

The

# Chronicle

of the U.S. Classic Postal Issues



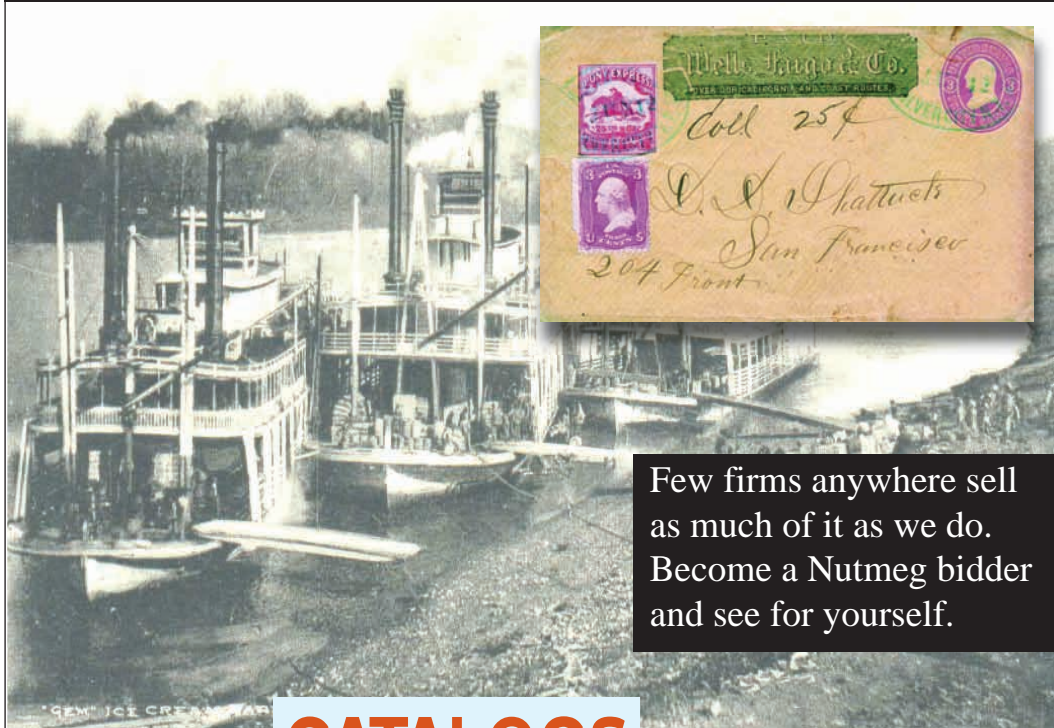
Earliest recorded use of the U.S. 10¢ 1869 stamp, on a cover from New Orleans to Spain, postmarked April 1, 1869. This is one of five covers to Spain, sent part-paid via British mails, discussed by Michael Laurence in a survey article in our 1869 section.

February 2009

Volume 61, No. 1

Whole No. 221

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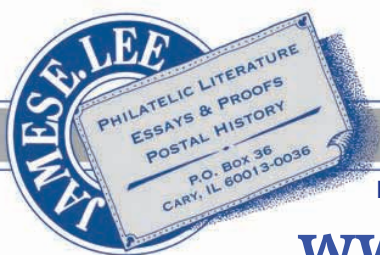
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# The Chronicle

## of the U.S. Classic Postal Issues

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1894, 10c Special Delivery  
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XF-Sup 95]



1857, 3c rose,  
type I (25), irregular  
block of ten with  
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8c "I.R." Provisional  
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## THE EDITOR'S PAGE

MICHAEL LAURENCE

### IN THIS ISSUE

This *Chronicle* begins and ends with two substantial pieces of scholarship that are likely to be the last word on their subjects for some time to come. In our Prestamp and Stampless section (page 9), James W. Milgram takes a close look at unofficially registered mail in the United States, from the years prior to the establishment of official registration. In an article lavishly illustrated with covers, Milgram examines the evolution of unofficial registration from its beginnings in Philadelphia in the 1840s until its official adoption by the United States Post Office in 1855.

And in our Foreign Mails section (page 73), David D'Alessandris explores pre-UPU mail between the United States and one of the scarcest and most difficult of all foreign-mail destinations: the French Islands of Saint Pierre and Miquelon. D'Alessandris' article includes a detailed analysis of rates and routes and a census of known covers both ways.

With this issue we welcome two new contributors to our pages. Cheryl R. Ganz, Chief Curator of Philately at the Smithsonian National Postal Museum, provides an interesting new insight into the activities of postmark manufacturer Edmond Samuel Zevely. Ganz' article, which appears in our 1851 section beginning on page 30, is based on several covers she encountered when going through the Charles Hirzel collection at the Museum of Communication in Bern, Switzerland.

That Swiss institution also provided other material for this issue. Featured in our 1869 section, starting on page 51, is an article by me about part-paid covers to Spain. This presents, for the first time, color images both front and the back of the Hirzel cover that has stood for almost 60 years as the earliest recorded use of the 10¢ 1869 stamp. This article is adapted from my forthcoming book on the uses of the 10¢ 1869 stamp. For those who are interested, the manuscript is complete and the book is now being laid out. Based on my ongoing census of 10¢ 1869 covers (an activity I've been engaged in for almost 50 years), this book is intended to be the last word on U.S.-foreign rates, markings and practices between 1869 and UPU. It contains lots of other information as well.

The other newcomer this issue is Nicholas M. Kirke, whose enthusiasm for New York Foreign Mail cancellations, long manifest on internet chatboards, now also surfaces in our pages. Kirke's first contribution (we hope there will be more) begins on page 56 and concerns just one NYFM cancellation.

Our 1861-69 section contains two features on Civil War postal markings. Jim Cate reveals a newly-discovered cover that extends the period of usage of General Banks Division markings (page 37), and Michael McClung provides an authoritative overview of Union soldier's mail from occupied eastern North Carolina (page 39).

And there's more: Harvey Mirsky (page 25) reports some very unusual markings on a 5¢ 1847 cover to Prussia; Jim Lee reveals a previously unknown progressive die essay for the 10¢ 1847 stamp (page 27); Richard Frajola provides a charming and well-researched vignette about steamboat mail on the Colorado River (page 33); Matthew Kewriga tells how he plated a major double transfer on the 2¢ Jackson Bank Note stamp of 1873 (page 58); and George Sayers continues his ongoing series on the plate varieties of the Official stamps, this time with the Interior Department (page 63).■



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## PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

### UNOFFICIAL REGISTRATION OF MAIL IN THE U.S.: 1845-1855

JAMES W. MILGRAM, M.D.

Registration of mail as a service of the Post Office Department began on 1 July 1855 with a 5¢ cash fee. However, for 10 years prior to official registration, a wide-spread unofficial system of registering valuable letters was increasingly used throughout the United States. Early registration did not provide indemnification of lost valuable contents. But it did provide a promise by the Post Office Department to provide extra security for valuable letters when such letters were brought to the attention of a postmaster.

It was made clear to those sending money through the mails that money and other valuables were sent in the mails at the sender's risk, but the P.O.D. would make serious effort to investigate any loss. A directive dating from the 1845 *Postal Laws and Regulations* is felt to be the basis for the development of unofficial registration:

**Sec. 218. Money, or other valuable things sent in the mail, is at the risk of the owner. But if it be lost the Department will make every effort in its power to discover the cause, and if there has been a theft, to punish the offender.**

**Sec. 219. In every case of loss by mail...the Department should be informed without delay, of all the circumstances connected with it. Particular care should be taken to state the name of the office in which the letter was placed, the day on which, if at all, it was actually mailed, the names of the writer and the person addressed, the amount, and if practicable, a particular description of valuable enclosures, the amount of postage marked on the letter, and whether unpaid or paid, the office to which addressed, and whether mailed direct thereto, or to another office for distribution, and the route by which it was sent, with any further particulars that may aid the Department in its investigation respecting the cause of loss.**

**Sec. 220. No reported loss will be investigated by an agent, unless satisfactory evidence is produced, either by the certificate of the postmaster, or some other disinterested individual, that the money or other thing was deposited in the post office.**

Beginning in 1845 at Philadelphia and spreading first to nearby offices, then throughout the East and finally to other parts of the country, one could send *for no cost* letters which would be registered by postmasters and tracked by the postmasters handling the letter, marking the way bill that accompanied the letter.

There is practically no documentation for these services. An occasional post office log from a small town contains a few notations opposite certain letters: "contains \$6" or similar remarks. The author has before him a two-page partially printed quarterly "Account Current with the United States" from the post office of Gloversville, N.Y., "for the service of the Post Office Department from January 1st to March 31st 1854." This very detailed document discusses all types of letters sent (including way and steamboat letters) with the postmaster's commissions and the balance due to the U.S. But there is no mention of registration. At the time the only documentation for a registered letter was the letterbill sent from one post office to another with the letters. There must have been a manuscript notation about value which informed the receiving post office.



**Figure 1. Earliest known United States registered cover: “NEW-YORK 31 OCT” (1845) bearing the large blue “R” marking applied at Philadelphia on November 1, 1845.**



**Figure 2. Earliest known dated postmark on a registered cover: black “PENSACOLA Flor. OCT 29” (1845) with large blue “R” struck on receipt at Philadelphia.**

Philadelphia began to mark such mail with “R” handstamps on November 1, 1845. Figure 1 shows a cover mailed from New York City with the postmark “NEW-YORK 31 OCT” (1845) and a sharp impression of the large blue “R” of Philadelphia. This cover is believed to be the earliest recorded date of a registered cover. It took a day for the train to bring the mails from New York to Philadelphia.

Figure 2 shows the earliest dated postmark on a registered cover, “PENSACOLA Flor. OCT 29” with a manuscript “10” due marking. The cover contains a letter datelined 1845 from an officer at the Pensacola naval base. It also bears the blue “R”, but this letter



**Figure 3. Three covers bearing the large blue Philadelphia “R” marking along with fancy postmarks: blue “HOLLIDAYSBURG, Pa. NOV 6” (1847) with negative “5”; red “ST. CLAIRSVILLE, O. APR 16” (1849) with negative “10” surrounded by stars; and black “NAUGATUCK Ct. OCT 15” (1846) with negative “5”.**

would have taken longer to reach Philadelphia, so the “R” was applied later than the “R” on the cover in Figure 1.

There are many examples of the large blue “R” on mail from late 1845 through 1849 and these covers can show various postal markings. The Nathan Trotter papers, a large correspondence into Philadelphia from this era (evidently about 3,000 covers) contained many covers with “R” markings. Figure 3 shows three Philadelphia “R” covers from the Trotter find, each of which bears a fancy numeral marking from three different towns. About 12 of these fancy numerals are known from different post offices of origin. From top to bottom the covers in Figure 3 are: blue “HOLLIDAYSBURG, Pa. NOV 6” (1847) with negative “5”; red “ST. CLAIRSVILLE, O. APR 16” (1849) with negative “10” surrounded by stars; and “NAUGATUCK Ct. OCT 15” (1846) with negative “5”.

No “R” marking is known on a registered cover *from* Philadelphia; the marking was applied at Philadelphia only on incoming covers. Collectors have noted that the earliest post offices using registered postmarks after Philadelphia are nearby towns and cities, indicating the system spread gradually from Philadelphia.



Figure 4. Registered cover from Philadelphia to Reading, Pa. with manuscript "Register 6" in crayon (1849). The "R" marking is not known on registered covers from Philadelphia; it was used solely as a receiving marking.



Figure 5. This is the earliest dated origin registered postmark on a United States cover, a red manuscript "Reg" with "ALLENTOWN, Pa. MAY 7" (1847) and matching "5." This cover also bears a second registration postmark, the blue "R" from Philadelphia.

The earliest outgoing Philadelphia marking seen is illustrated in Figure 4 which shows a crayon manuscript marking on a registered cover from Philadelphia to Reading postmarked at Philadelphia on 2 November (1849). The crayon marking says "Register 6". Other later covers from Philadelphia to New York and other Pennsylvania towns in the early 1850s show "Reg" or "R" in manuscript with a number, which suggests an organized system for registration and recording the letters.

The earliest recorded origin postmark on a registered letter, from 1847, is shown in Figure 5. The cover contained \$40. It shows "ALLENTOWN Pa. MAY 7" and "5" post-



Figure 6. Early registered cover with a 5¢ 1847 stamp, postmarked “READING Pa. MAY 7” (1849) with origin manuscript “R” indicating registration.

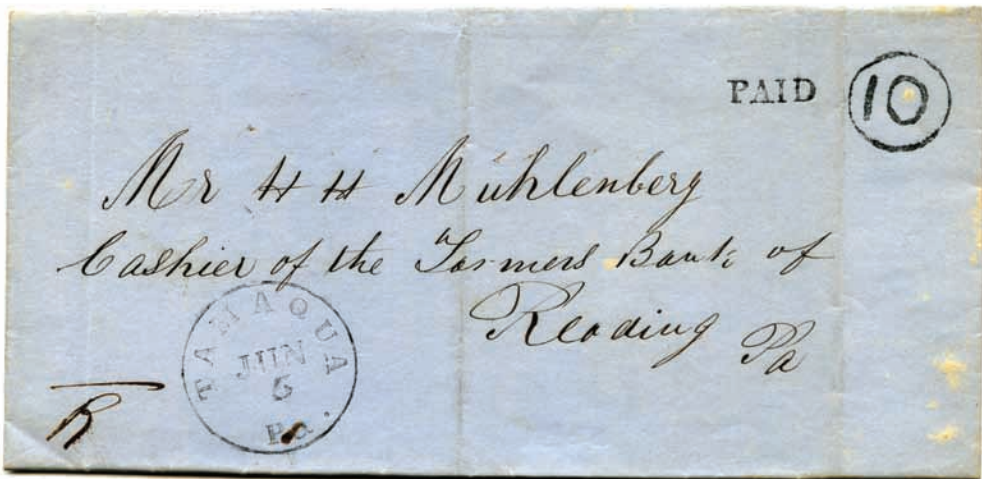


Figure 7. Prepaid at double rate from “TAMAQUA Pa. JUN 5” (1850) to Reading, Pennsylvania. The origin manuscript “R” indicates registration.

marked in red, a crayon “Reg” applied at Allentown and a second registration postmark, the blue “R” from Philadelphia. Covers from the late 1840s showing registration postmarks are very scarce.

The earliest example of a registered cover with origin registration postmark and an 1847 stamp is the 5¢ cover, also from Reading, shown in Figure 6. The townmark reads “READING Pa. MAY 7” (1849) with an origin manuscript “R”. The sender had enclosed \$5. Reading continued to use manuscript “R” markings on its covers into the 1850s. Registered covers with the New York provisional stamp date from 1845.

An 1850 cover showing a manuscript “R” registration marking of origin from Tamaqua, Pennsylvania, to Reading is shown in Figure 7. This cover enclosed \$100 in cash. The sender prepaid a double rate (for enclosures) from “TAMAQUA Pa. JUN 5.”

The Philadelphia “R” markings are found in two sizes and two colors. With double usages of the large blue and the small red marking, they can be divided into six periods. Data showing the periods of use, taken from the author’s book,<sup>1</sup> is presented as Table 1.

The small blue Philadelphia “R” was used for about two years from 1849 to 1851. Uses of this postmark with stamps of the 1847 series are known from various cities of origin. Figure 8 shows an example on a 10¢ 1847 cover with “NASHVILLE Ten NOV 9” (1850). In addition to the small blue “R,” this cover shows a Philadelphia manuscript “20” at lower left. This is an identification number of some sort, typical of the small manuscript numbers used with the small “R” marking. The folded cover contained a bank draft.

Type	Color	Earliest	Latest
Large	Blue	11/1/45	10/10/49
Small	Blue	10/19/49	9/1/51
Large	Blue	6/24/51	7/12/51
Small	Red	10/22/51	2/27/52
Large	Red	5/6/52	9/14/52
Small	Red	9/14/52	1/8/55

**Table 1. Periods of use of the large and small Philadelphia “R” markings.**



**Figure 8. 10¢ 1847 cover with blue “NASHVILLE Ten. NOV 9” (1850), small blue Philadelphia “R” and manuscript “20” at lower left, an identification number applied at Philadelphia. This folded cover contained a bank draft.**

Figure 9 is a remarkable 5¢ 1847 cover, from the collection of Harvey Mirsky, that shows two handstamped registry markings: “REGISTERED” applied at the town of origin (“WILKES BARRE Pa. MAR 29”) and the small blue “R” (and manuscript “25”) applied at Philadelphia. Although undated, the likely year of this cover is 1850.

Another remarkable cover, all the way from San Francisco, is shown in Figure 10. On this stampless cover the 40¢ coast-to-coast rate was paid in cash by the sender, indicated by the red “SAN FRANCISCO 1 MAY 40” (1850) datestamp and straightline “PAID.” The cover traveled by steamer via Panama to New York and then Philadelphia, which marked it with the small blue “R” and the accounting number “28.” This cover demonstrates that unofficial registration was used for valuable letters even in the far west. The only way the Philadelphia postmaster would have known to mark the letter with the “R” was if the letter

<sup>1</sup> Milgram, James W., M.D.: *United States Registered Mail 1845-1870*, David G. Phillips Publishing Co., North Miami, Florida, 1998, pg. 143.



Figure 9. 5¢ 1847 cover showing two handstamped registered markings, a black “Registered” applied at “WILKES BARRE Pa. MAR 29” (1850) and a small blue Philadelphia “R” and manuscript number “25.”

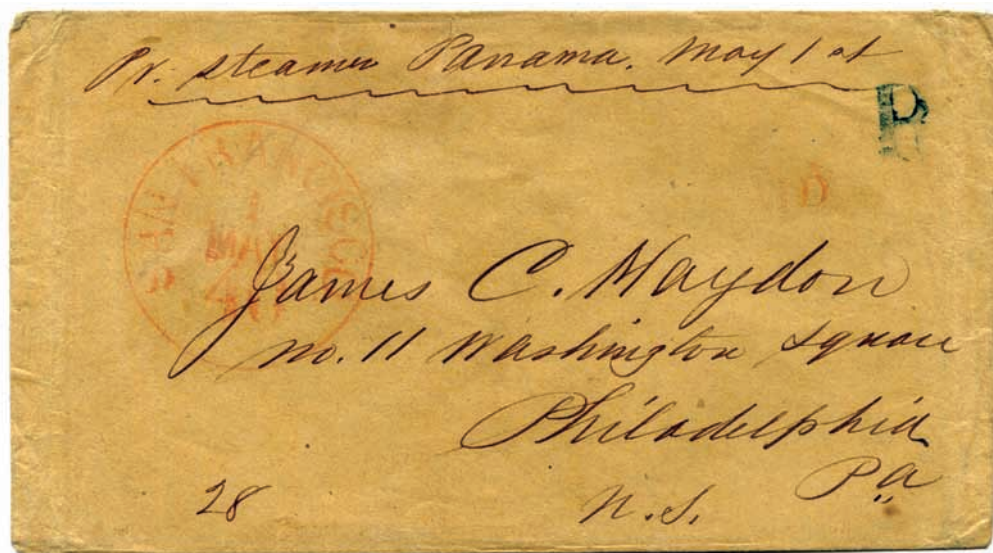


Figure 10. Philadelphia small blue “R” on a cover with “SAN FRANCISCO 1 MAY 40” and “PAID,” sent east via Panama in 1850. Later covers from San Francisco show manuscript registration postmarks of origin.

bill from San Francisco indicated this was a “valuable letter” or “registered letter.” There are other registered covers from San Francisco dated 1852 and 1853. Some of these show manuscript registration postmarks of origin.

By the 1850s different towns were beginning to use handstamps for registration. Figure 11 illustrates a cover with black “LEWISTOWN Pa. MAY 29” (1850). It was rated “5” and then rerated “10” and struck with a black straightline “REGISTERED.” At Philadelphia



Figure 11. This cover shows handstamped registered postmarks of both origin and receipt. At "LEWISTOWN Pa. MAY 29" (1850) the cover was rated "5" and then rerated "10" and struck with the small straightline "REGISTERED." Then at Philadelphia it was postmarked with the small blue "R" and a manuscript "28."



Figure 12. Rare use of the large blue "R" from the short second period of use, on a 5¢ 1847 cover bearing a red "U.S.EXPRESS MAIL BOSTON 26 JUN" (1851) postmark. The cover also shows a Philadelphia number "18" in manuscript.

the cover received two more markings, the small blue "R" and the number "28." Observe that the Philadelphia numbers are usually quite low. Numbering may have reset every day.

For a few weeks in 1851 (see Table 1) the large blue "R" was used for a second time. An example from the collection of Gordon Eubanks is shown in Figure 12. This cover bears a manuscript-canceled 5¢ 1847 stamp and the red postmark: "U.S. EXPRESS MAIL



Figure 13. First day of the new 3¢ rate for prepaid letters (July 1, 1851) with a large blue Philadelphia “R” registration postmark from the second period and manuscript number “14.” The letter enclosed \$77 in banknotes and a \$100 draft.



Figure 14. Another cover showing registered markings of both origin and receipt. The origin postmarks are “READING Pa. SEP 23”, “PAID”, and “REGISTERED” all in deep blue. The receiving postmarks are the small red Philadelphia “R” and the manuscript number “10”. The cover is undated but the small red “R” indicates the year is 1852 or later. The cross on the front signifies valuable content.

BOSTON 26 JUN” (1851). Note the Philadelphia manuscript “18”. Manuscript numbering of registered covers was not performed at Philadelphia during the first period of the large blue “R” postmarks.

Figure 13 shows another cover from the second period of use of the large blue “R” registration postmark. This cover is postmarked “BOSTON 6 cts 1 JUL” (1851) with black



**Figure 15.** Handstamped blue “R” with manuscript number from “HAMILTON Ohio APR 11” (year not known) to Canonsburgh, Pa. This marking could be confused with the Philadelphia “R”, but it is typographically different and its color matches the Hamilton postmark. This cover also shows a cross to indicate valuable content.

“PAID.” 1 July 1851 was the first day of the prepaid 3¢ rate; the 6¢ on this cover represents a double rate. The letter enclosed \$77 in banknotes and a \$100 draft. The cover went to Philadelphia, where it received the large blue “R” and a manuscript registration number “14.” The double charge on this cover was for the additional weight of the contents of the letter.

