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THE CHRONICLE

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of the U.S. Classic Postal Issues

August 1979

Volume 31, No. 3

Whole No. 103

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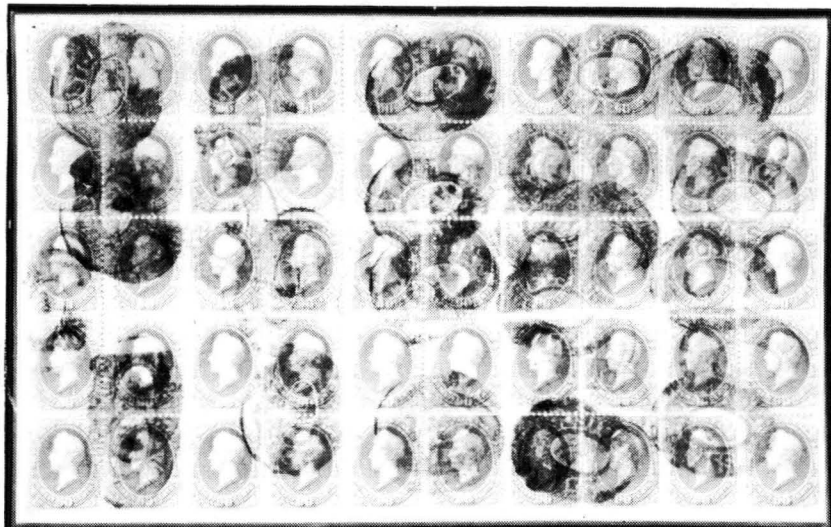
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THE EDITOR'S PAGE

It is a great pleasure to welcome several authors new to these pages. The distinguished philatelist Cyril F. dos Passos has contributed a fine discussion in the 1869 section of some fake covers from the Bissell correspondence. James W. Milgram, whose postal history studies are well known, is represented by an article on covers of the retaliatory rate period. The 1851-61 section contains an interesting piece by James Inverarity on a cover from Beirut in 1861.

Phil Wall's fine series on the 5¢ New York continues with a detailed analysis of Sperati forgeries. A companion piece on Sperati forgeries of the 10¢ 1847 has been postponed for lack of space. Some recent discoveries of 1847 covers from Wisconsin Territory are described by Duane B. Garrett. William K. Herzog's versatility is displayed in two informative articles ranging from inverted grills to the short-lived 12¢ rate to Japan. New additions to the 1¢ book are presented by Mortimer L. Neinken.

Contributions by section editors include the story of the Research Group by Tom Alexander, Dick Graham's thorough account of the Leeds and Franklin envelopes, more on the 2¢ brown by Maury Waud, recent discoveries of railroad markings by Charley Towle, and some intriguing problem covers assembled by Scott Gallagher in the Cover Corner. The Foreign Mails section also contains a fine article by George Hargest on an unusual cover to Italy, and an account of the Guion Line by Walter Hubbard, together with the first portion of the Guion Sailing Lists compiled by Hubbard and Cliff Friend.

* * *

How much, if any, advance notice was given the public of the new 10¢ through rate to Canada, effective April 6, 1851, has been the subject of considerable speculation. At *Chronicle* 96:228 an appeal was made for readers to search newspapers during April 1851 for a notice or other mention of the new agreement.

A search of the Postmaster General's Order Book (National Archives microfilm) for April and May 1851 did not uncover any mention in April, either prior to or at the time of the April 6 date. It did reveal an order, dated May 1, 1851, for publication of the U.S.-Canada arrangement in various big city and border area newspapers: Philadelphia *North American*, Boston *Bee*, Boston *Courier*, Oswego *Commercial Times*, Buffalo *Commercial Advertiser*, New York *Express*, New York *Courier Express*, Albany *Express*, *State Register* (Albany), Rochester *American*, and Burlington *Free Press*. The notices were to appear once a week for three weeks.

Calvet M. Hahn graciously and with great persistence searched microfilm of the New York papers and found a notice dated May 1 in the *Weekly Herald* (not listed in the PMG's order) for May 17, 1851, detailing exchange offices, rates for letters and printed matter, and announcing that prepayment was optional but that part payment was not allowed. An April 3 issue of the same paper contained a Washington report dated March 29 on progress of U.S.-Canada postal negotiations and which mentioned the 10¢ rate and the April 6 date. This was presented as a news item, however, rather than as a public notice, so that it may not have received much attention.

All these reports tend to reinforce the belief that the new rate and regulations were introduced with little publicity and became familiar to postmasters and patrons only with time.

GUEST PRIVILEGE

SPERATI IMITATIONS OF THE NEW YORK POSTMASTER'S PROVISIONAL PHILIP T. WALL

Approximately a quarter of a century ago, the British Philatelic Association published a multi-volume study on the works of Giovanni (Jean) de Sperati, the notorious stamp faker. There are six listings under the United States of America (excluding Hawaii), one of which is the 5¢ New York Postmaster's Provisional. It is stated that two clichés are known, one dated August, 1945, and the other April, 1950. Then it is reported that examples are known guaranteed by both French and German experts prior to 1940, which seems to indicate to me that before 1945 imitations were either custom made or were produced by a cliché no longer in use at the end of World War II.



Figure A. Sperati imitation—BPA type A.

It is pointed out the genuine stamps are engraved, whereas the imitations were produced by photo-lithography, thereby causing the impression of the forgeries to be coarser than the genuine stamps. Then three Basic Tests are given:

(A) The inked portion of the design of the genuine stamp has a raised effect that is lacking on the imitation.

[(B) and (C) do not apply.]

(D) In the imitations, the lines in the design have become thickened, with the consequent loss of white space between the lines, and,

(E) The parallel lines of shading in the genuine stamp are continuous lines of uniform and equal thickness, whereas the imitations will show lines which

appear rough or sometimes broken and also thicker in comparison.

This writer agrees with the BPA on all points covered in this paragraph with the proviso that Basic Test D will apply only to the Type A imitation, as I can detect no loss of white space in the other types of imitations discussed below.

Specific tests are given for the Type A imitation as follows:

(i) There is a projection on the right side of the "O" of "POST" and the serifs of the "T" of "POST" are detached from the upright.

(ii) The top left serif of the second "F" of "OFFICE" is missing. The impression of this reproduction (imitation) is heavier than that of Type B.

Tests for reproduction B are stated as:

(i) and (ii) as above, also,

(iii) There is a large white spot between the "N" and "T" of "CENTS."

Not all of the above statements are factually correct, and others require a more detailed explanation than is contained above. I believe this can best be accomplished by a discussion of the three different types of Sperati imitations of 9X1 and then by comparison of these imitations with genuine stamps. All of the imitations are from position 29 on the plate of 40 stamps. This position has a slight double transfer. It is hoped that some or most of the differences noted below will be visible in the photographs.

The stamp in Figure A is BPA Type A and was probably mass produced by Sperati after World War II. On the reverse side, there appears in printed purple ink "SPERATI REPRODUCTION" and the number 156 written between the lines in black ink. (The same notation appears on the reverse side of the stamp in Figure B.) Pencil in the lower left corner is the letter A, which denotes this copy to be BPA Type A. The right side of the letter "O" in "POST" has an enlarged projection, the right serif of the "T" of "POST" is separated from the main stem, but the left serif is weakly joined to the stem, the top left serif of the second "F" of "OFFICE" is missing, and there is a large white spot between

Figure B. Sperati imitation—BPA type B.



the "N" and "T" of "CENTS," which is contradictory to the information published by the BPA. The ink used to validate (initial) the stamp is a dark maroon, the initials are more horizontal than vertical. The width of the letters "ACM" is 8 mm. The overall impression is very heavy and coarse. The cancellation on the stamp in Figure A purports to be that particular red circular date stamp known as the New York Foreign Mail Cancel, whereas the cancellations on the stamps in Figures B and C are different imitations of the red curved PAID strike used at the New York Post Office in the 1845-47 period to denote prepaid postage.

The stamp in Figure B was also probably mass produced by Sperati after World War II. Pencil in the lower right corner is the letter B, denoting BPA Type B. The only difference in the stamp in Figure B from the stamp in Figure A is that the stamp in Figure B has both serifs of the "T" of "POST" separated from the main stem.

The paper used to produce BPA Types A and B feels to the touch very much like the paper of the genuine stamps but has a decidedly greyish appearance much like the grey paper varieties of 9X1.

The stamps in Figures A and B were lots 71 and 72 in the H. R. Harmer, Inc., Sale held January 29, 1974, and are reported to be from the estate of Winthrop S. Boggs, who was Curator of the Philatelic Foundation at the time the BPA published the Sperati books.



Figure C. Early Sperati imitation.

The stamp in Figure C is what I believe to be an early Sperati, probably produced in the 1930s. It is signed on the reverse side by what purports to be Sperati's signature. It was purchased as an imitation from Jack Molesworth, the Boston dealer, many years ago. At the time of purchase, we both agreed the distinguishing characteristics between this stamp and the other Sperati imitations as well as genuine stamps are that the paper on which this imitation is printed has a slight yellowish cast and that it feels slick when rubbed between the thumb and forefinger. The right side of the "O" in "POST" has an

enlarged projection, the right serif on the "T" in "POST" is separated from the main stem but the left serif is weakly joined to the stem, and the top left serif of the second "F" of "OFFICE" is missing. Unlike BPA Types A and B, there is no white spot between the "N" and "T" of "CENTS." The ink used to initial the stamp is very dark, much more maroon than magenta, and the initials are more vertical than horizontal. The width of the letters "ACM" is 8 mm.

Many of the characteristics given in the specific tests to presumably identify the imitations unfortunately apply equally well to the genuine stamps and therefore are not valid comparisons for testing purposes. Since Sperati was not known to have produced any multiples of the 5¢ New York, I have chosen to illustrate the genuine copies of position 29 by the use of horizontal pairs that include this position. Figure D-1 is a pair from positions 28-29 on cover used to Pittsburgh, Pennsylvania. This cover was lot 8 in the H. R. Harmer, Inc., Sale, held February 18, 1976, and was purchased by Norman A. Robinson, who has kindly consented to furnish photographs of the cover for this article. The stamps alone are shown in Figure D-2. Figure E is a pair from positions 29-30 and was lot 389A in the 471st Sale of Robert A. Siegel held May 12, 1975. In making my study of genuine stamps from position 29, I also examined five single stamps from this position but which cannot be illustrated because of the lack of space.



Figure D-1. Genuine pair on cover to Pittsburgh. Positions 28-29. (Courtesy of Norman A. Robinson.)

All but one of the genuine copies of position 29 that I examined had a projection on the right of the "O" of "POST," although on most copies the projection was smaller than on the Sperati imitations. The one copy without the projection on the right side of the "O" in "POST" was uninitialed, thus indicating it was an early impression. In all probability, the letter "O" became slightly worn or damaged during the course of the various printings and thus caused the projection on the right side of this letter to appear on most of the stamps from position 29. All of the stamps examined had the right serif of the "T" of "POST" detached from the main stem, and each had the left serif weakly attached to the stem. However, the copy in Figure D-2 apparently has both serifs detached. Each of the half dozen copies of position 29 that I inspected except the uninitialed early impression was missing the top left serif of the second "F" in "OFFICE." This indicates slight damage or wear to this particular spot on the plate. None of the six stamps had a white spot between the "N" and "T" of "CENTS."



Figure D-2. Enlargement of pair, pos. 28-29, of Figure D-1. (Courtesy of Norman A. Robinson.)

The imitation that I believe to be an early Sperati has Type IV initials, while both post World War II Speratis have Type V initials. In each instance, the width of the letters "ACM" is 8 mm. The four stamps from position 29 in my collection with either Type IV or Type V initials just happened to all be Type IV. The width of the initials on all four genuine stamps was 10 mm. The ink used to initial the genuine stamps is magenta rather than the dark maroon ink used to validate all of the imitations described above. The initials on all of the genuine stamps are more horizontal than vertical.

While the color of the ink used to initial the genuine stamps is almost always lighter in color than the ink used by Sperati to initial his imitations and the spacing of these initials is almost always wider on the genuine stamps than on the imitations, these tests cannot be considered to be 100 percent foolproof, as I feel certain that Sperati must have seen one or more genuine stamps with these two characteristics that he then applied to his forgeries.

Summary

It will be seen from the foregoing that it is not easy to set forth specific characteristics to help determine when a 9X1 is an imitation and when it is genuine. The problem is compounded because most of the specific characteristics given by the British Philatelic Association to identify Sperati forgeries may also be found on some or all of the issued stamps.

The best tests I have found to detect Sperati forgeries are as follows:

(1) The white spot between the "N" and "T" of "CENTS" is proof positive that the stamp in question is a post World War II imitation and is either BPA Type A or Type B.

(2) If the stamp has a very dark coarse impression with Washington having the appearance he is badly in need of a shave, you have a Type A imitation. This type also has a large number of black ink specks in the bottom margin and in the upper right margin.

(3) On the Type B forgery, the last 3 mm. portion of the upper left frame line is very weak and the left frame line below the "P" of "POST" has a broken or disjointed appearance.

(4) The early Sperati imitation does not have the large white spot between the "N" and "T" of "CENTS"—located almost directly below the left serif of the letter "T," but it does have a small white dot to the right of and almost touching the lower right corner of the "N" of "CENTS."

The early imitation will feel slick when rubbed between the thumb and forefinger and may have a slightly yellowish appearance.



Figure E. Genuine pair, positions 29-30.

The best test of course is to compare a suspected imitation with a stamp you know to be genuine. Then the differences in the details of the background—particularly in the upper left and upper right corners—will be readily apparent. When closely compared, the work of Sperati is no match for the beautiful engraving produced by the firm of Rawdon, Wright and Hatch.

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**THE PRESTAMP AND
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KENNETH R. DE LISLE, Editor

DISCRIMINATORY AND RETALIATORY RATE COVERS

JAMES W. MILGRAM, M.D.

During the 1840s, except for private ship letters, most mail between Europe and the United States was transported by British vessels of the Cunard Line. In 1847, because of the supposed threat in the emergence of rival American steam vessels, subsidized by the U.S. government, Great Britain imposed the packet postage (one shilling) on all incoming letters landed in the British Isles and carried by this line—the Ocean Steam Navigation Co.—on its two steamers, *Washington* and *Hermann*. Such letters, prepaid in the United States, were again charged in Great Britain the full packet postage. Therefore, such covers bear a “discriminatory” rate. The order authorizing this charge was issued June 9, 1847, while the *Washington* was at sea on the inaugural voyage of the American packet service. The charge remained in effect throughout the U.S. retaliatory period until Dec. 29, 1848, when it was repealed.

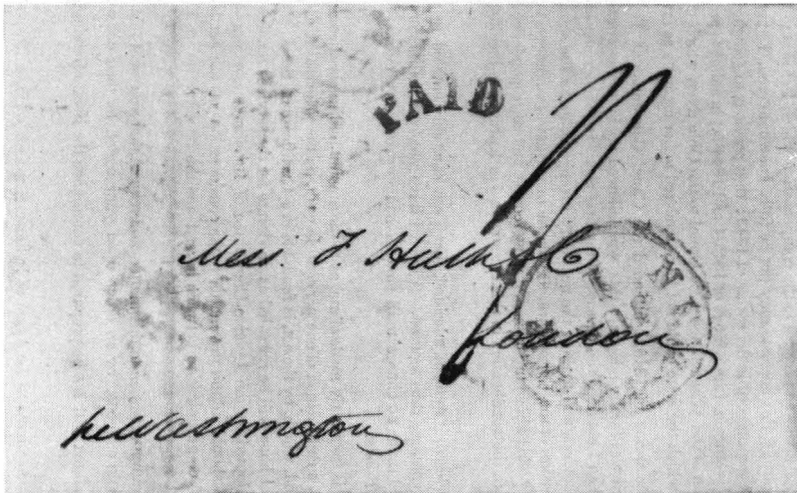


Figure 1. Cover carried on maiden voyage of “Washington” and showing discriminatory rate of 1/- charged in Britain.

Covers showing the discriminatory rate and addressed to Great Britain are scarce because *Washington* and *Hermann* made a limited number of voyages and because correspondents avoided these ships for mails to Britain to escape the discriminatory charge. A cover carried on the maiden voyage of *Washington* is shown in Figure 1. The U.S. packet rate of 24¢ was prepaid and the cover marked “PAID” at the New York Post Office. The *Washington* left New York June 1, 1847, and arrived at Southampton June 15. The British packet charge of 1/- was rated in manuscript. Since the British Post Office had not provided the transatlantic carriage, this levy was manifestly unfair.

The cover in Figure 2 was mailed at New Orleans April 22, 1848. It is endorsed “forward pr Acadia” and “via Boston.” *Acadia* of the Cunard Line sailed May 3 from Boston. Since this letter was mailed before enactment of U.S. retaliatory charges, only the 10¢ internal postage to Boston had to be prepaid. The British 1/- packet rate due was marked at Liverpool in manuscript.

A year after announcement of the British discriminatory rate—on June 27, 1848—the United States retaliated by passing an act requiring full packet postage to be prepaid on letters leaving or collected on those entering the United States by Cunard packet. The British service was not specified in the legislation, but it was carefully worded so that the Cunard Line alone was affected.

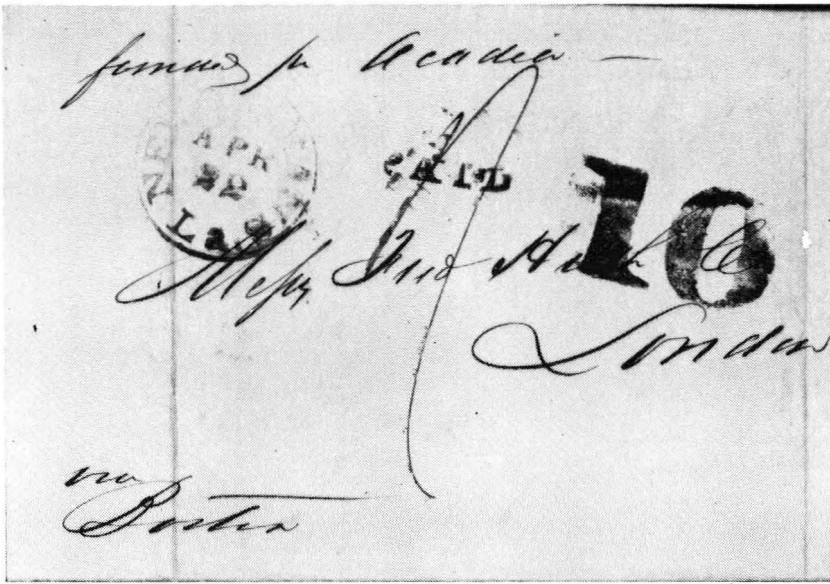


Figure 2. From New Orleans April 22, 1848, by Cunard steamer before U.S. retaliatory rates took effect. Compare with Figure 3.

Covers illustrating the retaliatory rate imposed by the United States on outgoing (effective sailing of July 5, 1848, from New York) and incoming (effective July 8 arrival at New York) mail by Cunard packet are somewhat more plentiful than those showing the discriminatory British charge, but are much in demand. A typical example from New Orleans postmarked Nov. 18, 1848, is shown in Figure 3. It was carried by Cunarder *Acadia* from Boston Nov. 11, 1848, to reach Liverpool Dec. 13. The cover was "PAID 34" for the 24¢ retaliatory packet rate plus 10¢ U.S. inland for over 300 miles. At Liverpool it was rated 1/- due in ms. for the British packet rate.

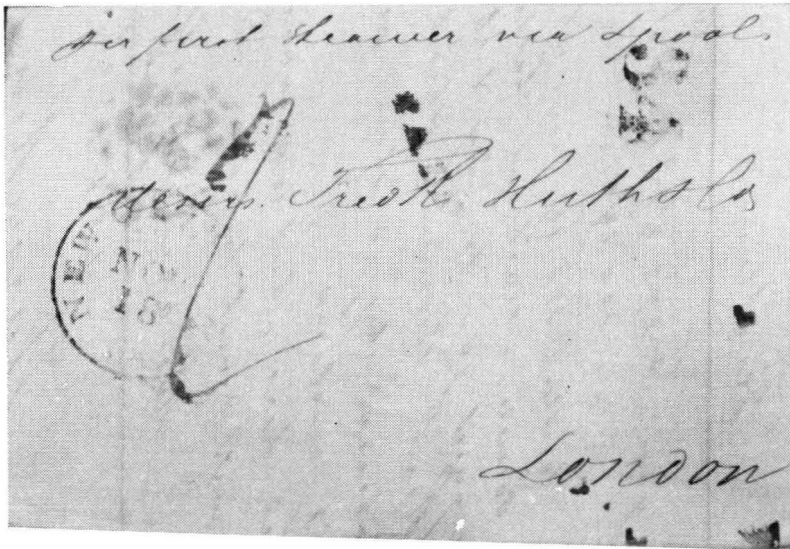


Figure 3. Cover from New Orleans Nov. 18, 1848, at 34¢ retaliatory rate.

Figure 4 illustrates a cover from Baltimore Sept. 11, 1848. It was prepaid 29¢—24¢ retaliatory packet postage plus 5¢ inland ("per Steamer via N.Y."). On arrival at Liverpool it was rated 1/- due as it was transported by the Cunard Line's *Niagara* from New York Sept. 13.

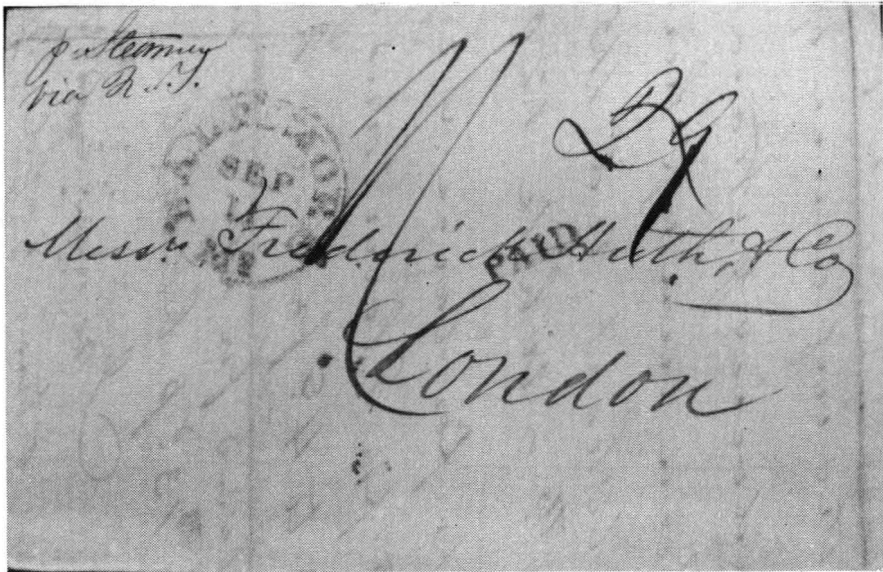


Figure 4. Baltimore to London, Sept. 11, 1848, at 29¢ reprisal rate.

A rare double rated cover is shown in Figure 5. It originated at Philadelphia on Dec. 19, 1848, prepaid at twice the 29¢ rate. At Liverpool it was rated 1/- due at the single letter rate. No reason for the rate discrepancy is apparent. The letter was carried by the Cunard steamer *Canada* from New York Dec. 20.

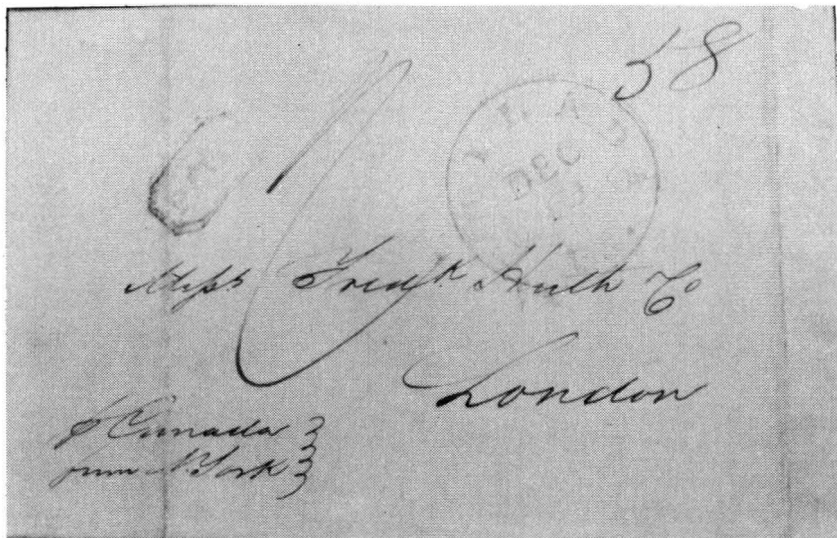


Figure 5. Double retaliatory rated letter from Philadelphia Dec. 19, 1848.

