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August 2000

Volume 52, No. 3

Whole No. 187

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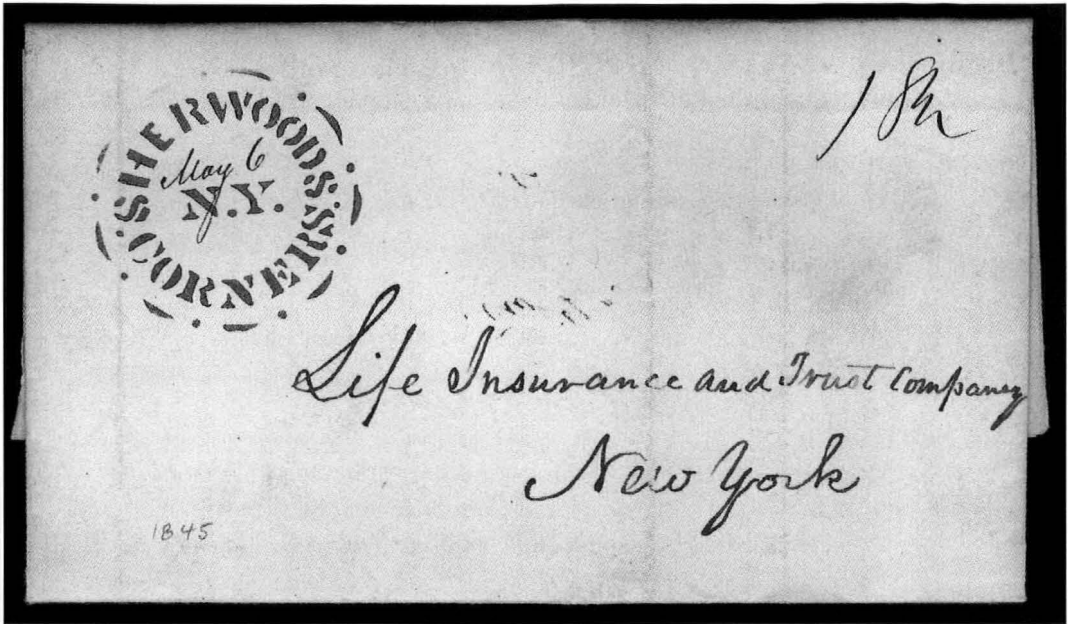


Figure 1. Elaborate stencil townmarking of "SHERWOODS CORNERS N.Y." in grayish blue, approximately 36 mm., black pen ms. date and "18³/₄" collect rate, May 8, 1845, to New York City.

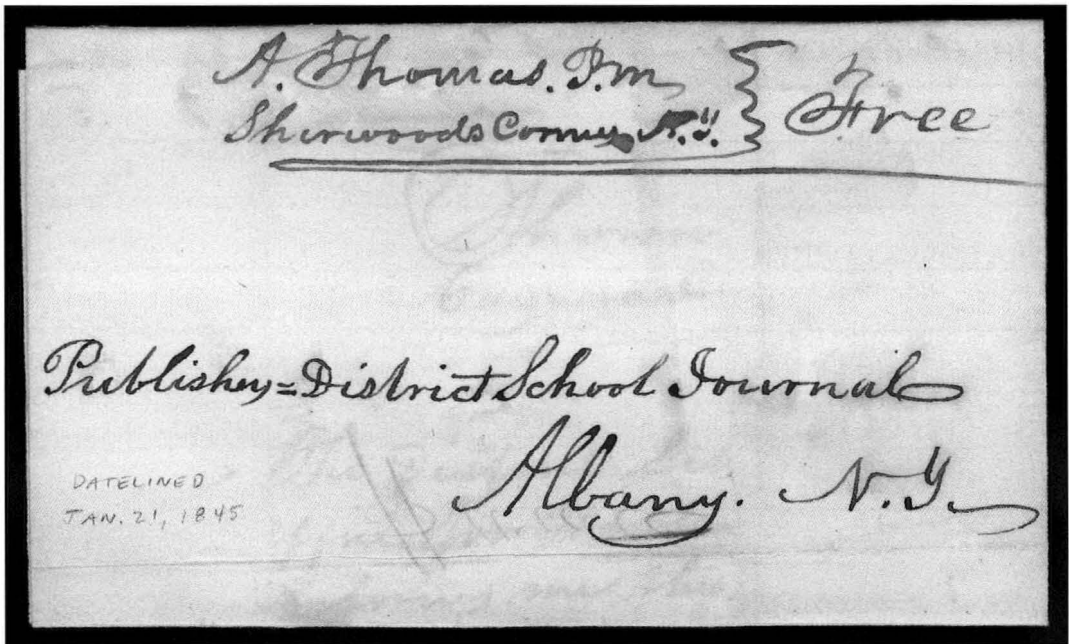


Figure 2. Free frank in red manuscript of "Sherwoods Corners N.Y.," postmaster A.[llen] Thomas, datelined Jan. 21, 1845, to Albany, N.Y., inquiring about missing copies of an educational journal. Mr. Thomas was also clerk of the district school board.

A CONJUNCTION OF FEATURES, AND AN UNUSUAL REVERSION
FRANK MANDEL

An item has recently come my way that embodies in one place two of the subjects I have discussed in this section: the use of stencils as postmarks, and the unusual combination of manuscript townmarkings and handstamped rating marks.

The large elaborate stencil markings used at Sherwood Corners, N.Y. in the mid-1840s are well-known to collectors of stampless covers. They are scarce, but not particularly rare, come in at least three different colors (green, blue and lilac) and are not difficult to acquire. Figure 1 illustrates a typical example, used May 6, 1845, not too long before the important rate change of that year.

The man behind this unusual method of postmarking mail was the postmaster, Allen Thomas, who held the post for many years. The record from the Official Registers during the period of consideration in this article is as follows:

	Compensation	+	Net Proceeds	=	Total (Gross) Proceeds
1843	\$103.61		\$209.72		\$313.33
1845	68.40		88.71		157.11
1847	69.72		72.73		142.45
1849	65.62		87.37		152.99
1851	68.42		90.98		159.40
1853	49.28		37.78		87.06

Figure 2 illustrates a free frank of Mr. Thomas datelined Jan. 21, 1845, done in the same brownish red ink, with which he also dated and rated a few of the stenciled covers from his tenure. His frank shows several of the identifying characteristics of his manuscript postmarks: note the fancy turns in the letter "T" of "Thomas" and "F" of "Free," also the line under the whole franking.

The village in which the office was situated was a busy little place in Cuyuga Co., Scipio Township. The population was in decline due to western migrations. Its philatelic prominence is largely due to the survival of correspondence from its Quaker inhabitants (population only about 80 in 1860), and primarily the Howland-Talcott correspondence, much of which was once owned by collector Dick Lounsbury.

Soon after the 1845 rate change, postmaster Thomas seems to have abandoned the use of his pretty stencil in favor of postmarking covers entirely in manuscript. He cannot be blamed. Using a stencil device could only have been very cumbersome, at best, and quite messy at worst. Figure 3 is one of his manuscript productions, dated Nov. 25, 1847.

In 1850 the name of the office was shortened to "Sherwoods." Figure 4 illustrates another manuscript postmark, showing this shortened version, dated May 7, 1851.

About this time, and for only a brief period, Mr. Thomas seems to have rediscovered his old stencil device, and either cut away or masked out the lower portion, producing an arc-shaped marking "Sherwoods N.Y." This configuration is much scarcer, with perhaps only a half-dozen surviving examples, in greenish blue or bluish green. One of these, remarkably, ended up on a cover with a 5¢ 1847 stamp, used just before the rate change, in 1851. Figure 5 illustrates this scarce arc stencil, with typical manuscript date and rate, probably used August 7, 1851. (Collect rate. Note the fancy turn in the "5.")

The availability of postage stamps perhaps suggested to Mr. Thomas that he abandon his well-worn stencil in favor of postmarking entirely in manuscript, as that would also be the easier method of simultaneously canceling those adhesives. Figure 6 illustrates just such a use, canceling a 3¢ 1851 on April 30, 1852.

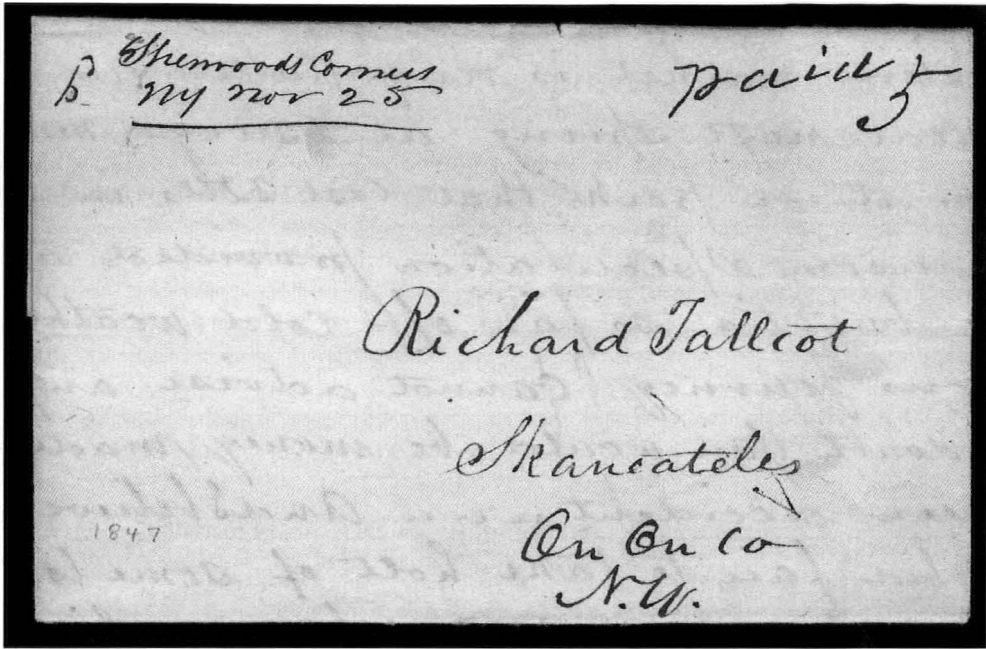


Figure 3. Manuscript "Sherwood Corners," "Paid 5," Howland-Tallcot correspondence, dated Nov. 25, [1847], to Skaneateles, N.Y. This is a large commercial correspondence between Quakers, providing an excellent picture of their transactions in land and produce.

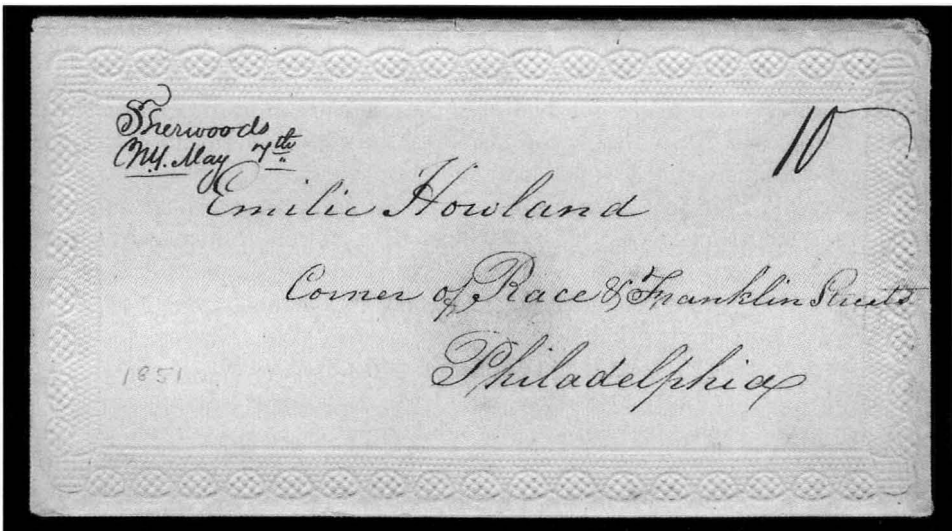


Figure 4. Manuscript "Sherwoods N.Y.," "10" collect, dated May 7, 1851, to a young lady attending a Quaker school in Philadelphia, chatty letter from a dotting aunt, on an embossed lady cover. Postmaster Thomas has adapted his townmarking admirably to this petite article. The official name had been shortened in 1850.

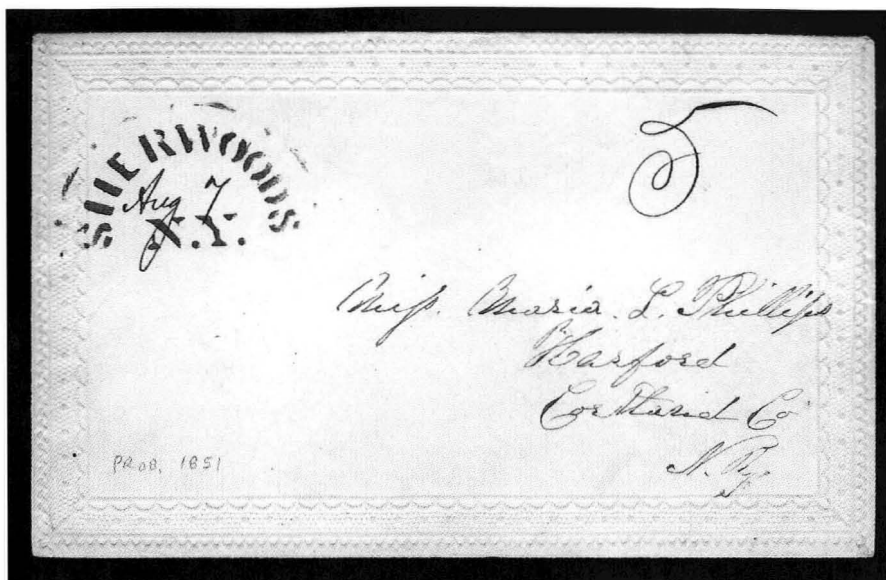


Figure 5. The scarce "SHERWOODS N.Y." stencil in arc configuration, created by modifying the circular stencil used in the mid-1840s, approximately 34 x 20 mm., probably sent Aug. 7, 1851, to Harford, N.Y., on an embossed lady cover, manuscript "5" collect rate.

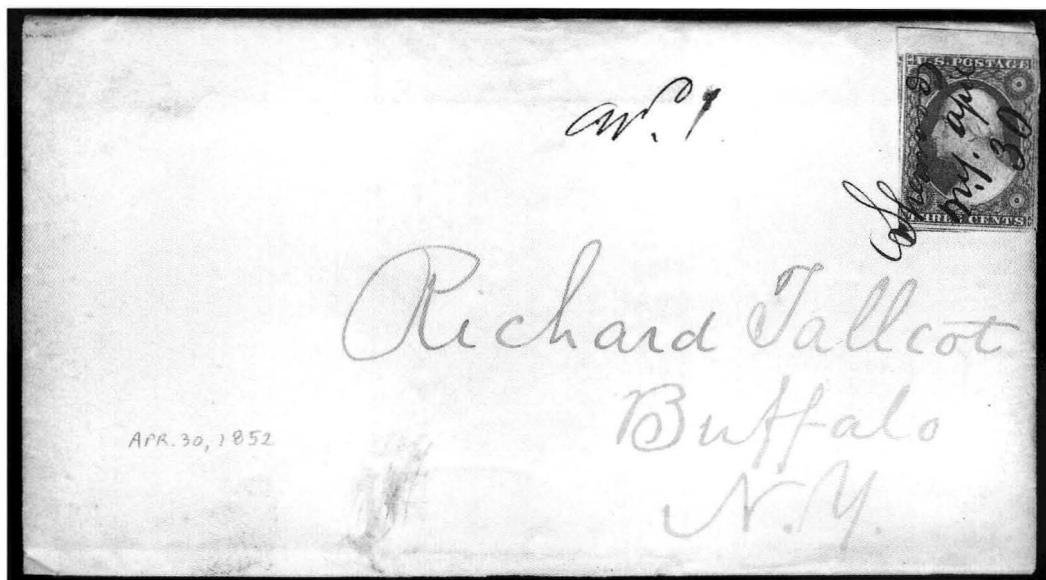


Figure 6. Manuscript townmarking "Sherwoods N.Y. Apr. 30" which simultaneously cancels 3¢ 1851 stamp, brownish carmine shade, used Apr. 30, 1852, Howland-Tallcot correspondence, to Buffalo, N.Y.

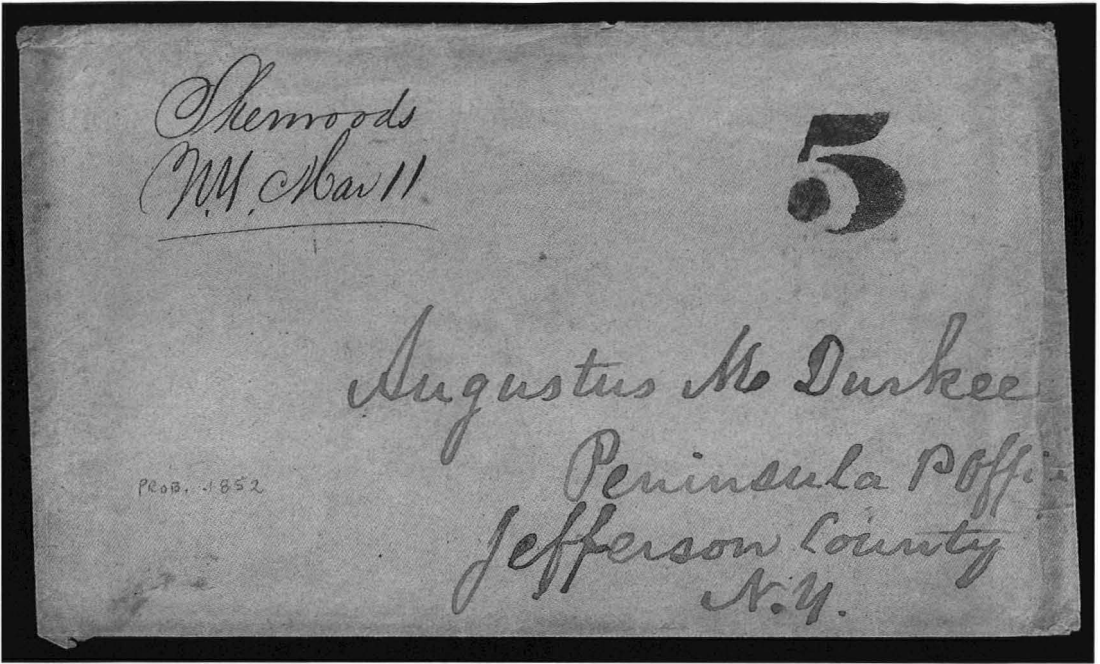


Figure 7. Extremely unusual combination of manuscript "Sherwoods N.Y. Mar 11" and a bold greenish blue stencil "5," approximately 16 x 16 mm., on a brownish envelope, to "Peninsula P Office," N.Y. This latter office was officially called Point Peninsula and operated between 1838 and 1941, so is of little value in dating this use. My guess is that this is an 1852 cover.

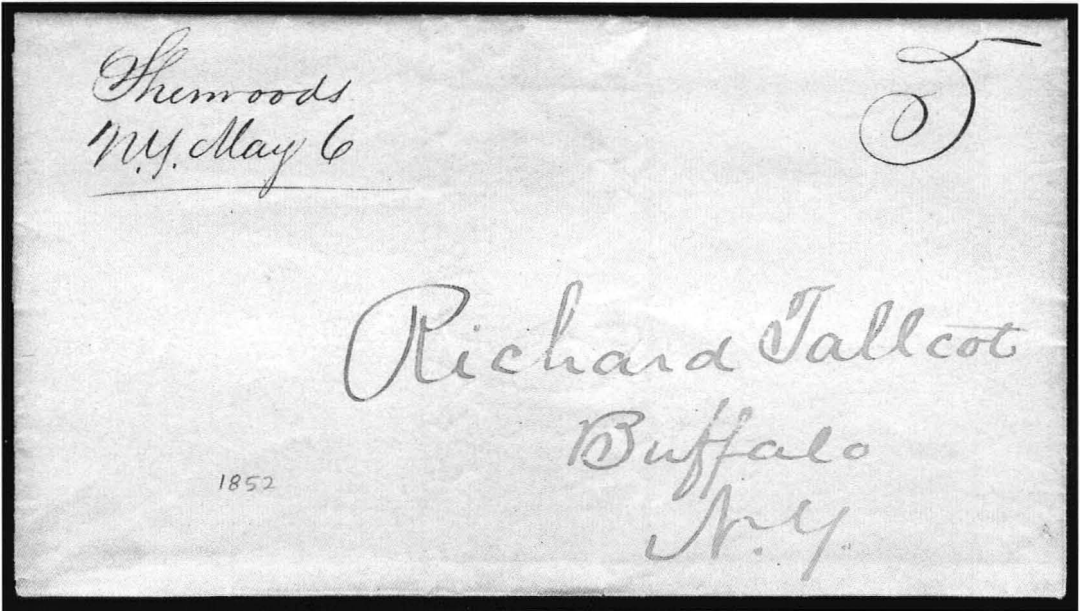


Figure 8. Another letter from the Howland-Tallcot correspondence with beautiful clear manuscript markings "Sherwoods N.Y. May 6" and "5" collect, used in 1852. Postmaster Thomas seems to have given up on stencils for good.

We now come to the most curious reversion of all, and the principal subject of this article. Figure 7 has the townmarking in the well-evolved manuscript style, complete with Mr. Thomas' idiosyncratic turns and line, and a large greenish blue "5" which is unmistakably stenciled, in three segments. This combination is many magnitudes scarcer than its handstamped counterpart, which is, as I have maintained in earlier writings, unusual. I am not sure why the postmaster did something so awkward. Presumably he had his pen in hand, and could have easily applied it in rating the cover. Did he want something that would really stand out in sharp contrast to the ugly brown color of the envelope? This stencil rate has not been previously seen or recorded by me, though the 5¢ rate was around as early as 1845. However, stencil kits were readily available, and it would not have been difficult to make up or adapt a device in short order. I do not think, considering its scarcity, that it was a successful experiment. The cover's contents are missing, unfortunately, but my guess is that it dates to March 11, 1852.

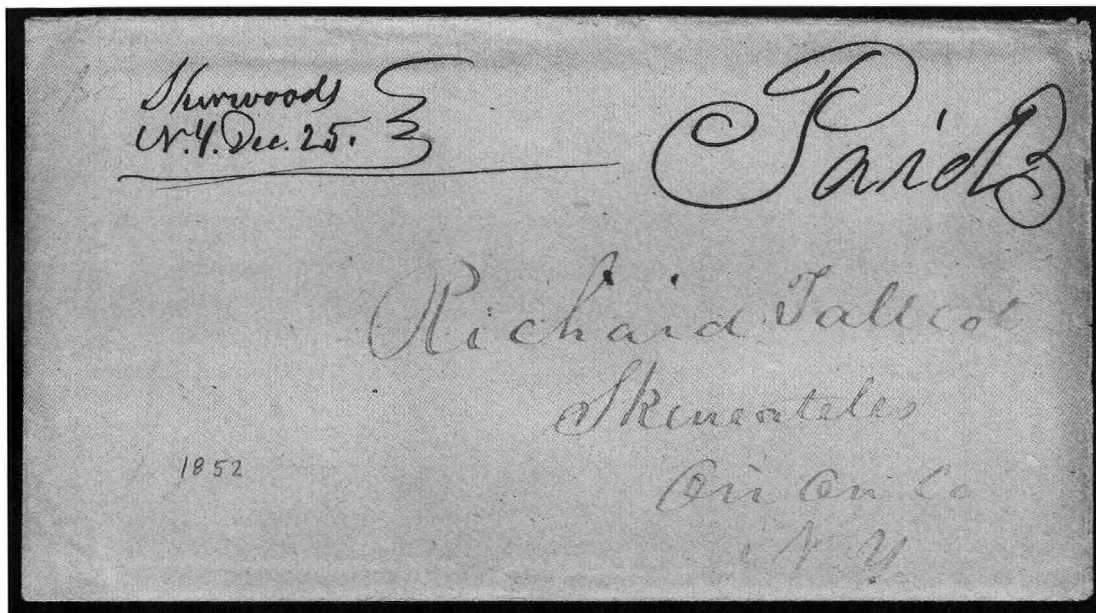


Figure 9. A prepaid letter with markings all in manuscript, "Sherwoods N.Y. Dec. 25" and "Paid 3," Howland-Tallcot correspondence. Postmaster Thomas continued using manuscript markings until he introduced Zevely-manufactured handstamps at some time between March and May 1854.

Figure 8 shows that by May 6, 1852 Mr. Thomas was again postmarking his mail entirely in manuscript, with his usual flourishes. And by Christmas Day of the same year (Figure 9), the concept of prepayment of postage had finally crept into the Howland-Tallcot correspondence, giving Mr. Thomas the opportunity to create a particularly bold and vigorous "Paid 3," all in manuscript, again on an ugly brown envelope. It would be a coup to discover a stenciled "Paid 3" used during this period, wouldn't it?

