

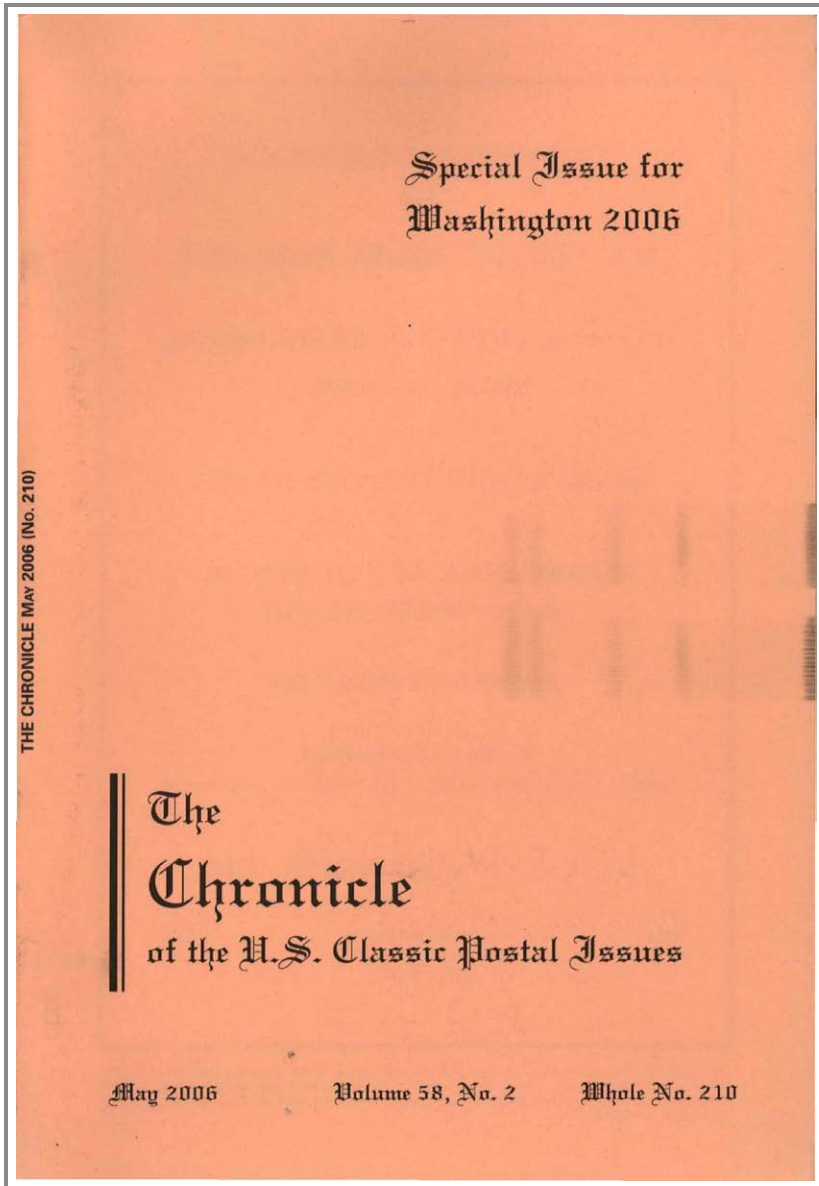


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## LETTER MAIL BETWEEN THE UNITED STATES AND GERMANY UNDER THE ANGLO-PRUSSIAN CONVENTION

DWAYNE O. LITTAUER

*Continued from Chronicle 209, page 73.*

### Part Two: 1852 Modifications to the Anglo-Prussian Convention

The formation of the German-Austrian Postal Union (GAPU) in 1850 resulted in a postage rate reduction within the German states.<sup>1</sup> This prompted modifications to the Anglo-Prussian Convention effective August 1, 1852, which in turn had an impact on the exchange of mails between the United States and the German states under this convention.

According to Article I, the German geographical territory covered by the convention was expanded to any place within the GAPU. When a letter was sent in the closed mails through Belgium, the rate in Britain was reduced from 1 shilling to 8 pence, and in Germany the rate was reduced from 10 silbergroschen to 7 silbergroschen (or the corresponding amount in the particular state's currency).<sup>2</sup> The 1852 convention does not mention the possibility of transit through Hamburg or the Netherlands, as had the 1846 convention.

According to Article IV, a single rate letter was ½ ounce in England and 1 zoll loth in Prussia. The rate progression remained the same in Britain: two rates for each ounce after the first ounce. In Germany, however, the rate progression after the first ounce was one rate for each zoll loth (½ ounce). Thus, letters weighing 2 zoll loths or more but less than 3 zoll loths would be charged three rates of postage. By contrast, in Britain there was no triple rate under the convention. The lack of a triple rate is consistent with the rate progression under Article VII of the Regulations under the 1848 United States-British Convention.

On letters from Britain to be sent through the GAPU to foreign countries beyond the GAPU or on letters from colonies or foreign countries through the GAPU to Britain, Article II required that the foreign postage specified in Table A of the convention be added to the 8 pence or 7 silbergroschen basic rate. Similarly, Article III provided that on letters from the GAPU to be sent through Britain to colonies or foreign countries beyond Britain or on letters from colonies or foreign countries through Britain to the GAPU, the same postage charged to correspondents in Britain was to be added to the 8 pence or 7 silbergroschen.

Under Article VII, Belgian transit was paid half by Britain and half by Prussia. This division of the Belgian postage is established by the following accounting for single rate letters:

**Britain pays Prussia** (for unpaid letters from the GAPU and paid letters from the U.K.):

GAPU internal fee	3½d
Belgium transit fee	<u>½d</u>
Total to Prussia	4d

<sup>1</sup> Parry, *op. cit.*, vol. 104, pp. 1-18.