Figure 14 is another cover demonstrating registered markings of both origin and receipt. The origin postmarks are “READING Pa. SEP 23,” “PAID,” and “REGISTERED” all struck in deep blue. Since the cover is marked “PAID,” the postage rate was three cents. The “10” is not a postal rate; it is the registered number applied at Philadelphia with the small red “R.” While the cover is undated, the small red “R” indicates use from 1852 or later (see Table 1). Another interesting feature of this cover is the manuscript cross at top center. We know from other covers that this was a means of identifying valuable letters.

A few towns used handstamped “R” as origin markings for registration. One example is the blue “R” from Hamilton, Ohio, on the cover in Figure 15. Franked with an imperforate 3¢ 1851 stamp and addressed to Canonsburgh, Pennsylvania, the cover is postmarked “HAMILTON, Ohio APR 11.” Both the handstamped “R” and the manuscript registration number “12” were applied at Hamilton. This handstamp could be confused with the Philadelphia “R,” but the Hamilton marking has different typographical characteristics and the color matches the postmark, making the “R” an origin marking. This is another cover showing a cross signifying to postmasters that this letter carried valuable content.

Both handstamped and manuscript “R” markings of origin exist from a number of towns. A large red “R” was used at Cincinnati during both unofficial and later official registration. A registration number was also applied in Cincinnati.

The Charleston boxed “REGISTERED” marking is one of the more handsome registration postmarks. The pair of covers in Figure 16, both with Charleston, S.C., postmarks, demonstrate the two postage rates that prevailed during the 1851-1855 period: 3¢ prepaid



**Figure 16. Two covers from Charleston, S.C., both showing the handsome Charleston boxed “REGISTERED” straightline. These covers demonstrate the rates that prevailed during 1851-1855: 3¢ prepaid and 5¢ unpaid.**

and 5¢ due on unpaid letters. The blue “REGISTERED” in box is an origin marking applied at Charleston. The manuscript “Register” on the unpaid cover is a sender’s request to register the letter. Such a cover might have been dropped into a letterbox at the post office although that is unlikely with a registered letter.

In Figure 17 is another cover showing the Charleston “REGISTERED” postmark, but this cover also bears a blue straightline “REGISTERED” that is known to have been applied as a receiving mark at Athens, Tennessee. For the most part, one can assume that these later “REGISTERED” handstamps were applied at the point of origin rather than the destination. Without the contents of the letter or some written notation on the cover, identifying the year date can be difficult. The Figure 17 cover does not show a year but is presumed to date from the period of unofficial registration because that is when the Charleston boxed “REGISTERED” marking was used.

Canada’s registration system began during the 1820s and such letters were marked “Money” or “Money Letter.” During unofficial registration in the United States, several cities along the Canadian border adopted this term to use on registered letters. The most common marking (less than a dozen are known) is an oval “MONEY LETTER” with center decoration, struck in either red or black, on covers from Cleveland. The 1852 example in Figure 18 also bears a manuscript “R”. This cover was postmarked in red with an in-



Figure 17. This cover shows the “REGISTERED” in blue rectangle used as an origin postmark at Charleston, and a blue straightline “REGISTERED” receiving mark applied at Athens, Tennessee.



Figure 18. Cleveland’s oval “MONEY LETTER” with center decoration is one of the more unusual registration postmarks. This cover was postmarked in red with an integral rated postmark: “CLEVELAND O. 3 PAID DEC 23” (1852). The cover also bears a manuscript “R” in handwriting that appears to be different from the address.

tegral-rated postmark “CLEVELAND O. 3 PAID DEC 23” (1852). The cover also bears a manuscript “R” in a handwriting that appears to be different from the address. A black handstamped “R” is also known from Cleveland on an undated cover.

Figure 19 illustrates a blue straightline “MONEY LETTER” from Lewiston, N.Y., a border post office on the Niagara River that exchanged Canadian mails. The imperforate 3¢ 1851 stamp and the undated 3¢ entire envelope are canceled with the same blue grid



Figure 19. Undated 3¢ entire envelope with 3¢ 1851 stamp and matching cancels and straightline “MONEY LETTER” from “LEWISTON, N.Y. 19 MAY.”



Figure 20. One of the most interesting handstamped registered postmarks is the “MONEY/REGISTERED/DETROIT” in decorated oval. On this cover it used with an integral rated red “DETROIT MICH. 3 PAID JUL 26” postmark.

with matching “LEWISTON, N.Y. MAY 29.” The year date of this cover is not certain, but because the Canadian terminology changed from “money letter” to “registered letter” in 1855, this is probably a use before official U.S. registration.

A very interesting handstamped registered postmark (only two examples known) is the black oval “MONEY/REGISTERED/DETROIT” marking. The example in Figure 20 is used with an integral-rate postmark reading “DETROIT MICH. 3 PAID JUL 26” in red. The notation at top suggests the cover contained \$100. This marking dates from 1854.



Figure 21. The “REGISTERED” marking on this envelope (with blue manuscript “13” and “WETUMPKA, ALA. MAR 28”) is the only known example.



Figure 22. Montgomery, Alabama used a “REGISTERED” handstamp on letters in transit. These covers show manuscript “Registered” notations of origin.

There are also two different types of straightline “MONEY LETTER” from Erie, Pennsylvania.

Some early envelopes with either manuscript or handstamped registered postmarks cannot be dated definitely. Many of these are stamped envelopes without contents. A useful illustration is the cover in Figure 21. This is the only known example of this blue straightline “REGISTERED” from “WETUMPKA ALA MAR 28”. The cover also shows a manuscript—number “13.” The author believes the majority of such covers are from the early period before official registration, but one sometimes cannot know for sure.

Finally, there are markings from Montgomery, Alabama, that are sometimes transit markings and sometimes origin markings. Montgomery is the only town to handstamp a “REGISTERED” marking on letters that passed through in transit. The Montgomery straightline “REGISTERED” marking was used both during the unofficial registration period and in the official registration period that followed. The two covers in Figure 22 show small-town manuscript “Registered” notations of origin, with the Montgomery “REGISTERED” straightline applied as a transit marking. When used from Montgomery as an origin postmark, the Montgomery “REGISTERED” straightline is accompanied by a manuscript registration number. Examples from 1854 and 1857 have been recorded.

The two covers in Figure 22 are addressed to Greenville, Georgia and New Orleans, Louisiana. The lower cover, from Autaugaville, Alabama, is dated June 21, 1854—just nine days before official registration. (Another later cover is known from this town with a handwritten notation indicating the 5¢ registration fee was paid.) The upper cover in Figure 22, from “CHUNENNUGGEE, ALA” is dated December 20, year uncertain.

On July 1, 1855 the Post Office Department began collecting a 5¢ cash fee on all registered mail. Figure 23 depicts a first-day use: “LOUISVILLE KY JUL 1” (1855) with “PAID 24” to Ireland via New York. Note that the sender wrote “Valuable” on the cover and the Louisville post office wrote “Registered #21865,” suggesting a long-standing reg-



Figure 23. This transatlantic cover to Ireland with “LOUISVILLE KY JUL 1” (1855) dating, was posted on the first day of official registration. The sender wrote “valuable” on the face of the cover and prepaid the 24¢ postage, indicated by the Louisville “PAID 24” postmark. The registry fee, presumably an additional five cents, was also paid in cash.

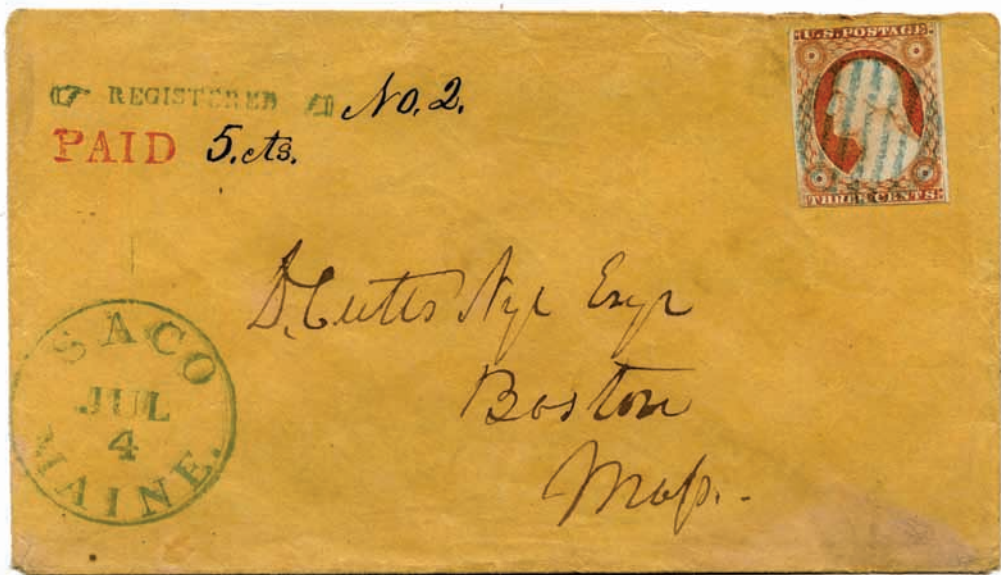


Figure 24. This 3¢ 1851 cover bears a lovely “REGISTERED” handstamp between two pointing hands—with matching “SACO MAINE JUL 4” in blue and manuscript “No. 2” numbering. The red “PAID” and manuscript “5 cts” indicates the cash fee paid for registration, making this cover is an early example of official registration.

istration system used at this post office before official registration. The “PAID 24” is a Louisville marking. The red “19,” representing the British packet fee of 19 cents, was applied at New York. Another registered cover from this same correspondence shows the early magenta New York registered transit markings only three weeks later.

The 3¢ 1851 cover in Figure 24 bears a lovely “REGISTERED” handstamp between two pointing hands with matching “SACO MAINE JUL 4” in blue and a “No. 2” manuscript enumeration. The red “PAID” and manuscript “5 cts” indicates the cash fee for registration, making this cover not an unofficial use, but a very early showing of the official registration that followed. The Saco registered postmark is also known from the unofficial registration era. All known handstamped markings for unofficial registration are illustrated in the author’s book cited earlier. ■

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## REMARKABLE MARKINGS

HARVEY MIRSKY

The folded letter shown in Figure 1 bears a “MAR/19 (1849)” Philadelphia circular datestamp. Docketing shows the same mailing date, and notes “R[ecieved] 6 Apr.”

This cover has several interesting features. It was carried under the U.S.-Great Britain treaty of 1848 and crossed the Atlantic on the steamer *America*, departing Boston March 21, 1849. The two 5¢ 1847 stamps at lower right paid double the 5¢ per ½ ounce open-mail rate to England.



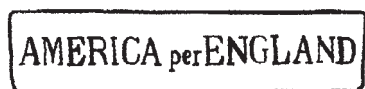
**Figure 1. Two 5¢ 1847 stamps from Philadelphia to Prussia. The stamps are cancelled with the Philadelphia numeral 6 octagonal raster usually found on incoming ship letters.**

The cancel tying the stamps is very unusual. Indeed, it is unique as the only example of the Philadelphia “6” in double-line octagon recorded on any 1847 cover. This Philadelphia handstamp was specifically intended for rating incoming ship mail arriving at the port of Philadelphia and addressed to a local recipient.

The overseas markings on the Figure 1 cover are also extremely interesting. Arriving in England April 3, the cover was rated “2/10”—2 shillings, 10 pence—at upper right. This consisted of 16 pence for the double-rated transatlantic carriage; 12 pence for the double-

weight British internal fee; and triple the 2 pence (per ¼ oz.) Belgian transit fee.<sup>1</sup>

Per the sender's endorsement at upper right, the cover was sent via Ostende, Belgium, to Aachen, Germany. At Aachen, the "AMERICA per ENGLAND" handstamp was applied in black at lower left. A tracing of this marking is shown as Figure 2. This handstamp was used at Aachen from 1848 to 1851, only on eastbound mail from the United States.<sup>2</sup> At least one other example of this marking on a cover bearing 1847 stamps is known. This is a 5¢ 1847 cover send from Boston to Neuwied-on-the-Rhine, Prussia, on January 28, 1851. In this cover the "AMERICA per ENGLAND" handstamp was applied in red and was applied on the reverse.<sup>3</sup>



**Figure 2. "AMERICA per ENGLAND" applied at Aachen from 1848 to 1851 on eastbound mail from the United States.**

**Figure 3. Scanned image of the double-circle "RES" handstamp from the reverse of the Figure 1 cover. This was a reserve marking used at Cologne in the absence of the regular marking.**



At Aachen, the British "2/10" sterling rating on the cover in Figure 1 was converted into Prussian currency as "28½" silbergroschen. The manuscript "28½" (left side of cover) was subsequently crossed out and restated as "35¼" (right side of cover) after the Prussian internal postage was added.

Perhaps most remarkable of all is the double-circle "RES" handstamp on the reverse. A scanned image of this marking is shown in Figure 3. This was a reserve marking placed into use because of the loss of the regular marking used to show distribution of letters in Cologne.<sup>4</sup> The Figure 3 marking was in use from February, 1849 until January, 1850. This is the only U.S. cover known to show it.

As an aside, this is the only 1847 cover to a foreign destination that this author has seen with the stamps affixed at lower right. So far, there are two domestic covers known with stamps in that position. ■

<sup>1</sup> For a detailed discussion of these rates, see Dwayne O. Littauer, "Letter Mail Between the United States and Germany Under the Anglo-Prussian Convention," *Chronicle* 209 (February 2006), pp. 63-73.

<sup>2</sup> *Ibid.*, pg. 66.

<sup>3</sup> *Ibid.*, pg. 69.

<sup>4</sup> "Die Stadtpost-Expedition in Koeln 16 July 1838 to 31 July 1851," *Rundbrief* No. 415, Deutscher Altbrieftsammler-Verein e.V., 1992, pp. 185-233. Special thanks to Richard Winter for locating this reference.

THE DISCOVERY OF A LIFETIME: A NEW 10¢ 1847 ESSAY

JAMES E. LEE

Imagine the rush of adrenaline when someone offers you a unique item, especially one that has not been previously recorded or even known. This experience came to pass for one of our members, Ken Gilbert, this past year. When he called to tell me about his find, I was skeptical—until I saw scans. Then my advice was that he send the item to the Philatelic Foundation for a certificate. In due course it came back with a certificate of authenticity. Now we have a new essay for the 10¢ 1847 stamp, Scott 2, to be added to the essay listing in the Scott's *Specialized Catalogue of United States Stamps and Covers*.

The essay is a progressive die impression on proof paper, which has been mounted on stiff blue laid paper. Figure 1 shows the entire essay with full margins and the surrounding backing paper.

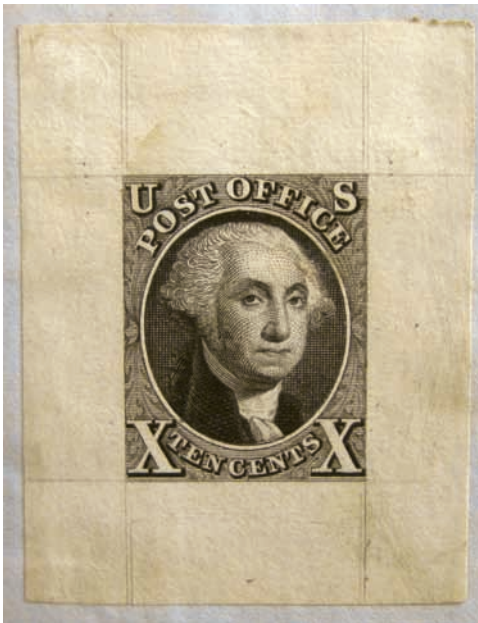


Figure 1. Newly discovered progressive die essay for the U.S. 10¢ 1847 stamp, imprinted on proof paper affixed to a backing of stiff blue laid paper.

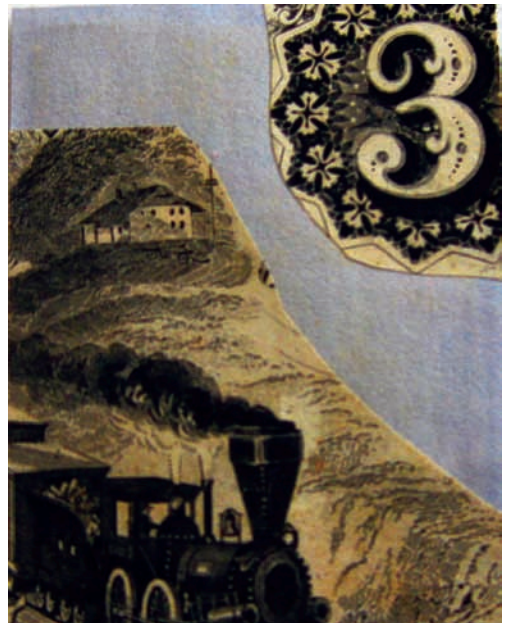


Figure 2. Reverse of the Figure 1 essay, showing cut-out portions of other die impressions of a numeral and a steam locomotive affixed to the blue backing paper.

Of further interest, the reverse of the blue backing paper, shown Figure 2, contains cut-out portions of die impressions of a numeral three and locomotive scene. It is quite possible that these are stock dies for use on currency or stock certificates. These might hint at the item's provenance.

Mark Tomasko, a student of early security printing, believes that this essay was probably clipped from a roll-and-die book. Such books were made up by the bank note com-



**Figure 3. Enlargement of the design area of the Figure 1 essay. The design around the vignette is incomplete. The border and printer initials have not yet been added.**

panies to serve as an inventory of dies that they had on hand. Books of this nature were assembled by Rawdon, Wright, Hatch & Edson, printers of the 1847 stamps, and are known to survive.

The greatly enlarged photo in Figure 3 shows just the design area. The design around the vignette is incomplete. The border and the printer's initials, RWH&E, have yet to be added. Thus, this is a progressive essay showing an intermediate state of the die.

Tomasko's premise opens the door for more detective work to be conducted by Society members. If this item did come from a roll-and-die book, where is the balance of the book? There are books in private hands.

Since the die would no longer exist in this state, why was an unfinished die impression included in a sample book of dies on hand? Or perhaps RWH&E made a duplicate of the progressive die to have on hand. If so, the actual die may still exist. Do other proof examples survive? I believe we may be just looking at the tip of an iceberg. I hope there will be more of this story to report in a future issue of *The Chronicle*.■

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## E.S. ZEVELY AND THE 1853 NEW YORK WORLD'S FAIR

CHERYL R. GANZ

In 1852 the *Gazetteer of the State of Maryland* announced that Pleasant Grove, in Allegheny County, boasted a population of 80. Scattered along the town's streets were a post office, church, schoolhouse, tavern, and blacksmith shop. In addition, the gazetteer noted "a manufactory of 'Post-office stamps,' wood types, proof presses, etc." This was the establishment of entrepreneur Edmond Samuel Zevely (1818-1884), who was Pleasant Grove's postmaster from 1850-1854 and again in 1855-1856.

A postmaster producing post-office apparatus would draw attention in this isolated mountainous region where illiteracy was common.<sup>1</sup> A school-teacher-turned-wood-crafter and an inventor of postal devices, Zevely undoubtedly derived inspiration to create postal widgets from his brother, Alexander N. Zevely, an ambitious post office employee who eventually rose to the position of Third Assistant Postmaster General.

Many philatelic scholars have written about the Zevely family and its correspondence, as well as the Zevely handstamps cut from single blocks of boxwood and the marketing of these.<sup>2</sup> It seemed that nothing new could come to light, but when I examined two Zevely covers in the Charles A. Hirzel collection at the Museum of Communication in Bern, Switzerland, I realized that wasn't the case.<sup>3</sup> Figure 1 shows a stampless envelope, with Zevely's postmaster free frank and his fancy advertisement for wood handstamps, sent from Pleasant Grove, Maryland, to Zevely's sister, Johanna Sophia Zevely (1821-1863), on Valentine's Day, 1852. Johanna still resided in their birthplace, Salem, North Carolina.

Figure 2 shows a stampless envelope with Zevely's postmaster free frank, posted at Pleasant Grove on August 16, 1852 and again sent to Johanna. This envelope contains a two-page letter, dated 14 August 1852, in which the inventive postmaster wrote enthusiastically about promoting his products, and the possibilities for exposure and sales, at the upcoming 1853 world's fair.

In 1851 London had hosted the first world's fair to further industrial progress: The Great Exhibition of the Works of Industry of All Nations. Commonly referred to as the "Crystal Palace Exhibition," the 1851 London fair inspired Americans wanting to showcase their own imaginative spirit. Held in New York City (where Bryant Park is now located, across the street from the current location of the Philatelic Foundation), the Exhibition of the Industry of All Nations took place between July 14, 1853, and November 1, 1854. It featured the wares of 4,000 exhibitors. Beginning in May 1851, Horace Greeley promoted the fair in the *New York Tribune*.<sup>4</sup> American industry, the newspaper touted, would exhibit its inventions alongside the products of other countries, all vying for prizes and recogni-

<sup>1</sup> R.S. Fisher, *Gazetteer of the State of Maryland* (New York City and Baltimore: Coulton and Waters, 1852).

<sup>2</sup> The philatelic literature on Zevely is extensive. Some key works include: Edwin Mayer, "E.S. Zevely, Postmaster, of Pleasant Grove, Allegheny County, Maryland," *Postal History Journal* 1 (1957) pp. 45-54, 2 (1958) pp. 25-31 and 4 (1960), pp. 48-52; James W. Milgram, "E.S. Zevely Makes Postmasters' Handstamps," *Chronicle* 210 (May 2006), pp. 109-120; and Delf Norona, "Zevely Family Was Active in United States Postal Service," *Postal History Journal* 13 (1969), pp. 2-40.

<sup>3</sup> The Charles August Hirzel Collection is on permanent exhibit in pullout frames at the Museum of Communication (*Museum für Kommunikation*) and includes many great rarities of the U.S. classic era, including large multiples, fancy cancels and postal history.

<sup>4</sup> Greeley, Horace, *Art and Industry as Represented in the Exhibition at the Crystal Palace, New York 1853-1854. Showing the Progress and State of the Various Useful and Esthetic Pursuits* (New York: Redfield, 1853).



Figure 1. 1852 Pleasant Grove, Maryland, stampless envelope with Zevely's postmaster free frank, free handstamp, and his advertisement for wooden marking devices, sent to his sister, Johanna Sophia Zevely, on Valentine's Day, 1852. Scan courtesy of the Charles A. Hirzel Collection, Museum of Communication, Bern, Switzerland.