Figures 6, 7, and 8 show three covers from Wiscasset, Maine, to Liverpool. The first (Figure 6) paid 29¢ (5¢ inland to Boston, plus 24¢ retaliatory packet) on Christmas Day, 1848, and was rated 1/- due by handstamp. It was transported by the *Niagara* from Boston Dec. 27. This was the last voyage from the United States on which retaliatory rates were charged.

The second (Figure 7) is a scarce double rate cover paid 58¢ on Sept. 4. It was rated 2/- due on Sept. 20 at Liverpool on the arrival of the Cunarder *Britannia* from Boston Sept. 6. The third cover (Figure 8), however, is a puzzle because it was postmarked after the cessation of the retaliatory rate, but was

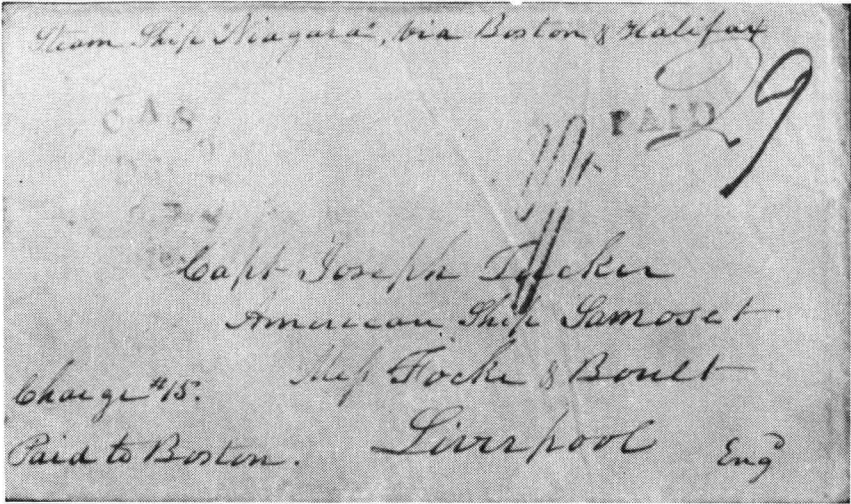


Figure 6. From Wiscasset, Me., Dec. 25, 1848, paid 29¢. Last retaliatory rated trip to leave the United States.

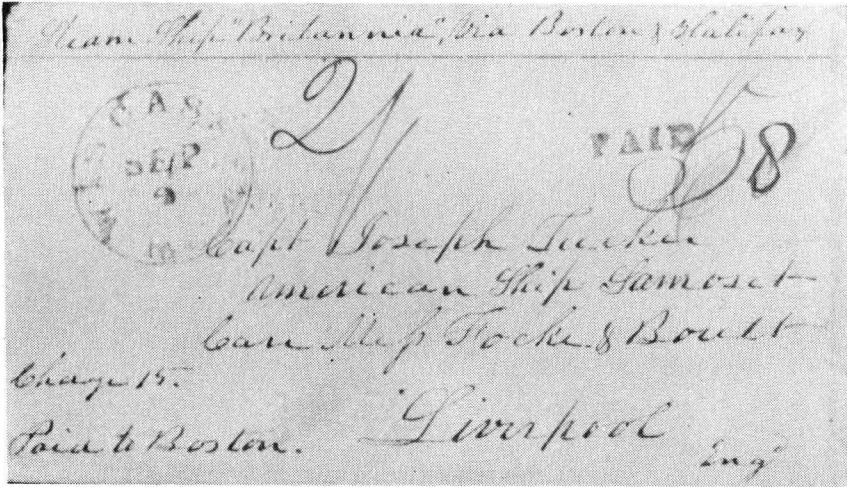


Figure 7. From Wiscasset, Me., Sept. 4, 1848, paid at 58¢ double rate.

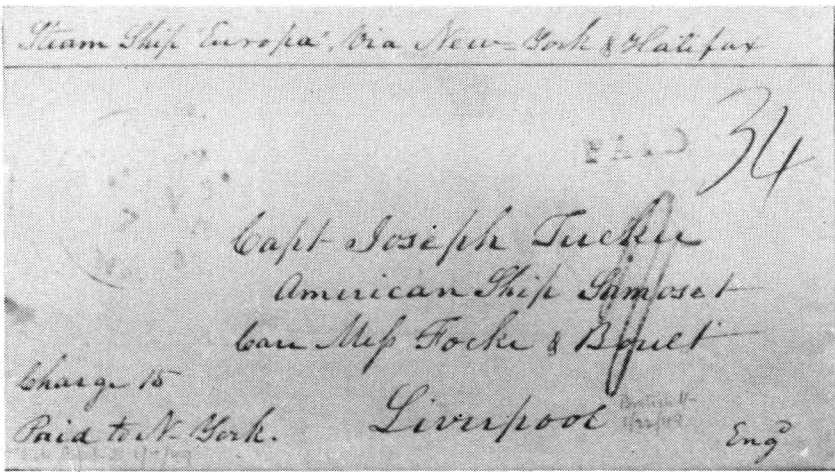


Figure 8. Cover from Wiscasset Jan. 7, 1849, erroneously paid 34¢ at retaliatory rate. These rates had been dropped Jan. 3, but word had not reached Wiscasset.

still paid 34¢ (10¢ inland to New York plus 24¢ retaliatory packet postage). At Liverpool it was rated 1/- due. It was conveyed by *Europa* (Cunard Line) from New York Jan. 10, 1849. This was the first voyage at "restored" rates, that is, those in force before the United States imposed retaliatory rates. The latter were suspended Jan. 3 by the Postmaster General in instructions to the postmasters at New York and Boston. The cover was mailed at Wiscasset on Jan. 7; evidently word of the suspension had not yet been received there. The letter was, of course, subject to regular British packet postage on arrival at Liverpool.

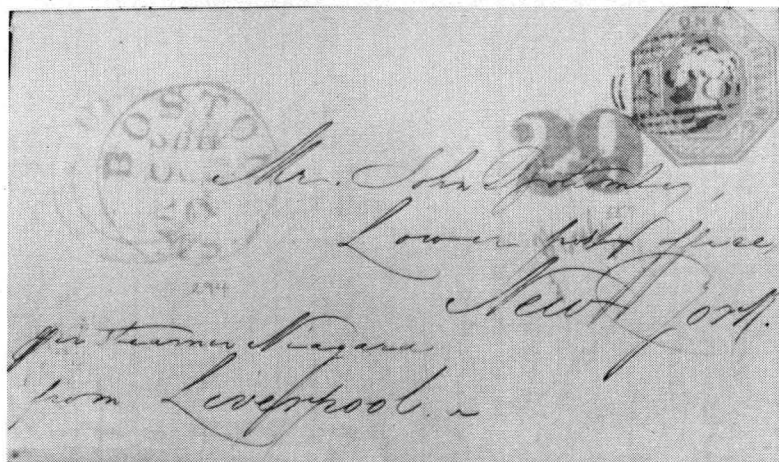


Figure 9. Incoming letter from Manchester Oct. 6, 1848, and retaliatory rated 29¢ due on its arrival at Boston.

A typical retaliatory rated cover to the United States is shown in Figure 9. The British postage was paid by a one shilling adhesive stamp at Manchester. It was carried by *Niagara* from Liverpool Oct. 7 and therefore, on arrival at Boston Oct. 20, 1848, was rated 29¢ due—24¢ packet plus 5¢ inland to New York. Although Boston sometimes used its SHIP postmark on mail during the retaliatory period, such mail was not treated as ship letter mail.



Figure 10. From London Nov. 3, 1848. First rated 29¢ due at Boston, then corrected to 34¢, as Alden was over 300 miles from Boston.

In Figure 10 is an unusual cover paying the British 1/- rate for packet postage per *Acadia* from Liverpool Nov. 4, and bearing a red handstruck "29" applied at Boston Nov. 18, 1848. But transit to Alden, N.Y., was over 300 miles and required a 10¢ inland rate, so the charge was altered in ms. to 34¢ due.

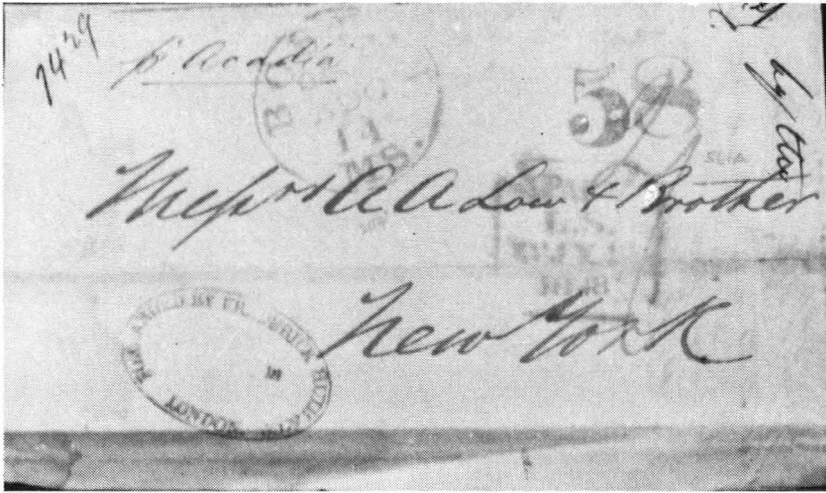


Figure 11. From London, July 28, 1848, with scarce Boston handstamped "58" due as double letter.

The red handstamped "58" of Boston is the rarest of the retaliatory markings. An example is shown in Figure 11, used on Aug. 14. Under the "58" one can see a red 2/- marking and there is a red "PAID L.S. JY 28 1848" (London) in a maltese cross. The letter left Liverpool July 29 on the *Acadia*.

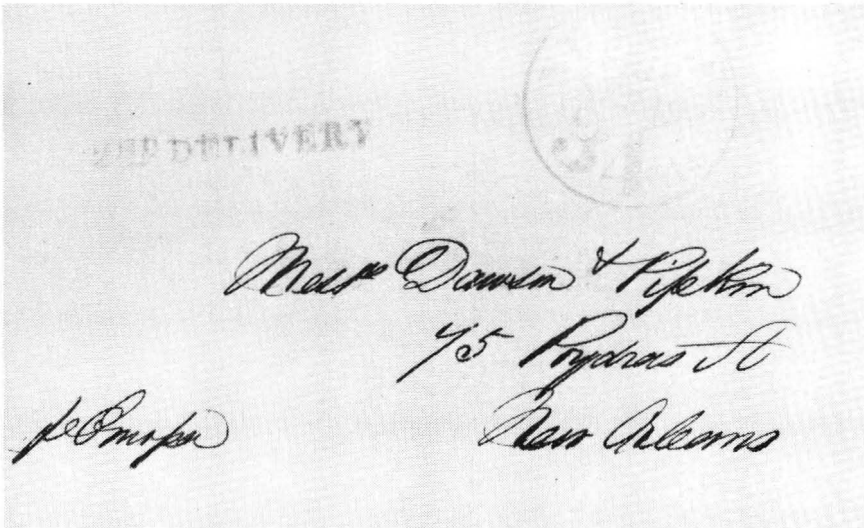


Figure 12. Letter per "Europa" with New York postmark incorporating "34 cts." retaliatory rate. Also "2ND DELIVERY"—a very unusual combination.

If a cover was addressed to Boston or New York and carried there by a Cunarder, the retaliatory rate was 24¢. This writer has not seen a double 24¢ rate—48¢, nor a double 34¢ rate—68¢—on retaliatory rated covers. New York had a set of handsome large circular ship markings rated "24 cts.," "29 cts.," and "34 cts." for British packet mail arriving there.

In Figure 12 is a very unusual cover sent by the *Europa*, a Cunard Line steamer, and retaliatory rated 34¢ to New Orleans, but there are no British postmarks indicating the packet postage had been paid as required by law. The cover, a printed circular, also bears the scarce "2ND DELIVERY" handstamp used at New York to denote a delay in a ship letter's reaching the post office. The combination with the red retaliatory New York postmark must be very rare.

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In the final preparation for the New Jersey Stampless Catalog, copies of strikes from the following New Jersey towns are needed:

BASKING RIDGE 28mm 1832 black
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HOLMDEL 28mm 1848 red
LAWRENCEVILLE NOR 23mm 1844-47 black
PHILLIPS S/L (in Siegel's auction 1954)
RICEVILLE 30mm 1852 black
SAXTONVILLE NOR 1836 blue
TINTON FALLS 30 mm 1851-55 black

All but PHILLIPS are listed in the new edition of the *American Stampless Cover Catalog*.

It will be much appreciated if any who have any of the above strikes in their collections will get in touch with the writer so that arrangements can be made to secure a copy of the strike so it may be included in our catalog. These are the last strikes needed to finish the illustrations for the catalog.

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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 COVERS FROM WISCONSIN TERRITORY—AN UPDATE

DUANE B. GARRETT

There seems to be an unspoken but widely held notion among students of the 1847 issue that no more great "finds" of our first issue are to be made. It may well be true that no more Ludlow Beebee, Charnley Whelen or Stilphin correspondences remain to be uncovered, but scarcely a year goes by that fails to see an important addition to recorded 1847 philately. As a case in point, take the recent discoveries with respect to 1847 covers from Wisconsin Territory (prior to May 29, 1848).

In Arthur Van Vlissingen's fine article "1847 Covers From Wisconsin Territory (Before Statehood, May 29, 1848)"¹ published less than ten years ago, he began with the prophetic observation:

Consider one of the big surprises of Wisconsin postal history: Although two Wisconsin post offices had a total of 1,400 stamps during the several months before statehood, only two covers with adhesive stamps are known used in Wisconsin Territory.

Both Milwaukee and Racine received supplies of our first issue and of the 1,400 stamps, 1,000 were fives and 400 were tens. The two proved territorial covers are both from Milwaukee. Part of the surprise is that both covers are tens although three times as many fives were sent to Milwaukee as tens.²

The author went on to point out that until the second cover was discovered in the spring of 1969, only one Wisconsin Territorial cover had been recorded in the prior 121 years.

In his excellent companion article entitled "Another 1847 Territorial From Milwaukee?"³ Creighton C. Hart made a telling case for the existence of a third 10¢ "territorial" from Milwaukee (spelled "ie" rather than "ee" as on the other two covers).



Figure 1. This cover bears twin strikes of the 30mm. Milwaukee (not "ie") postmark in blue. It is from Peck and Baker, settling accounts with Brown and Dimock.

In the spring of 1977, I uncovered a fourth 10¢ Wisconsin Territorial cover while looking through the stock of a Hawaiian stamp dealer. It is illustrated as Figure 1. As with the two covers recorded by Van Vlissingen, this folded letter was addressed to "Brown & Dimock," a firm of merchants in New York City. The town postmark is 30 mm. and is blue, bearing the date "Jan 15." The full letter sheet is still intact and is headed "Milwaukie July 14, 1848." It also bears receiving docketing on a flap that confirms the 1848 year use.

1. *Chronicle* 65:6-8.
2. *Ibid.*, p. 6.
3. *Chronicle* 65:9-11.

In short, it appeared in the spring of 1977 that at least one out of every 100 10¢ sent to Wisconsin Territory survived on cover while none of the 1000 5¢ stamps had turned up. The odds against such a disparity are terrific and during the last two years probability has begun to assert its considerable weight.

First, through the good offices of Creighton C. Hart, I became aware of a 5¢ cover owned by the State Historical Society of Wisconsin, illustrated as Figure 2. This folded letter bears a single pen-cancelled 5¢ and the manuscript town notation "Monroe Wis Sept 19" in the same ink and is addressed to nearby "Mineral Point, Wisconsin." The docketing on the reverse reveals the letter was dated September 17, 1847.

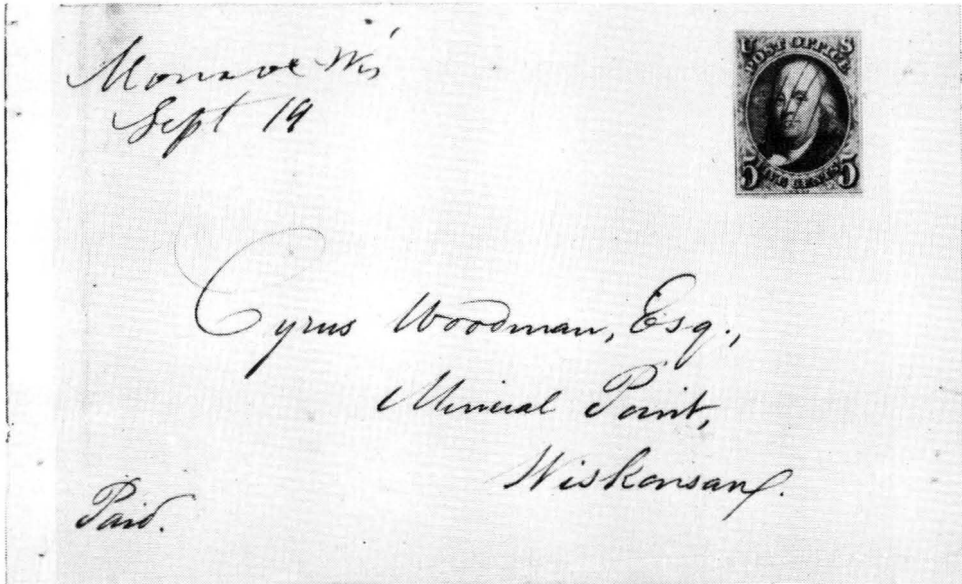


Figure 2. This September 19, 1847, cover from Monroe is the earliest known use of any U.S. stamp in a territory. Photo courtesy of the State Historical Society of Wisconsin.

This cover raises an interesting question, how did this 5¢ stamp get to the little town of Monroe by September 17, 1847? Certainly none was sent there by the Post Office at any time and the earliest shipment to Wisconsin Territory was the one received by Milwaukee on October 15, 1847.⁴ The answer will never be conclusively known but in all probability a small supply of stamps was obtained by either a private citizen or the local postmaster who visited one of the larger towns that had a supply of stamps. This is borne out by the fact that I record well over one hundred towns that never received supplies of 1847 stamps from the Post Office from which 1847 covers exist. This stamp could have come from Chicago which was just over 100 miles away and received its first stamps on August 5, 1847, or from any other Midwestern town that received a supply of 1847 stamps well in advance of September 17, 1847, including Indianapolis, Indiana; St. Louis, Missouri; Detroit, Michigan; and Toledo, Cleveland, Akron and Cincinnati, Ohio.⁵

Surprisingly, a second 5¢ cover has recently been reported from Monroe dated February 1, 1848. Only a portion of the righthand corner of the stamp still adheres to the cover. No photograph is available as of this date.

Then last spring, I had the thrill of discovering an additional 5¢ Wisconsin Territorial cover in San Francisco. This folded letter from Mineral Point was sent the short distance to Galena, Illinois, and is shown as Figure 3. The stamp is a true early impression in the dark brown shade and is tied to the cover by an odd pen cancel. The town marking is in red with the numeral date of "18"

4. Henry L. C. Wenk, III, *A Transcription of the Official Record Book of the Post Office Department July 1, 1847 to June 30, 1851*, 1975.

5. *Ibid.*

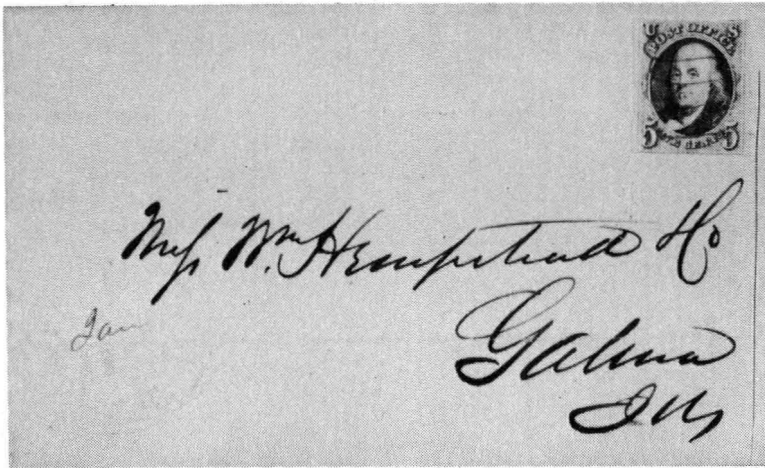


Figure 3. The "Mineral Point W. T." town postmark is red with a manuscript "Jan."

and a manuscript "Jan." The postmark, save for the date, is identical to that shown in Figure 5. The full folded letter is intact and it is headed "Mineral Point, W.T. Jan'y 17, 1848." Mineral Point did not receive its first supply of stamps until August 2, 1849, so this is another case of stamps, that were obtained elsewhere.

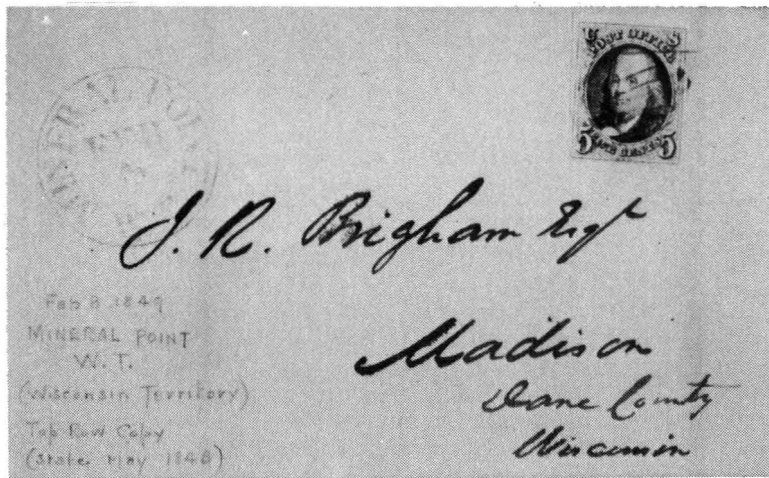
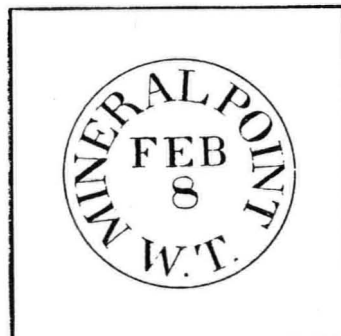


Figure 4. This "Mineral Point W. T." cover is actually a post-territorial use, February 8, 1849, during the statehood period. Creighton C. Hart collection.

Figure 5. Tracing of the postmark from the cover shown in Figure 4.



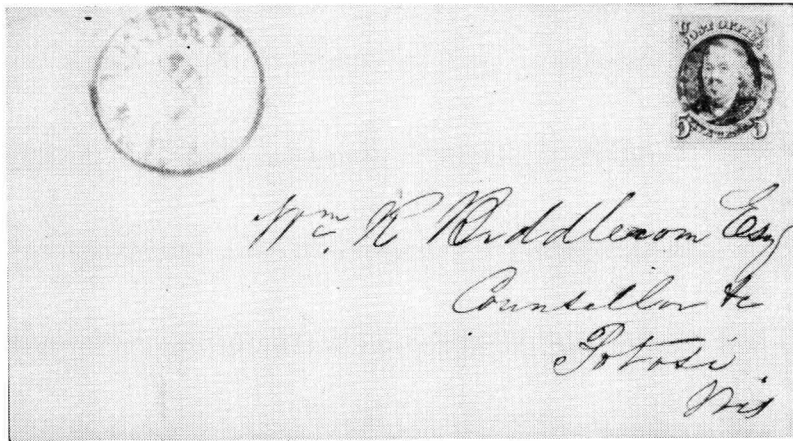



Figure 6. Another post-territorial use. This August 1, 1850, cover bears a "Mineral Point Wis. T." postmark in blue.