<sup>2</sup> Parry, *op. cit.*, vol. 108, pp. 244-48..

**Prussia pays Britain** (for unpaid letters from the U.K. and for paid letters from the GAPU):

British internal fee	3 sgr
Belgium transit fee	$\frac{1}{2}$ sgr
Total to Britain	$3\frac{1}{2}$ sgr

In his book, Hargest incorrectly described the division of British and Prussian rates because he did not take into account the sharing of Belgian transit fees between the two countries.<sup>3</sup>

Articles VIII and IX specified that on letters to or from foreign countries transiting through Britain or Prussia, foreign postage should be added to the 4 pence and  $3\frac{1}{2}$  silbergroschen.

Thus, under the 1852 Convention, a single rate letter from the United States prepaid the 5¢ open mail rate for British packet service would be charged 1 shilling 4 pence. Belgian transit was no longer computed on a  $\frac{1}{4}$  ounce progression. The breakdown of the rate is summarized in the following table:

<b>British Packet</b>			
U.S. internal fee	5¢		
Packet fee		8d	$6\frac{3}{4}$ sgr
British internal fee		$3\frac{1}{2}$ d	3 sgr
Belgian transit fee (Br. part)		$\frac{1}{2}$ d	$\frac{1}{2}$ sgr
Belgian transit fee (Pr. part)		$\frac{1}{2}$ d	$\frac{1}{2}$ sgr
German internal fee		$3\frac{1}{2}$ d	3 sgr
Totals	5¢	16d = 1 sh 4d	$13\frac{3}{4}$ sgr

A single rate letter from the United States prepaid the 21¢ open mail rate for American packet service would be charged 8 pence. The breakdown of the rate is summarized in the following table:

<b>American Packet</b>			
U.S. internal fee	5¢		
Packet fee	16¢		
British internal fee		$3\frac{1}{2}$ d	3 sgr
Belgian transit fee (Br. part)		$\frac{1}{2}$ d	$\frac{1}{2}$ sgr
Belgian transit fee (Pr. part)		$\frac{1}{2}$ d	$\frac{1}{2}$ sgr
German internal fee		$3\frac{1}{2}$ d	3 sgr
Totals	21¢	8d	7 sgr

It should be noted that this accounting is different in several respects from what Starnes showed for the 1852 convention in Appendix L his book.<sup>4</sup> The right table in Starnes' Appendix L should be corrected to show that for both American and British packets, the British internal fee was  $3\frac{1}{2}$  pence (3 silbergroschen); for British packet, the U.K. debit to Prussia was 1 shilling ( $10\frac{1}{4}$  silbergroschen); and the Prussian total collect for British packet was  $13\frac{3}{4}$  silbergroschen.

Figure 12 illustrates an envelope that was carried by a British packet in the open mail and under the 1852 Anglo-Prussian Convention. It was sent from Boston to Dresden, Saxony, on May 4, 1859, as indicated by the BOSTON/BR. T./MAY/4/PAID red circular date stamp. The Boston clerk marked in pencil at the upper right the 5¢ prepayment of the open

<sup>3</sup> Hargest, *op. cit.*, p. 86.

<sup>4</sup> Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU* (Louisville, Kentucky: Leonard H. Hartmann), revised edition, 1989, p. 69.

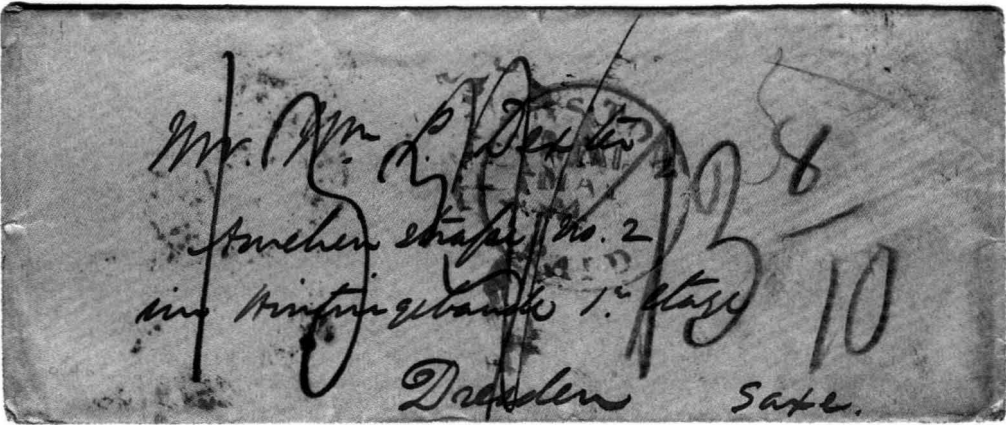


Figure 12. May 4, 1859, Boston to Dresden, Saxony, prepaid 5¢ U.S. internal postage and sent unpaid on British steamer to Liverpool. London debited Prussia 1s (equivalent of 10¼ sgr.). Prussia added 3½ sgr. and marked 13¾ sgr. or 13–8/10 neugroschen due.

