



U.S. Philatelic Classics Society

Volume: 35 Number: 2 Year: 1983 Chronicle: 118

Article: 10¢ 1869 Covers in the Pan - American Mails - Inbound Covers
Author(s): Michael Laurence

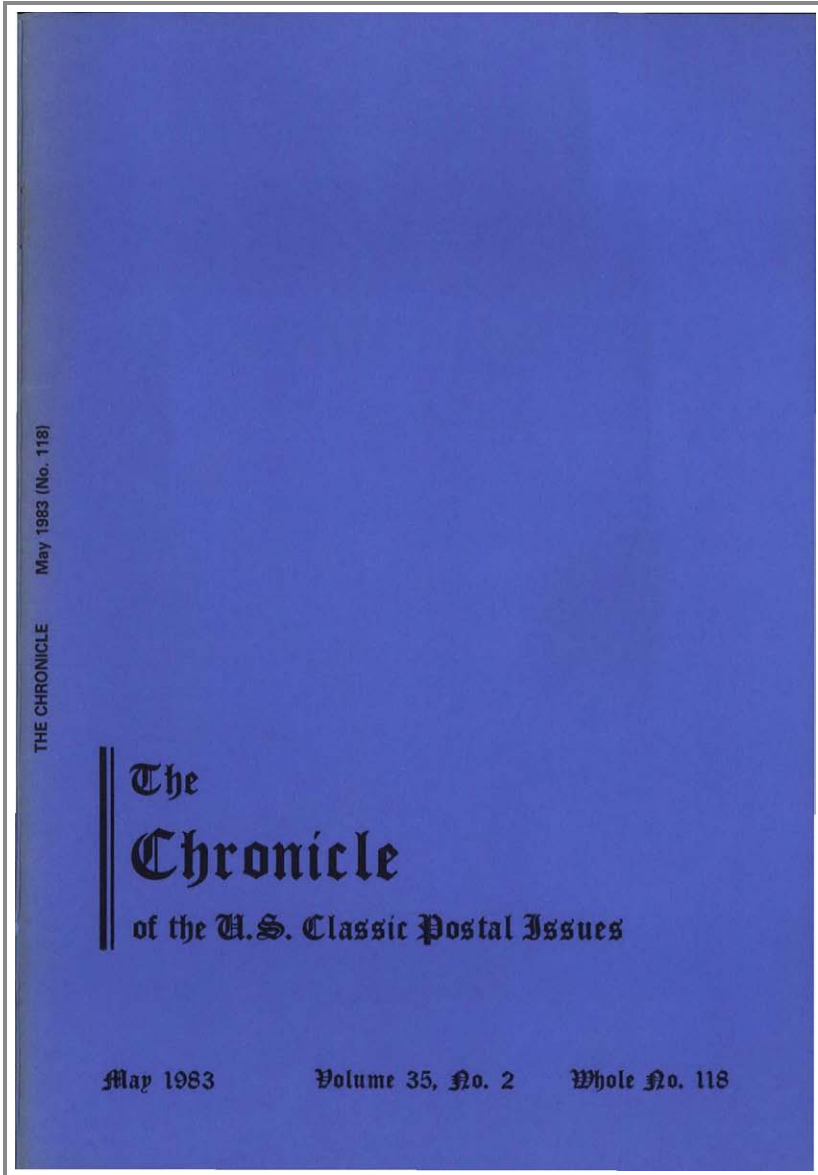


Table Of Contents

items marked with * cannot be viewed as an individual PDF document

[Click here to view the entire Volume: 35 No: 2 Chronicle: 118](#)