A cautionary word should be noted about "Mineral Point" covers. Both 5¢ and 10¢ covers (the 10¢ including bisects) are known after statehood bearing "territorial" postmarks such as Figure 4, a February 8, 1849, use with "W.T." in the red postmark. "Mineral Point, Wis.T." covers are also known, such as that shown as Figure 6, an August 1, 1850, cover with all markings in blue.

It is the author's hope that this article will lead to additional finds of Wisconsin Territorial covers and I would greatly appreciate hearing from any reader knowing of same.

ALAN T. ATKINS

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THE RESEARCH GROUP
THOMAS J. ALEXANDER

After Eugene C. Reed's article on U. S. Mail Steamship sailings from New York to Panama and intermediate points¹ was sent to the printer, Creighton C. Hart handed me a privately bound volume titled *Ashbrook: Pre-Special Service*. The book contains 208 pages, most of which were mimeographed. They were sent to a small group of collectors in installments. Those who received the reports were referred to as "The Research Group." Each of them assisted with small annual donations to help defray the expense of preparing the reports. The group never seems to have exceeded 40 in number, so presumably there are fewer than 40 copies in existence.

The bulk of this material consists of 1849 to 1857 advertisements from the New York *Herald* listing sailings and arrivals of ships on the New York to San Francisco routes. Inasmuch as it includes notices of U. S. Mail Steamship sailings, it duplicates to some extent the work of Mr. Reed. However, if discrepancies between the two are discovered, it is believed the Reed work is the more authoritative because of better sources available to him. Nevertheless, this is a prime example of original research which has been "lost" to the present generation of students because of its extremely limited initial distribution.

It is clear that "The Research Group" was the seed that later flowered in Ashbrook's *Special Service*, which first appeared in 1951. For the record there follows a synopsis of what the book contains, in the order in which the reports are bound. It is not certain that all of the reports are present in Mr. Hart's volume. If anyone knows of others, the writer would appreciate hearing of them.

<i>Date of Issue</i>	<i>Titles of Articles</i>	<i>Format</i>
March 1, 1946	Fake Covers; Fake Covers & Expert Committees; The Rich Article in <i>The American Philatelist</i> ; The Philatelic Foundation; The Royal Philatelic Society of London; Those 1847 Platés; Our Fellow Members.	Printed, 5"x8," 16 pp.
Sept. 10, 1942	The San Francisco Double Circle Postmarks 1861-1867.	Mimeographed, 8½"x11," 5 pp.
Dec. 29, 1941	Fraudulent New York Supplementary Mail Cover; The 24¢ 1869 on Cover; Registered Mail and Rates; 3¢+1¢; One Cent 1851 Essay Reading "Six Cents"; Covers Showing Uses of U.S. 1847 Stamps in Combination With Canadian Stamps; The Premieres Gravures.	Mimeographed, 8½"x11," 11 pp.
Sept. 26, 1941	U. S. Carrier Service Period, July 1, 1860-July 1, 1863; Rates & Uses (discussion of selected covers from the Knapp Sale); Superb Covers (rates on covers from the W.L.L. Peltz collection); Progressive Trend of the A.P.S.; The 3¢+1¢ Friendly Controversy; The 10¢ 1847 "Knapp Shift."	Mimeographed, 8½"x11," 10 pp.
Aug. 12, 1941	<i>The Stamp Specialist</i> ; Covers, Rates & Uses (discussion of selected covers from the Knapp Sale); Odd Uses; U.S. Express Mail; Red Town Postmarks on the 3¢ 1851; The Compound Envelope of 1860; Via Nicaragua; Noisy Carriers; Hawaii-U.S. Mail.	Mimeographed, 8½"x11," 7 pp.
Dec. 30, 1940	There are no major articles in this report. However, this is the first report which bears a covering sheet with a date. The covers and some of the data from prior reports were discarded prior to the time the book was bound. The first page of this item says "Since my last report of April 10, 1939 . . ." It also mentions the formation of The Research Group ". . . some three or four years ago . . ."	Mimeographed, 8½"x11," 2 pp.

1. Eugene C. Reed, "U.S. Mail Steamship Company Sailings to Panama: 1849-1859," *Chronicle* 102:98-116.

<i>Date of Issue</i>	<i>Titles of Articles</i>	<i>Format</i>
Unknown	U. S. Mail Ship Sailings from New York 1849; Independent Ships New York to Chagres 1849; Miscellaneous Routes From New York to California 1849; Sailings From New York to California Via Cape Horn 1849.	Mimeographed, 8½"x11," 20 pp.
Unknown	New York to Chagres Mail Ship Sailings 1850; Independent Ships to Chagres and Direct to San Francisco From New York 1850; New York to Nicaragua 1850; Clipper Ships New York to San Francisco Via Cape Horn 1850.	Mimeographed, 8½"x11," 23 pp.
Unknown	U. S. Mail Steamship Sailings January to July 1851; Via Nicaragua Sailings January to July 1851; New York to San Francisco Direct January to July 1851.	Mimeographed, 8½"x11," 9 pp.
Unknown	United States Mail Steamships July 1, 1851 to Jan. 1, 1852; Vanderbilt Via Nicaragua July 1, 1851 to Jan. 1, 1852; Independent Lines July 1, 1851 to Jan. 1, 1852; New York to San Francisco via Cape Horn Sailings July 1, 1851 to Jan. 1, 1852.	Mimeographed, 8½"x11," 14 pp.
Unknown	Sailings of the United States Mail/U. S. Mail Steamship Co.—New York to Panama/Pacific Mail Steamship Co.—Panama to San Francisco January to December 1852 Inclusive.	Mimeographed, 8½"x11," 4 pp.
Unknown	To San Francisco Direct Via Cape Horn Jan. 1, 1852 to Oct. 1, 1852.	Mimeographed, 8½"x11," 4 pp.
Unknown	Empire City Line, Vanderbilt and Independents (all 1852).	Mimeographed, 8½"x11," 6 pp.
Unknown	U. S. Mail New York Via Panama to San Francisco, Sailings Oct. 20 to Dec. 27, 1852; Vanderbilt & Independent Sailings From New York Oct. 19, 1852 to Jan. 1853; Direct Sailings/ New York Via Cape Horn to San Francisco Oct. 5, 1852 to Jan. 1, 1853.	Mimeographed, 8½"x11," 3 pp.
Unknown	1852. Arrivals of Mail Steamships at The Port of New York from Panama & Nicaragua; 1853 Arrivals of Mail Steamships at the Port of New York from Panama & Nicaragua.	Mimeographed, 8½"x11," 16 pp.
Unknown	Advertised Sailings of Regular United States Mail Steamships From New York to Panama for 1853, 1854, 1855; Advertised Sailings of Vanderbilt Steamships From New York to San Juan del Norte, Nicaragua, for 1853, 1854, 1855; Advertised Sailings of "Independent" Steamships from New York to Panama for 1853, 1854.	Mimeographed, 8½"x11," 35 pp.
Unknown	1856 Advertised Sailings of Vanderbilt Ships From New York to Nicaragua, Also News Items Noting Arrivals at New York of Ships of the Vanderbilt Line.	Mimeographed, 8½"x11," 14 pp.
Unknown	1857 Arrivals and Departures of U. S. Mail Ships at the Port of New York, On the Route New York-Havana-San Juan and Aspinwall.	Mimeographed, 8½"x11," 9 pp.

Obviously, these data should be available to any interested collector. Our former editor-in-chief, Dr. Robert L. D. Davidson, is presently the chairman of the A.P.S. Literature Committee. This committee is currently exploring the possibility of reprinting original sources, and it may be that they would add this volume to their program. If not, and if there is sufficient interest on the part of our members, our own publications committee may consider the project. Perhaps selected items can be reproduced in the *Chronicle*. If you would be interested in acquiring a reprint copy of the *Pre-Special Service*, drop the section editor a postcard.

COUSHATTE CHUTE, LOUISIANA, STAR

One of life's embarrassments consists of asking a question in print and then having someone point out that you knew the answer all along. At *Chronicle* 102:118 information was requested concerning a fancy star obliterator with the letters "S.T." in the middle. The section editor even suggested that this might be a name-of-boat marking.

At our meeting in Denver, Dr. Hubert C. Skinner was thumbing through a draft of the *USPM* revision, and pointed out that the marking is both listed and illustrated there. It is an obliterator used at the Coushatte Chute, Louisiana, Post Office.

3 CENT 1857: PLATE "Z" LATE

Plate "Z" is the designation of a top row reconstruction that has not yet been tied to its imprint and plate number. The general appearance of the stamps suggest that they will prove to be from Plate 18, but only a strip tying a top row position to an imprint position will confirm this hypothesis.

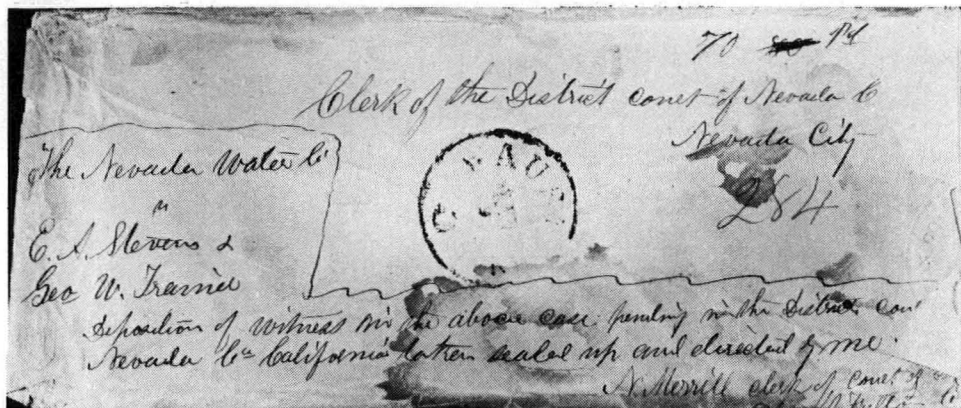


Figure A. Address side of courthouse envelope from Ohio to California.

Plate "Z" has the distinction of being one of two Type II plates (Plate 9 is the other) that were re-entered with the transfer roll creating early and late states of the plate. However, it is not at all certain that all of the positions of Plate "Z" were re-entered.

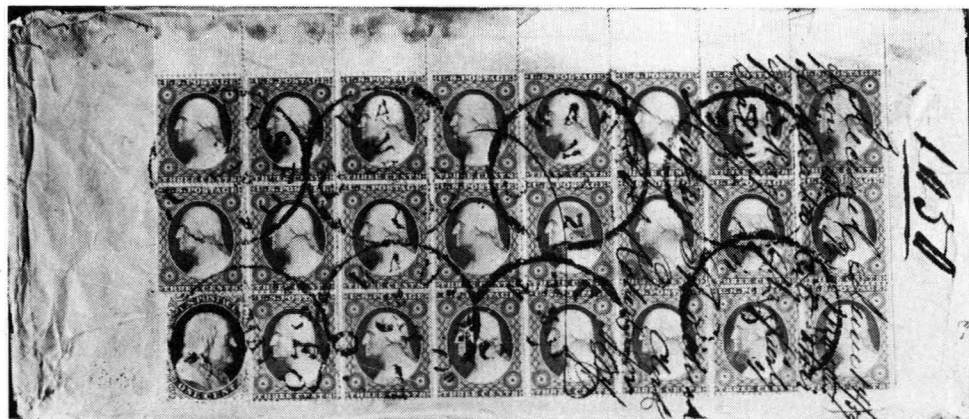


Figure 8. Back of envelope showing block of 23 plate "Z" 3¢ stamps and one 1¢ to pay seven times rate.

Shown here as Figures A and B are the front and back of a cover submitted by William K. McDaniel. The cover contained depositions from Wauseon, Ohio. The stamps pay the seven times 10¢ rate to Nevada City, California. The positions of the 3¢ stamps are 3-10; 13-20; 24-30L "Z". Among its other virtues, this is the largest Type II block on cover that has come to the attention of the section editor.

ADDENDA TO NEINKEN 1¢ BOOK

MORTIMER L. NEINKEN

Shown here are six illustrations of 1¢ plate positions to supplement those shown in *The United States One Cent Stamp of 1851 to 1861*.

Figure 1 is position 70R5. It is the first copy of this position to come to my attention which shows the beginning of the imprint. It was provided through the courtesy of Jerome S. Wagshal.

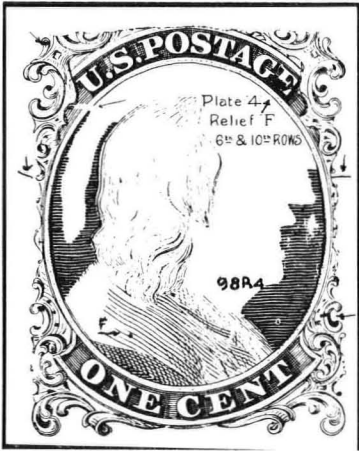
Figures 2 through 4 are improved drawings of positions 20R5, 98R4 and 42R2.



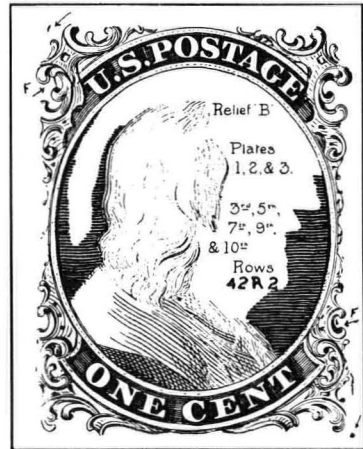
1
←



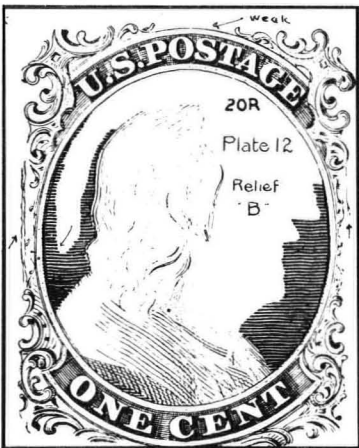
2
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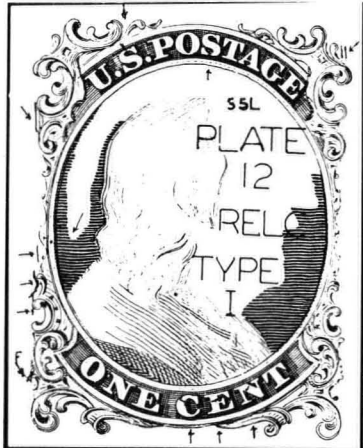
3
←



4
↓



5
←



6
↓

Figures 5 and 6 are drawings of positions 20R12 and 55L12, which had not been previously identified. The drawing of 55L12 was made from a block of four which included this position, and which was kindly furnished by Samuel Pinchot.

The figures are produced here in the exact size of the drawings in the book so that they can be clipped and added to the book. There is room at the bottom of page 335 of the book to add the photo of 70R5.

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1976, two volumes, 1,100 pages plus microfiche. A few
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- St. Helena Postal History and Stamps by E. Hibbert
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- British West Africa, The PH and Handstamps by McCaig
1978, 64 pages, card, excellent\$ 9.25
- China, The Large Dragons 1878-1885 by P. W. Ireland
1978, 130 pages, cloth\$32.00

FORTHCOMING

- Bonsor Vol. 3in print now
- The Kingdom of Poland, No. 1Summer 1979
- American Air Mail Catalogue, Vol. 3eventually!
- CSA PO Reports, reprintFall 1979

Leonard H. Hartmann

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A BOOTLEGGED LETTER FROM BEIRUT
JAMES INVERARITY



Letter from Beirut, Lebanon, outside mails to New York City, and there posted with 3¢ 1857 on March 18, 1861.

About a year before Ft. Sumter, a civil war broke out in Lebanon, then part of the Ottoman Empire. As in the more recent conflict, this war was primarily fought by local Moslem Druses and Christian Maronites. On January 21, 1861, one of the Christian victims of the war wrote this letter to the Reverend Isaac Bird in Hartford, Connecticut. Rev. Bird was the Principal of the Pavilion Family School which offered instruction "in the common English branches, and in most of the Ancient and Modern languages, including Arabic and Hebrew" (Geer's *Hartford City Directory* for 1860-1861, p. 196). The letter was carried out of the mail and posted in New York with a #26 on March 18. It is written entirely in Arabic and I am much indebted to N. A. Hammades of the APS Translation Service for the following translation:

Your Excellency,

After inquiry about your health, we wish to inform you that in this, the worst of years, they have terminated our employment at the printing house, in which we worked about 30 years, the best part of our lives, claiming that the Society has had monetary difficulties and they do not know when they will expand relief. Therefore, we sold some of our real estate properties and invested the proceeds in the shop. Afterwards, anarchy and war broke out, robberies and fires were widespread in homes and shops; and businesses were all idle. Inflation became severe, so we spent part of the proceeds, and some of it was lost with those whose properties and houses were robbed; and, therefore, we spent or lost it all. If we wanted to sell and move now, no one is buying because of the destruction of the mountain area. If we wished to borrow, no one is lending due to bankruptcy, a first factor, and idleness, as a second factor. We do not have employment from which to have a salary and we have a family consisting of 15 persons; and monetary and other assistance comes from foreign countries, but this is limited to those whose houses were robbed. How we wish we were robbed, so we can have some income for the daily expenses. Since your excellency is first among our loved and dear ones, we had to tell you what the situation is, so that you can perhaps find us a way for a salary or income, either from members of the Society, or others to open a school for Arabic learning in Beirut, because it has no schools now, and the politicians have now decided to close down the 'Obayd School due to troubles in the mountains. Another alternative would be translation of books and its publication since our son, Habeeb, knows the language well. Otherwise, from those philanthropists who extend their charity to the needy in this country, since all individuals are suffering, except those who were robbed and have found relief sources from generous philanthropists and others have no relief from any direction, and therefore, their condition is worse than the former.

This is what is needed. We extend our greetings to all those who drop by your premises, and everyone here kisses your hands.

Sincerely,
Maseef al-Yazigi

THE 1861-69 PERIOD
RICHARD B. GRAHAM, Editor

INVERTED 1¢ "E" & 3¢ "F" GRILLS

WILLIAM K. HERZOG

A scarce manufacturing variety peculiar to the grilled postage stamps is the inverted grill. This is a grill that was embossed inadvertently into the stamp in a direction opposite to normal. It is probable that most of our readers have never seen this variety or even its illustration. Through the cooperation of two fellow philatelists this situation can now be rectified. We are now able to illustrate inverted grill varieties on the 1¢ "E" and 3¢ "F" grills.

We will first discuss how the "E" and "F" grills were normally manufactured, and then how inverted grills could have occurred. It is generally believed that the normal points-down "E" and "F" grills were manufactured by passing a sheet of stamps *face up* beneath a hard metal grilling roller that was aligned over a soft metal or soft surface bed. The "E" and "F" grilling rollers had embossing areas the size of "E" and "F" grills (14 x 15-17 points, and 11-12 x 15-17 points respectively) tooled into their surfaces. The embossing areas consisted of *raised pyramid-like* bosses which were slightly flat tipped. When a sheet of stamps was passed face up beneath either of these rollers, the *raised pyramid-like* bosses of the embossing areas impressed *points-down* grills into the sheet.

The extreme scarcity of inverted "E" and "F" grills should preclude the possibility that sheets of stamps were *purposely* passed *face down* beneath the "E" or "F" grilling rollers to produce points-up grills. Therefore, it can only be concluded that inverted "E" and "F" grills occurred inadvertently during the grill manufacturing process. The first, and most obvious occurrence would be the passing of a sheet of stamps *face down* beneath the grilling roller. The second, and similar occurrence would be the passing of two or more sheets simultaneously beneath the grilling roller with at least one of the sheets *face down*.¹ The third occurrence would be the passing of a sheet of stamps face up beneath the grilling roller, when a portion of that sheet had been creased and either *folded back and over*, or *down and under* the remaining face-up portion of the sheet. The abnormally folded portion of the sheet, which would be *face down* to the grilling roller, would naturally receive inverted grills.

Inverted grills resulting from paper folds will almost always be oblique to the sides of their stamps since perfect vertical alignment of a fold to the top and bottom of the sheet is almost impossible. The particular stamps through which the fold in the sheet actually passed will usually exhibit two *incomplete* grills. One will be points up, and the other points down. Stamps embossed with two such bizarre appearing grills of incomplete and abnormal size are sometimes referred to as "freak" grills.

The first inverted grill to be discussed is shown in Figures 1 and 2. Its existence was originally reported to 1861-69 Period Editor Richard Graham by Robert Meyersburg (Route Agent 1199). This 3¢ stamp is embossed with a *complete* points-down "F" grill, and an approximately 80 percent complete points-up "F" grill which is oblique to the sides of the stamp.

The oblique and inverted grill was caused by a *down and under paper fold* in the sheet. The fold actually passed diagonally through this stamp. This is the "one in a million" example which is the exception to the rule that two

1. It has never been determined if the contractors *purposely* grilled two or more sheets of 1861 design stamps simultaneously to save time and expense. Based on the impressions of the grills on 1861 design stamps, this writer believes the stamps were probably grilled one sheet at a time, with the possible exception of the stamps on *very thin paper* which were embossed with "E" and "F" grills.



Figure 1. A double 3¢ "E" grill, with one oblique and inverted, which was caused by a down and under paper fold of the stamp's sheet. The paper fold actually passed diagonally through this stamp (William Herzog collection).



Figure 2. This is the reverse of Figure 1. Note the clear diagonal paper fold crease which just touches the upper corner of the normal points-down grill.

such grills caused by a paper fold actually passing through the stamp will be *incomplete and abnormal in size*. The grill was applied to this stamp so that its top left corner just touched the edge of the diagonal paper fold. This resulted in two *complete* grills; however, when the sheet was unfolded, about 20% of the oblique and inverted grill extended onto the next stamp. This possibly unique occurrence makes this stamp more than a "freak" grill. It is definitely a double grill, with one grill inverted.

It is interesting to note that the points-down grill has strong back ridges and relatively weak bosses. Conversely, the points-up grill has relatively weak back ridges and strong, unusually well puffed-out bosses. This situation is characteristic of grills embossed through two layers of paper.



Figure 3. An inverted 1¢ "E" grill that was probably caused by a down and under paper fold in the stamp's sheet. This stamp was located in the folded under portion of the sheet when the grill was applied (courtesy of Sam Pinchot).

Figure 3 illustrates an inverted 1¢ "E" grill. Although it is not readily apparent by the photograph, this inverted grill was also caused by a paper fold in the sheet. In this case the stamp came from the *folded down and under* portion of the sheet, but the fold did not actually pass through the stamp. The "E" grill has about a 5 degree angle of obliqueness to the sides of this stamp. This was probably caused by a paper fold which was *almost* vertically

aligned to the top and bottom of the sheet. The back ridges of the grill are relatively weak, while the bosses are strong and unusually well puffed out.² Once again, this is characteristic of an inverted grill from the down and under portion of the sheet.

This stamp is shown through the cooperation of dealer-expert Sam Pinchot. It was recently issued P. F. Certificate No. 64693 which states, "that it is genuine variety, 'E' grill with points up." This is believed to be the discovery copy of the points-up (inverted) 1¢ "E" grill.

This writer presently knows of three other specific inverted "E" or "F" grills. First, there was an inverted 3¢ "E" grill in the collection of the late Lester Brookman. Brookman said that it was "normal in all respects except for the fact that it was applied from the back of the stamp rather than the face as was normal and the points are thus up rather than down. Its position on the stamp is normal in all respects. . . ."³ Brookman's words indicate this stamp's sheet was inadvertently passed *face down* beneath the grilling roller. Second, William Wilson discovered an inverted 3¢ "F" grill.⁴ His stamp provided the basis for the initial listing of No. 94 (3¢ "F" grill) with points-up grill in the 1942 *Scott Specialized Catalogue*. Third, there was a double 3¢ "F" grill, with one grill inverted in a grill study put together by Lester Brookman. Andrew Levitt (Route Agent 586) allowed this writer to examine the grill study and make reference slides of it in 1971. It was sold eventually as lot 339 of Daniel F. Kelleher Co., Inc., Sale 520. There are two complete "F" grills on this stamp with one partially overlapping the other. These grills definitely came from two separate passes under the grilling roller.