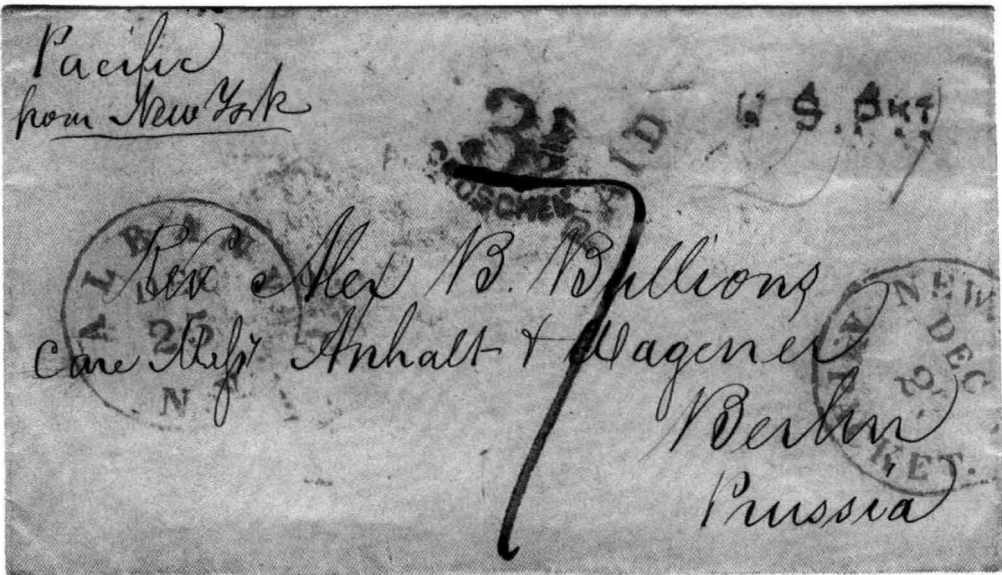


Figure 13. December 25, 1854, Albany, New York, to Berlin, prepaid 21¢ and sent on American packet paid to England. London debited to Prussia 3½ sgr. Prussia added 3½ sgr. and marked 7 sgr. due.

mail rate by a British packet. The letter was sent on the Cunard Line steamship *Arabia*, which sailed from Boston on May 4, 1859, and arrived at Liverpool on May 14, 1859. The London office processed the letter on May 16, 1859, as indicated by a small red circular date stamp on the reverse. The London clerk placed the letter in the mails for Prussia and marked 1 shilling in manuscript as a debit to Prussia for the 8 pence packet fee, 3½ pence British internal fee, and ½ pence for the British part of the Belgian transit fee. The letter reached the Aachen exchange office the next day as indicated by a SEEBRIEF PER ENGLAND UND AACHEN/17/5 B/\* red double circle backstamp (similar to the marking shown as Figure 7 in the previous installment of this write-up). The 1 shilling debit was equivalent

to  $10\frac{1}{4}$  silbergroschen in the Prussian currency. To this was added  $\frac{1}{2}$  silbergroschen for the Prussian part of the Belgian transit fee and 3 silbergroschen for the Prussian internal fee, so that a total of  $13\frac{3}{4}$  silbergroschen was due, which is indicated in blue manuscript at the left. This was equivalent to  $13\text{--}8/10$  neugroschen in the currency of Saxony, which is written in blue crayon at the right.

Figure 13 illustrates an envelope carried by an American packet. It was sent from Albany, New York, on December 25, 1854, to Berlin, Prussia. A pencil notation at the upper right indicates cash prepayment in Albany of the 21¢ open mail rate by an American packet. The New York clerk struck a red circular datestamp (NEW.YORK/DEC/27/AM. PACKET) and sent the letter on the Collins Line steamship *Pacific*, which sailed from New York on December 28, 1854, and arrived at Liverpool on January 9, 1855. The London office clerk placed the letter in the mails for Prussia and marked in black ink the handstamps U.S. PKT. (Figure 14) and  $3\frac{1}{2}$  GROSCHEN (Figure 15). The latter was a debit to Prussia: 3 silbergroschen ( $3\frac{1}{2}$  pence) British internal fee and  $\frac{1}{2}$  silbergroschen ( $\frac{1}{2}$  pence) for the British portion of the Belgian transit. The postage due of 7 silbergroschen is written in blue ink in the center of the envelope. This represents the sum of  $3\frac{1}{2}$  silbergroschen due to Britain,  $\frac{1}{2}$  silbergroschen for the Prussian portion of the Belgian transit fee, and 3 silbergroschen for the Prussian internal fee.

U.S. PKT

**Figure 14. Applied by London in black from 1850 to 1859 on mail carried by American packets from the U.S. and sent through Britain to Europe.**

$3\frac{1}{2}$   
GROSCHEN

**Figure 15. Applied by London in black beginning in 1852 as a debit to Prussia under the Anglo-Prussian Convention.**

Figure 16 illustrates another cover carried by an American packet, addressed to Hamburg and posted at Norwich, Connecticut, on August 15, 1856. The 21¢ open mail rate by an American packet was paid by a single of the 1851 1¢ blue type II and a horizontal sheet margin pair of the 1855 10¢ green type II. The letter was carried on the Collins Line steamship *Atlantic*, which sailed from New York on August 16, 1856, indicated by the faint red circular NEW-YORK/AUG/16/AM. PKT. The letter arrived at Liverpool on August 28, 1856, and it reached the London exchange office the same date as indicated by a small black circular IU/AU-28/1856 backstamp. The London office clerk marked the letter U.S. PKT. (Figure 14). Unlike the envelope shown in Figure 13, the clerk neglected to mark the  $3\frac{1}{2}$  silbergroschen debit to Prussia. After adding  $\frac{1}{2}$  silbergroschen for the Prussian portion of the Belgian transit fee and 3 silbergroschen for German internal fee, the postage due was 9 Hamburg schillinge (equivalent to 7 silbergroschen), which is indicated in red crayon. The letter reached Hamburg on August 30, 1856, as indicated by a black oval St. P.A./30 Aug. 1856 backstamp.