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ADDITIONAL CANCELED POSTMARKS: PART II
HUBERT C. SKINNER

Introduction

In an earlier two-part article (see *Chronicle* 179:185-191 and 180:264-268), this writer illustrated and described a number of obliterating devices designed and manufactured to cancel postmarks on letters between the United States and Canada during the period (16 November 1847 - 6 April 1851) when prepayment through to destination was prohibited. Such letters were required to be prepaid "to the Lines" but postage beyond the border could not be collected for the other country. Thus, "PAID" markings had to be marked out with pen or killer because a letter became unpaid to destination when it crossed the border between the two countries. Such obliterations **did not** correct an error or mistake but were a routine requirement for properly rating and carrying the "Cross-Border Mails."

We then turned our attention to other types of canceled postmarks. Part I of the present two-part article (see *Chronicle* 182:103-107) illustrated six covers with altered [corrected] rate markings. There is a wide variety of covers bearing rate marks which have been obliterated and corrected because a clerk misinterpreted a printed circular as a letter, a double letter as a single, misread the destination or picked up and struck the wrong device on a cover in error. At times, a postal patron changed his mind about prepayment; or other reasons, such as remailing or forwarding letters, caused postmarks to be obliterated and replaced. All six covers presented in Part I are from the 1850s. In Part II, we present eight more covers with postmarks canceled and replaced for various reasons, ranging in date from 1828 to 1863.

Altered Rate Markings

In Figure 1, a prepaid single letter from Brantford, U.C. [S.E. Ontario], addressed "Cross-Border" to "Palmyra, NY, U States" is illustrated. It was mailed "AU 27/1852" and, initially, was struck in error with the inland rate "PAID/3" which was obliterated with a blue smudge and replaced with the corrected rate "PAID/6" equivalent to 10¢ U.S. postage, the treaty rate for a letter paid through to destination. The envelope also bears the origin/exchange office marking "CANADA/PAID 10 Cts" and manuscript "Paid" and "Via Buffalo" endorsements. After arrival in Palmyra, the letter was forwarded to "Newark, Wayne Co, NY" without additional postage charges.

In Figure 2, a "Soldier's Letter" addressed to "East Caanan/Litchfield County/Conn.," and dated "AUG/6/1863" [year date inverted] entered the mails at "NEW ORLEANS/LA" and, originally, was rated with a handstamped "3" representing 3¢ postage due. Evidently this marking was in error, it was obliterated by a black grid, and the canceled rate was overstruck in red ink [now faded to brown] with a "PAID/3/CENTS" in circle, representing full prepayment to destination.

Origin Marking "Corrected"

Over the years, the Post Office Department has been relentless in its efforts to exact "tribute" from postal patrons even to the extent of charging for services not rendered by the post office but provided as a service or courtesy by individuals, private ships or expresses. One of the most outrageous examples of such overcharges is represented by the "Mail Route" of 1827-1830. By declaring the river below New Orleans a "post road," the POD was able to convert letters privately carried by ship from New Orleans to New York, Philadelphia and Providence, to letters carried "impliedly under contract" (see Bond and

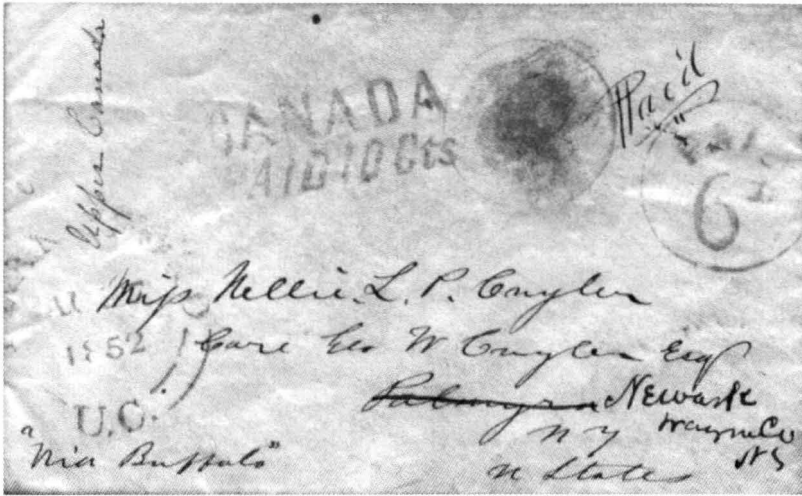


Figure 1. A cover mailed "Cross-Border" on August 27, 1852, from Brantford, U.C., to Palmyra, New York. First rated incorrectly with the 3^d prepaid inland rate, this rate marking was obliterated and replaced with a "PAID/6^d" in circle representing the correct rate [equivalent to 10¢] from Canada to New York. The cover also bears a two-line origin marking and manuscript directional endorsements. Later, it was forwarded to Newark, N.Y. without any additional postage.



Figure 2. A soldier's letter from New Orleans, Louisiana, to East Caanan, Litchfield County, Conn., dated August 6, 1863. The cover initially was marked with a black 3 for 3¢ postage due. This marking was obliterated by a black grid and then overstruck with an encircled "PAID/3/CENTS" representing full prepayment of postage to destination; thus, altering an unpaid [due] cover to one which was prepaid.



Figure 3. An example of the Post Office Department's abusive overcharges. A letter carried in 1828 by a private ship from New Orleans to New York, first marked "SHIP" but with this marking pen obliterated and replaced by the "MAIL ROUTE" [in arc] marking which enabled the POD to declare it carried "impliedly under contract" and charged 18³/₄¢ from port of entry at New York to Albany. In 1830, after New Orleans merchants complained bitterly to the U.S. Congress, the POD was required to discontinue these overcharges. Ex Henry A. Meyer [now HCS collection].

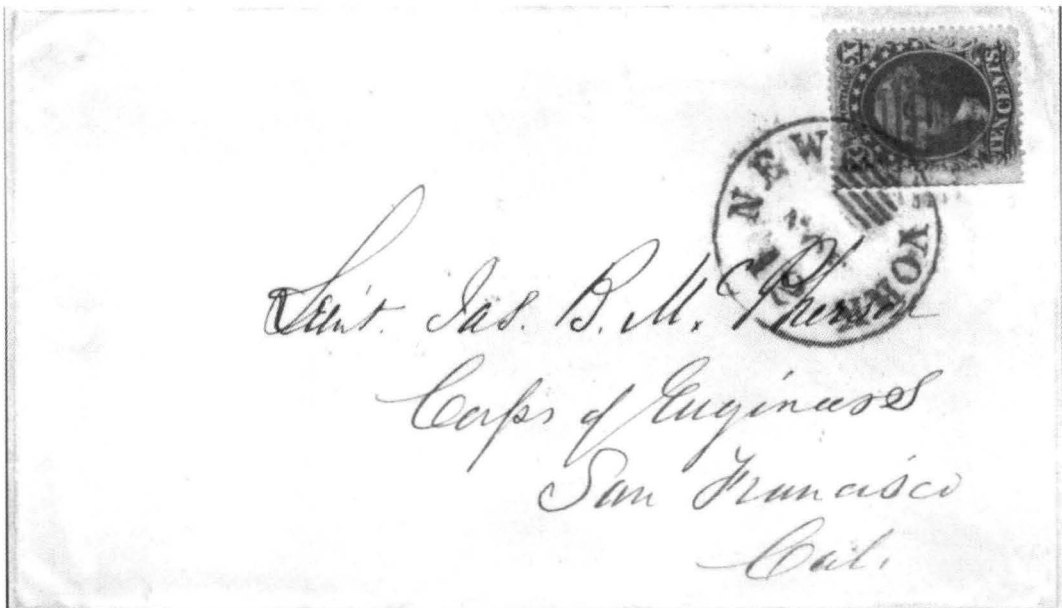


Figure 4. An example of a corrected mistake in sorting the mail. This cover with the 10¢ Type V stamp of 1859 [Scott No. 35] was canceled initially with a red eight-bar grid, a foreign mail obliterator. When noted that it was addressed to California, it was re-routed to the domestic division where the clerk responsible for the contract steamer mails overstruck the red grid with a black New York Ocean Mail postmark with integral black grid obliterator, thus correcting the sorting error and redirecting the letter.

Skinner, 1974¹) and, thus, to add one hundred miles to the postal distance charged on letters so carried by private ships.

The folded letter illustrated in Figure 3 is headed "Mobile Bay" where the missive was written on January 31st, 1828, after an eventful and nearly disastrous voyage from New York on board the brig *Bolivar* which ran aground and nearly foundered on a reef in the Bahama Banks area, "offshore Florida." Evidently, it was carried from Mobile onward to New Orleans through the "Inland Waterway" and placed on board the "Brig Francis," a private ship bound for New York. At New York, the origin marking "SHIP" was applied at first, but upon being identified as from New Orleans, "SHIP" was marked out in manuscript and replaced ["corrected"] by the origin marking "MAIL ROUTE" [in arc]. As the letter is addressed upstate to Albany, more than fifty miles away, this distance added to one hundred miles for the "post road" below New Orleans resulted in the rate "18³/₄" cents [for distances between 150 and 400 miles] which was due from the recipient in Albany.

Re-routed and Corrected

In Figure 4, a cover bearing a 10¢ Type V stamp [Scott No. 35, 1859] further demonstrates the exacting attention to the correct postmarking of letters that was routinely in effect at the post office in New York City. This letter, placed in the mails at NYC, is addressed to San Francisco but when sorted was sent to the foreign mails section by mistake where the 10¢ stamp was obliterated with the eight-bar red grid in use at this time for transatlantic letters [awaiting dispatch]. Upon noting that the cover was directed to California, it was re-routed to the domestic division where the clerk handling the contract steamer mails overstruck the red grid with the New York Ocean Mail postmark in black dated "NOV/12" [1860]. This postmark encloses a small [10 mm] circular grid, an integral obliterator. Thus, the initial mistake in sorting was corrected.

In Figure 5, a letter directed to Halifax, N.S., is illustrated. This cover is franked with the 5¢ buff stamp of 1861 [Scott No. 67] and was first sent to the foreign mails section where the stamp was canceled by an eight-bar red grid, similar to that in Figure 4. Upon its recognition as a Cross-Border letter to be dispatched by the coastwise steamer mails, it was re-routed to the domestic division where the double circle duplex device was struck over the red grid on "NOV/12" [1861], thus correcting another mistake in sorting the mails. The letter is endorsed "p^r Europa" [Cunard Line] and further rated with a black "5" for the Canadian portion of the postage due upon delivery. This is a very early usage of the duplexed double circle postmark.

Figure 6 shows another unusual cover. At the upper right it bears the 1¢ blue stamp of 1861 [Scott No. 63] obliterated by a bold five-ring target cancel struck in black, but inclined at an angle, thus lightly tying the stamp to the envelope. On the left, barely discernible, is an octagonal, double-lined carrier marking of Philadelphia, the earlier type reading, "U.S.P.O. DISPATCH/OCT 18/11 AM/PHILA." [see Evans, pp. 178-79].² This marking is thoroughly obliterated by two strikes of the five-ring target heavily struck in black. It appears evident that though the letter first was destined for carrier delivery, this intention changed, the octagonal carrier was "killed," the regular Philadelphia circular date stamp was applied to the envelope, and it was treated as a local letter.

¹Arthur H. Bond and Hubert C. Skinner, "New Orleans Maritime Mails of 1825-1830: The 'MAIL ROUTE' and 'SHIP 14¹/₂' Covers," *The Fortieth American Philatelic Congress Book 1974* (Cranford, New Jersey: The American Philatelic Congress, Inc., 1974), pp. 139-52. See also the comprehensive treatment of incoming ship as well as steamship rates, routes and markings in the newly published volume by Theron J. Wierenga, *United States Incoming Steamship Mail 1847-1875*, Second edition, edited by Richard F. Winter (Austin, TX: U.S. Philatelic Classics Society, Inc., 2000).

²Don L. Evans, *The United States 1¢ Franklin, 1861-1867, and an Introduction to the Postal History of the Period* (Sidney, Ohio: Linn's Stamp News, 1997), pp. 178-79.

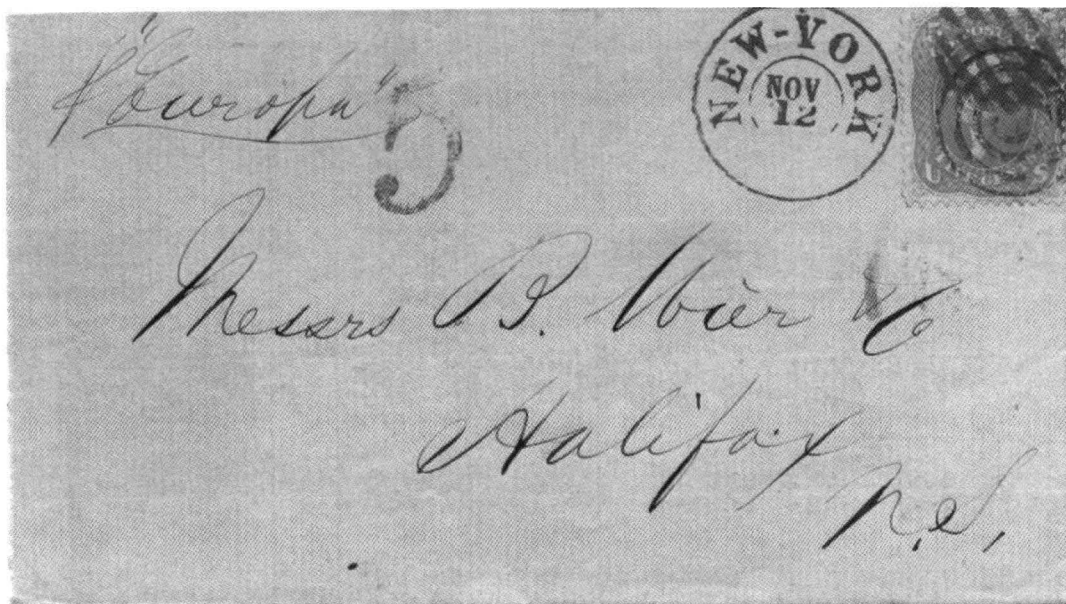


Figure 5. An example of another error in sorting the mail. This 5¢ buff stamp of 1861 [Scott No. 67] was erroneously obliterated with a NYFM red grid, then re-routed to the domestic division where it was corrected by overstriking the red grid with the double-circle New York duplex postmark [four-ring target killer] and dispatched up the coast to Nova Scotia by the coastwise steamer mail. It was carried by the Cunard steamer *Europa* and upon arrival was marked with a "5" in black representing the Canadian postage due from the addressee.

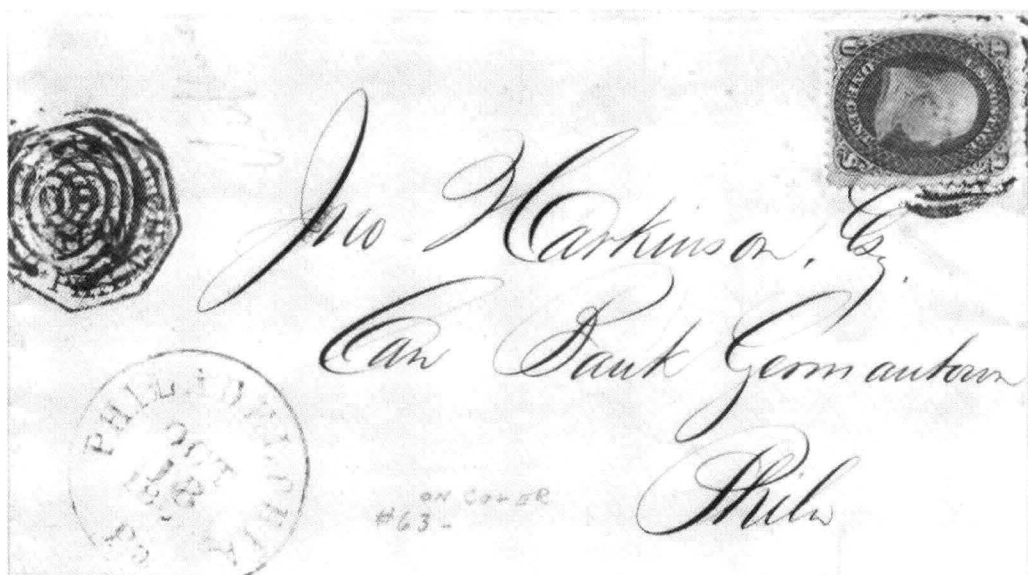


Figure 6. A cover originally intended to be delivered by carrier and marked with the octagonal carrier service marking on October 11, 1861. For some reason, the cover was reclassified as an ordinary local letter, the octagonal marking was heavily obliterated by a five-ring black target, the ordinary CDS of Philadelphia was applied, and the 1¢ stamp of 1861 [Scott No. 63] representing prepayment of the postage was canceled and tied to the envelope by a light strike of the same black target.

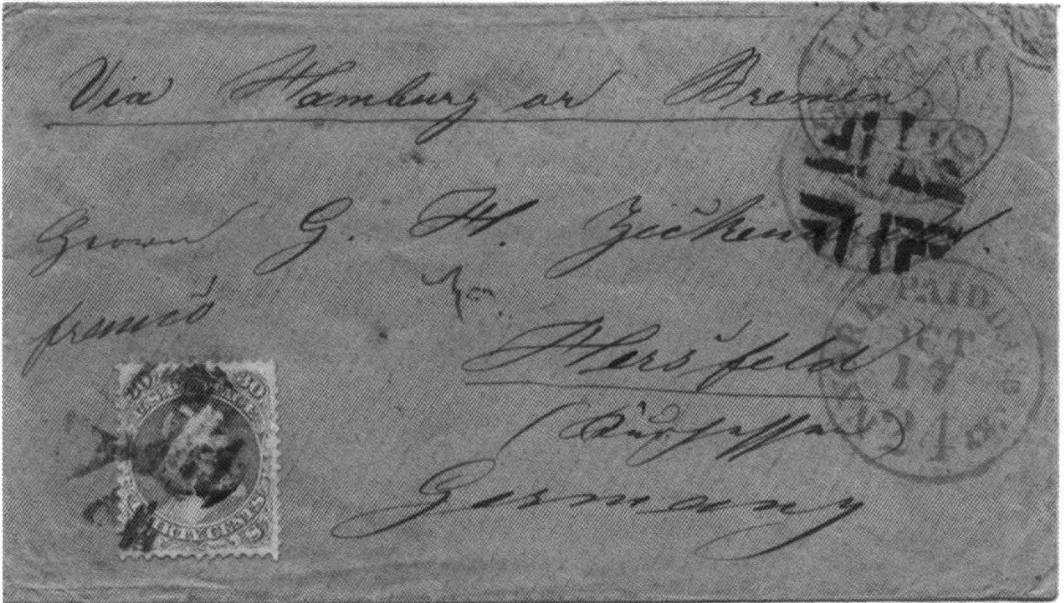


Figure 7. A letter from St. Louis to Hersfeld, Germany, endorsed by the sender for transit to Germany "Via Hamburg or Bremen." At first, the marking for dispatch by the Prussian Closed Mail was applied [in red] by mistake. Later, when the endorsement was noted, this marking was obliterated [in black] by the NYFM geometric killer currently in use on the foreign mails and replaced by the corrected dispatch marking for the mails via Hamburg [also struck in red]. This is the only recorded example of a NYFM killer used to cancel a postmark instead of an adhesive stamp.

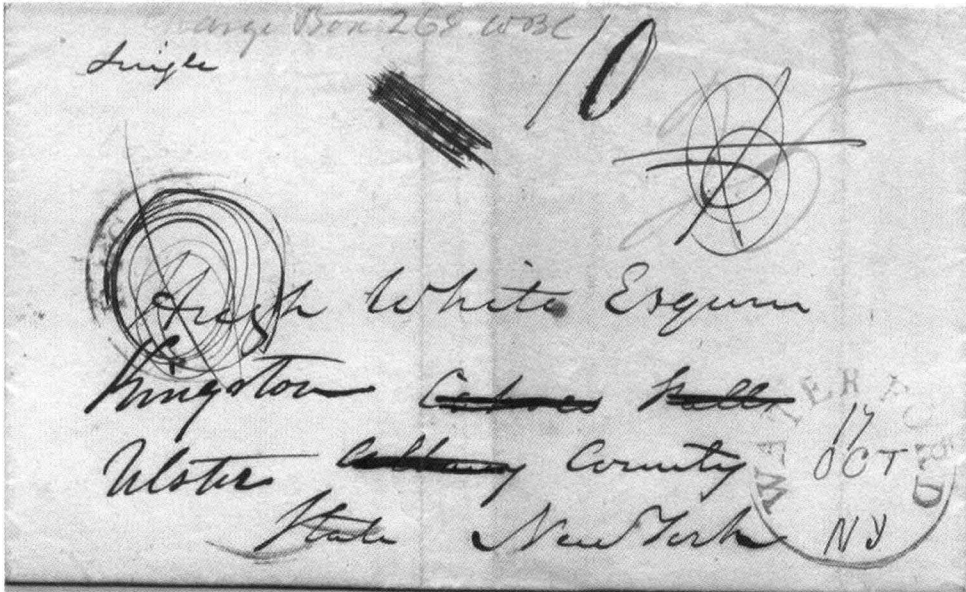


Figure 8. A prepaid letter originally carried in 1839 from Richmond, Virginia, to Cohoes Falls, Albany County, New York, a distance of more than 400 miles [single rate 25¢]. Later, it was remailed [to the same addressee] from Waterford, across the Mohawk River in Saratoga County, New York, to Kingston, Ulster County, New York, a distance between 30 and 80 miles [single rate 10¢]. The original Richmond CDS and "PAID" [both struck in red], and the manuscript "25" were marked out by penstrokes and the address was altered in similar fashion, thus allowing the letter to reach its new destination. Remailed covers are uncommon.

In Figure 7, an even more unusual cover is illustrated. This letter, addressed to Hersfeld, Germany, and endorsed in manuscript "Via Hamburg or Bremen," was mailed at St. Louis, Missouri, on "OCT/10" [1863] franked with the 30¢ orange stamp of 1861 [Scott No. 71]. Upon its arrival in New York, the foreign mail clerk first applied to the cover a marking [in red] indicating dispatch by Prussian Closed Mail—then, noting the endorsement at the top, obliterated the first directional/dispatch marking with the New York Foreign Mail geometric obliterator then in use [in black] and replaced the incorrect PCM marking with the one designating dispatch by Hamburg packet [in red]. This is the only recorded example of a NYFM obliterator used to cancel a postmark rather than an adhesive stamp.

A Rемаiled Letter

In Figure 8, we present a letter mailed originally from Richmond, Virginia, to Cohoes Falls, Albany County, New York, on "OCT/12" [1839], a distance of more than 400 miles requiring 25¢ in postage. On "17 Oct," the cover was remailed [to the same addressee] from Waterford [across the Mohawk River from Cohoes Falls in Saratoga County] to Kingston, Ulster County, New York. The straight-line red "PAID," the "25" in manuscript and the CDS of Richmond were marked out with penstrokes and the old address was similarly altered to the new one. The new rate [for a distance between 30 and 80 miles] was 10¢ [due] as marked at the top. Rемаiled covers are uncommon.

Concluding Remarks

We hope that our readers find re-rated, redirected, and re-mailed covers to be of significant interest to them and that any examples of different types or kinds of "Canceled Postmarks" or even quite different methods or reasons for canceling postmarks will be reported to us for a possible future addition to these pages. We are especially interested in obliterations which were designed specifically to obliterate postmarks rather than adhesive stamps, as were those in the first two-part article on the Cross-Border mails.

Acknowledgments

This writer is deeply indebted to Edgar W. Jatho, Jr., of New Orleans, a computer specialist who produced the images for the illustrations used here. Ed utilized state-of-the-art scanning equipment to make these excellent figures. Also, appreciation is extended to other students and postal historians who have contributed in various ways to these studies. □

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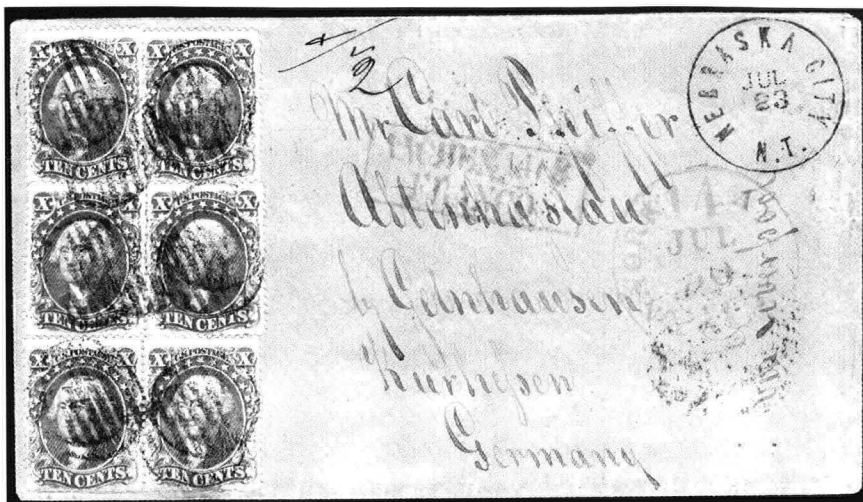
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CIVIL WAR PATRIOTIC COVERS
JAMES W. MILGRAM, M.D.