It should also be noted that the 1979 *Scott Specialized Catalogue* lists inverted grills on No. 83 (3¢ "C" grill) and on No. 87 (2¢ "E" grill). Since this writer has no specific knowledge of these stamps other than the Scott listings, these two varieties were not discussed in this article.

This concludes our discussion of inverted "E" and "F" grills. Anyone who can report other inverted grills, or further information on inverted grills in general, is invited to correspond with this writer.

2. The bosses on Figure 3 give the *superficial* appearance of the "Z" grill. A closer examination will reveal that the unusually well puffed-out bosses are the reason for this false impression. This "E" grill is 16 full points high, while a minimum of 17 full points is required for the "Z" grill. Additionally, studies made by this writer indicate "Z" boss units are slightly wider than tall. They will measure 12 to 12.5 units wide x 12.5 to 13 units high per 10mm. Conversely, "E" boss units are slightly taller than wide. They will measure 12.5 to 13 units wide x 12 to 12.5 units high per 10mm. The boss units in Figure 3's grill measure approximately 12.8 units wide x 12.4 units high per 10mm. This conforms to the "E" boss unit size. Such factors are taken into consideration when expertizing unusual grills.

3. Lester G. Brookman, *The United States Postage Stamps Of the 19th Century*, 1966, II: 114.

4. William E. Wilson, "Inverted Grill on Scott's U. S. No. 94," *Stamps*, June 18, 1960 (photocopy provided to this writer by Mr. C. W. Christian).

A POSTMARK STILL TO BE NAMED

Three responses were received, from Joseph F. Rorke, Sherwood A. Wake-man, and L. H. Lewis, suggesting town names of the postmark shown on pages 266-67, *Chronicle* 100. The solutions given--and all were clearly indicated to be simply from looking at the postmark, with no other data--were Harvard, Ill., Alamo, Cal., and Ft. Bayard, N.M. The former two had post offices before or during the Civil War, and Fort Bayard was established in 1866 as an army post, but the 1867 *U.S. Register* shows no post office for it, and the 1871 list does. It is at least possible.

The postmark has a distinct appearance of being carved in letters of a different alphabet than normal. Probably, the only way that we shall ever positively know where it was used is to find a dated letter enclosed in a cover with this postmark.

Richard B. Graham

THE LEEDS AND FRANKLIN ENVELOPES: RED TAPE AND OBLIVION

RICHARD B. GRAHAM

Over thirty years ago, the late E. Tudor Gross published at least two articles in the *Collectors Club Philatelist* concerning the Leeds and Franklin and other patented envelopes of the window or lattice type. These appeared in the early 1860s and, while they exist in various designs, the basic idea was that the envelope contained a die cut hole, through which the town postmark could be applied on a stamp adhering to the content of the envelope. In this way, the envelope could be discarded, but the stamp with its dated postmark would remain as evidence of the date of mailing.

Figure 1 shows a cover now in the collection of Perry Sapperstein. The stamp is located in its intended position, but the cover bears manuscript markings and the postmark date was not applied to the stamp. Just the same, this is one of the very few such covers that exist with the stamp adhering to the envelope over the die cut hole, as we shall see. Figure 2 displays another cover (actually, a front) of the later Leeds and Franklin pattern, with the stamps applied away from the die cut hole and lattice, thus showing the shape of the hole and arrangement of the lattice. The front bears a Washington, D.C., postmark of, probably, late 1864 vintage, and a "cork" killer to cancel the stamps. At the upper left corner of the cover front are the last two letters, ". . . on," of a printed corner card on what was evidently originally a legal sized envelope. From other data on hand, we believe this imprint originally read, "U.S. Sanitary Commission."

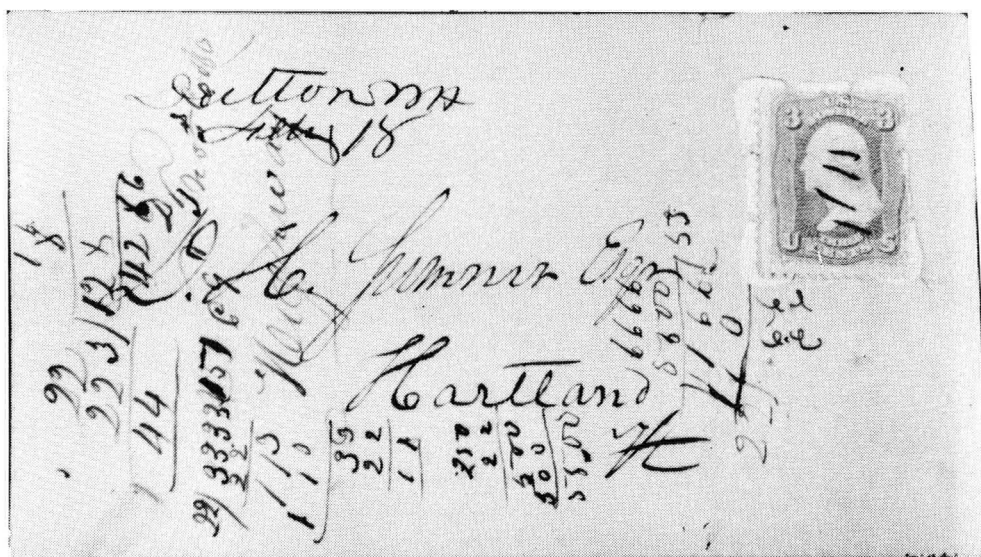


Figure 1. Leeds and Franklin envelope with stamp affixed over lattice, as intended, but not postmarked with date (Sapperstein collection).

These two illustrations give a capsule history of the birth and demise, by being choked to death with red tape, of the Leeds and Franklin concept. As noted, the cover of Figure 1 shows the stamp was to have been applied over the hole. Fortunately for its present owner, the gum of the stamp did not adhere to the content, and hence, when the envelope content was removed, the lattice was not broken and the stamp did not remain with the content. The intended use of the cover, for which a patent was granted, was that the stamp and postmark remain with the content. When the content was removed the lattice—confined between the stamp and the content—would have broken away, leaving a ragged hole on a cover not valuable for any reason. Presumably, all or nearly all such envelopes would have been thrown away. Has anyone seen such a cover with the contents still present and the stamp and lattice correctly affixed to the content?



Figure 2. Cover front, c. 1864, with stamps applied away from lattice. Corner card may be "U.S. Sanitary Commission."

The other illustration, of Figure 2, shows how most of the Leeds and Franklin envelopes were actually used. The stamp was not affixed over the hole, or, if it was, the dated postmark of the town was applied elsewhere on the cover and the stamp was cancelled with a separate killer. This was not because of any prejudice on the part of the postmasters, but because of a government regulation first sent to the postmasters in an order of the Post Office Department, dated July 23, 1860, requiring the use of a separate canceller other than the postmarking device, for cancelling the stamps.

The problem stemmed from a strong and possibly justifiable opinion of the Department that the dated town postmarking devices often were not cleanly struck and were often unreadable. In addition, poorly struck traces of such devices often did such a poor job of cancelling the stamp that the stamp was quite easy to clean and reuse. A short version of the *P.L. & R.* was issued to the postmasters in 1861, announcing some rate changes, and the new regulation was included therein. The 1862 list of post offices also included the regulation, as did a 16 page pamphlet, outlining the changes introduced by the new postal act effective July 1, 1863.

The original patent had been issued to one Benjamin Morrison on June 19, 1860, and Morrison learned within a month that the major feature of his patent had been effectually, if indirectly, nullified by the new Post Office Department regulation. The Morrison patent covered a simple round hole die cut in the envelope instead of the more elaborate designs used by Leeds. Morrison was therefore undoubtedly glad to sell his idea to Leeds and Vaux, as related in the Gross article, which covers the history of the Leeds family and the various partnerships set up to manufacture and sell the patent envelopes. Sufficient to say that the mainspring in the organization was one Lewis Leeds, who had applied for a patent on the die cut envelope, but found the Morrison patent precluded his idea from being patented. Lewis Leeds involved other people, notably a brother, Barclay R. Leeds, in an organization set up in the early 1860s to manufacture the envelopes. J. F. Franklin was a partner in the enterprise for a time, but his name lingered with the concept long after he had left the organization. For a very thorough rundown on the patents and the people involved, reference should be made to the articles of E. Tudor Gross, published in the *Collectors Club Philatelist* in April 1942 and January 1943.

Probably remaining examples of the Leeds and Franklin envelopes may most frequently be found in the form shown in Figures 3, 4 and 5. In Figure

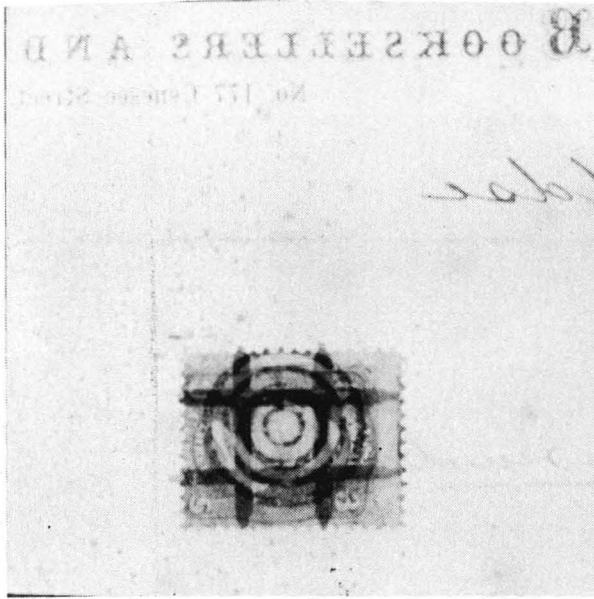


Figure 3. A 3¢ 1861 stamp attached to enclosure from Leeds and Franklin envelope. Backlighted to show lattice.

3, a 3¢ 1861 stamp is shown attached to an enclosure that obviously came from a Leeds and Franklin envelope. The enclosure, an invoice, is on relatively thin paper and has been lighted from the under side to silhouette the lattice of the envelope confined between the paper and the stamp. Figure 4 shows the other side of the invoice, and Figure 5 shows another stamp from the same find,

Wm. Nov 29 1861

Messrs. Thomas Gifford & Co.
JOSEPH H. DAVIS
 BENJ. D. GILBERT
 FRANK W. PLANT
 Bought of **Davis, Gilbert & Plant,**
Jobbers in School Books and Stationery.
 ALSO, EXCLUSIVE AGENTS FOR
 ARNOLD'S INK, RHODES' LONDON INK, PHILLIPS' SINGING PILGRIM, GOODRICH'S NEW SERVICE AND TUNE BOOK, & C.
 Terms Cash Days. No. 177 Genesee Street, Five Doors Below the Central Hotel.

✓	3	Dog Skiffed.		6.45
✓	1	Pic Burn		1.80
✓	1	Banders #4	74	11.28
✓	3	hot tract	75	2.25
✓	3	scribi	35	1.05
			50	23.13
				1.15
				21.98
✓	1	#43 Eggs		4.
✓	2	Exp. Small	30	11.80
✓	1	Dog Skiffed 5x7		1
✓	1	" " 8x12		2
				11.80
				33.58

we have a graduate 25c mt class star sheet that should not be

Figure 4. Reverse of Figure 3, showing invoice side of enclosure.

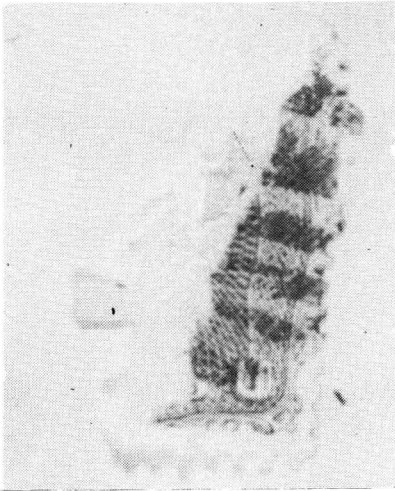


Figure 5. Another enclosure from same find as Figures 3 and 4, showing fragment of stamp and lattice attached.

which has only a fragment of the stamp remaining and a portion of the lattice showing. This find, made by Mr. Stanford Gibson, included several enclosures

Leeds & Franklin's Patent

STAMP-SEALING AND POST-MARK-PRESERVING ENVELOPES,

MANUFACTURED FOR THE TRADE, AND SOLD BY
WILLIAM P. LYON,
ENVELOPE MANUFACTURER,
No. 537 PEARL-STREET, near Broadway,
NEW-YORK.

The preservation on the letter itself of the Post Mark and Postage Stamp—generally destroyed with the detached cover—has long been deemed a matter of the first importance. This desideratum is now triumphantly secured by LEEDS & FRANKLIN'S ingenious invention.

This PATENT ENVELOPE has a simple window opening at the right hand corner, through which, by use of the postage stamp, the letter and envelope are sealed fast-together; so that when the letter is removed from its cover, the postage stamp, and with the post mark placed thereon, must remain permanently adhering to the letter.

Many obvious advantages must arise from the general use of this envelope.

First.—Increased SAFETY by additional sealing; the stamp connecting the envelope and letter securely together; and this is never liable to be omitted, though the sticking of the flap is frequently neglected or imperfectly done.

Figure 6. William P. Lyon flier advertising Leeds and Franklin envelopes.

but not a single remaining envelope. One of the invoices bears a grilled stamp, and this is confirmed by the date of the invoice of Figure 4 of November 29, 1867. This was probably some time after Leeds and Franklin and their successors, if any, had quietly folded their tents and retreated from the scene, licking their financial wounds. Of interest is the fact that the senders of the invoices, Davis, Gilbert and Plant of Utica, New York, were jobbers of school books and stationery. No doubt their use of the Leeds and Franklin envelopes was a good way to dispose of some relatively unsaleable merchandise.

Figures 6 and 7 show both sides of a flier (undated in print) that probably represents the most prominent attempt of Leeds to market the lattice envelope. The flier is not dated, but the article by Gross in the January 1943 issue of the *Collectors Club Philatelist* includes the text of a contract between Leeds and Franklin and William P. Lyon, dated in August of 1863. (A Lyon's advertisement for the envelopes in the *New York Times* of Nov. 19, 1862, is reproduced in an article by Dale Ferber in the Spring 1979 issue of *The Dixie Philatelist*.) Of interest is the fact that the shape of the die cut opening over which the stamp was to be placed is a lattice different from the type illustrated in Figure 2.

Second.—SECURITY AGAINST IMPERTINENT INTERSION; the letter and envelope being firmly attached by the stamp, the inclosure cannot be inspected even if the flap be clandestinely opened.

Third.—SAFETY AGAINST ABSTRACTION OF VALUABLE INCLOSURES. If the flap be left unsealed, or opened with felonious intent, it will still be impossible to open the letter and take thence bank notes and drafts without so mutilating the envelope as to insure detection.

Fourth.—SECURITY FOR THE PRECEDENT OF THE PASSAGE; as the stamp, when once properly placed in this window, cannot be removed without its destruction.

Fifth.—ADVANTAGE THEREFORE TO THE GOVERNMENT; by the effectual destruction of every stamp in its first use.

Sixth.—FACILITY TO THE POST OFFICE OPERATIONS; by a uniform location of the stamp in the upper right hand corner, which is the most convenient position for the Post-Office mark.

Seventh.—VERIFICATION OF THE MAILING; by securing on the letter itself the legal evidence of the time and place of it being mailed. This has long been esteemed so desirable, that many prudent persons are constrained to dispense with the use of envelopes, that they may have the post mark on the letter; and others take the precaution to pin the envelope again on the letter for identification.

Eighth.—CERTAINTY OF THE DATE AND PLACE ON THE LETTER, which are so frequently omitted by writers, in carelessness or hurry.

Ninth.—ORNAMENTATION; which, though some may think of small importance, certainly merits the approval of all persons of taste.

Tenth.—Cost. Notwithstanding the many and unrivalled advantages of our "STAMP-SEALING ENVELOPES," they will be furnished at a very small advance upon the prices of those not having the benefit of this patent.

As indicative of the estimate placed upon this improvement by those perhaps best capable of judging of its importance, we subjoin a few out of a long list of leading public men, bankers, &c. who have united in recommending its introduction into general use.

Hon. Geo. Opsteke, Mayor, N.Y.; Hon. B. F. Manicey, N.Y.; Hon. Jas. Harper, late Mayor, N.Y.; Hon. Honce Greely, N.Y.; Hon. Henry J. Raymond, N.Y.; Geo. D. Lyman, Pres. Bank Clearing House, N.Y.; A. P. Halsey, Pres. Bank of New York; S. Ball win, Pres. New-York Exchange Co., N.Y.; Geo. S. Cox, Pres. American Exchange Bank, N.Y.; R. W. Hows, Pres. Park Bank, N.Y.; Geo. Ellis, Cashier Bank of Commonwealth, N.Y.; Chas. J. Martin, Pres. Home Insurance Co.; Mun & Co. Scientific American; J. Smith Thomas, N.Y.; D. Appleton & Co., N.Y.; Abram Wakeman, Post Master, N.Y.; Jno. G. Palfrey, Post Master, Boston; C. J. R. Thorpe, Post Master, Baltimore; Thos. Smith, Pres. Bank of North America, Phila.; Geo. M. Troutman, Cashier of Western Bank, Phila.; J. B. Lipgott & Co., Phila.; Edward Tyler, Cashier Suffolk Bank, Boston; C. H. Warren, Cashier Bank of Commerce, Boston; C. T. Robbins, Cashier Merchant's Bank, Providence; Prof. R. Silliman, New Haven, Ct.; Silliman & Dana, American Journal Science; E. C. Stanton, Pres. Elm City Bank; also Post Masters in all parts of the country.

These Envelopes should be for sale by all Stationers.

Those who desire to see and test this invention, may enclose to my address one or more postage stamps, and will receive at once by mail equivalent value in samples, with prices.

WM. P. LYON,
No. 537 Pearl-Street, near Broadway, New-York.

SPECIAL NOTICE.

The undersigned is again largely engaged in the manufacture of ENVELOPES OF EVERY SIZE, STYLE, QUALITY AND DESCRIPTION, which he offers to the trade at lowest possible prices.

SAMPLES FURNISHED. Orders thankfully received and promptly executed.

I will be happy to see my customers, and the trade generally, at my new and central place of business.

WM. P. LYON.

Figure 7. Reverse of Lyon flier, extolling advantages of the patent envelopes.

Most of those seen by the writer are of the type of Figure 2; in fact none with the shape shown in the flier has been seen by the writer.

Figure 8 shows a stamp on a Lyon flier folded as to be mailed, and although not addressed, it bears the 1¢ 1861 stamp over a punched lattice of the Figure 2 type, with a known type of New York year dated postmark. This postmark was normally used on letter rate mail rather than circulars, and the stamp was apparently cancelled (against regulations?) by someone at the New York post-office by request. The cancel does tie the stamp to the circular at the lower right, so it is not a used stamp that has been added.

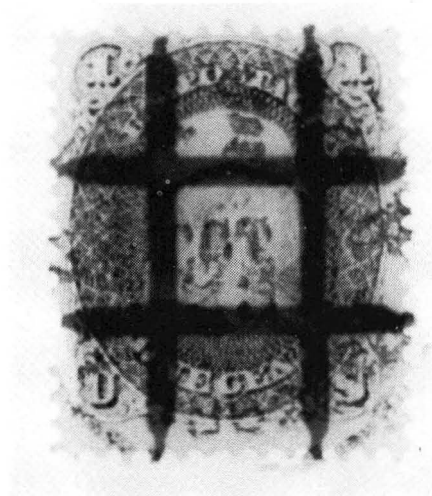


Figure 8. Stamp on Lyon flier applied over punched lattice. Stamp is postmarked but circular is unaddressed. See text.

Just how many of the Leeds and Franklin envelopes of each type were ever sold is not known. It is known that Mr. Lewis Leeds was for a time with the U.S. Sanitary Commission, and in his first article, Gross displayed an invoice from Leeds to the Sanitary Commission for 25,000 of the patent envelopes. Several covers with the Sanitary Commission imprint are known, although none is the type of usage outlined in the circular, with the stamp over the lattice and the town datestamp on the stamp. If any such exist we would like to be informed of them.

When a new product is introduced, it is nearly fatal to the prospects of the product's being a major success if a design flaw or serious problem is found with the product when it is being introduced. Even if such a flaw is quickly corrected, it still delays the generation of good sales volume in the marketplace.

In the case of the patent of Benjamin Morrison, who sold his patent to Lewis Leeds, he apparently would have accepted the fact that the new government regulation would have ruined his idea's chances of success. Lewis Leeds and his associates evidently did not accept the defeat of their concept by a government regulation, and made strenuous attempts to have the regulation reversed. That the fears of the government of reuse of postage stamps outweighed any interest the department may have felt, or any pressure brought to bear politically, is obvious. In fact, the issuance of the grilled stamps in 1867 shows how important the government considered the matter of cleaning postage stamps to have been.

Whether the idea would have been well accepted even had there been no red tape to retard it at the outset is also questionable. Not many letters are sent today and few then when the sender feels that the recipient will desire a proof of date such as the Leeds and Franklin envelope offered. Its appeal was really more as a novelty than anything else. And, like most novelties, it did not last. Probably, the government regulation somewhat impaired sales for the early years, but it is likely the idea would soon have fallen by the wayside in any case.

COVERS FROM HONG KONG DURING CHINA & JAPAN STEAM SERVICE ERA

Many of the articles that appear in these pages seemingly disappear into some sort of oblivion without a ripple. Often, after a considerable length of time, often years, a response will be received to the effect that some additional information has turned up or a new find has been made pertinent to the material discussed. As an example, the writer is still receiving fairly frequent additions to the lists of China & Japan Steam Service covers that appeared in *Chronicles* No. 73 and 75, for February and August, 1972. The covers of which we have been informed actually have done little but confirm the information presented in the articles. Nearly all the trips have been filled in, so that we have recorded at least one cover for each incoming trip. Of interest are the covers that arrived abroad the same steamers but did not receive the markings. Most of those appeared to have originated at Hong Kong and were mailed after the U.S.-Hong Kong treaty was signed. In this respect, we would appreciate Xerox copies of fronts and backs—the backstamps are very important—of such covers whether the China & Japan Steam Service mark was applied or not. We also wish to know the color of any San Francisco markings on such items.

Comment is also solicited as to whether a final, updated list of China & Japan Steam Service covers would be useful. The first list, in *Chronicle* No. 73, contained several errors, a few of which were corrected in the second list. However, no "final" list has been published as the Period Editor has assumed that adequate data were given in the two lists so that any cover with the subject marking could be dated.

POSTAL HISTORY AUCTIONS

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San Anselmo, CA 94960

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HENRY M. SPELMAN III

P. O. Box 645
San Anselmo, Ca. 94960

APS
USPCS
CSA

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

THREE FRAUDULENT BISSELL COVERS
CYRIL F. DOS PASSOS, I.L.B., D.Sc., A.P.S.

The facts relative to the Bissell find of between one and two hundred covers used from the United States, mostly Boston, to India, are well known and it is unnecessary to repeat them in detail. It is sufficient to refer to Bartels' advertisements¹ and the papers by Bartels², Phillips,³ Perry,⁴ Anonymous⁵ and Barr.⁶

These papers established the fact that all known Bissell covers were purchased originally by Bartels. They were advertised three times by him and sold mostly to a very few of his close friends and customers. Henry C. Needham was one of these individuals. In view of the fact that Ackerman subsequently

Initials	Date	Description	Value
ERA	1861	90¢ Sydney N.W.	75 -
		90¢ light blue c 10¢, 12¢ India	100 -
		90¢ & 24¢ Hong Kong	100 -
ERA	1861	12¢	5 -
		90¢ c 10¢ & 2-3¢ Hong Kong	100 -
		90¢ 2-3¢ & 24¢ "	150 -
		90¢ 10¢ 2-3¢ "	100 -
ERA	1861	6¢	5 -
		24¢ 2 1/2 3¢ - 7¢ Galson Miss	5 -
		10¢ Paris	5 -
		10¢ c 12¢ India	1250 -
		12¢ England	5 -
		" Ireland	750 -
		15¢ 1 2 3 4 France	25 -
		6¢ Ontario C.W.	5 -
15¢ 2 Sweden	6 -		

Figure 1. Examples of pages from the Perry inventory of the Needham collection. The initials "ERA" denote items purchased by Ackerman.