Figure 2. August 16, 1852 Pleasant Grove stampless envelope with county handstamp and Zevely's postmaster free frank, also sent to his sister. This envelope carried the sketch shown in Figure 3. Scan courtesy of the Charles A. Hirzel Collection, Museum of Communication, Bern, Switzerland.

tion in their respective fields. Manufacturing and industrial divisions dominated, with other divisions devoted to the aesthetic arts.

Encouraged by the animated spirit in the air, E. S. Zevely shared some family news with his sister and then wrote: "And now as you seem strangely at a loss to know what it is that I can possibly have on exhibition at the N.Y. Fair (as if you didn't know what I was

**Figure 3. Zevely drawing, from a two-page letter to his sister Johanna Sophia Zevely, written on August 14, 1852 and carried in the Figure 2 envelope. The drawing illustrates Zevely's design for a case to exhibit his postal wares at the 1853 Great Exhibition of the Works of Industry of All Nations, the first American world's fair, held in New York City. Scan courtesy of the Charles A. Hirzel Collection, Museum of Communication, Bern, Switzerland.**



doing!) I will state that in a very neat upright glass case about 3 x 4 ft. shaped like this sketch I have specimens of my stamps, seals, type, proof press, wood cuts, impressions of stamps, etc.” The sketch, presented in Figure 3, shows his case design with Pleasant Grove prominently etched in the wood at the top.

Previous researchers have commented on how many Zevely letters and covers survived. His closing remarks indicate what a prolific writer he was: “Write more - write more - why I manage to write dozens of letters every week & some of them as long as this & have not a minute’s time to spare from work - work - work.”

Did Zevely actually exhibit at the 1853 world’s fair? A search of programs and the awards list did not reveal his name, but those documents list only a fraction of exhibitors. Whether he applied and exhibited in Class 17 (for paper and stationery, types, printing and bookbinding) or even Class 29 (for miscellaneous manufacturers) might never be established. What is clear is that he was motivated to participate and saw himself as the embodiment of America’s inventive and entrepreneurial spirit during the early years of America’s industrial revolution.

The author thanks Katie Burke, Jean-Claude Lavanchy, and Thomas Lera for contributions to the research for this article. ■

## STEAMBOAT MAIL ON THE COLORADO RIVER

RICHARD FRAJOLA

An article in the previous *Chronicle*<sup>1</sup> discussed the Jackass Mail Route and mentioned several covers addressed to Lieut. Beekman DuBarry while he was stationed at Fort Yuma, California. Those covers were all carried by government mail, via San Francisco and San Diego, and onward by mule across the Colorado Desert to Fort Yuma, California. One additional cover from the correspondence, shown in Figure 1, was not included because it was carried by a military supply steamboat on the Colorado River rather than on the Jackass Mail Route.

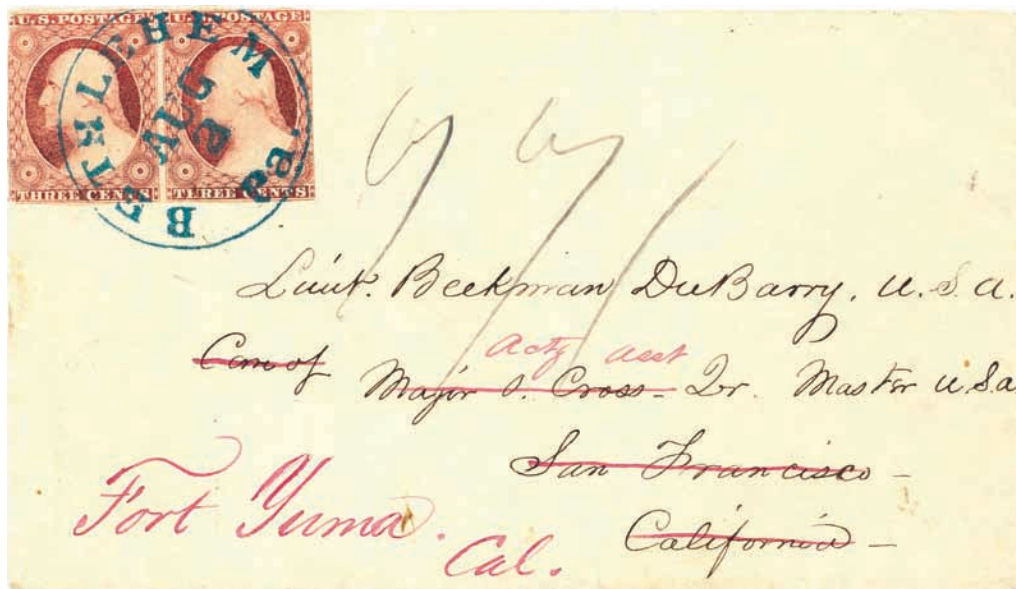


Figure 1. Pair of imperforate 3¢ 1851 stamps on an 1854 cover from Bethlehem, Pennsylvania to San Francisco, forwarded to Fort Yuma, California.

This cover, posted from Bethlehem, Pennsylvania, is addressed to Lieutenant Beekman DuBarry, in care of “Major O. Cross, Qr Master, U.S.A.” at San Francisco, California. It was franked with a pair of 3¢ 1851 stamps to prepay the 6¢ over-3,000-mile postal rate that was in effect prior to April 1, 1855. It is known from other DuBarry correspondence that he was a member of the 3rd Regiment of U.S. Artillery. According to an online military history of that unit,<sup>2</sup> parts of his unit began arriving in California in April and May of 1854. Although the regimental headquarters was established at Benecia, various elements were dispersed throughout California. Another source<sup>3</sup> includes a transcript of the “Post Return of Fort Yuma, California for July 1854” that specifically lists “Beekam [sic] DuBarry, 1st

<sup>1</sup> Richard Frajola and Floyd Risvold, “Deconstructing the Jackass Mail Route,” *Chronicle* 220, pp. 275-282.

<sup>2</sup> [http://www.usregulars.com:80/usartillery/3us\\_art.html](http://www.usregulars.com:80/usartillery/3us_art.html) (last viewed 17 November 2008).

<sup>3</sup> [http://home.att.net/~dmmercado/fort\\_yuma.htm](http://home.att.net/~dmmercado/fort_yuma.htm) (last viewed 17 November 2008).



**Figure 2. Panoramic view, circa 1860, showing Fort Yuma situated on the mesa on the west side of the Colorado River. A steamboat is shown at the landing below the fort.**

Lieut., 3rd Arty., Company ‘I’” as being present at that date. Therefore, it can be firmly established that this cover was posted on August 2, 1854.

From Bethlehem the cover was transmitted to New York City and onward using the main steamship route, via the Isthmus of Panama, to San Francisco, California. The pencil “771” on the cover indicates that it was placed in Quartermaster Cross’ box for delivery in San Francisco. Cross lined out a portion of the address and re-directed the cover to “Fort Yuma, Cal.” in manuscript using the red ink typical of the military at this time. It should be noted that the cover was not re-mailed through the post office. It does not bear a San Francisco postmark. Instead, it was transmitted using the military supply route between San Francisco and Fort Yuma.

### **Military Supply Routes to Fort Yuma**

Fort Yuma was located in California on the west bank of the Colorado River just below its confluence with the Gila River. Figure 2 shows a panoramic view, circa 1860, showing Fort Yuma situated on the mesa on the west side of the River. A steamboat is moored at the landing below the fort.

Fort Yuma had been established as a camp in 1850 and was abandoned in December 1851 largely because of supply difficulties. It was reoccupied on February 29, 1852 and designated as Fort Yuma in that year. Supply lines were soon improved.

The military supply route from San Francisco to Fort Yuma is clearly outlined in a *New York Times* article written by Edward E. Dunbar, a correspondent in the West, which was published on February 10, 1859. In reference to the original overland supply route it mentions: “Originally, Government supplies were dispatched to Fort Yuma, via San Diego, at a cost of \$700 per ton.” However, the overland supply route had been abandoned in favor of a water route. The same article continues:

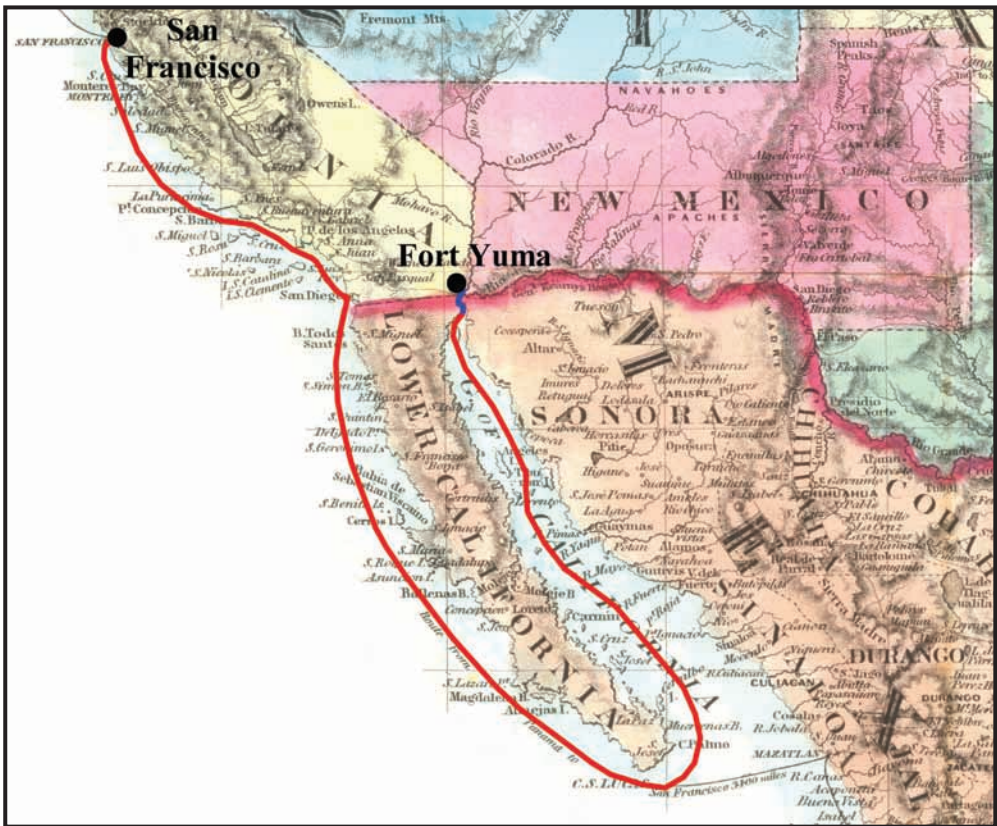
“In view of this fact, several enterprising parties in San Francisco—Captain Wilcox, Johnson and others—conceived the project, in 1854 [sic], of affording Government the opportunity of forwarding supplies from San Francisco to Fort Yuma, via the Gulf of Califor-

nia and river Colorado, thus avoiding all land transportation. To this end they built a small steamer adapted to the peculiar and difficult navigation of the Colorado. Success attended the enterprise. Government dispatched supplies from San Francisco, by transports, to the mouth of the Colorado, at a cost of about \$25 per ton, from thence by the aforesaid steamer up the Colorado to Fort Yuma, a distance of 160 miles, at \$75 per ton.”

The Colorado Steam Navigation Company actually began operations in 1852 when Captain Alfred H. Wilcox and others began to supply Fort Yuma utilizing a steamboat to ascend the Colorado River from the mouth of the Gulf of California to the fort.

**Steamboats on the Colorado River**

Even though the newspaper report is inaccurate regarding the date the supply route commenced operations, the overall scheme outlined is correct. One historical source<sup>4</sup> includes great detail on the early steamboat operations on the Colorado River. Pertinent points are summarized in following paragraph.



**Figure 3. Map of the 1854 military supply route from San Francisco, around Lower California and up the Colorado River (shown in blue) to Fort Yuma.**

In 1852 a small steamboat was constructed at San Francisco which was disassembled and shipped aboard the U.S. schooner *Capacity* to the mouth of the Colorado River where it was reassembled in June. The *Uncle Sam* then made the first trip by steamboat up the Colorado River to Fort Yuma. That steamboat was soon replaced by the larger *General Jessup*, a

<sup>4</sup>Lingenfelter, R.E., *Steamboats on the Colorado River, 1852-1916*, University of Arizona Press, Tucson, 1978.

104-foot-long side-wheeler, which made her maiden supply voyage to Fort Yuma in February 1854, carrying 37 tons of cargo. During the remainder of 1854 the *General Jessup* was the only steamboat that operated on the Colorado River. Later, additional steamboats were added for the route which continued to be utilized by the military for several more years.

The cover illustrated in Figure 1 was carried from San Francisco to Fort Yuma using the military supply route operated by the Colorado Steam Navigation Company in late 1854. The route was south from San Francisco, by steamer around the Lower California peninsula, to the mouth of the Colorado River. This is shown on the map in Figure 3. From the mouth of the Colorado, the cover was carried 150 miles up the river on the steamboat *General Jessup* for delivery to Fort Yuma. This leg of the route is shown on the map in blue.

As a final note, it should be mentioned that mail carried on military supply routes, rather than in government mails, can rarely be as well documented as this example. Recognition of such alternate modes of mail carriage can result in exciting discoveries.■



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## BANKS DIVISION – LAST REPORTED DAY OF USE

JIM CATE

A recent discovery and acquisition by the writer extends the last reported use of Banks Division army field post cancellations by one day, to November 27, 1862. The previous reported last date of use was November 26, 1862. This stood for over 60 years. Table 1 is an updated listing of all types of General Banks Division markings, showing earliest and latest known dates of use and including the new last reported day of use.

**Table 1. Updated table of types of General Banks Division markings**

Type	Format	Color	Earliest	Latest
ms	Manuscript <i>GBD</i>	Black	Sept 12 (61)	Sept 18 (61)
I	Two Straight Lines GBD small letters	Black	Sept 20 (61)	Oct 19 (61)
II	Two arcs—oval GBD small letters	Black	Oct 20 (61)	Oct 31 (61)
III-a	Large Letters Arc—GBD Bottom date straight	Black	Nov 1 (61)	Dec 2 (61)
III-b	Large Letters Arc—GBD Bottom date straight	Blue	Mar 4 (62)	Mar 14 (62)
IV	31.5 mm circle Letters 4.5 mm high	Blue	Mar 20 (62)	Aug 17 (62)
V	32.5 mm circle Letters 5 mm high	Blue	Sep 9 (62)	<b>Nov 27 (62)</b>

Note: All black cancellations are 1861; all blue cancellations are 1862.

Figure 1 is the envelope bearing the November 27 (1862) date, a Type V cancellation. This was a part of the correspondence of Sergeant Major Chandler B. Gillam, 28th New York Volunteers Regiment, to his wife, Sarah E. Gillam, of Poland, Herkimer County, New York. The 28th Regiment was a part of General Banks Division.

Chandler B. Gillam was born in Byron, Genesee County, New York in July 1833 and married Sarah Larned in September 1856. A farmer, he enlisted on April 27, 1861, in Genesee County, as a Corporal in a company which became Company F, 28th Regiment, New York Volunteers. On October 27, 1862, Gillam was promoted to Sergeant Major. He remained with the unit until his two-year enlistment term was over in 1863. Gillam then returned to his farm and his wife.

The Gillam correspondence consisted of approximately 100 letters and envelopes



**Figure 1. 3¢ entire envelope, Scott U35, canceled by Banks Division postmark, dated Nov. 27 (1862). This is now the latest recorded use of any Banks Division marking.**

written to his wife and relatives while he was in the Union Army. These were preserved in a large shoe box for over a century, handed down through the family and eventually coming into the possession of Ellen C. Collier. Collier, a former specialist in U.S. foreign policy at the Congressional Research Service of the Library of Congress, edited the correspondence into a book: *Letters of a Civil War Soldier (Chandler B. Gillam, 28th New York Volunteers, with Diary of L.H. Hicks)*. The book was published in 2005 by Xlibris Corporation, and can be found online at [orders@xlibris.com](mailto:orders@xlibris.com).

The letter that had been enclosed in the Figure 1 envelope is presented on pages 262-263 of the book. The book contains a vast amount of information on military operations of Banks Division during the period. After the book was finished, Collier placed the letters and the diary in the Library of Congress. ■

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# UNION SOLDIER'S MAIL FROM OCCUPIED EASTERN NORTH CAROLINA

MICHAEL C. MCCLUNG

Early in the Civil War, Major General George McClellan, then in command of the Federal Army, developed an offensive strategy that he thought would put down the rebellion by the end of 1862. He planned a series of coastal operations that would draw off Confederate troops from the main armies as well as disrupt the railroads that carried supplies to troops in Virginia and Tennessee. Also, occupation of important ports on the coast would reduce the effectiveness of blockade runners and provide land-based support for the blockading ships. McClellan assigned command of one such expedition to his friend, Brigadier General Ambrose Burnside, whom he ordered to invade North Carolina through the Hatteras Inlet and capture Roanoke Island, New Bern and Beaufort, before moving inland to destroy the railroad if circumstances permitted. Figure 1 is an 1860s map of the North Carolina coast, showing the principal locations.

## Roanoke Island

The Burnside Expedition accomplished the first objective on 7 February 1862 by attacking and capturing Roanoke Island. This action also brought about the evacuation of

Elizabeth City and Washington, N.C. Burnside maintained his position on the island for the next month, and this gave soldiers and sailors some leisure time to write letters, perhaps for the first time since leaving Annapolis in January. Figure 2 is a cover with a Philadelphia postmark, dated 11 March 1862. This colorful patriotic envelope bears a soldier's letter endorsement from the 6th New York Infantry, which was with Burnside on Roanoke Island until 10 March, when they departed (with the rest of the expedition) for Hatteras Inlet to rendezvous with a flotilla of gunboats before advancing on New Bern. Although the law required that all regular mail be prepaid by stamps, soldiers and sailors (but not officers) were permitted to send letters unpaid, with due postage to be paid by the addressee, if the letter was properly endorsed and signed by an officer. These early letters from the expedition were organized by quartermasters, carried north



**Figure 1. 1860s map of the North Carolina coast showing the principal locations discussed in this article.**



Figure 2. Soldier's letter from occupied Roanoke Island, carried to Philadelphia on a returning transport ship, where it entered the mails on 11 March 1862. Image courtesy of Richard Graham.

on returning transport ships, and placed in the mail at Baltimore, Philadelphia or other U.S. post offices.

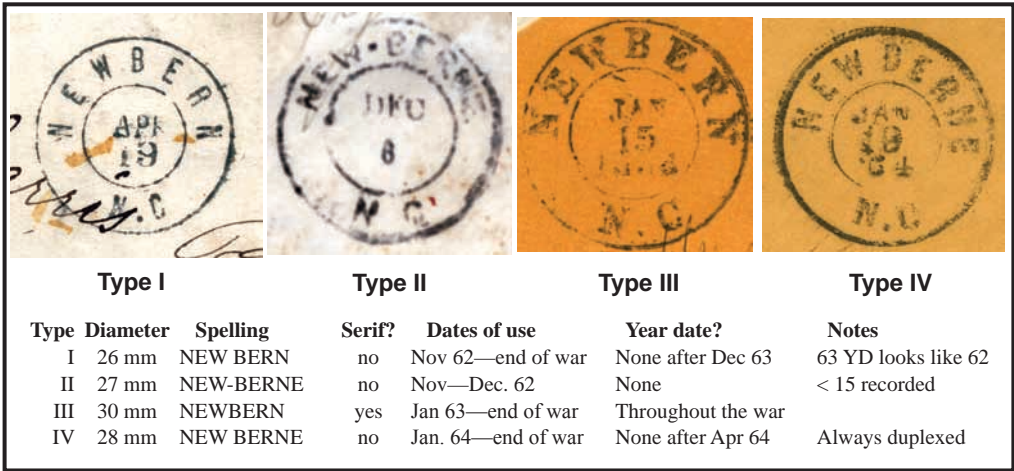
### New Bern

On 14 March 1862, after a four-hour battle, Burnside captured New Bern, which remained occupied by Union forces throughout the war. The occupation postmaster, John Dibble, was not appointed until 15 July 1862, and he arrived some time after that. From the time of the capture of New Bern until the arrival of the occupation postmaster, mail was



Figure 3. Soldier's letter from occupied New Bern which entered the mail at Baltimore.

still being handled by quartermasters or appointed regimental postmasters and sent north on returning ships. Figure 3 is an example. This cover was sent from New Bern on 20 March 1862 and placed in the mail at Baltimore on 26 March. When the occupation postmaster arrived at New Bern, he brought some postmarking devices with him, but it was not long before he needed to order more, because of the high volume of mail he began to handle. The Burnside Expedition started out with 15,000 men, and most of them were camped in and around New Bern in 1862.



**Figure 4. The four types of postmarks used during the Federal occupation of New Bern, North Carolina, along with data comparing their characteristics.**

Figure 4 shows the four types of postmarks used during the occupation period in New Bern along with data that compares their characteristics. The Type I postmark is sometimes confusing because the “1863” year-date slug often looks like “1862,” so a collector might think he has an early use when he actually has something much more common. The Type II postmark is very scarce; it was in use for only about two weeks and fewer than 15 examples are known. The other three markings were used until the end of the war or later. The Type IV postmark was always duplexed; the other three were never duplexed, although they were often used with killers. There are many interesting New Bern canceling devices from this period, and they will be discussed in another article.

It should be pointed out that occupation post offices in the South were established solely for the benefit of the military. Civilian mail, with few exceptions, was not permitted. Once occupation post offices were established in North Carolina, mail was delivered and picked up on a (more or less) regular schedule, by ships that serviced the blockade.

### Beaufort

On 25 April 1862, another of Burnside’s objectives was accomplished when Federal forces reduced Fort Macon, located on a sand bar opposite Beaufort. This permitted the occupation of Beaufort, which would serve as a convenient port for supporting the blockade throughout the war. The occupation postmaster, Joseph J. Davis, was appointed on 9 June 1862, and he set up his office prior to the opening of New Bern, so he might have handled some of the New Bern mail for a few months.

