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of the U.S. Classic Postal Issues

May 1980

Volume 32, No. 2

Whole No. 106

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## IN THIS ISSUE

THE EDITOR'S PAGE .....	79
GUEST PRIVILEGE	
Freight Money Covers—a Reprise, <i>by Charles Hahn</i> .....	80
New York Postmaster's Provisional Covers to the United Kingdom of Great Britain and Ireland, <i>by Philip T. Wall</i> .....	82
THE PRESTAMP AND STAMPLESS PERIOD	
Post Paid Withdrawn Ship Letter, <i>by Kenneth R. de Lisle</i> .....	84
Los Angeles: Prestamp and Stampless Period, <i>by Jerome Schwimmer</i> ....	86
THE 1847-51 PERIOD	
Washington Writes to London, <i>by Creighton C. Hart</i> .....	94
1847 Covers with an English Accent, <i>by Creighton C. Hart</i> .....	94
THE 1851-61 PERIOD	
British Illustrated Envelopes Used in the United States, <i>by Thomas J. Alexander</i> .....	100
Post Office Error .....	102
Philadelphia Drop Marking .....	103
New Germantown, N.J. ....	103
U.S. Postal Markings: 1851-1861 .....	104
Double Transfers on the 3¢ 1857 Issue (S4 and S5), <i>by Robert R. Hegland</i> .....	105
THE 1861-69 PERIOD	
Bill Herzog now Associate Editor for 1861 Section .....	110
First Shade of the Grilled 12¢ Stamps, <i>by William K. Herzog</i> .....	110
SENT BACK TO ENGLAND WITHOUT A REASON FOR NON-DELIVERY .....	
"N.E.G."—What and Why, <i>by Kenneth A. Whittle</i> .....	113
1¢ 1861 Ultramarine & Indigo Shades, <i>by William K. Herzog</i> .....	116
"PAYMASTER'S DEPARTMENT, U.S. STR CIRCASSIAN", <i>by Richard B. Graham</i> .....	118
THE 1869 PERIOD	
The 90¢ 1869 Stamp on Cover, <i>by Richard Searing</i> .....	120
THE BANK NOTE PERIOD	
Ninety Cent Bank Note Company Stamps on Cover <i>by Richard M. Searing</i> .....	124
THE FOREIGN MAILS	
The U.S.-U.K. 37¢ Private Ship Rate, <i>by Charles J. Starnes</i> .....	128
Aachen FRANCO Markings on Prussian Closed Mail—An Updating, <i>by Allan Radin</i> .....	129
A Bremen Closed Mail—By Accident, <i>by Richard F. Winter</i> .....	131
Addenda: the Hawaiian Steam Service, <i>by Kenneth D. Gilbert</i> .....	131
Addendum: <i>Chronicle</i> 65—Franking by Stamps + Cash, <i>by John V. Woollam</i> .....	133
Hamburg American Line Sailing Lists, <i>by Clifford L. Friend &amp; Walter Hubbard</i> (Continued from <i>Chronicle</i> 105:68) .....	134
THE COVER CORNER	
Answers to Problem Covers in Issue No. 105 .....	140
Further Notes on PCM .....	141
Problem Covers for this Issue .....	142



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## THE EDITOR'S PAGE

"With a little bit of luck," this issue will reach reader's hands before the opening of the international exhibition in London where the Society's annual meeting will take place. In compliment to London 1980 the section editors and contributors have made a special effort to provide articles and features that have some connection with the British Isles.

Admittedly this is not an easy task for a journal dedicated to nineteenth century U.S. philately, but how well we have succeeded may be judged from the following:

In the guest section Charles Hahn has added to the list of freight money covers carried on the transatlantic route—mostly to Great Britain—and Philip T. Wall discusses covers bearing the 5¢ New York Postmaster's Provisional and addressed to the British Isles.

In the prestamp section Kenneth R. deLisle illustrates and explains the "Post-paid Withdrawn Ship Letter," one of the British Post Office's oddest creations. Several unusual 1847 covers to and from Britain are the subject of an article by Creighton C. Hart; a letter from George Washington to London is illustrated as an added bonus.

In the 1851 period Thomas J. Alexander describes the use in the U.S. of propaganda envelopes imported from Britain. Some notes by Richard B. Graham on an often misinterpreted British marking appear in the 1861 section.

Under foreign mails Charles J. Starnes discusses the elusive 37¢ private ship rate provided by the U.S.-G.B. Postal Convention. The Cover Corner offers explanations of two covers with strong British associations and presents another for analysis.

In addition to the British related items listed above, other features worthy of mention include an important article by Jerome Schwimmer on early Los Angeles postal history in the stampless section. Two fine articles by Richard M. Searing on 90¢ 1869 covers and on 90¢ Bank Note covers appear under these respective periods. An investigation by Kenneth A. Whittle focuses on the meaning of the initials "N.E.G." in soldiers' letter certification handstamps.

Allan Radin furnishes a revised table of FRANCO markings on Prussian closed mail covers, while Richard F. Winter has uncovered information on Bremen mails carried by *Niagara* instead of *Hermann*. New data on the first contract sailing of the Hawaiian Steam Service and additional cover listings by Kenneth D. Gilbert also appear in the foreign mails section.

Robert R. Hegland has prepared charts showing the identification codes assigned double transfers of the 3¢ 1857 issue and the plate positions these represent. This will be helpful to collectors interested in plating these stamps.

British member John V. Woollam has written several short pieces commenting or expanding on practices described in previous issues—the first of these appears in the foreign mail section.

Hamburg American Line sailing lists are completed in this issue; the Ashbrook lists of Panama and other west coast sailings will resume in August.

With this issue William K. Herzog assumes the post of associate editor for the 1861 period; he is represented by articles concerning colors of 1861 stamps—the first 12¢ grill issues, and the rare shades of the 1¢.

In the same section Kenneth D. Gilbert and Kenneth A. Whittle will act as contributing editors and C. W. Christian will continue in that capacity. Their contributions will add to the variety and interest of the section.

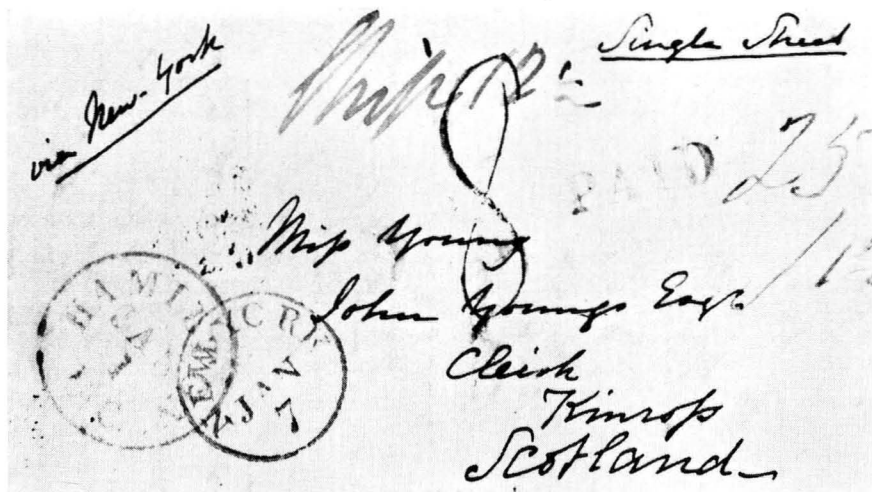
**GUEST PRIVILEGE**

**FREIGHT MONEY COVERS—A REPRISÉ**  
**CHARLESS HAHN**

Since I did not know what to expect in the way of reader response to my article "Freight Money Covers" published in three magazines (*Chronicles* 99 and 100) on two continents, I was both pleased by the seriousness of those who responded and surprised by the small number of new covers which were turned up and which are listed herewith in two lists appended to this note. It is interesting to note that there was an August 18, 1837, sailing ship cover which confirms such an early use of that service and a sailing ship cover even later than the one in my original list, this time from January 1848.

Also noted is a cover from Richmond, Virginia, by the *Great Western* which has a "PAID" and "STEAM" on the reverse in blue. I had speculated that red on the reverse meant "steam" while blue meant "sailing ship" and discovered from James A. Danigelis, M.D., of South Windsor, Connecticut, that this was not the case which should prove to me again the futility of speculating on too small a sample.

I thank, in addition to Dr. Danigelis, the following for their contributions and help to this addendum: Charles Burke-Easton, Steventon, England; Edward T. Harvey, Pitman, New Jersey; Eric Quinn, Grasmere, Cumbria, England; John R. Green II, Webster Groves, Missouri; Robert Holdeman, Bognor Regis, England; Brian Cocking, Huddersfield, England; E. Malinow, Leeds, England; and Frederick S. Lightfoot, Greenport, New York.



From Hamilton, V.C., Jan. 1, 1840, to Scotland, showing payment of freight money for sailing ship: "Ship 12 1/2." Liverpool ship letter handstamp on back.

One cover, a second example of which would be extremely useful if we could find one, was sent to me by Eric Quinn and was from Murfreesboro, N.C., with a single 50¢ rating to Dublin, Ireland, via New York in January 1842. There is no written indication on the cover as to whether it was a single or double cover and the U.S. was charging by the sheet at that time rather than by weight. The incoming English postage which was under the Uniform Post Act and by weight was a single rate. A further cover from Murfreesboro, N.C., during the period, especially if gave more definite instructions as to whether it went by

a freight money vessel, would clear up whether this city combined its rating into the single rating or not. Any help will be greatly appreciated.

If any readers should turn up a Freight Money cover, or a cover which they believe to be a Freight Money cover, I shall be happy to continue to compile this list, if you notify me in care of the editor, preferably sending me an office machine copy of the cover or covers in question, and I shall let you know if you really have a Freight Money cover or not, at least in my opinion.

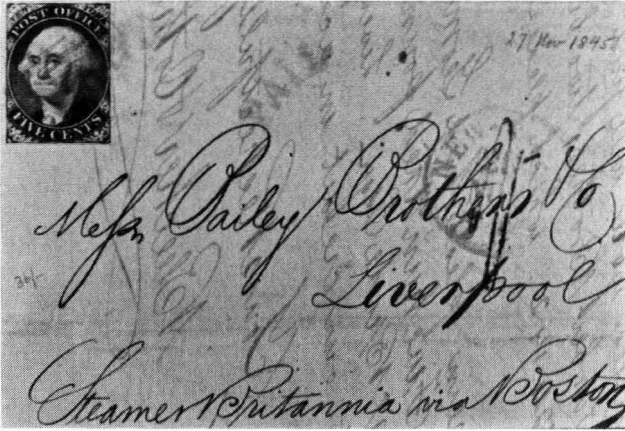
### STEAMERS

<i>Date &amp; City of Postmark</i>	<i>Rated</i>	<i>Remarks</i>
10/1 1838, Baltimore	Single, 25 & 18¾	Per Great Western.
1/13 1839, Baltimore	Single, 25 & 18¾	Per Steamer Royal William.
4/19 1839, Baltimore	Triple, 75 & 56¼	Per Great Western.
5/13 1839, Charleston	Single, 25 & 25	Ms. 25 top right & left. P. Liverpool Steamer from N.Y.
7/21 1839, New Orleans	Single, 25 & 25	Per Great Western to Bordeaux, France.
12/12 1839, Baltimore	Single, 25 & 18¾	Per Steamer Liverpool.
3/18 1840, Philadelphia	Single, combined 37½	Per Great Western.
3/18 1840, Philadelphia	Quad., combined 1.50	Per Great Western.
5/8 1840, Philadelphia	Single, combined 37½	Per Great Western.
9/25 1840, Charleston	Single, 25 & 25	Ms. 25 twice. Lpl backstamp 10/17.
10/31 1840, Philadelphia	Single, combined 37½	Per Great Western.
8/4 1841, Baltimore	Quad., 1.00 & 75	Per Great Western.
12/4 1841, Richmond	Single, 25 & 18¾	Per Great Western (blue PAID & STEAM verso).
6/15 1842, Baltimore	Single, 25 & 18¾	Per Great Western.
5/24 1843, Philadelphia	Single, combined 37½	Liverpool Ship.
11/7 1844, Baltimore	Single, 25 & 18¾	Per Great Western.

### SAILING SHIPS

<i>Date &amp; City of Postmark</i>	<i>Rated</i>	<i>Remarks</i>
8/31 1837, Philadelphia	Double, combined 50	Packet 1st for L'pool.
10/7 1838, Philadelphia	Single, combined 25	Per Geo. Washington.
4/9 1839, Philadelphia	Double, combined 50	Per London packet 10th April. Southampton SHIP LETTER.
7/18 1839, Baltimore	Double, 25 & 37½	N.Y. & Liverpool pkt 19 July.
10/31 1839, Philadelphia	Single, combined 25	P. N.Y. pkt Nov. 1 to Lpl. To Manchester, red 4 hdstp assoc. RR.
4/? 1840, Philadelphia	Double, combined 50	N.Y. packet 10 April.
5/18 1840, Baltimore	Single, 12½ & 18¾	Per London packet 20th May.
6/13 1840, Baltimore	Quadruple, 50 & 25	Via New York.
9/18 1840, Baltimore	Triple, 37½ & 56¼	Per Liverpool packet.
11/18 1840, Philadelphia	Quad., combined 1.00	Pkt. of 19th via N.Y. & Lpl.
5/18 1841, Philadelphia	Single, combined 25	Per Columbus.
5/31 1841, Philadelphia	Double, combined 50	Packet of 26 May From N.Y. (Dated 5/25, but Phila. pmk 5/31).
3/16 1845, Philadelphia	Double, combined 50	Per Montezuma.
9/10 1845, Philadelphia	Single, combined 17½ (12½ freight & 5 inland)	Ship Henry Clay.
1/29 1848, Baltimore	Single 12½ & 5	Per Packet N.Y. to London 1st Febry. (Latest freight money cover now recorded).

**NEW YORK POSTMASTER'S PROVISIONAL COVERS TO THE  
UNITED KINGDOM OF GREAT BRITAIN AND IRELAND  
PHILIP T. WALL**



**Figure A.** Cover addressed to Liverpool, postmarked Nov. 28, 1845. By the "Britannia" which sailed from Boston Dec. 1. Rate 1/- due for packet postage.

During the 1845-1847 period, the Cunard line held the contract for carrying mail between the United States and the United Kingdom of Great Britain and Ireland. Outgoing mail left the United States twice a month from Boston, usually the middle of the month and the end of the month, except in winter, when service was monthly. Since there was no provision to permit the prepayment of postage outside the United States, New Yorkers could pay only the domestic postage, in this case 5¢ for a single weight letter to Boston which is under 300 miles from New York. The foreign postage was collected from the addressee. Inasmuch as the sailing schedules of the Cunard ships were known in advance in New York City, many of these covers are designated for particular ships. Noted among these covers is mail marked for the following vessels: *Acadia*, *Hibernia*, *Caledonia*, *Britannia*, and *Cambria*. Other covers are marked "via Boston", "per Boston Steamer", "Royal Mail Steamer via Boston and Halifax", etc.