Civil War patriotic envelopes are certainly the most interesting type of illustrated envelopes which have ever been produced in the United States. The development of the technology of lithography resulted during the decade before the war in a wide variety of illustrated paper of many types. Books and newspapers of this and subsequent decades contained drawings of both figures and events. Although photography had been invented, its reproduction in the printed media was almost 50 years away.

It was during the 1850s that envelopes became the common usage for letters; prior to that period the letters themselves were folded and sealed. So both envelopes and the letter paper were available for illustrating with printed pictures.

Collectors first see a large volume of illustrated stationery during the presidential elections of 1856 and 1860. Variety was produced by the use of different colored papers; in addition to white, there were yellow, orange, blue and buff hues in common usage. The sizes of envelopes varied too. Inks in red, blue and green were available, as well as more rare colors like bronze and gold. Purple became a popular ink with certain printers during the Civil War.

German printers utilized the cheap labor available in New York and Baltimore to produce hand-colored prints. The most famous of these are the larger prints by Currier and Ives, but the firms of Kimmel, Sasche and Magnus extended the technique first to letter-sheets in the 1850s and then to envelopes in 1861.

It was the South that first produced patriotic sentiment stationery with independent state designs and then Confederate States of America designs after that entity was created. The number of stars kept changing from 7 to 11 as additional states seceded from the Union. The question of who printed these envelopes is still an open one. I will go on record with several opinions: 1) that all patriotic envelopes were printed during the period of the Civil War; 2) that most patriotic covers of southern sentiment that are known postally used were printed in the South; 3) that northern printers in 1861 and 1862 made some designs with pro-southern sentiment for the souvenir trade, a few of which exist postally used, particularly from Baltimore; and 4) the huge number of Union designs, estimated at over 10,000 different, were printed largely in 1861 and 1862. Some of these topics will be discussed in more depth in a forthcoming two-part article in *The Confederate Philatelist*.

The reason for this article is the availability of a new book/catalog, *Civil War Patriotic Covers Postally Used*, which has been produced as an auction catalog by Nutmeg Stamp Auctions of Danbury, Connecticut (softbound \$75, hardbound \$150). Prior to this new publication, collectors had the old 1934 auction catalog of the George Walcott collection prepared by Robert Laurence, and a 1995 catalog of mostly unused Union envelopes, shown in black and white, written by William Weiss, Jr. Andrew Levitt and his staff are to be congratulated for this full color production with adequate size reproductions to identify the varieties in the designs. This is one person's collection for the most part, that of Dr. Jon E. Bischel, who built a collection of 5,700 used covers that was larger than that of Walcott.

With so many envelopes to illustrate, the staff responsible for the catalog cleverly grouped the covers with overlapping in groups of two or three so most of the designs which are to the left on the majority of the envelopes are shown in full. Since in an overlapping set of three one envelope is shown in full, the choice of which of the three is fully shown was made to depict the most interesting design or usage. This did result in the loss of reproduction of some postmarks, but even the stamps of most of the covers can be seen.



Figure 1. Black Magnus portrait of Col. Daniel Chaplin with postal usage "GEORGETOWN, D.C. NOV 15, 1863," a design created later in the war.



Figure 2. Multicolored Kimmel design for Seventh N.Y. National Guard with usage showing 1¢, 3¢ and pair of 12¢ 1861 stamps to Vienna.

Thus the catalog can be used like the Walcott sale catalog as a reference for the designs of patriotic covers. The price estimates serve to show rarity and desirability factors. I highly recommend the book both for its beauty as well as its utility to anyone even if they only occasionally collect patriotic covers.

The choice of how to categorize the designs, particularly the more plentiful Union designs, has always been a problem because there is such a variety of different subjects shown. Civil War patriotic envelopes were produced by different printers with different capabilities all over the country. There is a high degree of originality in many of the designs. Some were printed for general sale, but others were intended for specific military units or entities, or even particular persons. Businesses sometimes adapted the patriotic designs into their corner cards, or they added corner cards to already existent designs. The text on these envelopes, those that bear any text, can be above or below the illustration, or it can be incorporated within the design. In addition, there may be a printer's imprint, sometimes on the reverse of the envelope.

The Nutmeg Stamp Auctions book separates the varieties according to the categories used by Robert Laurence, who was a well-known dealer at the time the Walcott catalog was prepared. Thus when an envelope depicts an identifiable person, it is grouped under those designs showing individuals by name rather than in the "male designs." And use of the male, female, flag, shield and cannon categories is restricted to covers showing only those elements in the design and only if there is no more dominant feature.

The two problem areas are the designs prepared for particular regiments and the cartoons. The former is nicely treated by dividing the designs by states alphabetically and then subdividing types by increasing numbers in the name of the regiment. Later in the Civil War Lincoln and his staff did away with state regiments, so units joined United States army corps. However, much of the patriotic envelope fervor was past by the time of a national army, so there are fewer patriotic designs of this type. The state regiment designs are classified by regiment according to the regiment's name even if the envelope depicts George Washington. To collectors of these envelopes, the regimental designation is more important than the design, so I agree with this. Also the same design may be used by several regiments, most commonly the view of the capitol or a Washington design found on the reverse side of many envelopes.

The caricature designs are the most difficult to classify. This is the most diverse group, and there are lots of varieties because some publishers copied the designs of others. They are all grouped together in the Walcott catalog. Weiss separated some varieties (devils, animals, etc.), but he left a huge group of human figures without any breakdown. I don't think the divisions in the Nutmeg Stamp Auctions catalog help one to find a specific design. A cross index of these designs with the first line of text listed alphabetically would help a great deal. Because there are so many caricature designs not known in used condition, the Weiss listing remains more definitive.

This is also the situation for the most desirable types of hand-colored overall or multiple design covers by Charles Magnus. Many designs are known postally used in tiny numbers, while they exist in mint condition in large numbers. Magnus printed designs in black, blue, red, violet, green, bronze and, rarely, gold inks. And he had a large staff which handpainted some of these with water colors, mostly the black printings, but also some other colors. These hand-colored covers are among the most sought types by collectors and demand the highest prices. Levitt's catalog contains not only Bischel's Magnus covers, but others from another exceptional collection. Shown in color for the first time in large numbers, they are an outstanding feature of this catalog. In Figure 1 is a very rare Magnus design which bears in my opinion the most handsome officer depicted on patriotic covers, Col. Daniel Chaplin of the First Maine Heavy Artillery. This same frame exists with portraits of Secretary of State Seward and Secretary of War Gideon Welles, both of which bear printed Magnus imprints. Although the particular cover shown in Figure 1 is not

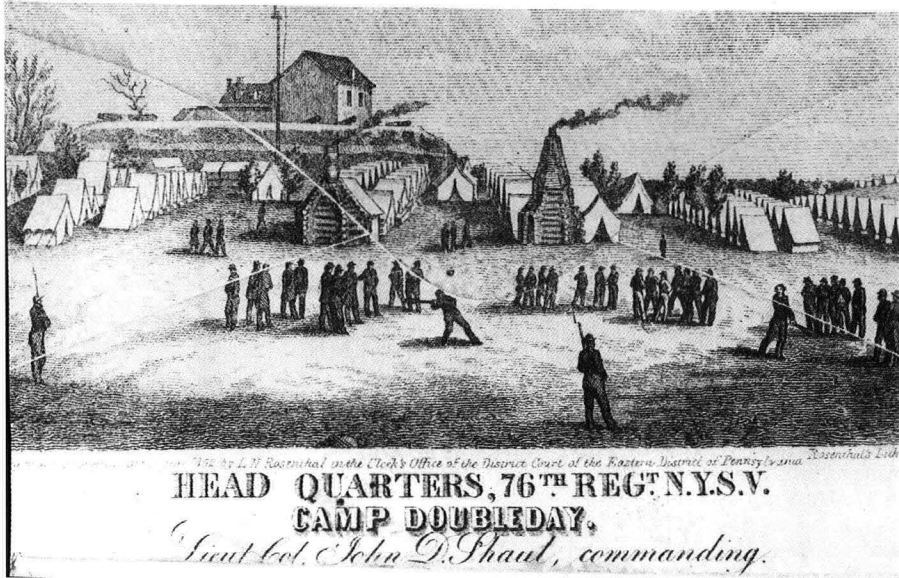


Figure 3. Legal-sized envelope by Rosenthal showing soldiers playing baseball in camp of 76th Regiment of N.Y.S.V. There is a stamp postmarked at Washington on the reverse.

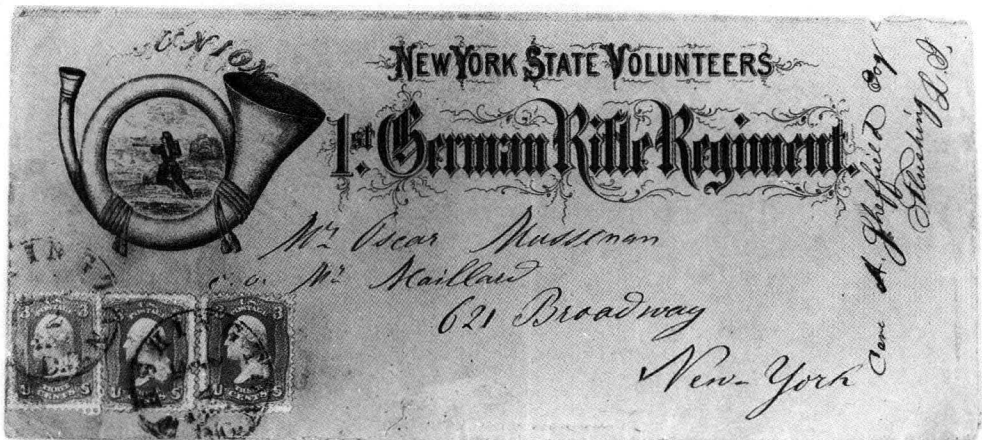


Figure 4. Legal-sized envelope with design for First German Rifle Regiment. The stamps are both pink and rose pink varieties.

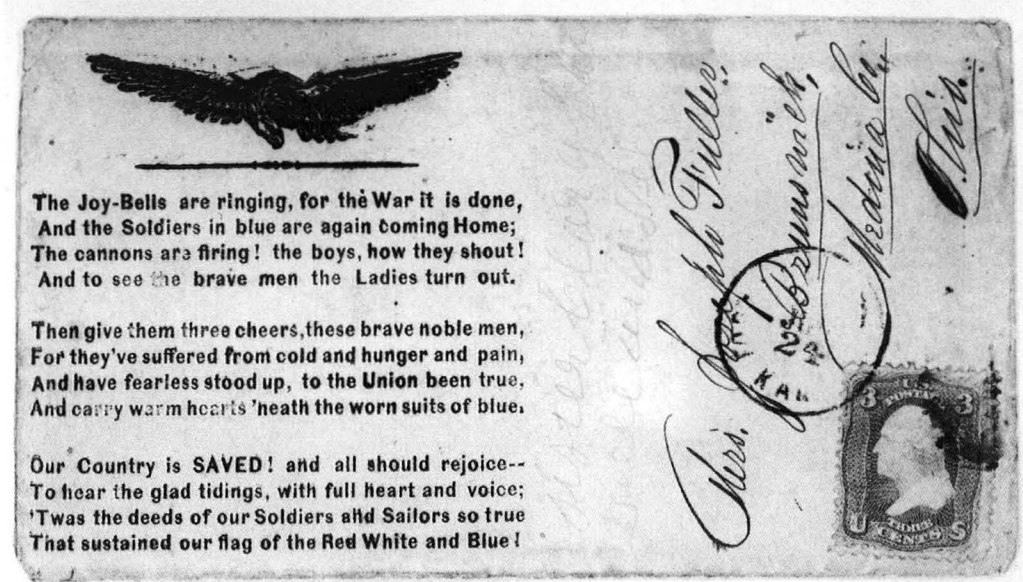


Figure 5A. Front of envelope showing poem "The Joy-Bells are ringing, for the War it is done . . . Our Country is SAVED and all should rejoice . . .," 3¢ stamp tied Fort Scott, Kansas.

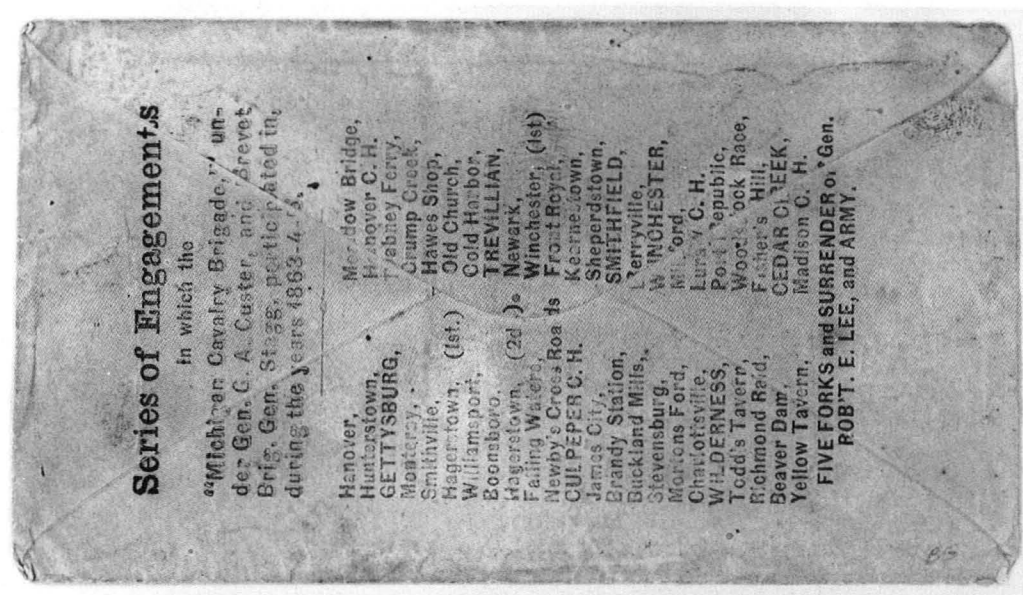


Figure 5B. Reverse of envelope listing engagements of the Michigan Cavalry Brigade under General Custer during 1863, 1864 and 1865, including Lee's surrender.

hand-colored, it is typical of the black designs that were so modified before being sold. Since Chaplin was not promoted to colonel until August 1862, this is an example of a later printing after the early flood of covers.

Before Magnus became the dominant company in printing this type of illustrated stationery, another New York printer, Frederick Kimmel, also produced stationery of even higher quality. Both firms produced city views in the 1850s on large sheets. At the beginning of the Civil War in 1861 Kimmel manufactured 36 different varieties of patriotic designs which were handpainted with a variety of inks or sold in black without coloring. My favorite amongst these is the 7th Regiment National Guard design shown in Figure 2. This cover ranks as one of the finest patriotic covers known because of its beautiful design with multiple stamp foreign usage. It is from the famous Angell correspondence of patriotic covers with foreign usage and was sold at the Katherine Mathies sale in 1971.

A Washington printer, L.H. Rosenthal, sent an artist to the camps of soldiers stationed around Washington early in the war. He produced large envelopes with matching letter stationery of individual regiments, all very rare because of the small number originally printed. In Figure 3 is a detail from the center of an envelope of the encampment of the 76th Regiment of New York State Volunteers, Colonel Abner Doubleday commanding. The soldiers are playing a new game, baseball, which became quite popular in later years!

I remember some years ago at AMERIPEX, the famous show in Chicago, going to the booth of Robert A. Siegel and seeing on display there the envelope shown in Figure 4. Not only is it extremely artistic, but it was being sold as three copies of pink stamps so the price was quite high. It is typical of the unusual and often unique patriotic designs that are depicted in this auction catalog.

Finally there is the cover shown in Figures 5A and B. This is a design printed after the war was over, the only one of this type of design I have ever seen. It was sent from Fort Scott, Kansas in July 1865. The reverse shows the series of engagements of the Michigan Cavalry Brigade under General G.A. [George Armstrong] Custer of Indian War fame. The very last is "Five Forks and Surrender of Gen. Robt. E. Lee and Army." □

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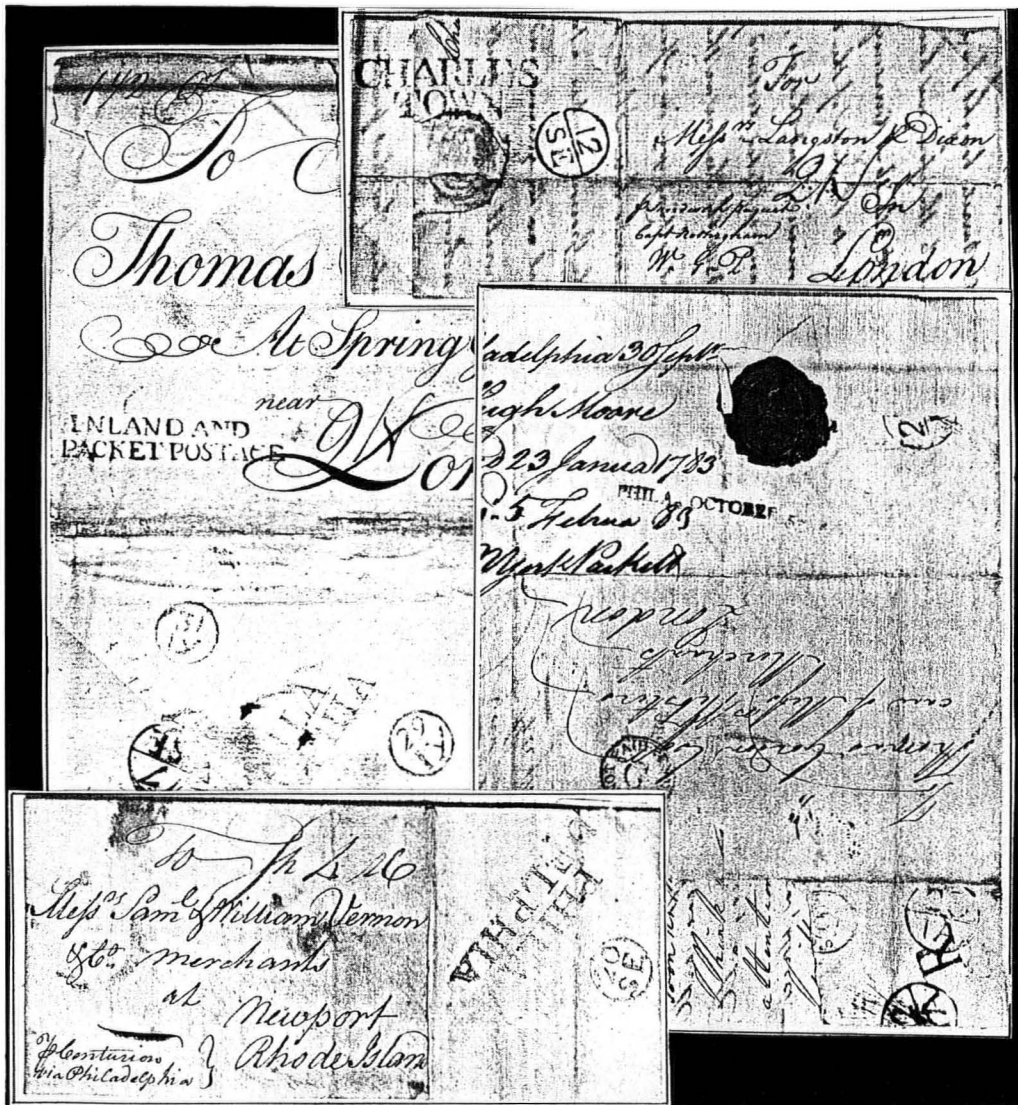
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THE 1867 - 68 GRILLS: WHAT WE KNOW AND WHAT WE DON'T KNOW

MICHAEL C. MCCLUNG

It has become apparent to me, through articles, auction lot descriptions, exhibits and discussions, that many of the old misconceptions about the grills still persist. This article is an attempt to dispel some of the old myths, confirm the facts we know to be true, and propose answers to some of the lingering questions. Also, this article deals only with the regularly issued grills found on the 1861 designs.

A grill can be defined as a pattern of parallel rows of small points embossed into the stamp paper to make it more porous, so that it will soak up the canceling ink, preventing cleaning and reuse. This pattern is rectangular for all the issued grills except the A grill which covers the entire stamp.

Although mention of the grills can be found in many nineteenth century publications and catalogs, credit for the first detailed study goes to William L. Stevenson, who is responsible for the modern classification using letters of the alphabet. This classification was outlined during the second decade of the twentieth century in a few articles as well as in a specialized handbook.¹ By 1930, most catalogs had adopted Stevenson's system, and they continue to use it to this day.

The modern-day definitive work on the grills is the article in the 1978 *Congress Book* by William K. Herzog. In this article Herzog pulled together all the known facts and data that had been published about the grills since the 1860s and assembled them in what he aptly named "The Story of the United States Grilled Postage Stamps."² Herzog's article complemented and completed Stevenson's work with very few disputes or corrections.

What We Know

Size doesn't matter... That is to say that dimensions in millimeters do not define a particular grill. Although Stevenson supplied dimensions of his grill families in his publications, he used the number of rows of points and characteristics of the points to define the specific grills. If we used dimensions alone to define the grills, we would not be able to differentiate between Z and E grills, or, in some cases, between Z and D grills. Below are the definitions of the grill families:

Family	Orientation	Rows of Points (W X H)	Point Appearance
A grill	points up	covers the entire stamp	rounded
B grill	points up	22 x 18	blunt
C grill	points up	16-17 x 18-21	rounded
Z grill	points down	13-14 x 17-18	horizontal ridge
D grill	points down	15 x 17-18	vertical ridge
E grill	points down	14 x 15-17	vertical ridge
F grill	points down	11-12 x 15-17	vertical ridge

Notes

There are only four known examples of the B grill, all of which originated on a single cover from Mason, Texas. There is a variety of the C grill that contains several partially erased vertical rows (presumably from planing down the A grill) adjacent to the grill proper. This variety is sometimes confused with the B grill. In fact, this was what Stevenson defined as the B grill, as he was unaware that the Mason cover would turn up decades later, conveniently matching his B grill size definition. Also, there was a single stamp (the Luff copy) with 22 x 18 full rows of points; students were aware of the existence of this

¹William L. Stevenson, *United States Grills* (Beverly, Mass. and Portland, Me.: Severn-Wylie-Jewett Co., [19—]). Subsequently republished together with Lester G. Brookman, *Notes on the Grilled Issues of the United States* (Weston, Mass., Triad Publications, 1980).

²William K. Herzog, "The Story of the United States Grilled Postage Stamps," *The Congress Book 1978* (n.p., The American Philatelic Congress, 1978), pp. 67-103.

item since about 1900, and, although some considered it genuine, it was dismissed as a fake or an essay by the majority.

The Z grill is the only U.S. grill with point tips that are horizontal ridges. It has been written that one can find examples of the Z grill on the Peru general issues of 1874. This is incorrect, although the Peru postage due stamps of the same period have grills with horizontal ridges; however, these grills are smaller than the U.S. Z grill.

The D grill always has 15 full vertical rows of points.

The E grill always has 14 full vertical rows of points.

The F grill always has 12 or fewer vertical rows of points.

All the points-down grills can occur with partially erased rows of points; these appear as a series of horizontal or vertical dashes at the top, bottom or sides of the grill. They should not be counted when determining the type of grill. Sometimes, a partially erased row at the top or bottom of the grill will cause a collector to think he or she is looking at a Z grill because it is made up of horizontal ridges. This is why it is important to examine the entire grill to determine the characteristics of the points.

