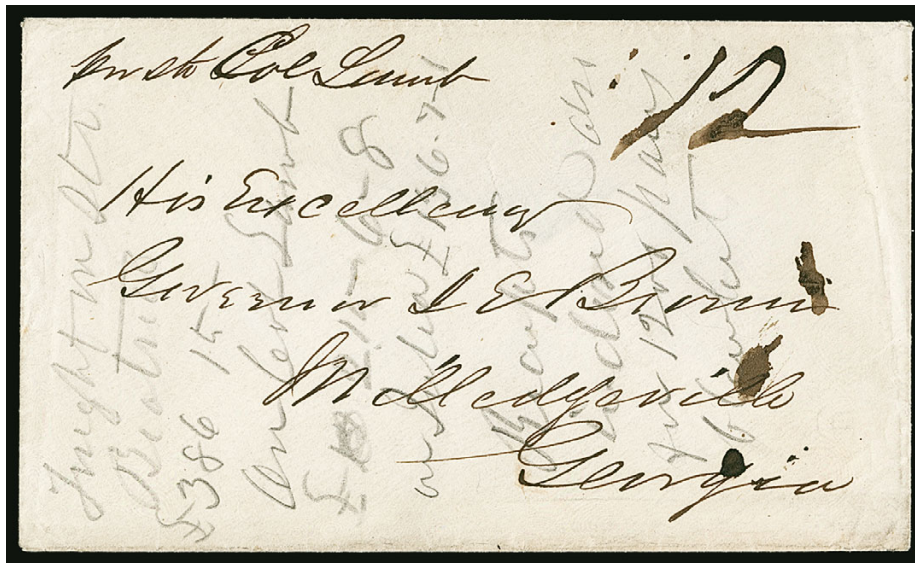


2477

- 2477 ☒ **Savannah Ga. to Rome, Italy via Wilmington, Bermuda and St. Thomas.** Feb. 27, 1864 origin date on outbound blockade-run cover to Mrs. John Lorenzo Locke in Rome, in care of Baring Brothers in London, carried from Wilmington on the blockade runner *Index* on Mar. 13, arriving Bermuda Mar. 18, manuscript "1/" shilling prepaid packet postage, Cunard branch line *Alpha* to St. Thomas arriving Apr. 10, then by RMSP steamer arriving Southampton Apr. 29, blue Alexander Colle & Co. forwarder's double-oval (major owner of blockade runners), posted prepaid in London on May 2 with red Lombard Street circular datestamp and "PD" in oval, French transits and Rome receiving backstamps (May 9), Very Fine blockade-run cover from the Locke correspondence, most covers from this correspondence went through Nassau, the Bermuda transit is unusual..... E. 1,500-2,000

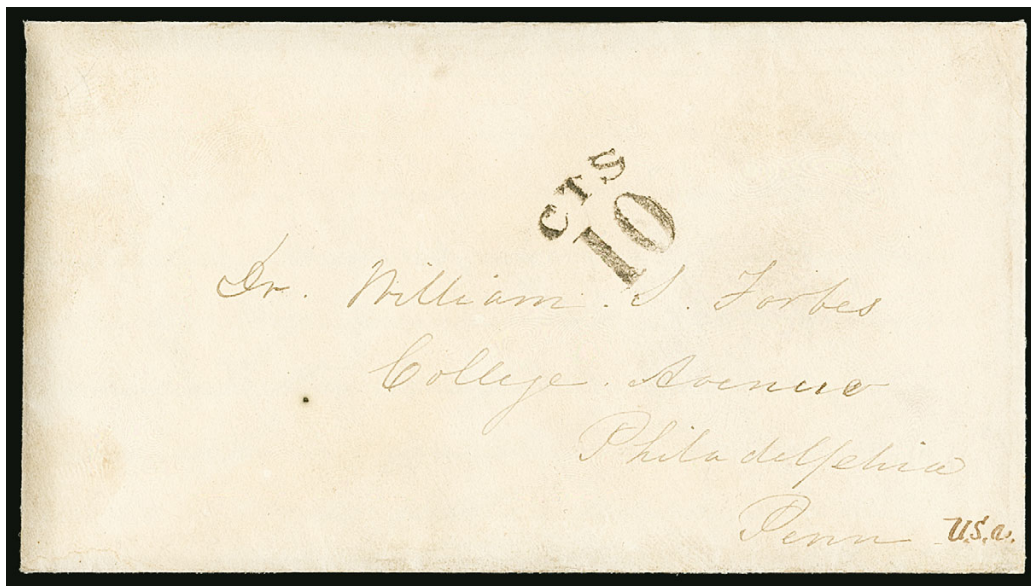


## BLOCKADE-RUN MAIL VIA HALIFAX, NOVA SCOTIA



2478

- 2478 ☒ **Incoming to Milledgeville Ga. via Halifax and Wilmington N.C.** Small undated (late 1864) cover addressed to Georgia Governor Joseph E. Brown at Milledgeville Ga., endorsed "*per st. Col Lamb*" and carried on that blockade runner from Halifax on Nov. 23, 1864, arriving Wilmington N.C. Nov. 29, manuscript "12" cents due for 10c to Georgia plus 2c ship fee, pencil docketing across the front, Very Fine incoming blockade-run use to Georgia Governor Brown ..... E. 1,500-2,000



2479

- 2479 ☒ **Richmond to Philadelphia via Wilmington, Bermuda, Halifax and Boston.** Cover with original enclosure datelined Richmond June 28, 1863, lengthy contents including reference to the family witnessing the Battle of Chancellorsville from Union General Hooker's headquarters, a Unionist "adversity" letter, carried under cover from Wilmington on the blockade runner *Robert E. Lee* on Jul. 4, 1863, arriving Bermuda Jul. 9, then by Cunarder *Alpha* arriving Halifax Jul. 14, posted by forwarder in Halifax with Jul. 16 backstamp, then carried by *Africa* arriving Boston Jul. 22, handstamped "CTS/10" for double-weight packet fee, backflap mostly replaced and some cosmetic improvements, Very Fine appearance, a scarce South-to-North blockade-run cover via Bermuda and Halifax, the earliest example listed in the *Special Routes* census ..... E. 1,000-1,500

## BLOCKADE-RUN MAIL VIA HAVANA, CUBA



2480

- 2480 ☒ **Havana to Danville Va. via New Orleans.** Cover with original letter datelined "Havana Cuba 18th Feb. 1862", endorsed "per Schr. 'Break O' Day" and carried on that ship **through the blockade to New Orleans**, arrived with bold strike of "New Orleans La. 15 Mar." circular datestamp and "SHIP" straightline, small manuscript "10" cents rate to Virginia (no ship fee charged), part of backflap missing and tiny nick at top

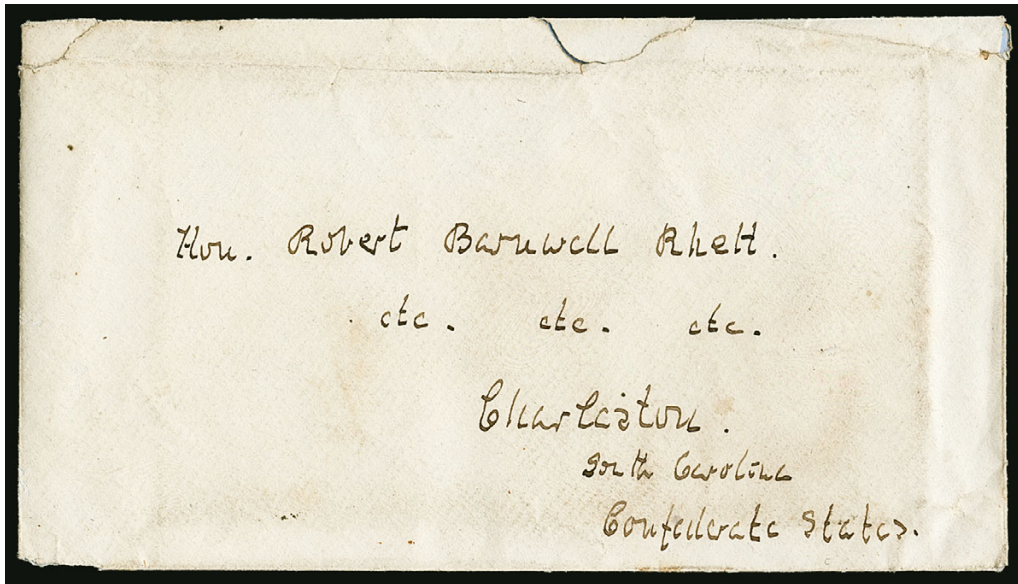
VERY FINE. ONE OF ONLY FOUR RECORDED COVERS CARRIED THROUGH THE UNION BLOCKADE OF CONFEDERATE NEW ORLEANS. THE NEXT MONTH, THE CITY WAS CAPTURED AND OCCUPIED FOR THE DURATION OF THE WAR, ENDING BLOCKADE RUNNING THROUGH THAT PORT.

The U.S.S. *Brooklyn* initiated the Union blockade of New Orleans on May 26, 1861. The first departure of a steamship was on November 28, 1861. On April 26, 1862, Federal troops captured New Orleans and ended blockade running through that port. The *Special Routes* census records only four incoming blockade-run covers. This is the only example with the "SHIP" straightline marking.

The schooner *Break O' Day* was built at Essex, England in 1859. She was initially employed in the cod and mackerel fisheries business and in the fruit trade at New Orleans. She was then used in blockade running.