1. J. Murray Bartels, Advertisement in the *Philatelic Gazette*, May 1, 1912, reproduced in *Nineteenth American Philatelic Congress Book*, p. 63, and June 1, 1912, *ibid.*, p. 64.
 2. "Reminiscences of J. Murray Bartels," *Stamps Magazine* (November 1937), vol. 27:324.
 3. Charles J. Phillips, "Reminiscences of the Veterans," *Collectors Club Philatelist*, 9:67-74.
 4. Elliott Perry, "25 years later," *Pat Paragraphs*, 35:1034-8; "To whom it may concern," *ibid.*, 35:1038-40, 1127; [Sea Post Office and rates to India] "Via Southampton," *ibid.*, 35:1127; "Via Brindisi," *ibid.*, 35:1128-9; "National Bank Note Co., 2¢, 12¢, 30¢," *ibid.*, 57:1944, 1 figure.
 5. Anon., "Correction from 1933," *Collectors Club Philatelist*, 32:286.
 6. Jeremiah Hess Barr, "Bissell find 1868-76," *Nineteenth American Philatelic Congress Book*, pp. 62-72; "The U.S. 1873-75 Twenty-four cent Continental Bank Note Stamp," *Twentieth American Philatelic Congress Book*, pp. 108-18.

INVENTORY OF THE BISSELL COVERS IN THE C. H. NEEDHAM COLLECTION AS SOLD TO ACKERMAN

Vol.	Ila		
p. 20	1867	24¢, 30¢ & 2¢ cover to India	
	1861	24¢ strip of 3 and 12¢ grill cover to India	
	1861	24¢, 2 shades 10¢ and grill 12¢ cover to India	
p. 23	1861	30¢ pair and 24¢ cover to India	
p. 24	1861	90¢ light blue with 10¢ and grilled 12¢ cover to India	
p. 40	1869	10¢ with 12¢ cover to India	
p. 42	1869	30¢ pair, 6¢ on cover to India	
*	1869	30¢ pair, 24¢ cover to India	
p. 61	1871	24¢ pair, 2¢ cover to India	
	1871	24¢: 3 copies, 10¢ & 6¢ cover to India	
p. 62	1871	24¢ pair, 12¢ & 6¢ cover to India	
	1871	30¢ pair, 15¢, 10¢ & 3¢ cover to India	
*	1871-73	12¢ pair, 30¢, 3¢ & 1¢ cover to India	
p. 63	1871-73	24¢, 30¢, 2¢ cover to India	
	1871	24¢ with pair 10¢ cover to India	
	1871-73	24¢, pair 10¢ cover to India	
p. 64	1871-73	24¢, 30¢, 2¢ cover to India	
	1871-73	24¢, 30¢, 2¢ cover to India	
	1871-73	24¢, strip of 3 10¢, 2¢ cover to India	
p. 65	1871	10¢: 2 singles, 2¢ cover to India	
	1870-71	24¢ with 2 30¢ grills cover to India	
	1870-71	24¢, 2-2¢, pair 30¢ grills cover to India	
p. 66	1873	12¢ pair with pair 30¢ cover to India	
	1873	12¢ pair, pair 30¢, cover to India	
*	1871-73	90¢ with pair 30¢ cover to India	

The three covers referred to in this paper are indicated by an asterisk (*).

bought the three questionable covers from Needham, it is obvious that Needham had bought them from Bartels, since there was no other source at that time from which they could have been purchased. When bought by Ackerman the three covers were in the same condition as they were a short time ago when destroyed by the writer. This is established by the Perry inventory of the Needham collection made at the time of its purchase by Ackerman by both Mr. and Mrs. Perry.

p. 42	30¢	□	64	India	100 -
*	30	□	24¢	"	150 -
	1¢	□	3	White	750
	1¢	□	2	reissues h.y. ever 1864	5 -
p. 43	1867	1¢	□	4A	40 -
					12 -

Figure 2. Photograph of part of page 42 from volume Ila of the Perry inventory of the Needham collection when purchased by Ackerman, listing the "1869" cover, as noted by asterisk.

This inventory (Figures 1, 2, 3, and 4), as transcribed by Mrs. Elliott Perry who wrote it, shows the following respecting the condition of the three covers challenged in the present paper. The following items will be discussed:

Figure 2, p. 42: 1869 30¢ pair, 24¢, cover to India

Figure 3, p. 62: 1871-3 12¢ pair, 30¢, 3¢, 1¢, cover to India

Figure 4, p. 66: 187-3 90¢ with pair 30¢ cover to India

The present paper is restricted to a study of the three Bissell covers that are believed to be partly fraudulent, either through 1) the addition of stamps to one cover, or 2) the substitution of stamps on the other covers. The stamps involved are the 1 cent American (Scott's #182) and the 3 cent Continental (#158) on one cover, and the substitution in place of a 6 cent 1869 of a 24 cent 1869 on one of the remaining covers, and the substitution in place of a 6 cent National of a 90 cent carmine on the last cover. For simplicity the covers will

		Voll II a				
p. 60	1879	64	→			
		14	↳	→		
	1882	64	↳	→		
	1871	64	↳	→ - England		
	1870	74		→ - Germany		
	73	64				
	"	34		double perfect 2 copies		
p. 61	1867	34	split	→ cover		
	73	34	↳	→		
	71-73	14	↳	→ "underground ER"		
	ERA - 71	74	↳	→ - Berlin		
		71	74	→ - Berlin		
	ERA 71	124	→	- London	3 -	
	ERA 71	244	↳	→ - India	25 -	
	ERA 71	244	↳	→ 104 & 64 - India	50 -	
	p. 62	1873	64	↳	→ - Phila	30 -
		ERA 71	244	↳	→ 124 & 64 - India	35 -
ERA 71		304	↳	→ 154 104 & 34 - India	10 -	
* ERA 71-73		124	↳	→ 304 24 & 14	10 -	
		71	14	↳	→ 3 - center - Phila	1 -
p. 63	1879	104	↳	→ 54 & 24 - St Helena	750 -	
	ERA 71-73	244	↳	→ 304 24 - India	15 -	
	ERA 71	244	↳	→ 104 " " "	15 -	
	ERA 71-73	244	↳	→ 104 " " "	25 -	
p. 64	1873	104	↳	→ - Phila	6 -	
	ERA 71-73	244	↳	→ 304 24 - Ind	15 -	
	ERA 71-73	244	↳	→ 304 24 " " "	15 -	
	ERA " "	244	↳	→ 304 104 24 " " "	35 -	
p. 65	1879	154	↳	→ - Paris	50 -	
	ERA 71	104	↳	→ 24 24 - India	1 -	
	ERA 70-71	244	↳	→ 2 304 - India	100 -	
	ERA 70-71	244	↳	→ 2-24 304 " " "	100 -	

48875

Figure 3. Pages 60-65 from volume IIa of the Perry inventory of the Needham collection when purchased by Ackerman listing the "low value" cover on page 62.

be referred to as "the 1869 cover" (Figures 5 and 6), the second as "the low value cover" (Figures 7 and 8), and the third as "the high value cover" (Figures 9 and 10).

		Vol IIa				Rate	
✓	1873	124	1/2	1/2	30¢	India	10 -
✓	73	124	1/2	1/2	30¢	"	10 -
✗	71-73	90¢	1/2	1/2	30¢	"	25 -

Figure 4. Part of page 66 from volume IIa of the Perry inventory of the Needham collection when purchased by Ackerman listing the "high value" cover.

Since two of the questionable covers were sent "via Southampton" and the third "via Brindisi," our first concern is with the postal rates from the United States to India on the dates when these covers were mailed. While the complete dates of mailing do not appear in the originating postmarks of any of these covers, they may be ascertained, with close accuracy, from other markings on the face or reverse of the covers, such as the London transit or the sea post markings.

It will be observed from an examination of the three covers and their reverse (Figures 5, 6, 7, 8, 9 and 10) that none of the three covers carries the correct postage because:

- 1) the 1869 cover carries 84 cents postage while marked for the 66 cents rate,
- 2) the second carries 58 cents postage but there was no such rate via Brindisi, and,
- 3) the third carries \$1.50 postage but there was no such rate nor any cover advertised by Bartels with such a high rate or bearing the 90 cent carmine.

From the foregoing facts, it would seem clear, beyond a reasonable doubt, that these covers 1) are fraudulent, 2) were not in their present condition when purchased by Bartels or sold by him and 3) were in their present condition when purchased from Needham by Ackerman and resold by him to Perry, thus pointing a strong finger of suspicion at Needham, either as guilty of committing the fraud, or of being instrumental in its commission—it matters not which—*qui facit per alium facit per se*.

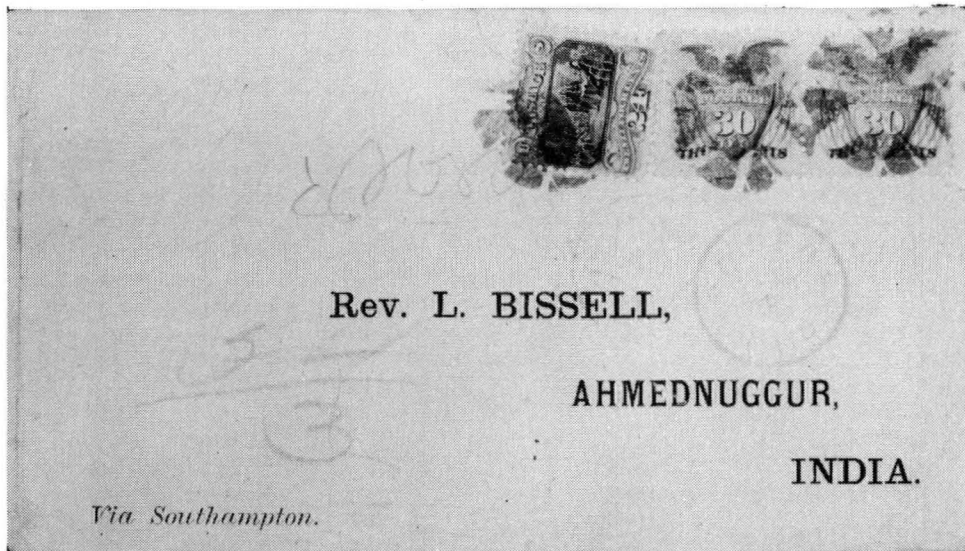


Figure 5. The "1869" cover, front.

The 1869 Cover (Figures 5 and 6), consisting of a pair of 30 cent and one 24 cent 1869. Total postage 84¢; via Southampton. Date of mailing from Boston, Mass., about 8 February 1870.

The previous British 28¢ rate via Southampton had been reduced to 22¢ at the start of 1870 so this cannot be the triple 28¢ rate. It is the writer's opinion that it was prepaid and originally carried a 66¢ rate. That would mean that a 6¢ stamp had been removed or fallen off and the 24¢ stamp substituted therefor.

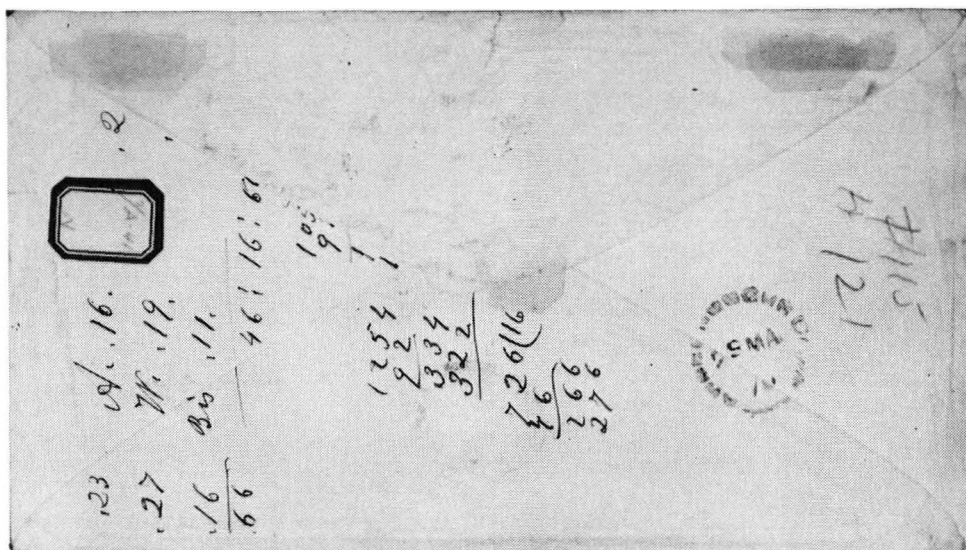


Figure 6. The "1869" cover, back.

The reverse of this cover bears a small blue bordered label upon which is written in ink "2/A-41" at the top and "N" at the bottom. This means that the cover came from volume 2A of the Needham collection, page 41. By coincidence it is listed in page 42 of the Perry inventory.

Other Bissell covers used at or about the same time show a 66¢ rate. For instance, in the H. R. Harmer, Inc., sale no. 1046 of 26 November 1956,⁷ lot 159 consisted of a Bissell cover with one 6¢ and a pair of 30¢ 1869 stamps, making a triple rate of 66¢ from Boston to India via Southampton. This cover which originated in Boston about 1 May 1870 because the London transit marking is dated 10 May in that year, is marked "54/3," indicating the payment of postage three times the basic rate (22¢) less 12¢ credited to the United States, just as the fraudulent cover under consideration, thus showing that the correct rate for letters bearing such markings in 1870 was 66¢ not 84¢. The cover listed in the inventory just above the suspect cover also shows the 66¢ rate.

Attention is called to the fact that the spuriously added stamp is placed sidewise on the cover perhaps to coincide better with the cancellation mark but contrary to the almost unanimous custom of the person who stamped the Bissell covers. Furthermore, the 24¢ stamp has been lifted and reveals a postmark beneath. All stamps have been removed from this cover and the latter destroyed by the writer.

The low value cover (Figures 7 and 8), consisting of one 1 cent 1879, one 3 cent 1873, two 12 cent 1873, and one 30 cent 1873. Total postage 58¢; via Brindisi. Postmarked London 28 September 1875. Date of mailing from Boston 14 September 1875 as appears from the London transit marking which fixes the year.

So far as known there was no 29¢ single or 58¢ double rate to India via Brindisi or by any other route in 1875. A rate of 27¢ by British mail via Brindisi became effective in July 1875.

7. H. R. Harmer, Inc., "A specialized collection of the United States 1869 issue formed and offered by order of a private collector from the South," November 26, 1956.

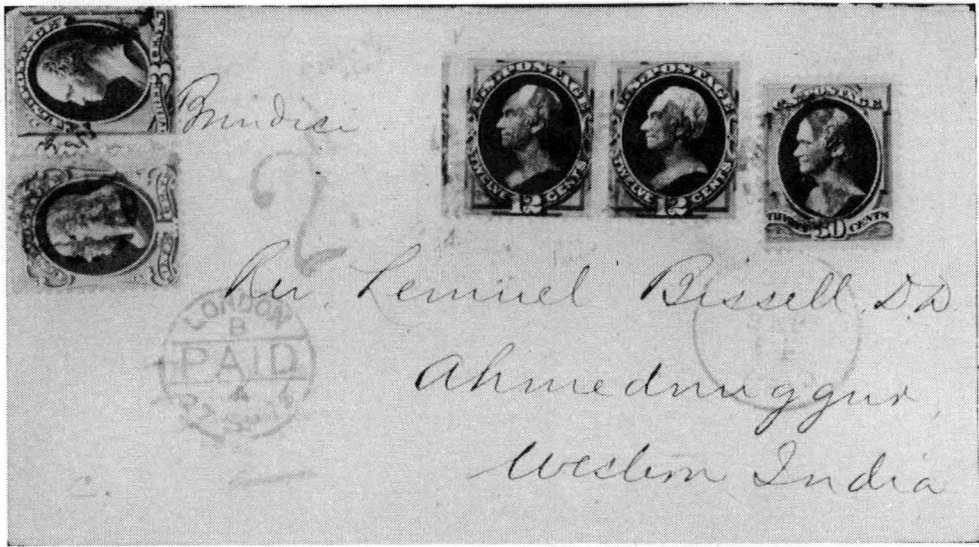


Figure 7. The "low values" cover, front.

The reverse of this cover bears also a small blue bordered label upon which is written in ink "2A-61" at the top and "N" at the bottom. This means that the cover came from volume 2A of the Needham collection on page 61. It is listed in page 62 of the Perry inventory.



Figure 8. The "low values" cover, back.

The 1¢ stamp is on soft paper, which was not used until 1879 or slightly earlier, so this stamp could not have been on the cover when it was placed in the mail.

In the same year, 1875, but at an undetermined date, there is another cover sent via Brindisi with a pair of 12¢ 1873 and a 30¢, the correct double 54¢ rate and another definitely October 1875 with a similar combination.

The 1¢ and 3¢ stamps on this cover are placed sidewise, a very rare occurrence on Bissell covers, only one other legitimate cover being noted where that procedure was adopted. Furthermore, the 3¢ stamp partly covers "via Brindisi," a fact not noted on any other cover. If all the stamps on this cover had been placed on it originally, it is almost certain that the three legitimate stamps

would have been placed further to the right so as to make room for the other two.

It would seem clear from the foregoing that the 1¢ and 3¢ stamps were not originally on the cover, so all have been removed therefrom and the cover destroyed by the writer.

The high value cover (Figures 9 and 10), consisting of a pair of 30 cent 1871 and one 90 cent 1873. Total postage \$1.50; via Southampton. Postmarked Boston 30 July 1872, the year being fixed by the London transit marking.



Figure 9. The "high value" cover, front.

So far as known there was no single, double or quadruple rate to India, via Southampton or by any other route in 1872 amounting to \$1.50. The single rate via Southampton was 22¢ and the quadruple rate 88¢.

The reverse of this cover bears a small blue bordered sticker upon which is written in ink "2A-65" at the top and "N" at the bottom. This means that the cover is listed in volume 2A of the Needham collection on page 65. It is listed on page 66 of the Perry inventory.

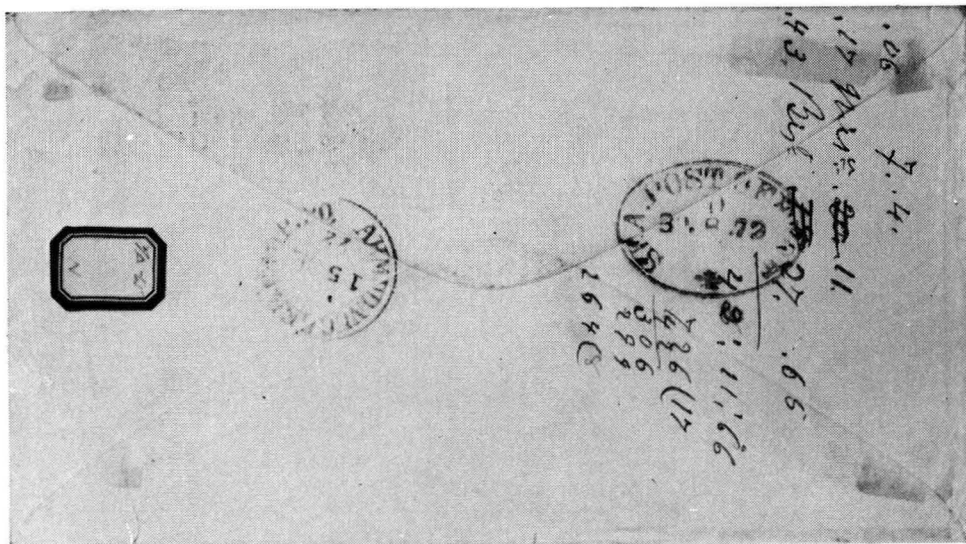


Figure 10. The "high value" cover, back.

It is believed that a 6¢ stamp has been removed from or fallen off this cover and a 90¢ carmine stamp substituted in its place. A 66¢ rate would have made a legitimate triple rate.

According to Bartels's testimony⁸ there was no 90¢ carmine on any cover when he purchased the Bissell find. It is evident that this stamp was added later in replacement for some other value.

All stamps have been removed from this cover and the cover destroyed by the writer.

Obviously these covers should not be left in their present condition because someday they could fall again into unscrupulous hands and be sold to an innocent person. By destroying them no future purchaser will ever be deceived.

The two volume inventory of the Henry Needham collection purchased by Senator Ackerman has been deposited in the Library of the American Philatelic Society at State College, Pennsylvania.

The stamps removed from the three Bissell covers were returned to Mrs. Elliott Perry and disposed of by her to a dealer.

Needham must have been a perfect Dr. Jekyll and Mr. Hyde because of many years he certainly fooled some of the leading collectors and dealers. However, that he was a rogue is proven out of his own mouth by his letter of July 25, 1923, to Mr. A. W. Tuttle advising him to commit an unlawful and dishonest act. I am indebted to Mrs. Elliott Perry for this letter which she found after Mr. Perry's death among his papers.

The author is indebted to the late Elliott Perry of Westfield, New Jersey, for calling his attention to these three fraudulent covers, discussing their status with him at considerable length and making valuable suggestions during the preparation of the present paper. Thanks are due also to Mrs. Elliott Perry, who kindly transcribed part of her notes of the Needham collection of Bissell covers for use herein.

When this paper was in final draft, two dealer friends of Needham's and mine who knew that it was in preparation, spoke to me about it, and one read it. Both expressed the opinion that Needham was incapable of such dishonesty as described above and asked me to soften my language. That I reluctantly agreed to do, although this author considered that the case against him was ironclad. But before there was time to alter the manuscript, an original letter to A. W. Tuttle, dated July 25th, 1923, and referred to above, from Henry C. Needham written on his own office stationery came into this author's possession, the relevant parts of which read as follows:

I have yours of 21st (postmarked 24th) enclosing Locals. The condition of the lot is certainly not of the finest.

I have two copies of the City Despatch on pink; one bought some years ago from Coleman, the other from Ferrari. Caspary has a fine copy bought from Colean [*sic*]. Ackerman has a fine copy. There are two men *who might pay a full price for this stamp if it were put on a New York cover of 1848-50, attached with sealing wax* [*italics added*]-Judge Emerson of Providence, R.I. and Mr. C. S. Brenneman of Lancaster, Pa., both names you will find in the A.P.S. List of Members.

P.S. I may say: if the two men mentioned do not care for the City Despatch send it to me for \$35.00.

This letter shows conclusively that Needham was capable of advising a friend to fake a cover, even to recommending the use of sealing wax to affix the stamp thereto to give it an old original appearance and also giving the owner the names of two eminent philatelists who might buy such a cover at full price. This convinced the author that Needham was also capable of faking the three Bissell covers discussed in this paper since he did not hesitate to advise somewhat similar actions by a friend.

8. "Reminiscences," *loc. cit.*

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- Anonymous. "Correction from 1933," *Collectors Club Philatelist*, 32:286 (1953).
Barr, Jeremiah Hess. "Bissell find 1868-76," *Nineteenth American Philatelic Book*, pp. 62-72 (1953).
———. "The U.S. 1873-75 Twenty-four cent Continental Bank Note Stamp," *Twentieth American Philatelic Congress Book*, pp. 108-18 (1954).

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- Advertisement June 1, 1912, *ibid.*, p. 64.
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- [Sea Post Office and rates to India] "Via Southampton," *ibid.*, 35:1127 (1938).
- "Via Brindisi," *ibid.*, 35:1128-9 (1938).
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- Phillips, Charles J. "Reminiscences of the Veterans," *Collectors Club Philatelist*, 9:67-74 (1930).