Figure 5 is a cover from the occupation post office at Beaufort, dated 12 September 1862 and marked “PAID/3” in a circle. Apparently, the post office was out of stamps at the time this letter was mailed, so the postage was paid in cash. Also, this cover was ad-



**Figure 5.** Postmarked at occupied Beaufort on 12 September 1862 and missent to Newark, N.J. The Beaufort post office was apparently out of stamps, to the cover was prepaid in cash with the “PAID/3” in circle.

addressed to Washington, D.C., but it was missent to Newark, N.J.; perhaps this was due to an inexperienced soldier sorting the mail. Figure 6 is another cover from Beaufort, dated 14 April 1863 with a five-ring killer canceling the 3¢ 1861 stamp, Scott 65. The 26-millimeter postmark and this killer are the only datestamp and canceling device that I have seen used at Beaufort during the war.

### Washington

Washington, N.C. was evacuated in February 1862 after the battle of Roanoke Island, and it was occupied in March 1862. On 21 July 1862, Richard R. Richardson was appointed occupation postmaster, and he was succeeded, on 16 September 1863, by Mrs. Susan R. Richardson. Richard R. Richardson had been the pre-war postmaster, serving from 10 April 1861 to 31 May 1861, but, being loyal to the Union, he did not stay on as Confederate postmaster. Figure 7 is a cover that was sent after Washington was occupied, but probably before Richardson took over as postmaster. At top right is a circular marking, “U.S. SHIP/3



**Figure 6.** Cover from occupied Beaufort, postmarked 14 April 1863, with five-ring killer canceling the 3¢ 1861 stamp (Scott 65).



Figure 7. Undated cover to Boston with “U.S. SHIP/3CTS” marking and Washington, N.C., postmaster’s seal. Image courtesy of Richard Graham.

CTS” which meant that the letter was carried on a U.S.-owned or contract ship, so only regular postage could be charged, and that the regular postage, three cents, was due from the addressee. This type of marking was used on incoming mail at the larger post offices on the east coast. In the lower left is a postmaster’s seal which had been stamped on the envelope. On the top of the outside ring of the seal is “POST OFFICE,” and on the bottom is “WASHINGTON, N.C.” In the middle are the initials “HPA” in script. “HPA” stands for Henry P. Allen, who was the Washington, N.C. postmaster from 11 June 1853 to 14 October 1860 and from 4 December 1860 to 9 April 1861. He was also the Confederate postmaster

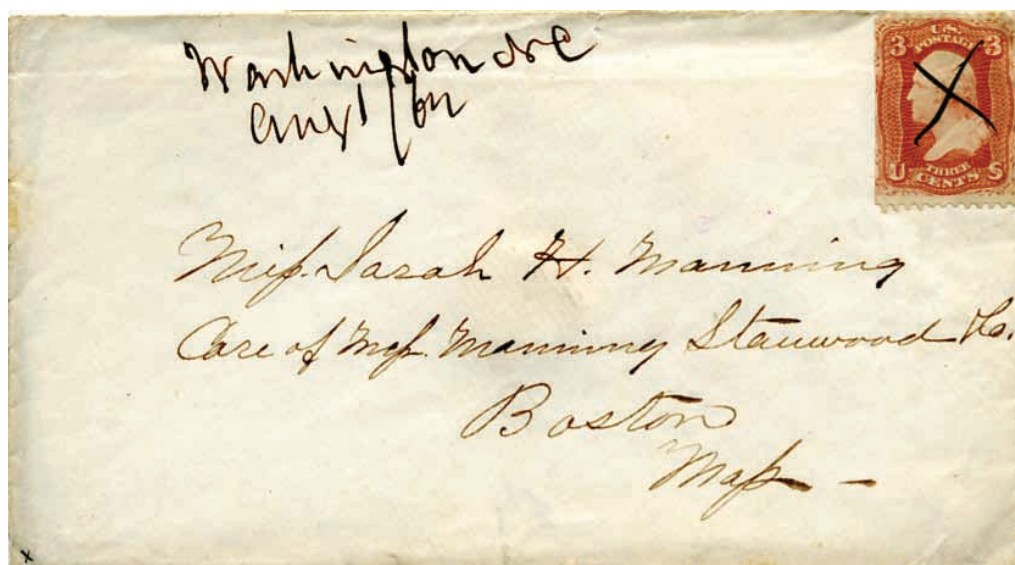


Figure 8. 3¢ 1861 cover from the early months of occupied Washington, N.C., when manuscript postal markings were used. This cover is dated 1 August 1862. Image courtesy of Richard Graham.

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at Washington from June 1861 to March 1862; obviously, he did not take the seal with him when he left town. This marking serves no real purpose unless the soldier, who found it and applied it, thought that it would be accepted in lieu of a "Soldier's Letter" endorsement, which would allow him to send mail unpaid, with postage due to the addressee.

During the first months of the occupation post office at Washington, postal markings were manuscript. Figure 8 is an example, dated 1 August 1862. During the fall, winter and early spring of 1862/63, the occupation post office in Washington was closed due to Confederate attacks. These began on 2 September 1862 and culminated with a siege in March and April 1863. Figure 9 is a cover that was sent from Washington during this period; it is docketed, "Washington, N.C./Fe 6th '63," and it was carried to New Bern to be placed in



**Figure 9. 3¢ 1861 cover from occupied Washington, N.C., when it was under Confederate attack. Carried to New Bern and mailed there on 16 February 1863.**

the mail on 16 February 1863. In May 1863, after the Confederate siege was abandoned, the occupation post office was reopened, and Richardson received a government-supplied postmark, a standard 26-mm double circle. This datestamp was struck in black in May and June 1863, but then was idle for the rest of the year, because Federal troops were ordered north to aid the war effort in Virginia. In January 1864, Federal soldiers returned to Washington, in response to a build-up of Confederate forces threatening Union-held towns in North Carolina. Again, the 26-mm Washington, N.C. postmark was put to use, but this time the ink was blue.

Figure 10 shows a forwarded cover from Washington, showing the 26-mm postmark in blue, dated 11 March 1864. The grids which cancel both stamps on this cover are black and were all applied at Rockville, the forwarding post office. I have not seen a matching killer (black or blue) used with this 26-mm Washington occupation postmark; the date stamp was always used as the killer. On 28 April 1864, after Plymouth fell to Confederate forces, Federal occupation troops evacuated Washington, N.C. and did not return as they were redeployed to more critical locations.

### Other Towns

A number of additional towns in eastern North Carolina were occupied by Federal troops at one time or another during the war. Among these were South Mills, Elizabeth

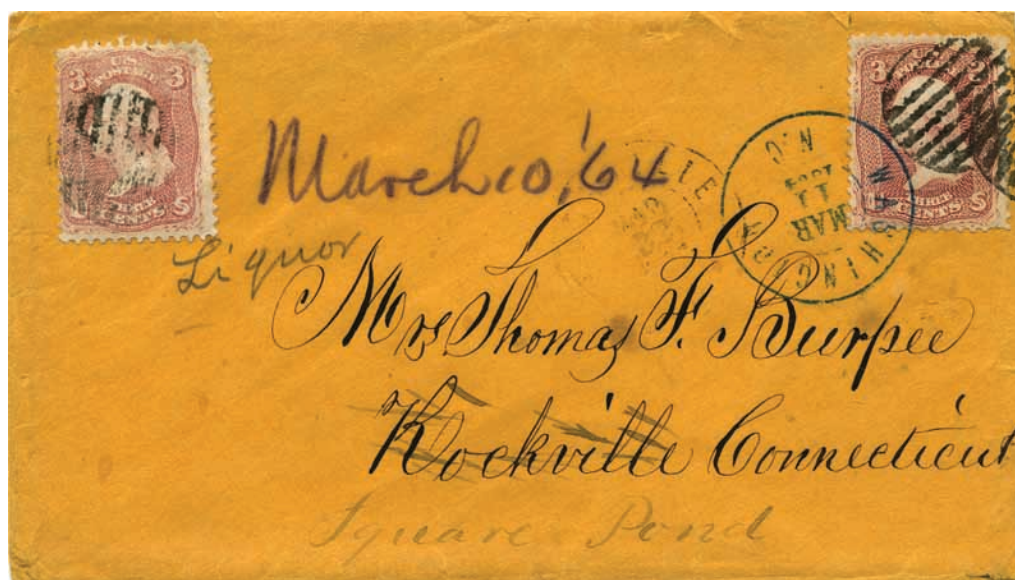


Figure 10. Forwarded cover from occupied Washington, N.C., with blue 26-mm postmark dated 11 March 1864. The grids that cancel both stamps were applied at Rockville, the forwarding post office.

City, Edenton, Plymouth, Morehead City and perhaps others. Soldiers' letters from these locations were sent to a nearby occupation post office to be placed in the mail. Figure 11 is an example. This is a cover which was sent from Morehead City, N.C. and mailed at New Bern on 17 March 1865. Although Morehead City is closer to Beaufort than to New Bern, it must have been more expedient to send this letter to New Bern at the time.

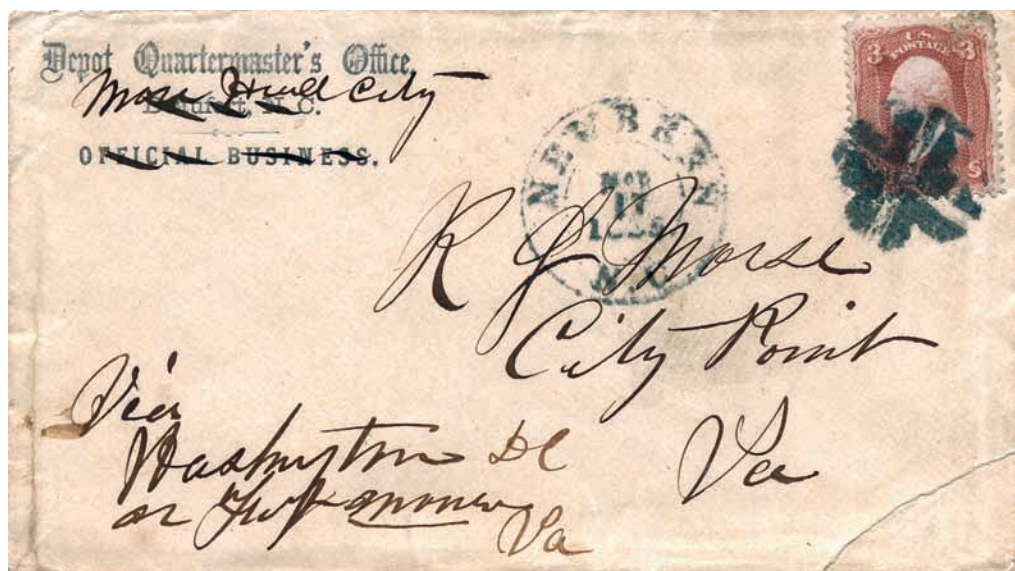


Figure 11. 3¢ 1861 cover from occupied Morehead City, N.C., sent to New Bern where it entered the mails on 17 March 1865. Beaufort was closer, but for some reason it was more expedient to send this cover via New Bern.

## Hatteras Inlet

In August 1861, long before McClellan ordered Burnside to assemble his expedition, a smaller expedition invaded North Carolina and captured the forts around Hatteras Inlet and the town of Hatteras. Hatteras Inlet is one of the few separations in the Outer Banks which allowed access to the sounds from the Atlantic Ocean. Control of the Hatteras Inlet was extremely important because it was the only portal to the sounds that was wide enough and deep enough (after quite a bit of dredging) to allow a fleet of ships to pass. So a sizeable garrison of Union troops was maintained in the forts throughout the war. Although the town of Hatteras had a post office before the war, an occupation post office was never established. The ships that brought mail, supplies and troops to Hatteras, took the soldiers' mail back to northern post offices. Figure 12 is a cover with "Hatteras Inlet, N.C." in the



Figure 12. Cover with "U.S. SHIP/3 CTS" marking and 5th Massachusetts emblem, sent from occupied Hatteras Inlet, N.C., to Woburn, Mass. The manuscript endorsement reads: "Soldier's Letter, Hatteras Inlet, N.C." Image courtesy of Richard Graham.

Soldier's Letter endorsement. It has a "FIFTH REGIMENT/M.V.M." printed emblem and a U.S. Ship handstamp similar to the one shown in Figure 8. The letter enclosed in this cover is dated 3 March and 5 March 1863 and it tells of the everyday life of the soldiers on Hatteras Island.

## End of Occupation

In April 1865, after the fall of Richmond, Lee's surrender to Grant, and the arrival of Sherman's army from the south, the war in eastern North Carolina came to a halt. During the summer of 1865, civilian postmasters were appointed to replace their military occupation counterparts, mail routes were re-established, and the return to normal postal operations began.

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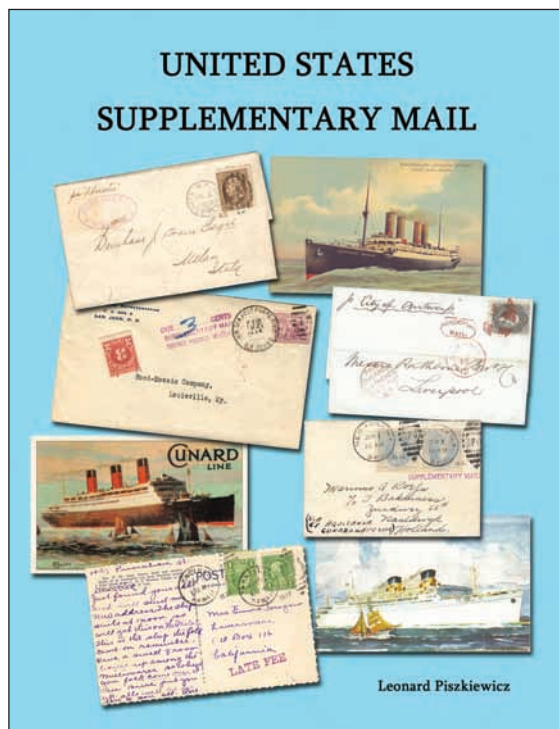


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# United States Supplementary Mail

by Leonard Piskiewicz



Based on the series published in *The United States Specialist* during 2007-08 that presented information almost entirely unknown in the philatelic world. This volume adds significant, newly discovered information, expanding our understanding of the origin and operation of Supplementary Mail service that began in New York in 1853 and expanded to ten other U.S. cities in the late 19th and early 20th centuries.

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*Note from the Period Editor: The following article has been adapted from Michael Laurence's long-awaited book on the uses of the 10¢ 1869 stamp. Because the information is both newsworthy and timely, Laurence (after some friendly arm-twisting) agreed to publish it in this section prior to the appearance of his book, which is expected sometime later this year.—S.R.T.*

**10¢ 1869 COVERS TO SPAIN “PAID ONLY TO ENGLAND”  
INCLUDING THE EARLIEST KNOWN USE OF THE 10¢ 1869 STAMP**

**MICHAEL LAURENCE**

When lower U.S.-British rates went into effect in 1868, they triggered rate reductions on mail from the U.S. to all the destinations served by the British international mail system. But for some reason, fully prepaid rates to Spain via England weren't immediately announced. Published instead was a new part-paid rate to Spain of 10¢ per half ounce. Ten cents carried covers only as far as England. From there, such mail could be sent to Spain collect, via France, under terms of the Anglo-Spanish postal convention of 1858.<sup>1</sup> *U.S. Mail* first called this a “direct” rate but soon changed its rate-chart description to “open mail.” It's not clear why fully prepaid rates to Spain weren't immediately announced. They were available, no question. But the fully prepaid rates were complex; perhaps the postal bureaucracy felt they were too difficult to present to the mailing public.

Whatever the explanation, the absence of a fully prepaid rate to Spain seems to have forced the announcement of the part-paid rate, something both the British and the U.S. post offices would surely have preferred not to make available. The elimination of part payments was one of the overriding objectives of the accounting simplifications of the late 1860s that prepared the way for the Universal Postal Union. The transatlantic rate reduction that went into effect at the beginning of 1868 eliminated the complex 5¢/21¢ system that had been the source of a whole slew of partial prepayments via the British mail system. But in the instance of Spain, here was a new one. The 10¢ part-paid rate to Spain, in which only the transatlantic portion of the rate was paid, was a direct descendant of the previous 5¢/21¢ system. During that era, the part-paid rate to Spain was widely used; that may have been the motivation for continuing it.<sup>2</sup> Whatever the reason, once this cat was out of the bag, it apparently couldn't be put back. The 10¢ “open mail” rate to Spain remained in the *U.S. Mail* rate chart until the further transatlantic reductions effective 1 January 1870. After a few months' delay, the new part-paid rate of 4¢ was published, and that continued until 1875.

In 1870, part-paid service via England at this same 4¢ rate was also made available to France. But there was good reason for this, the U.S.-French treaty having expired. Spain and then France were the only destinations for which part-paid rates continued to be published after the transatlantic bookkeeping consolidation that commenced in 1868. They were the only part-paid rates in effect during the lifetime of the 1869 stamps.

<sup>1</sup> Winter, Richard F., “U.S.-Spain Mails via British Convention, 1849-1876,” supplement to *Chronicle* 147, August 1990.

<sup>2</sup> Hahn, Calvet M., “The Spanish Two-Step: Notes on a Transatlantic Rate,” *SPA Journal* (May 1983), pp. 553-556. See also Hargest, George, “Mails Between Spain and the United States: 1 July 1849—1 January 1868,” *Chronicle* 75 (August 1972), pp. 153-160.

Date	From/to	NY xo type	NY date	NY color	Spain due	Reference
Apr 1 69	New Orleans/Yqualada	21	Apr 6	Red	4 Rs	Figure 1
May 6 69	New Orleans/Yqualada	150	May 11	?	4 Rs	
Jul 31 69	NYC/Zamora	230	Jul 31	?	4 Rs	
Dec 6 69	Savannah, GA/Cartagena	230	Dec 9	Red	8 Rs	Figure 3
Feb 7 72	Erie, PA/Madrid	120	Feb 10	Black	4 Rs	

**Table 1. Part-paid 10¢ 1869 Covers to Spain.**

In early 1868, before the fully prepaid rates were announced, the part-paid rate to Spain was the only rate available (other than the rates via French mail, a service that was expensive and widely regarded as unreliable). Part-paid covers to Spain from 1868 and 1869, franked with 10¢ green Washington stamps, are sometimes seen. Covers with the rate paid by a 10¢ 1869 stamp are scarcer. I record five 10¢ 1869 covers that show the part-paid open mail rate from the U.S. to Spain via British mails via France. These are listed in Table 1. The five covers show many common characteristics and all five show solo uses of the 10¢ 1869 stamp, but each has its distinctive differences.

Figure 1 shows the most famous of the five, a cover for which a color image has never before been published. Posted at New Orleans on 1 April 1869, this cover represents the earliest known use of the 10¢ 1869 stamp. For more than half a century, the only available illustration of this cover was a black-and-white photograph made and distributed by Stanley Ashbrook as part of his *Special Service*, a subscription newsletter that was one of the first attempts to use original sources and other scholarly tools to analyze classic U.S. covers. The cover is a folded letter from New Orleans to “Yqualada, Catalonia.” The modern rendering of this town is Igualada; it’s a 90-minute train ride from Barcelona.

The New Orleans circular date stamp with duplexed killer, tying the 10¢ 1869 stamp,



**Figure 1. Earliest recorded use of the 10¢ 1869 stamp, on a cover posted at New Orleans, 1 April 1869. The 10¢ franking represents the part-paid rate from the U.S. to Spain via the British mails. 4 reales (approximately 20¢ U.S.) was collected from the recipient in Spain. Photo courtesy of the Charles A. Hirzel Collection, Museum of Communication, Bern, Switzerland.**



**Figure 2. Reverse of the Figure 1 cover, showing London transit marking clearly dated 1869. Scan courtesy of the Charles A. Hirzel Collection, Museum of Communication, Bern, Switzerland.**

reads APR 1. The circular “New York Am. Pkt” marking (Hubbard-Winter type 21) reads APR 6. It’s odd, to say the least, to see this marking struck in red and used in 1869. In *North Atlantic Mail Sailings* this marking is listed, as used (in black only) between June 1860 and March 1869.<sup>3</sup> After the bookkeeping consolidation that was part of the U.S-British postal treaty effective 1 January 1868, there was no need to account for the nationality of the steamship carrying the cover across the Atlantic. Thus there was no further need of markings designating “Am Pkt,” “U.S. Pkt” or “Br Pkt.”

The oddity of the “New York Am. Pkt” marking on a cover posted in May 1869, plus the absence of any year-date evidence other than Ashbrook’s say-so (he certified the cover in 1954, remarking that the letter within is headed “Neuva Orleans, 1st April 1869”) led some suspicious souls (of which I confess I was one) to question whether 1869 was the right year for this cover. Perhaps, I thought, the cover had been posted in 1868 with a green Washington stamp subsequently removed and the 10¢ 1869 added in its place.

Cover census data also raised caution flags. Per my ongoing census of 10¢ 1869 covers, of 54 10¢ 1869 covers recorded from New Orleans, 43 date from 1870. In addition to Figure 1, there’s a cover from April 26, 1869, two from May 6 (including another from this same correspondence), one from May 22 and then not another until September. Given the apparently inappropriate New York marking and the cover’s outlier status in the census data, this object certainly demanded closer inspection.

Thanks to the good offices of national postal museums on two continents, we can now put any suspicions to rest. Figure 2 shows the key to the puzzle, the reverse of the Figure 1 cover, which has never before been reproduced. The “AP 17 69” London transit marking indicates the cover crossed the Atlantic on the HAPAG steamer *Saxonia*, which left New York City April 6 and reached Southampton April 17, 1869. No question, this cover dates from 1869 and is properly recognized as the earliest recorded use of the 10¢ 1869 stamp, source of the Scott listing that has now stood for more than half a century.

<sup>3</sup> Hubbard and Winter, *North Atlantic Mail Sailings, 1840-75*, pg. 354.