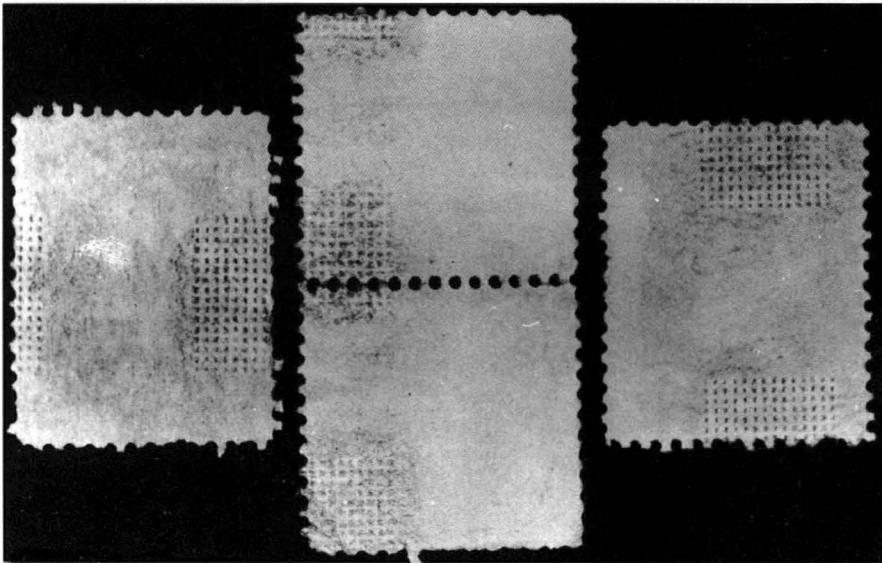


Figure 1. Typical split grills

There are varieties. Occasionally a grill was aligned so badly that it straddled two stamps (Figure 1); this variety is commonly called a split grill (not a double grill). If the alignment was so bad that the grill straddled four stamps (Figure 2), the result is what is called a quadruple split grill (not a quadruple grill). If a sheet, or part of a sheet, passed through the grilling machine twice, the result was a double grill (Figure 3). If the back of a stamp looks like Figure 4, we call it a double grill, one split. This is not a triple grill because it only went through the grilling machine twice; a true triple grill would result from three trips through the machine a handful of examples are known. A true quadruple grill, if one exists, would result from four trips through the machine. If a points-down grill is found with points up, or vice versa, it is referred to as an inverted grill. Only a few examples exist.

What We Don't Know

How were they made? We know from contemporary sources that grills were embossed on printed postage stamps after they had been gummed, but before they were per-

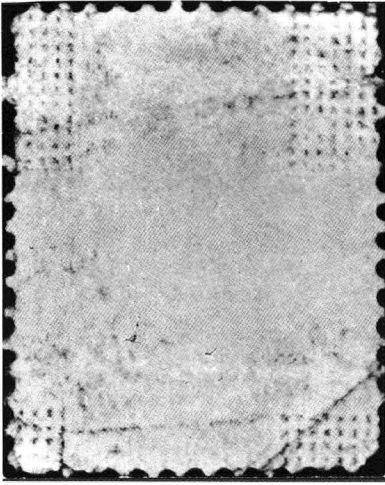


Figure 2. Quadruple split grill

Figure 3. Double grill

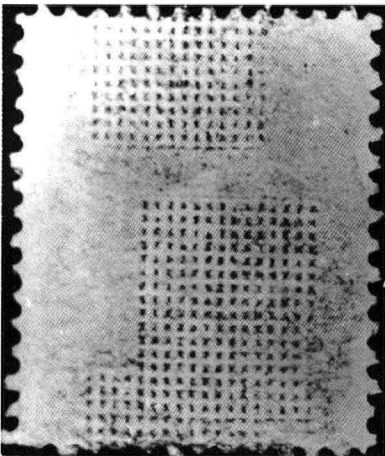
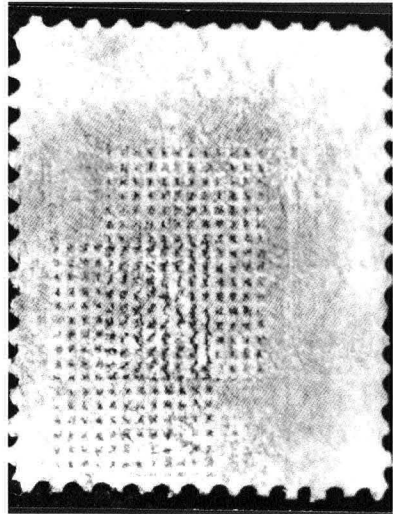


Figure 4. Double grill, one split

forated. However, we don't know what the machine looked like. Charles Steele's patent for grilled stamps was very vague (as most patents are) and described the embossing as being accomplished by rollers or plates. Lester Brookman made sketches of what he believed to be the most likely apparatus—a modified proof press with a roller under which passed a sliding bed.³ If this was the case, did the roller have the male bosses or did the bed? Or was the actual machine composed of two rollers or possibly two plates? Also, was the female roller or plate drilled or knurled to receive the male bosses or was it just made of a softer material? At present, we can only hypothesize about the answers to these questions. Also, we don't know that the so-called "female grills" (A and C) were actually made by a roller which pressed raised intersecting ridges into the stamp paper, thus forcing the paper into the recesses of the roller forming points. This theory has been around for about a century (or perhaps longer), but it may be completely incorrect. Hopefully, someday someone will turn up the evidence that answers these questions.

Why are there so many different grills? We know that the A, B, C, Z and D grills were issued in limited quantities and on limited denominations. For this reason and the fact that these grills were issued early in the grill period, they are often referred to as experimental grills. In fact, the Postmaster General, in 1868, referred to the early grilling efforts as an experiment. The more plentiful E and F grills are sometimes called production grills. Using Brookman's estimated quantities issued and various recorded usages, we can construct a hypothetical evolution of the grills.

Early August 1867: 250-300 sheets of stamps were impressed with the A grill; they were mostly 3c with a few sheets each of 5¢ and 30¢. This entire operation probably took an hour or two. The stamps were then shipped to postmasters, perhaps with a message requesting feedback about performance. Most likely this feedback was not good because the all-over grill weakened the paper and made separation of the stamps along the perforations difficult. So the smaller C grill was the next to be tried.

Early November 1867: about 1,500 sheets of 3¢ stamps were impressed with the C grill which appears to be a cut down version of the A grill. This operation was probably completed in one day. Again the stamps were issued to postmasters. This grill was also considered ineffective or undesirable since it was never used again.

Late December 1867 or early January 1868: about 3,000 sheets of stamps were impressed with the Z grill. They were mostly 2¢ with several hundred sheets of the 12¢, a couple hundred of the 3¢ and only a few sheets each of the 1¢, 10¢ and 15¢. This operation could have been completed in a day. Although the Z grill appears to have been superior to its predecessors, it was not put into full production.

January 1868: about 3,000 sheets of stamps were impressed with the D grill. They were mostly 3¢ with about one fourth being 2¢, and could have all been embossed in one day. These stamps were issued to postmasters but the grills were probably considered too big since the next grill to come along was a smaller version of the same style.

February 1868: all the newly printed stamps received the E grill on a continuous basis. The E grill remained in use until June or July of 1868 and is found on all the denominations of the issue except the 5¢, 30¢ and 90¢. Perhaps the National Bank Note Company had enough surplus inventory of these values to last until after the E grill was discontinued. Official records of deliveries support this view.

Late March 1868: the F grill was put into use and continued into the first two or three months of 1869. All denominations of the issue are known with the F grill.

³Lester G. Brookman, *Notes on the Grilled Issues of the United States* (Federalsburg, Md.: The American Philatelic Society, 1940), p. 11. Also in the reprinted edition cited in footnote 1, above, same pagination.

Notes

As grills evolved during 1867 and 1868, the trend was to get smaller. Most likely this was to facilitate centering the grill on the design and to avoid interfering with the perforations.

We do not know when the B grills were made. They may have been essays that, for one reason or another, were delivered to the Post Office Department.

There seems to be no pattern to the selection of denominations of stamps to receive the experimental grills (A, B, C, Z and D). Each of these grills was the product of a trial run that probably was completed in one day, so it is likely that the experimenters used whatever sheets of stamps were available that day in the desired condition (printed, gummed, but not perforated).

Stevenson believed all the 5¢ and 30¢ A grills to be essays and that none were actually used before about 1890. He did not offer any evidence to support this assertion; we know that these values exist with all-over essay grills different from the real A grill, but there is a handful of each value currently considered to be genuine A grills.

At some point, during the first quarter of 1868, the government started paying an extra charge for grilled stamps. Official records show that the Stamp Agent recorded grilled and ungrilled stamps separately by denomination beginning in that first quarter and in each quarter to follow. We do not know if this accounting started on January 1 or at some time later in the quarter. It is apparent that, once this extra payment began, all newly printed stamps were grilled. At the same time, previously finished stamps in the inventory of the printer were delivered without grills at the old price; this took place over the course of several months with some of the higher denominations being delivered without grill until the fourth quarter of 1868. These previously finished stamps were probably not grilled because they were already perforated, and the grilling process may have caused some unwanted separation.

It has been written that the 15¢ Z grill should not exist because the earliest appearance of the grilled 15¢ denomination in the Stamp Agent's records is the second quarter of 1868, and known usages of Z grills indicate they were all probably made in January 1868. However, it is quite possible that the Stamp Agent did not start recording delivery of grilled stamps until after the Z grills were made and delivered.

Based on known usages, it appears that two grilling machines were in concurrent use from March through July 1868; one produced E grills, the other made F grills. If the second machine was put into service in March 1868, presumably it was needed to keep up with the demand for stamps. Since the demand for stamps did not diminish in July 1868, and since the known usages of E grills dramatically fell off at the end of that month, it seems that both machines produced F grills from July 1868 until February or March 1869.

It has been speculated that some of the grilled stamps were printed on thin paper so that more than one sheet could be run through the grilling machine at the same time. Many denominations of grilled stamps exist on thin paper (as well as on other paper types), but I have never seen any evidence, nor even an indication, that two or more sheets were run through the machine at once.

Another speculation that seems to have no substance is that more than one grill type could exist on one sheet of stamps. Although it is possible that D and E grills or E and F grills could exist on the same sheet, I have not seen any evidence that they do.

Where can we get the details? Stevenson's handbook and the 1978 *Congress Book* containing Herzog's extensive article can often be found in the inventories of dealers in philatelic literature. Each of these works would be a valuable asset to any student of the classic issues of U.S. stamps. □



A hundred years ago the New Orleans World's Exposition drew thousands of tourists with exhibits and excitement such as the balloon ascension. A century later the magic of an Exposition at New Orleans glitters undimmed. Photo courtesy of the Historic New Orleans Collection.

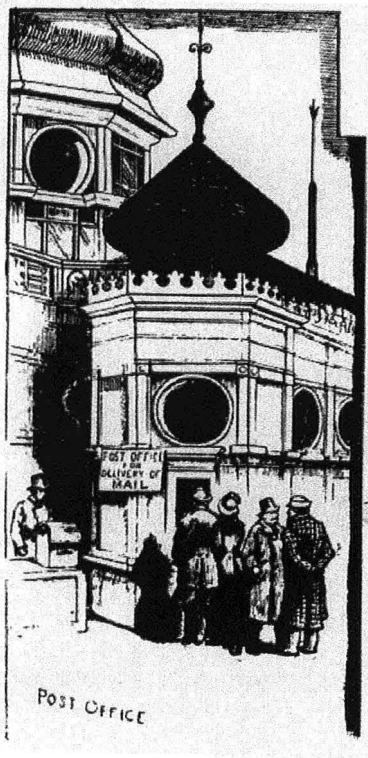
**TAKE ME TO THE FAIR:
POSTAL MARKINGS ON MAIL ADDRESSED TO PERSONS AT THE
WORLD'S INDUSTRIAL AND COTTON CENTENNIAL EXPOSITION, NEW
ORLEANS, LOUISIANA 1884-1885**

DAVID C. HUFFORD

The World's Industrial and Cotton Centennial Exposition, December 16, 1884 to June 1, 1885 was an extravaganza organized by Major Edward A. Burke, Louisiana state treasurer, lottery agent for Louisiana, and editor of the New Orleans *Times Democrat*. He convinced Congress to grant a loan of \$1 million to the Fair and to give a gift of \$300,000 for government exhibits. The city government donated \$100,000 and the rest of the capital was provided by the sale of private stock.

The display covered 249 acres in a rural area between the edge of Uptown and the then recently annexed city of Carrollton (DPO, 1844-1882). This area today is known as Audubon Park. It was about two miles long, extending from the river to the back swamp. The Exposition was a financial failure, losing a half-million dollars. The walkways for tourists became seas of gumbo in the New Orleans rain.

An Exposition Postal Station was located in the main administrative building (Fig. 1), where those working at the Fair or visiting could post and receive delivery of their mail. Note the sign to the left of the walk-up window saying **"Post Office for Delivery of Mail."**



The exterior of the building was copied after a Tunisian Mosque. The interior was fitted up as a model post office with separate divisions for money order, registry and stamp sale business. It contained a postmaster's office and private room, and a large room for the use of the carriers, of which there were ten. One side of the building contained the latest model Yale lockboxes. The working force of the "Exposition Station," as it was called, consisted of a Superintendent, Major F. M. Clarke, assistant postmaster, cashier, stamping clerk, general delivery clerk, two postal clerks and the carriers.

From December 16, 1884, until June 30, 1885, a free delivery service was extended to the 6,475 exhibitors and attendants at the exposition. During this time over one million four hundred thousand pieces of mail matter were handled. In addition to the actual service, there was an exhibit of various issues of postage stamps, envelopes and postal cards and of specimens of mail equipment, such as bags, trunks, locks, labels, marking and rating stamps.

A large glass case containing an interesting exhibit of articles received at the dead letter office was on display. Included were false teeth and old

Figure 1. Post Office at Cotton Centennial Exposition, New Orleans, in main administration building

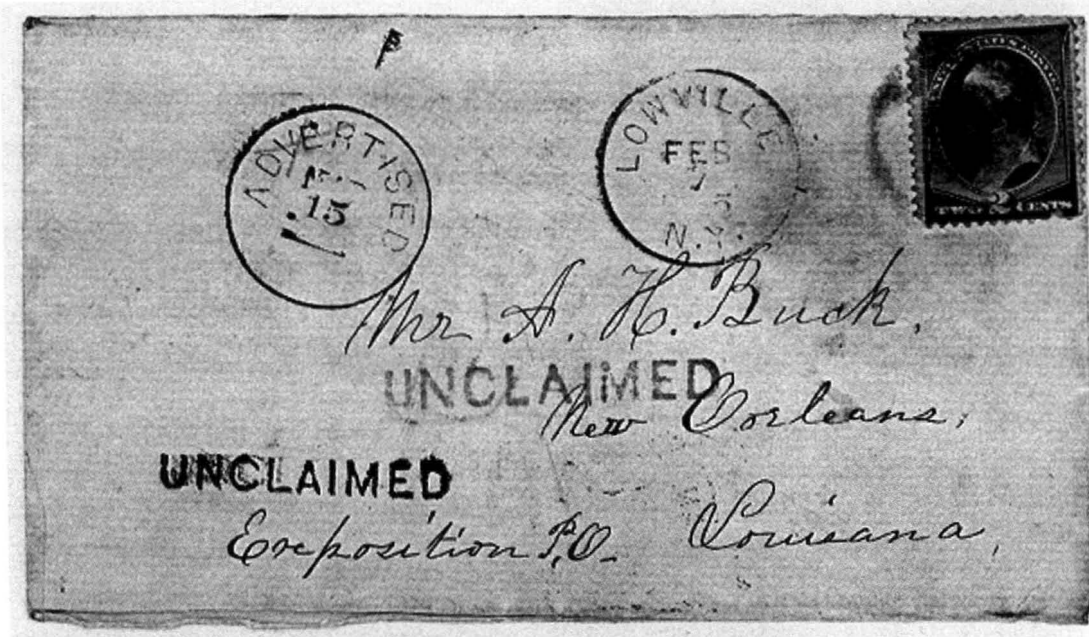


Figure 2. Unclaimed and Advertised Cover addressed to the Cotton Centennial Exposition, New Orleans

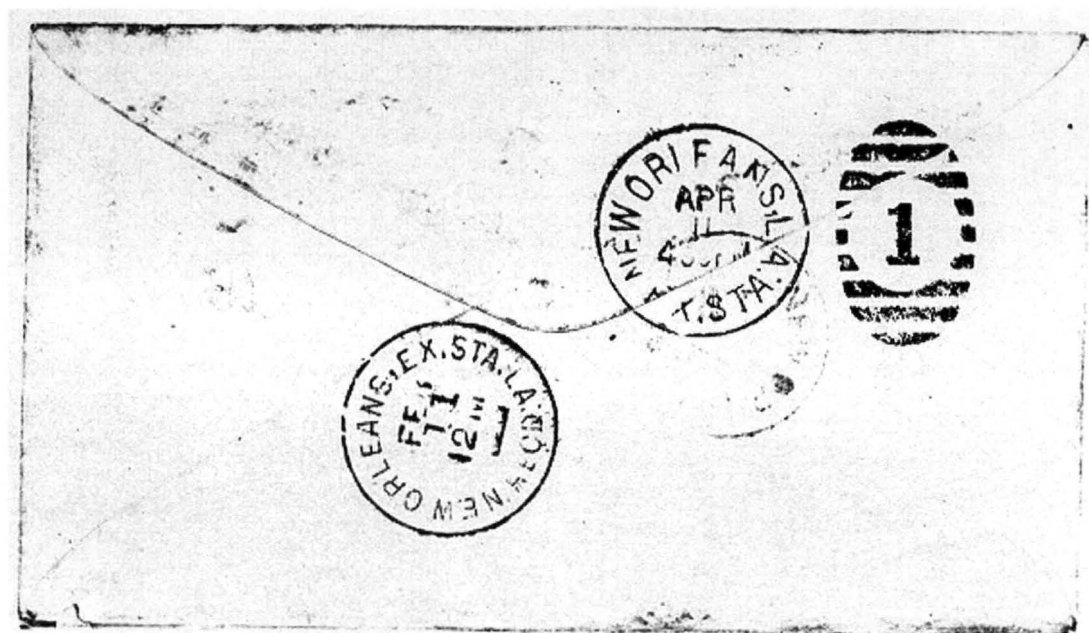


Figure 3. Back of Fig. 2 cover with two types of Exposition Station markings

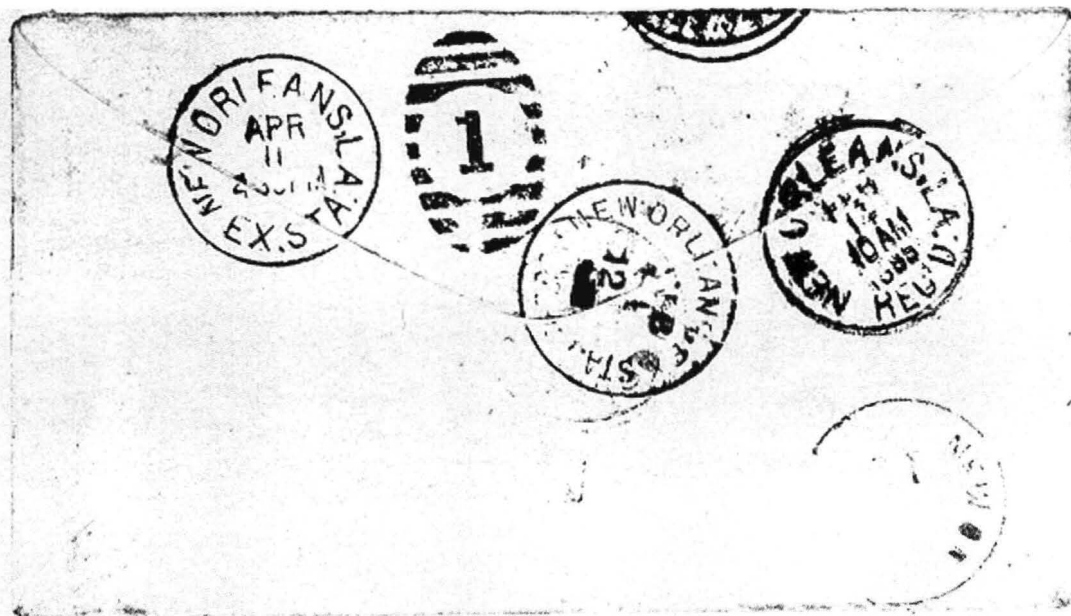


Figure 4. Back of other cover with two types of Exposition Station markings

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William Bomar, in his *Postal Markings of United States Expositions*,² listed four types of postal markings used at the New Orleans Exposition. This article describes two of these listed markings on a pair of covers recently discovered by the author and adds three new ancillary markings used at the Exposition Station. Both covers used the American Bank Note Co. 2¢ red brown issue of 1883. The typical philatelic articles on the New Orleans Cotton Centennial Exposition have featured the beautifully illustrated covers used to advertise the event, most bearing the **NEW ORLEANS, La./ EX. STA.** cds. The two new covers are addressed to a Mr. A.H. Buck at the Exposition.

Figure 2 shows the front of a cover mailed from Lowville, N.Y. on Feb. 7, 1885. The cover has three auxiliary postal markings: a large straightline **UNCLAIMED**, another similar but smaller marking, and an **ADVERTISED/ MAR/ 15** in a circle. It also has a small manuscript "X" in pencil. Figure 3 shows two Bomar-listed Exposition postal markings on the back of this cover; an Exposition Station receipt handstamp **NEW ORLEANS, EX. STA. LA./ RECD. /FEB 11/ 12M** (Bomar # NO 84/85-02) and **NEW ORLEANS, LA. / EX. STA./ APR 11/ 4:30 PM** duplexed with "1" in an elliptical killer (Bomar # NO 84/85-01).

Figure 4 shows the back of a very similar unclaimed and advertised cover mailed from Lowville, N.Y. on February 10, 1885, only three days after the cover illustrated in Figures 2 and 3. It has four circular postal markings, two of which are Bomar-listed Exposition postal markings. The first is a common **NEW ORLEANS, LA./ REC'D./ FEB 14/ 10 AM**. The next is another handstamp receipt **NEW ORLEANS, EX. STA./ RECD/ FEB 14/ 12 M** (Bomar # NO 84/85-02). The third is a duplex "1", **NEW ORLEANS, LA/ EX. STA./ APR 11/ 4:30 PM** (Bomar # 84/85/01). The fourth is a very faint strike of a New Orleans cds, in magenta, which under strong magnification is April 13. This indicates that both covers were advertised from the Exposition Station post office on March 15 and after remaining unclaimed for nearly 30 days they were sent back to the main New Orleans Post Office. Since there was no return address, the covers would have been treated as dead letters under the postal regulations.

These two covers significantly add three ancillary types of marking for the Exposition Station—two straightline "Unclaimed" and one "Advertised" with Month and Day in a circle—and they also increase the number of examples of NO84/85-02 (RECD) from three to five known. Indeed, with over 1,400,000 pieces of mail matter handled, it is surprising that counting the two covers here reported and those listed in Bomar, only 38 items survive with any types of Exposition Station markings.

[The author, David C. Hufford is a collector of Exposition postal history, flown German Zeppelin covers, watercraft on stamps, and United States stamps. He was raised in Jacksonville, FL and graduated from the University of Florida with a B.S. in Electrical Engineering. Mr. Hufford retired from AT&T as an electronics instructor and moved to Metairie, LA to live near his family.] □

¹Leonard V. Huber and Clarence W. Wagner, *The Great Mail, A Postal History of New Orleans* (State College, Pa.: American Philatelic Society, 1949), pp. 186-87.

²William J. Bomar, *Postal Markings of United States Expositions*, First Edition (North Miami, FL.: David G. Phillips Publishing Co., Inc., 1986), pp. 22-25.

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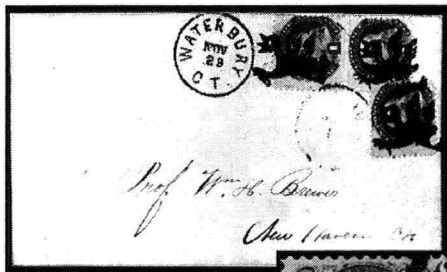
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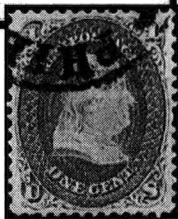
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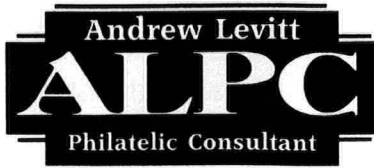
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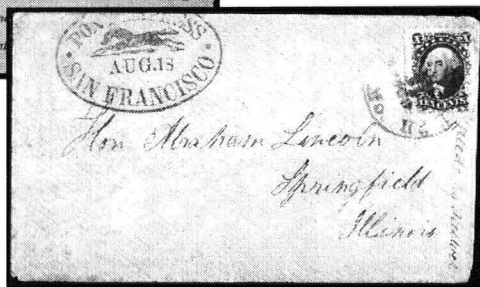
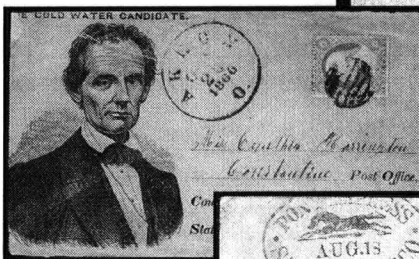
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SOME DATA ON CONTINENTAL BANK NOTE COMPANY RIBBED PAPER STAMPS

WILLIAM E. MOOZ

The subject of ribbed paper has been mostly academic until recently, when this paper was used as the basis for authenticating a copy of Scott #164, the 24¢ denomination of the Bank Note series which was printed by the Continental Bank Note Company (CBNC). Since then, there has been more interest in this paper variety. The purpose of this article is to provide some statistics about the use of this paper, to discuss methods of identifying it, and to offer some thoughts on its use.