Figure 17 illustrates a folded letter from the same correspondence carried by a British packet. It was posted at Norwich, Connecticut, on August 26, 1856, addressed to Hamburg. The 5¢ open mail rate by a British packet was paid by a horizontal pair of the 1851 1¢ blue type II and a single 1851 3¢ dull red. The letter was sent on the Cunard Line steamship *Canada*, which sailed from Boston on August 27, 1856, indicated by a black backstamp BOSTON/27/MAY/BR. PKT. The letter arrived at Liverpool on September 7, 1856, and it reached the London exchange office the next day, as indicated by a red circular backstamp.

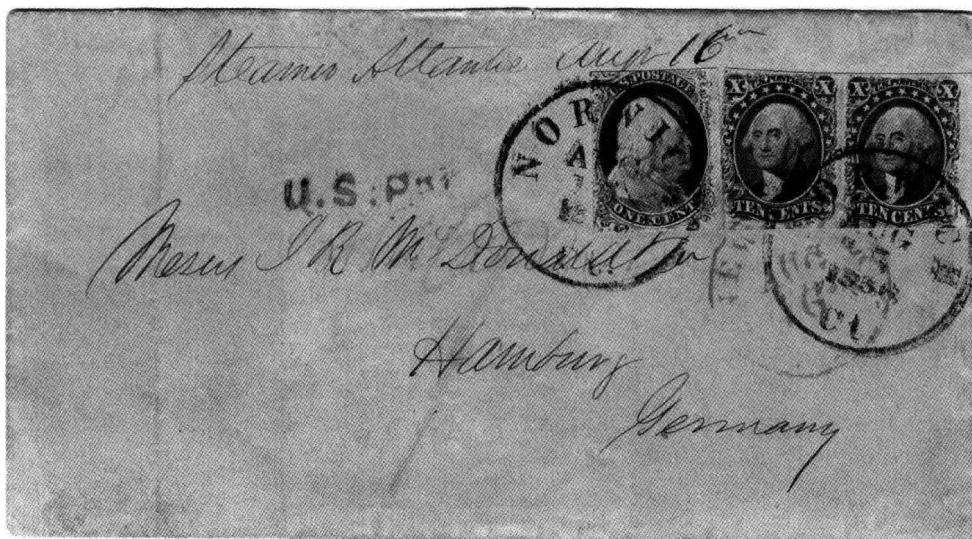


Figure 16. August 15, 1856, Norwich, Connecticut, to Hamburg, prepaid 21¢ and sent on an American packet from New York to Liverpool. British 3½ sgr. debit to Prussia not indicated. Prussia added 3½ sgr. Postage due in Hamburg was 9 schillinge (equivalent to 7 sgr.).

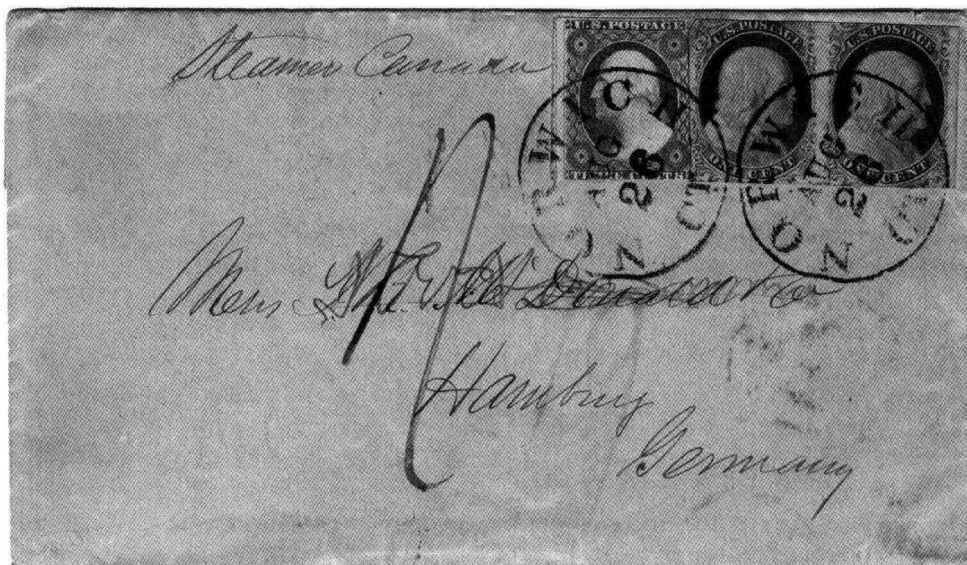
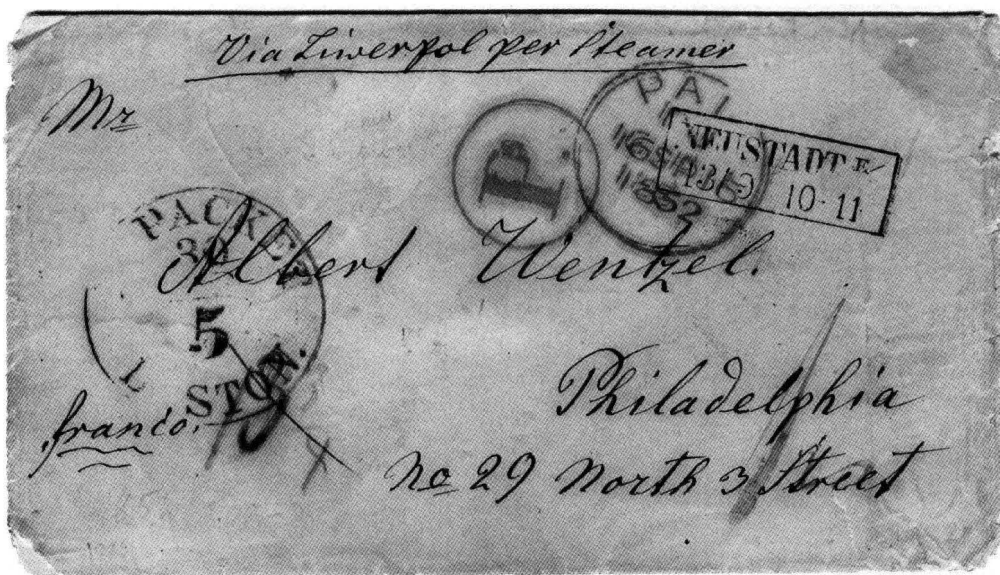