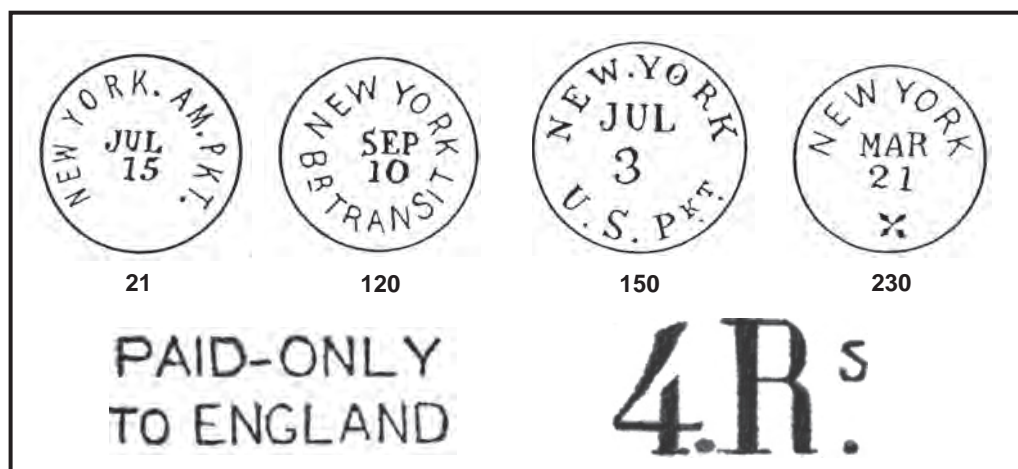


Figure 3. Tracings of markings that appear on part-paid 1869 covers to Spain.

The data in Table 1 suggest that New York had trouble deciding what exchange office markings (and colors) were appropriate to these part-paid covers. The five covers in our record show four different New York markings. “Am pkt,” “U.S. pkt” and “Br. Transit” are all represented. The numbers in the “NY xo type” column in Table 1 are keyed to the markings in the tracing plate in Figure 3, with the tracings (and their numbers) electronically clipped from the invaluable Hubbard-Winter tracing plates.

In addition to the dated London entry marking on reverse, London stamped the cover front with a straightline marking that summarizes the postal status of these covers more succinctly than any phraseology the *U.S. Mail* or the New York exchange office ever developed: “PAID-ONLY TO ENGLAND.” This is not a common marking, but it appears on four of the covers in Table 1. Additionally, I’ve seen photos of half a dozen 10¢ green Washington covers posted at this rate during 1868-69; they, too, all show the marking. Along with the distinctive Spanish due markings, it’s the key characteristic of this service.

According to the Winter monograph referenced above, article IV of the Anglo-Spanish convention of 1858 set the prepaid rate from the United Kingdom to Spain at 6d per quarter ounce and the prepaid rate from Spain to the U.K. at 2 reales per quarter ounce. Unpaid letters received in Spain were to be charged double: 4 reales per quarter ounce. This was equivalent to one British shilling. The “4.R.s” marking on the cover in Figure 1 is representative.

The cover in Figures 1 and 2 was part of the collection of Swiss-American banker Charles A. Hirzel, which won international gold medals in Vienna in 1965 and in Washington in 1966. Hirzel died just before the Washington show. After his exhibit posthumously won a big prize there, the collector community was stunned to learn that he’d bequeathed the entire collection, especially rich in 1869 material, to the Swiss Museum of Communications in Berne. The collection is on display there to this day, though seldom viewed by U.S. classic specialists. It includes the only cover known to bear both types of the 15¢ 1869 stamp (along with two 2¢ 1869s, on a Davis cover to Peru); a lovely 10¢ + 6¢ 1869 cover to Portugal; a Davis cover with five 24¢ 1869 stamps, and one of the greatest of all 1869 covers, the stupendous triple-mixed-franking cover from Peru to New York, franked with a Peruvian stamp, a British stamp and a 30¢ 1869 stamp.

In 2005 came the announcement that the Hirzel collection would be lent the Smithsonian’s National Postal Museum for public exhibition in 2008 and 2009. I could hardly wait,



**Figure 4. Another part-paid cover to Spain, posted at Savannah and struck with the “Savannah golfball” blue fancy killer, showing 8 Reales collected from the recipient.**

being eager to inspect the Figure 1 cover. But in early 2008, those arrangements fell apart. The Hirzel collection will not be shown here. After the sad news of the cancellation came out, Cheryl Ganz, Chief Curator of Philately at the Smithsonian National Postal Museum, helped me secure the Figure 1 and Figure 2 images from the Swiss museum. Sincere thanks to both institutions for this favor.

Figure 4 shows a cover front from Savannah, Georgia, to Cartagena. The blue Savannah circular datestamp, duplexed with a fancy killer that has been called “the Savannah golfball,” is dated DEC 7. The red New York “x” marking (Type 230 in Figure 3) ties the stamp and is dated DEC 9, departure date in 1869 of the North German Lloyd line’s *Weser II*, which reached Southampton on December 19. London applied the predictable “PAID-ONLY TO ENGLAND” marking. As we have noted, the U.S. to England component was 10¢ per half ounce and the Spanish collection was 4 reales per quarter ounce. The cover in Figure 4 was assessed 8 reales, so it must have weighed over one-fourth ounce. It’s the only 10¢ 1869 cover in my record (see Table 1) showing the 8 reales collection.

We cannot illustrate but must make note of the July 31 1869 cover from New York to Zamora. This has all the expected markings along with an ornamental handstamp of the Spanish Consul at New York. After it reached Spain the cover was opened out, turned over, refolded and redirected to France with the addition of three 50 mil violet Spanish stamps of 1869 (Scott 97). Unfortunately for collectors, the Spanish stamps were applied in the precise location (on the reverse side of the sheet) occupied by the 10¢ 1869 stamp. Thus it’s not possible to fold the cover to show both frankings together.

The last cover in Table 1, from Pennsylvania to Madrid in 1872, represents a late use of the 10¢ 1869 stamp and an overpayment of the 4¢ open mail rate that succeeded the 10¢ rate on the first day of 1870. This cover bears a black New York Br. Transit marking (type 120) on reverse. It shows a “4R” Spanish due marking and is the only cover in this group that doesn’t show the PAID ONLY TO ENGLAND straightline.■

## AN EXTRAORDINARY NEW YORK FOREIGN MAIL CANCEL

NICHOLAS M. KIRKE

It is well known that during 1870-76 the Foreign Mail Department of the main New York City post office used a wide range of distinctive cancels. Although the cancel discussed here is a simple “wheel of spokes,” it is one of the more fascinating NYFMs produced during this period.

The design was among the very first cancel types illustrated by the original promoter of NYFMs, J. Murray Bartels, in an article he wrote in *Stamps* on June 18, 1938. The mark-



**Figure 1. New York Foreign Mail cancellation (“wheel of spokes”) on a postal card from New York City to Prussia dated 9 January 1875.**

ing was further listed by Edwin Milliken<sup>1</sup> and Morrison Waud and Arthur Van Vlissingen,<sup>2</sup> though none of these authors made particular comment about it. William R. Weiss, Jr., in his 1990 book on NYFMs, first appeared to notice this was no ordinary cancel. He illustrates an example on piece dated 1/21/1875, commenting “If anyone can show us a use on full cover, he has a rare prize indeed.”<sup>3</sup>

<sup>1</sup> Edwin Milliken, *The New York Foreign Mail Cancellations 1870-1876*, William R. Stewart, 1942.

<sup>2</sup> Arthur Van Vlissingen and Morrison Waud, *New York Foreign Mail Cancellations 1870-1876*, Collectors Club of Chicago, 1968.

<sup>3</sup> William R. Weiss, Jr., *The Foreign Mail Cancellations of New York City 1870-78*, 1990, pp. 55-56.

Figure 1 shows such a “rare prize,” on a postal card (Scott UX3) to Posen, Prussia, dated 9 January 1875. Using Weiss’s on-piece date we can deduce the device was used for at least 12 days. So what makes this cancellation extraordinary?

There are many NYFM cancels with shorter life spans but more on-cover examples. That this card should be a unique use on an entire seems unlikely. Conceivably others lurk in attics, garages, cellars or unrecognized in collections. I think it might be the unrecognized element that contributes to the apparent rarity of this cancel on cover. This was neither a distinctive nor a particularly attractive cancel. Covers were probably ditched or the stamps soaked.

Off-cover stamps with this cancel are relatively common. Uncommonly, the marking it is found more often in red than black. There is no other NYFM cancel from this period with such peculiarity. A representative selection of strikes is shown on the Bank Note stamps in Figure 2.



**Figure 2. Examples of the “wheel of spokes” marking on Bank Note stamps. The marking designated “claret” is thought to depict a mingling of red and black inks.**

Why are red strikes more common? Red NYFM cancels signified supplementary mail—a system whereby if the sender missed the regular post he went to the dockside and for double the normal postage got his letter directly onto the ship. Payment was made to a clerk carrying canceling devices in a pouch or at an office provided by the relevant shipping company. It is feasible that the clerk carved this cancel himself for specific use on supplementary mail. The cancels in black occurred when he returned to his desk at the main post office and used the same device. This would explain the one claret-colored cancel in the Figure 2 grouping. The red ink mixed with the black ink used on the regular mails. This is supposition—but it would appear that at this time clerks had license to carve their own devices and were interchangeable one department to another.

One of the joys of studying cancels is that for relatively little expense one can acquire enough material to form such a pastiche. All the material shown in this article cost less than \$800. ■

## MAJOR DOUBLE TRANSFER ON THE 2¢ JACKSON STAMP OF 1873

MATTHEW KEWRIGA

The Continental Bank Note Company produced at least 16 plates that were used in the printing of the 2¢ value for the 1873 issue. Due to the large number of plates involved, it is difficult to locate the specific plate number and position of a constant plate flaw or variety. This is in contrast to the higher values (7¢ and 24¢ through 90¢) that involved only one plate. In addition, large proof multiples and issued-stamp multiples of the 2¢ value are uncommon or non-existent.



**Figure 1.** 2¢ Continental Bank Note stamp of 1873, trial color proof in black on India paper mounted on card, top left block of 68 from plate number 2, showing double imprints and centerline divider.

Taking over the new contract to print postage stamps in 1873, Continental inherited the dies, transfer rolls and some of the plates used by the National Bank Note Company. In *The Postage Stamps of the United States*, (1902 edition, pg. 130) Luff stated that Continental completed their first plate (#1) for the 3¢ value on April 7, 1873 and began printing stamps at once. Shortly thereafter, the second plate (#2) would have been completed, this time for the 2¢ value. The plates for the 2¢ value, as well as the other regular issue values, contained 200 positions with centerline markings dividing the sheet into two 100-subject panes. Each pane had imprint and plate number markings at top and bottom.

Figure 1 illustrates a top left block of 68 (17 columns by four rows) from plate number 2. This is a trial color proof in black, printed on India paper mounted on card. Before this item appeared in a 2006 auction, the largest known multiples from these early 2¢ Continental plates were plate blocks of 20. The

**Figure 2.** The issued 2¢ Continental Bank Note stamp of 1873, vertical pair with selvage from the bottom left corner of the sheet showing the double transfer in position 81L.





**Figure 3. Enlargement of the double transfer area from the upper stamp in Figure 2. The double transfer shows clearly as a pronounced doubling of the “TWO” and the numeral “2” in the value tablet.**

Ex-Crawford, Ackerman holding of proof sheets contained only 2¢ brown sheets produced from American plates 412 on India (sheet of 200) and 413 on card (left pane of 100).<sup>1</sup>

Figure 2 illustrates a vertical pair of the issued stamp with selvage from the bottom left corner of the sheet. The top stamp contains the major double transfer, which shows clearly as a pronounced doubling of the “TWO” and the numeral “2” in the value tablet, as shown in the enlargement in Figure 3.

This variety was first reported and illustrated by George Sloane in 1939.<sup>2</sup> This position piece allows us to pinpoint the plate position of the variety as 81L from the sheet of 200 subjects, but it does not establish the plate number.



**Figure 4. Trial color proof in black on India paper mounted on card, reconstructed block of 52 from the lower left quadrant of the plate, showing the double transfer in position 81L.**

In 2008, the same auction firm offered additional portions of the trial color sheet from plate 2. The lot was described as containing three multiples: a block of 24 (6 x 4) with double plate number 2, a block of 16 (4 x 4) with imprints and a block of 12 (3 x 4) with large margins.<sup>3</sup> Only the first block was pictured. Upon receiving the lot after the sale, the author opened the package while leaving the post office to find that the three blocks actually formed the lower left quadrant of the plate (13 x 4). This reconstructed multiple is shown as

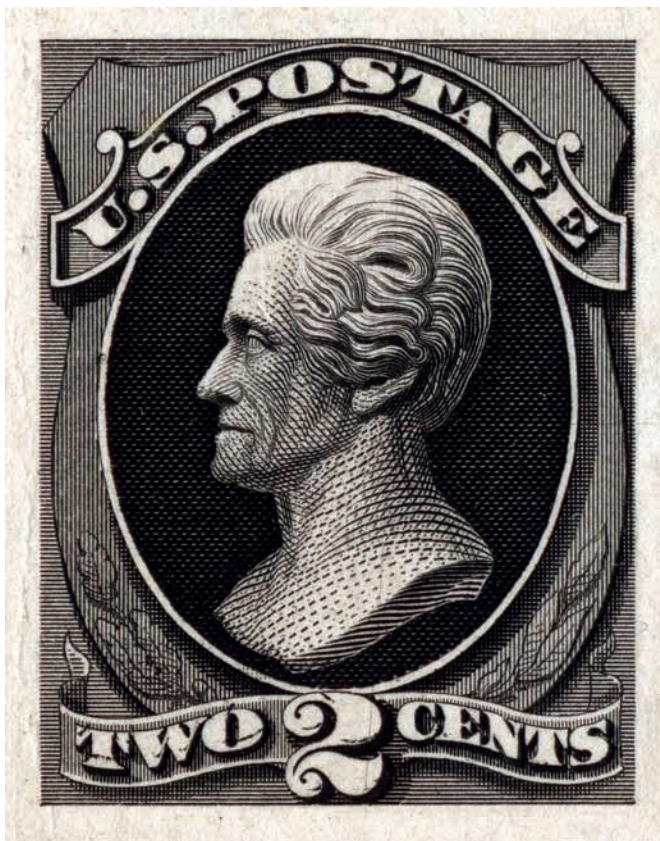
<sup>1</sup> Harmer Rooke & Co., Auction Sales, March 28, 1950 (lot 47) and June 5, 1951 (lot 42), respectively.

<sup>2</sup> George B. Sloane, “1873, 2c Double Transfer,” *Stamps*, December 23, 1939.

<sup>3</sup> Regency-Superior, Auction Sale, June 14-15, 2008, lot 1869.

Figure 4. Amazingly, position 81L shows the major double transfer.

The entire Position 81L stamp design from this multiple is shown greatly enlarged in Figure 5. This was the last piece to the puzzle of plating this variety. We now know that this major double transfer appears at Position 81L on Plate 2.



**Figure 5. Enlargement of position 81L from the reconstructed multiple in Figure 4, showing the major double transfer. This proof example shows additional marks in the lettering at top and bottom, plus a scratch running through the vignette down to the numeral “2,” features not readily apparent on the issued stamp.**

It is interesting to note that this was the first plate that Continental made for the 2¢ value and second overall on or around April 7, 1873. Continental had just received orders from the Postmaster General to design and engrave the new Official stamps on April 4.<sup>4</sup> It was an enormous task to produce the 90 different Official stamps in less than three months, requiring the mobilization of their entire workforce. It is no wonder that Continental was not so worried about a few tiny imperfections when producing the early regular issue plates.

New discoveries are always out there for researchers to find. It is very satisfying to resolve a mystery item in one's collection after years of searching. ■

<sup>4</sup> Alan C. Campbell, “The Design Evolution of the United States Official Stamps,” *Chronicle* 169 (Feb. 1996), pg. 47.

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No. 458558  
11/05/2007

We have examined the enclosed item, of which a photograph is attached, and described by the applicant as follows:

Country: UNITED STATES OF AMERICA

Cat. No.	Issue	Denom.	Color
295	1901	2¢	carmine & black

Scott's unless otherwise specified.

UNUSED, OG

AND WE ARE OF THE OPINION THAT:  
IT IS GENUINE, NEVER HINGED, \*\*\*\*\*

\*\*\* PF GRADED XF-S 95 \*\*\*



458558

*For The Expert Committee*  
Chairman

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F 178468

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No. 448245  
01/31/2007

We have examined the enclosed item, of which a photograph is attached, and described by the applicant as follows:


Country: UNITED STATES OF AMERICA

Cat. No.	Issue	Denom.	Color
9X1b	1845	5¢	black on bluish

Scott's unless otherwise specified.

TIED BY PENSTROKES AND BY RED "NEW-YORK PAID 5 JUL 31"  
INTEGRAL-RATE CIRCULAR DATESTAMP ON 1845 FOLDED LETTER TO  
SHEFFIELD, ENGLAND

AND WE ARE OF THE OPINION THAT:  
IT IS A GENUINE USAGE, THE STAMP WITH A VERTICAL FOLD CREASE  
BREAKING PAPER AT BOTTOM. \*\*\*\*\*



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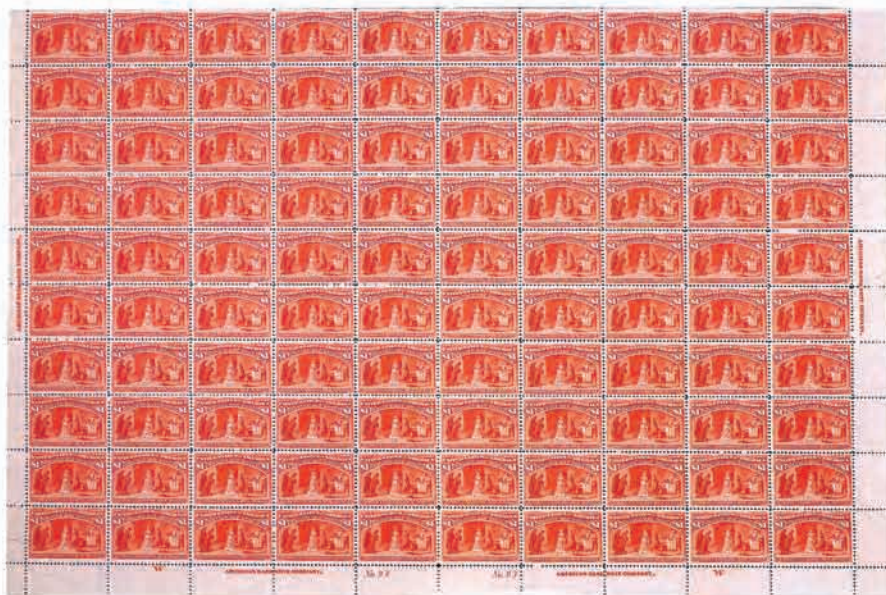


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## OFFICIALS

ALAN C. CAMPBELL, EDITOR

### CONSTANT PLATE VARIETIES OF THE 1873 OFFICIAL STAMPS: PART 3: DEPARTMENT OF THE INTERIOR

GEORGE G. SAYERS

This is the third of nine studies documenting the constant plate varieties currently reported and verified in the philatelic literature both public and privately distributed, for the 1873 Official stamps. Definitions and historical references are found in the introduction to the series at the start of the first article.<sup>1</sup> Most plate varieties not illustrated but described in these studies can be found as printed, enlarged scans in the author's book, *Departmentals Plate Varieties*, at the American Philatelic Research Library.<sup>2</sup> These studies are intended to be informative and useful to the interested non-specialist collector. Suggestions to further these goals are requested.

Most plate varieties listed in this study of the Department of the Interior stamps have been previously described in the literature, and the major varieties are catalog listed. As previously described, some plates show partial vertical lines and one or more dots in the margin between columns five and six, partial horizontal lines in the margin between rows five and six, and a dot or dots in the geometric center of the plate at the intersection of these two lines. It is beyond the scope of these studies to identify these markings by position, although the author may comment on them.

All of the Interior plates were plates of 100 impressions and were used for all printings. Therefore all of the plate varieties described might be found on the 1875 Special Printing. However, fewer than 100 of the 3¢-90¢ values were sold, so most Special Printing plate varieties will not be found, considering the small number of these stamps surviving today.

The illustrations that accompany this article are contrast enhanced to assist recognition of the plate varieties. Details may not be as clear on printed stamps.

#### Department of Interior: 1¢ (Scott O15)

The catalog-listed short transfer of the lower right side of Position 91 is shown as Figure 1. The illustration is scanned from a special printing stamp, O15S.

John Donnes (RA 1483) has made an extensive study of the plate varieties and plating marks of this stamp. Of particular interest are the remnants of a double transfer of Position 51 and a vertical line through the "1" of Position 38. This was first described by Rollin C. Huggins in the February, 1988, *Officials Chatter*. The double transfer is found in the left side, with doubling in the "U," the "D" of "DEPT," the star, the middle of the left frame line and between the oval frame line and the vignette.

There is a scratch in the left margin of one stamp in column 1. Two copies are in the exhibition collection of Lester C. Lanphear, III. These may be additional copies of the double transfer at Position 51.

#### Department of Interior: 2¢ (Scott O16)

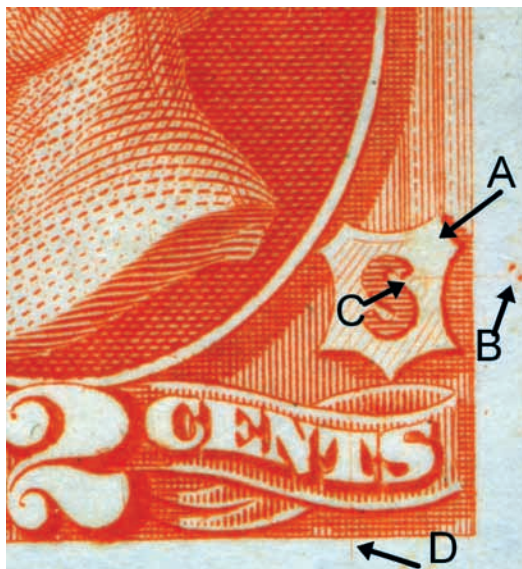
The oval spiral plate scratch in the margin below position 91 was illustrated in the author's article on that type of scratch, *Chronicle* 213, pg. 69.

<sup>1</sup> George G. Sayers, "Constant Plate Varieties of the 1873 Official Stamps: The Department of Agriculture, Introduction and Definitions," *Chronicle* 219, pp. 218-220. The second article, dealing with the Executive Department, appears in *Chronicle* 220, pp. 323-327.

<sup>2</sup> George G. Sayers, *Departmentals Plate Varieties*, privately published 2nd edition, two volumes, 2005.



**Figure 1. 1¢ Interior (Scott O15):** Catalog-listed short transfer/erasure at the lower right side of Position 91, from a SPECIMEN-overprinted special printing stamp, Scott O15S.