Perhaps the best written description of how ribbed paper is made appears in R.H. White's book, *the Papers and Gums of United States Postage Stamps 1847-1909*.¹ On page 56, White describes that the ribs result from either a "dandy roll" or a "pull roller" which has had spirally wound wire on it, which increases the traction of the roller on the moist paper which is being pulled along. Figure 1 illustrates the sequence of operations of a paper making machine, and shows the rollers. From the White discussion of the paper making process, and the wire wound rollers, it is clear that the ribbing results from a process variable which was intended to facilitate the production of the paper. White makes no mention of any paper characteristic which was to be improved by using rollers which produced ribbing, and it would be hard to intuit that there were paper quality objectives as well as manufacturing objectives.

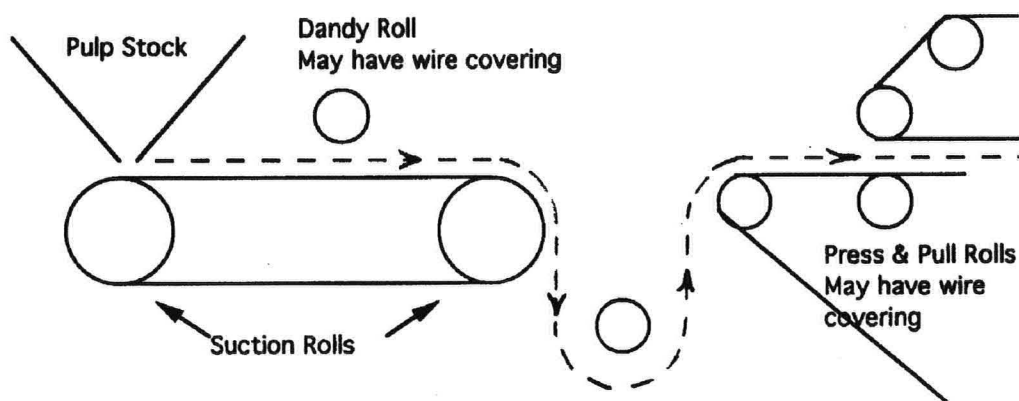


Figure 1. Sequence of operations of paper making machine

Historically, CBNC used a paper described variously in the Scott catalog as "thin hard" or "hard white." This paper was used by CBNC in early 1875 for the special printing program. The stamps which were printed on this type paper included Scott #40-47, O1SD-O93SD, 167-181, LO5, LO6 and PR33-56.

¹R.H. White, *The Papers and Gums of United States Postage Stamps 1847-1909* (Germantown, Md.: Philatelic Research Ltd., 1983), pp. 56-57.

When the sales of some of these stamps began to deplete the stock on hand, a second printing of them was made by CBNC in late 1875, which was on ribbed paper. This second printing included Scott numbers O1SDc, O10SDc, O25SDc, O57SDc, PR33a and PR34a. The paper is horizontally ribbed, with approximately 40 ribs per inch. To view the ribs, the stamp must be held at a flat angle in a strong light, and viewed at right angles to the ribbing, looking obliquely at the stamp. A Tensor light is a good source, but any bright, concentrated light will work. Some practice is necessary before one gets the knack, but after the ribs become apparent the first time, it is relatively easy to identify them thereafter. The ribs may be either on the face of the stamp or on the reverse side.

For this study, approximately 200 copies each of Scott O1SDc, O10SDc, O25SDc and O57SDc were used, totaling about 800 stamps. These stamps were categorized as to whether they were ribbed on the front or on the back. The results appear in Table 1.

TABLE 1 - ANALYSIS OF RIBBING

Scott number	O1SDc	O10SDc	O25SDc	O57SDc
	1¢ Agriculture	1¢ Executive	1¢ Justice	1¢ State
Ribbed front	77=35.8%	68=37.8%	101=50.2%	35=17.9%
Ribbed back	138=64.2%	112=62.2%	100=49.8%	160=82.1%
Total	215=100%	180=100%	201=100%	195=100%

Grand total: 791 stamps examined, of which 281 (or 35.5%) were ribbed on front, and 510 (64.5%) were ribbed on back.

Several conclusions can be reached from this analysis. The first is that these stamps were oriented in the printing press both with the ribs on back, and with the ribs on front. Furthering that finding, there appears to be a completely random distribution of how the stamps were oriented in the press. While approximately half of the Justice Department, O25SDc, were printed with the ribs on front, only 17.9% of the State Department, O57SDc, were printed with the same orientation. About 1/3 of the Agriculture and Executive stamps were printed with the ribs on front. This distribution seems to strongly suggest that there was no reason for the paper to be placed in the press with either the ribbed side to receive the printing or the flat side to receive it. Not only do the ribs appear to randomly appear on one side or the other, there is no distinguishable difference between the appearance of the printed images on stamps oriented one way compared to stamps oriented the other way. One might intuit that the press operators were supplied with stacks of paper stock which were either ribbed side up or ribbed side down, and they simply took sheets of paper from the stacks with no regard to the ribbing. In fact, they might not have even known that the paper was ribbed, or if they did, they might have had no reason to use it one way or another.

Do we have any hints about why this ribbed paper was used? Not really. It may have been that CBNC simply bought paper from a different supplier, or it may have been that the existing paper supplier changed their manufacturing process by using wire wound dandy or pull rollers. Perhaps the ribbed paper cost less than the hard white paper used in the first printing. These suggestions have nothing to do with the quality of the final product, and, as pointed out above, it seems unlikely that quality was a consideration. But whether quality was or was not of concern, the orientation of the paper in the printing press did not seem to enter into that question. Also, one cannot say that the quality of the printed stamps from this late 1875 printing on ribbed paper is distinguishably different than the quality of the first printing on hard white paper. So quality considerations probably had little or nothing to do with the choice of paper.

One might speculate that CBNC logically would begin receiving stocks of ribbed paper while they still had some hard white paper left. If true, this raises the question of

Table 1 — Synopsis of Stamps Included in Special Printing Program

Original Issue	No. of stamps in printing	Scott Numbers	Order date	Bill Book Date	Issue date	Printed by
1847	2	3,4		6/30/75	1875	BEP
1857-1860	8	40-47		6/30/75	1875	CBNC
Franklin & Eagle Carriers	2 (note 1)	LO3, LO4, LO5, LO6		6/30/75	1875	CBNC
1861-1866	10	102-111	8/26/74	6/30/75	1875	NBNC
1869	10	123-132	8/26/74	6/30/75	1875	NBNC
1865 Newspaper & Periodicals	3	PR5-7		6/30/75	7/21/75	NBNC
1874 Newspaper & Periodicals	24	PR33-56		6/30/75	2/23/75	CBNC
Departmentals	92	O1SD-O93SD		6/30/75	2/23/75	CBNC
1873	11	167-177		6/30/75	5/5/75	CBNC
1875	2	180-181		12/31/75	1876	CBNC
1874 Newspaper & Periodicals	2	PR33a*, PR34a*		12/31/75	1/3/76	CBNC
Franklin & Eagle Carriers	2	LO3a*, LO5a*		12/31/75	1/3/76	CBNC
Departmentals	4	O1SDc, O10SDb, 025SDc, O57SDc		12/31/75	1/3/76	CBNC
Postage Due	7	J8-J14		10/31/79	10/25/79	ABNC
Postage Due	7	J8a*-J14a*		11/14/79	1879	ABNC
1869	1	133a		3/31/80	1880	ABNC
1879	13	192-204		7/31/80	7/16/80	ABNC
Franklin & Eagle Carriers	2	LO3b*, LO5b*		2/28/81	1881	ABNC
1865 Newspaper & Periodicals	1	PR8		2/28/81	1881	ABNC

Table 1 (continued, p. 2)

Departmentals	3	O10xSD, O35xSD, 083xSD**		2/28/81	1881	ABNC
Eagle Carrier	1	LO5c*,**		8/31/81	1881	ABNC
1869	1	133		8/31/81	1881	ABNC
Departmentals	1	O57xSD		8/31/81	8/21/81	ABNC
1882	1	205C		2/29/82	2/4/82	ABNC
1882	1	205Ca*		3/31/82	4/11/82	ABNC
1869	1	133b*		8/31/82	1882	ABNC
1874 Newspaper & Periodicals	1	PR80		4/30/83	1883	ABNC
Postage Due	1	J8b*		8/31/83	1883	ABNC
1883	2	211B, 211D		12/31/83	1883	ABNC
Departmentals	2	O1SDd*; O10SDd*,**		12/31/83	1883	ABNC
1865 Newspaper & Periodicals	1	PR8a*		2/29/84	1884	ABNC
1874 Newspaper & Periodicals	2	PR80a*,**;PR35a*,**		5/31/84	1884	ABNC
Total:		221	This sum includes five stamps of which all copies were destroyed			
		(note 1) Perforated & Imperforate	*Number suggested by author **All copies destroyed			

whether some CBNC stamps were printed on both types of paper. That is, the press operator could be working from a stack of hard white paper, and then this might have been replenished with ribbed paper, and whatever stamp he was printing at the time could then exist on both types of paper. We do not know, but it is an interesting possibility.

It is worth noting, parenthetically, that not all of the late 1875 CBNC special printing was on ribbed paper. The Franklin Carrier stamp reprint was on the same rose colored paper that was used for the original stamp and also for the first reprint. The Eagle Carrier stamp reprint was on a wove paper, and used a fluorescent ink. The rose colored paper was used for the Franklin stamp in order to keep the appearance of the original stamp. It is not known why the Eagle Carrier did not use the ribbed paper.

It is also worth mentioning that the analysis appearing in Table 1 did not include either of the second printings of the Newspaper and Periodical stamps, PR33a and PR34a. There was simply not a large enough sample of these available to have any statistical confidence in the results. □

SOME CONTEXT FOR THE 1875 SPECIAL PRINTING PROGRAM

WILLIAM E. MOOZ

Previous articles written in this series have mainly dealt with individual stamps for which there was more than one printing. Each of those articles was complete in itself, but did not discuss the relationship of the subject stamp to the program of which it was a part. Lacking was the context for the series which I have titled the 1875 Special Printing Program. This article is a short synopsis of the stamps in the program which will put the various issues of those stamps in perspective.

The data illustrated in this article were derived from several sources. In every case possible, data were taken from the "Bill Books,"¹ which are the official Post Office Department records of the expenditure of money for these stamps. These data were augmented by information published in Luff's *The Postage Stamps of the United States*.² Other sources refer to these stamps, but Luff presents the most complete and systematic data, which he apparently obtained from Post Office Department records which were subsequently destroyed.

As has been noted in previous articles, this program began in 1875 and continued until July 16, 1884. On that date, the remaining stamps which were unsold were counted and destroyed. Luff had access to these numbers, and from these data and the Bill Book information about the numbers of stamps ordered we can calculate the number of stamps sold.

During the program, the Bureau of Engraving and Printing and three printing firms participated in supplying the stamps. These firms were the Continental Bank Note Company (CBNC), the National Bank Note Company (NBNC) and the American Bank Note Company (ABNC). Each of these companies contributed characteristics to the stamps which are often important in distinguishing them from the regular issue of the stamp.

Table 1 summarizes the issues in chronological form. There was a total of 221 different individual stamps issued in the program. This is a number which may likely surprise many collectors, including U.S. specialists, and as will be seen in future articles, these include the rarest of all U.S. stamps. It would be virtually impossible for a person, regardless of wealth and dedication, to form a complete collection of them. □

¹Records of the Post Office Department, Record Group 28, Bill Book, vol. 1, Bill Book #3, Bill Book volume 4, Stamp Division, P.O.D., GSA, National Archives and Records Service, Washington, D.C.

²John K. Luff, *The Postage Stamps of the United States* (New York: Scott Stamp & Coin Co., Ltd., 1902).

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The most important additions appearing in this second edition, however, are appendices that provide sailing data for over 120 different steamships operating independently and for numerous steamship lines, most with mail contracts. Since the names of these steamships often were written on the face of letters, his documenting the voyages of these vessels helps today's students determine the transit route and duration of transit for letters from origin to destination. The author has organized over 200 pages of sailing tables by the principal steamship routes in the Atlantic as well as the Pacific Ocean areas. Atlantic sailing data is available for over 50 different steamship lines or independent steamships operating between New York, Charleston, Savannah, Mobile, New Orleans, Havana, Bermuda, Chagres/Aspinwall, Nicaragua, Mexico, St. Thomas, and Rio de Janeiro. In the Pacific, the author provides sailing data for ten different steamship lines and independent steamships operating between San Francisco, Panama, Nicaragua, and the West Coast of South America. The majority of the dates covered by these tables are from the late 1840s to the mid-1850s, with some steamship voyages documented to 1861 or later.

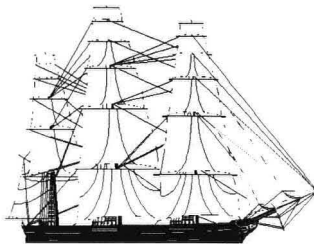
The book gives both the postal history student and collector extremely important sailing information. The data is essential to the evaluation of covers carried by sea between the east and west coasts of the United States, the principal route for all mails before 1869. The author brings a good amount of this data to the reader's bookshelf for immediate and convenient use.

The author has updated an important appendix that provides information on the steamship markings. He has added many new steamship markings and made numerous changes to the known dates of use of the previously published markings. He provides carefully selected scanned images of all the markings. In addition, he includes the latest available information on the markings of the California route agents and the Panama despatch agents. This is an important supplement to his second book, *The Gold Rush Mail Agents to California and their Postal Markings, 1849-1852*, published in 1987.

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USAGE OF OFFICIAL STAMPS IN WASHINGTON, D.C., 1873-1874

ALAN C. CAMPBELL

Except for the 24¢ Agriculture and 24¢ Treasury (supplemental values placed in service later), all 92 official stamps were available for use in Washington, D.C. as of July 1, 1873. To date, four first day usages have been reported. The first one confirmed, a cover carried by diplomatic pouch mail from the consulate at Malta, was of singular importance, because its enclosure dated June 10, 1873 suggested that the cover's July 1 Washington, D.C. postmark—without a year date, but of a distinctive 24 mm. diameter—could be used to confirm other July 1, 1873 usages.¹ This salient feature—along with much other corroborative evidence—was mustered by Lester C. Lanphear III to establish here that his 3¢, 6¢ Department of the Interior Patent Office cover was also a first day usage.² In the exhibit collection of Robert L. Markovits, there is a 3¢ Treasury Department cover to Canada and another 3¢, 6¢ Department of the Interior cover (this one from the Office of Indian Affairs) which also have been recognized as first day usages. The killer on this second Interior first day cover is identical to the State and the Lanphear Interior covers, while the Treasury killer is different, which is not too surprising, since there would have been up to six postal clerks canceling mail at the main Washington, D.C. Post Office at this time. A second 3¢ Treasury cover in the Fisher collection was purported to be a first day usage, but the postmark size was larger than expected, and although sold at auction, it was not subsequently authenticated by the Philatelic Foundation as a first day usage.³ More about this cover later.

It comes as no great surprise that covers postmarked prior to the official first day of usage have never been found. In the nation's capital, where the bulk of official mail originated, the stamps were in the possession of a select group of mailroom clerks at the great departmental headquarters. Effective July 1, 1873, the franking privilege was abolished, and henceforth official postage stamps had to be used on official mail. But up until that date, the franking privilege still held, so there was a clear financial disincentive for official stamps—bought and paid for by the departments—to be used prematurely. Also, it seems likely that official stamps were distributed to most field offices before July 1, since if this were not the case, the purchase of regular postage stamps would have been required in order to keep the mail moving.

A year date first appeared in a United States postmark in New York in the summer of 1853, but it quickly disappeared. From 1855 to early in 1865, Washington, D.C. postmarks did contain the year date, and this practice was adopted in many other cities and towns. But in the later 1860s, the year date gradually disappears. Whether or not to include the year date seems to have been a question of personal preference left to individual postmasters, as I have not been able to locate any postal directives on this question. As vexing as the absence of year dates in classic U.S. postmarks has been to postal historians, I am at a loss to offer a convincing hypothesis as to why they appeared in the first place. Since it was common practice then for businesses, government offices and private individuals to save their mail in the original envelopes, the presence of a year date in the postmark would

¹Robert Siegel Sale 577, 10 April 1981, lot 335, illustrated as Figure 2, page 112, in the article cited below.

²Lester C. Lanphear III, "Department of Interior First Day Usage," *Chronicle* 170, Vol. 48, No. 2 (May 1996), pp. 111-17.

³Shreve Postal History Sale, May 30, 1996, Lot #220. PFC #3101215 issued February 27, 1997 states that this cover was postmarked in 1874 or later.

obviously be helpful in keeping a correspondence in chronological order. Otherwise, docketing on the envelope would always be required. Whatever the reasoning behind the decision in Washington, D.C. to eliminate the year date from postmarks, it was shared by other postmasters across the country, so that by the time the official stamps came into use, no major city or small town across the country typically included a year date in its postmarks. In an 1869 advertisement for E.S. Zevely's boxwood handstamps, adding year blocks to a circular date stamp cost 40¢ extra (\$1.65 instead of \$1.25).⁴ In Washington, D.C., the year date did not reappear in the postmark until late 1877, where (except for a brief period in early 1879) it remained. Most of the commercial rubber duplex cancelers sold from 1877 on did include the year date in the postmark. In New York City, always in the vanguard of postmarking practices, the year resurfaces in the postmark in 1878, but in many other large cities, it was not restored until years later. The fitful, gradual nature of year date reappearances does not suggest a concerted response to a POD directive based on UPU regulations. As we are all reminded as midnight on April 15 draws nigh, the POD has long been aware that legible postmarking has important legal ramifications.⁵

In the absence of dated contents or docketing, regular issue Bank Note covers to foreign destinations from this era can often be precisely dated from European transit markings or forwarders' handstamps, which did always contain the year date. Research into the sailing dates of mail-carrying ships has also been used. But this sort of information is rarely available for surviving official covers, since so few of them are to foreign destinations. Docketing must always be read carefully, as it may indicate not the date of receipt but the date a response was sent, and of course it can also be added fraudulently with relative ease. On rare occasions, the name and government position of the addressee or addressor can be utilized to pin down a year date, by researching their years of service in an official capacity. But by and large, scholars of domestic official mail covers must rely on carefully studying the postmarks themselves in order to establish a definite year date. So far, most of the effort has gone into researching the postmarks of Washington, D.C., since the preponderance of surviving official covers originated there. As of this writing, three covers posted outside of Washington, D.C. qualify as the earliest known usage of their respective official stamps: Dr. Dennis W. Schmidt's 3¢ Post Office usage from Chapel Hill, North Carolina on July 7, 1873; Rollin C. Huggins Jr.'s 2¢ Post Office from Cincinnati, Ohio on October 29, 1873; and Lester C. Lanphear III's 15¢ Treasury from Philadelphia on June 2, 1874. Mr. Lanphear also has a 1¢, 10¢ Treasury registered cover from Livingston, Tennessee postmarked July 15 (1874), an obsolete free frank Assessor's Office envelope that constitutes the only reported official payment of the short-lived 8¢ registry fee. In years to come, I am confident that for a few more official stamps, the date of earliest usage will prove to be a cover posted outside of Washington, D.C., but at this time our knowledge of the Washington, D.C. postmarks (and the inferences that can be drawn from them) is far more advanced.

In this article, I will set forth a tentative listing for the earliest known on-cover usages of various official stamps from Washington, D.C. during the first fifteen months, from July 1, 1873 to mid-September 1874. The end cut-off date is when the hour of the day was first incorporated into the Washington, D.C. postmarks. According to the research of Dr.

⁴Reproduced in James M. Cole, *Cancellations and Killers of the Banknote Era, 1870-1894*, page 3.

⁵"Legible postmarking is of the greatest importance to the public as evidence before the courts, in business transactions conducted through the mails, and in fixing the responsibility where mail has been improperly handled by postal officials." *1897 Report of the Postmaster General*, cited by Stephen J. Shebatich, "Inks Used for Cancellation and Postmarks at the Turn of the Century," *The United States Specialist*, November 1989, p. 599.

Dennis W. Schmidt, the latest recorded use of a postmark without the hour on official mail is September 27, 1874, while the earliest use of a postmark with the hour on official mail is September 5, 1874. This new style of postmark, incorporating the hour of the day but without the year, was used from the end of 1874 through 1877, and then again in the early months of 1879. Of course, covers from this period do survive with docketing and/or with their original contents, so some can be precisely dated, and if the killer is distinctive enough, other covers with a similar or identical killer can also be confidently dated. Dr. Schmidt has detected minute differences in the letter spacing of postmarks from this period, and is on his way to establishing guidelines which will allow us to identify the year date on many more official covers. But as of this writing, it is not generally possible to confidently date official covers from Washington, D.C. with this style of postmark. Still, tracking earliest known usages over the first fifteen months should be enough, since anything later would be of academic interest only.

Finding the earliest known usage of classic United States postage stamps is currently a popular quest and preoccupies many of our best postal historians. Collectors of official covers certainly share this interest, with the caveat that for many official stamps, identifying a particular cover as the earliest known usage does not necessarily carry any great premium in value. The attrition rate for official covers has been so brutal that for many stamps, the earliest surviving usage will be many months, if not years, after they were first placed into service. Moreover, for most higher values, less than ten covers of any given official stamp survive. Factors such as condition, clarity of the postmark and cancellation, and the scarcity of the corner card will carry far more weight than the date of usage.

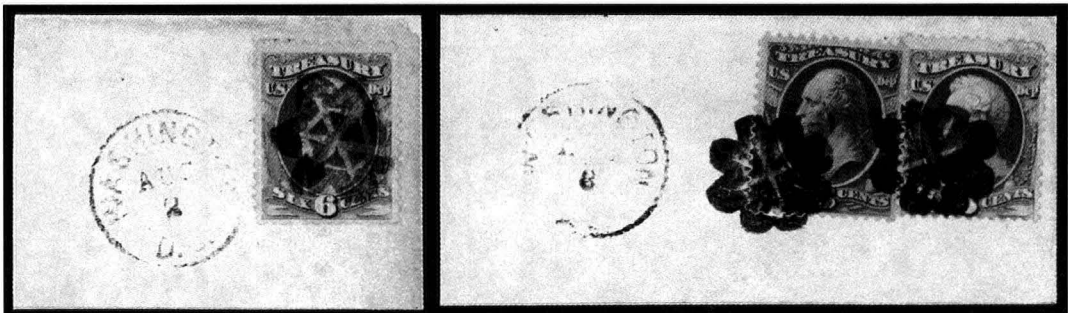


Figure 1. August 2 and August 8 (1873) postmarks on covers from the Office of the Auditor of the Treasury for the Post Office Department

On July 1, 1873, when the official stamps were first available for use in Washington, D.C., the main post office there was using a 24 mm. diameter postmark that did not include the year date. In Figure 1, we illustrate the upper right corners of two covers from the Office of the Auditor of the Treasury for the Post Office Department, dated August 2 and August 8. The two distinctive cut cork killers might be called respectively “the negative captain’s wheel” and “the lobed sand dollar.” This fifteen month period before the hour of the day was incorporated into the Washington, D.C. postmark was a golden era there in the artistic carving of geometric obliterators. In late August, a 26 mm. postmark was put into service, and for several weeks, at least until September 19, postmarks of both sizes were used concurrently. A 3¢ Treasury cover with the larger size of postmark dated August 28 (docketed 1873 on an obsolete free frank cover) was illustrated here previously.⁶ The 26 mm. size then became standard, and was used exclusively until early September 1874, when the new style of postmark incorporating the hour of the day was

⁶Warren S. Howard, “What Have We Done? Congress Probes the Departmentals, 1873-1884,” *Chronicle* 183, Vol. 51, No. 3 (August 1999), Figure 1A, p. 210.