Review: The 1978 Register. Edited by Benjamin E. Chapman, Jr.; associate editor Jonathan W. Rose. Published by The United States 1869 Pictorial Research Associates, Inc. 114 pages. \$20.00 from Elliott H. Coulter, P. O. Box 280, Bronxville, N.Y. 10708.

This volume contains eight articles by various authors on the 1869 issue. As with most productions of this type, the results are somewhat uneven. All articles are previously unpublished except for one by John Birkinbine II on 3¢ position dots reprinted from the *Congress Book* for 1969.

Pat Herst is represented by some entertaining reminiscences on 1869 stamps. J. Weston Smith contributes a useful short article clarifying split grill terminology. The 1¢ reissues—quantities, plate layout, and postal use—are thoroughly discussed and well illustrated by Robert L. Markovits.

Margaret L. Wunsch and Ravi Vora have collaborated on a major article detailing six covers to India with 1869 stamps. The authors have made a valiant effort to analyze the complex rates and markings involved, but, I am sorry to report, have fallen short in many instances, so that their interpretations cannot be relied on. Some errors noted: the service from San Francisco to the Far East was American, *not* British (caused by a misreading of the tables in the *U.S. Mail*). Cover #2 bears the same ship letter receiving backstamp as cover #4, and must also be a ship letter, a fact which invalidates the analysis given. Domestic postage should have taken these letters to the port of departure—the 12¢ stamp on cover #4 surely does not belong. Although cover #1 bears enough postage for the NGU closed mail rate, its appearance suggests it was instead conveyed by British mail via Marseille. The covers in this article are indeed fascinating but the reader must regard the explanations as tentative at best.

Jonathan W. Rose and Elliott H. Coulter discuss the 15¢, Type I, on cover and present a detailed census of just over one hundred recorded covers. Reporting of this kind is the starting point for study of postal uses and provides a solid basis for additional research.

An article on the "Three Cent Gray Paper" by Richard J. Niezabitowski has assembled the few available facts on this interesting variety but is weakened by excessive unsupported speculation. The same tendency to elevate fancy to fact is exhibited in a second article by John Birkinbine II on the overland rate to Mexico. The material presented has enough interest in itself; hypotheses about foreign mail cancels and the like can only detract. Contrary to a statement in the article, a postal convention between the United States and Mexico did exist. It had been proclaimed June 20, 1862; the text appears on pp. 159-63 of the 1862 *PMG Report*.

Editors Chapman and Rose are to be congratulated on the physical appearance of the book and on the clear, attractive layout. The book is handsomely produced, but handsome is as handsome does.

Susan M. McDonald

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor

MORE ON THE TWO CENT BROWN OF 1883

MORRISON WAUD

The Two Cent Brown is found on numerous advertising covers, primarily with corner cards but also with over-all advertising material. Figure 1 depicts a Hotel Corner Card with the added joy of a nice strike of a monogram cancellation, probably P(ost) O(ffice) D(epartment).

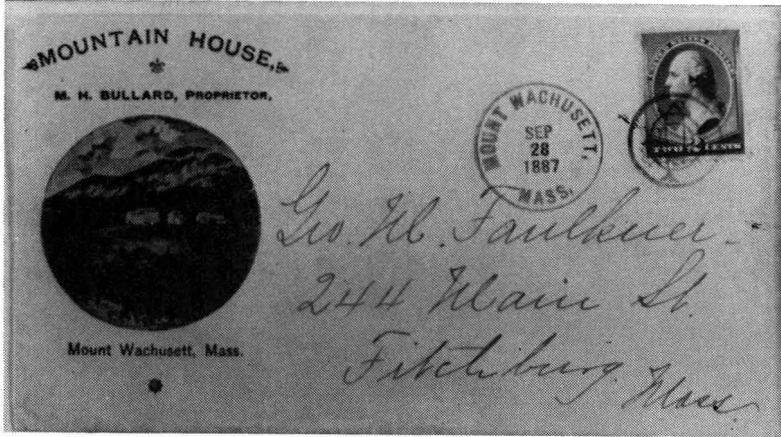


Figure 1. Hotel corner card and monogram cancel.

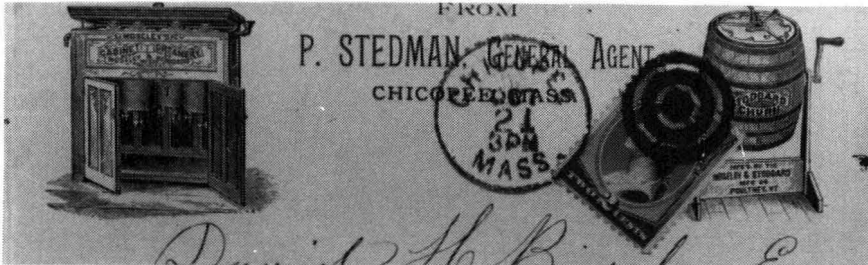


Figure 2. Butter churn advertising cover (upper). Figure 3. Farm machinery advertising cover (lower).

Figure 2 would have fitted into the Barnyard Philately collection of that delightful gentleman, the late Cecil Love. It depicts a butter churn and a cabinet creamery by Moseley & Stoddard Mfg. Co. Figure 3, another Barnyard Philately item, illustrates a rather fancily dressed farmer with a derby and frock coat driving a team of handsome horses pulling a Corbin Disk Harrow.

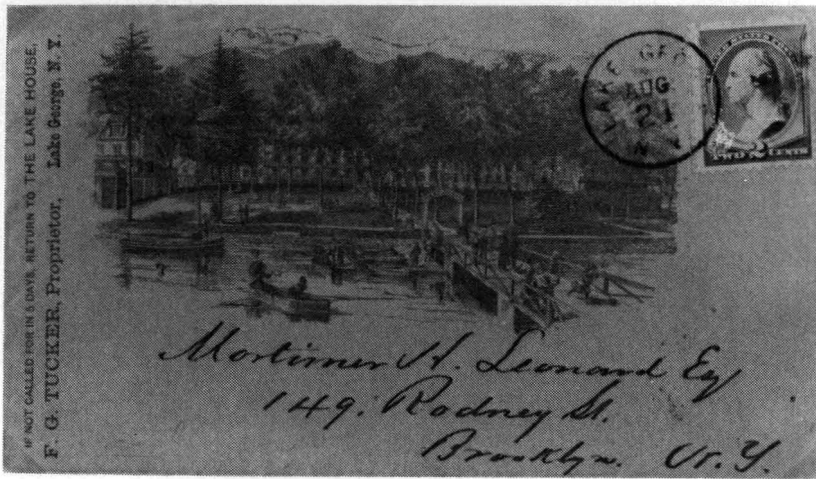


Figure 4. Hotel advertising cover.

Figure 4 is an over-all advertising cover in sepia of the well-known Lake House of Lake George, N. Y. Figure 5 is an embossed over-all advertising cover in green of De Land & Co, Chemical Works, a real delight to the eye.

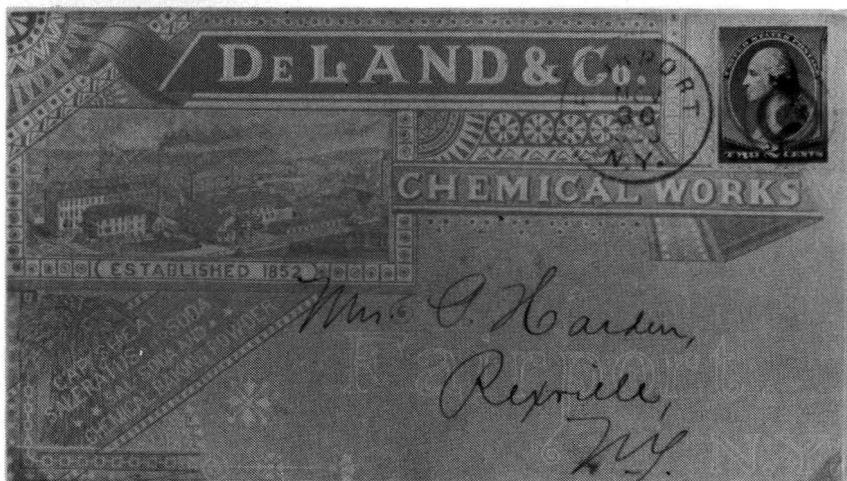


Figure 5. Embossed over-all advertising cover.

And now a few fancy cancellations on cover to tickle the palate. Figure 6 illustrates one of the commoner fancy cancellations, the MB of Mystic Bridge, Connecticut. The cover was sent on September 12, 1884, by the steamer *Bolivia* from Mystic Bridge, Connecticut, to Glasgow, Scotland. The Two Cent Browns and the One Cent re-engraved paid the 5¢ rate to Scotland, the U.P.U. rate effective July 1, 1875. *Bolivia*, in service 1874-1905, was a steamer of the Anchor Line. Covers carried by vessels of this line are scarce.

Next, figure 7 illustrates the purple shield of Vestal, N. Y., on a baronial cover to Champion, Michigan. Many masks, funny faces and jack-o'-lanterns are found on the Two Cent Brown. Figure 8 illustrates two clear strikes of a jack-o'-lantern on a cover from Newton to Dudley, Mass.

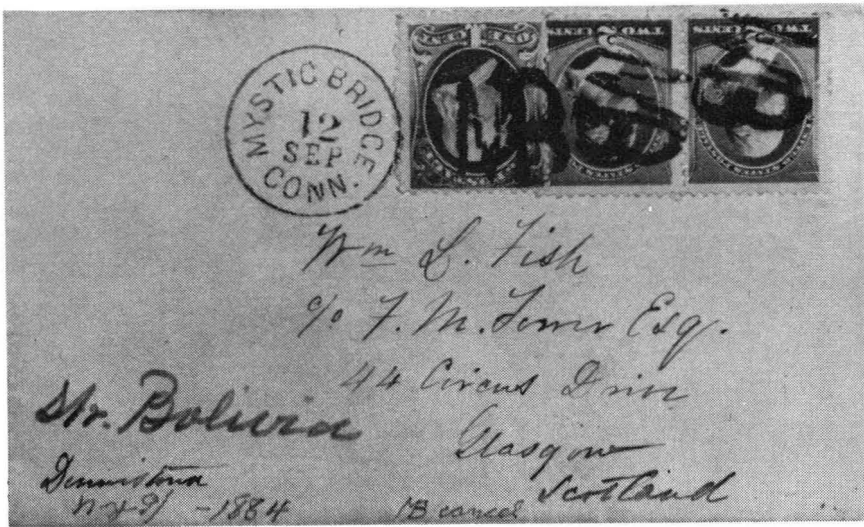


Figure 6. Mystic Bridge "MB" cancel used to Scotland.

A pleaser also is the well-known "Man-in-the-Moon" cancellation from Southwick, Mass., (Figure 9). Unfortunately, it, along with many other of the rarer cancellations, many of which are illustrated in Herst-Zareski *Fancy Cancellations*, has been faked, one of the fakes fortunately even faces to the right instead of the left. Apparently, the faker didn't realize that it had to be carved in reverse to duplicate the original. And, finally in cancellations, the "Skull and Crossbones" from Southwick, Mass., also; a nice strike on a letter to Lyndon Center, Vermont, dated August, 1886 (Figure 10).

Two items of miscellany to conclude this article on the Two Cent Browns. A number of bisects have been reported, principally from Buffalo, N. Y., and one of those is illustrated as Figure 11. Apparently, a legitimate use—and neither a fake nor a philatelic use. However, Scott has not seen fit to list either the

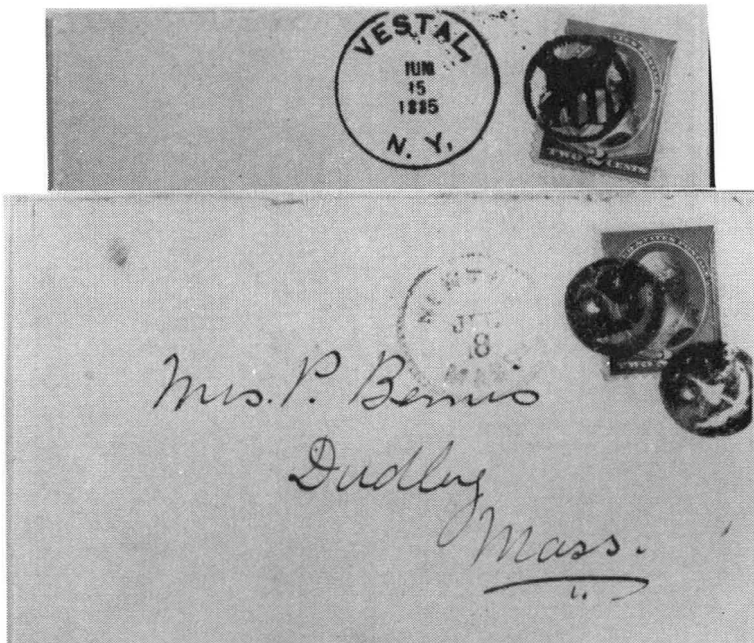


Figure 7. Vestal, N.Y., shield cancel (upper). Figure 8. Newton, Mass. jack-o'-lantern cancel (lower).

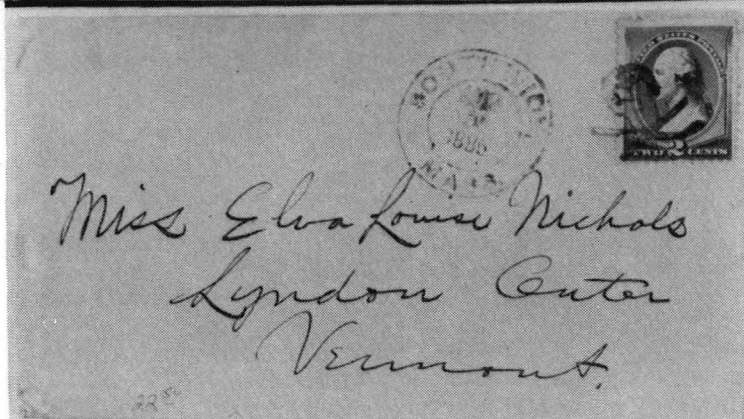
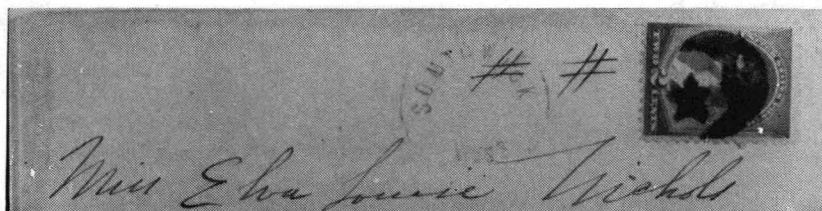


Figure 9. Southwick, Mass.—man-in-the-moon cancel (upper). Figure 10. Southwick, Mass.—skull and bones cancel (lower).

reported bisects of the Two Cent Brown or the Two Cent Green that replaced it. Since the rate for a regular letter was 2¢ it casts some doubt on the use of a bisect to make up a 3¢ rate as illustrated in Figure 11. In additional defense of the Figure 11 bisect, it came from the very comprehensive and carefully-assembled collection of the late Roland Eustis of Milwaukee.

God willing, the next article on the Two Cent Browns will cover proofs, essays, specimens, samples, experimental watermarked proofs, papers and stitch watermarks. Suggestions, criticisms, comments, addenda and just simple correspondence on the Two Cent Browns are not only welcome but warmly solicited. Please let me hear from you. Your Section Editor would also be delighted to receive ideas, material or manuscripts for future articles on the Two Cent Brown or any of the Bank Note issues.

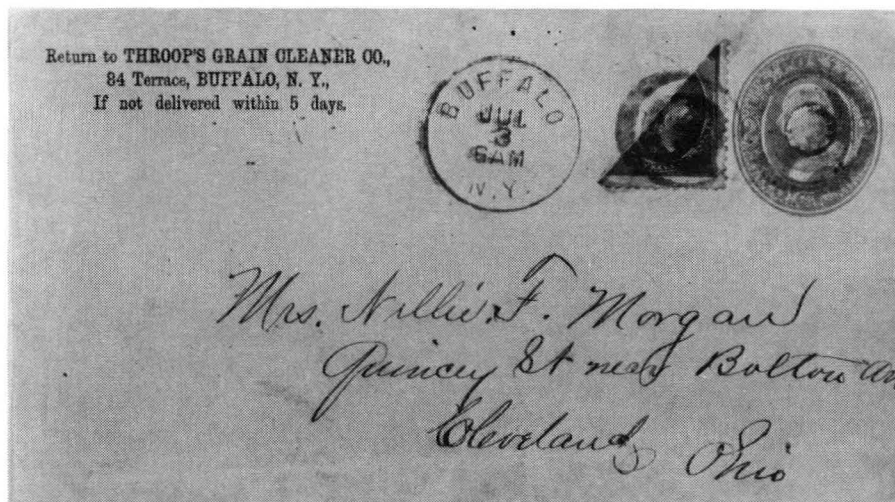


Figure 11. 2¢ Brown Bisect—Buffalo, N. Y.

Figure 12 is an illustration of an off-cover Two Cent Brown cancelled with a locomotive and tender from South Hanson, Mass., together with a drawing of the cancellation from Herst-Zareski. I have seen a number of off-cover copies—all with the cancellation centered about the same on the stamp. However, I have never seen or heard of the cancellation on-cover. Has any reader? If not, is it on our list of suspicious cancellations?

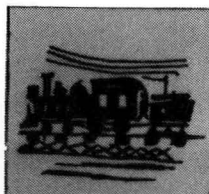


Figure 12. South Hanson, Mass.—locomotive cancel.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

Newly Reported Markings

There has been a definite slowdown in number of Remele period Railroad Markings reported in the past year. With the exception of several manuscript types, little has been found. I would report we might be nearing completion of 1837-1861 period markings and a definitive book could be prepared, but this would probably result in a flood of new items.

One type of Baltimore & Ohio R.R. marking of interest has been located by the Editor. Eight original types were reported in Remele, and two have been reported since in the *Chronicle*. This new type has one characteristic that makes it very easy to recognize—it has the smallest ampersand we have ever seen in a Railroad Marking. Listing follows:

B-2-K: Baltimore & Ohio R.R., 32½ mm., black, 1851-57. (USTMC 274-E-4). (Ties #11 on cover to Philadelphia. No year date or back address).



B-2-K

Northern Central R.W.

Mr. Denwood Kelly has very kindly submitted a photo of a cover with N.C.R.W., Parkton, on a Nov. 20, 1866, letter to Baltimore, Md. Figure 1 shows the cover.

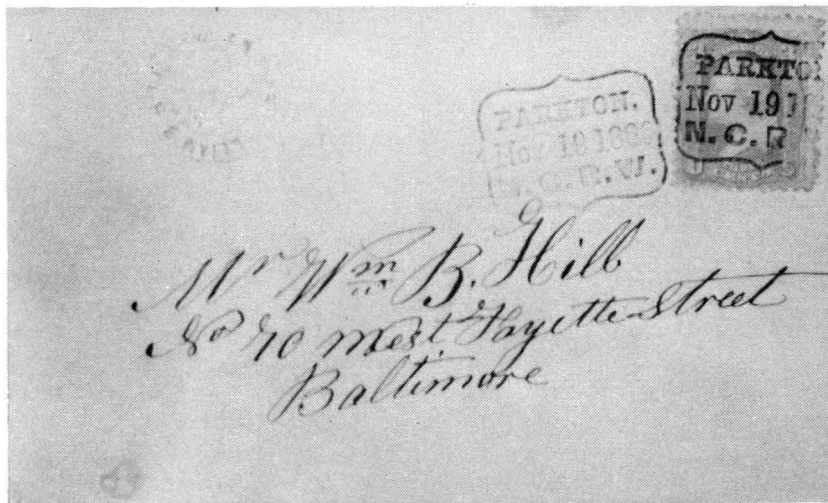


Figure 1. Station marking of Parkton on Northern Central Railway, used in 1866.

This supplements station markings listed in Plate II, page 60, *Chronicle* No. 101. It also modifies probable additional station markings which may exist as listed on page 62. New listing for marking:

195-S-12: Parkton, N.C.R.W., shield, black, 1866. (Double circle handstamp is the receiving dater of addressee.)

THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor
WALTER HUBBARD, Assoc. Editor

NEW YORK TO MILAN, VIA BREMEN MAIL, IN 1864 GEORGE E. HARGEST

Professor Alessandro Franchini Stappo, a member of the faculty of Economics and Commerce, at the University of Florence, Italy, and Route Agent No. 625, has sent the cover illustrated as Figure 1a. This is one of the few covers by Bremen service and addressed to an Italian state that this author has seen. There are a number of interesting aspects shown on this cover, the most interesting, perhaps, is the rate. The *U.S. Mail and Post Office Assistant* for May 1864 gives the rate to Lombardy at 15¢ per half ounce. Since this is the rate to the border of the German-Austrian Postal Union by Bremen or Hamburg mail, it indicates that the letter could only be prepaid to the border of the G.A.P.U., and that postage from there to destination had to be collected on delivery. The "AMERICA/ÜBER BREMEN/FRANCO" marking clearly indicates Bremen service. The letter weighed over one-half ounce in New York and required a double 15¢ rate. Since sea service was by Bremen packet, only the U.S. inland postage of 3¢ per half-ounce was retained by the U.S. Double 15¢ is 30¢, less 6¢ is 24¢, the credit given Bremen in the "N. YORK BREM PK/PAID" marking, bearing the date of 7 May (1864), the date *Bremen* of the North German Lloyd sailed from New York for Southampton and Bremen. The letter bears 41¢ in postage stamps. Since the rate by Prussian closed mail was 40¢, if prepaid, and 42¢ unpaid, the person who mailed this letter evidently overpaid the single Prussian closed mail rate by 1¢, and intended it to be sent by that route. The New York exchange office, however, found it to be a double weight letter with insufficient postage to be sent in the Prussian closed mail. They, therefore, sent it in the Bremen mail, 30¢ (double weight) postage having been prepaid, which was the only part of the 41¢ prepayment that was recognized.



Figure 1a. Cover to Milan, Lombardy (Italy) by Bremen mail in 1864. Evidently intended to be sent in Prussian Closed Mail at the 40¢ rate. Since the letter, however, was overweight, it was forwarded instead by Bremen service at the 15¢ per ½ ounce rate to the limits of the GAPU.

Upon arrival at the Bremen office, it was marked in blue, "AMERICA/ ÜBER BREMEN/FRANCO," indicating that it passed in transit through the Bremen office, paid to the border of the German-Austrian Postal Union. Beneath this marking is a faint manuscript notation "via Bremen/Hamburg" in a different writing from the address—perhaps applied by the N.Y. clerk. On the reverse, the letter is marked with a double circle "GR. BAD. BAHNPOST/23 M(AI)/Z 23," that is, "Grand Duchy of Baden Railway Post 23." It also bears a cds of Frankfort-on-Main dated 23 Mai/1864, and a poorly struck double circle stamp that shows "Schiff Luzern," the rest being illegible. There is also on the reverse a double circle "LA COMO E MILANO/(3)/26/MAG/64" marking, that evidently means a railway post office between Como and Milan.