Figure 17. August 26, 1856, Norwich, Connecticut, to Hamburg. Prepaid 5¢ U.S. internal and sent on British packet from Boston to Liverpool. London debited Prussia 1s (equivalent of 10¼ sgr.). Prussia added 3½ sgr. Postage due in Hamburg was 19 schillinge (equivalent of 13¼ sgr.).

The London office clerk placed the letter in the mails for Prussia and marked 1 shilling in manuscript. This was a debit to Prussia for the 8 pence packet fee, 3½ pence British internal fee, and ½ pence for the British part of the Belgian transit fee. After adding ½ silbergroschen





**Figure 18. September 13, 1852, Neustadt–Eberswalde, Prussia to Philadelphia, prepaid 13¾ sgr. Prussia credited 1s to Britain. Envelope sent on British packet from Liverpool to Boston, where 5¢ postage due was marked for internal postage to Philadelphia.**

for the Prussian portion of the Belgian transit fee, and 3 silbergroschen for German internal fee, the postage due was 19 Hamburg schillinge (equivalent to 13¾ silbergroschen), which is indicated in red crayon. The letter bears a black oval Hamburg backstamp similar to the one on the back of the cover shown in Figure 16.

Figure 18 illustrates an envelope sent in the opposite direction very soon after the 1852 rates became effective. It is from Neustadt–Eberswalde, Prussia, on September 13, 1852, to Philadelphia. The 13¾ silbergroschen prepayment is indicated in red crayon in the lower left after the manuscript “franco.” This represented 3 silbergroschen Prussian internal fee, 1 silbergroschen Belgian transit fee, 3 silbergroschen British internal fee, and 6¾ silbergroschen packet fee. A backstamp indicates the letter was processed September 15, 1852, on the Cologne–Verviers railroad. There, the clerk marked a large red circular P. and in the lower right applied a magenta 1 shilling manuscript credit to Britain: ½ pence for the British part of the Belgian transit fee, 3½ pence British internal fee, and 8 pence packet fee. The letter reached London on September 16, 1852, as indicated by the red circular date stamp on the front. The letter crossed on the Cunard Line steamship *Canada*, which sailed from Liverpool on September 18, 1852, and arrived at Boston on September 29, 1852. The next day a Boston clerk applied a black circular date stamp BR. PACKET/30/SEP/5/BOSTON to indicate that 5¢ was due for the United States internal fee under the United States–British Convention’s open mail provision.

Figure 19 illustrates an envelope from Wiesbaden, Nassau, on August 24, 1859, to Blackjack, De Soto Parish, Louisiana. The Thurn and Taxis post office serviced Nassau, and 47 kreuzer was prepaid by a horizontal pair of the black on light green paper 1 kreuzer Thurn and Taxis issue of 1852 and two horizontal pairs and a single of the black on brownish yellow paper 9 kreuzer Thurn and Taxis issue of 1852 (Scott 46). The Thurn and Taxis clerk marked in magenta ink the fraction “9/38” to indicate the division of the postage: 9 kreuzer for the German internal fee and 38 kreuzer for the Belgian transit fee, British transit fee, and packet fee. A faint Cologne backstamp indicates that the Cologne exchange office



Figure 19. August 24, 1859, Wiesbaden, Nassau, to Blackjack, Louisiana, prepaid 47 kreuzer. Thurn and Taxis "9/38" indicates division of postage: 9 kreuzer German internal and 38 kreuzer foreign postage. Prussia credited 1s to Britain. Envelope sent on British packet from Liverpool to Boston, where 5¢ postage due was marked for internal postage to Blackjack.