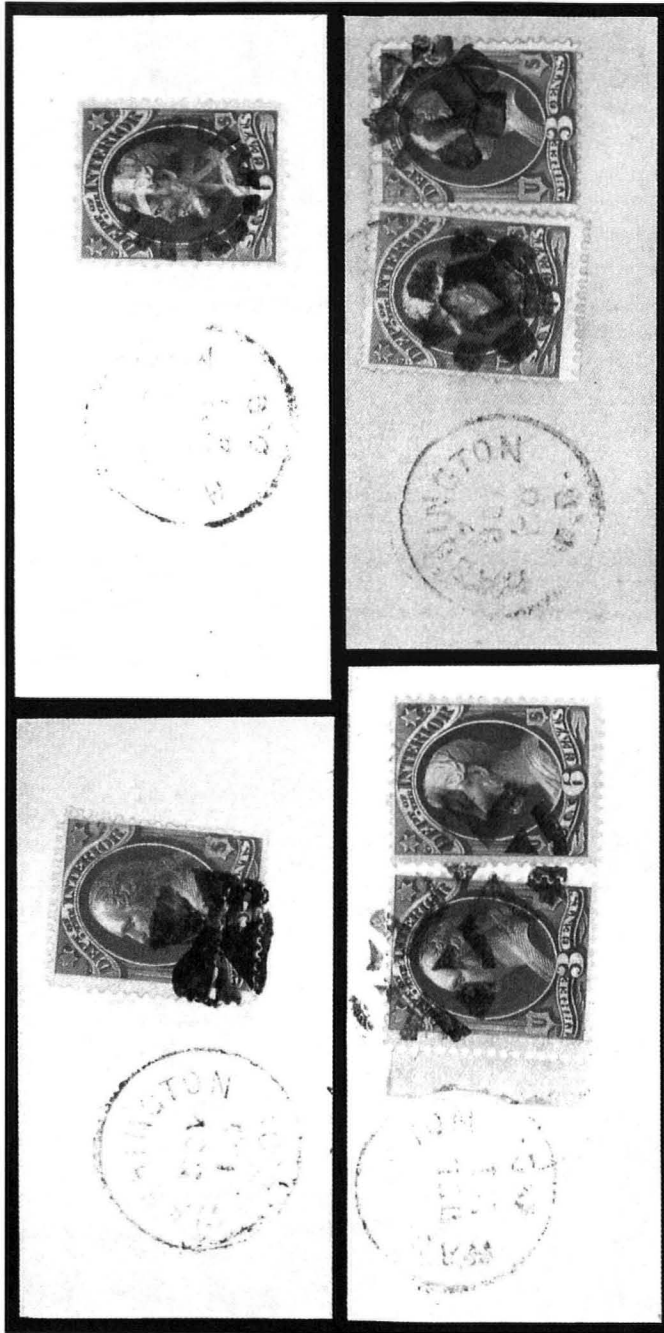


Figure 2. Duplex postmarks and killers from various Department of the Interior covers: LL, November 15 (1873); UL, March 22 (1874); LR, July 21 (1874); UR, July 26 (1874)

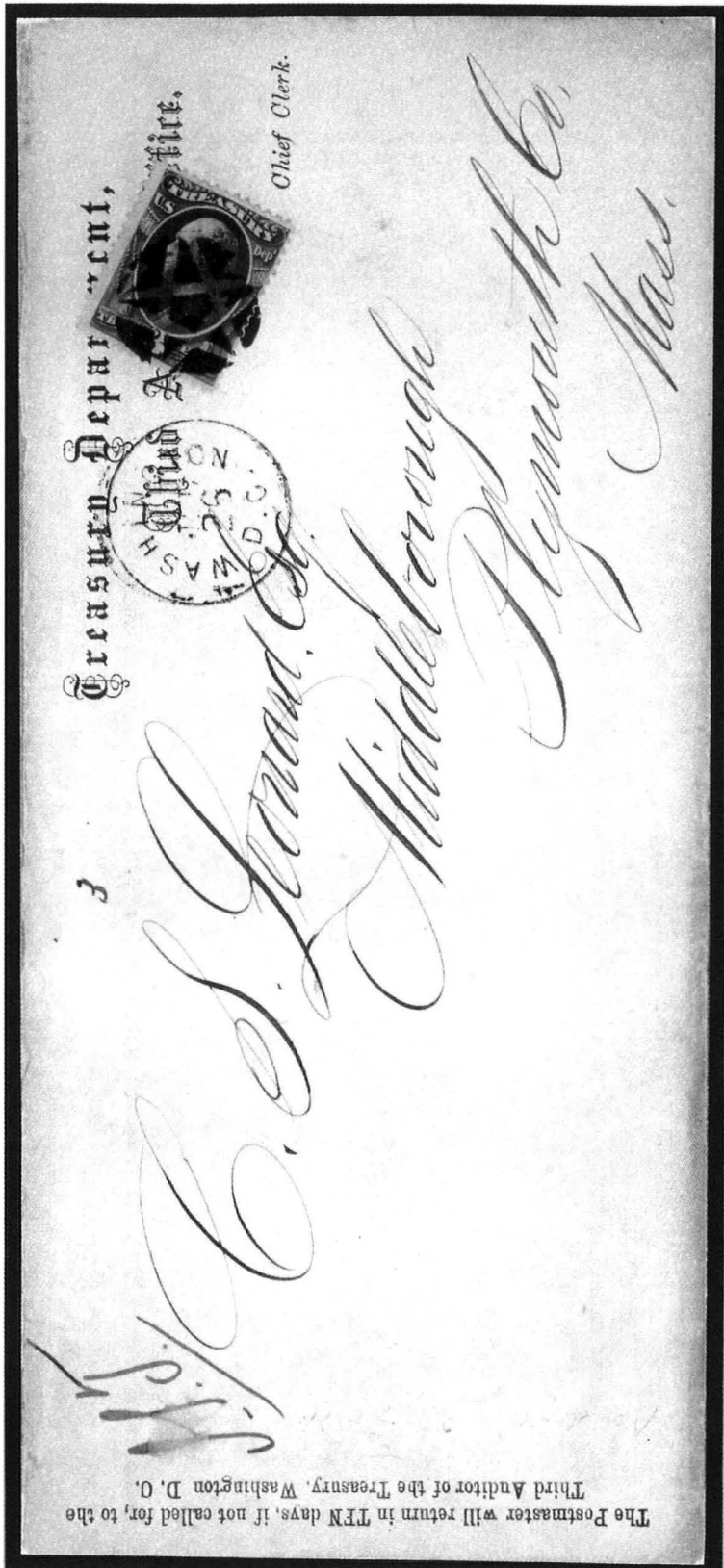


Figure 3. 3¢ Treasury on an obsolete free frank envelope from the Third Auditor's Office, postmarked July 25 (1873)

Treasury Department,
Third Auditor's Office,
July 25th, 1873.

Sir:

Your letter of the 21st instant, with ~~enclosures~~, has
(relative to the report of A. Howard, Vol. 1, p. 450 and 451)

Figure 4. Detail of the enclosure of the cover in Figure 3, dated July 25, 1873

placed into service. In Figure 2, we illustrate the upper right corner from various early Interior covers, dated respectively Nov. 15 (1873), March 22 (1874), July 21 (1874) and July 26 (1874). The March 22 killer was in use for almost a month and can be found on off-cover stamps of all departments, while intact covers survive from Executive, State, Treasury, Justice and Interior. Any official cover with the smaller diameter of Washington, D.C. postmark can be confidently attributed to 1873. However, not all early 1873 official covers bear this smaller size postmark.

In Figure 3, we illustrate a 3¢ Treasury Department cover with a 26 mm. diameter postmark dated July 25. Previously, we would have instantly declared this cover to be an 1874 usage, strictly on the size of the postmark. But note that the corner card of the Third Auditor's Office is in the upper right, and the stamp has been affixed over the space for the Chief Clerk's signature. This was a leftover free-frank envelope, which most departments frugally used up before starting on the style of envelopes printed specifically for the use of official stamps, with the corner card moved to the upper left so the stamp could be affixed in the traditional upper right without obscuring it. It is quite common to see such envelopes used with official stamps in 1873, but relatively rare to see them still being used in 1874 or 1875.⁷ In response to a Congressional resolution inquiring about the costs incurred from the introduction of official stamps, no department mentioned the cost of reprinting their envelopes, suggesting that the older style of envelopes were not thrown away but used up with official stamps.⁸ Also, this cover bears pencil docketing on the left side which has been partially erased, but in a raking light can be read as "Rec'd July 28 .73 AM." The clincher is the contents, a detail of which is illustrated in Figure 4: a printed form acknowledging receipt of a letter, signed by the Auditor Allan Rutherford and dated July 25, 1873! A confirming cover is owned by Dr. Dennis W. Schmidt, this one also an obsolete free-frank style envelope from the Second Auditor's Office, postmarked July 24 with the same incised star killer and bearing pen docketing, "Ans. Aug. 4 /73." Now, this larger diameter postmark was still being used in July 1874, but when found in conjunction with an incised star obliterator, the cover must definitely be attributed to 1873, especially when found on obsolete free-frank envelopes, as is the case with 3¢ Department of the Interior Pension Office cover postmarked July 26, a 6¢ Post Office Department Office of Second Assistant P.M. General cover postmarked July 25, and a 3¢ Navy Department Bureau of Navigation & Office of Detail postmarked (July) 25. Two 3¢ Department of Justice covers postmarked July 25 with the same incised star killer have also survived, not on obsolete free frank envelopes but with the characteristic carmine departmental eagle seal in the upper left. Apparently, the Department of Justice used up its obsolete free frank envelopes very quickly, since none have survived either franked or with official postage. Based on the new information presented here, the 3¢ Justice covers we have just described qualify as the earliest known usages of that official stamp. The incised star killer was a popular design carved in many places around the country, and it was revived in Washington, D.C. in February 1879, in that brief twilight revival of hand-carved killers before the steel ellipses took over. In Figure 5, we illustrate a printed matter parcel label from the Smithsonian Institution.

We have seen that two diameters of postmarks were used in late August and early September 1873, and that postmarks with and without the hour of the day were used concurrently in mid-September 1874. This indicates that the Main Post Office in Washington, D.C. put into service new styles of cancelers as the old ones wore out in a gradual conversion process. Since, as we have just discovered, 26 mm. diameter postmarks with incised star obliterations were used in late July 1873, it seems likely that this new device continued

⁷*Ibid.* See p. 212, Figures 4A and 4B, for 1875 usages from the U.S. Patent Office and the Department of Agriculture.

⁸*Ibid.*, pp. 213-14.

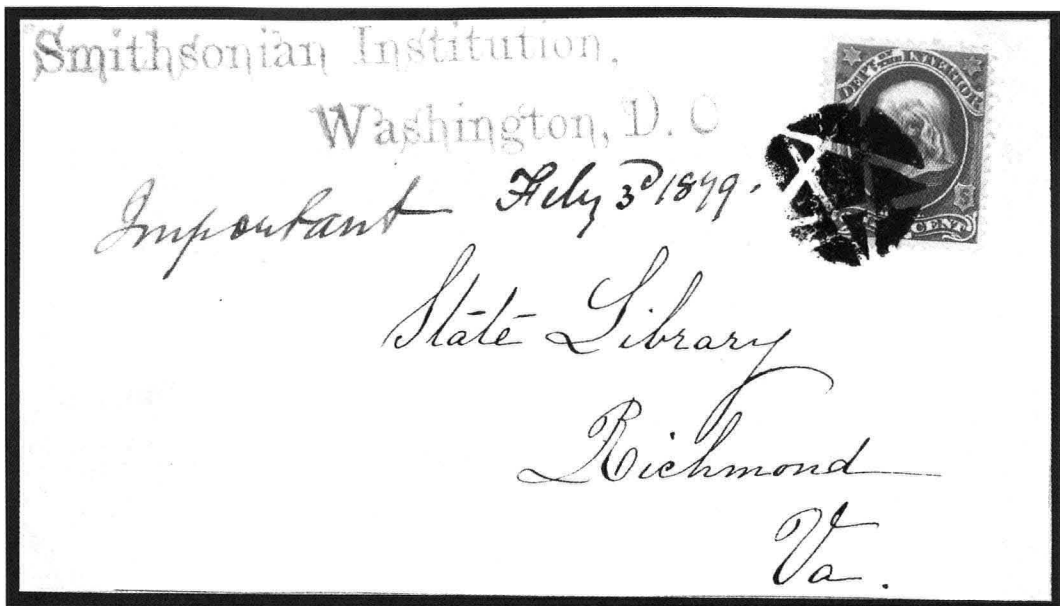


Figure 5. 1¢ Interior on a parcel label from the Smithsonian Institution, docketed February 3, 1879

in use but with different carved obliterators. We should therefore await the discovery of an official cover with dated contents or docketing which confirms the use of 26 mm. postmarks in Washington, D.C. during early August 1873. Extending this line of reasoning, it seems possible that the 26 mm. diameter CDS was introduced before July 24, 1873 there, and might even have been in use on July 1, 1873 when the official stamps were first valid for postage.

Could the ex-Fisher 3¢ Treasury cover illustrated in Figure 6 actually be a legitimate first day of usage? Only if the killer can be matched to another cover which through dated contents or docketing can be irrefutably dated to 1873. The killer somewhat resembles the "lobed sand dollar" used in August 1873. However, the fact that this envelope from the Second Auditor's Office has the corner card in the upper left, instead of being a free-frank style of envelope, argues strongly against an 1873 attribution. Dr. Schmidt's previously mentioned 3¢ Treasury cover, also from the Second Auditor's Office, is an obsolete free frank envelope, so a non-free frank style envelope such as the ex-Fisher cover must presumably have been used later, not earlier. In the case of the Third Auditor's Office, free frank envelopes were still in use on August 27, 1873, but by December the new style of envelopes had been placed in service.⁹ The earliest recorded use of the new style of official envelopes are the two July 25, 1873 3¢ Justice covers cited above, with all earlier usages being on obsolete free frank envelopes.

In assembling the information on earliest known usages of the official stamps in Washington, D.C., I have had access to the cover holdings of Rollin C. Huggins Jr., Lester C. Lanphear III, Dr. David H. Lobdell, Theodore Lockyear, Robert L. Markovits, Dr. Dennis W. Schmidt and Alfred E. Staubus. I am indebted to my friends for their cooperation. I also consulted catalogs from prominent auction sales of official covers. In some cases, the present owner of certain covers could not be identified. I chose not to include in the survey the early covers from the Charles Starnes collection stolen in 1983, not having access to legible photocopies and doubting (at least in own my mind) whether the covers still

⁹*Ibid.*, p. 210, Figures 1A and 2.

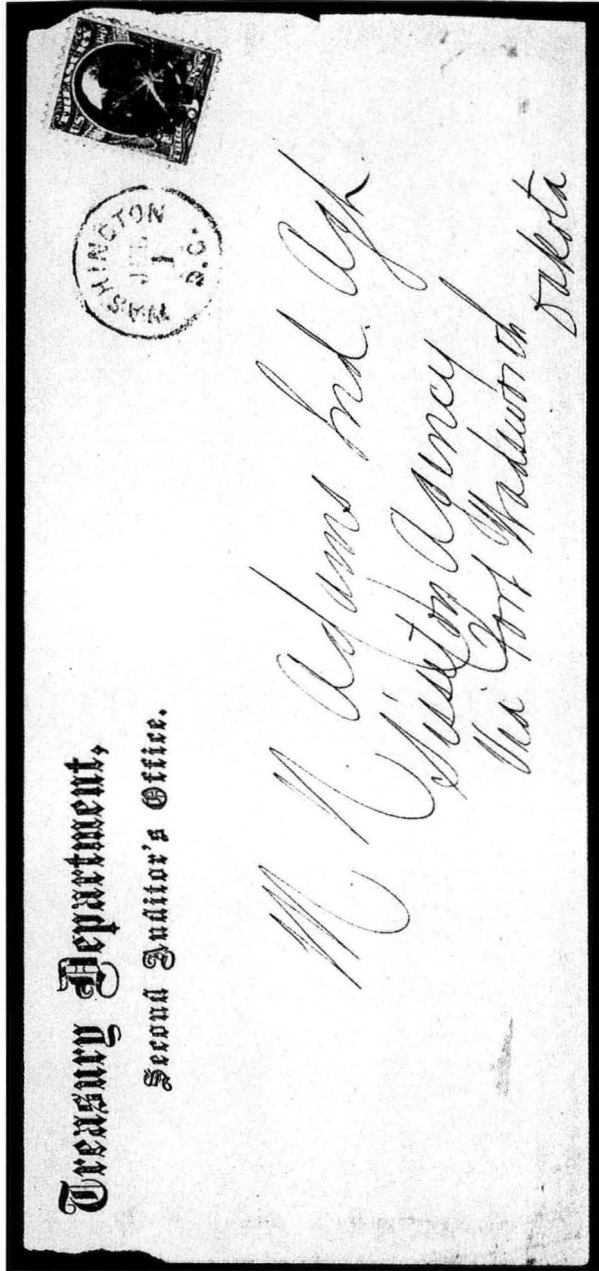


Figure 6. 3¢ Treasury cover postmarked July 1 (1873-1874?), formerly in the Fisher collection, courtesy of Robert L. Markovits

exist. Approximately 140 covers from this fifteen month period were reviewed. Mr. Lanphear's holding of 36 covers proved to be the largest, while my own group of 26 covers turned out to be second best, an inadvertent consequence of my preference for the more stylish killers used in 1873-1874. In the final listing of earliest known usages, Mr. Markovits placed fifteen covers and Mr. Lanphear had eleven. Mr. Huggins, Mr. Lanphear and Dr. Schmidt in particular have been studying this area for years and I am grateful for having access to their records.

In starting this project, I did not expect to be able to list dates for any of the 1¢ values, since these were typically used on circular mail that did not require a dated postmark. I also did not expect to be able to list dates for any Agriculture stamps, since covers of any value are extremely rare, nor for most of the higher values of the other departments, again owing to scarcity. But in the end, we were able to track down early usages for 43 of the 92 official stamps, far exceeding my wildest expectations.

It is important to emphasize that this census considered only intact covers, cover fronts or parcel labels. Stamps on piece and off-cover stamps with legible postmarks or datable killers were not included, even though in some instances these represent earlier usages than the covers themselves. Such items may be the subject of a later independent study, as I am given to understand that it is standard practice to also maintain a parallel listing of the earliest known usages on or off-cover. In addition to listing the earliest known usages of single official stamps, I have also included listings for various combination usages. In following up the results presented here, I would be most eager to receive photocopies from any readers who own official covers with even earlier postmarks.

Census Results

Earliest Known Usages of Official Stamps from Washington, D.C.

Official Stamp	Earliest Usage	Postmark Diameter	Current Owner
2¢ Agriculture	May 9, 1874	26 mm.	ACC
6¢ Agriculture	August 11, 1874	26 mm.	RLM
6¢,6¢ Agriculture	July 3, 1874	26 mm.	? (Siegel #577, lot 222)
3¢ Executive	December 24, 1873	26 mm.	LCL ¹⁰
1¢ Interior	August 16, 1873	24 mm.	LCL
2¢ Interior	July 21, 1873	24 mm.	RLM
3¢ Interior	July 10, 1873	24 mm.	ACC
6¢ Interior	July 2, 1873	24 mm.	LCL
3¢,6¢ Interior	July 1, 1873	24 mm.	LCL, RLM
12¢ Interior	March 22, 1874	26 mm.	?
1¢ Justice	August 6, 1873	24 mm.	TL
3¢ Justice	August 25, 1873	26 mm.	TL, RCH
6¢ Justice	February 15, 1874	26 mm.	? (Siegel #616, lot 817)
10¢ Justice	March 31, 1874	26 mm.	TL
12¢ Justice	May 6, 1874	26 mm.	ACC
15¢ Justice	November 10, 1873	26 mm.	TL
6¢,15¢ Justice	August 14, 1873	24 mm.	RLM
2¢ Navy	January 29, 1874	26 mm. red	?
3¢ Navy	July 12, 1873	24 mm.	DWS
6¢ Navy	November, 1873	26 mm.	LCL
1¢ Post Office	September 2, 1874	26 mm.	FW
3¢ Post Office	August 4, 1873	24 mm.	LCL

¹⁰An earlier cover, postmarked December 12, 1873 exists in the collection of the National Postal Museum.

6¢ Post Office	July 8, 1873	26 mm.	DWS
3¢,6¢ Post Office	March, 1874	26 mm.	LCL
12¢ Post Office	September 19,1873	24 mm.	RLM
15¢ Post Office	November 19, 1873	24 mm.	RLM
2¢ State	October 20, 1873	26 mm.	?
3¢ State	July 1, 1873	24 mm.	? (Siegel #577, lot 335)
6¢ State	August 23, 1873	24 mm.	LCL
3¢,6¢ State	August 2, 1873	24 mm.	RV
7¢ State	November 12, 1873	26 mm.	? (Siegel #616, lot 841)
2¢,7¢ State	May 7, 1874	26 mm.	ACC
10¢ State	July 5, 1874	26 mm.	LCL
12¢ State	July 6, 1874	26 mm.	? (Christie's, 12/14/89, lot 795)
15¢ State	July 30, 1873	24 mm.	LCL
30¢ State	July 10, 1873	24 mm.	? (Siegel #577, lot 360)
12¢, 30¢ State	April 6, 1874	(no CDS)	?
6¢,30¢,90¢ State	June 17, 1874	26 mm.	RLM
1¢,1¢,1¢ Treasury	May 2, 1874	26 mm.	ACC
1¢, 2¢ Treasury	September 27, 1873	26 mm.	ACC
2¢ Treasury	November 8, 1873	26 mm. red	RLM
2¢ Tr., 3¢ Bank Note	December 11, 1873	26 mm.	DWS
3¢ Treasury	July 1, 1873	24 mm.	RLM
6¢ Treasury	July 10, 1873	24 mm.	RLM
3¢,6¢ Treasury	July 29, 1873	24 mm.	RLM
2¢, 7¢ Treasury	August 7, 1874	26 mm.	?
10¢ Treasury	March 26, 1874	26 mm.	RLM
12¢ Treasury	September 23, 1873	26 mm.	AES
3¢,12¢ Treasury	December ?, 1873	26 mm.	RLM
15¢ Treasury	? (illegible)	26 mm.	RLM
1¢,1¢ War	June 25, 1874	26 mm. red	AES
1¢,3¢ War	March 7, 1874	26 mm.	DHL
2¢ War	January 30, 1874	26 mm.	RCH
2¢,2¢ War	October 17, 1873	26 mm.	RLM
3¢ War	December 6, 1873	26 mm.	DHL
3¢ War, 3¢ Reay	August 30, 1873	24 mm.	LCL
6¢ War	October 24, 1874	26 mm.	DHL

□

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UNUSUAL ROYAL MAIL STEAM PACKET COMPANY (RMSP Co.) COVER RICHARD F. WINTER

Figure 1, a well-known datestamp applied in black ink, appears on the reverse of a folded letter that I found in a dealer's stock at the Garfield-Perry show a few years ago. It is not an unusual marking; its use on a cover from Genoa, Kingdom of Sardinia, to the United States, however, is most unusual. I could not image how this letter, addressed to "James Gordon Bennet Esq., Editor of New York Herald, New York, U.S. of America," would receive this marking.¹ There had to be some interesting postal history associated with this cover; so, I purchased it. Now, I am very pleased that I did for it is a unique cover.



Figure 1. Kingston, Jamaica datestamp in black ink that appears on the reverse of this article's cover. This type of datestamp was sent to Jamaica in February 1847 and was used until September 1858.

Figure 2 illustrates the front and Figure 3 the reverse of this unusual folded letter. Because some of the markings are difficult to see, I shall describe them all and picture a few. The letter was written by H.K.Thatcher. He was promoting a young opera star, "the celebrated Senora Maberline, a young lady of great promise as a vocalist" who had successfully performed in Germany and Italy and now was planning a trip to the United States. Well aware of the fine reputation of the *Herald*, Thatcher desired that Bennett introduce Maria Maberline to the Western World through his newspaper.

The letter was posted in Genoa on 17 February 1849. Genoa marked the date in the upper right with a red handstamp, **GENOVA/17. FEBB.** To the left, the Genoa post office also struck a red, two-lined marking, **DOPO LA/PARTENZA**, to show that the letter had been posted after the day's mails had departed. On the reverse (see Figure 3) the letter was marked for a prepayment of 32 soldi.² This prepayment was sufficient to cover all transit fees to London for further transit overseas, and certainly enough to Havre, the route en-

¹James Gordon Bennet started the newspaper, *New York Herald*, on 6 May 1835 as a penny paper of four-column pages. His newspaper quickly became a landmark in the history of American journalism. He criticized all political parties in his editorials, favoring none. While initially playing up sensational and cheap news, his newspaper later developed a reputation as a full and accurate newspaper, especially during the Civil War. His innovations included new fields of news such as Wall Street financial news, first use of European correspondents (1838), first use of the telegraph extensively, and first use of illustrations for news article. (*The Columbia Encyclopedia*, Third Edition [New York & London: Columbia University Press, 1963], p. 199.)

²At this time, Genoa still used the older currency, soldi, as well as the French currency, decimes and centimes. One soldi was equivalent to 5 centimes.



Figure 2. 15 February 1849, folded letter from Genoa, Kingdom of Sardinia to New York, carried by RMSP Co. steamships *Teviot* to the Caribbean and *Severn* to Mobile, Alabama.