**Figure B.** To Sheffield, Eng., "pr. Britannia." Probably sailing of Aug. 1, 1845, from Boston.

My records show a total of 37 covers addressed to the United Kingdom. These are broken down by weight as follows: 32 single weight covers and five

double weight covers. By destination these covers break down as follows: to England, 29 covers; to Scotland, two covers; and to Ireland, one cover. I have no record of any covers addressed to either Wales or what is now Northern Ireland. The one cover to Ireland is addressed to Dublin, and the two covers to Scotland are addressed to Edinburgh and Greenock respectively.



Figure C. To correspondent in London for transmission to Trieste (Austria). Addressee paid packet charge so that letter could be forwarded. Ms. charges collected at Trieste. By "Cambria" Dec. 16, 1845, from Boston.

As might be expected, most of the mail destined for England went to London; but covers are also known addressed to the following English cities and towns: Cranbrook, Liverpool (Figure A), Manchester, Sheffield (Figure B), and Walsall. Many of the photographs in my files do not include the full cover, and the exact destination is unknown. It is highly probable there are covers addressed to other cities and towns in England.

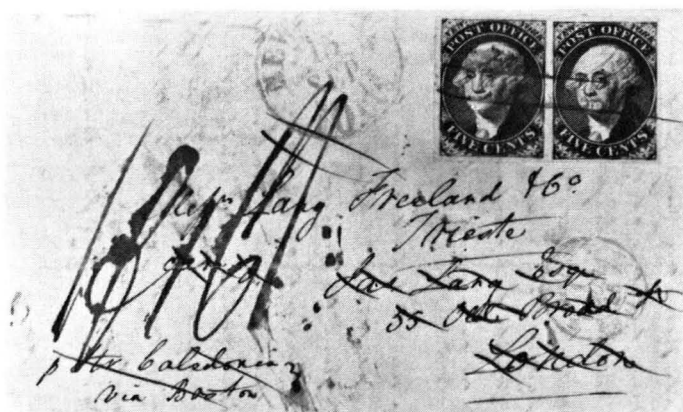


Figure D. Similar to Figure C, except that the letter was rated double in the U.S. Carried by the "Caledonia" Sept. 16, 1845, from Boston.

By far the largest and best known correspondence to England consists of the covers addressed to Lang, Freeland and Co. at Trieste in care of Jas. Lang of London. Nine covers have single stamps (Figure C), and four have horizontal pairs (Figure D). All of these covers were forwarded to Trieste which at that time was a part of Austria.

The cover to Manchester is postmarked July 15 (1845) and is one of six covers of which I have records postmarked on that date, which is the earliest recorded use of a United States Postmaster's Provisional Stamp.

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

**POST PAID WITHDRAWN SHIP LETTER**  
KENNETH R. DE LISLE

For a period of less than one year from the effective date of 54 Geo. III, C.169 1814 until the effective date of 55 Geo. III, C.153 1815 (Sept. 17, 1814 to July 11, 1815), there existed a curious circumstance on out-bound ship mail from Great Britain which occasionally is found on letters in United States ship mail collections.

The discussion of "bootleg" letters in a previous issue (*Chronicle* 104:242) has brought several comments from readers on the evasion of postage on the transatlantic route but no example of domestic bootlegging where intent to evade postage charges could be demonstrated. Generally, references in the text of such letters indicate that the writer entrusted his correspondence to a third party, for part or all of the way, as a secure method to effect delivery and to shorten transit time. We will have more on that subject in a future issue.

There is no question, however, that between Europe and America the carriage of letters outside the mails was a common practice, known to all. This article presents the strange combination of a letter illegal by British statute, yet officially sanctioned and so marked, by payment of a fee for which no service was rendered by the British Post Office!

Frank Staff has written graphically on the trials and tribulations of the Post Office in attempting to enforce the several Acts prohibiting private carriage of letters and states the custom of two centuries continued unabated even after a partial remedy was tried in 1799.<sup>1</sup> Merchants and private citizens were reluctant to abandon the old coffee-house system which had so well served them through the years. Important mail was still handed to a trusted ship captain rather than being placed in the packet-boat mail. By a new law, 39 Geo. III C.76 1799, letters were allowed to pass by private vessel from Great Britain to the Americas at one-half the packet-boat rate of 2s. per letter. Incoming mail was charged 4d. ship fee, plus 2d. for the captain, plus the inland postage from port to destination. At the turn of the century these were considerable sums even to a businessman. To the private citizen or newly-arrived immigrant trying to keep in touch with relatives the rates were virtually prohibitive.

Letters continued to by-pass the Post Office fees and were sent by private ship without payment. On arrival in the United States or Canada, the ship captain would place the letters in the official mails, for which he was paid (in the U.S.) 2¢ each. If for the port of arrival, the letter was rated at 6¢ which included the ship fee. If forwarded, the letter was rated at the land postage to destination, plus the 2¢ fee. It was considerably cheaper than placing it in the British packet-boat mail.

British mail packet-boats and merchant ships flying the British flag were the principal mail carriers on the transatlantic route. Although American merchant vessels were beginning to make their appearance on the scene the War of 1812 changed friendly competition to a deadly game of hide and seek. Packet-boats between Great Britain and their possessions in North America, prime targets for the U.S. Navy vessels and privateers, avoided the usual northern sea lanes and put in at Bermuda, where the mails were transferred to warships for passage to Canada and the Maritime Provinces. This delayed mail delivery and was another reason for the despatch of mail by private ship.

To partially offset this loss of revenue, a new Postal Act was passed (54 Geo. III C169 1814) which raised the rate on incoming ship letters from 4d.

1. Frank Staff, *The Transatlantic Mail*, (Chatham: W&J Mackay & Co. Ltd., 1956) p. 46.

to 6d. but decreased the fee on outgoing ship letters to one-third the packet-boat rate which had already, in 1813, been raised from 2s. to 2s. 2d. (from London). Under this statute it was made compulsory for all outgoing ship letters to be brought to the post office for rating. As Staff so well relates, this raised a great outcry as nothing more than a tax on letter writing.<sup>2</sup>

The Act had little or no impact on mail to the United States, since American ships could not venture into British waters and their counterpart could not enter American-controlled sea lanes.

At the conclusion of the conflict, American merchants began a brisk trade with the mother country. After many years as agents for British firms selling to America, they realized the advantages of becoming traders on both sides of the Atlantic, using their own employees in Britain, as well as their own ships to carry the merchandise. It was the beginning of a remarkable era in American merchant marine which lasted for nearly one hundred years. The fast vessels and their frequent sailings quite logically attracted such mail as their masters were willing to accept, eventually reaching massive numbers. Staff notes that American merchant vessels leaving Great Britain ports carried as many as 4,000 letters each, none of which passed through the British Post Office. Truly bootleg letters!

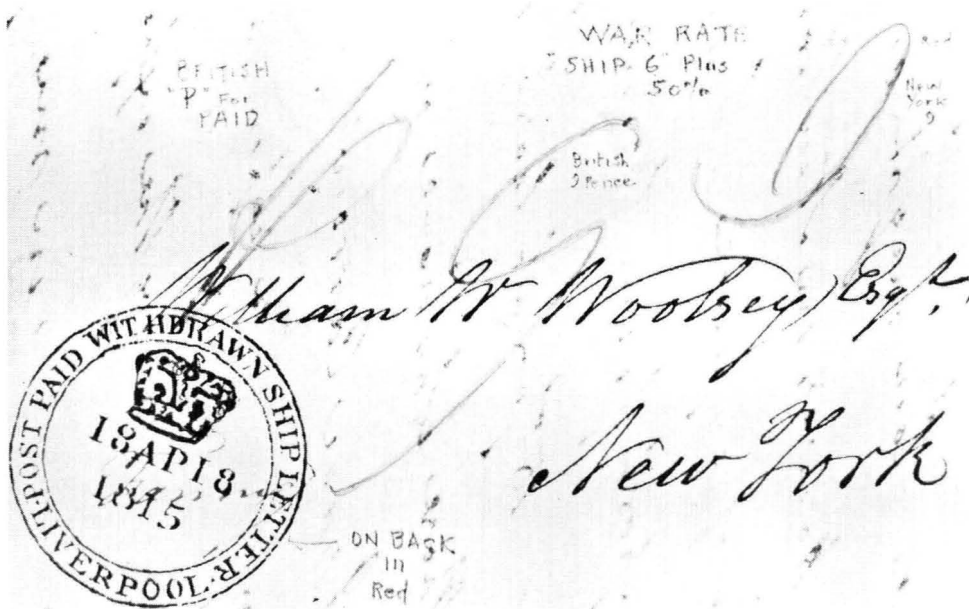


Figure 1. Ship letter from Liverpool to New York, sailing on April 18, 1815. British marking "P" and "9" for one-third the packet rate. Handstamped in red on back with the Withdrawn Ship Letter marking. (Courtesy James Milgram, M.D.)

Figure 1 illustrates a letter carried by private ship from England to the United States, on a vessel which first touched at New York where all mail on board, according to U.S. postal law, must be put off. The ship was the *Fanny* as endorsed in the lower left corner. The British marking (shown enlarged) is on the back in red, a double circle POST PAID WITHDRAWN SHIP LETTER/LIVERPOOL/ enclosing crown and date—18 Apr. 1815. This is the marking previously referred to as establishing the payment of one-third the regular packet-boat rate. The sender, or his agent, could take the letter to the packet-boat office, pay the fee and have it handed back, then place it on any private ship. The illegal letter made legal, for a fee!

The "P 9" on this cover indicates 9d paid, being one third the packet rate of 2/3 (27d) which was composed as follows: 1/1 inland postage Liverpool

2. *Ibid.*, p. 57.

to Falmouth (300-400 mile rate) and 1/2 packet rate from Falmouth to North America.

Arriving in New York, the letter was rated at 9¢, the regular ship letter fee for delivery at port of entry, plus the 50% war surcharge. Ship mail with the 9¢ fee is rare, fewer than a dozen covers being known. Combined with the British marking, this cover may be unique.

The writer has not searched for the registry of the *Fanny*. It could have been an American vessel, for, again referring to Staff's work, we read that the 398-ton *Milo*, out of Boston, was the first ship to sail from the United States to England and back after the war, returning from Liverpool where the illustrated marking was struck for the *Fanny* letter.<sup>3</sup> Similar markings are known from other British ports including London, Glasgow, Portsmouth, Plymouth, Greenock and Ramsgate, as well as Margate, Queensborough, Devonport and Bristol. On mail bound for the United States, the marking could occur only from February 1815 to about August of the same year, when another Postal Act became effective. Under 55 Geo. III C.153 1815 it became compulsory for all ship masters to carry all mail delivered to them by the Post Office. For this service they were paid a compensation, without losing their gratuity per letter.

Needless to say this marking on the reverse of ship letters carrying American postal markings is much sought for and keenly bid up when one surfaces at long intervals.

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3. *Ibid.*, p. 53.

## LOS ANGELES: PRESTAMP AND STAMPLESS PERIOD

JEROME SCHWIMMER

### INTRODUCTION

The Pueblo of Los Angeles was founded by the Spaniards on September 4, 1781. The bicentennial of the City's founding is fast approaching. Little has been written to date on the postal or express history of Los Angeles, probably because of the paucity of surviving material in the hands of collectors. I hope to contribute modestly to the creation of such a literature and to encourage others to contribute to its enlargement. It is hoped that those possessing material from Los Angeles in the classic periods will be persuaded to publish or make available for publication their respective holdings.

Postmarked covers are first known from Los Angeles in the American period. The Indians who founded the village of Yang-Na, near what is now downtown Los Angeles, left behind, of course, no recorded postal history. More surprisingly, the periods of Spanish and Mexican rule that followed left us no postmarked covers from the Pueblo or from the City of Los Angeles. Not a single piece of mail is known to exist from Los Angeles in either the Spanish or Mexican periods that bears any postal marking! Letters exist in the hands of collectors, in family archives and in institutional archives which clearly originated in Los Angeles in these periods and which were transported to addressees by vaqueros between the ranchos, by military courier, by government agent, and by Mission messenger—but none, to my knowledge, bears a postal marking from Los Angeles. And so, in our postal history of Los Angeles, we pass over the Spanish and Mexican periods with little more attention than given to the Indians who earlier lived in the area.

The first decade of United States occupation and rule (1846-56) provides us with relatively little postal material from Los Angeles. The post office was first founded in Los Angeles in 1850. The Classic 1847-51 period yields but two known postmarked covers from Los Angeles, and they are shown as Figures 1 and 2.



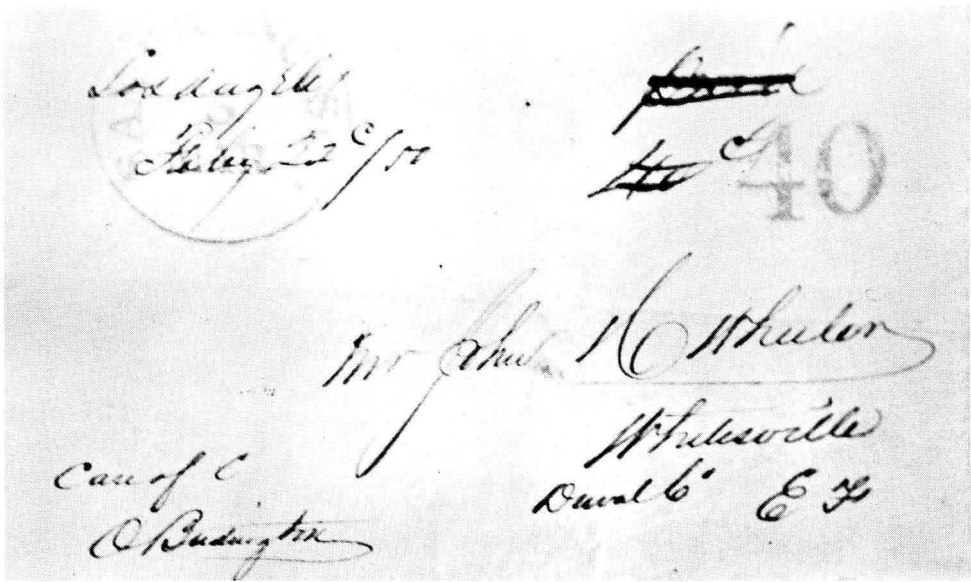


Figure 1. "Los Angeles/Feby 22d 50" in manuscript. Earliest known postmarked cover from this office. It is also the only known pre-statehood and only known 40¢ rated letter. Unique.

The first postmaster for Los Angeles was officially confirmed on April 9, 1850.<sup>1</sup> Some months prior to that date, provisional appointment of an acting postmaster would have been made by an authorized government agent, following the usual practice on the West Coast at the time.