**Figure 2. 2¢ Interior (Scott O16) Position 15,** a particularly instructive minor plate variety. The arrow at A points to the short transfer of the diagonal shading lines. B indicates a pair of the plate layout dots frequently found between columns 5 and 6. C indicates a small horizontal plate scratch, which may be related to the plate layout dots or may be a damage. D points to a vertical layout line, part of the grid used to locate the position dots.

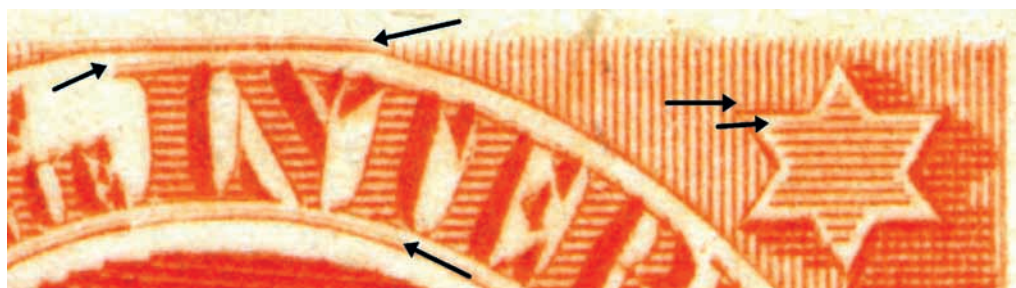
What appears to be an obvious short transfer of the lower right side frame of Positions 70 and 80, adjacent to the “S” in the shield, has been observed on several large multiples. However these varieties are absent from the full sheet of O16S and there is no evidence of any reentries. Thus the status of these two positions as constant plate varieties is questionable pending further research. These should not be confused with the similar minor constant plate variety showing incomplete transfer of the shading lines in the upper right of the right shield, which occurs in at least three positions including Position 15. The relevant section of Position 15, shown as Figure 2, is a particularly instructive minor plate variety exhibiting several features. The arrow at A indicates the short transfer of the diagonal shading lines. B shows a pair of the plate layout dots frequently found between columns 5 and 6. C indicates a small horizontal plate scratch, which may be related to the plate layout dots or may be a damage. D shows a vertical layout line through the “T” of cents, part of the grid used to locate the position dots. This illustration is taken from an India proof, O16P3.

### **Department of Interior: 3¢ (Scott O17)**

A tiny short transfer/erasure of the left bottom corner, characterized by the absence of the die layout dot normally at that corner, is found in at least 17 positions along with minor shortening of the adjacent vertical shading lines. An example of this minor variety is shown as Figure 3, primarily because it has been reported in the philatelic literature at least four times. This feature is best viewed in comparison with a normal stamp. See the same area on the stamp shown in Figure 7A.



**Figure 3. 3¢ Interior (Scott O17) short transfer/erasure at bottom left corner. This feature is best viewed in comparison with a normal stamp. See the same general area as shown in Figure 7.**



**Figure 4. 10¢ Interior (Scott O19) double transfer of the top horizontal design elements. Scanned from a proof, O19P4, position not known.**

Reports of four other minor plate varieties of this stamp at specific positions by Harry M. Konwiser in his 1937 *Mekeel's* column, "U. S. Department Stamps," have not been confirmed by examination of large multiples of this stamp which include the positions cited.<sup>3</sup>

#### **Department of Interior: 6¢ (Scott O18)**

No plate varieties have been reported for this stamp.

#### **Department of Interior: 10¢ (Scott O19)**

Double transfers of the top frame line and adjacent design elements, particularly the horizontal lines composing the stars, occur at several positions. An example from an unknown position is shown as Figure 4. The relative displacement of the transfers is small. At least one position shows a possible triple transfer of the top frame and the star lines.<sup>4</sup> Unfortunately, due to the color and printing characteristics of the ink, the author has been unable to find a copy from which an illustration can be scanned.

<sup>3</sup> Harry M. Konwiser, "U. S. Department Stamps," *Mekeel's*, April 5, 1937, pg. 214.

<sup>4</sup> W. V. Combs, *U. S. Departmental Specimen Stamps*, (State College, Pa., American Philatelic Society, 1965), pg. 21. "A cardboard proof, position unknown, shows clearly a triple transfer at the top."



**Figure 5. 12¢ Interior (Scott O20) short transfer/erasure of the lower right side of Position 6. Note the partial capture of the plate number at the top.**

#### **Department of Interior: 12¢ (Scott O20)**

The catalog-listed short transfer of the lower right side of Position 6 is shown as Figure 5. The illustrated stamp is easy to plate because of the partial capture of the plate number at top.

Five minor plate varieties with differing small plate damages or scratches in the top or left margin have been verified by duplicate copies, and only recently identified by position. These include a vertical scratch through the left part of the “I” of “INTERIOR” at the top center of the design at position 66. Konwiser reported in his *Mekeel’s* column<sup>5</sup> that “the Interior 12¢ is known with a red line through ‘1’ of ‘12.’” The author believes this is a reporting error of the scratch through the “I,” one of several similar errors found in Konwiser’s columns. There is a small scratch near the upper-left arm of the same “I” at position 46, and a small accent-like plate damage just above the center of the same “I” at position 97. A plate scratch extends into the left margin from just outside the left frame at the “D” of “DEPT.”

#### **Department of Interior: 15¢ (Scott O21)**

Since 1924 the catalog has listed a double transfer of the left side.<sup>6</sup> This double transfer occurs on four readily distinguishable positions. The specific positions are not known, although blocks of four containing vertical pairs of the double transfers are known for this stamp<sup>7</sup> and for the soft paper printing (Scott O102) and India proofs. Vertical pairs are

<sup>5</sup> Harry M. Konwiser, “U. S. Department Stamps,” *Mekeel’s*, April 12, 1937, pg. 237.

<sup>6</sup> *Scott’s Specialized Catalogue*, 2007, Sidney, Ohio, Scott Publishing Co., 2006, pg. 308. “Double transfer of left side.” *Scott’s Specialized Catalogue*, 2nd. Edition, 1924, New York, N.Y., Scott Stamp & Coin Co. Ltd., 1923, pg. 89. “Double Transfer” was changed to the more complete listing in the 1928 edition (pg. 116).

<sup>7</sup> Rollin C. Huggins illustrated one of possibly two known blocks of four of O21 containing double transfers in his September, 1984, *Official Chatter*. He reported the block contained varieties Ia and Ib as the left vertical pair. The one reported soft-paper printing block (Scott O102) with double transfers was Lot 741 in Siegel auction #870, December 16-17, 2003; this contains positions IIa and IIb as the right vertical pair. The India proof sheet from the Ackerman collection, which sold in the Lilly sale in the late 1960’s, the bottom half of which is now in the “Bechtel” books, obviously showed the complete double transfer layout. The top half was cut into blocks and sold.



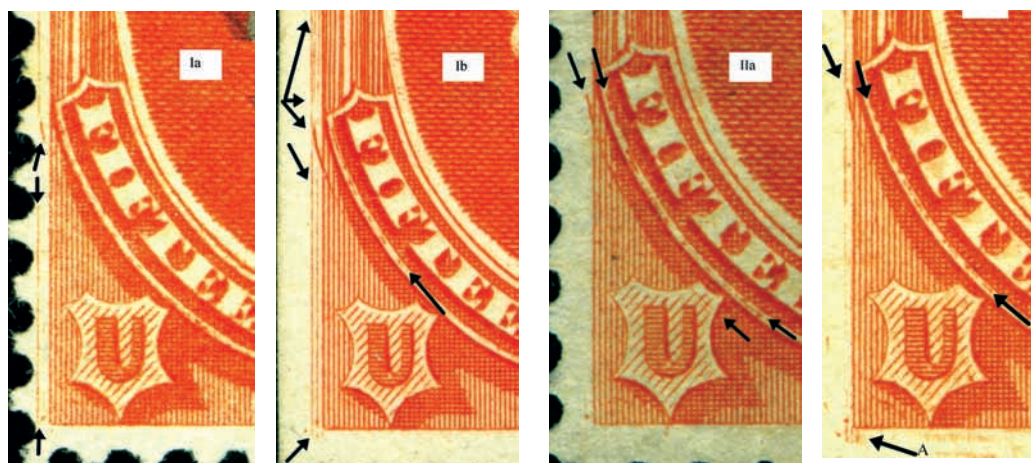
**Figure 6. 15¢ Interior (Scott O21) double transfers of the left side. This set of illustrations compares the upper left side of the four similar double transfers, labeled (after Huggins) as Ia, Ib, IIa and IIb. The parts of the vertical lines of the double transfers which print in the left margin are uniquely distinguishable in detail, but only by side-by-side comparison can an example be identified. Type Ia has unique identifying marks in the design, the two dark lines in the star and the marks on the period of “DEPT.” Note that the remnant of the corner is obvious in the two type II double transfers, and for type IIb, the remnants of the dark shading of the “F” are apparent. The examples for types Ia and IIa are the hard paper stamps, for types Ib and IIb the examples are card proofs.**

known for the “Atlanta” trial color proofs.<sup>8</sup> These plus the India proof half sheet (ex-Ackerman and Lilly) should yield these positions when high-resolution scans are compared. Students of the issue currently believe these four double transfers are from four sequential positions in one column. The author would like to see scans of these blocks from the current owners.

The distinguishing details of the four were first described and illustrated by Huggins in *Official Chatter* for September 1984 and are illustrated in Figures 6, 7 and 8. Note that not all distinguishing details may print on any particular copy. Huggins’ informative article completed and corrected reports in several articles on these double transfers found in the philatelic literature over the previous 60 years.

The illustrations in Figure 6 compare the upper left side of the four similar double transfers, labeled (after Huggins) as Ia, Ib, IIa and IIb. The parts of the vertical lines of the double transfers which print in the left margin are uniquely distinguishable in detail, but only by side-by-side comparison can an individual example be identified. Type Ia has unique identifying marks in the design, the two dark lines in the star and the marks on the period of “DEPT.” Note that the remnant of the corner is obvious in the two type II double

<sup>8</sup> The “Crystal” sale, Siegel auction #577, April 10, 1981. Lots 457-461 were pairs of the five “Atlanta” trial color card proofs, the black a horizontal pair with one a double transfer, the other four colors described as vertical pairs showing the variety.



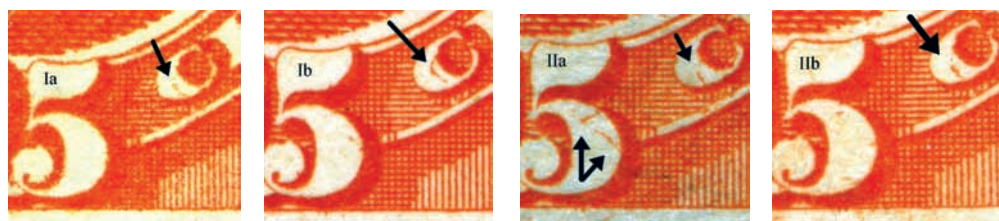
**Figure 7. 15¢ Interior (Scott O21) double transfers of the left side.** This set of illustrations compares the lower left side of the four similar double transfers labeled (after Huggins) as Ia, Ib, IIa and IIb (far right). As with the upper left, the parts of the vertical lines of the double transfers which print in the left margin are uniquely distinguishable in detail, but only by side-by-side comparison can an example be identified.

transfers, and for type IIb, the remnants of the dark shading of the “OF” are apparent. The illustrations for types Ia and IIa are from hard-paper stamps, for types Ib and IIb the examples are from card proofs.

The illustrations in Figure 7 compare the lower left side of the same four similar double transfers, again labeled (after Huggins) as Ia, Ib, IIa and IIb. As with the upper left, the parts of the vertical lines of the double transfers which print in the left margin are uniquely distinguishable in detail, but only by side-by-side comparison can an example be identified. Again the illustrations for types Ia and IIa are from hard-paper stamps, for types Ib and IIb the examples are from card proofs.

The illustrations in Figure 8 compare the double transfer remnants in the area around the “5” and “C” of “15 CENTS” at the bottom of the design. The remnant of the dark shading crescent inside the “C” prints a unique mark in each of the double transfers. In type IIa, the double transfer remnant deep shading lines on the edge of the upper belly of the “5” print inside the “5.” Again the illustrations for types Ia and IIa are from hard-paper stamps, for types Ib and IIb the examples are from card proofs.

A small mark in the left margin of an unknown position, adjacent to the “F” of “FIF-



**Figure 8. 15¢ Interior (Scott O21) double transfers of the left side.** This set of illustrations compares the double transfer remnants in the “5” and “C” of “15 CENTS” at the bottom of the design. The remnant of the dark shading crescent inside the “C” prints a unique mark in each of the double transfers. In type IIa, the double transfer remnant deep shading lines on the edge of the upper belly of the “5” print inside the “5.”



**Figure 9. 15¢ Interior (Scott O21) scratch at Position 8, from an India-paper proof, O21P3.**



**Figure 10. 15¢ Interior (Scott O21) field of scratches from the upper right to the bottom center obvious in the “5” of “15,” from O21P4.**

TEEN,” may be the remnant of a more thoroughly erased fifth left double transfer.

A few positions show a minor double transfer of the top of the “5” in “15” and the adjacent oval frame line. A few other positions show a minor double transfer of the top frame and the horizontal lines composing one or both of the stars.

The plate scratch through the period of “DEPT.” from Position 8 is shown in Figure 9. This variety was first reported in 1937 by George Sloane in his *Stamps* magazine column.<sup>9</sup> The Figure 9 illustration is scanned from an India proof, O21P3. This plate variety has been reported on the 1875 Special Printing.

A diagonal field of scratches, from the upper right to the bottom center and especially obvious in the “5” of “15,” is shown in Figure 10. The position of this variety is not known. Similar scratch fields are found on the 6¢ State and the 10¢ State. Other examples await discovery. The Figure 10 illustration is from a card proof, O21P4.

#### **Department of Interior: 24¢ (Scott O22)**

No plate varieties have been reported for this stamp

#### **Department of Interior: 30¢ (Scott O23)**

No plate varieties have been reported for this stamp

#### **Department of Interior: 90¢ (Scott O24)**

Top and bottom of the catalog-listed major double transfer at Position 17 are shown in Figures 11 and 12. This variety was described and illustrated in Alfred E. Staubus’ article in *Chronicle* 151, pp. 200-204. The A arrow in Figure 11 indicates the downward displaced

<sup>9</sup> George Sloane, “Sloane’s Column,” *Stamps*, September 18, 1937.



**Figure 11. 90¢ Interior (Scott O24) the top of the major double transfer of Position 17, from O24P3. Arrow A indicates the downward displaced vertical shading lines of the underlying transfer. B shows the top right corner and C is the deep shading line at the bottom of the title ribbon for the underlying transfer.**

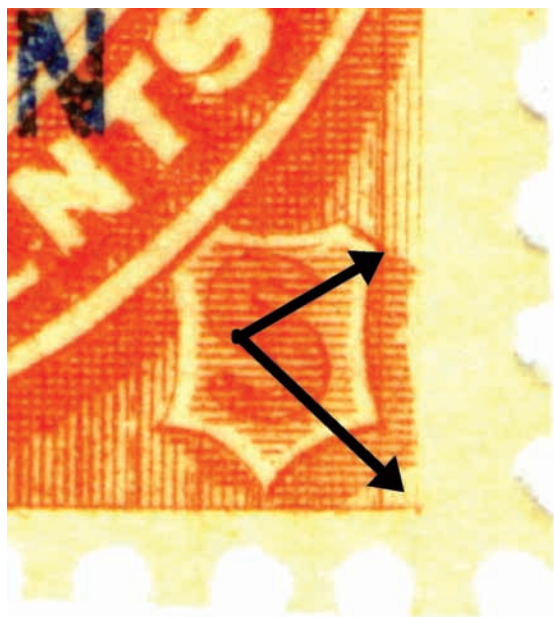


**Figure 12. 90¢ Interior (Scott O24) the bottom of the major double transfer at Position 17 from O24P3. The large arrow at left shows the downward displaced top left leg of the 'U'. The smaller arrows mark remnants of the more thoroughly erased shading lines from the center and right of the "O" and below the 'C'.**

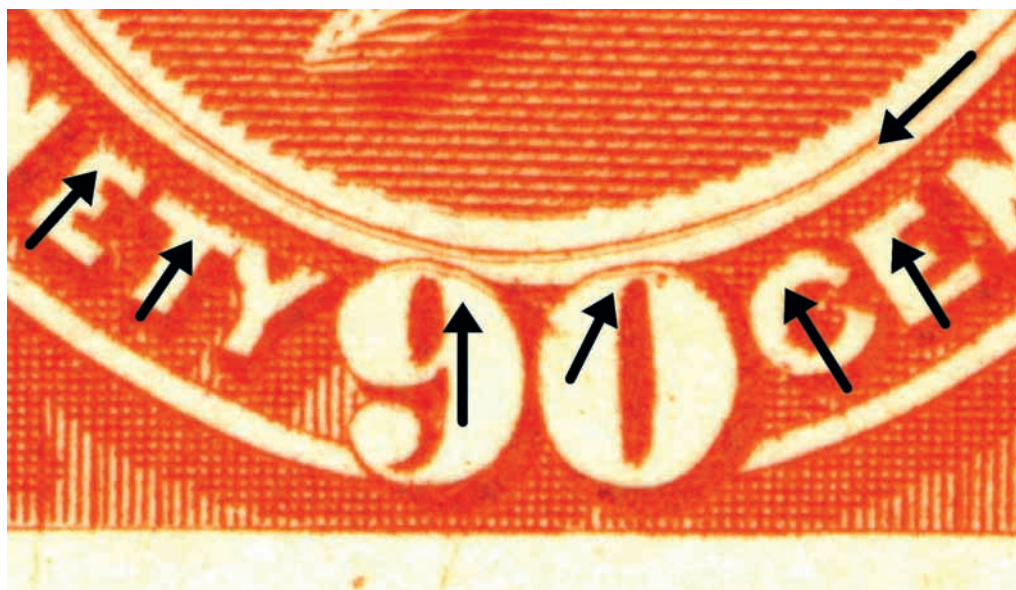
vertical shading lines of the underlying transfer. B indicates the top right corner and C shows is the deep shading line at the bottom of the title ribbon for the underlying transfer. This is scanned from an India proof, O24P3. Figure 12 shows the bottom of the same proof. The large arrow at left shows the downward displaced top left leg of the "U." The smaller arrows mark remnants of the more thoroughly erased deep shading lines from the center and right of the "O" and below the "C."

The catalog-listed short transfer of the lower right side of Position 56 is shown as Figure 13. The missing frame lines extend upward to the title ribbon on some copies. The illustration is scanned from an 1875 Special Printing of this variety, O24S.

The double transfer of the top of the "90" and the adjacent oval frame line, from an



**Figure 13. 90¢ Interior (Scott O24) the short transfer/erasure of the lower right at Position 56, from O24S. The missing frame lines extend upward to the title ribbon on some copies.**



**Figure 14. 90¢ Interior (Scott O24) the double transfer from an unknown position of the oval vignette frame and the tops of “90,” from a card proof, O24P4. Note the downward extension of the shading lines into the tops of the letters.**

unknown position, is shown as Figure 14. Note also the downward extension of the shading lines into the tops of the letters. This plate variety occurs at a few locations and is probably the “Double Transfer” of the catalog listing. The 1875 Special Printing of this plate variety has been reported.<sup>10</sup> ■

<sup>10</sup> Siegel sale #814, September 28-30, 1999. The variety was sold as part of lot 3066, a complete set of the Interior 1875 Special Printings.

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## **MAIL BETWEEN THE UNITED STATES AND ST. PIERRE AND MIQUELON**

**DAVID D'ALESSANDRIS**

Postal communication between the United States and the French territory of Saint Pierre and Miquelon (SPM) is an obscure but fascinating topic. The obscurity of SPM as a destination is demonstrated by the fact that no covers to SPM have previously been illustrated in the *Chronicle*.<sup>1</sup> Moreover, prior to the establishment of the Universal Postal Union (UPU), there were no published rates between the United States and SPM, or from SPM to the United States. Not surprisingly, very little mail between the United States and SPM has survived from this period. Surviving letters show the use of several routes, but the most frequently used route from the United States involved four postal systems (United States, Great Britain, Nova Scotia, and SPM) without evidence of any postal treaties, except between Great Britain and Nova Scotia. In the other direction, from SPM to the United States, the most frequently used route involved the postal systems of SPM, Nova Scotia, New Brunswick and the United States.<sup>2</sup>

### **Where Is Saint Pierre and Miquelon?**

Saint Pierre and Miquelon, now formally known as Collectivité territoriale de Saint-Pierre-et-Miquelon, is a group of small islands in the North Atlantic, approximately 16 miles off the sparsely populated south coast of Newfoundland and about 200 miles from the port of North Sydney, on Cape Breton Island, Nova Scotia. See the map in Figure 1. The population of SPM was quite small during the classic philatelic era, with approximately 2,000 inhabitants. The current population is approximately 7,000.

Saint Pierre was first settled by Spanish and Portuguese fishermen in the early 1500s. The first permanent French settlement dates to the mid-1600s. British raids forced the French to flee the islands, and the British occupied SPM from 1713 to 1763. The Treaty of Paris, which ended the French and Indian War, ceded all of New France to the British, except for SPM. The British again took control of SPM because of French support for the United States during the American Revolution. Control of SPM changed back and forth between the British and the French until the second abdication of Napoleon in 1815. Saint Pierre and Miquelon has remained French since that date. During World War II, DeGaulle's Free French forces "invaded" the islands, liberating them from the Vichy-loyal government.