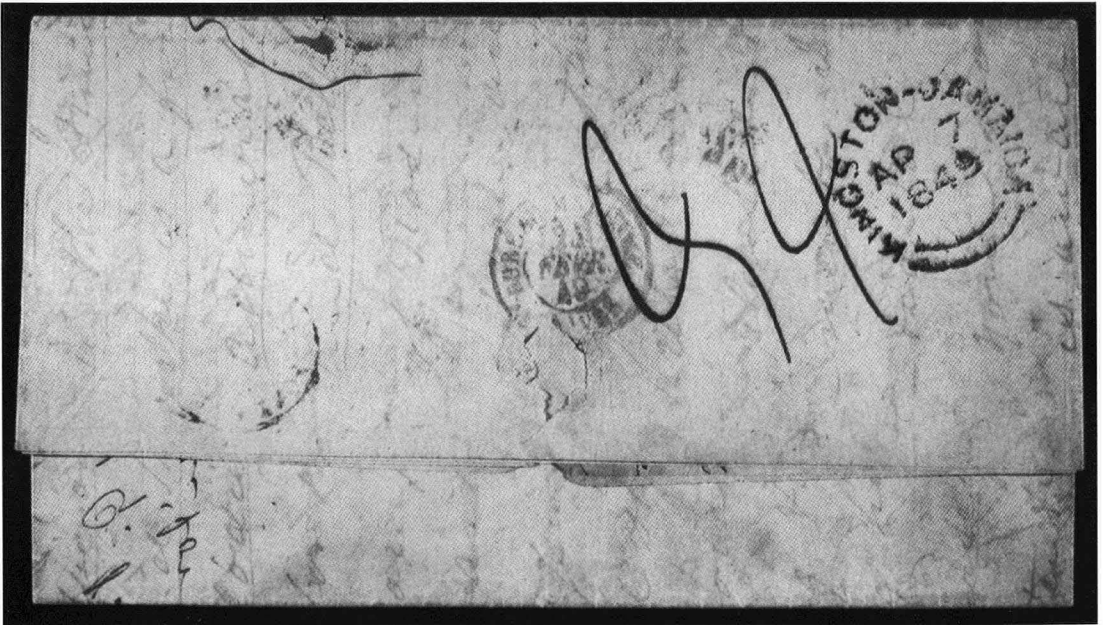


Figure 3. Reverse of cover showing 32 soldi prepayment and arrival marking at Kingston, Jamaica in black ink.

dorsed in the lower left, "via Havre/Packet."³ There is no indication that the letter required more than one rate. It is not clear to me why this amount was paid and why the letter was endorsed for the route via Havre. Apparently, Genoa also marked the red **P.F.** to show the letter was paid to the limit of the French frontier.

The letter traveled the overland route to Paris. Here the arrival was marked with a red, circular datestamp, **SARD. 3 PONT-DE-B. 3**, indicating the letter came from the Kingdom of Sardinia and entered France at the exchange office of Pont de Beauvoisin.⁴ Paris sent the letter to Havre, where, on 24 February 1849, it received the red circular datestamp of the Bureau Maritime on the reverse. For reasons unknown to me, the Bureau Maritime office clerk in Havre elected to send the letter to London instead of placing it on the next sailing packet to New York according to the routing instructions. Perhaps the postal clerk recognized that the letter was paid sufficiently for the British route. Two markings tell us that the letter went to London. To the left of the Genoa datestamp is a **SHIP-LETTER LONDON** circular datestamp in black showing arrival by ship from Havre on 1 March 1849. Postal agreements between the United Kingdom and France permitted each office to send regular mails to the other by private vessels when the regular contract vessels were unavailable. Occasionally, a letter from Havre to London will show the ship letter marking of London, as we see on this cover. A second London marking faintly struck in red ink appears below and to the left of the London ship letter marking. This marking is a 1 March 1849 circular datestamp of the London Foreign Office, which indicated that they considered the letter fully paid to destination under the United States-British convention.

In sorting this letter, the London postal clerks made a colossal error that contributed to the uniqueness of the item. Instead of including the letter with the other United States mails awaiting the next transatlantic steamship to New York, the Cunard steamer *Canada* scheduled to depart Liverpool on 10 March 1849, it was bagged mistakenly with the Jamaican mails. These mails were dispatched to Southampton for the next day sailing of the RMSP Co. packet to the Caribbean. There were provisions under the United States-British convention for sending mails to the United States by the West Indies packet route, but as we shall see, this letter was not among such items.

On 2 March 1849, the RMSP Co. steamship *Teviot* departed Southampton for the scheduled monthly mail voyage to Bermuda and the Caribbean.⁵ *Teviot* reached Bermuda on 21 March, continued on 24 March to Nassau, and arrived at Havana on 1 April 1849.⁶ Had the letter been packaged with other mail for the United States, if there was any more on this voyage, it would have put off at Havana. There it would have been placed on board the RMSP Co. steamer *Thames*, which was to depart that day for Mobile, Alabama. Since this letter was in a closed mail bag intended for Jamaica, it remained on board the *Teviot*, which departed on 3 April for Kingston. The Jamaica mails were put ashore at Kingston on 7 April 1849, where the letter received the **KINGSTON-JAMAICA** datestamp shown

³Under the Franco-Sardinian convention of 1838, France was entitled to 20 decimes per 30 grams for letters to from Sardinia to France and 36 decimes per 30 grams for letters to Great Britain and overseas. To this was added 3 decimes per 7½ grams for Sardinian transit, making the payment to Havre 8 decimes and to Great Britain 12 decimes for a 7½ gram letter. This was equivalent to 16 or 24 soldi for the two routes.

⁴Pont de Beauvoisin was a small town of France, Department of Isere, 35 miles S.E. of Lyon on the border with the Kingdom of Sardinia. It straddles the river Guiers, which divides the town into French and Italian portions.

⁵Phil. J. Kenton & Harry G. Parsons, *Early Routings of The Royal Mail Steam Packet Company, 1842-1879* (East Grinstead, England: The Postal History Society, 2000), p. 95.

⁶*Ibid.*, p. 96 reported the arrival at Havana on 29 March, but the Havana newspaper, *Diario de la Marina*, reported the arrival date as 1 April.



Figure 4. The three markings applied at Mobile when the letter was processed on 5 May 1849, each in red ink.

in Figure 1. Presumably, it was then noticed that the letter had been missent due to London's error, so the Packet Agency at Kingston was obliged to rectify the situation by forwarding the letter at British expense. Unfortunately, it had to remain at Kingston until the next RMSP Co. steamer called for mails to go back to Havana. On 20 April 1849, the RMSP Co. steamship *Tay* arrived at Kingston and left two days later for Havana. *Tay* arrived in Havana on 26 April, where the letter was put ashore again to await the steamer to Mobile.⁷

The RMSP Co. steamship *Severn*, which had departed Southampton on 2 April 1849 with the next monthly mail for the West Indies, arrived at Havana via Bermuda and Nassau on 29 April 1849.⁸ She departed Havana with mails for Mobile on 2 May, arriving on 4 May 1849 at 5:00 PM.⁹ The letters for the United States were marked in the Mobile post office the next day. This letter has a partial strike in the lower left of the red circular date-stamp, **MOBILE/MAY/5/Ala.** Mobile struck two other markings, both of which are difficult to see on the cover. The first were two strikes of a red handstamp **SHIP** (to the left of and below the **P.F.** handstamp) and the second, a red handstamp **12** (below the Genoa date-stamp). All three Mobile markings are illustrated in Figure 4. The latter handstamp was for the postage due on this letter, 12¢, to be paid by the addressee in New York. The letter was treated as a normal incoming ship letter with the 2¢ ship fee plus 10¢ United States inland fee to New York charged as postage due. Sometime in 1849, the United States reached an agreement with the United Kingdom to drop the 2¢ ship fee on mails brought into Mobile by the British mail steamers. The following statement of the Postmaster General appeared in his annual report for 1849:¹⁰

There is also conveyance by British packet between New York and Mobile, in the United States, and the West India islands, 5 cents being United States postage, to be prepaid when sent from said ports, and collected when received in the United States, unless mailed from or to a post office more than 300 miles from port, then 10 cents—English and foreign postage unknown, the service not being embraced in the treaty.

⁷*Ibid.*, p. 98. The RMSP Co. service to Mobile from Havana began in February 1849 and continued until July 1850. The route was dropped when the Third Contract became effective on 2 August 1850.

⁸*Ibid.*, pp. 95-96.

⁹*Mobile Register*, 7 May 1849.

¹⁰*Report of the Postmaster General, 1849*, Wierenga Reprint, p. 839.

This indicated that letters brought in by the RMSP Co. steamers at Mobile would be charged only the regular United States inland rates with no ship letter fee. The earliest cover that I have recorded that shows the absence of the 2¢ ship fee has a Mobile circular datstamp of 21 August 1849.

I estimate that this letter finally arrived in New York about 14 May 1849, three months after it was posted in Genoa. Had the letter crossed the Atlantic in the normal manner by steamship from England to New York, it would have arrived by the Cunard steamer on 25 March 1849. The *Herald* editor would have had his correspondence much sooner; however, I would not have such an interesting and unusual cover to report. To date, this is the only cover that I have recorded carried by an RMSP Co. steamer into Mobile from the European mainland.¹¹ All RMSP Co. covers by way of Mobile are scarce and those carried across the Atlantic, quite scarce. □

¹¹I have recorded almost four dozen covers by RMSP Co. steamships into Mobile, mostly from locations in the Caribbean. Only two covers from Liverpool and this one from the Kingdom of Sardinia crossed the Atlantic on RMSP Co. steamships.

**BOOK REVIEW: EARLY ROUTINGS OF THE ROYAL MAIL
STEAM PACKET COMPANY, 1842-1879
RICHARD F. WINTER**

Early Routings of the Royal Mail Steam Packet Company 1842-1879, by Phil J. Kenton and Harry G. Parsons. Published by The Postal History Society (in Great Britain), East Grinstead, England. 471 pages plus 25 pages of introductory text and table of contents. Five chapters, six appendices, and a bibliography. Over 100 illustrations of covers, post office notices and circulars, route maps, and pictures of steamships. Hardbound. UK£40 (about US\$60) not including postage (about \$9.75 by surface mail and about \$21.75 by air mail) from Patrick Frost, 20 Gleave Close, East Grinstead, West Sussex RH19 3XD, England; in the U.S. from Leonard Hartmann, P.O. Box 36006, Louisville, KY 40233 at \$80 postpaid.

This most important and long-awaited reference book has finally been published. It provides much-needed data on the voyages of the Royal Mail Steam Packet Company (RMSP Co.) vessels to and throughout the Caribbean. For more than ten years Phil Kenton and Harry Parsons have been assembling data on the very complex operations of the RMSP Co. steamers. These steamships transported mails to and from and called at nearly all British and French West Indies islands as well as Cuba, Haiti, Puerto Rico, Danish West Indies, Nicaragua, Columbia, Venezuela, The Bahamas, British Guiana and British Honduras. The Kenton/Parsons team collected data from the microfilm records of at least 46 different newspapers housed in the Public Record Office Kew, the British Library at Colindale, and other locations. Additional sources that they used included the British Post Office archives and the Admiralty log books of Royal Navy Receiving vessels at Jamaica. Sadly, co-author Harry Parsons died just before the finished book left the printers; however, he was alive to see the proof copies and understand that this monumental work was nearing completion.

Organizing the data was a very difficult task. Many vessels went out from England with mails and did not return immediately, but operated as mail vessels on the RMSP Co. branch routes, often for many months before returning to England. The daunting task facing the authors was to figure a way to assemble all the voyage data that they had gathered in a logical and orderly manner. The scheme they chose was to arrange the data by government mail contract, which effectively put the information in chronological order. Within each contract the sailing tables have been organized in an unusual but effective manner.

Each chapter is devoted to a single RMSP Co. mail contract. The chapter begins with the pertinent dates of the contract, a listing of each branch route under the contract with the ports of call for each branch, and the scheduled monthly dates at each terminus. Next are listed all subsequent revisions to the contract, which mostly effected the branch routes. At the beginning of each contract section there is a copy of the government notice to the public about the new mail service. Included in these notices were the postal rates for letters. Next follows the authors' route maps showing the main trunk and all the branch lines. These route listings and maps are important to understand the data that comes next, the sailing tables. The first tables under each contract section show the main trunk line voyages outbound from and inbound to England. Next follow the data for the individual branch routes arranged in the order that the routes were shown in the route maps. All the sailing dates for one year are shown for all routes before proceeding to the next year of the contract. Whenever there is an important revision to the contract, the authors show the data in the same manner, post office notice, route map, and tables. For example, under the first contract, which went into effect on 1 January 1842, there were major route revisions in October 1842 and July 1843. The 78 pages of data that the authors have provided under this first contract list all the voyage information they were able to find under this contract and its revisions until it was replaced, effective 2 November 1847. Four more chapters follow with sailing data under subsequent contracts through the year 1879, arranged in a similar manner. Not all port arrivals and departures have been recorded as information was not found for some ports, but the information which has been recorded is presented in an easy-to-use fashion. In addition, the authors have avoided potential confusion with dates by using three letter designations for the month. At the top of each page, the year of the sailing data is shown clearly.

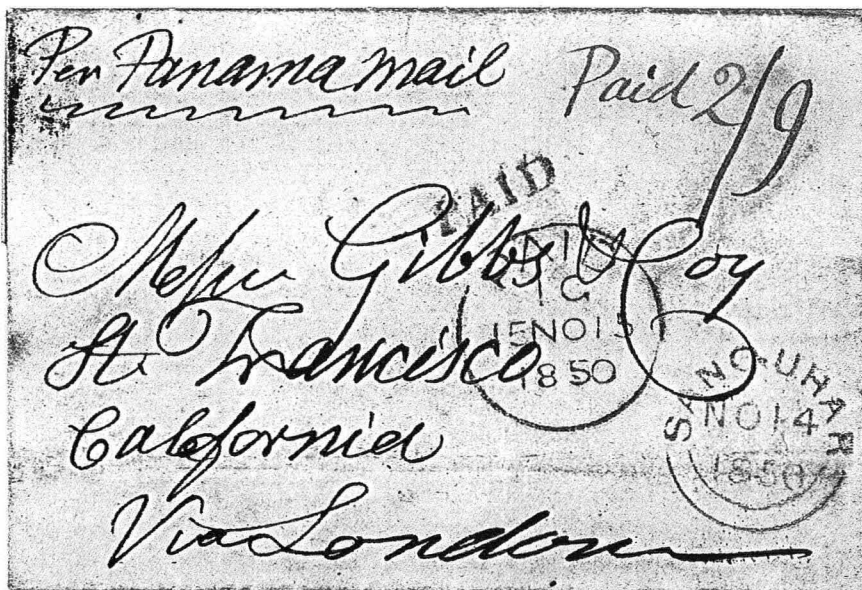


Figure 1. 13 November 1850, Sanquhur, Scotland to San Francisco, endorsed "Per Panama Mail" and prepaid 2s9d for all transit fees to destination by the West Indies route. Letter carried from Southampton on 18 November 1850 to Chagres by the Royal Mail Steam Packet Company steamship *Trent*.

Let me show the utility of the book with a cover example from my own collection. The letter, pictured in Figure 1, originated in Sanquhar, Scotland on 13 November 1850 and was addressed to San Francisco. It was endorsed "Per Panama Mail" so I know it was sent by RMSP Co. steamer to the Caribbean and not by transatlantic packet to New York. The November 1850 date puts the letter under the third contract, found in Chapter 3. On page 122 I find that my letter departed Southampton 18 November 1850 on the steamer *Trent*, which took the letter to Madeira (25 Nov.), St. Thomas (13 Dec.), Santa Martha (18 Dec.), Carthagen (19 Dec.), and Chagres (20 Dec.). Chagres was the terminus of this RMSP Co. trip. If my letter had been addressed to Havana instead of San Francisco, it would have been transferred at St. Thomas, according to the route map on page 121, to branch route 3. On page 126, we find that the branch steamer *Conway* departed St. Thomas on the day of arrival of *Trent*, 13 December 1850, for Puerto Rico (13 Dec.), Jacmel (15 Dec.), Jamaica (16 Dec.), and Havana (20 Dec.) en route to the branch terminus at Belize.

This book has very little text aside from the contract and instructions reproduced in the appendices, but primarily contains sailing tables. At the beginning of the book, the authors have devoted 16 pages to topics related to the basic operations of the RMSP Co. These include some information about the ships, hazards at sea, sailing conditions and health in the West Indies, regulations relative to passengers, rules to be observed on board, cargo and freight, and cost and handling of the mail. After this, the book quickly gets to the heart and importance of its content, the sailing tables. Sprinkled throughout the tables are attractive and important examples of covers carried by the RMSP Co. steamers, each with a brief description of the pertinent voyage(s).

There is so much data in this book that it is easy to extract incorrect data. You may find that you have used the wrong table or the wrong part of the right table. I know this from experience because I made a number of mistakes when I first started using the tables. The data is all there, however, just be very careful when trying to extract dates from the tables.

I can not stress enough the importance of this book for collectors and students worldwide. A very large gap in the published information related to steamship operations in the Caribbean, at least those of the RMSP Co., has been closed with this new book. No serious philatelic library should be without a copy. The Postal History Society in Great Britain has published a very fine product in this book. The authors forever will be remembered for their colossal efforts in bringing this data to the fingertips of interested collections and students everywhere. □

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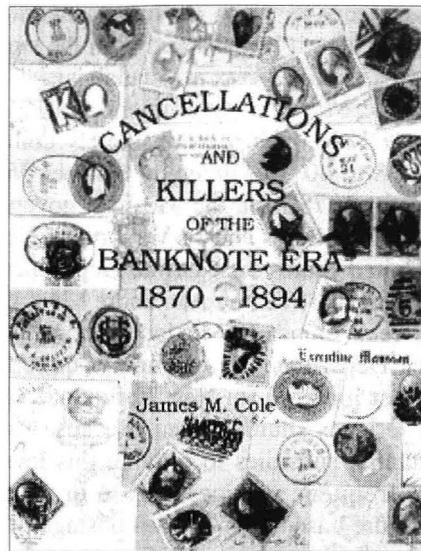
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ADDITIONAL ANSWER TO PROBLEM COVER IN ISSUE 183

Figure 1 is the 1851 cover from Philadelphia to Jerusalem, Syria, prepaid 61¢. In *Chronicle* 186, Bob Stets confirmed the 61¢ rate as correct, but we had no explanation about the meaning of the red manuscript “50.” Now Bob has written with the answer:

In the 1851 period there were only a few countries to which postage could be paid to final destination. Mail often was paid only to the seaport or border of the country and the addressee paid the additional postage to destination. I believe the “50” is the charge for carrying the letter from Beyrouth (Syria) to Jerusalem. Depending on whether it went by Syrian carriage or German courier, it could be 50 centimes or 50 pfennige.

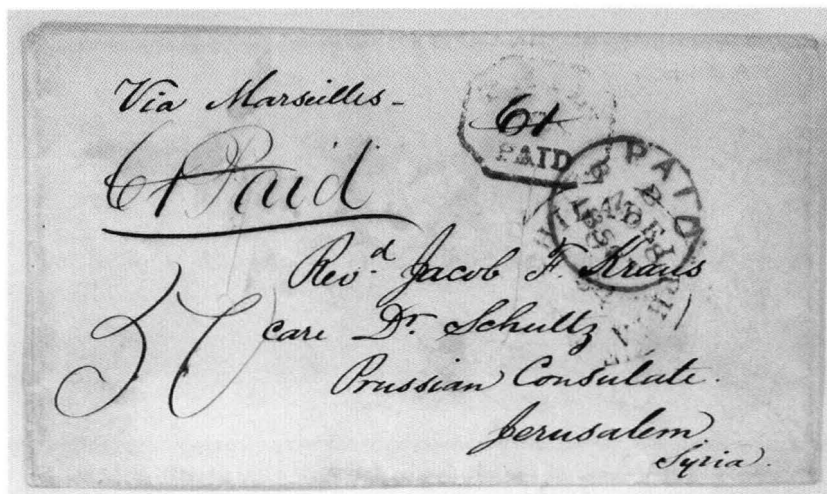


Figure 1. 1851 cover from Philadelphia to Jerusalem

ADDITIONAL ANSWER TO PROBLEM COVER IN ISSUE 185

An 1824 folded letter, Figure 2, from London to Sandwich, Upper Canada was forwarded twice by agents in New York and in Detroit. Two of the three manuscript markings, all in red, have been identified - the “6” (cents) as the incoming ship letter fee for letters delivered at the port of arrival (to the New York forwarding agent); the “50” (cents) as the U.S. postage to Detroit for a double letter over 400 miles (2 sheets x 25 = 50¢). The remaining question was to explain the “13” and its meaning.

Route Agents Bernard Biales and Don Johnstone have both identified the marking not as a numeral, but as a capital letter “B,” an abbreviation for “Boat.” Don writes:

The “B” was applied in Albany to incoming mail from boats, usually steamboats. The marking is well known to students of Hudson River and Lake Champlain steamboat mail. An identical example, also in 1824, is illustrated in plate 6 of the *W.W.L. Peltz Collection of Albany Postal History*, by Kenneth de Lisle, published in 1969 by the Albany Institute of Art. It would appear the letter did not enter the U.S. mails in New York, but was given to a north bound Hudson River boat, and entered the mails in Albany.

It then traveled to the Detroit forwarding agent who arranged for it to be collected by the addressee in Sandwich.

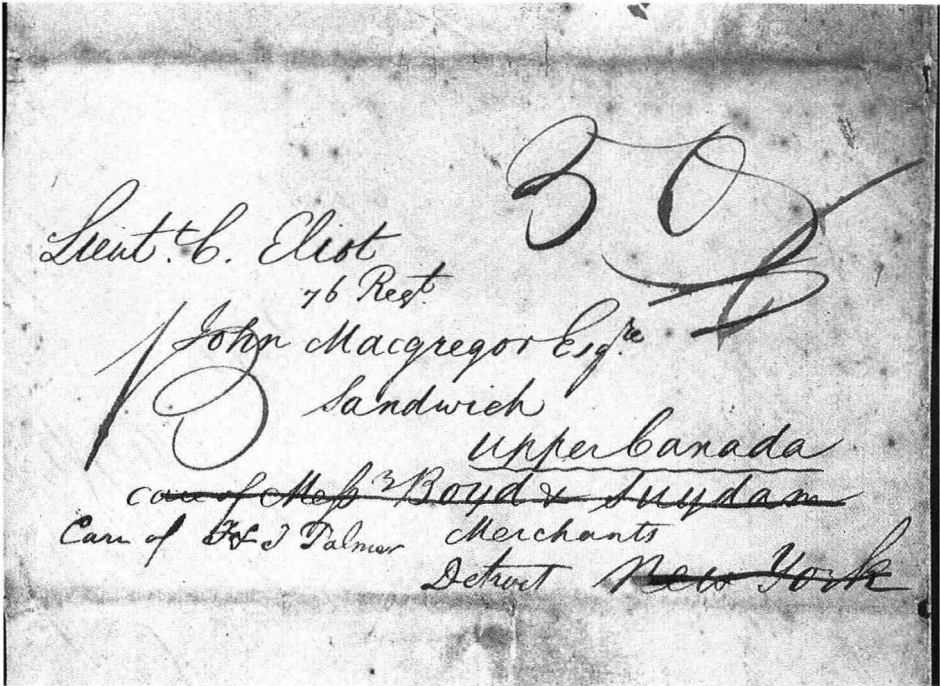


Figure 2. 1824 folded letter from London to Sandwich, Upper Canada

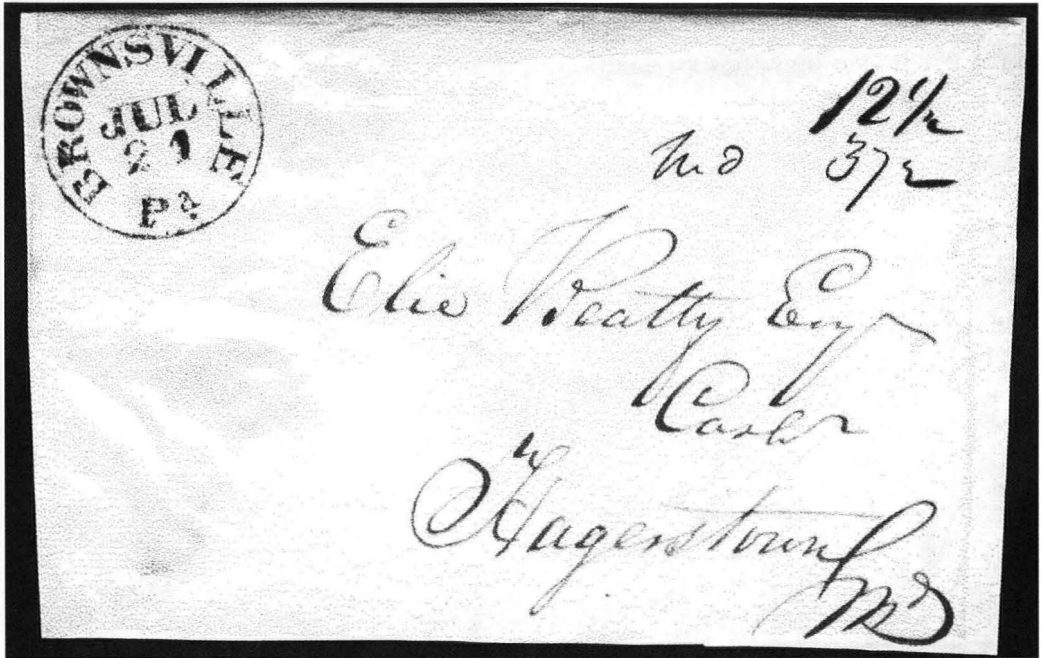


Figure 3. 1834 cover from Brownsville, Pa. to Hagerstown, MD

Figure 4. New Chart of Rates for Ship and Steamboat Letters, 1789 to 1883

Approval Date	Effective Date	Rate At Port (AP) each	Single Rate Beyond Port (BP) 2¢ each plus reg. post	Remarks
Mar. 2, 1799	May 1, 1799	6¢ each	10¢ to 27¢	(BP) 2¢ each plus regular postage rates
Dec. 23, 1814	Feb. 1, 1815	9¢ each	14¢ to 39½¢	(AP) & (BP) War of 1812 - 50% increase
Feb. 1, 1816	Mar. 31, 1816	6¢ each	10¢ to 27¢	(AP) & (BP) 50% increase repealed
April 9, 1816	May 1, 1816	6¢ each	8¢ to 27¢	(BP) 2¢ each plus new regular postage rates
Mar. 3, 1845	July 1, 1845	"	7¢ or 12¢	(BP) 7¢ not over 300 miles; 12¢ over 300 miles
Mar. 3, 1847	? ? , 1847	-	42¢	(BP) added 42¢ to/from U.S. Pacific Coast
Aug. 14, 1848	? ? , 1848	-	14½¢	(BP) added 14½¢ within California
Mar. 3, 1851	June 30, 1851	6¢ each	If prepaid - 5¢ or 8¢	(BP) 5¢ / 7¢ - not over 3000 miles
"	"	6¢ each	Not prepaid - 7¢ or 12¢	(BP) 8¢ / 12¢ - over 3000 miles
Mar. 3, 1855 *	April 1, 1855	6¢ each	5¢ or 12¢	(BP) 5¢ not over 3000 miles; 12¢ over 3000 miles
Feb. 27, 1861	May 1, 1861	5¢ each	5¢ or 12¢	(AP) Reduced to 5¢; (BP) added 12¢ over Rocky Mt.
Mar. 3, 1863	June 30, 1863	4¢	6¢	(AP) & (BP) Two times regular rates
Mar. 3, 1883	Oct. 1, 1883	4¢	4¢	(AP) & (BP) Two times new regular rates

* This Act required prepayment of domestic postage. Subsequent penalty rates for short paid Steamboat letters have not been developed.