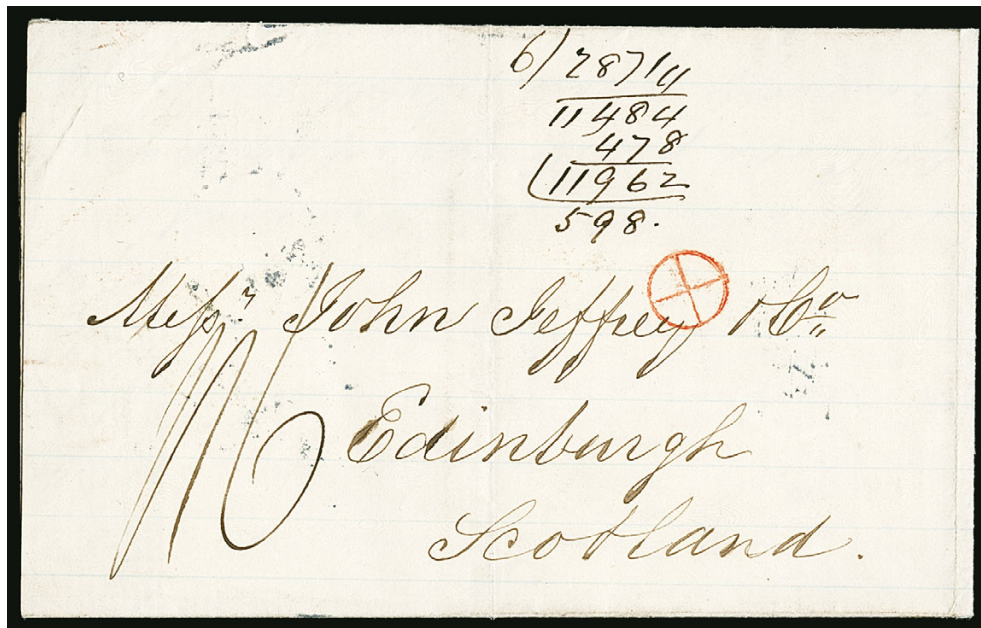
Illustrated in *Special Routes* on p. 137. With copy of 1977 P.F. certificate.. E. 5,000-7,500





2481

- 2481 ☒ **London to Charleston via St. Thomas and Havana.** Inner blockade-run cover addressed to “Fire-Eater” **Robert Barnwell Rhett**, originated in London on Sep. 30, 1861 from Dudley Mann, C.S.A. commissioner in Europe (photocopy of enclosure), carried from Southampton on Oct. 2 to St. Thomas, arriving Oct. 16, then to Havana on Oct. 22, from where it was carried on blockade runner *Theodora* on Oct. 29, arriving Charleston Nov. 4, interesting political and diplomatic content, flap tears just extend to front at top, otherwise Very Fine ..... E. 200-300



2482

- 2482 ☒ **New Orleans to Edinburgh, Scotland via Havana.** Folded letter datelined at New Orleans on Jan. 2, 1862, “I have not more than 5 minutes to write this”, addressed to John Jeffrey & Co. in Edinburgh, carried by blockade runner *Calhoun* from New Orleans on Jan. 2, arriving Havana Jan. 6, then by *Clyde* to St. Thomas, arriving Jan. 12, RMSP steamer *La Plata* on Jan. 14, arriving Southampton Jan. 29, red London transit backstamp, Edinburgh receiving backstamp of Jan. 30, manuscript “1/6” due, mathematical notations front and back, Very Fine and rare outbound blockade-run cover from New Orleans via Havana, on April 26, 1862, Federal troops captured New Orleans and ended blockade running through that port..... E. 1,000-1,500

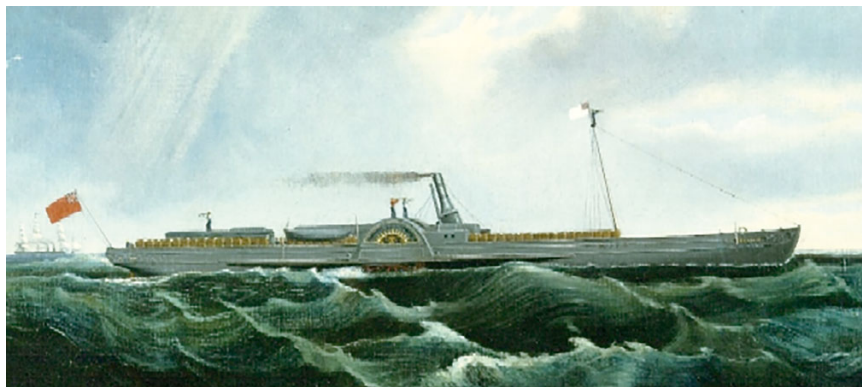
## LOUISIANA RELIEF COMMITTEE AT MOBILE, ALABAMA



2483

- 2483 ✉ **New York to Charleston via Havana and Louisiana Relief Committee at Mobile Ala.** Cover docketed New York Mar. 21, 1864, to Mrs. Marie C. Otis, care of Messrs. John Fraser & Co. at Charleston S.C., carried by blockade runner *Denbigh* from Havana to Mobile on Apr. 14, manuscript endorsement on flap "**Forwarded by the Louisiana Committee at Mobile**" with **10c Blue, Die A (11)**, large margins to just touched at right, tied by "Mobile Ala." double-circle datestamp, Apr. 18 receipt docketing, flap reattached VERY FINE. AN EXTREMELY RARE BLOCKADE-RUN COVER HANDLED BY THE LOUISIANA RELIEF COMMITTEE AT MOBILE.

The *Denbigh* was nicknamed the "Mobile Packet" and was one of the most successful blockade runners, with 26 trips to and from Havana. Blockade-run mail rarely shows evidence of handling by the Louisiana Relief Committee. .... E. 3,000-4,000

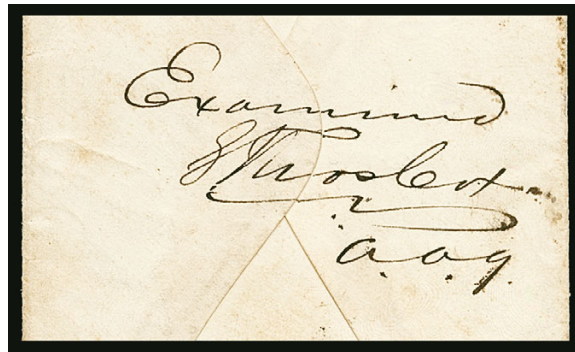
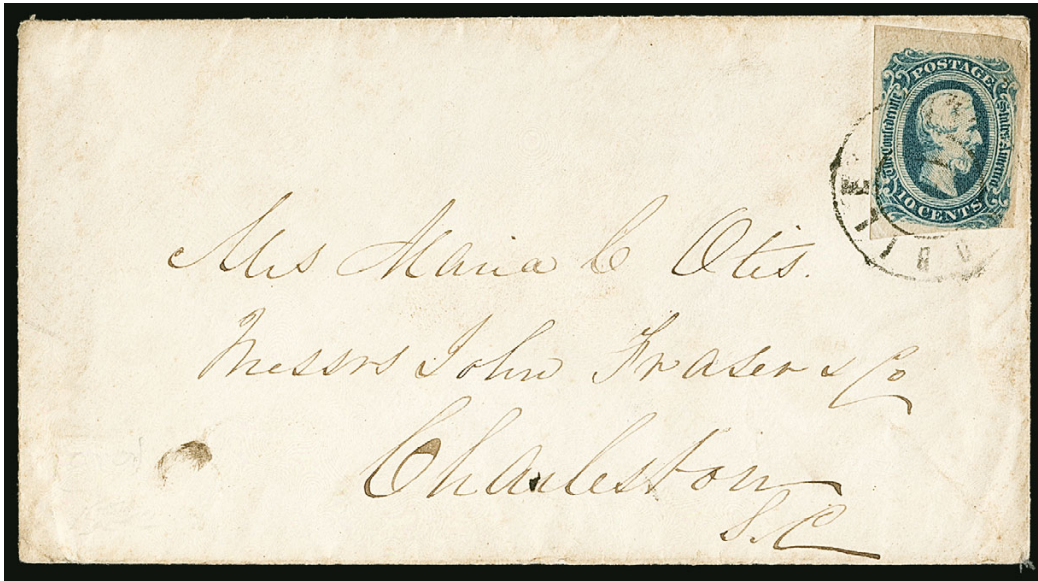


*Denbigh* at Mobile by Thomas Cantwell Healy, dated July 29, 1864

Source: private collection (<http://nautarch.tamu.edu/PROJECTS/denbigh/>)



## BLOCKADE-RUN MAIL VIA MOBILE, ALABAMA



2484 and detail of censor marking on back

- 2484 ☒ **New York to Charleston via Havana and Mobile Ala.** Cover docketed New York Apr. 24, 1864 to Mrs. Marie C. Otis, care of Messrs. John Fraser & Co. at Charleston S.C., carried by blockade runner *Denbigh* from Havana on Apr. 27, arriving Mobile on Apr. 30, manuscript "*Examined at Mobile by Thos. Cox, a.g.*" **censor marking on back**, with **10c Blue, Die B (12)** for prepaid postage to S.C. (carried inside another cover so no ship fee indicated), stamp with large margins to touched and tied by "Mobile Ala." dateless double-circle datestamp, May 8 receipt docketing

VERY FINE AND RARE CENSORED BLOCKADE-RUN COVER FROM NEW YORK TO CHARLESTON VIA CUBA AND MOBILE. THIS IS THE LAST RECORDED BLOCKADE-RUN COVER THROUGH MOBILE.

On May 26, 1861, the U.S.S. *Powhatan* initiated the blockade of Mobile, which was at the head of a large bay formed by barrier islands and protected by two forts at the opening of the bay. With only one ship channel, however, it was more easily blockaded. The first arrival by a steamship was on June 29, 1862, from Havana. Some incoming blockade-run letters, including the example offered here, were carried under cover to a Mobile forwarder, who paid the ship postage on the outer envelope and then posted them in Mobile with only 10c postage. Fewer than ten incoming blockade covers through Mobile are recorded in the *Special Routes* census, with this cover the latest recorded. Union naval forces captured the barrier island forts and occupied Mobile Bay on August 5, 1864, which ended blockade running through that port.