	<u>Starting Page</u>
Front Cover (1 page)	Front Cover
Display Advertisement (1 page) Advertiser: Robert A. Siegel Auction Galleries, Inc.	Inside Front Cover
Display Advertisement (1 page) Advertiser: Richard C. Frajola Inc.	73
Display Advertisement (1 page) Advertiser: Jack E. Molesworth, Inc.	74
Masthead (1 page)	75
Display Advertisement (1 page) Advertiser: John W Kaufmann	76
Table of Contents (1 page)	77
In Memoriam	
In Memoriam, George E. Hargest, August 26,1906 - February 5,1983 (2 pages) <i>Susan M. McDonald</i>	78
Guest Privilege	
The Alexandria Postmaster's Provisional Stamps (6 pages) <i>Philip T. Wall</i>	80
Once More, with Feeling (1 page) <i>Philip T. Wall</i>	85
Display Advertisement (1 page) Advertiser: Philatelic Restoration Workshop	85
Prestamp and Stampless Period	
First Standardized Postmarks of the District of Columbia (5 pages) <i>Richard B. Krakaur, Thomas E. Stanton</i>	86
A Delaware River Marking (2 pages) <i>Frederick A. Valentine</i>	91
Review: "Opinions: Philatelic Expertizing - An Inside View" (1 page) <i>Herbert Bohren</i>	92
Display Advertisement (1 page) Advertiser: Leonard H. Hartmann	93
U.S. Carriers	
The Carrier Stamps Of the United States - Philadelphia (5 pages) <i>Elliott Perry, Robert B. Meyersburg</i>	94
Classified (1 page)	98
Display Advertisement (1 page) Advertiser: Simmy's Stamp Co. Inc.	99
1847 Period	
1847 Covers from Pennsylvania (3 pages) <i>Creighton C. Hart</i>	100
Update of New York State Postmarks (1 page) <i>Creighton C. Hart</i>	102
Display Advertisement (1 page) Advertiser: Jacques Schiff, Jr. Inc.	103
1851-61 Period	
Yeardated Postmarks of New York State in The Prestamp Period (4 pages) <i>Calvet M. Hahn</i>	104
Ritcherdson's Missouri Express Company (2 pages) <i>Thomas J. Alexander</i>	107
Salt Lake City Straightline (1 page) <i>Thomas J. Alexander</i>	108
1861-1869 Period	
Review: "The Salt Lake City Post Office (1849-1869)" (2 pages) <i>Thomas J. Alexander</i>	108
1851-61 Period	
Five Cent Plate One Double Transfer (1 page) <i>Stanley M. Piller</i>	109
Gasport, New York, Flag Obliterator (1 page) <i>Thomas J. Alexander</i>	109
1861-1869 Period	
The 10¢ 1861 Type I Stamp on Cover (6 pages) <i>William S. Weismann</i>	110
Transient Printed Matter Rates, 1860 - 63: the Star Die Wrappers (4 pages) <i>Richard B. Graham</i>	115
The 1861 3¢ Lake (1 page) <i>Robert B. Meyersburg</i>	118
Display Advertisement (1 page) Advertiser: Richard B. Graham	118