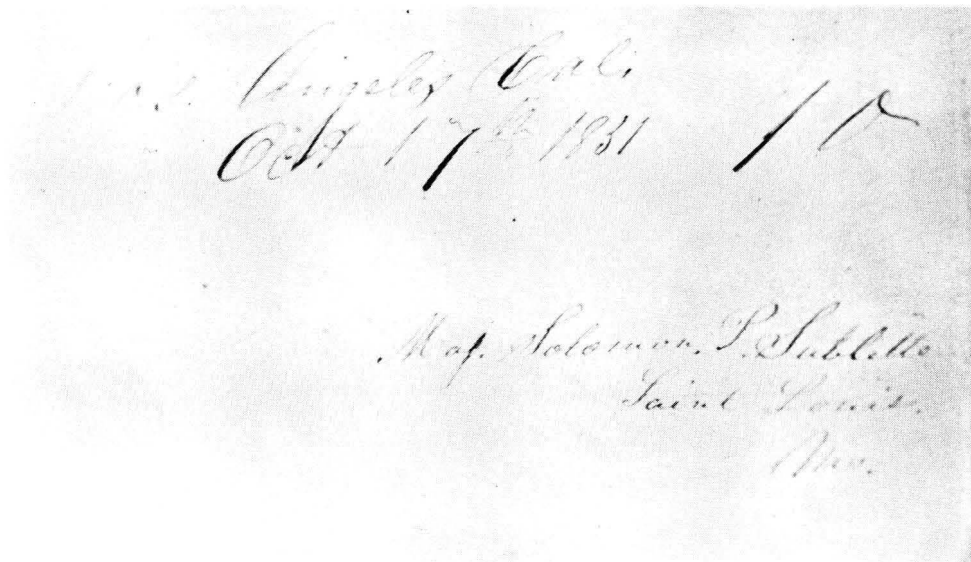


Figure 2. "Los Angeles Cal/Oct 17th 1851" in manuscript. Unpaid 10¢ rate. Earliest known statehood use.

Since the Los Angeles Post Office was first established several years after the issuance of postage stamps, we have no prestamp postal history from Los Angeles. The earliest known use from Los Angeles of an adhesive stamp on cover is in 1855. The 1847 issue is, of course, not known used from Los An-

1. Walter N. Frickstad, *A Century of California Post Offices*, Philatelic Research Society Publication, 1955, Oakland, California, p. 76; H. E. Salley, *History of California Post Offices, 1849-1976*, 1977, La Mesa, California, p. 127.

ges. The limited availability of stamps at the Los Angeles Post Office throughout most of the 1850s led to an extended "stampless period" with stampless usage continuing to 1859 and predominating over stamp usage in that decade.

Postmarked stampless covers from Los Angeles fall into three categories: the manuscript postmark, the 32 mm. circle handstamp (single and double circles and dated and undated) and the 38 mm. circle handstamp. No straight-line or oval postmark is known from Los Angeles in this stampless period.

#### THE MANUSCRIPT POSTMARK PERIOD, 1850-54

The earliest known postmarked cover from Los Angeles is shown as Figure 1. It is, in addition, the only known pre-statehood use and the only known 40¢ rate cover from Los Angeles. Forty cents represented the Pacific to Atlantic Coast letter rate until July 1, 1851. The corresponding intra-California rate was 12½¢. No 12½¢ rate cover and no multiple of the 40¢ or 12½¢ rate is known for any cover from Los Angeles. The cover illustrated as Figure 1 is part of an integral folded letter. This letter leaves no doubt as to origin and date. It is headed "Los Angeles, Feby 21st, 1850". It appears that the folded letter was picked up at San Pedro by a ship enroute to San Francisco, where the postmaster declined to credit the 40¢ prepayment at Los Angeles and sent the item on to its East Florida destination with the 40¢ due marking applied at San Francisco.

The transcontinental Pacific to Atlantic Coast (over 3,000 mile) postal rates were reduced effective July 1, 1851, to 6¢ if prepaid and 10¢ if mailed unpaid. The cover in Figure 2 was mailed unpaid on October 17, 1851, and bears Los Angeles manuscript postmark and unpaid 10 rate marking. This cover is the second earliest known postmarked Los Angeles cover, and, in addition, represents the earliest known statehood use from Los Angeles.

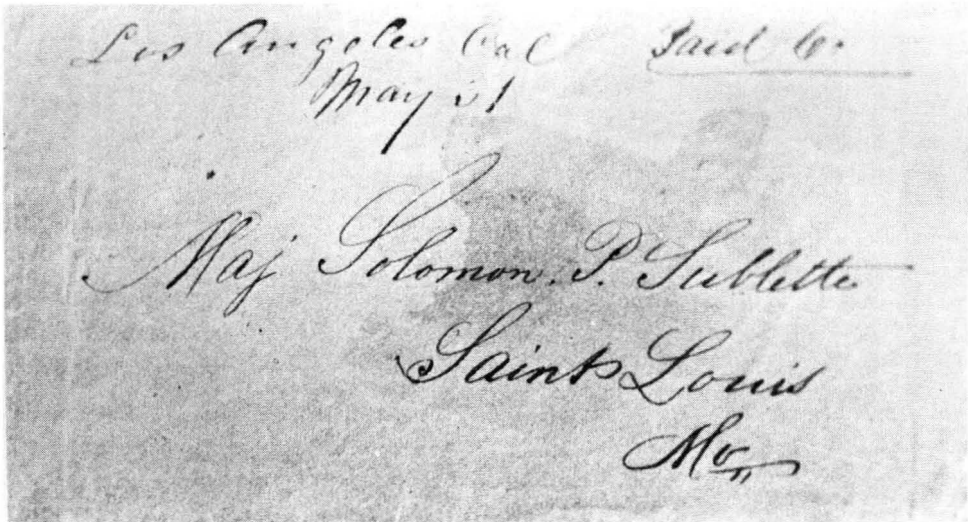


Figure 3. "Los Angeles Cal/May 31" in manuscript. The manuscript marking is recorded from 1850 to 1854. Example of the prepaid transcontinental rate.

Fortuitously, through the office of a second cover from the same correspondence, mailed to Major Solomon Sublette, we have illustrated as Figure 3 the 6¢ prepaid use from Los Angeles.

The manuscript postmark was used by the postmasters in the Los Angeles Office from 1850 to 1854. The latter date is fixed based upon the existence in another collection of a cover from Los Angeles bearing 1854 date and manuscript postmark.

Information from readers about any other known uses of the Los Angeles manuscript postmark would be greatly appreciated by the author.

THE HANDSTAMP POSTMARK STAMPLESS PERIOD, 1855-59

The 6¢ rate transcontinental period continued from July 1, 1851, to April 1, 1855. During this same period, the local rate was fixed at 3¢ prepaid and 5¢ unpaid for under 3,000 miles. Prepayment was made compulsory effective April 1, 1855, with the over 3,000 mile rate fixed at 10¢ and the under 3,000 mile rate fixed at 3¢.

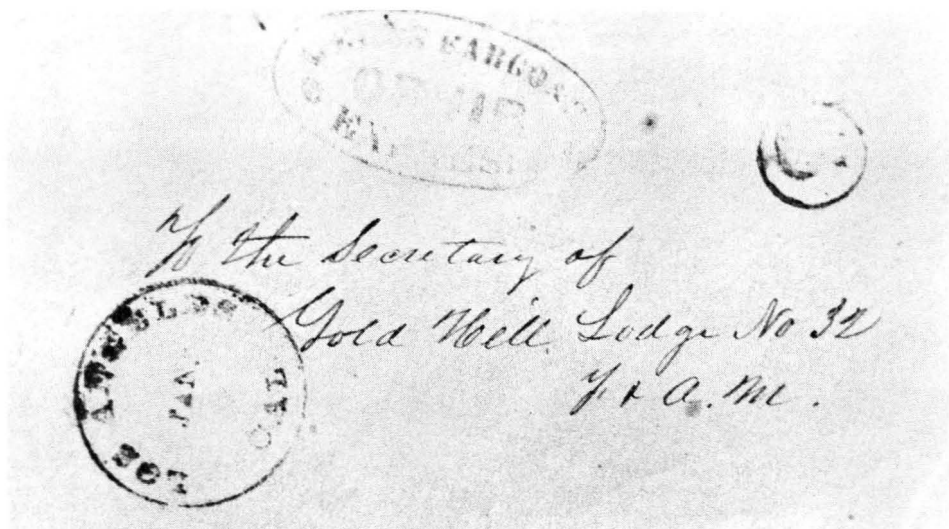


Figure 4. Combination of the Wells Fargo oval, Los Angeles cds and a handstamped 5 in circle, representing the unpaid single rate. Brought by Wells Fargo from their Ophir (Ore.) office; for local delivery from Los Angeles P.O.

The cover shown as Figure 4 must illustrate the unpaid 5¢ rate in effect to April 1, 1855, although early for the 32 mm. circle postmark, because there was no unpaid penalty rate from April 1, 1855. The cover is remarkable for its combination postal and express company usage from Los Angeles.

The over 3,000 mile 10¢ and the 3¢ local rate which became effective April 1, 1855, are illustrated by the covers shown as Figures 5, 6, and 7.

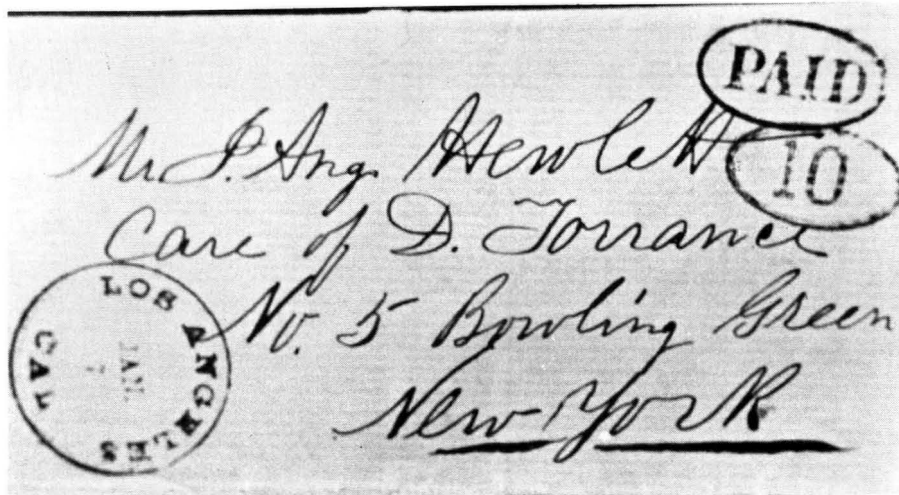


Figure 5. Prepaid rate for over 3,000 miles became effective April 1, 1855. Internally dated January 5, 1856.

The cover shown as Figure 5 illustrates the prepaid over 3,000 mile 10¢ rate and shows use of the 32 mm. circular handstamp postmark with month

and day included. (The integral folded letter is dated January 5, 1856, and states the author's opinion that Los Angeles has no trade channels and never can become of much importance.)

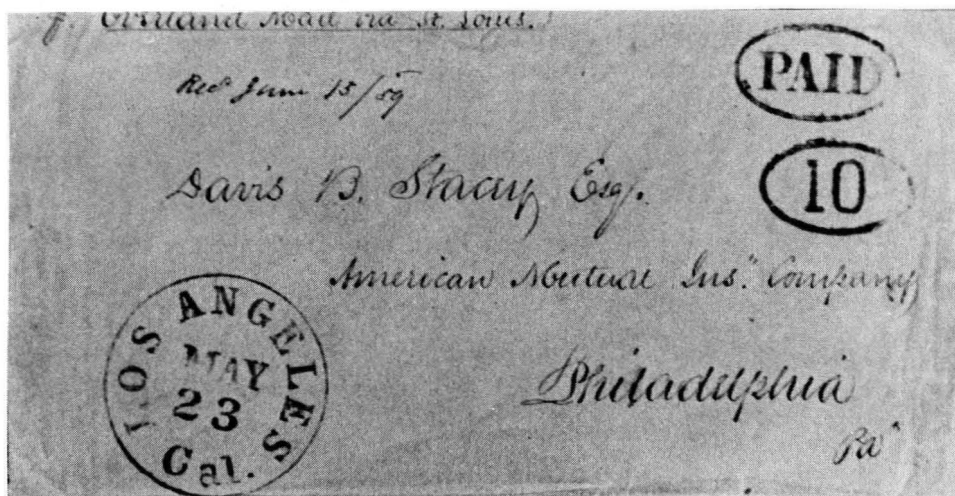


Figure 6. New style cds, 38 mm., in use 1858 through the 1860s. Note the overland routing which would be the Butterfield Southern Overland Mail.

The cover shown as Figure 6 again illustrates the Paid 10 rate to the Atlantic Coast. This 1859 cover, however, bears the 38 mm. balloon circle Los Angeles postmark, the use of which began in 1858 and continued through most of the 1860s. This cover was routed overland to be carried by the Butterfield Southern Overland Mail, while the cover in Figure 5 is assumed to have gone by ship and via Panama.

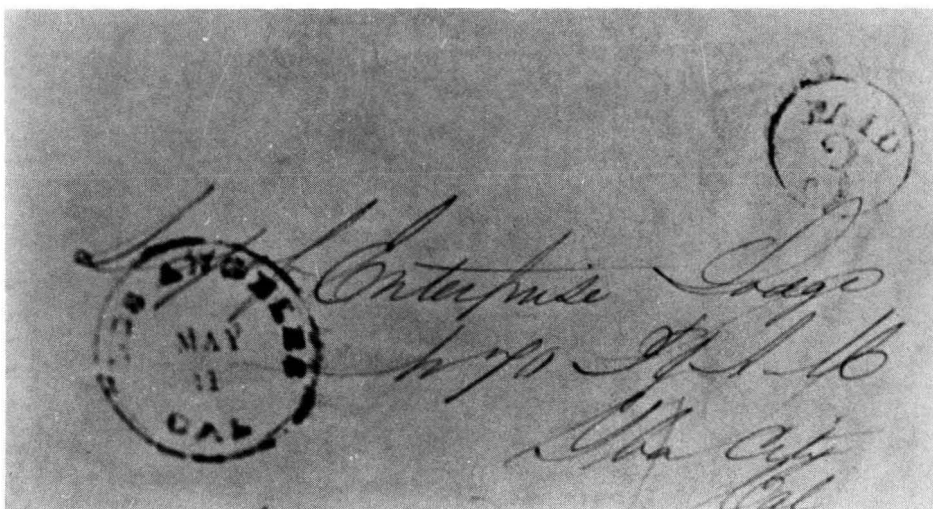


Figure 7. Los Angeles cds with the PAID 3 in circle paying the rate for mail carried less than 3,000 miles.

The 3¢ local rate from Los Angeles to Yuba City, California, is illustrated by the cover shown as Figure 7. It bears the circular Paid 3 rate mark and the 32 mm. circular Los Angeles postmark.