The *Denbigh* was nicknamed the "Mobile Packet" and was one of the most successful blockade runners, with 26 trips to and from Havana ..... E. 4,000-5,000

# FOREIGN MAIL FROM NEW ORLEANS,

VIA TAMPICO,

CONNECTING WITH THE BRITISH MAIL STEAMERS.

The undersigned, now suffering in common with others, the inconveniences of blockade and non-intercourse with foreign countries; has, by the advice and approval of J. L. Riddell, Post Master at New Orleans, taken all needful measures to establish at his own expense, a **Monthly Mail** between New Orleans and the Mexican port of Tampico, to connect with the regular British Mail Steamers touching at that port. AUGUSTE DE MESGRIGNEY, and P. M. MAZARD, highly recommended by New Orleans merchants, have been appointed, and duly qualified as mail carriers by our Post Master, for this service. The first mail consisting of 1233 letters left this City on the 10th instant, in charge of Mr. Mesgrigney. The second mail will close on the 9th November, proximo, at 3 o'clock, P. M., and will leave New Orleans the next morning. The third mail will leave New Orleans on the 10th of December; and subsequently, as soon as proper arrangements can be made, the regular times of departure will be on the 10th and 25th of each month, making a *semi-monthly mail*.

## Tariff of Charges on outgoing Letters (including Confederate Postage.)

Single Letters, half an ounce or less (double and multiple rates in proportion):	To MEXICO .....	\$0 50.
" " " " " " " "	To ISLAND OF CUBA .....	0 75.
" " " " " " " "	To OTHER WEST INDIES .....	0 85.
" " " " " " " "	To EUROPE .....	1 00.

Letters from abroad can be received through the same route. The Foreign Postage on such Letters must be prepaid to Tampico, and they must be endorsed "*By the West India Mail, via Tampico, care of Postmaster at Matamoros.*"

ANTONIO COSTA,

No. 16 CUSTOMHOUSE STREET.

NEW ORLEANS, October 15, 1861.

## POST OFFICE NOTICE.

The foregoing project for a Foreign Mail, is fully entitled to public confidence. ANTONIO COSTA, Esq., is a New Orleans merchant of responsibility and character. He has been a resident of New Orleans for the last thirty years.

Letters intended for this Mail, may be enclosed along with the money required as per tariff above, and the outer envelope addressed, "*Costa's Foreign Mail, care of Postmaster, New Orleans.*"

The Confederate Postage to this office must be prepaid.

J. L. RIDDELL, *Postmaster.*

NEW ORLEANS, October 15, 1861.

2485EX—Costa printed circular sent with letter

*forwarded by Varnett & Co  
New Orleans*

Detail of forwarding notation on letter



## COSTA'S EXPRESS



2485

2485 ☒ **Rotterdam, Holland to Richmond via Tampico, Brownsville Tex. and New Orleans, by Antonio Costa's Express.** Blue folded inner letter datelined at Rotterdam on Dec. 27, 1861, addressed to James Thomas at Richmond Va., carried via British steamers to Tampico, then by **Costa's Express** to New Orleans via Brownsville, where franked by Warnecken & Co. (docketing on flap) with two **5c Green, Stone 1-2 (1)** for C.S.A. postage to Richmond, tied by "New Orleans 15 Mar." (1862) circular datestamp, stamps with light horizontal crease at top from fold, accompanied by **one-page printed circular from Antonio Costa** at 15 Customhouse Street with sub-text from Postmaster J. L. Riddell, dated October 15, 1861, folded with only very slight wear

VERY FINE. AN IMPORTANT COVER AND HISTORICAL DOCUMENT ANNOUNCING ANTONIO COSTA'S EXPRESS, SENT FROM HOLLAND TO VIRGINIA AND CARRIED BY COSTA'S EXPRESS BETWEEN TAMPICO AND NEW ORLEANS. COSTA'S EXPRESS EXISTED ONLY BRIEFLY, FROM OCTOBER 1861 UNTIL EARLY 1862.

The circular announces "Foreign Mail from New Orleans, via Tampico, Connecting with the British Mail Steamers" and states "The undersigned, now suffering in common with others, the inconvenience of blockade and non-intercourse with foreign countries; has, by the advice and approval of J. L. Riddell, Post Master at New Orleans, taken all needful measures to establish at his own expense, a monthly mail between New Orleans and the Mexican port of Tampico, to connect with the regular British Mail steamers touching at that port." It lists fees and states that "Letters from abroad can be received through the same route", providing instructions that the letters must be endorsed "By the West India Mail, via Tampico, care of Postmaster at Matamoros".

Postmaster Riddell's printed sub-text states "Letters intended for this Mail, may be enclosed along with the money required as per tariff above, and the outer envelope addressed, 'Costa's Foreign Mail, care of Postmaster, New Orleans'." additional manuscript note in left margin reads "Postage on Letters to U.S. \$1.15 pr ½ oz., Letters must be left open — Return answer should be under cover to Mess. Loport Villa & Co. Havana"

The circular and letter were separated for many years, but the circular was reunited with the letter by Steven Walske in 2000 after the dispersal of the Dr. Hubert Skinner collection (Siegel Sale 832, Lot 3026).

Both illustrated in *Special Routes* on pp. 165-166. Cover with 1993 P.F. certificate .. E. 7,500-10,000

## BLOCKADE-RUN MAIL FROM MEXICO TO TEXAS VIA CUBA



2486

2486° ☒ **Matamoros, Mexico, to Washington Tex. via Havana, Galveston and Houston.** 10c Blue, Die A (11), corner scuffed and rounded at top right, tied by "Houston Tex. Jun. 26" (1864) circular datestamp on bright buff cover to Washington Tex., clear "H. MATAMOROS JUNIO 4" boxed datestamp with "FRANCO" straightline handstamp indicating prepayment of Mexican postage, tiny trace of marking in red near Franco handstamp of unknown origin, carried by blockade runner *Alice* from Havana to Galveston

VERY FINE COVER DESPITE STAMP FLAW. AN EXTREMELY RARE BLOCKADE-RUN COVER THROUGH MATAMOROS, MEXICO, TO WASHINGTON TEXAS, VIA HAVANA, GALVESTON AND HOUSTON.

Brownsville, the logical point for this cover to enter Texas, was occupied by Federal forces from November 6, 1863 to July 20, 1864. This necessitated mail traveling by a different route, in this case via Havana and Galveston, Texas. The U.S.S. *South Carolina* initiated a blockade of Galveston on July 2, 1861. U.S. forces occupied Galveston Bay from September 30, 1863, to January 1, 1864, so no blockade running occurred during that period. Only seven incoming blockade covers are listed in the *Special Routes* census, all postmarked at Houston between January 29, 1864, and March 1, 1865. All known covers were carried under cover and posted by a forwarder in Houston with 10c C.S.A. postage prepaid, unless the letter was addressed to Houston. The surrender of Galveston on June 2, 1865, ended all blockade running.

A cover from the same correspondence as this one, with the same Mexican markings and mailed six days later, was routed through Port Lavaca and Concrete, Texas (ex Wishnietsky, Siegel Sale 1064, lot 355, realized \$24,000 hammer).

Ex "Camina". With 1994 C.S.A. certificate..... E. 10,000-15,000



## BLOCKADE-RUN MAIL FROM FRANCE TO TEXAS VIA MEXICO



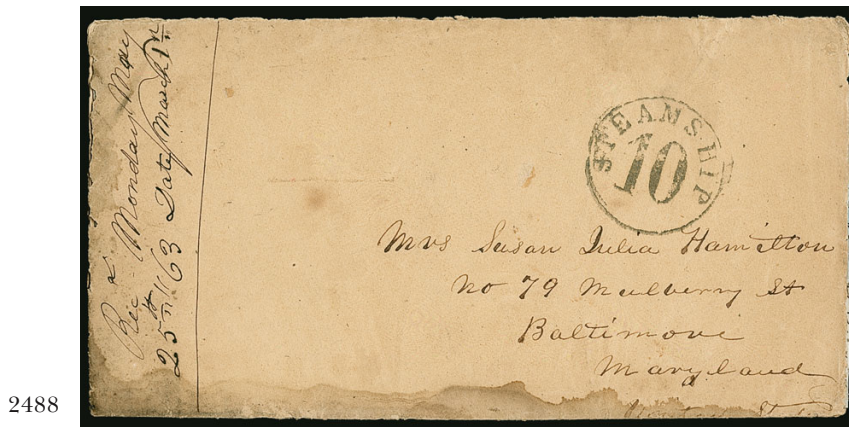
2487

- 2487 ☒ **Mulhouse, France to Houston Tex. via Tampico, Matamoros and Brownsville Tex.** Folded letter datelined "Mulhausen 6th September 1862", addressed to Emile Simmler (French consul) at Houston, forwarded under cover via Havana to Tampico and Matamoros, Mexico, crossed border at Brownsville with "Brownsville Tex. Dec. 29" rimless datestamp and "PAID 10" straightline for postage to Houston, receipt docketing of Jan. 18 (1863)

VERY FINE AND RARE EXAMPLE OF TRANSATLANTIC MAIL CARRIED FROM FRANCE VIA MEXICO, TRANS-RIO GRANDE TO BROWNSVILLE AND THROUGH THE UNION BLOCKADE TO HOUSTON.

The only international frontier between the Confederacy and a neutral country was formed by the Rio Grande River. This border between southwest Texas and northern Mexico represented a conduit for supplies and mail that could circumvent the Federal blockade of the Confederate coastline. Mail was exchanged across the Rio Grande throughout the war, mostly between commercial correspondents in Mexico and Texas, with **fewer than five covers known from Europe**. As the trade in cotton and munitions across this border grew in importance, the U.S. took actions to stop it, and initiated a partial blockade of the Gulf coast off Brownsville in July 1862, shortly before this cover was sent. Later, the U.S. occupation of the Brownsville region from November 6, 1863 to July 20, 1864 naturally pushed the cross-border exchange of mail up the river to Laredo and Eagle Pass.