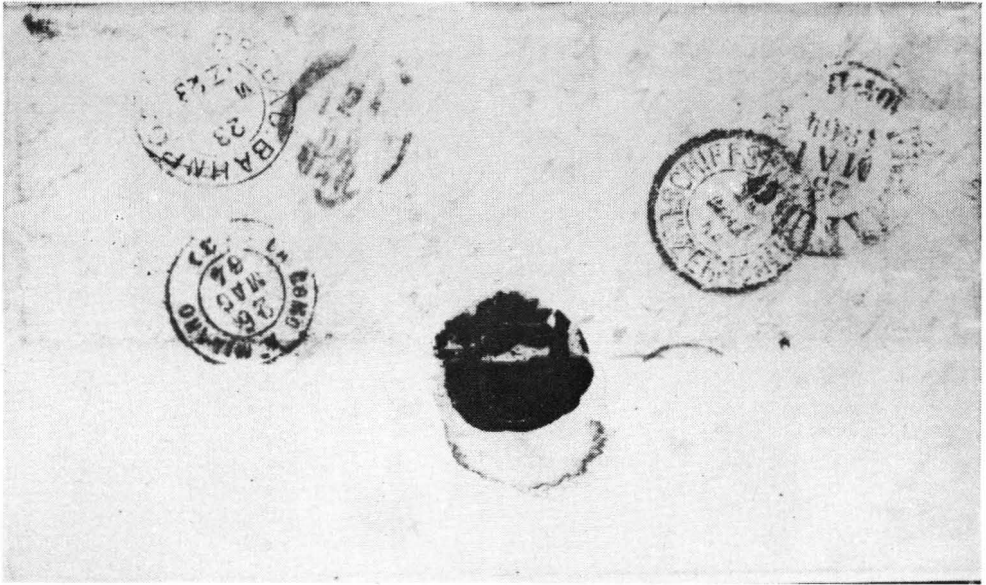


Figure 1b. Reverse of cover in Figure 1a, showing backstamps that confirm its transit by Bremen mail.

On the face at bottom is a double lined marking "Débours—/Transit suisse" followed by a manuscript "30". This evidently means that there was no disbursement of the 24¢ credit required, but there was a charge of 30 centesimi for Swiss transit. This particular marking has never before been seen by this author. It would appear that it was applied by the Swiss, as well as the "AFFR. INSUF." (Affranchissement insuffisant, *i.e.*, Prepayment of postage insufficient). This shows that the Swiss and Lombardy postages were not prepaid. There is also a red crayon "19/2" marking on the face. This was probably applied on the railway postoffice, Como to Milan. The 19 refers to the total postage of 19 decimes, which was composed of the U.S. credit of 12 decimes (24¢) and 7 decimes Lombardy and Swiss postage. This is expressed over 2, meaning 2 rates. The cover was marked in black with a "7" indicating that 7 decimes were due on delivery.

In Prof. Stappo's first letter, he stated that the cover had been redirected from Milan to Venice. In a later letter he stated that a mistake was made because of the particular way the address was written on the cover. "It was *not* forwarded to Venice but simply addressed to a street in Milan called 'Borgo di Porta . . . Venezia'."

An historical note should be added here. In a secret meeting at Plombières on 20 April 1858 Napoleon III of France and Prime Minister Cavour of Piedmont and Sardinia agreed to a course of action intended to turn Lombardy over to Piedmont, and Nice and Savoy to France. The scheme involved provoking Austria to war against Piedmont and its ally, France. Hostilities began

in April 1859 and Austrian forces were soon in retreat.¹

For various reasons Napoleon III was reluctant to carry on the war and met secretly with the Austrian Emperor to arrange an armistice. The terms (later formalized in the Peace of Zurich 10 Nov. 1859) ceded Lombardy to France to be ceded by France to Piedmont, but otherwise prewar conditions were largely restored. When Victor Emmanuel II, king of Piedmont and Sardinia, accepted these terms, Cavour resigned in anger.²

Meanwhile revolution had deposed the rulers in several states of central Italy. The leaders of these uprisings pressed for annexation to Piedmont in defiance of the Peace of Zurich. Napoleon III's agreement was secured by Cavour (now returned to office) through the cession of Savoy and Nice to France. Plebiscites held in the duchies of Parma, Modena, Tuscany, and Romagna confirmed the citizens' desire for annexation.³

In southern Italy the hero Garibaldi led an expedition to help the Sicilians in their revolt against Francis II of Naples. Garibaldi was successful in gaining control of Sicily and on 19 August 1860 crossed to the mainland to march against the Kingdom of Naples, which fell by 7 September. He considered pressing on to Rome but was forestalled by the arrival of Victor Emmanuel and his army, which had just defeated Papal troops. Garibaldi turned over his conquests to Victor Emmanuel—a decision confirmed by plebiscites in October 1860. All of Italy now was united under Victor Emmanuel II, except Venetia and a strip of land including Rome and Civitavecchia on the west coast.⁴

The Kingdom of Italy was proclaimed on 17 March 1861 by the first Italian Parliament, meeting in Turin, with Victor Emmanuel as the first king and a government based on the Piedmontese Constitution of 1848. In 1866 Italy formed an alliance with Prussia. As a result of Prussia's victory over Austria at Königgrätz (Sadowa) during the Seven Weeks' War later that year, Austria was forced to cede Venetia to Italy. In 1870, when the Franco-Prussian War compelled Napoleon III to withdraw his troops from Rome, Italian forces took control of the city. After a plebiscite Rome was annexed to Italy and in 1871 became its capital.⁵

This short history of the unification of Italy is important to postal historians. After the proclamation of the Kingdom of Italy on 17 March 1861, it would ordinarily be assumed that a postal rate for all of Italy would be established. That, however, was not the case. There were many mail services to the Duchies, Principalities, and Kingdoms in Italy, and these all had their own arrangements for the transmission of mail with the countries offering the various mail services. It was necessary for Italy to negotiate conventions with these countries before uniform rates could be established. The first country for which uniform rates were established was France. French mail rates had been 30¢ per 7½ grams to Sicily, and 27¢ for the same weight to other Italian states. On 1 January 1861, these rates were reduced to 21¢ per 7½ grams, except to Rome and Lombardy.⁶ In Lombardy the rate had been reduced to 21¢ in 1859, immediately after Austria freed Lombardy. The 27¢ rate to Rome remained in force until the final expiration of the U.S.-French treaty on 1 January 1870. It was, however, not until 2 October 1870 that a plebiscite allowed Rome to be annexed to Italy as capital of the Italian state. It was first necessary that Italy be diplomatically recognized by the various nations, and postal arrangements made later. The first postal convention between Italy and the United States was signed at Turin on 8 July 1863. It provided for a United States rate of 20¢ per half ounce letter, and an Italian rate of 50 centimes. It also provided that the convention would take effect from a day fixed by

1. William L. Langer, ed., *An Encyclopedia of World History*, pp. 657-8; Charles D. Hazen, *Europe Since 1815*, pp. 194-207.

2. Langer, *op. cit.*, p. 658.

3. Henry Wilson Littlefield, *New Outline-History of Europe*, p. 43.

4. Langer, *op. cit.*, p. 658.

5. *Ibid.*, p. 659; Littlefield, *op. cit.*, p. 46.

6. George E. Hargest, *History of Letter Post Communication Between the United States and Europe, 1845-1875*, pp. 148, 152, 153.

the two Post Departments. Unfortunately, it was not finally signed by President Andrew Johnson until 4 May 1866. Before this convention came into operation, a new convention was signed on 8 November 1867. This convention lowered the letter rate to 15¢ and 80 centesimi in Italy; it provided that the U.S. exchange office be New York, and the Italian offices, Susa—travelling office; Camerlata—travelling office, and Arona—travelling office. Each country was to make its own arrangements for the dispatch of mail. This convention became effective on 1 April 1868. It did not supersede the North German Union direct mail or closed mail via England. It established a direct closed mail via England at the treaty rates and in February 1870 a direct mail to Italy was added at a 10¢ rate.

A comparison of the rates of Lombardy with those of the Venetian States to and from the United States is informative. While the French mail rate per ¼ oz. was reduced from 27¢ to 21¢ in 1859 in Lombardy, it remained at 27¢ in Venetia until the U.S.-French treaty expired. The Prussian closed mail rates per ½ oz. in Lombardy were 30¢ paid or unpaid to the G.A.P.U. border in 1852, the balance collected on delivery. In 1855 this rate became 33¢, paid or unpaid; in 1860, 42¢, and in May 1863, 40¢ prepaid and 42¢ unpaid. Venetia, however, charged 30¢ to the G.A.P.U. border until May 1863, when the rate became 28¢ prepaid, and 30¢ unpaid, the balance from the border to destination collected on delivery. The Bremen-Hamburg rates were the same for Lombardy and Venetia, *i.e.*, 15¢ to the G.A.P.U. border from July 1857 to February 1867, when they became 24¢ to destination, prepaid or unpaid. Venetia did not become a part of Italy until 3 July 1866.

THE "REDUCED" U. S.-JAPAN TREATY RATE—12¢ PER 15 GRAMS 1 JANUARY 1876 TO 1 APRIL 1876

WILLIAM K. HERZOG

Since Professor Hargest's "Masterwork"¹ did not cover the U. S. foreign rates instituted on or after July 1, 1875, no entry was made in his rate tables for the short-lived 12¢ U. S.-Japan Treaty rate, which came into effect on January 1, 1876. Professor Hargest did not mention this rate in his recent two-part article² which covered the period of this rate and specifically mentioned the closely associated 15 and 5 cents U. S.-Japan Treaty rates. However, H. E. Lobdell definitely listed the 12¢ rate in his 1946 article.³ Generally, if a foreign rate is not covered in Professor Hargest's book, and in a recent article on the post July 1, 1875 period, it unfortunately remains unknown to the majority of our readers. Therefore, the purpose here is to reconfirm this rate for our readership by presenting the necessary documentation for establishing its existence, and by illustrating an original cover for establishing its implementation.

A postal convention was signed between the United States of America and the Empire of Japan on August 6, 1873.⁴ Of the twenty-three articles in this convention, we are particularly interested in two paragraphs of Article 3, plus Article 22:

Article 3. [second paragraph] The single rate of international letter-postage shall be fifteen cents in the United States and fifteen sen in Japan on each letter weighing fifteen grammes (½ ounce) or less

Article 3. [third paragraph] It is, however, formally agreed that the single rate of international letter-postage shall be reduced to twelve cents in the United States and to twelve sen in Japan, at the expiration of twelve months from the date of carrying this convention into effect.

Article 22. This convention shall go into effect upon the date on which the postal agencies of the United States in Japan shall be discontinued.

1. George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, Smithsonian Institution Press, 1971.

2. George E. Hargest, "The Treaty of Berne, 1874, the Convention of Paris, 1878, and the Postal Unions," *The American Philatelist*, March 1979, 219-28, and April 1979, 315-20.

3. H. E. Lobdell, "The Beginnings of Scheduled Trans-Pacific Mail," *Twelfth American Philatelic Congress* (1946) Book, 5-42.

4. *Report of the Postmaster-General, 1874*, 252-7.

The "Detailed Regulations" for the execution of this postal convention were signed on July 15, 1874.⁵ Of the nine articles contained therein, a portion of Article 4 is of particular interest:

Article 4. [first paragraph] All letters exchanged in the mail shall bear the stamp of the office of origin and the date of mailing, and also the stamp of the exchange-office dispatching them.

In his annual report,⁶ Postmaster General Jewell made the following announcement:

. . . the Government of Japan having given to this Department the notice required under Article 21 of the Convention, an order was issued for the discontinuance of the United States postal agencies at Kanagawa, (Yokohama), Nagasaki, Hiogo, and Hakodadi, (Japan) from January 1, 1875, the date upon which the said convention will go into effect.

An "Additional Agreement" modifying the Postal Convention and the "Detailed Regulations" was signed on February 8, 1876.⁷ It stated in part:

It is agreed that the second paragraph of Article 3 of the said convention be so modified that the single rate of international letter-postage shall be reduced to five cents in the United States and 5 sen in Japan, on each letter weighing fifteen grammes (one half ounce) or less

This agreement shall be carried into operation on the 1st day of April A. D. 1876, or the 1st day of the 4th month of the 9th year of Meiji.

To summarize, upon the date of closing of the United States postal agencies in Japan (January 1, 1875), a 15 cents per 15 grams U. S.-Japan Treaty rate went into effect (the *United States Mail & Post Office Assistant* of January 1875 duly listed this new rate). The new rate supplanted the long-standing 10 cents per ½ ounce "Am. Pkt. vSF" rate, which came into effect on "1/67".⁸ At the expiration of twelve months, the rate was reduced to 12 cents per 15 grams on January 1, 1876 (the *United States Mail & Post Office Assistant* of January 1876 duly listed this new rate). On April 1, 1876, per the "Additional Agreement," the rate became 5 cents per 15 grams. It remained so until June 1, 1877, when Japan joined the General Postal Union.⁹



Figure 1. This cover illustrates the short-lived 12 cents per 15 grams (½ ounce) U. S.-Japan Treaty rate to Japan. It was mailed on January 25, (1876), at Morris, Illinois. (W. K. Herzog collection).

Figure 1, addressed to Dora Schoonmaker in Tokyo, Japan, is an example of the short-lived 12¢ Treaty rate to Japan. Four 3¢ Continental stamps paid the postage on an envelope mailed at Morris, Illinois, on January 25, (1876). The envelope bears a black Japanese postmark and the manuscript docketing "Ans'd Mar. 30, 1876." Figure 2, the back of this envelope, bears a somewhat

5. *Ibid.*, 258-9.

6. *Ibid.*, 17.

7. *19 Statutes-at-Large*, 640-1.

8. The rate information was taken from this writer's personal copy of Charles Starnes's unpublished U. S. foreign rate book.

9. *United States Official Postal Guide*, January 1883, 800.

indistinct red "YOKOHAMA PAID ALL, MAR. 2" exchange office marking, plus a notation in "old" Kangi.

According to our estimable Japanese colleague Ryohei Ishikawa, the characters within the outer and inner circles of the Japanese postmark translate into "9th year of Meiji" (at top), "3rd month" (at right), and "2nd day" (at bottom), which is equivalent to March 2, 1876.

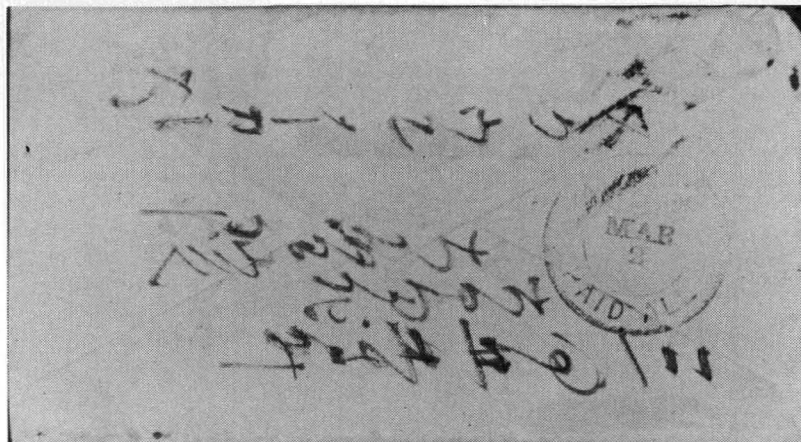


Figure 2. This is the reverse of Figure 1. Note the somewhat indistinct red "YOKOHAMA PAID ALL, MAR. 2" exchange office marking.

The envelope was carried on the steamer *Great Republic* (P. M. S.S Co.) which sailed from San Francisco on February 1, 1876.¹⁰ The *Great Republic* arrived at Yokohama on March 2, 1876¹¹ (the date in the Yokohama exchange office marking).

Interestingly, the cover shown here, plus a 5¢ U. S.-Japan Treaty rate cover in the Hargest article¹² and another one in the Starnes collection (each from the Schoonmaker correspondence), all bear the Yokohama exchange office marking; however, they all lack the San Francisco exchange office marking. The earlier mentioned Article 4 of the "Detailed Regulations" specified that covers bear the stamp of the exchange office *dispatching* them. In actual practice, these three covers mailed to Japan bear only the stamp of the exchange office *receiving* them. The book on Ryohei Ishikawa's collection illustrated three U. S.-Japan Treaty period covers that were mailed from Japan to the United States.¹³ All three show both the Yokohama *dispatching* and San Francisco *receiving* markings, which seems to indicate that the Japanese conformed to Article 4.

Mr. Ishikawa's collection contains a two times 15 cents Treaty rate to Japan (mailed on September 1, 1875) and a 15 sen Treaty rate to the United States (mailed on January 8, 1875).¹⁴ Since no 12 cents or 12 sen Treaty rate was illustrated in the book, this three-months Treaty rate must be very rare. Therefore, can anyone report additional 12 cents and 12 sen Treaty rates that were mailed between the United States and Japan during the correct time frame?

10. This sailing date was extracted from the San Francisco newspaper *Alta California* by Ken Gilbert. I wish to thank Ken for his help.

11. This arrival date was extracted from the March 2, 1876, issue of the *Japan Gazette* (an English language newspaper published at Yokohama) by Mr. Frank J. Carroll (Head, Newspaper Section, Serial and Government Publications Division, Library of Congress). I wish to thank Mr. Carroll, Robert Spaulding (a co-author of the *I. S. J. P. Monograph 3*), and Miss Naomi Fukuda (Japanese Curator of the Asia Library, University of Michigan) for their help.

12. Hargest, "The Treaty of Berne," Figures 7a and 7b, 223.

13. Ryohei Ishikawa, *The Forerunner Foreign Post Offices In Japan, British-U. S.-French*, Japan Philatelic Publications, 1976, 45-6 and 102.

14. *Ibid.*, 91 and 102.

THE GUION LINE—1870 TO 1875

WALTER HUBBARD

On 29 December 1869, to solve the problem caused by the refusal of the Cunard, Inman, Hamburg American and North German Lloyd Lines to carry the United States mails from New York to England on the grounds that the compensation offered was inadequate, the United States Postmaster General made an arrangement with the Liverpool and Great Western Steamship Company (usually known as the Guion Line) whereby that company undertook, from 5 January 1870, to carry the foreign mails every Wednesday from New York to Queenstown in the south of Ireland. This was subsequently confirmed in a contract for two years and was, in due course, renewed for a further two years to the end of 1873.

On 1 January 1874, a new arrangement was put into effect allowing the United States Post Office Department to decide, on a weekly basis, which vessels should carry out the mails on each of the allotted sailing days. On 6 January 1874 the Guion Line changed their departure date from New York from Wednesdays to Tuesdays. The Adler Line was by now running a fairly regular fortnightly service from New York (on alternate Tuesdays) to Southampton, Cherbourg and Hamburg and the Tuesday mails were shared between them and the Guion Line until June 1875, when the Adler Line was taken over by the Hamburg American Line and their departures from New York altered to Thursdays.

The Annual Reports of the United States Postmaster General show the number of trips for which the Guion Line received compensation in each of the fiscal years to 30 June. The differences in the two columns in the Table below are mentioned in the Notes.

Fiscal Year to 30 June	Sailing List	PMG Reports
1870	26	26
do 1871	54	53
do 1872	51	52
do 1873	51	51
do 1874	50	50
do 1875	32	28
do 1876	23*	39

* 16 voyages have been recorded for the period 4 January to 27 June 1876.

The sailing list is the result of a collaboration between the writer and Clifford L. Friend, who has generously shared his information over the past few years—my thanks to him for his many contributions. (Also see George E. Hargest : *History of Letter Post Communication, etc.*, pp. 153 and 170.)

THE GUION LINE—MAIL PACKETS FROM NEW YORK

5 JANUARY 1870 TO 28 DECEMBER 1875—

via QUEENSTOWN TO LIVERPOOL

WALTER HUBBARD AND CLIFFORD L. FRIEND

Abbreviations : NY New York : LP Liverpool : QT Queenstown : F/V or L/V first or last voyage for the Guion Line : FVP first voyage with the US mails : PD planned departure date : p probably called at Queenstown on the date shown : * supplementary mail service available.

1870

PD LP QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
15 Dec 16	30 Dec	MANHATTAN	5 Jan	15 Jan (1540)	FVP
22 do 23	3 Jan	MINNESOTA	12 Jan*	23 Jan (0440)	FVP
29 do 31	13 do	IDAHO	19 Jan	29 Jan (1500)	FVP
5 Jan 6	19 do	NEVADA	26 Jan*	5 Feb (1400)	FVP
12 do 13	25 do	COLORADO	2 Feb	14 Feb	FVP
19 do 21	3 Feb	NEBRASKA	9 Feb*	20 Feb (1800)	FVP; sailed 1d late f. LP
26 do 27	14 do	MANHATTAN	16 Feb*	1 Mar	
2 Feb 3	16 do	MINNESOTA	23 Feb*	7 Mar (0500)	
9 do 10	20 do	IDAHO	2 Mar*	13 Mar (0400)	
16 do 17	27 do	NEVADA	9 Mar*	19 Mar (0700)	

1870 (Cont.)

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
23 do	24	7 Mar	COLORADO	16 Mar*	27 Mar (0220)		
2 Mar	3	14 do	NEBRASKA	23 Mar*	3 Apr		
9 do	10	23 do	MANHATTAN	30 Mar*	11 Apr (2240)		
16 do	17	28 do	MINNESOTA	6 Apr*	16 Apr (2140)		
23 do	24	3 Apr	IDAHO	13 Apr*	24 Apr (1850)		
30 do	31	10 do	NEVADA	20 Apr*	30 Apr (2200)		
6 Apr	7	18 do	COLORADO	27 Apr*	8 May (1800)		
13 do	14	26 do	NEBRASKA	4 May*	15 May (1900)		
20 do	21	3 May	MANHATTAN	11 May*	23 May (0300)		
27 do	29	11 do	MINNESOTA	18 May*	29 May		sailed ld. late f. LP
4 May	5	16 do	IDAHO	25 May*	4 Jun (1515)		
11 do	12	25 do	NEVADA	1 Jun*	12 Jun (0700)		
18 do	19	31 do	COLORADO	8 Jun*	19 Jun (1830)		
25 do	26	8 Jun	NEBRASKA	15 Jun*	26 Jun (1200)		
1 Jun	2	12 do	MANHATTAN	22 Jun*	4 Jul (0900)		
8 do	9	21 do	MINNESOTA	29 Jun*	10 Jul (1120)		end FY 1870
15 do	16	27 do	IDAHO	6 Jul*	16 Jul (1250)		
22 do	23	3 Jul	NEVADA	13 Jul*	24 Jul (1900)		
29 do	30	11 do	COLORADO	20 Jul*	31 Jul (1300)		
6 Jul	7	18 do	WISCONSIN	27 Jul*	8 Aug (0645)		F/V
13 do	14	26 do	MANHATTAN	3 Aug*	15 Aug (1150)		
20 do	21	1 Aug	MINNESOTA	10 Aug*	21 Aug (2000)		
27 do	28	7 do	IDAHO	17 Aug*	28 Aug (1400)		
3 Aug	4	15 do	NEVADA	24 Aug*	3 Sep (1600)		
10 do	11	21 do	COLORADO	31 Aug*	12 Sep (0500)		
17 do	19	29 do	WISCONSIN	7 Sep*	18 Sep (0430)		
24 do	25	6 Sep	MANHATTAN	14 Sep*	26 Sep (0300)		
31 do	1 Sep	13 do	MINNESOTA	21 Sep*	2 Oct (0500)		
7 Sep	8	21 do	IDAHO	28 Sep	8 Oct (1930)		
14 do	15	26 do	NEVADA	5 Oct*	16 Oct (1630)		
21 do	22	3 Oct	COLORADO	12 Oct*	23 Oct (0800)		
28 do	30	12 do	WISCONSIN	19 Oct*	29 Oct (0900)		sailed ld late f. LP
5 Oct	6	18 do	MANHATTAN	26 Oct*	6 Nov (0300)		
12 do	13	27 do	MINNESOTA	2 Nov*	14 Nov (0300)		
19 do	20	4 Nov	IDAHO	9 Nov*	20 Nov (1930)		
26 do	27	8 do	NEVADA	16 Nov*	26 Nov (1330)		
2 Nov	3	15 do	COLORADO	23 Nov*	5 Dec (1400)		
9 do	10	21 do	WISCONSIN	30 Nov*	11 Dec		
11 do	13p	26 do	NEBRASKA	3 Dec	19 Dec (1000)		see note 1
16 do	17	2 Dec	MANHATTAN	7 Dec*	20 Dec		
23 do	24	6 do	MINNESOTA	14 Dec*	25 Dec (2400)		
30 do	1 Dec	12 do	IDAHO	21 Dec*	1 Jan (0800)		
7 Dec	8	20 do	NEVADA	28 Dec*	7 Jan (1000)		

1. In the fiscal year to 30 June 1871, two "extra" sailings (NEBRASKA NY 3 Dec and MANHATTAN NY 6 May) were reported as landing mails on arrival at Queenstown. It is probable that one of these is incorrect.