A nice question is posed by the cover shown as Figure 8. The integral folded letter bears a year date that may be read as either 1854 or 1859. An additional unknown factor is whether the letter was single or double weight. The letter content indicates some likelihood of an enclosure, lending credence

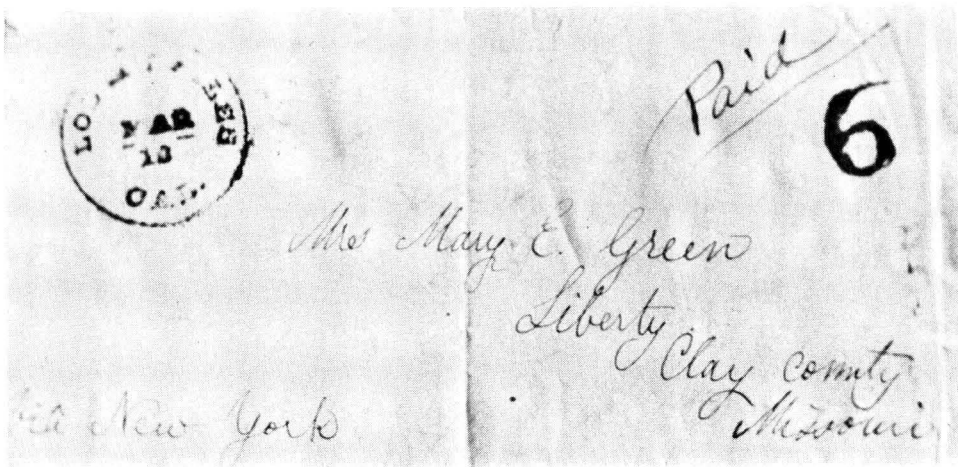


Figure 8. Letter from Los Angeles to Liberty, Missouri, directed "Via New York." Primitive handstamp 6. See text for discussion of the status of this marking.

to a double-weight theory. Another factor to be considered is that the distance from Los Angeles to the addressee in Liberty, Missouri, was under 3,000 miles (straightline but not if measured "Via New York"). So, is the cover (1) an 1854 cover with Paid 6¢ over 3,000 mile rate (possible, though early for the type of postmark), (2) an 1854 under 3,000 mile double weight cover (unlikely), or (3) an 1859 double weight letter rated at the 3¢ single weight rate (possible at the scarce "over the mountains" rate, but not routed "Via New York")? In any event, the primitive handstamp "6" is a most unusual rate marking and is otherwise unknown from Los Angeles.

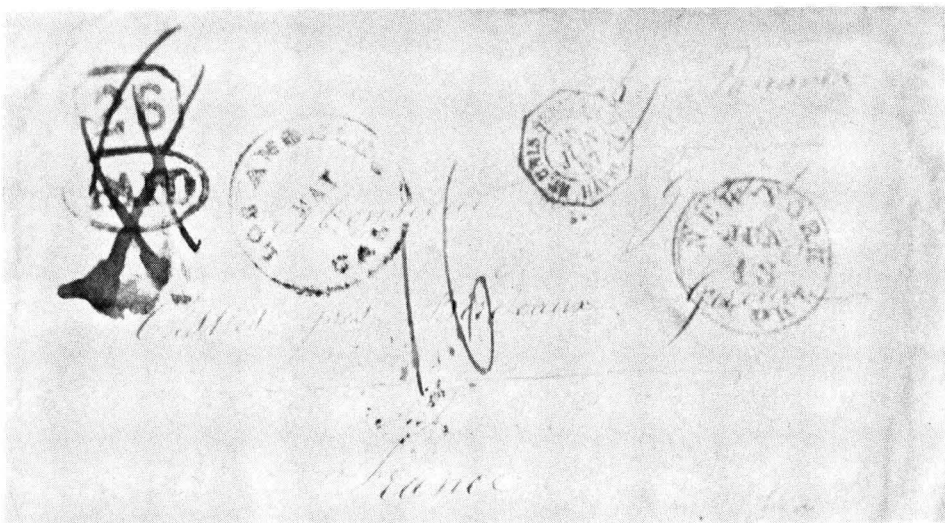


Figure 9. Transatlantic letter to France, 1857. Identified as paid at first, but treated as unpaid, as shown by 16 decimes due in France. Routed "By Panama" at upper right.

Two examples of transatlantic stampless use from Los Angeles to France are shown as Figures 9 and 10. No other stampless covers from Los Angeles to a foreign country are known to me.

The 1857 cover shown as Figure 9 shows a 26¢ rate to France, and the 1859 cover shown as Figure 10 shows 30¢ rate to France. Both covers are routed via Panama. The 1857 cover bears the 32 mm. postmark, and the 1859 cover bears the balloon 38 mm. Los Angeles postmark. For the significance of the



Figure 10. Another transatlantic letter to France, directed "par Panama" in the French style. Markings show 30¢ prepayment (double rate) in 1859.

variety of U. S. and French postal markings, the interested reader is referred to the works of George E. Hargest covering the topic of mail to France.<sup>2</sup>

#### CONCLUSION

Population figures and comparisons help to explain the scarcity of covers from Los Angeles in the Classic periods. Census figures show the population of Los Angeles to be 1,610 in 1850 and 5,614 in 1870. In 1850, San Francisco was some 28 times larger than Los Angeles and Philadelphia was then some 85 times larger than Los Angeles. In 1880, San Francisco was still more than 20 times larger than Los Angeles and Philadelphia was still more than 75 times larger than Los Angeles.

Auditor's figures for 1855 show net proceeds from the Los Angeles Post Office to be approximately \$200 while those from San Francisco for the same period are shown as being over \$90,000.<sup>3</sup>

All stampless covers from Los Angeles, in my opinion, fall into either the scarce, rare, or unique categories. It is with considerable regret that I must say that it has been a number of years since I last saw a stampless folded letter or cover postmarked Los Angeles offered for sale at auction or directly by a dealer.

2. George E. Hargest, "A Letter from San Francisco to France," *The Chronicle*, Vol. 31, No. 4 (Nov. 1979), 104:287-8.

3. Frickstad, *op. cit.*, pp. 319, 321.

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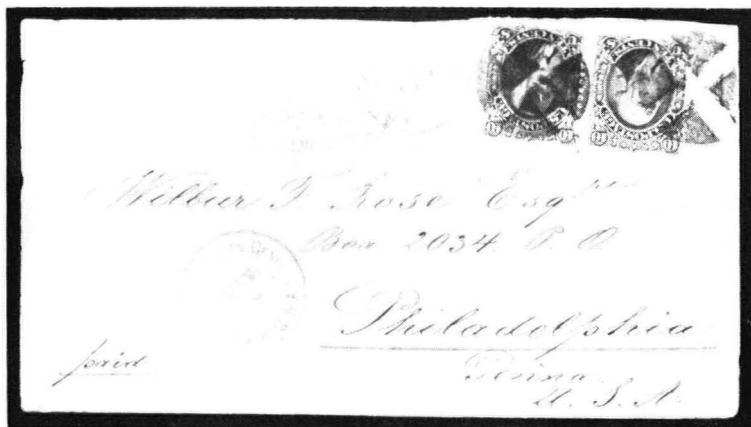
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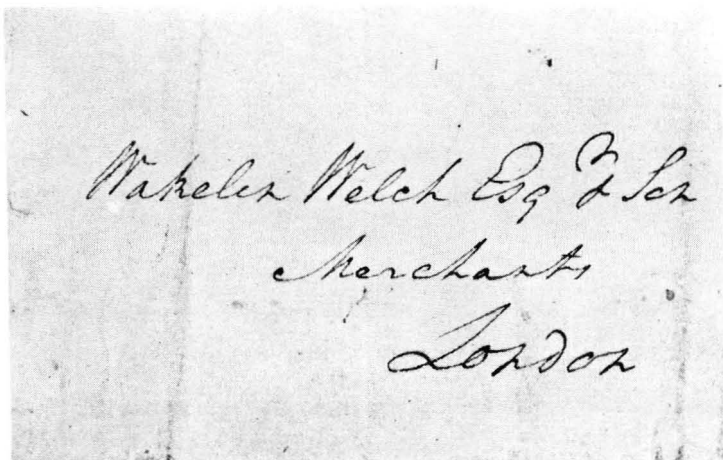
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**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**WASHINGTON WRITES TO LONDON**  
**CREIGHTON C. HART**

George Washington was not one of the 56 delegates who signed the Declaration of Independence but his roots were just as British as any of the Signers. No letter is now attached to the illustrated address leaf but a notation guarantees that it was sent in 1786 by Washington on "business matters". Even if the guarantee were not on the back, historians and collectors would recognize it as Washington's handwriting which has been described as regular as engraving.



After General Cornwallis surrendered at Yorktown, October 1781, and before Washington became President in 1789, he spent much time at Mount Vernon. The business of the infant United States was carried on by the Continental Congress as it had been since 1776. When this letter was written in 1786 either John Hancock was serving a second time as President of the Continental Congress or Nathaniel Gorham, who followed him, was president for the first time.

Transatlantic mail at this period was irregular and uncertain so letters were often entrusted to a friend who would either place a letter in the British mail upon arrival or be responsible for its being delivered to the addressee. There are no postmarks on this cover so it must have been delivered by hand to Wakelin Welch. One cannot help wondering what kind of a merchant Mr. Welch was and perhaps a fellow British collector will fill in this void.

Although Washington must have known his ancestral home was near Banbury he never visited England. Too bad.

**1847 COVERS WITH AN ENGLISH ACCENT**  
**CREIGHTON C. HART**

During the currency of our first stamps letters were carried to Great Britain three different ways. Most mail was sent by steamers *under contract* to either the British or United States post offices, nearly all on British Cunard steamers. A few '47 covers are known carried by *non-contract* boats, probably sailing vessels or independent steamships, which were postmarked "Ship Letters". The third way was for passengers to privately bring letters as favors and mail them after landing. British inland and ocean postage of 19¢ (after U.S.-G.B. treaty



rates took effect in 1849) was thus saved but the reasons for private carriage were to save time and assure safe delivery rather than to save 19¢ postage. These covers are picturesquely referred to as "bootleg" but actually this practice was known to the postal authorities and was not unlawful.

Most '47 covers sent by contract steamers have stamps and postal markings typical of the U.S.-British treaty, pre-treaty or Retaliatory rates. These historically interesting covers have been the subject of articles from time to time in the past so will not be discussed now. The purpose of this article is to feature unusual covers sent to and from England that have not been the subject of past articles or illustrated in this section.



Figure 1. Carried by private ship rather than by Cunard steamer during the Retaliatory Period (June 27, 1848-January 3, 1849).

The first listing of known covers to Europe appeared in the November 1872 *Chronicle* and totaled 172, of which 72 are to the British Isles.<sup>1</sup> In the following eight years 17 additional '47 covers to foreign destinations have been reported, of which six are to Great Britain. Six of the remaining 11 went to France and three to Holland, countries to which other '47 covers were already known. For the first time a cover to Sweden turned up in Sweden but is now in an American collection as is the first one to be reported addressed to Gibraltar.

Only five of the recorded '47 covers to Great Britain are ship letters, having been carried in non-contract vessels. The 10¢ cover (Figure 1) was mailed November 10, 1848, from Batavia, New York. The stamp was sufficient to pay the U. S. internal postage to any point on the east coast. This was during the Retaliatory period (June 27, 1848-January 3, 1849) when prepayment of the 24¢ packet rate was required; therefore, the letter could not be forwarded by either British or American packet. The only remaining alternative was to send it by private ship from an east coast port.

It was received at Liverpool as a ship letter and was struck on the back with the boxed SHIP LETTER handstamp of Liverpool on December 4, 1848. The handstamp "8" represented the inclusive fee for an incoming ship letter from the port of entry to the destination which had been in effect since 1840.

This circular (Figure 2) was mailed from Charleston, South Carolina, on December 4, 1850. The 5¢ stamp overpays the U. S. 2¢ circular rate. It was rated 2d due by the British Post Office. Prepayment was required in the country of origin. The postage due to the country of destination was collected from the addressee. The entire amount could not be prepaid. This is the only recorded example.

Under the provisions of the U.S.-Great Britain Postal Convention of 1849,

1. Creighton C. Hart, "172 1847 Covers to Europe," *Chronicle* 76:184-8.

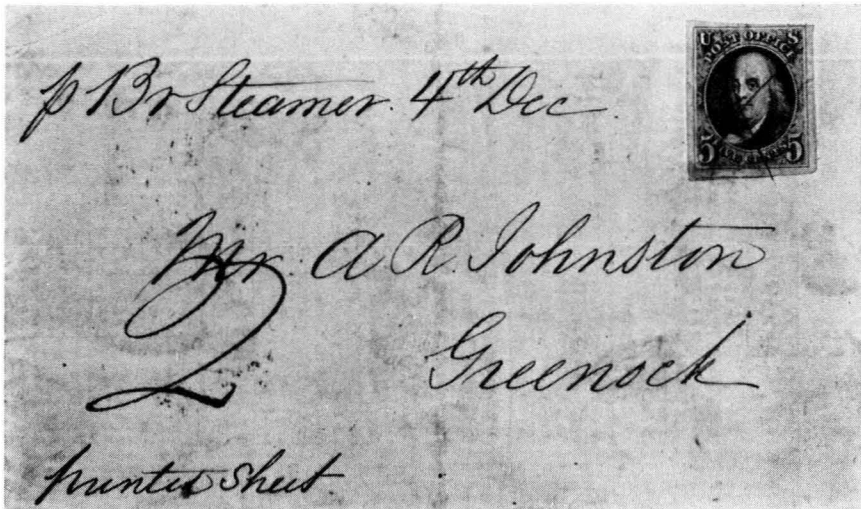


Figure 2. A "printed sheet" carried at the 2¢ rate. If these were ever common they were soon destroyed, perhaps as third class mail is today. Only this one escaped destruction.

pamphlets, periodicals, and printed circulars could be sent "from the United Kingdom to the United States, and vice versa, at 2 cents of United States postage each if they do not exceed two ounces in weight . . . to be collected in all cases in the United States; and the same will be subjected to an additional like charge in the United Kingdom when not exceeding two ounces. . . ."

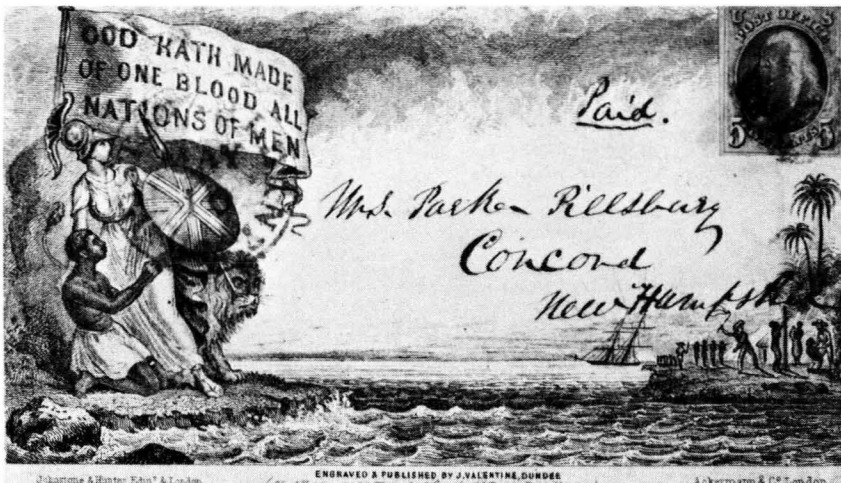


Figure 3. Britons are renowned for propaganda envelopes. This one was carried privately from England and was handed to the Boston & Albany Rail Route agent at Boston.