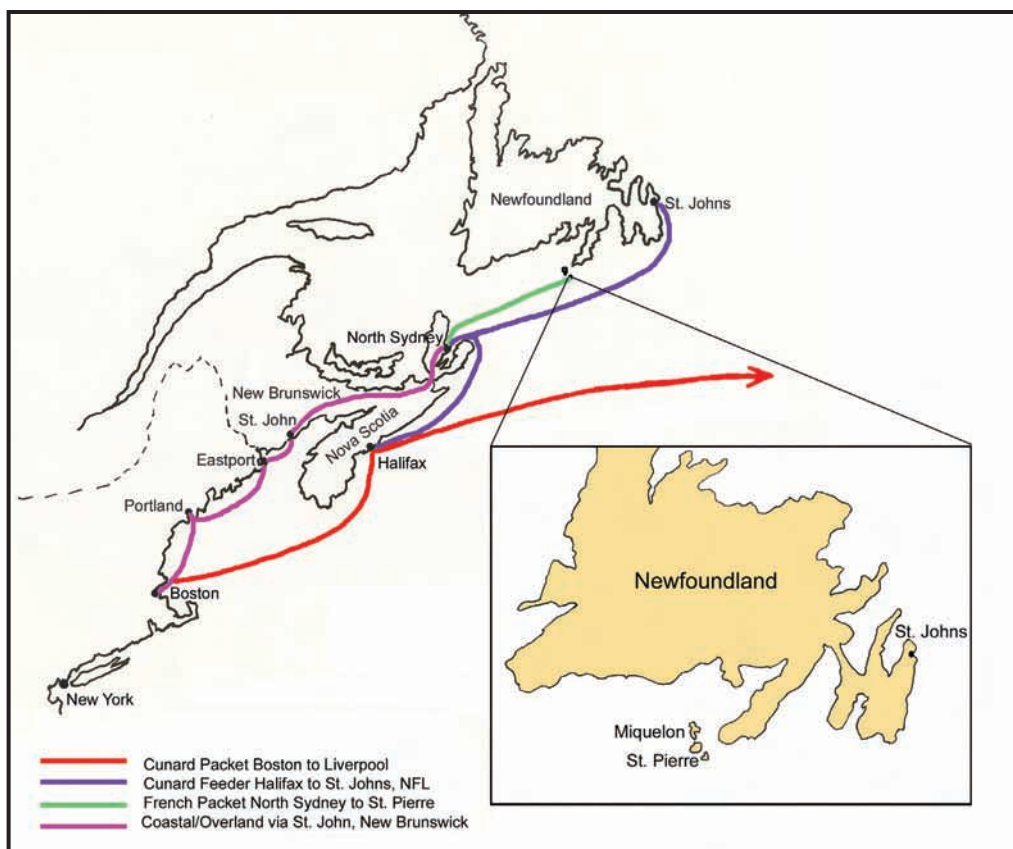
### **Postal Communications via Ship Mail**

Saint Pierre and Miquelon did not have a postal service until November 1845, and did not have a post office until 1854.<sup>3</sup> Prior to that date, and frequently afterwards, mail was sent with a ship captain or traveler headed in the general direction of the addressee. The French government never operated a packet service between France and SPM; however,

<sup>1</sup>Geraci, Joseph J., *Annotated Cumulative Subject Index to "The Chronicle of the U.S. Classic Postal Issues," Journal of the U.S. Philatelic Classics Society for Issue Numbers 1 through 200* (Merrifield, Virginia: published by the author, 2007).

<sup>2</sup>Effective July 1, 1867, both Nova Scotia and New Brunswick became part of the Dominion of Canada.

<sup>3</sup>Jamet, Maurice, *150 Ans D'histoire Postale Des Anciennes Colonies Francaises: Des Origines a 1860* (Paris, Madame Jamet, 1980), pg. 192.



**Figure 1. Map showing Saint Pierre and Miquelon in relation to Cape Breton Island, Nova Scotia and Newfoundland. The map also illustrates the typical routing for mail between the United States and Saint Pierre and Miquelon.**

French military vessels were known to patrol the Grand Banks to protect French fishing interests. This “Garde Perche” occasionally carried mail to or from France. Naturally, ship letters were carried by vessels transporting commercial cargo along the trade routes. Most ship letters entered the mails at North Sydney or Halifax, Nova Scotia. Saint Pierre and Miquelon ship letters are also known to have entered the mails at Louisbourg, Nova Scotia;<sup>4</sup> St. Johns, Newfoundland; and a variety of French ports.<sup>5</sup>

Some ship mail to France is known to have been sent via the United States. A correspondence of at least six covers is recorded between Saint Pierre and Saint Servan, France, routed through Boston, from the years 1844 through 1847. Two of the covers were carried out of the mails to Bangor, Maine.<sup>6</sup> Both of these covers were endorsed “via Bangor” and appear to have been delivered to the Harnden’s Express office in Bangor, for transmission to Great Britain via Boston. None of the six recorded covers bears any postal markings from the United States, with the exception of the privately-applied Harnden’s marking.

### **Postal Communications via Nova Scotia**

From the founding of mail service in SPM in 1845, through the creation of the UPU,

<sup>4</sup> Ships often called at Louisbourg when Sydney harbor was inaccessible because of ice.

<sup>5</sup> Stone, Robert G., “Ship Letters from St. Pierre,” *The Collectors Club Philatelist*, Vol. 54, No. 3 (May 1975), pg. 145.

<sup>6</sup> Gibot, J.F., “Bangor? Vous avez dit Bangor?” *Les Feuilles Marcophiles*, No. 300, 1er Trimestre 2000, pp. 32-34.

SPM's mail links with the outside world were generally through Nova Scotia. The initial mail service, beginning in late 1845, was operated between Saint Pierre and Halifax by Goyetche et Cie using the schooner *Espoir*.<sup>7</sup> The initial postage rate from St. Pierre to Halifax was set at 50 centimes per 10 grams.<sup>8</sup> After the establishment of the post office in 1854, mail from SPM was carried in closed bags by French packet to Nova Scotia, where the mail could connect with the Liverpool-to-Boston packets operated by the Cunard Line. The Cunard Line also operated a feeder route to St. Johns, Newfoundland. This feeder line also serviced North Sydney,<sup>9</sup> on Cape Breton Island, except during the winter months of December through March.<sup>10</sup> The winter mail service must have been erratic. The census of covers between the United States and SPM, presented in Tables 1 and 2, does not include any covers during the months of December through March. Naturally, the purpose of the British-operated feeder line was to convey mails between Newfoundland and Great Britain. The sailing schedule was synchronized with the departures of the eastbound Boston-to-Liverpool steamship from Halifax.

Service to SPM was not listed in official Nova Scotia Post Office publications. Instead, what information is available comes from *The Farmers Almanac* published in Halifax. The 1853 edition, most likely published in late 1852, states that mail to SPM was dispatched to Sydney, Cape Breton, for dispatch by French packet during summer months, and to Halifax direct in winter months.<sup>11</sup> This packet service continued after the establishment of the post office on SPM in 1854, as similar information was repeated in *The Farmers Almanac* for 1856.<sup>12</sup>

At some point SPM began to subsidize the operation of the SPM-to-Sydney packet. In 1863, Commandant Le Borde, the commandant of SPM, wrote to the Governor of Newfoundland to explore the possibility of sending SPM mail via Newfoundland and the Galway Line.<sup>13</sup> Le Borde indicated that SPM was allocating 20,000 fr (£800 or \$4,000) for the SPM-to-Sydney service.<sup>14</sup> This service appears to have continued through the end of 1867, when Cunard steamers stopped calling at Halifax.

At Halifax, the Cunard transatlantic service was replaced by the Inman Line and then the Allan Line.<sup>15</sup> The Inman Line operated from Liverpool to Halifax, continuing on to Boston or New York from 1868 to 1871. The Allan Line took over for the Inman Line, servicing Halifax and Baltimore and Norfolk. Although the mail contract covered only the Queenstown-to-Halifax portion of the run, it was usually possible to send mail between the United States and Halifax.<sup>16</sup> However, given the scarcity of covers during this period, it is impossible to tell whether this route was used for mail between the United States and SPM.

### Postal Communications via Newfoundland

Several sources suggest that mail to SPM was routed through Newfoundland. However, none of the recorded covers from the United States to SPM was routed this way. It is possible that the mail route via Newfoundland was used only for transatlantic mail as well

<sup>7</sup> Jamet, Maurice, *op. cit.*, pg. 192.

<sup>8</sup> *Ibid.*

<sup>9</sup> The Cunard Line feeder route initially served the port of Sydney on Cape Breton Island. Beginning in 1854, the service was relocated across the harbor to North Sydney.

<sup>10</sup> Argenti, Nicholas, *The Postage Stamps of New Brunswick and Nova Scotia* (Lawrence, Massachusetts: Quarterman Publications, Inc., 1976), p. 90.

<sup>11</sup> *Ibid.*

<sup>12</sup> *Ibid.*, pg. 93.

<sup>13</sup> Pratt, Robert H., *The Nineteenth Century Postal History of Newfoundland* (New York: The Collector's Club, 1985), pg. 469.

<sup>14</sup> *Ibid.*

<sup>15</sup> Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings, 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988), pg. 225.

<sup>16</sup> *Ibid.*

Date	Origin	Reference	US Postage	NS Postage	SPM Postage
January 12, 1848	Bath, ME	Robert Stone Collection	5¢	1/4d	none marked
April 11, 1854	Boston	Figure 2	3¢ (#11)	5d	0.75 fr
June 20, 1854	New York	Figure 3	3¢ (#11)	8d	1.05 fr
October 24, 1854	New York	H.R. Harmer sale #1966, lot 704	5¢	8d	1.05 fr
November 21, 1854	New York	<i>Postal History Journal</i> #26, pg. 8	5¢	8d	1.05 fr
August 15, 1855	Boston	Figure 6 (printed matter)	2¢	2d	0.50 fr
August 12, 1856	New York	<i>Postal History Journal</i> #26, pg. 11	5¢	10d	1.25 fr
September 22, 1857	New York	H.R. Harmer sale #1966, lot 705	5¢	10d	1.80 fr (?)
June 29, 1858	New York	Figure 5	5¢	10d	1.25 fr
July 28, 1858	Boston	Figure 7 (printed matter)	none	4d (5d cy)	none marked
November 2, 1858	New York	Robert Stone Collection	5¢	10d	1.25 fr
September 4, 1860	New York	Siegel sale #831, lot 2091	5¢ (#30A)	10d	1.25 fr
October 16, 1860	New York	Ashbrook/Wagshal photo archive	5¢ (5¢ 1857)	10d	1.25 fr (?)
August 6, 1861	Boston	Figure 4	5¢ (#30A)	8d	1.05 fr
August 6, 1862	New York	Evans 1¢ Franklin book, Fig. 17-49	5¢ (#63, 65)	10d	1.25 fr
July 11(?), 1866	Martinique	Wolffers sale #110, lot 285	10¢ (#68)	13½¢	0.73 fr
November 20, 1866	New York	<i>Postal History Journal</i> #26, pg. 12	5¢ (#76)	13½¢	0.98 fr
June 3, 1872	Troy, NY	Siegel sale #774, lot 1137	10¢ (#150)		?
1870s		observed in dealer stock	6¢ Bank Note		

**Table 1. Covers from the United States to Saint Pierre and Miquelon, 1845-1875**

as for mail to Newfoundland. As mentioned above, Saint Pierre and Miquelon is located just 16 miles from the south shore of Newfoundland; however, routing through Newfoundland to Europe was generally less efficient, at least until the Allan Line started service to St. Johns in 1873. Newfoundland had a colonial post office as early as 1805; but this post office was not incorporated into the British postal system until 1840.<sup>17</sup>

As noted, Saint Pierre and Miquelon is closest to the sparsely populated southern shore of Newfoundland. Mail service on the “southern route” from St. Johns to Gaultois (which is in the Fortune Bay area on the southern shore of Newfoundland) operated every two weeks in summer and monthly in the winter. The alternative would be to send mail by ship directly to St. Johns; however, the sea distance from SPM to St. Johns was roughly equal to the distance to Sydney, Nova Scotia. Even after the establishment of the post office in St. Johns, the only scheduled mail service off the island was the biweekly Cunard Line feeder route to Halifax. Thus, any mail carried from SPM to Newfoundland, other than mail addressed to Newfoundland, would then be carried back to Halifax.

There were several attempts to establish a transatlantic service with a port call in Newfoundland; however, most attempts were short-lived. With the exception of two sailings by the *Keronese* of the Liverpool, Newfoundland, and Halifax Steam Navigation Company in 1856, the Cunard feeder service to Halifax remained the only way off Newfoundland until the Galway Line began infrequent operation in 1857. There were eight sailings of the *Circassian* of the North Atlantic Steam Navigation Company (Galway Line) in 1857, followed by erratic service in 1858 and 1859. The Galway Line received a Royal Mail contract in 1860, but was unable to maintain the assigned biweekly schedule, and the contract was suspended in 1861. The mail contract was revised in August 1863, but the Galway Line was liquidated in January 1864.

While the Galway Line was in existence, SPM considered replacing its mail service via Sydney and Halifax with a service to St. Johns that would connect with the Galway Line. There is no indication that SPM routed its mails through Newfoundland during this

<sup>17</sup> Lowe, Robson, *The Encyclopaedia of British Empire Postage Stamps: 1639-1952*, Volume V: The Empire in North America (London: Robson Lowe Ltd., 1973), pg. 428.

Date	Destination	Reference	SPM Postage	NS Postage	US Postage
April 19, 1853	Gloucester, MA	Firby sale 1005, lot 932	carried to Halifax	5d	5¢
May 23, 1857	Gloucester, MA	Figure 8	carried to Halifax	5d	5¢
July 1?, 1863	Boston	Figure 9	none marked	10¢ (pr #10)	TRP
June 2, 1865	Boston	Author's collection	none marked	10¢ (#12)	TRP
Aug 24, 1865	Boston	Author's collection	none marked	10¢ (#12)	TRP
May 7, 1867	Boston	HRH sale #1966, lot 681	none marked	TRU	10¢ due
May 15, 1869	Boston	HRH sale #1966, lot 682	none marked	TRU	10¢ due
Sept 6, 1869	Boston	HRH sale #1966, lot 683	0.25 fr	TRU	10¢ due
Nov 13, 1869	Boston	HRH sale #1966, lot 684	0.25 fr	TRU	10¢ due
July 13, 1872	Philadelphia	HRH sale #1966, lot 685	none marked	6¢ Canada (#39)	TRP
July 20, 1872	Philadelphia	HRH sale #1966, lot 686	0.25 fr	6¢ Canada (#39)	TRP
Aug 1, 1872	Philadelphia	Figure 10	0.25 fr	6¢ Canada (#39)	TRP
Aug 3, 1872	Philadelphia	<i>BNA Topics</i> Dec. 1963	0.25 fr	6¢ Canada (#39)	TRP

TRU=treaty rate unpaid; TRP=treaty rate prepaid.

**Table 2. Covers from St. Pierre and Miquelon to the United States**

period. Obviously, such an arrangement would speed the delivery of mail to the mother country, as well as the significant mails to Spain and Portugal. It would however, slow the mails to Canada and the United States.

In 1873, the Allan Line steamers began to service St. Johns, Newfoundland, en route between Liverpool and Halifax, except during the winter months. Thus, mail from SPM could be routed via Newfoundland during the summer and via Halifax during the winter months. This arrangement appears to have continued through the UPU. This route may have been used for mails to Europe, but does not appear to have been used for mail to the United States.

### **Rates: United States to Saint Pierre and Miquelon**

Postage rates between the United States and SPM depend upon the routing of the letter. The map in Figure 1 illustrates the primary mail routes between the United States and SPM. Through 1867, all but one of the covers recorded from the United States to SPM, as listed in Table 1, were carried by the Cunard Line from Boston to Halifax. Although Great Britain and the United States entered into a postal treaty in 1848, the Cunard Line service between Halifax and the United States was never covered by a postal treaty and was little known in the United States.<sup>18</sup> In fact, service to Halifax was not listed in the *United States Mail and Post Office Assistant* until August 1863 and was not listed in the *Postal Laws and Regulations of the United States of America* until the 1866 edition.

As the postal treaty between the United States and Great Britain did not cover mail from the United States to Halifax, a United States sender was required to prepay the United States portion of the postage, but could not prepay the packet postage. Postage rates on Cunard packet covers to Halifax are quite complex. Initially, the charge was simply the domestic postage to port. However, sometime in 1854, the United States charge was set at 5¢.<sup>19</sup> The exact date is unknown, but it appears to have been increased to match the open-mail rate by a British packet on letters to destinations covered by the treaty with Great Britain.

The packet postage, which was assessed by Great Britain but collected by Nova Scotia, could not be prepaid by the sender in the United States and was always collected from the recipient. The packet postage was 4d sterling from September 20, 1849 through the end of Cunard service in 1867. Before July 6, 1851, the 4d sterling charge was equal to 4½d

<sup>18</sup> McDonald, Susan M., "Cunard Packet Mail Between Nova Scotia and the United States," *Postal History Journal*, No. 29 (September 1971), pg. 10.

<sup>19</sup> McDonald, Susan M., "Cunard Packet Mail Between Nova Scotia and the United States," *Postal History Journal*, No. 30 (January 1972), pg. 30.

Nova Scotia currency (referred to in this article as “currency” or “cy”); the charge was, 5d currency from July 6, 1851 through 1860; and 8½ Nova Scotia cents after the province converted to decimal currency in 1860.

The 4d sterling packet postage charge paid the letter only as far as the port in Halifax. If the letter was sent by French packet from Halifax, there would be no additional Nova Scotia postage. During the summer months, transmission to North Sydney required additional postage. With the exception of a cover missent to Prince Edward Island, all of the recorded packet covers for which transit postmark information is available were sent by the Cunard Line feeder route, rather than overland. The recorded covers appear to have been treated inconsistently, with some covers being rated 8d cy (5d cy packet plus 3d cy inland), while other covers (all dated 1856 to 1862) are rated 10d cy (5d cy packet from Boston to Halifax plus 5d cy packet from Halifax to Sydney), in spite of Nova Scotia’s conversion to decimal currency in 1860. The inconsistency appears to result from changes in rates charged for transit from Halifax to North Sydney by the Cunard Line feeder packet. However, the difference in rates may result from some covers being sent overland between Halifax and North Sydney. It is not possible to resolve this question without detailed information concerning the transit markings for the covers in question.

Mail between the United States and Newfoundland, which was carried on the same Cunard Line feeder packets, can provide some guidance on whether the 8d cy charge was for overland transit and the 10d cy charge was for packet transit between Halifax and North Sydney. From 1842 through 1849, Great Britain imposed a uniform 1 shilling charge for packet mail between the United States and Halifax or St. Johns, Newfoundland. In 1849, the packet rate was reduced from 1 shilling to 4d sterling. However, starting in 1850, letters between Newfoundland and the United States were charged 8d sterling (equal to 10d currency), comprised of 4d sterling for the feeder line packet from St. Johns to Halifax, plus 4d sterling for the packet from Halifax to Boston.<sup>20</sup> The 8d sterling rate was based on an October 11, 1840, British Post Office warrant setting the rate from St. Johns to Halifax equal to 4d sterling, and the 1849 warrant which set the rate from Halifax to New York or Boston equal to 4d sterling.<sup>21</sup> The three letter-rate covers from the United States to SPM listed in Table 1, dated 1854, are rated 8d currency Nova Scotia postage due. Thus, during the period when letters to Newfoundland were 8d sterling (equal to 10d currency), letters to SPM that transited North Sydney were charged 3d currency Nova Scotia inland postage. As the 8d sterling rate was premised upon a specific warrant from the British post office setting the rate between St. Johns and Halifax, it may be that mail to SPM going overland to North Sydney could not be charged this higher rate.

The packet postage for letters between the United States and Newfoundland was reduced to 4d sterling effective January 1, 1856.<sup>22</sup> Significantly, the rate reduction specified that the 4d sterling packet rate would apply to packet letters from any British colony port to any foreign port, not passing through the United Kingdom.<sup>23</sup> Despite this rate change, the Nova Scotia post office is known to have charged 10d cy (5d cy Boston to Halifax plus 5d cy Halifax to Sydney) for letters addressed to Sydney, Nova Scotia.<sup>24</sup> The domestic letter rate from Halifax to North Sydney sent by packet was 5d cy.<sup>25</sup> Letters from the U.S. to SPM from 1856 through 1860 are consistently rated 10d currency (8d sterling) due.

The covers from the United States to SPM from 1861 through 1867 listed in Table 1 are not rated consistently. A cover in 1861 is rated 8d cy, while another cover in 1862 is

<sup>20</sup> Pratt, *op. cit.*, pg. 539, gives the effective date for the 8d cy rate for Newfoundland as June 20, 1850.

<sup>21</sup> *Ibid.*

<sup>22</sup> *Ibid.*, pg. 539. Pratt cites the Warrant of September 19, 1855, Great Britain, Post 48/134, pp.791-793.

<sup>23</sup> *Ibid.* Mail to the west coast of South America sent via Panama was excluded.

<sup>24</sup> Robert A. Siegel Auction Galleries, Sale 906, lot 1699, March 13, 2006.

<sup>25</sup> Argenti, *op. cit.*, pg. 107.



**Figure 2.** April 11, 1854, cover from New York City to St. Pierre and Miquelon. 3¢ 1851 dull red stamp pays the U.S. domestic postage to Boston. Rated 5d (Nova Scotia currency) due packet postage for Cunard Line carriage to Halifax, then forwarded by French packet directly from Halifax to St. Pierre. 5d postage due converted to 50 centimes, plus 25 centimes St. Pierre charge, for total postage due of 75 centimes. Image courtesy of Matthew Bennett International.

rated 10d cy. This apparent inconsistency may result from a rating error or it may be that the 1861 cover was sent overland between Halifax and North Sydney. Covers in 1866 and 1867 are rated 13½ cents (the decimal equivalent of 8d cy). The 1866 cover from Martinique shows an SPM postage due of 73 centimes (equated to 8d cy). Based upon the other 1866 cover, rated 98 centimes due in SPM, it appears that the 73 centimes reflects only Nova Scotia transit postage, and that for some reason the 25 centimes SPM postage was not marked.

On July 1, 1867, Nova Scotia confederated with Canada East, Canada West, and New Brunswick to create the Dominion of Canada. The Cunard packets stopped calling at Halifax at the end of 1867. Beginning in January 1868, all mail between the United States and Canada was carried at the treaty rate of 10¢ and could be prepaid to North Sydney. In April 1868, the rate was reduced to 6¢ for prepaid mail, while unpaid mail remained 10¢.<sup>26</sup>

The internal SPM postage rate was 25 centimes from 1854 to 1875. This may have represented a packet fee or a charge for local delivery by the SPM post office.<sup>27</sup> As the packet and Nova Scotia inland postage could not be prepaid by a sender in the United States, the SPM post office must have collected the amount due from the recipient in SPM. The 25 centimes SPM charge was added to the amount due at North Sydney to calculate the total amount due from the recipient in SPM. Nova Scotia pence currency was converted at the rate of 1d cy to 10 centimes. Letters in 1866 and 1867 rated in cents were converted at the rate of 1 cent to 5.4 centimes. Thus covers rated 8d cy were converted as 80 centimes,

<sup>26</sup> Starnes, Charles J., *United States Letter Rates to Foreign Destinations: 1847 to GPU-UPU*, Revised ed. (Louisville, Kentucky: Leonard Hartmann, 1989), pg. 8.