Display Advertisement (1 page) Advertiser: Edelman's	118
Display Advertisement (1 page) Advertiser: Richard Wolfers Inc.	119
1869 Period	
10¢ 1869 Covers in the Pan - American Mails - Inbound Covers (4 pages) <i>Michael Laurence</i>	120
Display Advertisement (1 page) Advertiser: Andrew Levitt, Inc.	123
Bank Note Period	
Rare Banknote Stamps at Auction (4 pages) <i>Richard M. Searing</i>	124
Review: "The Fresno and San Francisco Bicycle Mail of 1894" (2 pages) <i>Richard B. Jordan</i>	127
Display Advertisement (1 page) Advertiser: Earl P. L. Apfelbaum Inc	129
Railroad Postmarks	
Georgia Railroad Manuscript Markings (4 pages) <i>Douglas N. Clark</i>	130
A Correction for the Record (2 pages) <i>Charles L. Towle</i>	133
Display Advertisement (1 page) Advertiser: George Alevizos	134
Display Advertisement (1 page) Advertiser: William A. Fox Auctions, Inc.	135
Display Advertisement (1 page) Advertiser: Chicago Classic Covers	135
Display Advertisement (1 page) Advertiser: Randolph L. Neil	135
Display Advertisement (1 page) Advertiser: New England Stamp	135
Foreign Mails	
More on 16¢ Credit Covers (2 pages) <i>James C. Pratt</i>	136
Review: "United States Incoming Steamship Mail 1847 - 1875" (2 pages) <i>Susan M. McDonald</i>	137
The Cunard Line's Mail Packets on the North Atlantic 1860 - 1869 (2 pages) <i>Walter Hubbard</i>	138
The Cunard Line's Mail Packets, 1860 - 1869: Sailing Lists (2 pages) <i>Walter Hubbard</i>	139
Display Advertisement (1 page) Advertiser: Four Star Philatelics, Inc.	141
The Cover Corner	
Answer to Problem Cover in Issue No. 117 (1 page) <i>Scott Gallagher</i>	142
Problem Covers for This Issue (2 pages) <i>Scott Gallagher</i>	142
Display Advertisement (1 page) Advertiser: Greg Manning Company Inc.	144
Display Advertisement (1 page) Advertiser: Harmers of New York Inc.	Inside Back Cover
Display Advertisement (1 page) Advertiser: Raymond H. Weill Co	Back Cover

10¢ 1869 COVERS IN THE PAN-AMERICAN MAILS
MICHAEL LAURENCE

(Continued from *Chronicle* 117:55)

INBOUND COVERS

Incoming Brazil line covers with the 10c 1869 also survive in some abundance. In fact, they seem more common than outbound covers. My record currently shows almost three dozen incoming Brazil line covers (see Table C). Covers such as these, bearing U.S. stamps "used abroad," have long been desired by collectors, so that they typically fetch much higher prices than their outbound counterparts. Taken as a group, however, the inbound covers convey a less complete picture of the postal history of their era, since their origins are necessarily limited to those few foreign locations at which U.S. stamps were sold or used.

Respecting the Brazil line covers "used abroad," the great majority of them boarded the ship at St. Thomas. The 10c rate prevailed in either direction, and merchants and other mailers at St. Thomas prepaid correspondence to the U.S. by means of U.S. stamps, which they either secured privately for these purposes or purchased from the D.W.I. post office, which stocked them to meet widespread demand. It is well documented that the St. Thomas post office stocked U.S. stamps;¹³ they may have been imported by merchants in other Caribbean posts as well.

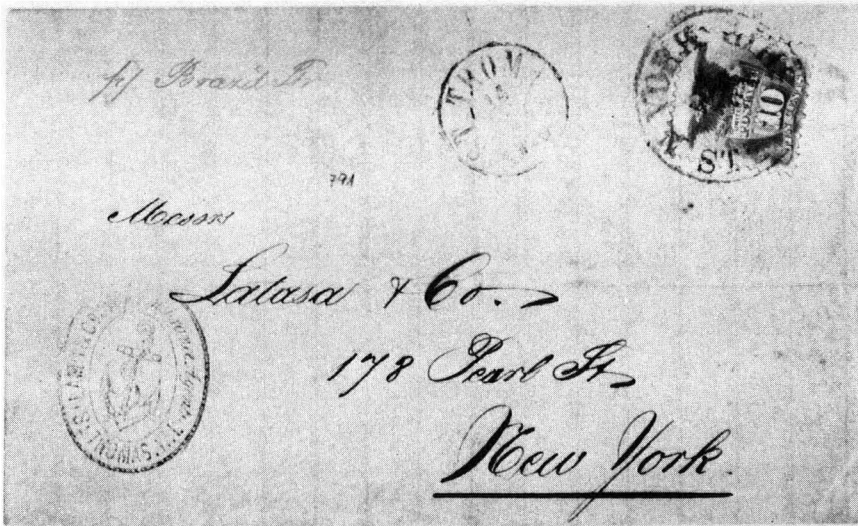


Figure 6. 10c 1869 on cover from Arroyo, Puerto Rico, to New York City. The cover was privately carried into St. Thomas, where the stamp and the St. Thomas markings were applied. Three cents D.W.I. postage was paid in cash. The cover was then carried to New York on the Brazil line steamer *South America*, which arrived 21 April 1870. The NEW YORK STEAMSHIP marking reads APR 21.