Illustrated envelopes, especially for propaganda purposes, had their origin in England. Two of the anti-slavery covers printed in England were brought to the United States privately by a passenger and mailed from Boston to New Hampshire with 5¢ stamps (Figure 3). In addition to the evidence of the envelopes themselves, origin in Great Britain is established by comparison of the handwriting of the addresses on them with that docketed on letters mailed to Parker Pillsbury at various places in England from his wife at Concord, N.H. Neither of these covers has any evidence of year date but they probably both arrived on Cunard steamers in 1848; the other cover is postmarked Boston March 27, a date coinciding with the arrival of the Cunarder *Caledonia*. The one in Figure 3 is likely to have been carried on the *Britannia*. Pillsbury letters

to and from the United Kingdom are known as late as 1852. Will collectors having stamped or stampless covers to Mrs. Pillsbury at Concord or to Parker Pillsbury in England please write the Section Editor with details.

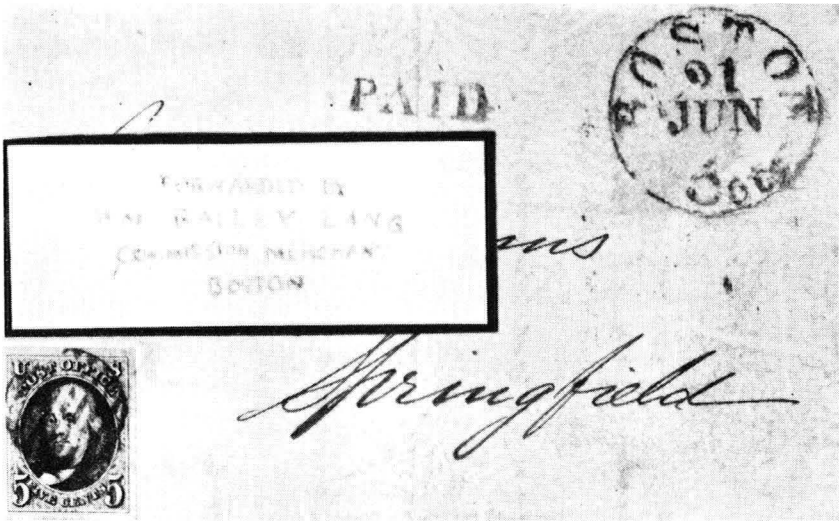


Figure 4. This cover datelined Liverpool was mailed at Boston. Because 19¢ ocean postage was saved such covers are called "bootleg" although this practice was not unlawful.

Another so-called "bootleg" cover from England (Figure 4) was written in Liverpool and brought to the United States but instead of being mailed immediately it was delivered (probably with others) to a commission merchant in Boston. Wm. Bailey Lang, the commission merchant, placed the 5¢ stamp on the letter as a favor to an English customer and deposited it in the mail, saving time and 19¢ postage for his customer. We know this because Wm. Bailey Lang's blue handstamp is on the back.

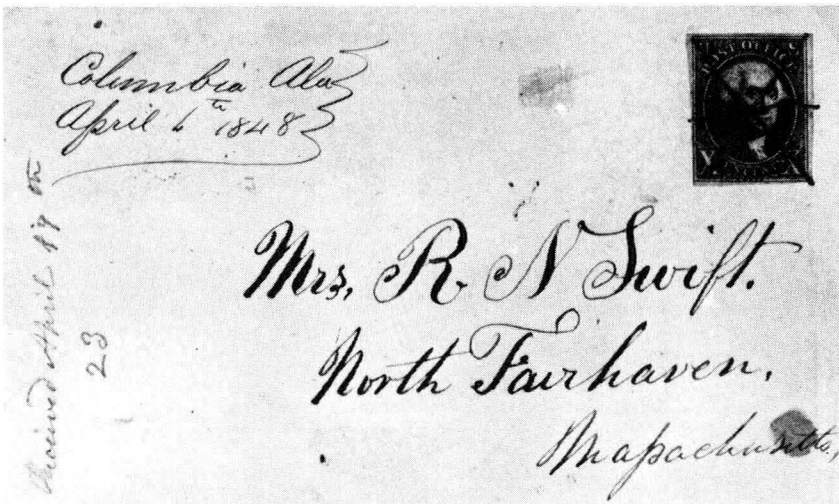


Figure 5. This carefully drawn "Tory Cross" cancellation is said to have been made by an American with some loyalty to the British Crown.

Tradition holds that some loyalty to the English King lingered long in America. The 10¢ cover (Figure 5) is cancelled with an abbreviated Union Jack design carefully drawn in ink. This cover was mailed a bare 68 years after the end of the Revolutionary War and this design is supposed to have been used by die-hard loyalists when cancelling stamps and on other occasions.

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**THE 1851-61 PERIOD**  
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**BRITISH ILLUSTRATED ENVELOPES USED IN THE UNITED STATES**  
**THOMAS J. ALEXANDER**

While pictorial letterheads are known as early as the 1830s, it was not until the appearance of the Mulready design in 1840 that envelopes began to be embellished with designs, both serious and comic.

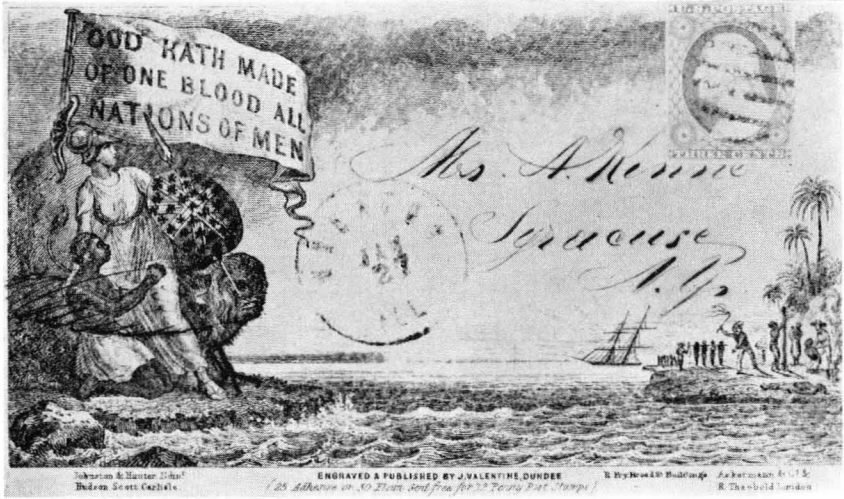


Figure 1. A very popular anti-slavery design by Valentine, a number of which are known used from northern states. This example was used in Illinois.

Illustrated envelopes promoting a cause were popular in England, and were imported to the United States in limited quantities. Some of these British designs (the “temperance” envelopes, for instance) were pirated by American printers and sold here under local imprints.

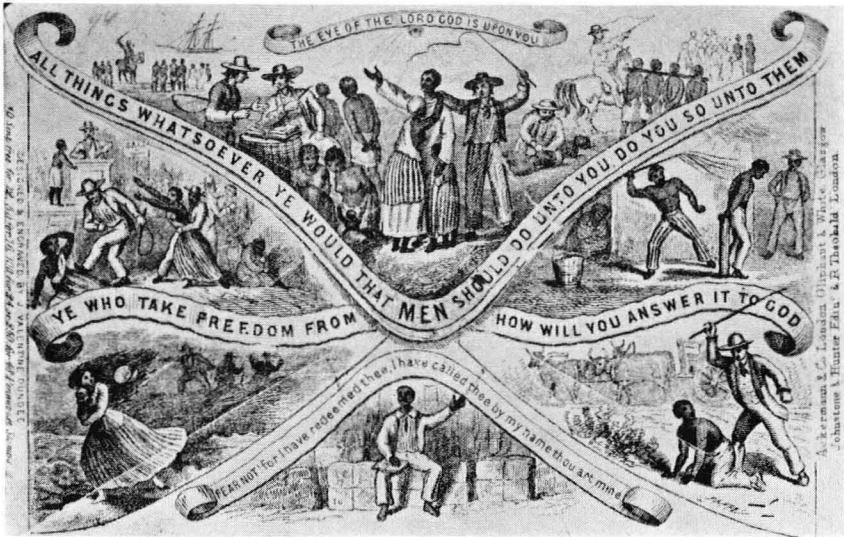


Figure 2. An even more elaborate anti-slavery envelope by Valentine. The address (to Massachusetts) and 3¢ 1851 postage stamp are on the reverse.

James Valentine of Dundee was particularly active in designing and engraving elaborate propaganda and other pictorial envelopes. His workshop produced most of the British designs that were used in the United States. He was responsible for four of the five examples shown here.

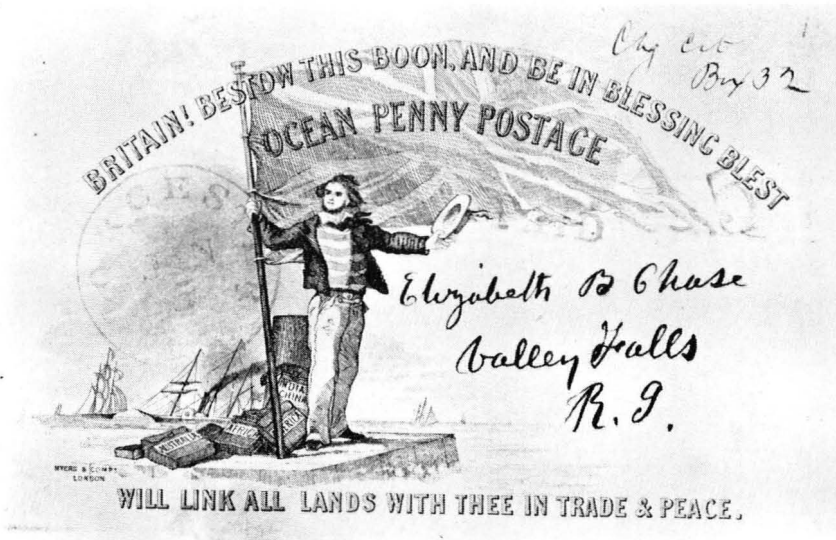


Figure 3. The imprint on this cover is "Myers & Compy/London". An unpaid letter from Worcester, Mass., to Rhode Island featuring a "jolly British tar" straight from H. M. S. Pinafore, and a plea for penny ocean postage.

Ocean penny postage was advocated vociferously on both sides of the Atlantic and envelopes were produced by several manufacturers. The Myers design (Figure 3) is quite scarce, especially used.

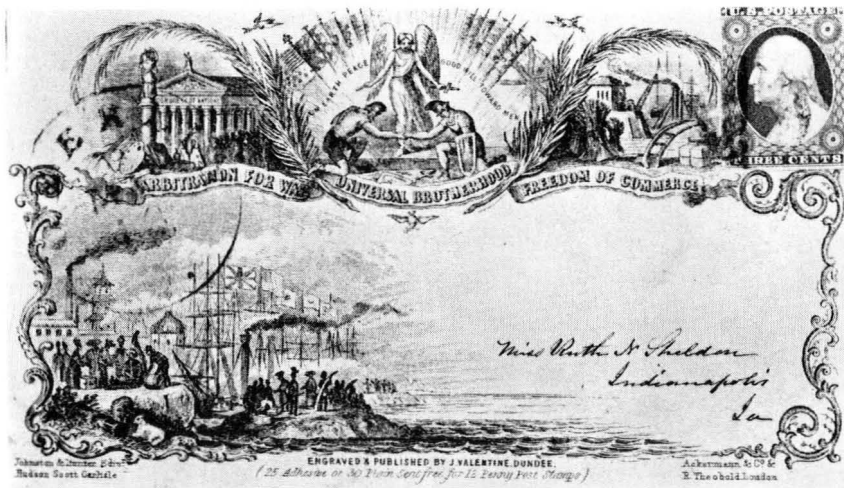


Figure 4. A Valentine "peace and brotherhood" envelope, prepaid with a 3¢ 1851 postage stamp to Indianapolis.

Reproductions of this and other types were made in the late 1890s at the behest of M. Moens, a Brussels stamp dealer. The imitations may be distinguished by the lettering "Deraedemaeker Fecit" in the lower portion of the design.

Other manufacturers of envelopes promoting various social and economic reforms were Bradshaw & Blacklock, Manchester; Charles Gilpin, London; and Mitchell, of London, for the League of Universal Brotherhood.

Prices were frequently printed on the envelopes and ranged from "1s. per

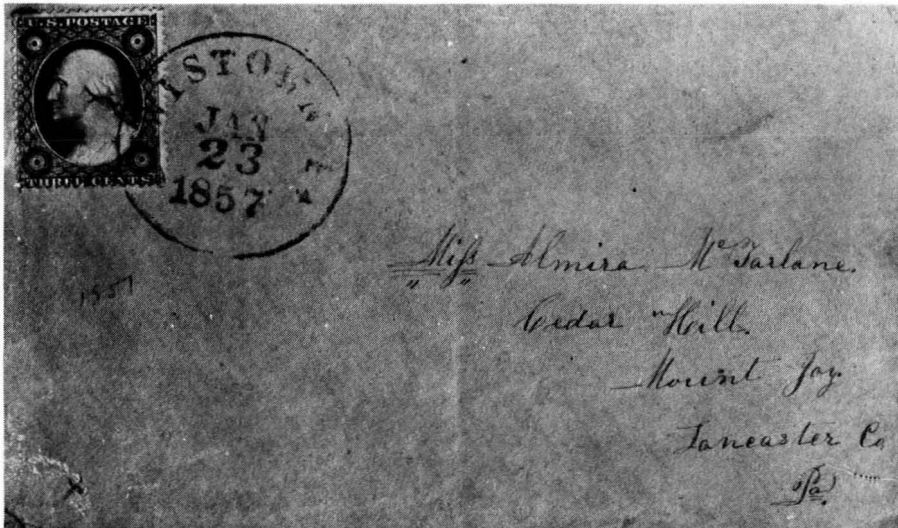


Figure 5. Marvelously detailed and elaborate Valentine pictorial envelope. Designed in the form of a Japanese scroll, which reads from lower left to upper right, showing the "progress" of civilization from a wilderness inhabited by Indians to a city complete with steamboats and trains.

hundred" for the Gilpin designs to "(25 Adhesive or 30 Plain Sent free for 12 Penny Post Stamps)" on the examples in Figures 1 and 4.

### POST OFFICE ERROR

Neilson M. Caplain submits this Lewiston, Pa., cover to illustrate the point that in the mid-nineteenth century postal employees were no more immune from error than their successors are today. Sometimes collectors, and frequently dealers, will assume infallibility and thereby fall into error themselves in describing a cover.