ANSWERS TO PROBLEM COVERS IN ISSUE 186

The Figure 3 cover from Brownsville, Pa. to a well known cashier in Hagerstown, MD was rated for a collection of "12½" (cents) as shown in black in upper right. But beneath this is a black manuscript "37 2" preceded by a scribble. What do these markings mean and where were they added? A multiple choice was provided, and the best answer was choice F) Add your own meaning.

Agents Milliard Mack, Greg Sutherland and Bernard Biales all concluded that when the cover reached Hagerstown it was checked for enclosures and it had at least three (corroborated by the text inside dated July 24, 1834). Since at this period postage was calculated on number of sheets and distance, the number is 37½, representing the short postage charge. Greg and Bernard both concluded that the scribble preceding the 37½ stands for "undercharged" and wondered why the numbers were not added to show the total due of 50 (cents).

MORE ANSWERS TO THE U.S. "STEAMBOAT" COVER PARADE

Thanks to Bernard Biales for his contributions to three problem cover topics in this issue! He provided a host of information about Steamboat postal regulations, improved the accuracy and scope of the Chart of Rates for "Ship and Steamboat Letters," and instructed your editor regarding the difference between the "Effective Date" (as published), and the "Lawful Effective Date" (as legally defined) for postal regulations. A new chart is provided - see Figure 4.

The revised Figure 4 incorporates:

- Two arcane rates to / from the U.S. Pacific coast, *viz.*, 42¢ in 1847, and 14½¢ in 1848 for within California.
- Reduced postage rates in 1851 for prepaid letters.
- Adjusted 1812 single war rates and some effective dates (but "Effective Date" column continues to show the common published dates rather than the more obscure legal lawful effective dates).

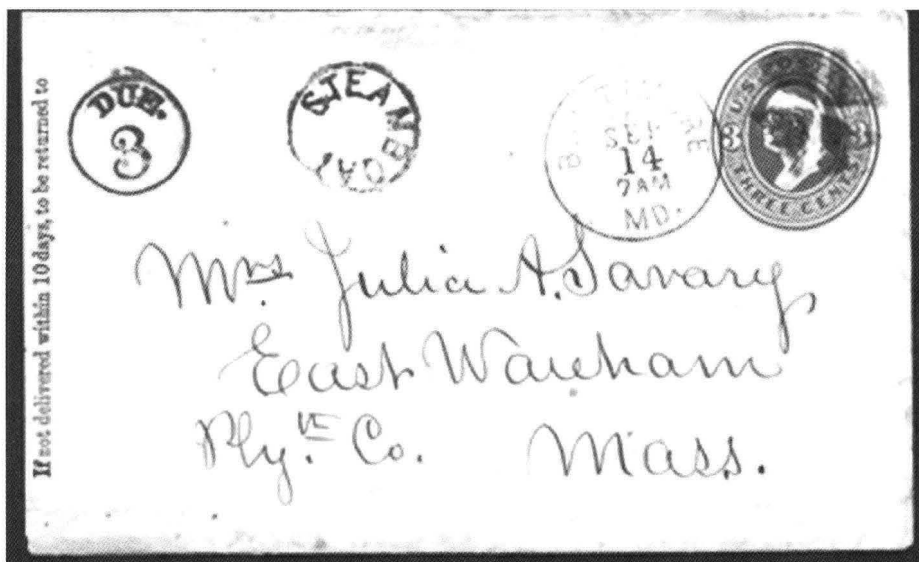


Figure 5. Cover with "STEAMBOAT" in circle to East Wareham, Mass.

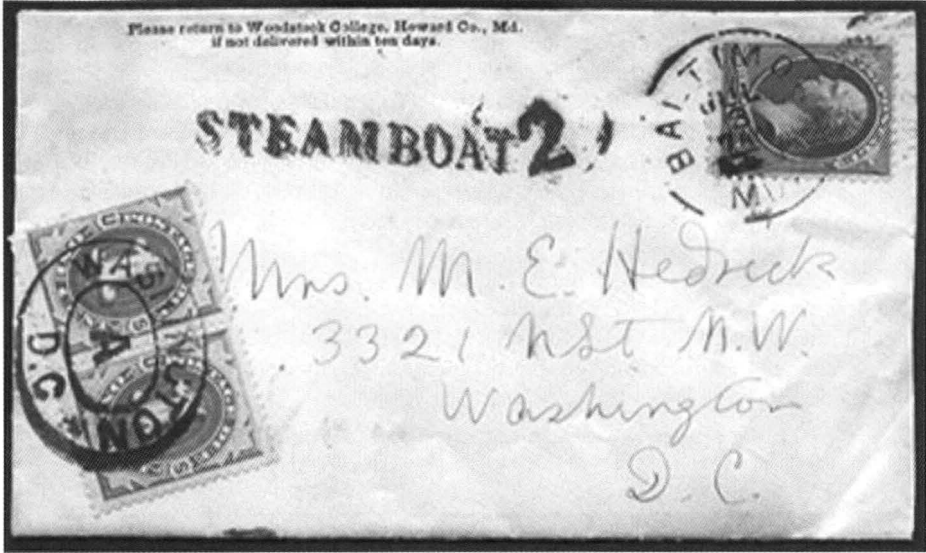


Figure 6. "STEAMBOAT" cover with two 1¢ postage due stamps to Washington



Figure 7. "STEAMBOAT" cover to Baltimore prepaid 5¢ in stamps

Additionally, Bob Stets and Cary Johnson have submitted other data and interpretations of Postal Regulations, Bob in the post-1874 period, and Cary with reference to the Great Lakes. Bob first:

Figure 5 [Figure 9 in *Chronicle* 186] shows an example of a double 3¢ rate to a point beyond the port of arrival. The date is probably after 1874, based on the 3¢ envelope. At some time between 1874 and July 1883, the charge for steamboat mail was changed from double regular postage (4¢ or 6¢) to regular postage plus 2¢ (4¢ or 5¢). The Official Postal Guide for January 1886, Section 577 specifies prepaid and unpaid rates based on regular postage plus 2¢ for the captain of the steamboat. Prior to October 1, 1883 this would result in a 4¢ (2¢ drop + 2¢ to captain) or 5¢ (3¢ regular postage plus 2¢ to captain) rate. Section 579, however, specifies double postage if mail is received from a non-contract vessel.

I believe that Figure 6 [Figure 11 in *Chronicle* 186] is a proper example of the 5¢ rate described in Section 577, and Figure 7 [Figure 12 in *Chronicle* 186] is an overpayment of the 4¢ rate. Figure 8 [Figure 10 in *Chronicle* 186] is an example of the 2¢ regular postage plus 2¢ to captain fee (not double postage) after postal rates were reduced on October 1, 1883.

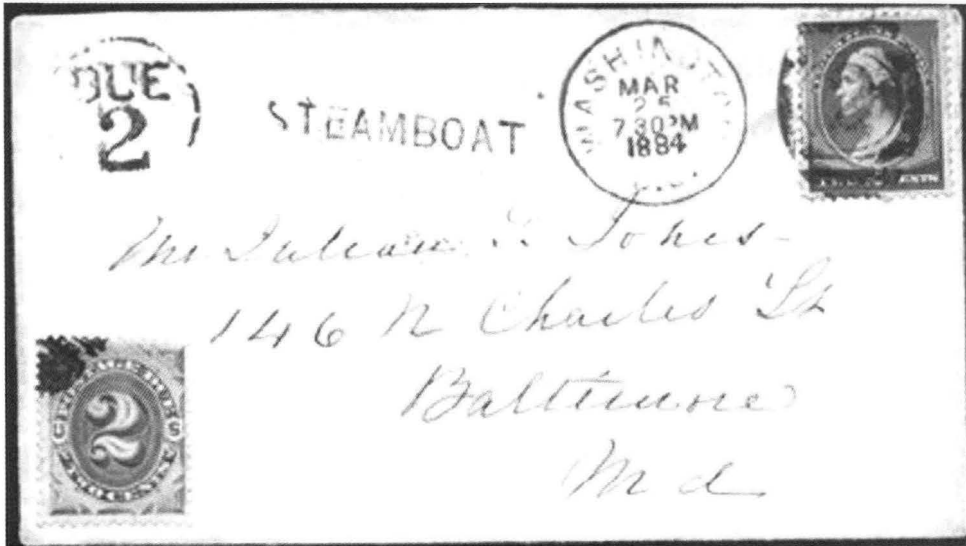


Figure 8. "STEAMBOAT" cover to Baltimore with a 2¢ postage due stamp

If I understand the regulations correctly, the last two lines of the Steamboat Rate Chart should be four lines:

Approval Date	Effective Date	Rate At Port	Rate Beyond Port	Remarks
??	??	4¢	5¢	2¢ + regular postage (From domestic steamboat)
??	??	4¢	6¢	Double regular postage (From non-mailboat)
Mar.3, 1883	Oct.1, 1883	4¢	4¢	2¢ + regular postage (From domestic steamboat)
Mar.3, 1883	Oct.1, 1883	4¢	4¢	Double regular postage (From non-mailboat)

Note that these changes have not yet been made to the Chart in Figure 4. Nor have penalty rates been entered for short paid Steamboat letters after the Act of 1855 became effective on April 1. Would someone like to take on this challenging and obscure topic?

Next, Cary discusses in some detail the application of Steamboat letter rates as applied to the Great Lakes. He writes:

My interest in Steamboat letters relates to mail on the Great Lakes from and through Michigan ports-of-call. My understanding of the rates has been abstracted from the PL&R, which information was confusing in some cases and the interpretation by various postmasters was probably different.

Until the early 1830s, the Great Lakes used the SHIP designation for Ship and Steamboat letters. The rate for letters delivered at the port of arrival (AP) was 6 cents, and beyond port of arrival was 2 cents plus regular postage (BP). From this point on the rating for Ship letters and for Steamboat letters is different. Ship letters related to mail received from ocean-going vessels and Steamboat letters related to mail received from domestic inland or coastal vessels.

About 1835, Detroit began using the designation STEAMBOAT and in the early 1840s, this was abbreviated to STEAM. There was no specific indication of additional postage due on these covers; however, the handstamped STEAMBOAT and STEAM markings were used as postal accounting marks for the Steamboat service to indicate that a 2 cents fee had been paid to the captain. The letter was rated for the total distance from the point the letter was picked up by the vessel to the point of delivery. Some post offices, such as Troy, New York show the 2 cents Steamboat fee added to the regular postage but this seems to be an exception rather than the general practice. By rating the postage based on the total mileage traveled, the post office more than recovered the fee paid to the captain.¹ This fee structure remained in effect until April 1, 1855. At this time, the captain continued to be paid 2 cents per letter and no added fee for Steamboat service was allowed on prepaid letters. However, unpaid Steamboat letters were to be treated as Ship letters; rated 6 cents (AP) and 2 cents plus regular postage (BP). I have not seen an example of this unpaid rate on the Great Lakes.

The Act that went into effect on May 1, 1861 again added the 2 cents fee to prepaid Steamboat letters such that the (AP) rate was 5 cents and the (BP) rate was 2 cents plus inland postage. Unpaid Steamboat letters were still rated as Ship letters but the rate was now the same. See Figures 9 and 10 for examples of Steamboat letters prepaid 3¢ and "DUE 2 CTS" for both delivered at port (AP) and beyond port (BP) via Detroit.

The Postal Act of July 1, 1863 really confused things and I cannot say that the postmasters uniformly understood it either. The rate applications on the Great Lakes are interesting as you will see. Although the 1866 PL & R do not indicate a penalty for underpayment, there are phrases in the Act with instructions to postmasters to specifically apply a double penalty. My interpretation of Instruction No. 31, Part 3, is that the rate for Steamboat letters was double regular postage, *i.e.*, (AP) rate 4 cents and (BP) rate 6 cents. However, if only partly prepaid by stamps, double the unpaid balance is charged and collected on delivery. For example, a 3 cents prepaid Steamboat cover for delivery at the port of arrival would be subject to postage due of 2 cents - double the unpaid balance of 1 cent for the 4 cents (AP) rate. See Figure 11, a cover prepaid 3¢ for delivery at Detroit, the port of arrival (AP). This was 1¢ short of the double regular postage at port rate and therefore charged 2 ¢ due, double the short payment. A three cents prepaid cover delivered beyond the port of arrival would be subject to postage due of 6 cents, double the unpaid balance of 3 cents. Dick Graham told me the double penalty was abolished on May 1, 1865, but I have an 1867 cover which still shows the Due 6 penalty.

¹Richard B. Graham, "Postal History, 'Steamboat' mail," *Linn's Stamp News*, October 25, 1999, p. 42.

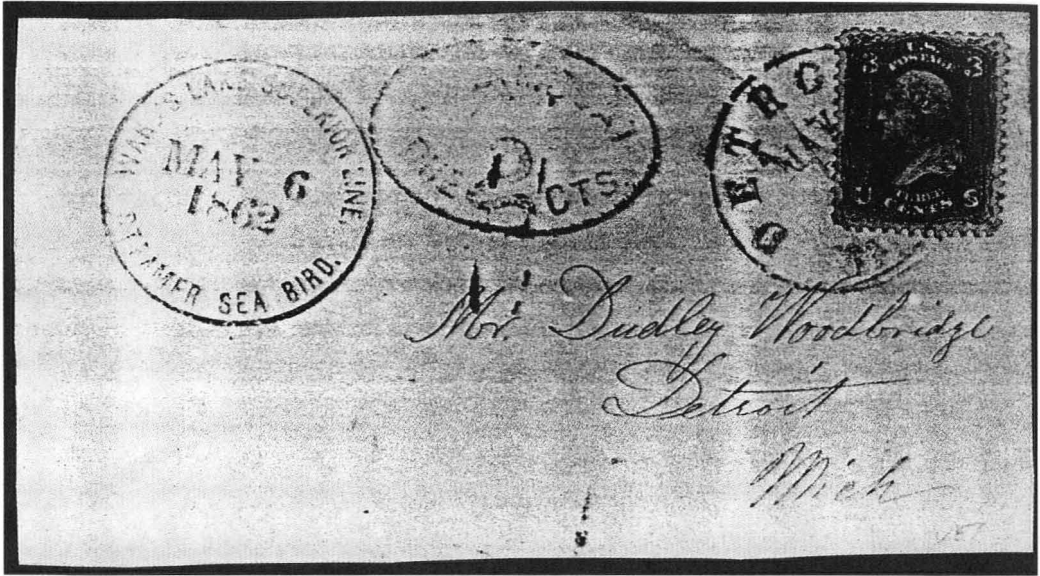


Figure 9. May 1862 Steamboat cover "DUE 2 CTS" at port of arrival (AP)



Figure 10. May 1862 Steamboat cover "DUE 2 CTS" beyond port of arrival (BP)

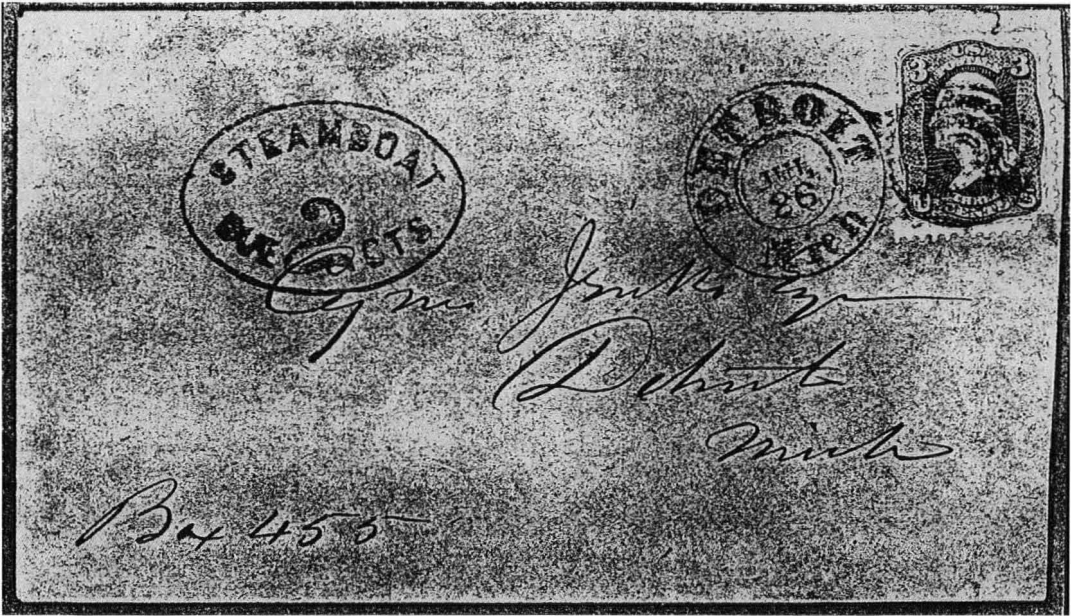


Figure 11. July 1864 Steamboat cover - 5¢ rate at port of arrival (AP)

I have one other postage due Great Lakes Steamboat cover from the early 1870s with a 3 cent Bank Note addressed for delivery beyond the port of call with a manuscript "Steamboat Letter Due 2." So there must be another rate change that needs to be documented in the PL&R to explain this cover.

We invite Route Agents to submit comments and examples of steamboat covers for the new periods described above by Agents Biales, Stets and Johnson. Those received will be featured in future issues of the *Chronicle*.

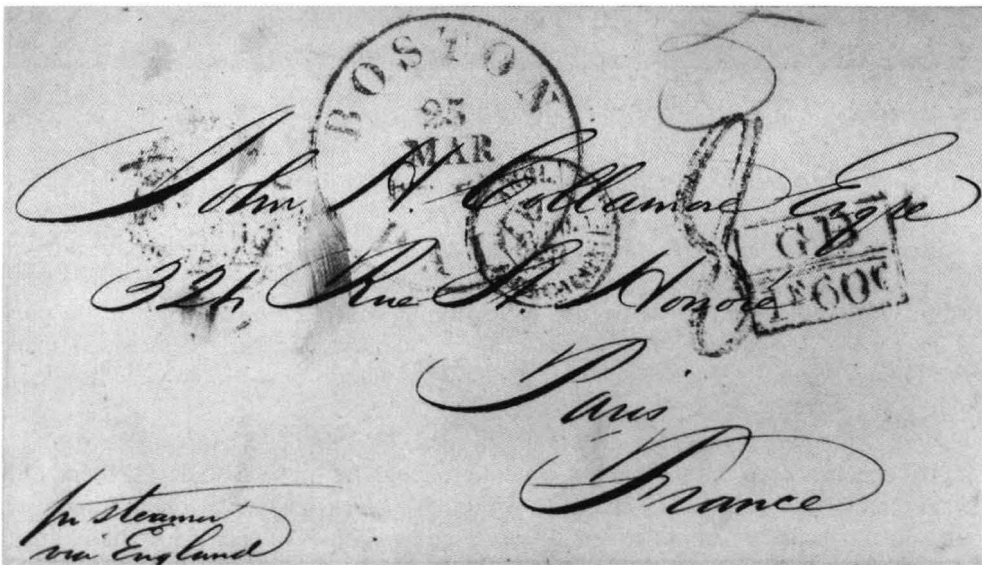


Figure 12. March 25, 1857 cover Boston to Paris

PROBLEM COVER FOR THIS ISSUE

Figure 12 is a cover mailed per red CDS from "BOSTON / 25 / MAR / PAID" in 1857 as shown by British and French backstamps. The front has a pencil "5" at upper right, a black "8" handstamp below it, a black boxed "GB / 1F60c" adjoining, and a black "ANGL. / ? ? / ? / AMB. CALAIS." The rear has a red London 7 AP CDS, and a black Paris 8 AVRIL 57. Please clarify the postage paid in Boston, describe the other rating marks, and give the total amount paid for this cover to reach its destination.

Figure 13 is a wrapper sent in by Route Agent Paul Abajian. It is franked with a 2¢ Black Jack and has only two markings: a black manuscript "2 cts" at upper right corner, and what appears to be a large "2" scrawled across the middle. Paul feels it is not a complicated solution, but he would like to know where the wrapper is addressed, the total postage rate, and the meaning of the two "2"s.



Figure 13. Wrapper with 2¢ Black Jack

Please send to The Cover Corner Editor your answers to the problem covers for this issue, and any further discussion of previous answers to other problem covers, as soon as possible, preferably within two weeks of receiving your *Chronicle*. The "go to press" deadline for the November 2000 Cover Corner is October 10, 2000. I can receive mail at 9068 Fontainebleau Terrace, Cincinnati, Ohio, 45231-4808, and via an E-Mail address: RWCARLIN@aol.com.

New examples of problem covers are needed for The Cover Corner. We have successfully experimented with copies of covers produced by high resolution copiers, either in black and white or in color, instead of requiring black and white photographs. This should make it easier to submit covers. Please send two copies of each cover, including the reverse if it has significant markings. It is also important to identify the color of markings on covers submitted in black and white. Thanks. □

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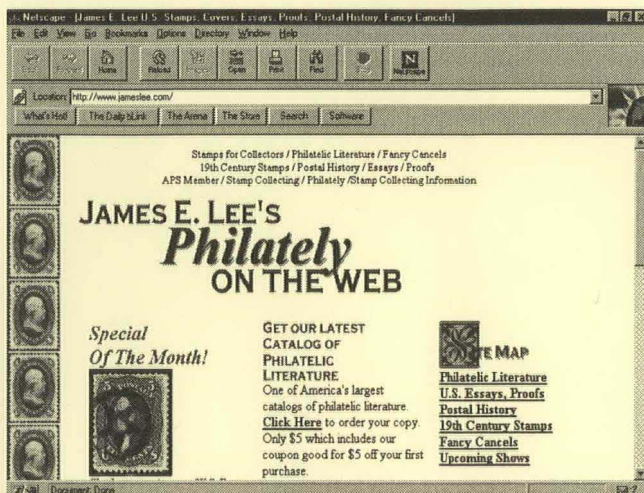


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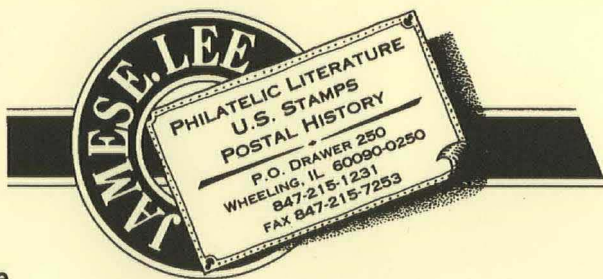


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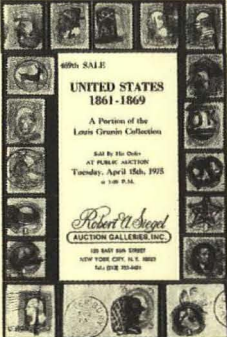
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