Illustrated in *Special Routes* on p. 157. Ex Emerson..... E. 5,000-7,500



2488

- 2488 ☒ **Richmond to Baltimore via Galveston Tex., Havana, Cuba and New York.** Brown cover and original letter datelined at Richmond on Mar. 1, 1863, hand carried to Galveston Tex. (detailed in letter), carried by blockade runner *Alice* from Galveston on Apr. 30, arriving Havana May 4, then by Havana Line steamer *Roanoke*, arriving New York May 24 with "Steamship 10" due handstamp, May 25 receipt docketing in Baltimore, waterstaining at bottom and edgewear, otherwise Fine, an extremely rare blockade-run cover through Galveston and Cuba and a wonderful illustration of the challenges in sending mail between South and North during the Civil War—Richmond and Baltimore are only 150 miles apart, yet this cover had to travel over 5,500 miles and nearly three months to reach its destination—with 1996 C.S.A. certificate ..... E. 1,500-2,000



2489  
front  
and  
back

- 2489 ☒ **Camp Verde Tex. to Fulda, Germany via Tampico and St. Thomas.** Yellow cover from Confederate officer Albert Moyer to Frau Ed. Moyer in Fulda, pencil receipt docketing "d.d. Camp Verde 10 X 61" (Oct. 10, 1861) gives origin and date, carried across the Rio Grande from Eagle Pass to Piedras Negras, then to Tampico, "F. Claussen & Co. Tampico" forwarder's blue double oval handstamp on back, carried on *Clyde* to St. Thomas, entered British Mails with red "Tampico DE 30 1861" circular datestamp on back and manuscript "2/5" rate, RMSP *La Plata* from St. Thomas to Southampton, red "London E.C. JA 29 62" transit backstamp, red "Seebrief per England und Aachen 30/1 B" (Jan. 30) and Frankfurt (Jan. 31) transit backstamps, 28sg postage due from addressee with various rate markings in blue manuscript

VERY FINE. A RARE COVER FROM A CONFEDERATE OFFICER AT CAMP VERDE, TEXAS — THE SITE OF THE FAMOUS CAMEL CORPS — TO GERMANY, CARRIED ACROSS THE RIO GRANDE BETWEEN EAGLE PASS AND PIEDRAS NEGRAS, THEN BY ROYAL MAIL STEAM PACKET.

During the Civil War, Albert Carl Moyer, an immigrant from Kassel, Germany, was a Lieutenant and then Captain of Company B, 3rd Texas Infantry of the Confederate Army. The 3rd Infantry, raised in San Antonio, saw limited involvement in the war.

Camp Verde was surrendered to Confederate forces on March 7, 1861. When captured, the fort was home to eighty camels, which were part of the so-called Camel Corps, which was organized in 1856 as part of the U.S. military strategy in the southwest territory. Some of the camels captured by the Confederates were used to haul cotton to Mexico over the overland route.

This cover was carried on the RMSP *Clyde*, departing Tampico Dec. 31, 1861, arriving St. Thomas Jan. 12, 1862, then by RMSP *La Plata*, departing St. Thomas Jan. 14, arriving Southampton Jan. 29.

Illustrated in *Special Routes* (p. 162)..... E. 2,000-3,000

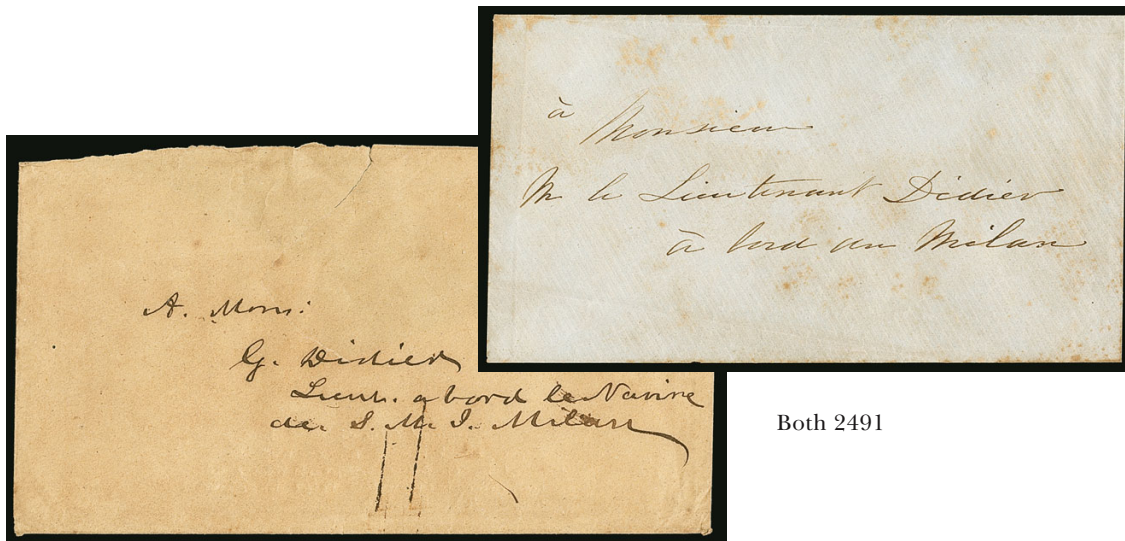


## UNUSUAL CONVEYANCE



2490

- 2490 ☒ **Bermuda to London via Confederate Supply Ship.** Folded letter (last of three pages, front and back of cover complete) addressed to London, red "Bermuda AU 28 63" circular datestamp and endorsed "*pr. Harriet Pinckney*", departed St. George's Aug. 29 for Liverpool, red "Ship-Letter London SP 14 63" and "London Paid SP 14 63" circular datestamps, Very Fine and scarce pre-paid 3p ship letter to England, the *Harriet Pinckney* was Confederate owned and named for the wife of Major House, C.S.A. purchasing agent in London, it was intended as a blockade runner but had too much draft and so was employed as a supply ship between England and the West Indies, making only three trips before being sold, ex Ludington ..... E. 500-750



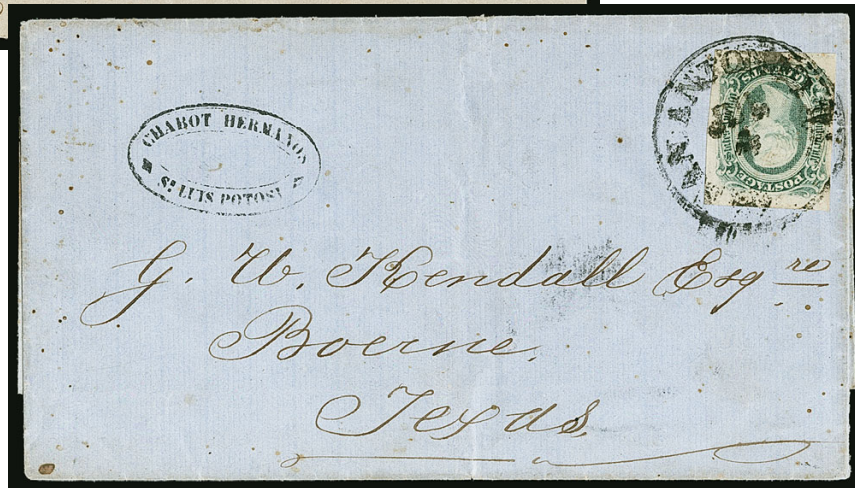
Both 2491

- 2491 ☒ **Charleston to New York via French Man-of-War.** Two covers endorsed to Lt. Didier of the French man-of-war *Milan*, one from Charleston to New York and the second in the opposite direction, both contained letters between **Charleston Unionist James Louis Pettigru** and his daughter Caroline, hand carried in both cases by Lt. Didier, letters no longer accompany but they are published, the one to Caroline (Dec. 16, 1862) with fascinating lengthy content including "in a civil war no man's honor can be reproached for refusing to draw his sword", also "As to your mama...She is a good deal scandalized by your partiality to the North; so different from her feelings which are thoroughly Southern" (*Life, Letters and Speeches of James Louis Pettigru*, p. 463), one cover with minor toned spots and the other with tear, Fine pair of covers, the *Milan* came through the blockade to Charleston in December 1862 to deliver the French consul and left in mid-January 1863 for New York, a report from the U.S.S. *Powhatan* off Charleston discusses the entry of the *Milan* ..... E. 500-750

## TRANS-RIO GRANDE MAIL



2492



2493

- 2492 ☒ **5c Blue, Local (7).** Horizontal pair, large bottom margin, other sides slightly in, tied by "Eagle Pass Tex. Jun. 30" (1864) circular datestamp on folded letter **from Monterrey to San Antonio via Piedras Negras and Eagle Pass**, datelined "Monterrey, June 20, 1863" and addressed to Dr. W. G. Kingsbury in San Antonio with forwarding directions "favor of Messrs. f Groos & Co., Piedras Negras", Brach-Shonfeld & Co. blue oval handstamp, trivial splits along folds, faint toning

VERY FINE. AN OUTSTANDING TRANS-RIO GRANDE COVER, CARRIED TO PIEDRAS NEGRAS AND ACROSS THE RIVER TO EAGLE PASS, WHERE IT ENTERED THE CONFEDERATE MAILS TO SAN ANTONIO.

Brach-Shonfeld & Co. and F. Groos & Co. were prominent commercial firms involved in the cross-border trade between Mexico and the Confederate States. The addressee, Dr. W. G. Kingsbury, was a director on the board of the San Antonio Mutual Aid Society.