<sup>27</sup> Stone, Robert G., "Postal Matters Revealed by Mail to St. Pierre During 1830-1876 Era," *Postal History Journal*, Vol. XIV No. 3 (September 1970), pg. 10. Stone indicates that charges for local delivery were common in French colonial port post offices during the stampless era.



Figure 3. June 20, 1854, New York Express Mail to St. Pierre and Miquelon. 3¢ 1851 stamp pays the domestic postage to Boston. Rated 8d due (5d packet postage plus 3d inland). By Cunard *Niagara* to Halifax. Missent to Prince Edward Island, then forwarded to North Sydney, Nova Scotia, for delivery to St. Pierre by French Packet. 8d converted to 80 centimes plus 25 centimes St. Pierre charge for total postage due of 1.05 francs. Image courtesy of Matthew Bennett International.



Figure 4. August 6, 1861, cover from Boston to St. Pierre and Miquelon. 5¢ 1857 type II stamp paid equivalent of open mail rate by a British packet. Rated 8d due (5d packet postage plus 3d inland). By Cunard *Arabia* to Halifax. Sent overland or by Cunard feeder route to North Sydney then by French packet to St. Pierre. 8d converted to 80 centimes plus 25 centimes St. Pierre charge for total postage due of 1.05 francs. Image courtesy of Schuyler Rumsey Philatelic Auctions.



Figure 5. June 29, 1858, cover from New York to St. Pierre and Miquelon. 5¢ United States postage paid equivalent of open mail rate by a British packet. By Cunard *Europa* to Halifax then by Cunard feeder route to North Sydney. Rated 8d due and then corrected to 10d due (5d packet from Boston to Halifax plus 5d packet from Halifax to North Sydney). 10d converted to 1 franc plus 25 centimes St. Pierre charge for total postage due of 1.25 francs.

while covers rated  $13\frac{1}{2}\text{¢}$ , the decimal equivalent of 8d, were converted as 73 centimes.<sup>28</sup>

Figure 2 is a letter from New York City dated April 11, 1854. The imperforate 3¢ 1851 dull red stamp paid the ordinary U.S. domestic postage from New York to Boston, where the letter was placed on the Cunard *Canada* which departed Boston on April 12, and arrived at Halifax on April 14. The Halifax post office rated the cover 5d currency (4d sterling) due for packet fee from Boston to Halifax. The cover then went by French packet from Halifax directly to SPM.<sup>29</sup> The 5d cy postage due was converted to 50 centimes, to which the SPM post office added 25 centimes SPM postage, for a total due from the recipient in SPM of 75 centimes (manuscript marking at upper right).

Figure 3 is a packet letter that followed the more frequently seen route through North Sydney. The cover was mailed at New York City on June 20, 1854, and was franked with a 3¢ 1851 dull red stamp which paid the ordinary U.S. domestic postage to Boston. The cover was carried by the Cunard *Niagara* to Halifax and then was missent to Prince Edward Island before finally catching the French packet to SPM. The cover was rated 8d cy due (5d cy packet plus 3d cy overland transit), which was converted to 80 centimes. Then 25 centimes SPM postage was added, for a total due of 1 franc 5 centimes. This accounting is broken out at left with a manuscript “paye a Sydney 80c” notation.

Figure 4 is a similar letter. It was mailed at Boston on August 6, 1861 and carried to Halifax by the Cunard *Arabia*. By that date, the United States was charging a postage rate equal to the open-mail rate on letters carried to Halifax by the Cunard Line. This letter was paid by a 5¢ brown stamp of the 1857 issue, type II. Although the cover was sent after Nova

<sup>28</sup> This likely is just a rounding error. The difference is 7 centimes, equal to about 1.3¢.

<sup>29</sup> The newspaper, *The British Colonist*, Saturday, April 29, 1854, pg. 2, records the clearance of the French packet *Oronoke* on April 27 for Saint Pierre.

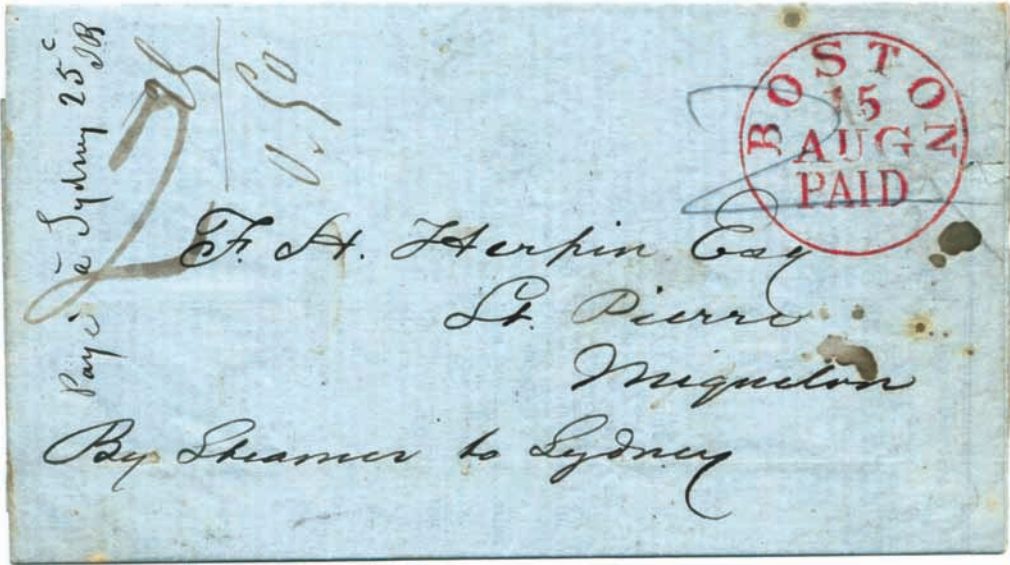


Figure 6. August 15, 1855, printed circular from Boston to St. Pierre and Miquelon. 2¢ United States postage paid equivalent of British open mail printed-matter rate. By Cunard *Asia* to Halifax then by Cunard feeder route to North Sydney. Rated 2d sterling packet postage due. No inland postage assessed. 2d sterling/2½d Nova Scotia converted to 25 centimes plus 25 centimes St. Pierre charge for total postage due of 50 centimes.



Figure 7. July 28, 1858, printed circular from Boston to St. Pierre and Miquelon. No United States postage marked, but most likely paid 2¢ (equivalent to the British open mail printed-matter rate). By Cunard *Canada* to Halifax and Cunard feeder route to North Sydney. Rated 4d sterling packet postage due. No St. Pierre postage marked.

Scotia converted to decimal currency, Nova Scotia still used an 8d handstamp; however, the cover was properly considered 13½¢ due. Regardless, the amount due was converted to 80 centimes, plus the 25 centimes SPM charge, for a total amount due of 1 franc 5 centimes

(the odd manuscript notation at top center). As noted above, this cover may have been sent overland from Halifax, otherwise, it is not understood why this cover was rated 8d cy, rather than 10d cy.

Figure 5 is a June 29, 1858 packet letter routed through North Sydney which was rated 10d due by the Nova Scotia post office. Like Figure 4, to transport the cover to Boston, the United States required prepayment of 5¢ equal to the open mail rate by a British packet. The cover was carried to Halifax on the Cunard *Europa* and then by the Cunard feeder route to North Sydney. It was rated 8d due and corrected to 10d due (5d cy Boston to Halifax packet, plus 5d cy Halifax to North Sydney packet), which was converted to 1 franc, plus the 25 centimes SPM charge, for a total amount due of 1 franc 25 centimes.

Two covers are recorded after 1867, one of which was overpaid 4¢ on June 3, 1872 at the United States and Canada treaty rate of 6¢ to North Sydney. Unfortunately, the author does not have access to an image of the other cover to determine whether a 25 centimes SPM charge was marked.

Table 1 includes two printed-matter-rate covers to Saint Pierre and Miquelon. Given the difficulty of interpreting printed-matter rates in general, it is no surprise that printed-matter rates to SPM are confusing. The first cover (Figure 6), is dated August 15, 1855, and was properly prepaid 2¢ at New York, at a rate equal to the British open mail rate for printed matter. It was carried by the Cunard *Asia* to Halifax and then by the feeder route to North Sydney. The cover is properly rated 2d sterling (2½d currency) to Halifax; however, no additional postage is marked for transit from Halifax to North Sydney. The Nova Scotia domestic printed matter rate from Halifax to North Sydney was one penny.<sup>30</sup> However, the circular is clearly marked at left “paye a Sydney 25c” to which the SPM internal rate of 25 centimes is added for a total amount due of 50 centimes.

The second printed-matter cover, Figure 7, is more difficult to explain. The only rate marking on the cover is a manuscript 4d sterling rate marking. The 4d marking may indicate that the prices current was rated as a letter; however, the prices current is dated July 28, 1858, which was during the period when letters to SPM were being charged a packet rate for the Halifax to North Sydney portion of the route, in addition to the packet rate from Boston to Halifax. Thus, during this period, a circular would be assessed two 2d sterling charges, for a total of 4d sterling (5d currency). Although the total postage due is not marked on the prices current, it was most likely charged 50 centimes for the Nova Scotia postage due, plus 25 centimes in SPM for a total amount due of 75 centimes.

### **Rates: Saint Pierre and Miquelon to the United States**

Letters from SPM to the United States were generally routed overland, rather than by packet via Halifax. The different routing was undoubtedly because the North Sydney port call on the feeder route from St. Johns, Newfoundland, to Halifax was timed to meet the eastbound packet en route from Boston to Liverpool rather than the westbound packet from Liverpool en route to Boston. The westbound packet generally arrived at Halifax from one to three days before the eastbound packet.<sup>31</sup> Thus, a letter on the Newfoundland-to-Halifax feeder route bound for Boston might miss the Cunard packet to Boston and then would need to wait in Halifax for two weeks for the next packet. To avoid this, letters were routed overland via St. John, New Brunswick.

The first two covers in Table 2, both to Gloucester, Mass., were sent by the Cunard packet from Halifax. One was sent in 1853, before the post office opened in SPM, and the

<sup>30</sup> C.M. Jephcott, V.G. Greene and John H. M. Young, *The Postal History of Nova Scotia and New Brunswick, 1754-1867* (Toronto: Sissons Publications Ltd., 1964), pg. 259.

<sup>31</sup> Arnell, J.C., *Atlantic Mails: A history of the mail service between Great Britain and Canada to 1889* (Ottawa, Canada: National Postal Museum, 1980), pp. 287-306.

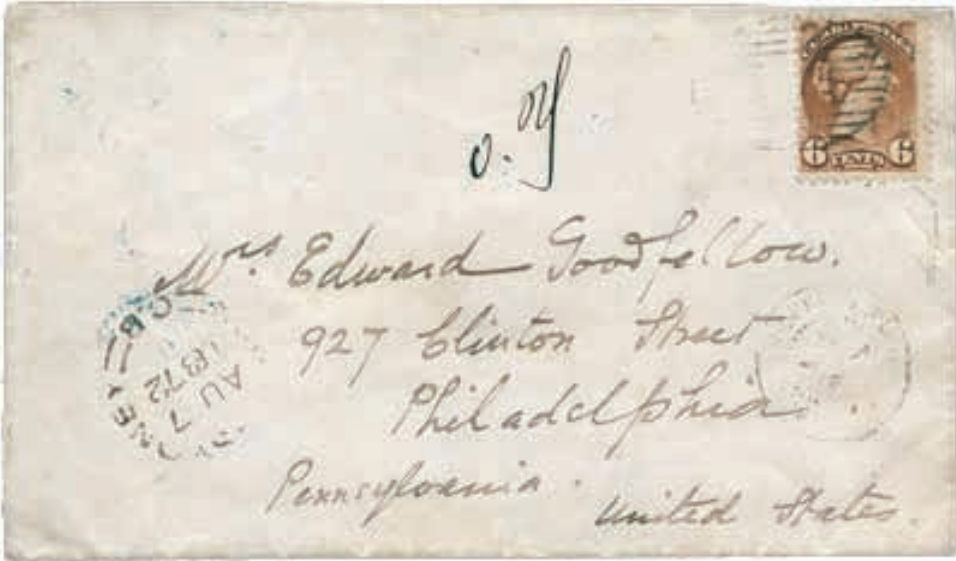


Figure 8. May 23, 1857, letter from St. Pierre to Gloucester, Massachusetts. Carried outside the mails by Cunard feeder packet *Saxon* from North Sydney to Halifax. Entered the mails in Halifax where 5d (Nova Scotia currency) was paid. By Cunard *America* to Boston, where it was rated 5¢, equivalent of the open-mail rate via British packet.



Figure 9. July 1863 letter from Saint Pierre and Miquelon to Boston. Two 5¢ Nova Scotia Cents Issue stamps used from St. Pierre to prepay the treaty rate from North Sydney to the United States, via St. John, New Brunswick.

other in 1857. This cover is shown in Figure 8. Both covers entered the mails at Halifax, but were not treated as ship letters. They were most likely “bootleg” covers carried to Halifax by a traveler or an informal forwarding agent. The Figure 8 cover is endorsed “per Saxon,”



**Figure 10. August 1, 1872 letter from Saint Pierre and Miquelon to Philadelphia. Manuscript 0.25 franc rate mark representing the St. Pierre rate to North Sydney, Nova Scotia. 6¢ Canada Small Queen stamp used from St. Pierre prepays the treaty rate from Canada to the United States. (Image courtesy of H.R. Harmer Inc.)**

which vessel may have carried the cover to Sydney. The June 1, 1857 Halifax marking corresponds with the arrival date of the Cunard branch line steamer *Merlin*, arriving from St. Johns, Newfoundland, and Sydney.

The postage rate from North Sydney, or Halifax, to the United States, from 1851 through 1868 was 6d, or its decimal equivalent 10¢, paid or unpaid. After April 1868 the rate was 6¢ paid and 10¢ unpaid. Interestingly, Nova Scotia and later Canadian stamps were used to prepay letters from SPM. Newfoundland stamps are also well known used from SPM, although not to the United States.<sup>32</sup> Table 2 lists three covers from SPM franked with Nova Scotia stamps. Figure 9 shows one of these, posted in July 1863 and addressed to Boston franked with two 5¢ Nova Scotia Cents Issue stamps (Scott 10). Like the other two covers, it does not have an SPM rate marking, and is prepaid at the 10¢ treaty rate to the United States.

Table 2 also lists four unpaid letters sent between 1867 and 1869. Two of the covers indicate 25 centimes SPM postage. It is impossible to determine whether the other covers indicate SPM postage because the covers are overlapped in the catalog photograph, which is the only image of the covers available to the author. All seven of the recorded covers from 1863 to 1869 are from the same correspondence, addressed to A.P. Morse of Boston.

Four covers listed in Table 2 are franked with Canadian Small Queen stamps. All four covers are dated in July and August 1872, and are part of the same correspondence addressed to Mrs. Edward Goodfellow in Philadelphia. Three of the covers indicate payment of 25 centimes SPM postage. One of these is shown in Figure 10. None of the SPM covers to the United States are franked with the French Colonies general-issue stamps.<sup>33</sup> This may have been purposeful to avoid confusion in Nova Scotia and the United States. Addition-

<sup>32</sup> Pratt, *op. cit.*, pp. 478-79.

<sup>33</sup> A 25 centimes French Colonies general issue stamp was current in St. Pierre when the 1872 covers were posted. James R. Taylor, "Foreign Destinations: Pre U.P.U. Use of Stamps of Canada at St. Pierre," *St. Pierre & Miquelon Philatelic Journal*, Vol. 15 No. 3 (July 2007).

ally, the SPM postmark on all of the covers franked with Nova Scotia or Canadian stamps was carefully placed to avoid canceling the postage stamps.<sup>34</sup>

**Conclusion**

This article has attempted to explain the postage rates between the United States and Saint Pierre and Miquelon between the establishment of a mail service on the islands, and the 1875 creation of the UPU.<sup>35</sup> The author would welcome reports of additional covers between the United States and SPM. Given the minuscule amount of mail between the two countries, the tiny number of covers listed in Tables 1 and 2 may be a substantial percentage of the total existing covers.■

<sup>34</sup> Ibid.  
<sup>35</sup> Saint Pierre and Miquelon joined the UPU in July 1, 1876, and Canada joined the UPU in July 1, 1878. However, the author is not aware of any covers in the 1875-1878 period, and is unable to speculate on the rates during the period.

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### ANSWER TO PROBLEM COVER IN CHRONICLE 219

We received two answers for the cover shown in Figure 1, which was first presented in *Chronicle* 219 and then repeated (due to lack of response) in *Chronicle* 220. Route Agent Bill Hainsworth responded:

“The cover would have been handed to the boat captain after the mail pouch was sealed at Mobile, and without stamps. This is a first-day cover of the new law requiring letters to be prepaid with stamps, or 5¢ would be collected. The stamps were added at New Orleans with 1¢ added for the captain, an unofficial carrier. The stamps were marked “Way” to denote the letter’s origin into the mails.” This view was more or less supported by Route Agent Bernard Biales.



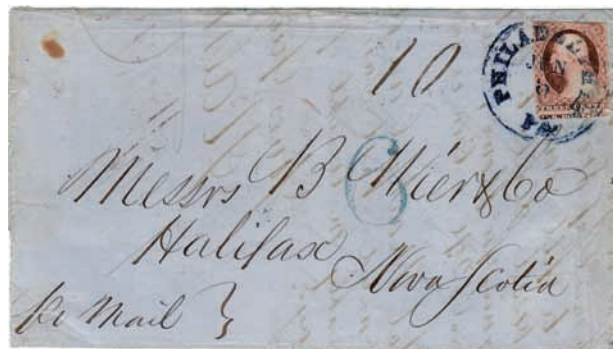
**Figure 1.** After a wait, we received two explanations of the problem cover from *Chronicle* 219.

An alternative view of this cover is that it was a prepaid double-rate cover, handed to the captain of the ship or his clerk in Mobile after the mails were closed. In this analysis the WAY marking was used as an audit to indicate that the 1¢ way fee had been paid to the captain.

### ANSWER TO PROBLEM COVER IN CHRONICLE 220

There were at least six answers (for this feature that’s an avalanche) to the problem cover in *Chronicle* 220, shown here as Figure 2. Route Agents David D’Alessandris, Bob Boyd, Bill Hainsworth, Yamil H. Kouri, Bill Samis, Jeffrey Wallace and John Wright provided pretty much the same answers, all or portions of which were contained in the answer provided by D’Alessandris:

“This cover is a treaty-rate cover to Nova Scotia with partial payment not recognized. The land rate to Nova Scotia was 10¢ (6 pence) paid or unpaid, but partial payments



**Figure 2.** Six members wrote to provide explanations of the problem cover presented in *Chronicle* 220.

were not recognized. The 3¢ 1851 stamp was not recognized and the cover was manuscript rated 10¢ due. The St. Andrews (New Brunswick) exchange office converted the 10¢ to 6d and applied the blue handstamped 6 due marking. The other route to Halifax was by Cunard steamer departing from Boston. In 1853, 3¢ would have paid the domestic rate to Boston (mail to Nova Scotia was not covered by the GB-US treaty, so the 5¢ British

Open Mail rate did not apply at this time). The Cunarder *Europa* departed Boston June 8, 1853. I can't make out the Philadelphia date, is it June 8? [Ed: Yes.] If so, the sender may have applied the 3¢ stamp hoping to catch the next Cunard steamer to Halifax. At the post office the sender may have realized the letter would miss *Europa* and endorsed the letter 'per mail' at lower left."

### PROBLEM COVER FOR THIS ISSUE

Figure 3 shows a cover to Birmingham, England, posted at Bangor, Maine on 9 October, 1875. The cover bears three 3¢ green Bank Note stamps with circular smudge cancels, one tied by a black circular "T" marking, for a total franking of 9¢. There is a pencil "2" in the upper left corner, "45" on the right side, and a black ink "5½" manuscript notation



Figure 3. Problem cover for this issue. The questions are: What rate should have been paid and how was the cover rated for postage due on arrival in Birmingham?



Figure 4. These three New York foreign-mail markings are the only markings on the reverse of the cover shown in Figure 3.

with a black "BIRMINGHAM 9.L NO 7 75" receiving marking superimposed. The reverse contains a partial red NEW YORK PO OCT 27 circular datestamp intertwined with two black "NEW YORK OCT 27" foreign mail CDSs. The questions are: What rate should have been paid, how was this cover eventually rated for postage due on arrival in Birmingham, and what was the basis for figuring the postage due? ■

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Lilly 1967



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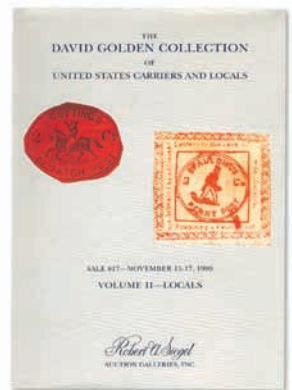
Honolulu Advertiser 1995



Zoellner 1998



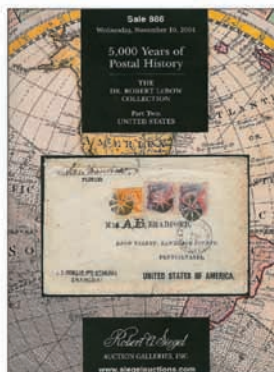
Kilbourne 1999



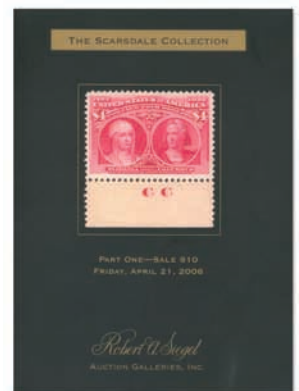
Golden 1999



Hall 2001



LeBow 2004



Scarsdale 2006

*Great collections have one name in common.*