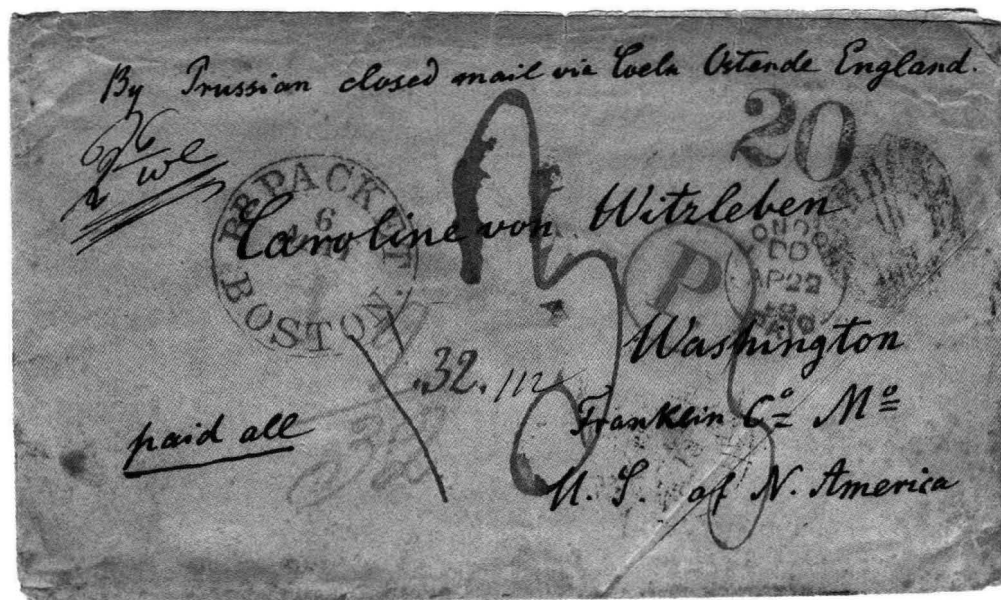


Figure 20. April 18, 1859, Frankfurt am Main to Washington, Franklin County, Missouri, prepaid 41 sgr. for letter weight of 2 6/10 zoll loth. Frankfurt marked "9/32" to indicate division of prepayment: 9 sgr. for German internal and 32 sgr. (or 112 kreuzer) foreign postage. Prussia credited 3s to Britain. Envelope sent on British packet from Liverpool to Boston, where 20¢ postage due was marked for quadruple internal fee.

handled the letter on August 26, 1859. There, the clerk marked a large red circular P. and wrote a magenta 1 shilling credit to Britain, representing ½ pence for the British part of the Belgian transit fee, 3½ pence British internal fee, and 8 pence packet fee. The letter reached London on August 26, 1859, as indicated by the small red double circle date stamp on the front. The letter was sent on the Cunard Line steamship *Europa*, which sailed from Liverpool on August 27, 1859, and arrived at Boston on September 9, 1859. Boston applied its black circular date stamp 5/SEP/9/BOSTON BR. PKT. to indicate that 5¢ was due for the United States internal fee under the United States–British Convention’s open mail rates.

Figure 20 illustrates an envelope that was a triple rate under the Anglo–Prussian Convention but a quadruple rate under the United States–British Convention. It is from Frankfurt am Main on April 18, 1859 (indicated by a black circular date stamp on the reverse), to Washington, Franklin County, Missouri. Frankfurt am Main was a free city that was also serviced by the Thurn and Taxis post office. The weight of 2 6/10 zoll loth (43½ grams, 1.53 ounces) was written at the upper left. Since the letter weighed between 2 and 3 zoll loths, it was charged 3 rates of postage. The 41 silbergroschen that was prepaid in cash was shown by the red crayon fraction “9/32,” which indicated the division of the postage: 9 silbergroschen German internal fee and 32 silbergroschen, the latter of which represents 3 silbergroschen Belgian transit fee, 9 silbergroschen British internal fee, and 20 silbergroschen packet fee (rounded down slightly from 20¼ silbergroschen). The blue manuscript “112” to the right of the fraction represents 112 kreuzer, the equivalent of 32 silbergroschen. A faint backstamp indicates that the letter was processed April 20, 1859, on the Cologne–Verviers railroad. There, the clerk marked a large red circular P. and wrote in magenta ink in the center of the letter a 3 shilling credit to Britain, representing 1½ pence for the British part of the Belgian transit fee, 10½ pence British internal fee, and 24 pence packet fee. The letter reached London on April 22, 1859, as indicated by the small red double circle date stamp on the front. The letter was sent on the Cunard Line steamship *Europa*, which sailed from Liverpool on April 23, 1859, and arrived at Boston on May 6, 1859. The Boston clerk applied a black circular date stamp BR. PACKET./6/MAY/BOSTON. and stamped a black 20 to indicate that 20¢ was due for a quadruple United States internal fee under the United States–British Convention’s open mail rates, since the convention did not recognize a triple rate.

### A Note about the 1852 United States–Prussian Convention

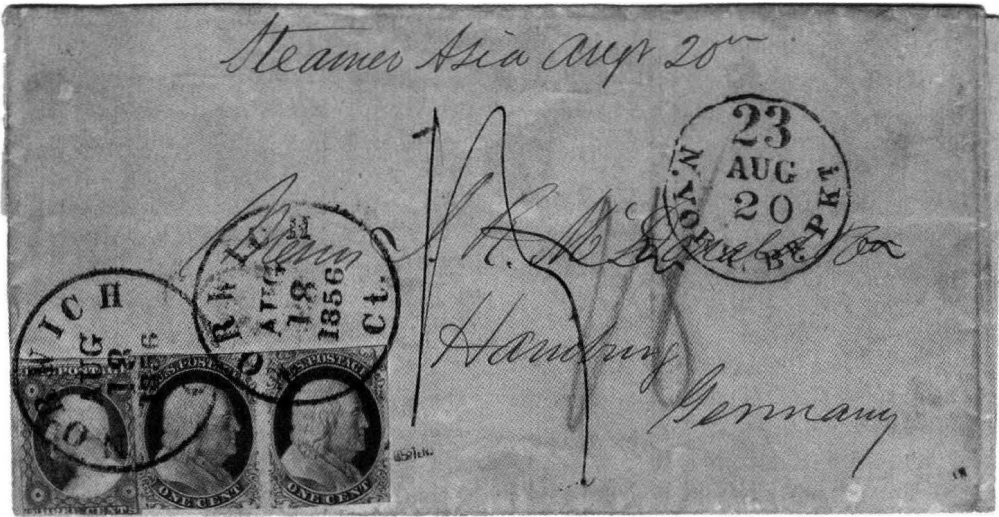
Within a month after the Anglo–Prussian Convention was amended in July 1852, the United States entered into its own convention with Prussia under which the single letter rate was 30¢ or 13 silbergroschen.<sup>5</sup> The 1852 United States–Prussian Convention rate was a less expensive alternative since, as explained above, the Anglo–Prussian Convention and the open mail rates under the United States–British Convention produced a total cost to the sender and recipient of 37¢, which comprised 5¢ United States internal fee, 16¢ packet fee, and the 16¢ (or 8 pence) Anglo–Prussian Convention rate.