Illustrated in *Special Routes* on p. 158..... E. 2,000-3,000

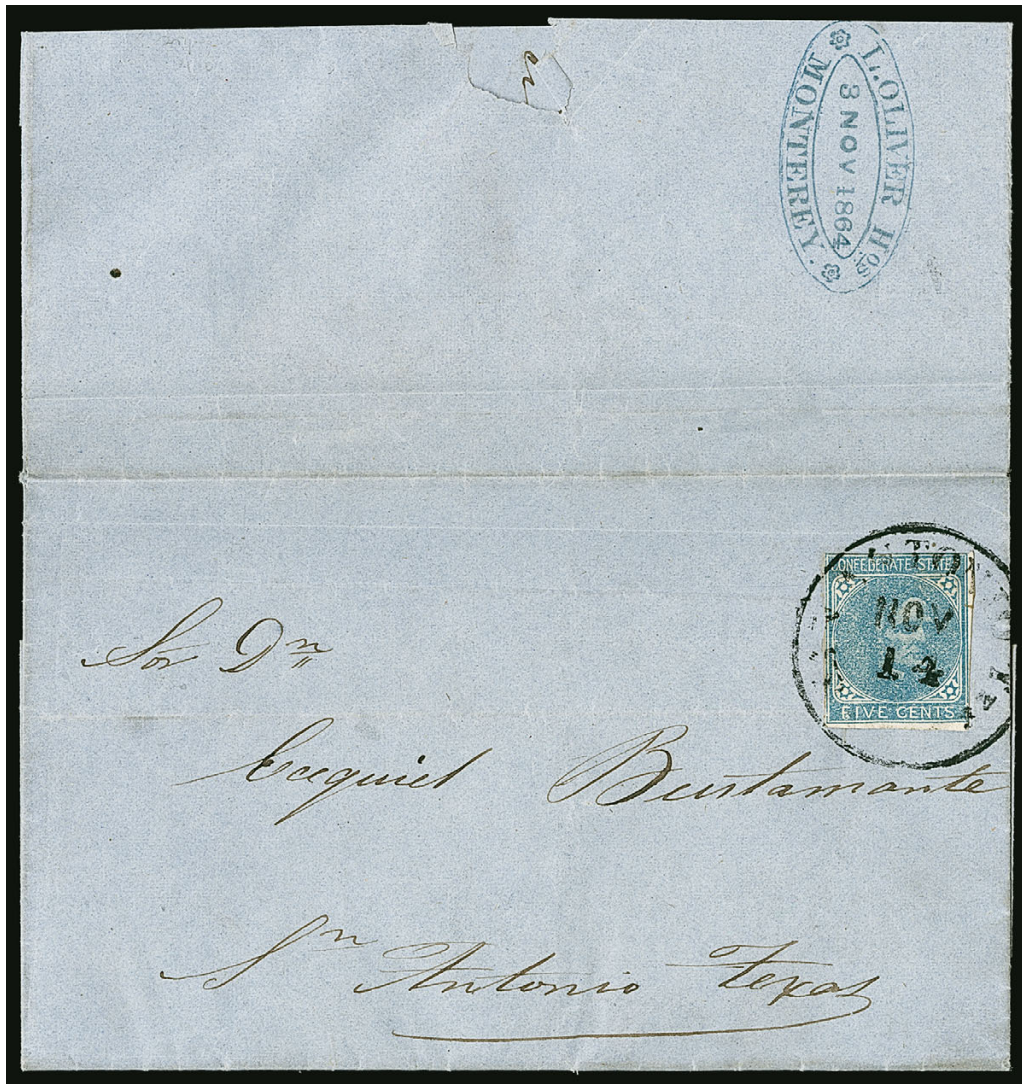
- 2493 ☒ **San Luis Potosi, Mexico to Boerne Tex. via Monterrey, Laredo and San Antonio.** Blue folded cover bearing **10c Greenish Blue, Die B (12c)**, ample to large margins, bright greenish shade, tied by bold "San Antonio Tex. Jul. 4" (1864) circular datestamp and addressed to G. W. Kendall in Boerne Tex., oval handstamp of Chabot Hermanos in San Luis Potosi, minor toned spots

VERY FINE. AN ATTRACTIVE AND RARE TRANS-RIO GRANDE ROUTING, CROSSING FROM NUEVO LAREDO IN MEXICO TO LAREDO IN CONFEDERATE TEXAS.

The addressee, George Wilkins Kendall, co-founded the *New Orleans Picayune*.

Illustrated in *Special Routes* on p. 157..... E. 2,000-3,000





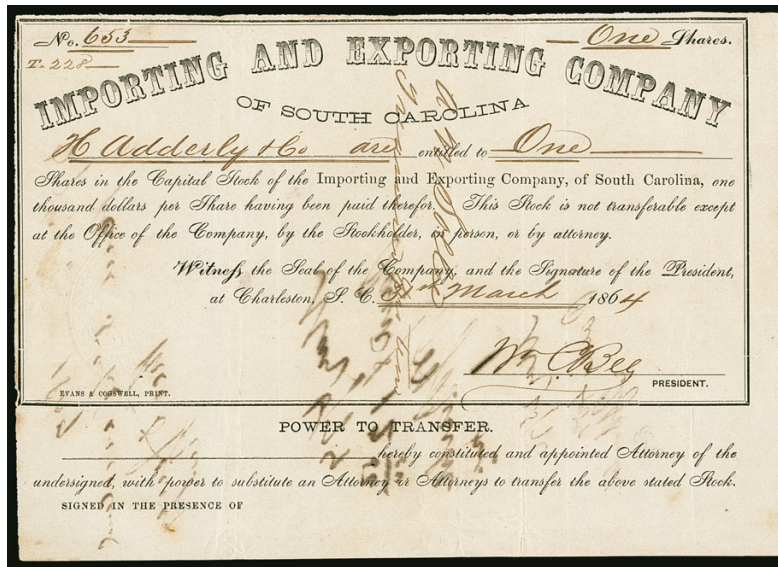
2494

- 2494 ☒ **5c Blue, Local (7).** Ample margins to just touched, tied by "San Antonio Tex. Nov. 14" (1864) circular datestamp on blue folded letter **carried from Parag to San Antonio via Monterrey, Nuevo Laredo and Laredo**, datelined "Parras Obre. 23 de 1864" from Antero Perez to Ezequiel Bustamante in San Antonio, "L. Oliver Hos. Monterey 3 Nov. 1864" forwarder's double oval backstamp, file-fold fold barely creases bottom of stamp

VERY FINE APPEARANCE. AN EXCEEDINGLY RARE COVER ROUTED VIA MONTERREY IN MEXICO, THEN CARRIED ACROSS THE RIO GRANDE BETWEEN NUEVO LAREDO AND LAREDO AND PUT INTO THE CONFEDERATE POST OFFICE AT SAN ANTONIO AS A DROP-RATE LETTER.

Mail from Mexico to San Antonio that crossed further down the Rio Grande and entered the C.S.A. post offices at Brownsville or Eagle Pass was usually franked with 10c C.S.A. postage. In this case, the letter crossed between Nuevo Laredo and Laredo and was brought directly to the San Antonio post office. The 5c stamp overpays the 2c drop-letter rate..... E. 2,000-3,000

## BLOCKADE-RUNNING STOCK CERTIFICATES



2495

2495

**Importing and Exporting Company of South Carolina, Capital Stock.** 5 x 7.25 in. printed stock certificate, No. 653, for one share to H. Adderly & Co. on March 31, 1864, signed by William C. Bee, President, manuscript transfers on back dated 1869, 1874, and 1876, nice condition with slight ink bleed from back visible on front, still Very Fine, the Importing and Exporting Company of South Carolina was formed in Charleston in late 1862 to own and operate blockade runners, the list of shareholders included many prominent members of Charleston society, the notations on the back indicate that the company continued to pay its investors after the war ended, unlike the case of The Consolidated Steamship Company stock offered in the following lot, Henry Adderley & Co. was the Nassau forwarder and affiliate of Fraser Trenholm & Co. .... E. 1,500-2,000



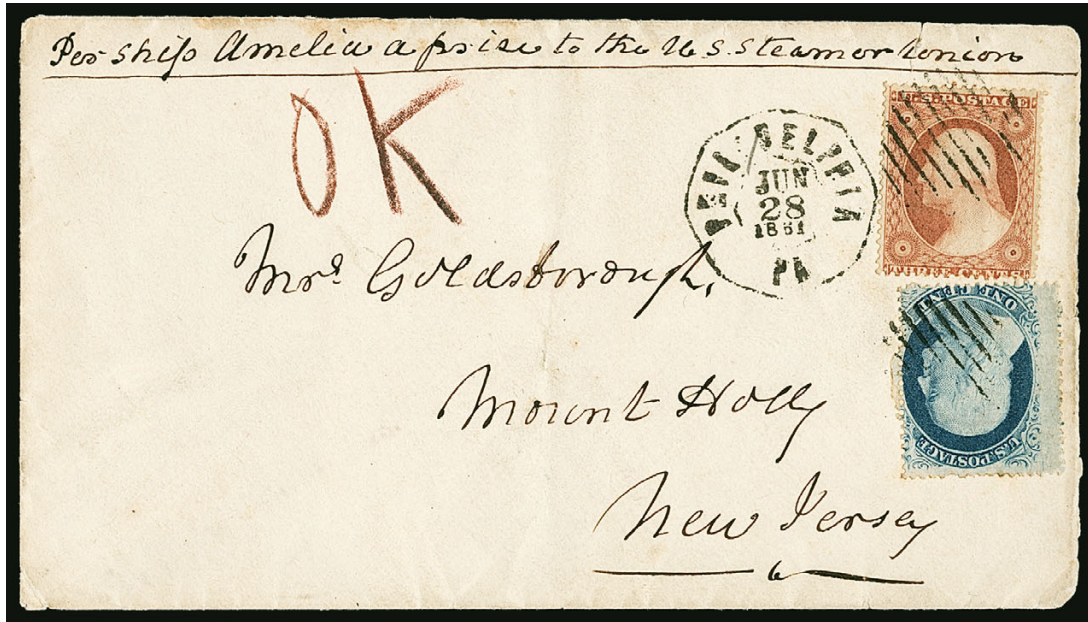
2496

2496

**The Consolidated Steamship Company, Capital Stock.** 4.75 x 8 in. capital stock certificate for 25 shares issued Jul. 31, 1863, red and blue on watermarked paper with vignette of a blockade runner at top, dog with safe and key at bottom, Evans & Cogswell Printers imprint, with original signatures of the Henry Hart, President and A. R. Taft, Secretary, endorsed on back (visible from front), wonderful condition with only light folds, Extremely Fine stock certificate from this owner and operator of blockade runners, Consolidated President Hart fled to the North at the end of the war, claiming that since blockade running was illegal he had no financial liability to investors ..... E. 1,500-2,000