The stamp (S5, Scott #26) is tied by the townmark and is clearly dated January 23, 1857. Some auction describers would immediately jump to the wrong conclusion, and puff the cover this way:

3¢ Red (26), Fine, tied by Lewiston, Pa. pmk on January 23, 1857, cover to Mount Joy, Pa. EARLIEST KNOWN USE of a 3¢ Type II stamp. Handsome and Very Rare.  
Est. XVIII



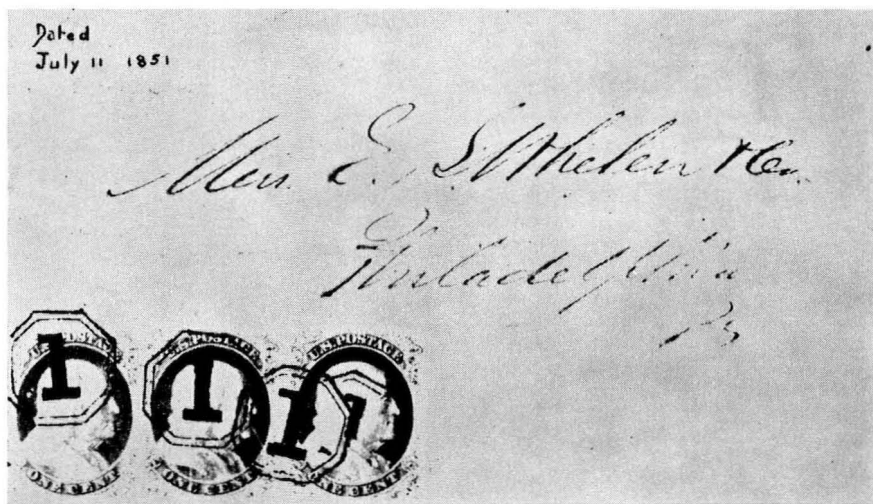
The facts are that the first contract for official perforation of U.S. stamps was not let until February 6, 1857, and the first 3¢ stamps perforated were Type I (Scott #25). Type II (Scott #26) did not appear until sometime between July and September, 1857. This particular stamp is from Plate 25 (position 6L25), among the last of the 3¢ plates manufactured. The earliest recorded date of use of a stamp from Plate 25 is July 26, 1859.

The cover is dated in January, the month when the year date slugs in townmarks were changed for the current year. It is faintly possible that a "7" was erroneously inserted, when the new year date should have been 1859. However, on the basis of the presently known earliest date for a Plate 25 stamp, it is more probable that the year of use was 1860, which makes the postal clerk's error more grievous.

It is a handsome cover, and a rare one, in that it is an unusual example of a post office error.

### PHILADELPHIA DROP MARKING

The cover shown here is illustrated on page 224 of *USPM*. The caption says: "Why is this prepaid 3¢ instead of 1¢, if a drop letter? If it isn't, why does it have the Philadelphia 1 in octagon and no townmark?"



Lee Spring points out that the cover is shown and discussed in Ashbrook's *The United States One Cent Stamp of 1851-1857*, I, 116. The letter was apparently written in New York City, and the stamps were applied there. It was carried privately to Philadelphia, and deposited in the post office there as an overpaid drop. The Philadelphia postal clerk therefore cancelled the stamps with the special marking reserved for drop letters. He also failed to apply a townmark, as was customary on drop letter mail.

### NEW GERMANTOWN, N.J.

William C. Coles, Jr., is preparing a catalog of the stampless markings of New Jersey. He is eager to obtain additional data on the New Germantown, N.J. straight line townmark listed on page 28 of *USPM*. If the owner of this unique cover is a reader, would he please provide Mr. Coles or the section editor with a photocopy of the cover and the date of use, if known?

**PATRONIZE OUR ADVERTISERS**

## U.S. POSTAL MARKINGS: 1851-1861

Wording	Tracing Number	Shape and Size	Rarity Number	Notes
<b>Unusual Circular Townmarks</b>				
<b>Iowa</b>				
HOMER/D/IOWA	A	K7-30	10	Used with S5 in 1858. Reported by J. S. Leonardo.
<b>Massachusetts</b>				
NORTH UXBRIDGE/ D/MASS	B	K7-30	—	Reported by B. D. Sheff. The original rim has all but disappeared.
PAXTON/D/MASS	C	K7-30	—	Reported by B. D. Sheff.
<b>North Carolina</b>				
HENDERSON/D/N.C.	278	K9-32	7	Described in <i>U.S.P.M.</i> as a stencil. J. R. Kesterson points out this is not possible if outer rim is unbroken, as shown on tracing. Who can supply a photocopy for confirmation?

### B. PAID in Same Handstamp as Obliterating Design

All of the new tracings of imitation Boston PAIDs shown here, as well as the notes on colors of previously reported markings, are supplied through the courtesy of Earl Oakley.

<b>Connecticut</b>				
Norwich	D	M7-25	10	
Norwich	E	M8-23x23 (approx.)	10	Blue
<b>Illinois</b>				
Jerseyville	F	M8-20x23	10	
<b>Maine</b>				
East Winthrop	15	M7-16	7	Blue
Union	G	M7-?	10	Blue
<b>Maryland</b>				
Baltimore	23	M7-19	6	Blue
<b>Massachusetts</b>				
North Cohasset	42	M7-19	9	Red
North Livermore	H	M7-19	10	
<b>New Hampshire</b>				
Bath	46	M7-18 (neg)	8	Blue
New Ipswich	I	M7-17	10	
New Ipswich	J	M7-17	10	1851-S1
Profile House	K	M7-16	10	

### Obliterators Without Numerals or Lettering

<b>Connecticut</b>				
Thompson	47	L24-15½x20	6	Known struck in green, blue and black. Reported by J. R. Kesterson.
<b>Massachusetts</b>				
Boston	L	L3-23x25	9	Reported by Earl Oakley. Two examples known. Apparently used only on one day—Dec. 12, 1856.
Clappville	M	L7-22	—	Reported by B. D. Sheff.
Newton Lower Falls	N	L3-12x16	—	Reported by B. D. Sheff.

### Railroad Station Agent Markings

<b>Virginia Central R.R.</b>				
VA C.R.R./D/SWOOPES	63	c-25		Not traced. H. M. Thomas, Jr., reports that the VA is same as COBHAM marking (tracing 62). Is KESWICK marking also same?



A



B



C



D



E



F



G



H



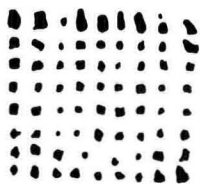
I



J



K



L



M



N



O

First Day Covers  
3¢ 1851

Delete: New London, Conn.  
Add: New York City  
Richmond, Va.  
Washington, D.C.

Reported by Ed Siskin. See  
"Pre-1922 Designated First Days.  
Part III—July 1, 1851." *First  
Days*, Vol. 23/No. 4, p. 16; July/  
August 1978.

Letters under the heading "Tracing Number" identify a tracing on the accompanying plate. Numbers identify the tracing number of a previously reported marking in *USPM*.

**DOUBLE TRANSFERS ON THE 3¢ 1857 ISSUE (S4 and S5)**

**ROBERT R. HEGLAND  
INTRODUCTION**

The cause of double (and triple) transfers has been documented in many of the early issues of *The Chronicle* and in several of the books describing individual issues of the early stamps including Dr. Carroll Chase's *The 3¢ Stamp of the United States 1851-57 Issue*. The purpose of this article is to list the double (and triple) transfers identified by Dr. Chase, show the plate positions to which they are currently assigned, and to encourage other collectors to fill in any of the gaps.

A1 64L11L 1,3,6	H1 75R10L 6	O1	V1 98R11
A2 50L11L 1,3	H2 51L11L 1,3	O2 40R11L 1,3	V2 14L9d 4
A3 10R10L	H3 a,c 6	O3 u	V3 24L9L 4
A4 56L11L 1,3	H4 96L11L 1,3	O4 73R11L 1,3,6	V4 4R9 6
A5 68L11L 1,3	H5 33R11L 1,3	O5 Pb 6	V5 81L10F 6
A6 43R11L 1,3,6	H6 3L11L 1	O6 1L15	V6 13R11L 1,3,6
A7 66R11L 3,6	H7 4RR b,6		
B1 65L11L 1,3	I1 58L11L 6	P1 55R11L 1,3,6	W1 62R11L 1,3
B2 41R11L 1,3,6	I2 93R11L 1,3,6	P2 91L10F 6	W2 67R11L 1,3,8
B3 3LS 6	I3 14L11L 6	P3 32L10L 6	W3 a 4
B4 83R11L 1,3,6	I4	P4 84R11L 1,3	W4 20R10L 6
B5 69L11L 1	I5 45R11L 1,3,6	P5 76L10L 6,j	W5 54R11L 1,3,8
B6 65R11L b	I6 58L11L 3,r,s	P6 89R11L 1,3,6	W6 4L9
B7 77R11L 1,3,6	I7 anY 6		26L11L
C1	J1 16L11L 1,3,6	Q1 71R11L 1,3,6	X1 57R11L 1,3,6
C2 91R10L 7	J2 94R11L 1,3,6	Q2 1L11L 1,3	X2 75R11L 1,3,6
C3 1LS 6	J3 98R11L 9,m	Q3 100R11L 6	X3 95L11L 1,3
C4 57L11h 6	J4 55L11L 1,3,6	Q4	X4 55R10L 7
C5 78L11L 1,3	J5 25R11L 3,8	Q5 82R11E 6	X5 44R11L 1,3
C6 24R11L 1,3,6	J6 85R11L 3,8	Q6 94L11L 1,3	X6 42L11L 3
C7 86R11E 6			
D1 22L10L 6,7	K1 20R11L 1,3,6	R1 68R10I 6,7	Y1 54L11L 1,3,6
D2 78R10L 7,u	K2 79L11L 1,3	R2 4R11L 6	Y2
D3 6RP 6	K3 87R15 5	R3 99R11L 1,3,m	Y3 92R11L 1,3,6
D4 a,c 6	K4 47L11E 2	R4 100R11L 1,3,6	Y4 8R24 5
D5 61R11I 9	K5 6R11L 3	R5 85R10L 2	Y5 53R11L 1,3,6
D6 7LPb 6	K6 86L10L 2,6	R6 a 4	Y6 44L11L b
D7			
E1 96R11I 6	L1 42L10L 7	S1 34L11L 1,3,6	Z1 74L11L 1,3,6
E2 66L11L 1,6	L2 95R11L 1,3,6	S2 5L9 4	Z2 5R11L 1,3
E3 2RS 6	L3 53L11L 1,3	S3 91Ra 4,6	Z3 58R10L 6
E4 8RY 6	L4 8R15 9	S4 96R11L 1,3,6	Z4 9R10L 6
E5 32R11L 1,3,6	L5 86R11L 1,3,6	S5 85R10L 6	Z5 74R11L 9
E6 21L10L 6	L6 a 4	S6 1LU 6	Z6 76L11L 1,3
E7 3RS b			
F1 51L11I	M1 81R11I 6	T1 89L11L 1,3,8	<b>Notes:</b> a 9-12 group b tentative c bottom row d E and L f I and L g E and I h E, I, and L j CC-T5 was P5 k CC-no triple m triple transfer n top row copy p N5 is now G6(8) r also 11I s 16 is 1LZ(at 9) t N6=2L127(at 9) u CC-D2 was 03
F2 24L11L 5	M2	T2 35R11L 3	
F3 a,n 4	M3 93L11L 1,3,8	T3 71R11I	
F4 11L 2	M4 11L 4	T4 63L11L 1,3,8	
F5 3LY b,6	M5 7RS 6	T5 88R11I 6,j	
F6 77L11g 2	M6 26L11L 3,6	T6 a,n 4	
F7 11L 2			
G1 65R10L 7	N1 6L11L 1,3	U1 98L11L 1,3	
G2 4L11L 1,3,8	N2 7R23 9	U2 2R9L 4	
G3 97R11L 3,m,k	N3 52L10L 6	U3 99L11L 1,3,m	
G4 2LS 6	N4 79R11L 1,3,6	U4	
G5	N5 7LS 6,p	U5 61L10L 6	
G6 2L11L 1,8,p	N6 3L11L 3,t	U6 73L11L 1,3	
G7 11L 2			
<b>Sources:</b>			
1 Chronicle 54	4 Chronicle 11	7 S. Pillar	
2 Chronicle 23	5 Chronicle 6	8 R. Celler	
3 Chronicle 42	6 T.J.Alexander	9 T.W.Simpson	

10I:	81L=V5;91L=P2;68R=R1				
10L:	21L=E6;22L=D1;32L=P3;42L=L1;52L=N3;61L=U5;76L=P5;81L=V5;86L=K6;91L=P2 9R=Z4;10R=A3;20R=W4;55R=X4;58R=Z3;65R=G1;75R=H1;78R=D2;85R=R5/S5?;91R=C2				
11E:	47L=K4;57L=C4;77L=F6;82R=Q5;86R=C7				
11I:	51L=F1;57L=C4;77L=F6;61R=D5;71R=T3;81R=M1;88R=T5;96R=E1;100R=Q3				
11L:	1L=Q2;2L=G6;3L=H6/N6?;4L=G2;6L=N1;14L=I3;16L=J1;24L=F2;26L=M6/W6?;34L=S1; 42L=X6;44L=Y6;50L=A2;51L=H2;53L=L3;54L=Y1;55L=J4;56L=A4;57L=C4;58L=I1/I6?; 63L=T4;64L=A1;65L=B1;66L=E2;68L=A5;69L=B5;73L=U6;74L=Z1;76L=Z6;78L=C5; 79L=K2;89L=T1;93L=M3;94L=Q6;95L=X3;96L=H4;98L=U1;99L=U3 4R=R2;5R=Z2;6R=K5;13R=V6;20R=K1;24R=C6;25R=J5;32R=E5;33R=H5;35R=T2;40R=O2; 41R=B2;43R=A6;44R=X5;45R=I5;53R=Y5;54R=W5;55R=P1;57R=X1;62R=W1;65R=B6; 66R=A7;67R=W2;71R=Q1;73R=O4;74R=Z5;75R=X2;77R=B7;79R=N4;83R=B4;84R=P4; 85R=J6;86R=L5;89R=P6;92R=Y3;93R=I2;94R=J2;95R=L2;96R=S4;97R=G3;98R=J3; 99R=R3;100R=R4				
9:	4L9=W6;5L9=S2;14L9E/L=V2;24L9L=V3;2R9L=U2;4R9=V4				
15:	1L=O6;8R=L4;87R=K3	23:	7R=N2	24:	8R=Y4
P:	7L=D6;6R=D3	R:	4R=H7	S:	1L=C3;2L=G4;3L=B3;7L=N5
U:	1L=S6	Y:	3L=F5;8R=E4		2R=E3;3R=E7;7R=M5

Figure 2. Codes and related plate positions of the 3¢ 1857 issue by plate.