Figure 6 shows a folded cover, originating in Arroyo, Puerto Rico, and addressed to New York, routed "pr Brazil Str" and bearing a fancy double oval cachet from Lamb & Co., a St. Thomas commission firm that often acted as a forwarder of mails.¹⁴ Like many of the other covers in Table C, the cover in Figure 6 was carried privately to St. Thomas (which is only 50 miles or so from Puerto Rico) where it was franked with the 10c 1869

13. Stone, *op. cit.*, Chapter 4, 31.

14. *Ibid.*, Chapter 5, 16.

TABLE C: INBOUND 10c 1869 COVERS VIA BRAZIL LINE

ORIGIN/DESTINATION	STAMP	ST. THOMAS	NYC MARK	REFERENCE
Mayaguez, PR/NYC	116	14/7 69	+ JUL 21	4 Juhring 787 (Frankfurt)
St. Thomas/NYC	16		+ SEP 21	Kaufmann 9-7-79, 598 (Brugh collection)
St. Thomas/NYC	2-116	14/9 69	+ SEP 21	4 Juhring 788 (Frankfurt)
St. Thomas/NYC	116	14/9 69	+ SEP 21	Pelander 12-15-50, lot 40 (Tows collection)
St. Thomas/NYC	116	14/10 69	+ OCT 20	Pelander 9-21-49, lot 88
St. Thomas/Maine	116	14/10 69	+ OCT 20	Pelander 12-15-50, lot 15 (Tows collection)
La Guayra/NYC	116+DWI #2		+ OCT 20	Figure 7
La Guayra/NYC	116	14/11 69	SS NOV 20	4 Juhring 790 (Frankfurt)
St. Thomas/NYC	116	14/11 69	SS NOV 20	4 Juhring 789 (Frankfurt)
Arecibo, PR/NYC	116	14/11 69	SS NOV 20	Krug 744
Arecibo, PR/Phila	116		SS DEC 20	Chronicle 115, 223.
Buenos Aires/NYC	116	13/12 69	SS DEC 20	2 Knapp 1719
St. Thomas/NYC	116	13/12 69	SS DEC 20	Author's collection
St. Thomas/NYC	3-116	13/12 69	SS DEC 20	1 Juhring 790
Haiti/NYC	116	13/12 69	SS DEC 20	Hubbard 389
Puerto Caballo/SF	116	?	?	Siegel 369, 808
Mayaguez, PR/Phila	116		+ JAN 21	Siegel 6-12-73, lot 264 (Gobie collection)
La Guayra/NYC	116		SS JAN 21	Harmer 2-19-63, lot 560
?/Keene, N.H.	116		SS MAR 21	4 Juhring 475 (Frankfurt)
Arroyo, PR/NYC	116	14/4 70	SS APR 21	Figure 6
St. Thomas/NYC	116		SS APR 21	Lou Grunin
Curacao/NYC	116	14/4 70		Siegel 399,360
St. Thomas/NYC	116	14/5 70	SS MAY 21	Victor Engstrom
Christianstad/N.Y.	116	14/5 70	SS MAY 21	Herst 2-20-68, lot 86
Curacao/NYC	2-116		SS MAY 21	American Philatelist , V58 #9 P672 (1945)
Mayaguez, PR/Phila	116		SS MAY 21	4 Juhring 792 (Frankfurt)
Mayaguez, PR/Phila	116		SS JUN 20	2 Knapp 1721
Flagship Lancaster/Pa	116		SS SEP 20	Ex Haas
Mayaguez, PR/?	116	?/9 70	?	Pelander 12/17/48, lot 191
Flagship Lancaster/Pa	116		SS OCT 21	Chronicle 94, 114
Flagship Lancaster/Pa.	116		SS NOV 2?	California collection
Flagship Lancaster/Pa.	116		SS FEB 20	Chronicle 94, 116
San Juan, PR/NYC	116	14/5 71	SS MAY 21	Stangib 11-11-72, lot 53
Jacmel, Haiti/NYC	116	14/8 71	SS AUG 21	Wolffers 6-19-75, lot 2206