## PRIZE COURT



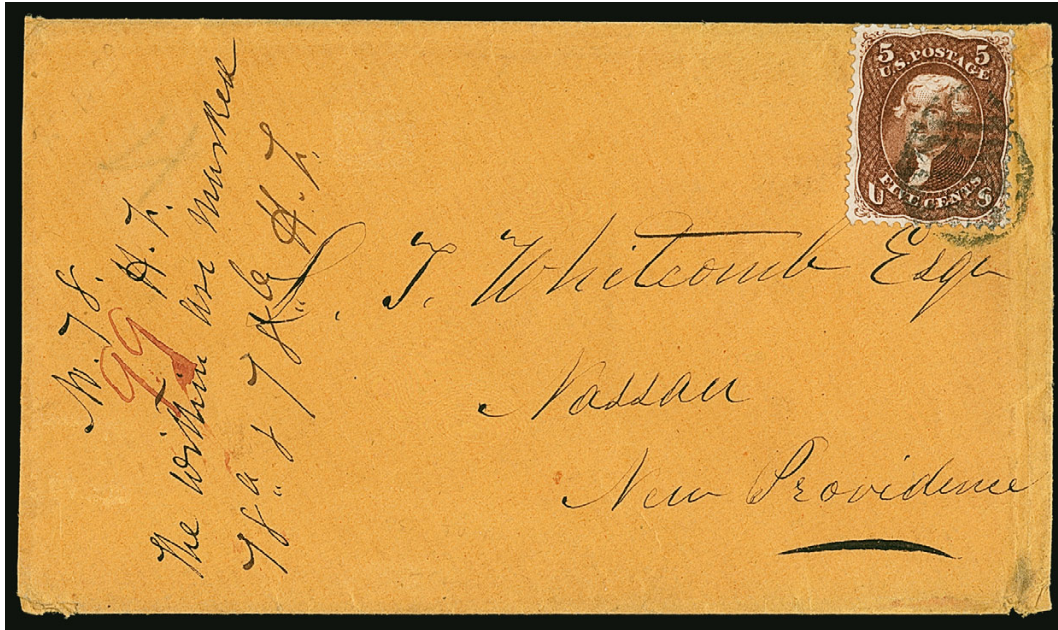
2497

2497° ☒ **U.S.S. Union to New Jersey via Captured Blockade Runner Amelia.** Cover with June 19, 1861 docketing, addressed to Mrs. Goldsborough at Mount Holly N.J., endorsed at top "*Per-Ship Amelia a prize to the U.S. Steamer Union*" and sent to Philadelphia Prize Court, franked by 1c Blue, Ty. V (24) and 3c Dull Red Ty. III (26) tied by grid cancels, "Philadelphia Pa. Jun. 28, 1861" octagonal datestamp, crayon "OK" at top, tiny inconsequential tear at top

VERY FINE. AN OUTSTANDING USE FROM THE CAPTAIN OF THE U.S.S. UNION AT SEA, WHICH HE PLACED ABOARD A CAPTURED BLOCKADE RUNNER ON ITS WAY TO PRIZE COURT, FOR DELIVERY TO HIS WIFE IN NEW JERSEY.

The *Union* (3) was built at Mystic, chartered by the U.S. Navy on Apr. 24, 1861 and sailed under Commander John. R. Goldsborough. She was assigned to the Atlantic Blockading Squadron and on June 18 captured the blockade runner *Amelia* inbound to Charleston. The crew of the *Amelia* was sent to Fortress Monroe, while the ship was sent north to the Prize Court at Philadelphia. Goldsborough took the opportunity to mail a letter to his wife by placing it on the captured ship, for entry at the Philadelphia post office.

Accompanied by a detailed history of the *Union*, which captured a number of ships during the Civil War ..... E. 7,500-10,000



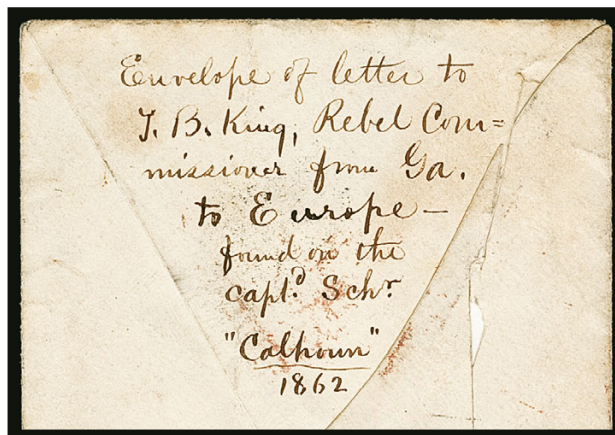
2498

- 2498 ☒ **5c Red Brown (75).** Tied by grid cancel on buff cover originating in Baltimore Md., addressed to "Nassau New Providence", "Bahamas NO 15, 1862" backstamp, **captured aboard the schooner *Lightning*** on Mar. 9, 1863 by the U.S.S. *Bienville* off Georgia and taken to Philadelphia Prize Court, manuscript evidentiary docket "No. 78 99 HF" (Henry Flanders), cover with minor corner nick and stamp with tiny tear at top

VERY FINE APPEARANCE. AN EXTREMELY RARE USE OF THE U.S. 1862 5-CENT RED BROWN ISSUE ON A COVER TO NASSAU, WHICH WAS CAPTURED AND TAKEN TO PHILADELPHIA PRIZE COURT.

Upon the capture of the *Lightning* it was determined that she was not safe enough to sail to Philadelphia, so her cargo was sent to Philadelphia on the U.S. bark *Manderson*. Mail on a captured blockade runner was useful in identifying contraband and was often introduced into evidence. Covers that have been released into the philatelic market are scarce, and particularly desirable with this better 5c 1861-63 Issue shade..... E. 5,000-7,500





2499EX

- 2499 ☒ **C.S.S. Calhoun, Prize Court Cover.** Cover addressed to "Hon. F. Butler King" at Paris, franked with horizontal pair and two singles **GB 1p Red (33)**, tied by "466" in grid cancels and by "Liverpool SP 11 61" circular datestamps, "INSUFFICIENTLY/PREPAID" two-line handstamp, London and Calais transit datestamps, letter was on its way back from Europe **aboard the C.S.S. Calhoun**, when it was captured by the *Colorado* on Jan. 23, 1862, manuscript "Envelope of letter to J.B. King, Rebel Commissioner from Ga. to Europe — found on the capt. schr. 'Calhoun' 1862", taken to Ship Island and then north to Philadelphia Prize Court

VERY FINE. AN OUTSTANDING USE, ORIGINALLY SENT TO A CONFEDERATE COMMISSIONER IN FRANCE, CAPTURED ABOARD A CONFEDERATE PRIVATEER ON ITS RETURN TO THE SOUTH AND SENT NORTH AS PRIZE COURT EVIDENCE.

The C.S.S. privateer *Calhoun* was built in New York in 1851 and originally named the *Cuba*. It was commissioned as a privateer by the Confederates on May 15, 1861, and was captured by the U.S.S. *Colorado* on Jan. 23, 1862, off Southwest Pass Louisiana. It was recommissioned for Federal services as the U.S.S. *Calhoun* and assigned to the West Gulf Blockading Squadron, where it was involved in the capture of 13 ships. A cover addressed to the U.S.S. *Calhoun* on blockading duty is included with this lot. Thomas Butler King was aboard the *Calhoun* when it (along with his papers) was captured but he managed to escape. His papers were used as evidence to condemn the ship as a Confederate vessel.....(Photo Ex) E. 4,000-5,000

2500 ☒

**Pendleton S.C. to Havana via Charleston, Prize Court Evidence.** Blue folded letter in Spanish datelined "Pendleton 10 Setiembre 1861", blue "Pendleton S.C. Sep. 11" circular datestamp and matching "Paid" with manuscript "10", addressed to "Emilio Puig, Care of Spanish Consul, Charleston S.C.", carried on the blockade runner *Nuestra Senor del Regla* which attempted to run the blockade from Charleston to Havana and was captured on Dec. 1 near Port Royal, red New York Prize Court docketing at right with initials of Henry H. Elliott (New York Prize Court commissioner), some splits along folds, Very Fine and rare, mail on a captured blockade runner was useful in identifying contraband and was often introduced into evidence, ex Kohn and Dr. Green ..... E. 1,000-1,500



2500

2501EX



2501EX

2502

- 2501 ☒ **Schooner *Volant* Prize Court Letter.** Folded consignee letter datelined "Nassau 21 June 1862" from Henry Adderley & Co., endorsed "Per *Volant*" and "Consignees", deceptively addressed to the shipping firm of F. T. Montell & Co. in Baltimore, enclosing a part-printed Bill of Lading dated June 21, 1862, for goods purported to be routed to Baltimore and an Adderley & Co. invoice for 200 sacks of salt in the same shipment, the letter and two accompanying documents were on board with the cargo when the *Volant* was captured by the U.S.S. *Western World* on July 2, 1862, in Winyah Bay S.C., manuscript docketing "No. 6. The within are marked Nos. 6a, 6b, 6c" and red "73" applied by the Philadelphia Prize Court

EXTREMELY FINE. A REMARKABLE TRIO COMPRISING THE LETTER AND SHIPPING DOCUMENTS CAPTURED ON BOARD THE SCHOONER *VOLANT* AND USED AS EVIDENCE IN THE PRIZE COURT HEARING.