In spite of this cost difference, the letters illustrated above show that some mail continued to be sent in the British open mail and under the Anglo–Prussian Convention after the United States–Prussian Convention became effective. However, use of the British open mail was not encouraged after the 1852 United States–Prussian Convention. While the 1855 Postal Laws and Regulations still showed the open mail rates, the 1857 and 1859 Postal Laws and Regulations did not. In November 1860, the open mail rates also were not listed as an option for sending letters to the German states.<sup>6</sup> Further, in many cases after

<sup>5</sup> 16 U.S. Statutes at Large 963–75.

<sup>6</sup> *United States Mail and Post–Office Assistant 1860–1872*, reprint, (Collector’s Club of Chicago 1975), p. 4.

1852, letters to Germany that the remitter intended to be sent in the open mails often were not accepted for that service and were sent as unpaid letters under the United States–Prussian Convention. The partial payment was rejected because Article II of the 1852 United States–Prussian Convention prohibited payment of less than the whole rate.



**Figure 21. August 18, 1856, Norwich, Connecticut, to Hamburg. Prepayment of 5¢ disregarded and letter sent unpaid under the U.S. Prussian Convention. U.S. debited Prussia 23¢. British packet carried letter from New York to Liverpool. Postage due in Hamburg was 13 sgr. (the equivalent of 30¢) or 18 schillinge.**

Figure 21 is an example of a folded letter from the same correspondence as Figures 16 and 17, in which prepayment of the open mail rate was disregarded. It is from Norwich, Connecticut, August 18, 1856, again to Hamburg. The sender endorsed the letter “Steamer Asia August 20” and attempted to pay the 5¢ open mail rate by a British packet with a horizontal pair of the 1851 1¢ blue type II (23/24L1E) and a single 1851 3¢ dull red. Instead of placing the letter in the open mails, the New York clerk processed the letter under the United States–Prussian Convention. Since less than the full 30¢ rate was paid, the prepayment was disregarded and the letter was considered totally unpaid. This is indicated by the black circular date stamp 23/AUG/20/N. YORK BR. PKT. The “23” in the marking is a debit to Prussia of 23¢, representing 5¢ United States internal fee plus 18¢ packet and British transit fees (the United States was responsible for accounting to England for any mail carried by a British packet).<sup>7</sup> The letter was sent on the Cunard Line steamship *Asia*, which sailed from New York on August 20, 1856, and arrived at Liverpool on August 31, 1856. Unlike letters in the open mail, England did not process this letter and, therefore, there are no British markings. The mailbag remained closed through both England and Belgium and was opened at Aachen on September 2, 1856, as indicated by a red double circle backstamp. The Aachen clerk wrote “13” in blue ink in the middle of the folded letter reflecting the postage due in silbergroschen. Next to the “13” is a red crayon “18,” which indicated the postage due in Hamburg schillinge. An oval backstamp St. P. A./3 Sep 56 shows the letter

<sup>7</sup> Article II of the 1852 United States–Prussian Convention describes a combined 20¢ rate for packet fee, British transit fee, and Belgian transit fee. To understand the credits and debits in the exchange office markings, the breakdown of this 20¢ amount can be inferred from the accounting under Article VI of the convention. The actual amounts accounted for between the four countries were sometimes somewhat different. Hargest, *op. cit.*, p. 87.

reached Hamburg on September 3, 1856.

Finally, it is interesting to note that while United States post office referred to mail under the 1852 United States–Prussian Convention as “Prussian Closed Mail” this term also was used in Article I of the 1852 Anglo–Prussian Convention to refer to mail carried in closed mailbags through Belgium.

### 1859 Modifications to the Anglo–Prussian Convention

The Anglo–Prussian Convention was extended in 1856 and 1858.<sup>8</sup> In June 1859, the convention was amended to reduce the rates on prepaid letters between Britain and certain states: Prussia, Austria, Bavaria, Saxony, Württemberg, Mecklenburg–Strelitz, Oldenburg, Luxemburg, Brunswick, and Lubeck.<sup>9</sup> This agreement was extended to Thurn and Taxis effective April 1, 1862, and Mecklenburg–Schwerin on May 1, 1862.<sup>10</sup> Rates on unpaid letters remained the same, but rates on prepaid letters were reduced from 8 pence or 7 silbergroschen to 6 pence or 5 silbergroschen (or the corresponding amount in the particular state’s currency). Underpaid letters were rated as unpaid letters after subtracting the partial payment. Under Articles III and VI of the 1859 Anglo–Prussian Convention, all amounts paid were divided equally (through quarterly accountings) between Britain and Prussia, including (according to Article VIII) registration fees and any additional fees levied by Britain or the listed states. Article IV provided that the British pay Belgium for all transit postage and that each quarter Prussia reimburse Britain for half of this postage. Under Article VII, Britain and the listed states were free to set the registration fee to be charged on the posting of letters, but were forbidden from charging a fee to deliver registered letters. Article V established the following accounting between Britain and Prussia on single rate letters between the United Kingdom and the listed states:

#### Britain pays Prussia:

Paid letter from the United Kingdom	3d
Unpaid letters from the listed states	4d

#### Prussia pays Britain:

Paid letter from the listed states	2½ sgr
Unpaid letters from the United Kingdom	3½ sgr

### 1862 Modifications to the Anglo–Prussian Convention

The Anglo–Prussian Convention was modified again on October 13, 1862.<sup>11</sup> Many of the provisions were restatements of prior amendments and there were no changes in the basic rates. The convention was extended to Hanover and Baden. Article II established the exchange offices as London, Dover, Berlin, and the traveling post office between Verviers and Cologne.