stamp and put into the D.W.I. mails. (A similar cover was illustrated in the Cover Corner in *Chronicle* 115.) Whether the adhesive on the cover in Figure 6 was applied by the Lamb firm in St. Thomas or at the St. Thomas post office we can only conjecture, since either explanation is possible. Certain it is, however, that the adhesive was *not* applied at New York, as is sometimes asserted in old-time album write-ups; nor was it affixed at Puerto Rico, though this was apparently done in other instances, according to Stone.

Many covers were carried to St. Thomas to connect with the Brazil line steamer for the voyage up to New York. This was, after all, the only scheduled steam service between the two ports. While virtually all these covers technically entered the mails at St. Thomas, Table C lists them by their origins, in order to paint a more complete picture of how St. Thomas sat at the epicenter of the network of correspondence between the U.S. and the Caribbean.

According to Stone, a 3c local postage fee had to be paid at the local post office on covers such as this.¹⁵ Such payment was occasionally represented by a D.W.I. adhesive, but more frequently paid in cash. Prepayment of the U.S. portion of the rate was apparently

15. *Ibid.*, Chapter 4, 34.

compulsory¹⁶ in the D.W.I., at least during the 1869 period, so that surviving covers typically bear a U.S. 10c adhesive.

On the cover in Figure 6, the St. Thomas post office applied its circular marking, dated 14/4 1870, carefully avoiding the 10c stamp, which was then solidly tied, upon arrival in New York a week later, with the New York steamship marking, dated APR 21. Reference to Table B will show that this sequence of markings is to be expected of inbound Brazil line carriage: St. Thomas markings of the 13th or 14th of the month, followed by a New York steamship marking seven days later. Most off-cover 10c 1869 stamps with the New York steamship marking are dated the 20th or the 21st, which suggests to me that the Brazil line brought in to New York the lion's share of that relatively small number of arriving 1869 covers franked with U.S. stamps. Analysis of inbound covers from other packet lines tends to confirm this.

It should go without saying, but is perhaps best said anyway, that the New York STEAMSHIP marking was specifically designed for use on inbound steamship covers on contract mail routes. While it is occasionally found on outbound covers, such uses seem to have been by oversight. A plausible explanation for the use of the marking would be that unpaid inbound covers arriving on the contract mail steamers required a special handstamp (the steamship 10 markings) indicating postage to be collected in rates of 10c, rather than at the non-contract ship letter rates. Since a due marking would not be appropriate to those covers arriving properly franked with U.S. postage stamps, the mute steamship marking (as shown on the cover in Figure 6) was concocted. This is just speculation, but it makes sense.