The Baltimore shipping firm of F. T. Montell & Co. was involved in running goods through the Union blockade. This is a rare letter with accompanying shipping documents which were submitted as evidence during the Philadelphia Prize Court hearing. .... E. 2,000-3,000

- 2502 ☒ **Fort Warren, Boston.** Incoming unsealed inner **prisoner-of-war** cover to Mr. Mark A. Hardin "*(Prisoner)*" at Fort Warren, originated in Georgia and sent through-the-lines via Fortress Monroe, outer cover with C.S.A. postage discarded at exchange point, U.S. postage paid with 3c Rose (65) tied by grid, "Old Point Comfort Va. Oct. 26" double-circle datestamp, Boston receiving datestamp of Oct. 28, Very Fine, Mark Hardin was **captured on a blockade runner in the Gulf of Mexico** and taken to Fort Warren Prison, ex Birkinbine, signed Brian Green..... E. 750-1,000



## UNION BLOCKADING SQUADRON



2503

- 2503 ☒ **U.S.S. *Tuscarora* at Algeciras, Spain on Blockading Duty, to Washington D.C.** Cover with original letter datelined "U.S. Ship *Tuscarora* Algeciras, Spain May 12th 1862", contents include discussion of **blockading the C.S.S. *Sumter* at Gibraltar**, posted with **GB 1856 1sh Green (28) and 1858 2p Blue (29, plate 9) tied by rare "A26" grid cancels** with "Gibraltar MY 12 63" circular datestamp, red London transit of May 19 ties corner of 2p stamp, manuscript "16" rate, carried by Cunarder *Persia* from Liverpool to New York where struck with "New York Br. Pkt. 5 Jun 5" due circular datestamp, small edge nicks at left where slightly reduced

VERY FINE. AN EXCEPTIONAL USE FROM A U.S. SHIP BLOCKADING A CONFEDERATE RAIDER AT GIBRALTAR, SENT VIA GREAT BRITAIN WITH BRITISH POSTAGE PREPAID.

The U.S.S. *Tuscarora* was launched on Aug. 24, 1861, under Commander Craven. On roving blockading duty, she pursued the C.S.S. *Nashville* to Southampton but was unsuccessful in landing her as a prize. She then sailed to Gibraltar to confront the raider *Sumter*, which was commanded by Raphael Semmes. The enclosed letter states "The 'Sumpter' of so much notoriety and terror to merchantmen, still lies snugly ensconced at anchor at Gibraltar and her officers and crew having been discharged and taken to their departure, our show for making a prize of her, is I fear, small indeed..." Semmes had abandoned *Sumter* on Apr. 11, 1862. She was later disarmed and sold at auction on Dec. 19 to Fraser-Trenholm interests, and became the British blockade runner *Gibraltar*. In her brief 6 month career as a privateer, *Sumter* took 18 prizes. The diversion of Union blockade ships such as *Tuscarora* to hunt her down, was also of significant service to the Confederacy (source: Wikipedia)..... E. 5,000-7,500



- 2504 ✉ **3c Rose (65).** Tied by bold strike of "Port Royal S.C. May 5 '64" double-circle datestamp with target on "Flag Ship So. Atl. Bl. Squadron Rear Admiral" corner card cover to Philadelphia, **signed by Admiral John A. Dahlgren**, fresh and Extremely Fine, Admiral Dahlgren founded the Navy's Ordnance Department and designed several different guns and cannons that gave the Union a tactical advantage, during the Civil War he was Commander of the Navy Yard at Washington and from 1863 Commander of the South Atlantic Blockading Squadron, his flag ship was the U.S.S. *Philadelphia* ..... E. 500-750
- 2505 ✉ **Atlantic Blockading Squadron to Bellefonte Pa.** Cover with **red and blue Lady Liberty and American Flag Patriotic design**, endorsed "*U.S. Flag Ship Minnesota*" and addressed to Bellefonte Pa., entered U.S. mails with "Old Point Comfort Va. Jul. 31" (1861) circular datestamp, "SHIP" straightline and "3" cents due, barely reduced at right, Extremely Fine, the *Minnesota* was later attacked by the ironclad *Merrimac* on Mar. 8, 1862..... E. 500-750
- 2506 ✉ **3c Rose (65).** Tied by "U.S.SHIP" straightline, endorsed "*Housatonic*" at top and addressed to Williamsburg N.Y., carried by naval ship from the South Atlantic Blockading Squadron, entering Boston Sep. 15, 1863, slightly reduced at right, stamp with tear at top, otherwise Very Fine, the *Housatonic* was **sunk by the submarine C.S.S. Hunley** on Feb. 17, 1864 — the first ship ever to be sunk by a submarine..... E. 400-500





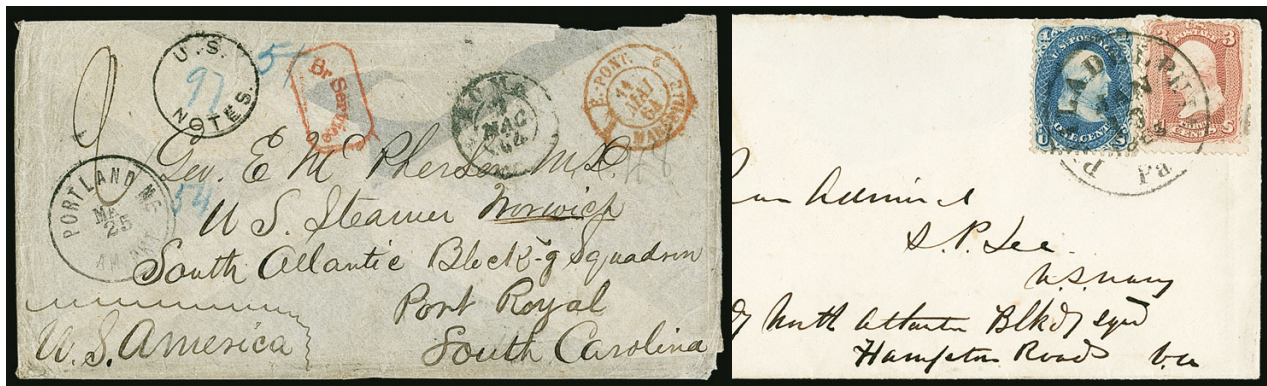
2507

- 2507 ☒ **30c Orange (71).** Used with 3c Rose (65), **Masonic Square and Compass** fancy cancels, 3c tied by "Ogdenburgh N.Y. May 6" (1863) circular datestamp on narrow cover **to the blockader U.S.S. *St. Louis* at Lisbon, Portugal**, forwarded to Algeciras, Spain, red "N York Am. Pkt. Paid Nov. 7" backstamp and carried on the Inman Line's *Etna*, arriving Queenstown Nov. 18, red London transit datestamp, manuscript magenta "12" cents credit, "40" reales rate handstamp and faint "4Rs" due handstamp in Spain, Lisbon backstamp, Dec. 5 arrival docketing in Algeciras, gently cleaned, 3c small perf flaw at top

VERY FINE. A SPECTACULAR 30-CENT 1861 ISSUE COVER WITH MASONIC FANCY CANCELS, SENT TO A UNION BLOCKADING SHIP IN PORTUGAL AND FORWARDED TO SPAIN.

The U.S.S. *St. Louis* was an older ship, laid down in 1827. During the Civil War she was re-armed and sailed for Cadiz, Spain on Feb. 24, 1863. For the next nearly two years she crisscrossed the Atlantic and patrolled the areas around the Canary Islands and the Azores in search of Confederate commerce raiders. This cover was addressed to the *St. Louis* during one of those missions. She returned to Port Royal on Nov. 26, 1864 for service in the South Atlantic Blockading Squadron.

Ex Herzog ..... E. 5,000-7,500



2509

2508

- 2508 ☒ **1c Blue (63), 3c Rose (65).** Tied together by "Philadelphia Pa. Jan. 17, 1863" circular datestamp on cover addressed to Admiral S. Phillips Lee, "Comm'd North Atlantic Blockd Sqr." at Hampton Roads Va., missing backflap, stamps with small margin flaws from placement at edge of cover, otherwise Very Fine use to the flagship U.S.S. *Minnesota*, which was attacked by the ironclad *Merrimac* on Mar. 8, 1862 ..... E. 200-300
- 2509 ☒ **Rome, Italy to Port Royal S.C., South Atlantic Blockading Squadron.** Tissue paper cover originating in Rome in Mar. 1864, addressed to the U.S. steamer *Norwich* in the South Atlantic Blockading Squadron, French, British and Port Royal S.C. transit datestamps and rate markings, entered U.S. mails at Portland Me on May 25, "97" in U.S. notes due for unpaid double-rate plus inflation factor, missing part of backflap and nicked at top, Fine appearance and a wonderful use, accompanied by a write up on the *Norwich* .... E. 500-750