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1871

PD LP QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
14 do 15	30 do	COLORADO	4 Jan*	16 Jan (0600)	
21 do 22	4 Jan	WISCONSIN	11 Jan	21 Jan (1820)	
28 do 29p	13 do	NEBRASKA	18 Jan*	30 Jan (0800)	
7 Jan -	20 do	WYOMING	25 Jan	5 Feb (0330)	
4 do 5	20 do	MANHATTAN	1 Feb*	12 Feb (0600)	
18 do 20p	3 Feb	IDAHO	8 Feb	19 Feb (1420)	
25 do 26	9 do	NEVADA	15 Feb*	26 Feb (0600)	
1 Feb 2	15 do	COLORADO	22 Feb	5 Mar (0300)	
8 do 9p	21 do	WISCONSIN	1 Mar*	11 Mar (0445)	
18 do 19	3 Mar	WYOMING	8 Mar*	18 Mar (0820)	FVP
22 do 23	8 do	MINNESOTA	15 Mar*	27 Mar (1500)	
1 Mar 3	16 do	IDAHO	22 Mar*	2 Apr (1230)	
8 do 9	24 do	NEVADA	29 Mar*	10 Apr (1500)	
15 do 16	30 do	COLORADO	5 Apr*	16 Apr (1600)	
22 do 23	2 Apr	WISCONSIN	12 Apr*	22 Apr (1500)	see note 2
29 do 30	10 do	WYOMING	19 Apr*	29 Apr (1230)	
5 Apr 6	19 do	MINNESOTA	26 Apr*	8 May (0800)	
12 do 13	26 do	IDAHO	3 May*	16 May	
14 do 15	29 do	MANHATTAN	6 May	18 May (1000)	see note 1
19 do 21	4 May	COLORADO	10 May*	21 May (0700)	sailed ld. late f. LP
26 do 27	8 do	WISCONSIN	17 May*	28 May (1650)	
3 May 4	16 do	NEVADA	24 May	4 Jun (0820)	
10 do 11	21 do	WYOMING	31 May*	11 Jun (1515)	
17 do 18	31 do	MINNESOTA	7 Jun	18 Jun (0530)	
24 do 25	5 Jun	IDAHO	14 Jun*	26 Jun (0100)	
31 do 1 Jun	13 do	COLORADO	21 Jun*	2 Jul (2110)	
7 Jun 8	19 do	WISCONSIN	28 Jun*	9 Jul (1620)	end FY 1871
14 do 15	26 do	NEVADA	5 Jul*	15 Jul (2330)	
21 do 22	1 Jul	WYOMING	12 Jul*	22 Jul (0900)	
28 do 29	11 do	MINNESOTA	19 Jul*	30 Jul (1950)	
5 Jul 6	17 do	IDAHO	26 Jul*	6 Aug (1000)	
12 do 13	25 do	COLORADO	2 Aug*	12 Aug (1820)	
19 do 20	31 do	WISCONSIN	9 Aug*	20 Aug (0420)	
26 do 27	7 Aug	NEVADA	16 Aug*	27 Aug (0500)	
2 Aug 3	13 do	WYOMING	23 Aug*	2 Sep (0300)	
9 do 10	21 do	MINNESOTA	30 Aug*	10 Sep (2030)	
16 do 17	28 do	IDAHO	6 Sep	17 Sep (1503)	
23 do 24	5 Sep	COLORADO	13 Sep*	25 Sep (1300)	
30 do 31	10 do	WISCONSIN	20 Sep*	30 Sep (1320)	
6 Sep 7	18 do	NEVADA	27 Sep*	9 Oct	
13 do 14	23 do	WYOMING	4 Oct*	14 Oct (0400)	
20 do 21	2 Oct	MINNESOTA	11 Oct*	22 Oct	
27 do 28	11 do	IDAHO	18 Oct*	28 Oct (0250)	
4 Oct 5	17 do	COLORADO	25 Oct*	6 Nov (0820)	
11 do 12	23 do	WISCONSIN	1 Nov	11 Nov	
18 do 19	1 Nov	NEVADA	8 Nov*	21 Nov (0320)	
25 do 26	7 do	WYOMING	15 Nov	25 Nov (1400)	
1 Nov 2	13 do	MINNESOTA	22 Nov*	6 Dec (0200)	
8 do 9	20 do	IDAHO	29 Nov	9 Dec (1000)	
15 do 16	29 do	COLORADO	6 Dec*	17 Dec (0730)	
22 do 23	6 Dec	WISCONSIN	13 Dec	23 Dec (0930)	
29 do 30	12 do	NEVADA	20 Dec*	30 Dec (0100)	
6 Dec 7	16 do	WYOMING	27 Dec*	5 Jan (1800)	

2. From now on Supplementary Mail had to be double prepaid.

1872

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
13 do	14	30 do		MINNESOTA	3 Jan*	14 Jan (1300)	
20 do	—	7 Jan		IDAHO	10 Jan*	21 Jan (1400)	
27 do	28	15 do		COLORADO	17 Jan*	29 Jan (0300)	L/V
3 Jan	4	17 do		WISCONSIN	24 Jan	3 Feb (1200)	
10 do	11	25 do		NEVADA	31 Jan*	11 Feb (0300)	
17 do	18	1 Feb		WYOMING	7 Feb*	18 Feb (0500)	
24 do	25	10 do		MINNESOTA	14 Feb*	24 Feb (p.m.)	
31 do	1 Feb	18 do		IDAHO	21 Feb*	3 Mar (0500)	
				NO SAILING	28 Feb		see note 3
14 Feb	15	26 do		WISCONSIN	6 Mar*	15 Mar (1930)	
21 do	22	7 Mar		NEVADA	13 Mar	24 Mar (1100)	
					(Reg)		
28 do	29	13 do		WYOMING	20 Mar*	1 Apr (0800)	
6 Mar	7	24 do		MINNESOTA	27 Mar*	8 Apr (0300)	
13 do	14	27 do		IDAHO	3 Apr*	14 Apr (2045)	
20 do	22	8 Apr		MANHATTAN	10 Apr*	25 Apr	
27 do	28	8 do		WISCONSIN	17 Apr*	28 Apr (1635)	
3 Apr	4	17 do		NEVADA	24 Apr	4 May (1300)	
					(Reg)		
10 do	11	22 do		WYOMING	1 May	11 May (2300)	
					(Reg)		
17 do	18	28 do		MINNESOTA	8 May*	20 May (1900)	
24 do	25	6 May		IDAHO	15 May*	26 May (0800)	
1 May	2	16 May		MANHATTAN	22 May*	3 Jun (1400)	
8 do	9	19 do		WISCONSIN	29 May*	8 Jun (2200)	
15 do	16	27 do		NEVADA	5 Jun	18 Jun	see note 4
					(Reg)		
22 do	23	3 Jun		WYOMING	12 Jun	23 Jun (1400)	
					(Reg)		
29 do	30	10 do		MINNESOTA	19 Jun	30 Jun (1630)	
					(Reg)		
5 Jun	6	17 do		IDAHO	26 Jun*	7 Jul (0845)	end FY 1872
12 do	13	26 do		MANHATTAN	3 Jul	15 Jul (1700)	
19 do	20	1 Jul		WISCONSIN	10 Jul	20 Jul (2200)	
26 do	27	9 do		NEVADA	17 Jul	28 Jul (1800)	
4 Jul	5	18 do		NEBRASKA	24 Jul	6 Aug (0900)	L/V; sailed 1d late f. LP
10 do	11	21 do		WYOMING	31 Jul	11 Aug (0500)	
17 do	18	29 do		IDAHO	7 Aug	18 Aug (0000)	
24 do	25	5 Aug		MINNESOTA	14 Aug	25 Aug (1130)	
31 do	1 Aug	12 do		WISCONSIN	21 Aug	1 Sep (0300)	
7 Aug	8	20 do		MANHATTAN	28 Aug	9 Sep (1800)	
14 do	15	26 do		NEVADA	4 Sep	15 Sep (2000)	
21 do	22	31 do		WYOMING	11 Sep	23 Sep (1200)	
28 do	29	9 Sep		IDAHO	18 Sep	29 Sep (1600)	
4 Sep	5	16 do		MINNESOTA	25 Sep	6 Oct (0830)	
11 do	12	25 do		WISCONSIN	2 Oct	14 Oct (0300)	
18 do	19	1 Oct		MANHATTAN	9 Oct	20 Oct (1930)	
25 do	26	10 do		NEVADA	16 Oct	28 Oct (0730)	
2 Oct	3	14 do		WYOMING	23 Oct	2 Nov (2230)	
9 do	10	22 do		IDAHO	30 Oct	11 Nov (2000)	

3. As WISCONSIN arrived at NY too late to be ready for the sailing scheduled for 28 Feb, the usual Wednesday mails were carried out of NY by ALGERIA of the Cunard Line. The PMG's Report for the F/Y to 30 June 1872 does not list the Cunard Co as receiving compensation for any trips out of NY.

4. NEVADA's mails and passengers were landed at QT on 16 June—she had grounded in fog half a mile east of Roche's Point.

1872 (cont.)

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
16	do	17	29 do	MINNESOTA	6 Nov	18 Nov	
23	do	25	7 Nov	MANHATTAN	13 Nov	25 Nov (1710)	sailed ld late f. LP
30	do	2 Nov	13 do	WISCONSIN	20 Nov	30 Nov (1930)	do
				NO SAILING	27 Nov		see note 5
13	Nov	—	27 do	WYOMING	4 Dec	15 Dec (0130)	
20	do	21	5 Dec	IDAHO	11 Dec	23 Dec (2200)	
27	do	29	13 do	MINNESOTA	18 Dec	30 Dec (0400)	sailed ld late f. LP
4	Dec	5	22 do	MANHATTAN	25 Dec	6 Jan (0900)	

1873

11	do	12	25 do	WISCONSIN	1 Jan	11 Jan (2000)	
18	do	20	5 Jan	NEVADA	8 Jan	19 Jan (0100)	sailed ld late f. LP
25	do	26p	7 do	WYOMING	15 Jan	26 Jan (0200)	
1	Jan	2	18 do	IDAHO	22 Jan	3 Feb (1120)	
8	do	9p	27 do	MINNESOTA	29 Jan	10 Feb (1800)	
15	do	16	4 Feb	MANHATTAN	5 Feb	20 Feb (1700)	see note 6
22	do	—	4 Feb	WISCONSIN	12 Feb	23 Feb (1330)	
29	do	30	13 do	NEVADA	19 Feb	1 Mar (0900)	
5	Feb	6p	16 do	WYOMING	26 Feb	9 Mar (1400)	
12	do	13	27 do	IDAHO	5 Mar	17 Mar (0950)	
19	do	20p	4 Mar	MINNESOTA	12 Mar	24 Mar (0930)	
26	do	28	15 do	MANHATTAN	19 Mar	31 Mar	sailed ld late f. LP
5	Mar	6	18 do	WISCONSIN	26 Mar	4 Apr (2030)	
12	do	13	24 do	NEVADA	2 Apr	13 Apr (1530)	
19	do	20	3 Apr	WYOMING	9 Apr	21 Apr (0800)	
26	do	27	8 do	IDAHO	16 Apr	29 Apr (1300)	
2	Apr	3	15 do	MINNESOTA	23 Apr	5 May (0300)	
9	do	10	21 do	MANHATTAN	30 Apr	12 May (0900)	
16	do	17	27 do	WISCONSIN	7 May	18 May (0200)	
23	do	24	4 May	NEVADA	14 May	24 May (1630)	
30	do	1 May	13 do	WYOMING	21 May	1 Jun (1900)	
7	May	8	19 do	IDAHO	28 May	7 Jun (2300)	
14	do	15	27 do	MINNESOTA	4 Jun	14 Jun	
21	do	22	7 Jun	MANHATTAN	11 Jun	23 Jun (0200)	
28	do	29	8 do	WISCONSIN	18 Jun	28 Jun (0330)	
4	Jun	5	16 do	NEVADA	25 Jun	6 Jul (0000)	end FY 1873
11	do	12	23 do	WYOMING	2 Jul	12 Jul (1900)	
18	do	19	30 do	IDAHO	9 Jul	20 Jul (0400)	
25	do	26	7 JUL	MINNESOTA	16 Jul	28 Jul (0300)	
2	Jul	3	14 do	WISCONSIN	23 Jul	3 Aug (1400)	
9	do	10	23 do	NEVADA	30 Jul	9 Aug (1500)	
16	do	17	30 do	MANHATTAN	6 Aug	17 Aug (2340)	
23	do	24	5 Aug	WYOMING	13 Aug	24 Aug (1000)	
30	do	—	12 do	IDAHO	20 Aug	31 Aug (1000)	
6	Aug	7	19 do	MINNESOTA	27 Aug	8 Sep (0830)	
13	do	14	24 do	WISCONSIN	3 Sep	13 Sep (1200)	
20	do	21	1 Sep	NEVADA	10 Sep	21 Sep (2300)	
27	do	28	10 do	MANHATTAN	17 Sep	30 Sep (0300)	
3	Sep	6	19 do	WYOMING	24 Sep	9 Oct (1300)	see note 7
10	do	13	26 do	IDAHO	1 Oct	12 Oct (0900)	
17	do	18	29 do	MINNESOTA	8 Oct	20 Oct (2350)	
24	do	25	5 Oct	WISCONSIN	15 Oct	25 Oct (2100)	

5. The mails for Wednesday 27 November were carried out of NY by CUBA of the Cunard Line. The PMG's Report for the F/Y to 30 June 1873 does not list the Cunard Co as receiving compensation for any trips out of NY.

6. As MANHATTAN arrived at NY too late to be ready for the sailing scheduled for 5 Feb, the usual Wednesday mails were carried out of NY by WESTPHALIA of the Hamburg American Line, sailing on Thursday 6 Feb. MANHATTAN sailed on the following day—two days late.

7. WYOMING sailed from NY on 28 September—four days late. On her arrival at QT, mails were not reported as being landed there. SCOTIA, of the Cunard Line, carried out mails from NY on Wednesday 24 September.

1873 (cont.)

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
1 Oct	2	13 do	NEVADA	22 Oct	2 Nov (0730)		
8 do	9	22 do	MANHATTAN	29 Oct	14 Nov (0300)		
15 do	17p	27 do	WYOMING	5 Nov	16 Nov (2100)	sailed 1d late f. LP	
22 do	23	4 Nov	IDAHO	12 Nov	23 Nov (0530)		
29 do	30	13 do	MINNESOTA	19 Nov	30 Nov (0400)		
5 Nov	6	16 do	WISCONSIN	26 Nov	6 Dec (1120)		
12 do	13p	24 do	NEVADA	3 Dec	14 Dec (2200)		
10 do	24p	9 Dec	MANHATTAN	10 Dec LP	28 Dec	sailed 3d late f. LP	
26 do	27	9 do	WYOMING	17 Dec	28 Dec (1430)		
3 Dec	4	15 do	IDAHO	24 Dec	4 Jan (0230)		
10 do	11p	24 do	MINNESOTA	31 Dec	11 Jan (1000)		

(To be continued)

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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 101

Chronicle No. 102 did not have an answer to the problem cover in No. 101, the front of which is shown in Figure 1. One reason was that no satisfactory responses had been received in time. The folded letter started in New Haven, Conn., on 10 March 1849 and there was indecision as to the rate, with 29 and 58 (for double weight) crossed out, and 48 cents paid. The three numbers are all in the same darkish ink, so the 48 may not be a credit. If somebody is sure, a comment can be in the next issue. There seems to be, among our readers, much more knowledge of transatlantic rates than ones to the Caribbean area or South America.

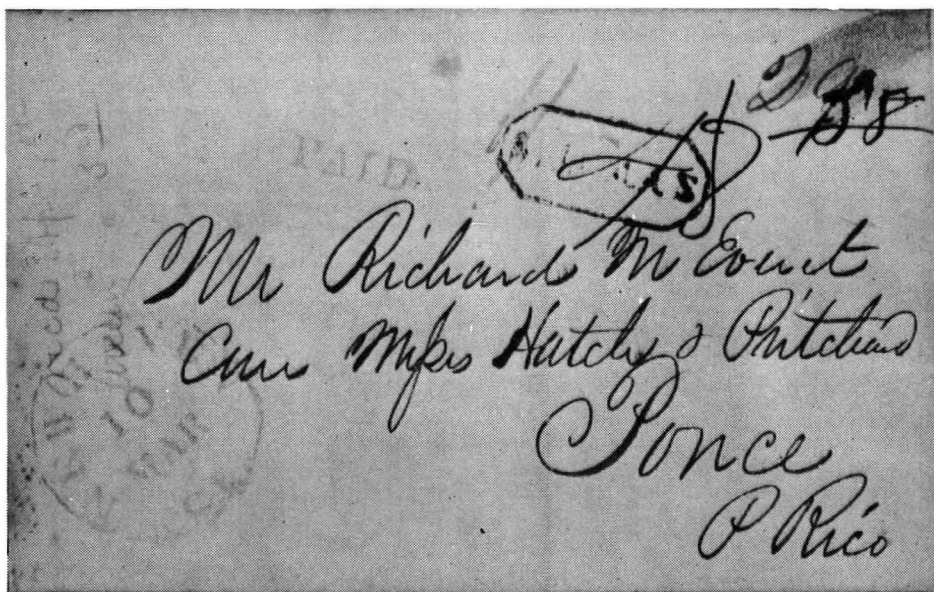


Figure 1. Cover from New Haven to Puerto Rico in 1849.

It should be noted that this letter was mailed shortly after the Postal Convention between the United States and Great Britain took effect but before the "Additional Articles" had been drafted and agreed to. Perhaps the "48" and the other crossed-out ms. rates resulted from a misunderstanding of the treaty provisions. The New Haven Post Office may have assumed that the 24¢ transatlantic rate applied to mail to the West Indies, and so charged 48¢, either as a double letter, or as two 24¢ rates—one to St. Thomas and another from St. Thomas to Puerto Rico.

In fact, no through rate to Puerto Rico was available at this time, although a 55¢ rate via Southampton was listed in the tables and instructions issued June 19, 1849 (*PMG Report* for 1849, pp. 836-41). The same document contains this interesting note (p. 839) after the table of rates:

[. . . 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.]

The letter was carried to St. Thomas and the British agency there struck the transit mark, dated 26 March 1849, on the back. It went on a British ship from St. Thomas to Ponce, a port on the south coast of Puerto Rico, and not to San Juan. The slanted lines an inch to the right of the PAID marking represent one shilling, from the port at St. Thomas to the port (playa) of Ponce. There was no inland Puerto Rican postage. The boxed S. TOMAS marking in blue was applied at Ponce, and is a rare marking, because most mail was bootlegged from St. Thomas to Puerto Rico on small inter-island vessels. A later cover with this handstamp is illustrated on p. 85 of *The Postal History of Puerto Rico* by R. B. Preston and H. M. Sanborn (1950).

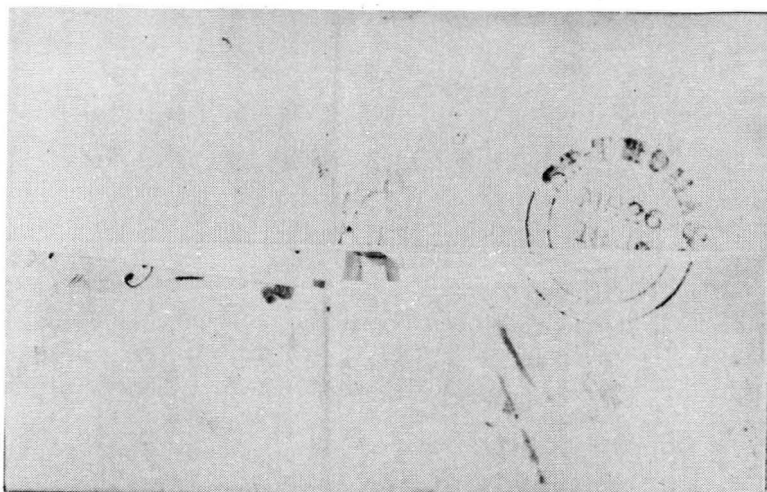


Figure 1a. Reverse of cover in Figure 1.

PROBLEM COVERS FOR THIS ISSUE

Figure 2 shows the next problem cover, with a 3¢ 1857, manuscript 10, and Little Rock, Ark. cds. Will our readers please attempt to explain the postage rate?

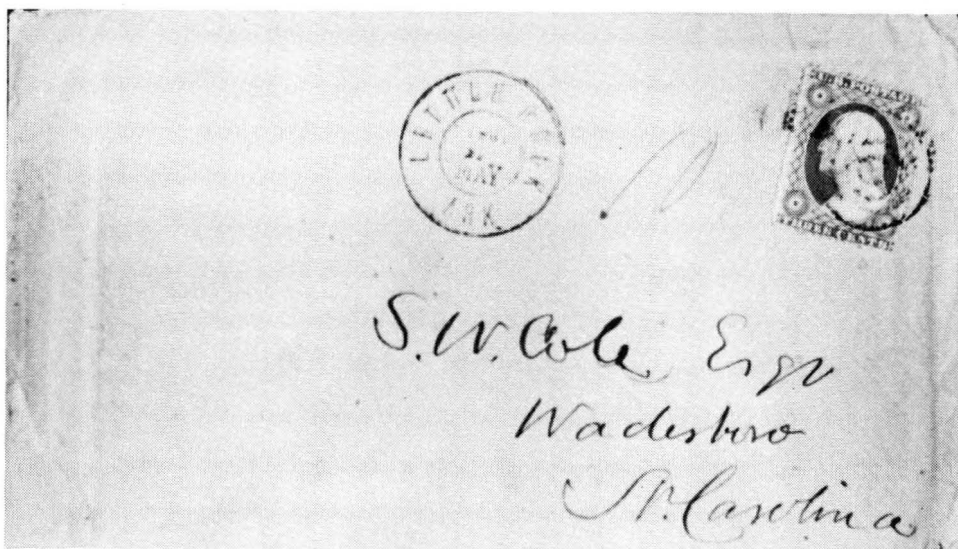


Figure 2. Cover from Little Rock, Ark., with 3¢ 1857, and ms. "10."

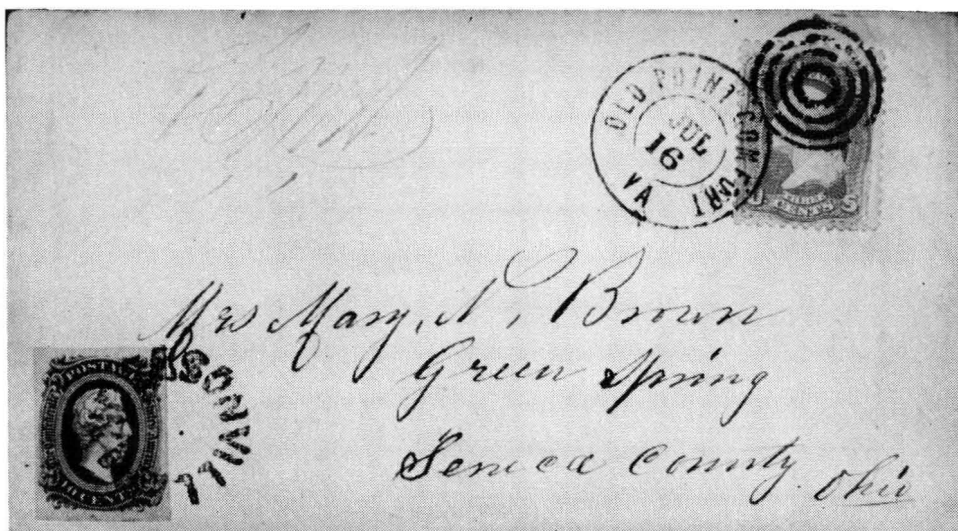


Figure 3. Cover with 3¢ 1861, and 10¢ Confederate stamps.

Figure 3 shows another problem cover, recently donated to S.C.R.A.P. It really has a problem. What is it?

To help Editor-in-Chief Susan McDonald with her difficult job of getting the *Chronicle* out on time, please send your answers, or new problem covers, within two weeks of receipt of your *Chronicle*.

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