### HISTORY

When Dr. Chase found a new double transfer which he couldn't plate, he assigned to it a reference code that consisted of a letter and a number. As other students sent him other identical copies, he would identify them with the same code on the back of the stamp and, eventually, as the stamps were plated, the plate positions that had been assigned were publicized. From looking at the assigned codes, it can be assumed that they were assigned in the order of A1, B1, . . . Z1; A2, B2, . . . Z2, etc. through I7. Unfortunately, T1 through T6 were used not only for the identification of unplated double transfers but also for unplated top row positions. This has caused some confusion in using these codes.

### CURRENT STATUS

Figure 1 shows a listing of the double (and triple) transfers that have been compiled from the various sources that are shown at the foot of the figure. The people listed have, in some cases, done original plating that has identified new positions while others have made their collections or information about them available for this listing. Since an identification of a position from multiple sources is usually more reliable than that from a single source, each source that this collector has found has been shown in most cases.

There are several conflicts within Figure 1 that someone may be able to resolve. The following duplicates have been observed: H6 and N6; R5 and S5; M6 and W6; I1 and I6. W6 has been seen identified as being from the two positions noted but the second one duplicates M6. G3 has been seen with both notes k and m (the "CC" in k and elsewhere refers to Carroll Chase).

Figure 2 shows the same information as Figure 1 but is arranged by plate and position.

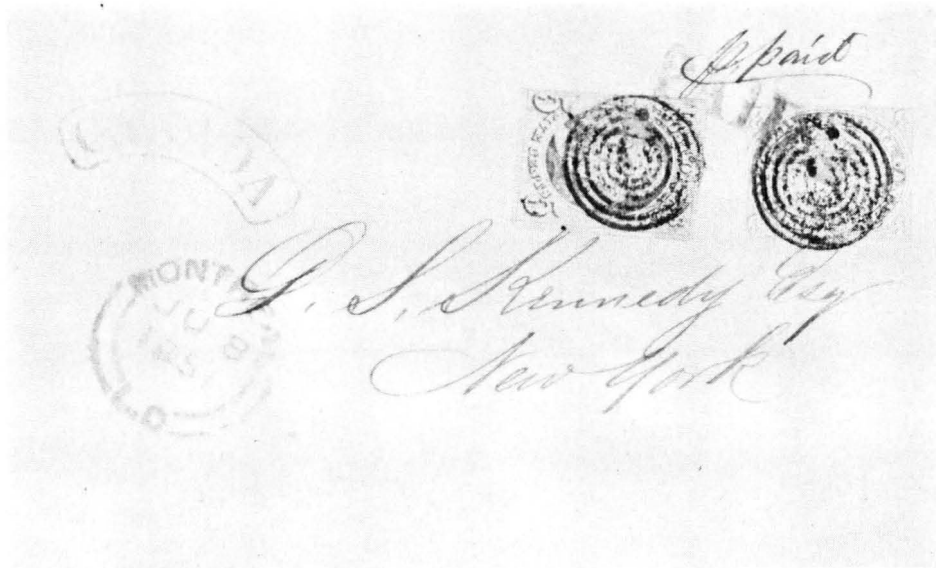
### ADDING INFORMATION

There are many S4 and S5 covers and stamps that have been annotated with the code assigned to a particular double transfer. On some of these the plate position has been added later. Naturally, neither should be removed although some covers show evidence that the old code has been erased. Additionally, the code or plate position shown in Figure 1 should not be added to such copies based only on this article but should be added by qualified specialists.

Much of the work done in the past on these and other aspects of the S4 and S5 has apparently been lost. We hope most of it can be reconstructed through articles such as this encouraging the exchange of information about our studies. Can anyone provide further confirmation of the information shown in the figures? Can anyone fill in some of the missing information?

← Figure 1. Codes and related plate positions of the 3¢ 1857 issue by code.

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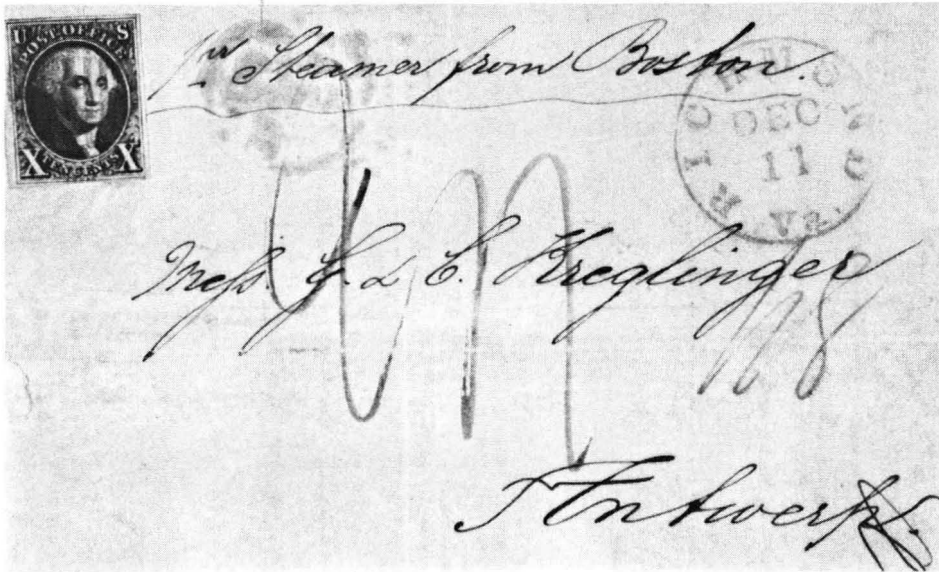
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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor  
WILLIAM K. HERZOG, Assoc. Editor

### BILL HERZOG NOW ASSOCIATE EDITOR FOR 1861 SECTION

For some time, the Period Editor has had some difficulty in maintaining a happy balance between postal history and purely stamp related subjects in the 1861 section. This has been because of demands upon time, etc., of the Period Editor and not because of lack of contributions upon the part of the Contributing Editors. In other words, Messrs. Christian and Herzog have offered articles frequently, but the Period Editor had sometimes committed the space before recognizing that the article was available.

To rectify this situation, I have asked William K. Herzog to assume the task of collecting or producing articles, reports and requests for research data in this section. Articles based upon 1861 stamp varieties, printing and the earliest known uses should be submitted to Bill for coordinating into the 1861 section.

The Period Editor will continue to handle the postal history end of the 1861 era for the *Chronicle*.

Needless to say, the Period Editor is extremely pleased to have available someone of Bill's stature in the 1861 field, with both willingness to handle the job as well as the time to do it well.

Richard B. Graham

### FIRST SHADE OF THE GRILLED 12¢ STAMPS

WILLIAM K. HERZOG

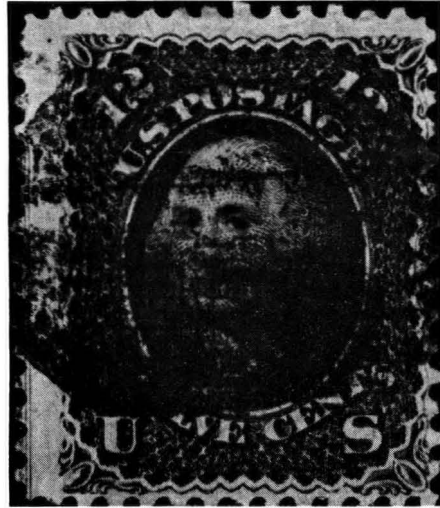


Figure 1. A used 12¢ "Z" grill in the full dark black shade, which is very intense.

According to the records of the government stamp agent, as interpreted by this writer,<sup>1</sup> 639,100 *grilled* 12¢ stamps were issued to post offices during the first quarter of 1868. The records indicate they were the first grilled 12¢ stamps to be issued. Based upon my records of dated covers bearing 1867-68 grilled stamps, it appears that most, if not all (no 12¢ "F" grill mailed in the first quarter of 1868 has been recorded),<sup>2</sup> of these 12¢ stamps were impressed with "Z" or "E" grills.

1. William K. Herzog, "The Story of the United States Grilled Postage Stamps," *Forty-Fourth American Philatelic Congress* (1978), p. 91.

2. Lot 250 of Sotheby Parke Bernet Stamp Auction Co., Inc.'s Sale-38 (Oct. 30, 1979) was sold as a 12¢ "F" grill of intense black shade used on cover mailed on Mar. 18, (1868) — "LIVERPOOL, 28 MR. 68" on the back. Having previously examined this cover when it was offered by W. E. Lea, Ltd. through Seymour Kaplan, I am quite certain that the stamp is an "E" grill. To be completely certain, the stamp should be removed.



There seems to be a common shade characteristic which binds these earliest grilled 12¢ stamps together: a dark, well-inked shade of black. This shade varies in intensity from flat to intense, but the dark, well-inked shade characteristic remains constant. I personally refer to this shade as "full muddy black."



Figure 2. A used strip of three of the 12¢ "Z" grill in the full dark black shade, which is rather flat.

All of the true 12¢ "Z" grills which I have thus far examined exhibit this shade characteristic. Figure 1 shows a used 12¢ "Z" grill (Scott 85E) in the typical full dark black shade, which is very intense. Figure 2 illustrates a used strip of three of the 12¢ "Z" grill in the same basic shade, which is rather flat. The cover in Figure 3 is franked by a 12¢ "Z" grill in the full dark black shade, which is very intense. Although the cover was mailed on June 13, 1868, from Worcester, Mass., the stamp probably was grilled in the first quarter of 1868. It should be mentioned here that my earliest known use for the 12¢ "Z" grill is presently February 19, (1868).

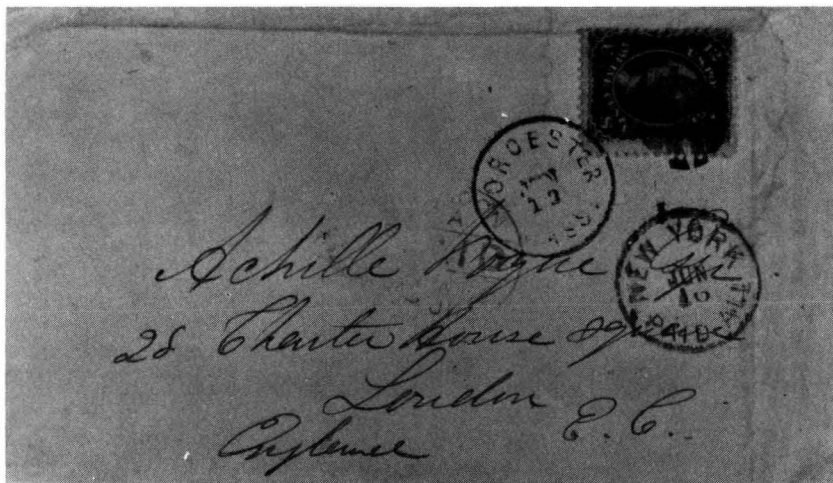


Figure 3. A 12¢ "Z" grill in the full dark black shade, which is very intense, used on cover mailed on June 13, 1868.

Since the "E" grill stamps were issued in far greater quantities than the limited "Z" grill stamps, only a small portion of the 12¢ "E" grills came in the full dark black shade. It does seem, however, that the first 12¢ stamps to be impressed with the "E" grill were printed in this shade. Figure 4 shows a cover franked by a 12¢ "E" grill (Scott 90) in the full dark black shade, which is slightly intense. It was mailed on March 3, 1868, from Philadelphia, Pa. This date of use is presently my earliest known use for the 12¢ "E" grill. The cover shown as lot 250 of Sotheby Parke Bernet Stamp Auction Co., Inc., Sale 38 (Oct. 30, 1979) was mailed from New York City on March 18, 1868. It is franked by a grilled 12¢ stamp in the full dark black shade, which is very intense. Although this stamp was sold as the "F" grill, I am reasonably certain (having examined it previously) it is an "E" grill. Also, an occasional used single of the 12¢ "E"

grill in the early shade will be offered at auction (R. A. Siegel #550, lot 144 is a nice example).

What does this all mean? It probably means that when the National Bank Note Company began grilling 12¢ stamps for the first time (most likely in January of 1868), the particular 12¢ sheets available for grilling had been and/or were being printed in the full dark black shade. It seems that sheets from this printing were used for possibly all of the 12¢ "Z" grills, and the earliest 12¢ "E" grills.

The records of the government stamp agent, as interpreted by this writer,<sup>3</sup> indicate that 416,875 *ungrilled* 12¢ stamps were issued to post offices in the fourth quarter of 1867 (no grilled 12¢ stamps were issued in that quarter), and that 356,700 *ungrilled* 12¢ stamps were issued in the first quarter of 1868. Therefore, covers bearing ungrilled 12¢ stamps that were mailed in these two quarters should be examined to determine if any of the ungrilled 12¢ stamps were printed in the distinctive full dark black shade.



Figure 4. A 12¢ "E" grill in the full dark black shade, which is slightly intense, used on cover mailed on March 3, 1868. This is presently my earliest known use for the 12¢ "E" grill.

Beginning in the first quarter of 1868, the quantity of 12¢ stamps issued to post offices greatly increased, and the quantity of 24¢ stamps greatly decreased. This resulted from the new United States-United Kingdom postal convention, effective on January 1, 1868, which reduced the single letter rate to the United Kingdom from 24 to 12 cents. Perhaps the increased need for 12¢ stamps necessitated a new printing of 12¢ stamps in early 1868, and perhaps the distinctive shade of the first grilled 12¢ stamps came from this printing? Naturally, this is only logical speculation.

In conclusion, I would like to hear from readers who own grilled 12¢ covers mailed in the first half of 1868, ungrilled 12¢ covers mailed from late 1867 through mid-1868, and any 12¢ covers (grilled or ungrilled) where the stamp exhibits the full dark black shade. Recording the shades of the 12¢ stamps on such covers should clarify the status of the full dark black shade of the earliest grilled 12¢ stamps.

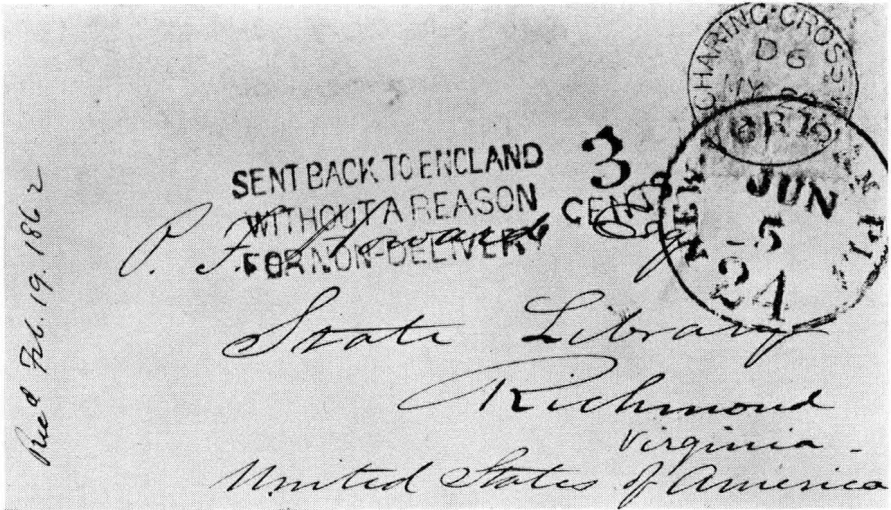
3. Herzog, *op. cit.*

### SENT BACK TO ENGLAND WITHOUT A REASON FOR NON-DELIVERY

Covers bearing such markings as the above caption occasionally pop up in sales of U.S. postal history. Most of them are of the period of the American Civil War, as is the case with the cover shown accompanying this article.