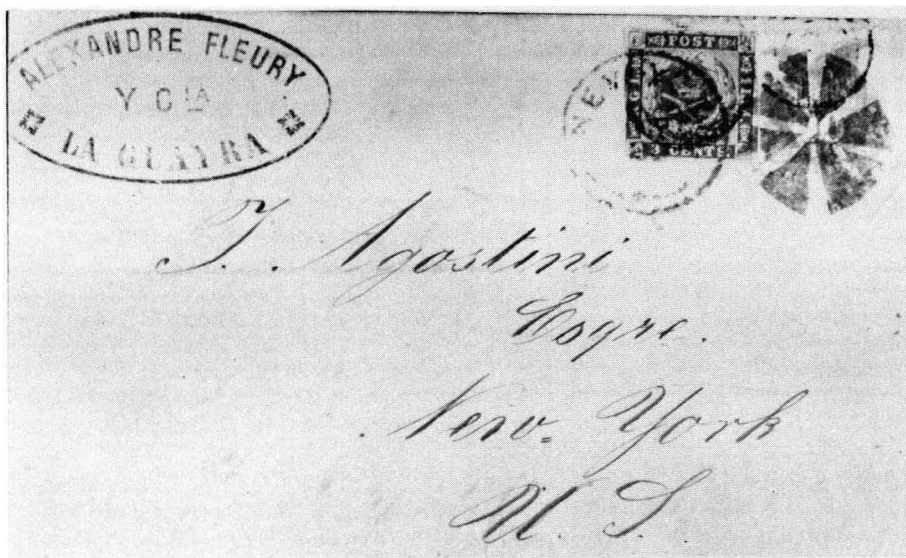


Figure 7. La Guayra, Venezuela, to New York City, via St. Thomas. Privately carried to St. Thomas, where both the 3 cent Danish West Indies adhesive (Scott #2) and the 10c 1869 were applied. Both stamps tied at St. Thomas (by the five-ring target) and at New York (by the "+" marking, dated OCT 20). Transit via Brazil line steamer *South America*, arriving NYC 20 October 1869.

Figure 7 shows a cover that originated in La Guayra, Venezuela. It was privately carried to St. Thomas and posted there for delivery to the Brazil line steamer *South America*, departing St. Thomas on 14 October 1869. Here the 3¢ D.W.I. local postage fee was paid with a 3c imperforate stamp (Scott #2), a scarce item on cover, and the postage to the U.S. was paid with a 10c 1869. This is the only example of this particular combination of stamps that I have been able to locate, though Stone's data suggest the existence of at

16. *Ibid*, Chapter 3, 22; Chapter 4, 23.

least one more cover. This might be the Tows cover, shown as Figure 1, which, as noted, once had a first-issue D.W.I. stamp fraudulently added to it. Examples of this combination should indeed survive, because such franking was not uncommon. More than 30 covers are recorded showing first-issue D.W.I. stamps (#1 or #2) in combination with the 10c green Washington stamp of the 1861 series.¹⁷

At the Brazil line ports in Brazil itself, covers seem seldom (if ever) to have been franked with U.S. stamps. Of the inbound Brazil line covers in my record, only four seem to have boarded the steamer at ports other than St. Thomas. These covers all originated on board a U.S. naval vessel, the Flagship *Lancaster*, cruising off the east coast of South America. Many of these *Lancaster* covers, as well as the ship itself and its ornamental purser's cachet, were illustrated and discussed by Richard Graham in *Chronicle* 94.

CONCLUSION

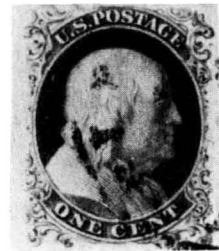
Using the 10c 1869 covers as a data base, we have discussed and illustrated the different types of prepaid covers that were carried by the Brazil line steamers during the 1869 era. The outbound covers, we have discovered, are both scarcer and more varied in the uses that they show. Inbound covers are considerably more common and the great majority of them boarded the ship at St. Thomas.

I hope that the information presented here will enable collectors to better appreciate their Brazil line covers. At least a passing familiarity with the steamer lines is necessary to fully appreciate the covers that they carried. Surviving covers do not stand as mute objects to be classified by rate, origin or destination. Rather, they are all artifacts from an evolving international communications network whose complexities and interrelationships are evidenced by the markings that they bear.

17. *Ibid.*, Chapter 2, 21; Chapter 4, 30.

*"Stamps are most valued where
best they are known."—Anonymous*

When selling your collection, call Andrew Levitt. His appreciation for fine stamps, cultivated by a lifetime in philately, will bring you full value for your collection.



Andrew Levitt, Inc.

America's leading buyer of select 19th century U.S. material.

(203) 743-2016

Box 342

Danbury, Connecticut 06810