- 2510 ☒ **Spain to Missouri, Blockading Squadron.** Cover originating in Algeciras, Spain, addressed to St. Louis Mo., back with U.S.S. *St. Louis* wax seal, Liverpool July 10, 1864 backstamp, blue "Chicago Am. Pkt. Jul. 28" circular datestamp, manuscript "33c/78c" depreciated currency due, backflap tears extend to front at top, otherwise Fine use from the *St. Louis* on blockading duty in Spain ..... E. 300-400
- 2511 ☒ **Gulf Blockading Squadron, Balance, 1861-62.** Five covers sent from or to ships on the early Gulf Blockading Squadron from 1861-62, including uses from the *Colorado*, *R.R. Culyer* and *Huntsville*, small cover or stamp flaws, Fine group, backs with Steven Walske's ship research notes, the Gulf Blockading Squadron was split into East and West Squadrons in early 1862 for greater efficiency.... (Photo Ex/Website PDF) E. 400-500
- 2512 ☒ **East and West Gulf Blockading Squadrons, Balance, 1862-65.** 11 covers franked with 3c 1861 Issue (65), sent from or to ships in the East and West Gulf Blockading Squadrons, nice range of ships including *Pembina*, *Adela*, *James L. Davis*, *Grand Gulf*, *Augusta*, others, a couple are former Confederate blockade runners, some small cover or stamp flaws to be expected, overall Fine and worthwhile group, backs with Steven Walske's ship research notes, the East Gulf Squadron was assigned the Florida coast from east of Pensacola to Cape Canaveral, the West Gulf Squadron was assigned the mouth of the Mississippi to the Rio Grande and south, beyond the border with Mexico.....(Photo Ex/Website PDF) E. 1,000-1,500
- 2513 ☒ **North Atlantic Blockading Squadron, Balance, 1861-65.** Five covers franked with 3c 1861 Issue (65), sent from or to ships in the North Atlantic Blockading Squadron, range of ships including *Galena*, *Emma*, *Calypso*, *Miami*, a couple are former Confederate blockade runners, some small cover or stamp flaws to be expected, overall Fine and attractive group, backs with Steven Walske's ship research notes, the North Atlantic Squadron was based at Hampton Roads, Virginia, and was tasked with coverage of Virginia and North Carolina, operating from the Potomac River to Cape Fear.....(Photo Ex/Website PDF) E. 500-750
- 2514 ☒ **South Atlantic Blockading Squadron, Balance, 1861-65.** 11 covers, mostly franked with 3c 1861 Issue (65), sent from or to ships in the South Atlantic Blockading Squadron, one is a Patriotic with Patriotic lettersheet, range of ships including *Wabash*, *Philadelphia*, *Nipsic*, *Wissahickon*, *Acacia*, *Mingoe*, *New Ironsides*, *Canandaigua*, nice range of markings including Congressional free frank to John A. Dahlgren, commander of Blockading Squadron by Senator James Harlan (Iowa), some small cover or stamp flaws to be expected, overall Fine-Very Fine, a nice group, backs with Steven Walske's ship research notes, the South Atlantic Squadron operated between Cape Henry in Virginia, down to Key West in Florida.....(Photo Ex/Website PDF) E. 1,000-1,500
- 2515 ☒ **"Flying" West Indies Blockading Squadron, Balance, 1862-65.** Five covers, all but one stampless, including sent from U.S.S. *Tuscarora* before leaving for Gibraltar to confront the C.S.S. *Sumter* and Captain Semmes, also covers from *Saranac*, *St. Louis* and *Vanderbilt*, a few small flaws, overall Fine-Very Fine, backs with Steven Walske's ship research notes ....(Photo Ex/Website PDF) E. 400-500

END OF SALE — THANK YOU





# BIDS

Use this form to submit absentee bids  
or to confirm telephone bids

# Sale 1154

May 10, 2017

PADDLE #

# 1

Please provide the following information:

NAME .....

ADDRESS .....

CITY/STATE/ZIP .....

PHONE ..... MOBILE .....

EMAIL .....

# 2

Have you purchased from us in the past 5 years? ☐ Yes (please go to Section 3)  
☐ No (references required below)

STAMP FIRM ..... PHONE .....

STAMP FIRM ..... PHONE .....

Please submit references at least **2 business days** before the sale. Bids from new clients will not be executed if satisfactory references are not received in time to be contacted.

# 3

- Enter the lot number and your corresponding maximum bid in the space below
- Use whole dollar amounts and bid according to the increments (see back of form)
- Bids do not include the **18% Buyer's Premium**, taxes, duty or shipping charges
- Absentee bids will advance at one increment over the next highest competing bid
- "Plus", "Break Tie" or "Buy" bids will not be executed
- Indicate any "Or" bids between lot number/bid entries and bracket your choices
- If you wish to limit the total amount of your bids, follow the instructions below

Lot #	Bid \$	Lot #	Bid \$	Lot #	Bid \$

☐ **Limit Bids:** Check this box if you wish to limit the total hammer price of your bids (excluding 18% Buyer's Premium, taxes, duty and shipping costs). Your bids will be executed until your bidding limit has been reached. The total amount you wish to bid is \$ .....

# 4

By signing this form, you agree to all of the Conditions of Sale printed in the sale catalogue (printed and digital), including but not limited to a) payment in the manner demanded by the Siegel firm, and b) payment of the 18% Buyer's Premium, any sales tax or customs duty, shipping costs, late charges and

other prescribed charges. You agree that your bids will be executed as courtesy by Siegel, but you waive the right to make any claim against Siegel or its employees arising from these bids or your participation in the sale. You agree to honor all bids as submitted, regardless of any errors or omissions.

SIGNED ..... DATE .....

Mail the signed form to Siegel Bid Department, 60 East 56th St., New York, NY 10022  
or email to [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)  
or fax to 212-753-6429



# Additional Bids

# Sale 1154

May 10, 2017

PADDLE #

Lot #	Bid \$	Lot #	Bid \$	Lot #	Bid \$

## Shipping & Insurance

We will be pleased to arrange for shipping and transit insurance for purchases in this sale, except for lots marked or announced as "floor sale only." To expedite billing and delivery to hundreds of buyers in each sale, we use standard charges for postage and insurance under our policy. These charges are based on the package weight and mailing requirements, according to the schedule shown here. Our standard charges do not include a fee for our services, and they may be slightly more or less than the actual postage or Fedex fee. We ask all buyers to remit the invoiced amount for shipping and insurance.

Transit insurance is provided in all cases, except when the buyer has furnished us with documentation that insurance is effective under the buyer's own policy.

There will be no added insurance charge for shipments of less than \$75,000 value. Shipments valued in excess of \$75,000 may require supplemental insurance and/or special courier service, the estimated cost of which will be furnished to the buyer prior to shipment. If the buyer refuses to pay the estimated charges or furnish proof of self-insured coverage, the buyer will be responsible for picking up the lots at our office and any resulting sales tax.

### Standard Shipping Charges

Weight Class	Shipping Method	Charge
Up to 2 lbs.	Fedex Envelope	\$20
Over 2 lbs.	Fedex Box	\$35 - \$50*
Outside US	Fedex	\$50 - \$100**
Bulky Lots	Fedex Ground or Express	By weight

\* Up to \$75,000 value and up to 5 lbs; additional charge may apply to packages exceeding limits

\*\* Buyers outside United States are liable for any applicable customs duty and clearance charges. An accurate declaration of contents and value will be made on all packages and import/export documents. **Siegel may refuse to ship lots to certain countries with a high risk factor.**

2/2015

## Bidding Increments

The auctioneer may regulate the bidding at his discretion. However, to assist absentee bidders in establishing their maximum bids, the increments shown here will be used in most cases. We recommend that written bids conform to these increments—bids that do not will be reduced accordingly.

Bid	Increment	Bid	Increment
Up to \$200	\$10	\$7,000-20,000	\$500
\$200-500	\$25	\$20,000-30,000	\$1,000
\$500-1,000	\$50	\$30,000-70,000	\$2,500
\$1,000-3,000	\$100	\$70,000-140,000	\$5,000
\$3,000-7,000	\$250	\$140,000-300,000	\$10,000



**PRICES REALIZED FOR SALE 1154---5/10/2017**  
**The Steven Walske Collection of North American Blockade Run Mail**

Robert A. Siegel Auction Galleries, Inc.  
60 East 56th Street, 4th Floor, New York, NY 10022  
Tel (212) 753-6421 Fax (212) 753-6429

Lot#	Realized	Lot#	Realized	Lot#	Realized	Lot#	Realized
2301	4,250	2363	500	2414	275	2469	2,100
2302	3,750	2364	700	2415	550	2470	2,100
2303	2,600	2365	700	2416	800	2471	160
2304	1,600	2366	400	2421	650	2472	9,000
2305	2,600	2367	1,200	2422	650	2473	3,000
2306	3,750	2368	300	2423	110	2474	1,700
2307	3,750	2369	375	2427	160	2475	1,000
2308	800	2370	425	2428	550	2477	800
2309	2,200	2371	250	2429	160	2478	1,700
2310	425	2372	1,000	2430	160	2479	5,500
2311	2,700	2373	1,000	2432	4,250	2480	17,000
2312	3,250	2374	700	2433	3,500	2481	275
2313	8,750	2375	950	2434	4,000	2482	550
2314	2,500	2376	500	2435	2,100	2483	2,100
2315	1,400	2377	1,200	2436	1,400	2484	3,250
2316	2,100	2378	225	2437	4,000	2485	10,500
2317	1,400	2379	275	2438	1,700	2486	13,000
2318	2,700	2380	225	2439	2,700	2487	4,750
2319	1,100	2381	2,800	2440	1,200	2488	2,000
2320	1,100	2382	325	2441	1,500	2489	3,750
2321	1,400	2384	1,100	2442	900	2490	1,100
2322	4,750	2385	190	2443	6,250	2491	275
2323	950	2386	150	2444	3,500	2492	5,500
2324	850	2387	750	2445	5,250	2493	5,750
2325	2,100	2388	800	2447	4,000	2494	5,500
2326	21,000	2389	850	2448	3,000	2495	800
2327	25,000	2390	1,200	2449	1,000	2497	13,500
2330	7,500	2391	1,700	2453	900	2498	5,250
2333	7,500	2392	500	2454	5,250	2499	5,750
2339	700	2393	350	2455	1,400	2500	1,500
2340	1,200	2394	400	2456	550	2501	1,500
2341	850	2395	375	2457	1,800	2502	475
2342	800	2400	900	2459	1,400	2503	5,000
2344	1,600	2401	750	2460	900	2504	2,800
2347	5,000	2402	2,700	2461	750	2505	2,200
2348	3,250	2403	275	2462	1,700	2506	450
2349	275	2404	250	2463	4,500	2509	550
2350	1,600	2407	425	2464	1,400	2510	650
2351	160	2409	400	2465	1,400	2512	550
2357	800	2410	275	2466	3,000	2513	275
2361	1,200	2411	900	2467	2,100	2514	1,200
2362	475	2413	325	2468	8,500	2515	500