Under Article VIII, partial payments of the 6 pence or 5 silbergroschen rates were to be disregarded. Article IX clarified that, while Britain was to pay one–half of any fee it collected in addition to the convention’s rates, this rule did not apply to payments made voluntarily to letter carriers for delivering letters to persons residing beyond the prescribed limits within which free delivery was offered. Article XIII permitted Prussia to deliver to Britain any registered letters addressed to, among other countries, the United States (includ-

<sup>8</sup> Parry, *op. cit.*, vol. 108, pp. 248–51.

<sup>9</sup> Parry, *op. cit.*, vol. 108, pp. 251–54.

<sup>10</sup> Parry, *op. cit.*, vol. 125, pp. 75, 88.

<sup>11</sup> Parry, *op. cit.*, vol. 125, pp. 95–111..

ing California and Oregon).

Article XIX granted Prussia the right to send closed mails through Britain to and from the United States. For letters passing in closed mails through Britain, Articles XXII and XXIII required that Prussia pay Britain 4 pence per ounce transit and 1 shilling per ounce for sea conveyance by British mail packets or private ships departing from or arriving at British ports.

Under Articles XXXI and XXXII, ordinary and registered letters that were misdirected or missent were to be returned immediately and those that could not be delivered for whatever reason were to be returned monthly at the weight and postage that was originally charged. If there were an address change, letters would be forwarded or returned at no additional cost. Undeliverable letters that were prepaid to the destination would be returned at no additional cost. The accounting on undeliverable letters that had been sent in closed mails was based on the amount of postage that was charged in the transit accounts of the respective offices.

Article XXXIV provided that ordinary and registered letters were to be marked in red ink "P.D." if they were paid to the destination and "P.P." if they were prepaid for some part of the distance beyond the territory of the dispatching office. Pursuant to Article XL, Articles XIX to XXX would not become effective until Britain or Prussia, as applicable, concluded satisfactory arrangements with Austria, Hamburg, Bremen, and the United States, to facilitate implementation of those articles.



Figure 22. December 4, 1864, Deutz, Rhenish Prussia, to Burlington, Iowa, prepaid 5 gr. No credit from Prussia to Britain shown. London credited the U.S. 16¢. Envelope sent on Allan Line packet from Londonderry to Portland. Chicago marked postage due, 5¢ in specie (coin) or 11¢ in paper currency.

Figure 22 illustrates an envelope that was carried by an American packet at these new rates under the 1859 Anglo-Prussian Convention. It was sent from Deutz, Rhenish Prussia, on December 4, 1864, to Burlington, Iowa. The endorsement is "per prussian closed mail via Liverpool by American packet Boot [sic]." There is no evidence that more than

5 silbergroschen was prepaid, since this is all that is indicated by the red crayon after the manuscript "paid all." This is consistent with this endorsement because the 5 silbergroschen paid the postage only to England, but not the packet fee, which would be collected in the United States under the open mail provisions of the United States–Britain Convention. Nevertheless, the manuscript "paid all" might indicate that, even though it is not shown on the letter, an additional 6¾ silbergroschen for packet fee was paid in Deutz for a total of 11¾ silbergroschen. The letter shows neither "P.P." nor "P.D." as required by Article XXXIV. It shows no credit to Britain and no other Prussian exchange office markings. The letter reached London on December 5, 1864, as indicated by the small red double circle date stamp on the front. Based on the "paid all" endorsement, the London clerk applied a red 16/CENTS stamp, indicating a credit to the United States for the packet fee since the letter was to go by an American contract steamer. The letter was sent on the Allan Line steamship *Peruvian*, which sailed from Londonderry, Ireland, on December 16, 1864, and arrived at Portland, Maine, on December 28, 1864. The letter was carried from Portland to Chicago on the Canadian Grand Trunk Railway via a branch that connected with Portland.<sup>12</sup> The Chicago exchange office clerk applied a blue CHICAGO AM. PKT./DEC/29/5 circular date stamp to indicate that 5¢ was due in specie (coin) for the United States internal fee under the United States–British Convention's open mail rates. The clerk also applied a blue 11/U.S. NOTES handstamp to indicate that 11¢ would be due if payment were made in paper currency.

### Conclusion

The Anglo–Prussian Convention provided one of the principal routes for the exchange of mail between the United States and the German states between 1846 and 1852. After 1852, it was still available but used less frequently. The 1852 United States–Prussian Convention provided a lower cost alternative and permitted a letter to be sent entirely paid or entirely unpaid. The United States post office did not encourage use of the British open mail and, consequently, it did not encourage use of the Anglo–Prussian Convention after the 1852 convention between the United States and Prussia. In some cases when the open mail rate was prepaid for a letter to Germany, the letter was treated as underpaid and, therefore, it was considered as an unpaid letter under the United States–Prussian Convention. ■

<sup>12</sup> Hubbard and Winter, *op. cit.*, p. 130.

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