Actually, the marking was applied in England, after the cover was returned. The marking is on record in the British postal archives, which include pages

of envied (by U.S. postal historians) sample strikes of postal instruments as they were issued. The marking was known used over a period of possibly 50 years.



The cover shown in the accompanying illustration apparently arrived in the U.S. at New York just after southern mails were suspended, on June 5, 1861. Under the English Charing Cross postmark of May 22, '61, there is an impression of a stamp in the form of a gum residue. Obviously, if a stamp had been applied it was removed (stolen by a messenger?) before it was mailed. Consequently, the cover was sent unpaid by American packet, as attested by the New York postmark and British 3¢ debit to the U.S. The subsequent history of the cover is uncertain, but the docketing along the left edge of the cover of Feb. 19, 1862, as a "rec'd" date, makes nearly certain that the cover was remailed, probably in another cover, from England and probably passed through the blockade.

This cover, the property of N. Leonard Persson, has appeared in the *Chronicle* before (70:95) and also is illustrated in the new revised USPM on page 397, with a terse explanation of its nature.

The question of the origin of the "SENT BACK TO ENGLAND . . ." marking seems to come up periodically, in terms of auction descriptions and offers, so the British flavor of this issue of the *Chronicle* seems an appropriate occasion to again look at this old friend.

Richard B. Graham

### "N.E.G." – WHAT AND WHY

KENNETH A. WHITTLE



Figure 1. Handstamp "SOLDIERS LETTER/24th REGT. MASS. VOL./N.E.G." on cover addressed to Mass.

Common on the covers of the 24th Massachusetts Regiment is a 33mm. handstamp with the words "SOLDIERS LETTER/24TH MASS VOL." around the circumference with the letters "N.E.G." across the center as illustrated in Figure 1. Obviously the handstamp took the place of the certification "Soldiers letter," and it would appear the letters "N.E.G." substituted for the endorsement of a suitable officer or chaplain of the regiment. The postal authorities showed no objection to it on the covers seen; however, there is good evidence "N.E.G." does not refer to a person. Rather, it evidently meant "New England Guard," as shall be seen.

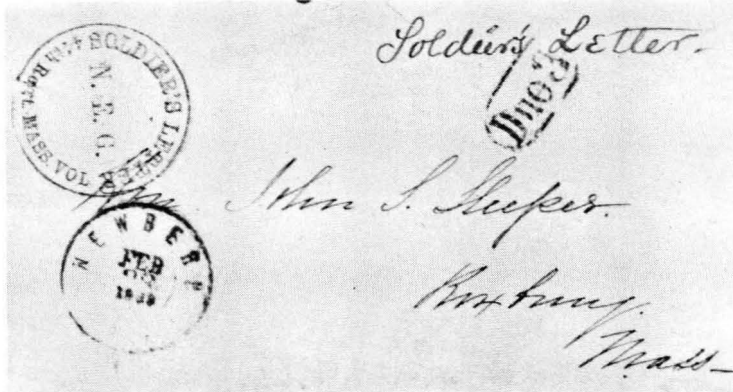


Figure 2. Similar marking of the 44th Regt. Mass. Vol.

The 24th Massachusetts Regiment, starting with the Burnside Expedition to Hatteras and Roanoke Island on January 6, 1862, served through the whole Civil War. About a year of this time was spent in North Carolina followed by service in South Carolina—stationed on Seabrook Island from March 27 to July 6, 1863, and then some other areas. After the capture of Fort Wagner, the regiment moved to Florida, staying there until April 1864 when it was ordered to Virginia. It remained there until the end of the war.

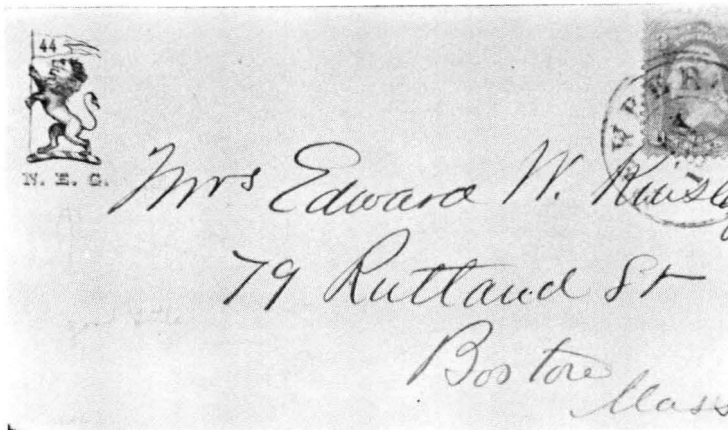


Figure 3. Corner card with N.E.G. emblem.

A similar regiment, the 44th Massachusetts Regiment, organized September 12, 1862, and mustered out of the service June 18, 1863, spent all of its time in North Carolina. This regiment used a 31mm. handstamp similar to that of the 24th's (see Figure 2). On this handstamp the legend reads, "SOLDIER'S LETTER 44TH MASS VOL." with "N.E.G." in the center. There is a patriotic cover (Figure 3) honoring the 44th Regiment; the letters "N.E.G." are just below the ground for an upright lion bearing a pennant with "44" on it.

In evaluating these covers, from the beginning it seemed unlikely that one endorser would have served two different regiments. Yet, the Post Office

Department regulations of the time required that to be sent with postage collect, the letters from soldiers should bear the signature of an officer of the regiment as well as the designation of the regiment to which the soldier belonged. So, to assume that the letters "N.E.G." were the initials of the certifying officer had a degree of logic. But, if these were initials, why would they be flaunted in a handstamp without any rank relative to his association with the regiment—a wider meaning had to have been meant by the letters. The mail of the 24th Regiment is quite varied consistent with its many movements. The Regiment participated in some of the skirmishes shared by the 44th Regiment, but also took part in actions that were miles away from that Regiment. Often its position was distant from a post office so the mail received no sending postmark, and when without a letter, it is impossible to pinpoint the source. In Figure 4, however, is shown a cover postmarked Port Royal, S.C., Jul. 2, 1863, bearing the handstamp of the 24th Regiment. The letter is headed Seabrook Island where the regiment had been stationed from March 27, 1863. During this time, the 44th Regiment, the other user of "N.E.G.," had been mustered out of the service, yet "N.E.G." was still in use here. This suggests that these letters were impersonal.



Figure 4. Handstamp of 24th Regiment on cover postmarked Port Royal, S.C.

A great many Civil War organizations originally bore designations with little resemblance to those by which they were known later. This was particularly the case with units organized early in the war. Units, usually regiments, were organized at state controlled camps, and were only mustered into the federal service after they were reasonably complete. Only then, did their usual designation, as "24th Maine Volunteer Infantry" really become established. Early in the war, the regiments, while being organized, usually bore the name of the organizer or commander, such as "Duryea's Zouaves," or a regional designation, such as the "Eastern Bay State Regiment." These different names caused much confusion among historians of the war, and can cause similar problems for the collector of Civil War covers who likes to indulge in those details dear to collectors.

A few of the Civil War handbooks contain tables of the alternate names for identical units. Such a one is the two volume *Personnel of the Civil War*, by William Frayne Amann, published by Thomas Yoseloff in 1961. The second volume, which is about the Union armies, contains a reprint of the Fallon report of 1885, probably the most complete table of Federal unit alternate names that has been formed.

In this table, we find that the New England Guard was a brigade intended to consist of the 1st and 2nd Massachusetts Guard Regiments and two Vermont regiments. Undoubtedly, the two Massachusetts regiments became,

after being mustered into federal service, the 24th and 44th Massachusetts regiments.

Like many Civil War outfits, they continued to use the "New England Guard" legend along with and supplementing their official designations, as demonstrated by the handstamps.

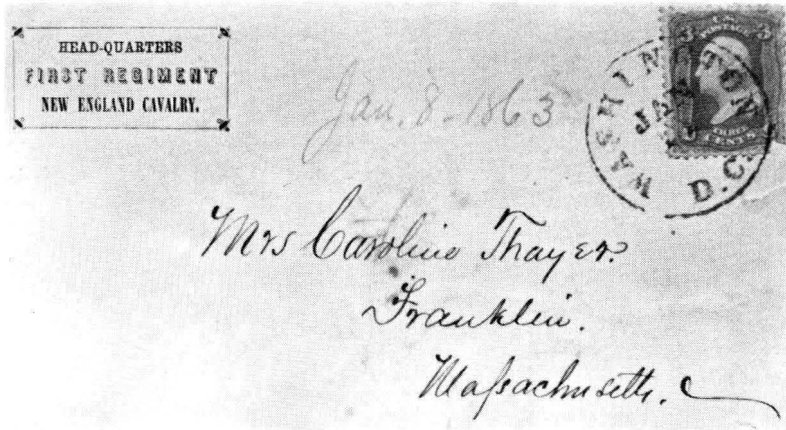


Figure 5. Envelope with corner card of "New England Cavalry," with enclosure from Rhode Island 1st Cav. Reg.

The term "New England" was used by at least one other unit as a part of their designation. An example is shown in the cover of Figure 5—here, the corner card reads "First Regiment New England Cavalry;" the enclosed letter is headed with the legend of the Rhode Island First Cavalry Regiment.

Several other Civil War handstamps are known that were also used on soldier's letters to indicate their character as an unpaid letter that could be sent through the mails collect. Apparently, the postal authorities accepted these without question as being as valid as the written certification with signature that was required by the regulations.

#### References

- Amann, William Frayne, *Personnel of the Civil War*, 2 volumes. Thomas Yoseloff, New York/London, 1961.  
 Dyer, Frederick. *A Compendium of the War of the Rebellion*, reprinted in 3 volumes. Thomas Yoseloff, New York/London, 1959.

### 1¢ 1861 ULTRAMARINE & INDIGO SHADES WILLIAM K. HERZOG

A quick perusal of the listing for the 1¢ 1861 (Scott 63) in the 1980 *Scott Specialized Catalogue of United States Stamps* will reveal the following

	UNUSED	USED
1¢ blue	75.00	13.50
1¢ pale blue	75.00	13.50
1¢ bright blue	77.50	13.50
a. 1¢ ultramarine	190.00	25.00
b. 1¢ dark blue	85.00	15.00
1¢ indigo	135.00	30.00

The neophyte would infer from this that the 1¢ 1861 is a fairly common stamp, and that the ultramarine and indigo shades are only slightly less common. The first inference would be quite correct, but the second one would be completely wrong. Experience indicates that the 1¢ 1861 stamps in the true ultramarine and indigo shades are almost unobtainable. Experts such as Elliott Perry<sup>1</sup> and Lester Brookman<sup>2</sup> previously attested to the rarity of these two shades. In short,

1. Elliott Perry, "Colors and Color Names of Stamps," *Chronicle* 54:30.

2. Lester Brookman, *The United States Postage Stamps of the 19th Century* (1966), Vol. II, 5.

Figure 1. A used 1¢ ultramarine (Scott 63a) which has been certified by the Philatelic Foundation. From the writer's collection.



the catalog valuations are not indicative of the extreme difficulty encountered in finding them.

Richard Drews (R. A. 2008), James Lee (R. A. 1662), and I discussed recently the problems entailed in determining and obtaining these elusive shades. We decided that the next time one of us visited the Philatelic Foundation he would check the certificates issued for the 1¢ 1861 stamps. Per his telephone call to me of November 14, 1979, Rich Drews completed the task.

It was found that only one unused and one used 1¢ ultramarine had been certified. No 1¢ indigo had ever been certified. Upon inquiring as to why no 1¢ indigos had been certified, Rich found that the Philatelic Foundation will not certify one until they are shown an unused, original gum copy which matches the "August" indigo shade of *Scott* No. 55 (so-called 1¢ "First Design"). This statement of policy could very well mean that no 1¢ indigo shade of *Scott* No. 63 will ever be certified, as it seems very doubtful that one will be found in this depth of shade.

Fortunately, we can illustrate as Figure 1 the P. F. certified 1¢ ultramarine in used condition which was mentioned earlier. The stamp was issued Philatelic Foundation certificate 38773 (June 26, 1972) as a genuine *Scott* No. 63a.

Rich Drews and I compared the stamp against certain color charts. In our opinion, it falls between Chapman's Blue (XXII 49° i) and Eton Blue (XXII 49° k) in Ridgway's *Color Standards and Nomenclature*. According to *COLOR Universal Language and Dictionary of Names*,<sup>3</sup> these colors equate to chip 82 on the ISCC-NBS Centroid Color Charts (Inter-Society Color Council—National Bureau of Standards). Chip 182, which is named Moderate Blue, seems to be a closer match than the two Ridgway color chips. Chip 182 further equates to V-13-22 (Moderate Blue) on color chart V of the supplement to *Color In Philately*. Also, this writer believes the stamp most closely matches 21 D 6 in *Methuen Handbook of Colour* (Third Edition), but Rich Drews believes it most closely matches 21 D 5. Since both fall under the general name greyish blue,<sup>4</sup> the difference is really minor.<sup>5</sup> Finally, in my own words, the shade appears to be dull or flat (lacking brilliance, but not pale) with a little grey in it.

Since there are no P. F. certified indigos to go by, it is suggested that you obtain the "darkest" dark blue you can find. Use the shade of *Scott* No. 55

3. *COLOR Universal Language and Dictionary of Names*, U. S. Department of Commerce, NBS Special Publication 440, 68-9.

4. Color 21 D 5 also falls under the still more comprehensive general name dull blue.

5. *Methuen Handbook of Colour* (Third Edition), 216.

and/or the Scott No. 55P die and plate proofs as your ultimate target. When satisfied that your 1¢ stamp is extremely dark and distinctive, call it indigo.

This short article will not make it any easier to find the elusive 1¢ ultramarine and indigo shades; however, it should give a better idea of what to look for. Remember, just because a 1¢ 1861 stamp is offered as ultramarine or indigo, you should not accept it blindly as fact! These two shades seem to be misrepresented continually as a result of the ignorance of both buyers and sellers.

### "PAYMASTER'S DEPARTMENT, U.S. STR CIRCASSIAN"

RICHARD B. GRAHAM

The cover shown with this short article is a relic from a ship that had an extremely interesting history, being strongly connected with the carrying of the mails on both sides of the Civil War. The cover itself was mailed from New Orleans on Sept. 12, 1863. It has an embossed corner card which may or may not show up in the illustration, but which reads just as does the title of these notes. Since the *Circassian* was also a Navy despatch and supply steamer at the time, she may have also carried this identical letter back north on her return trip!



The *Circassian* was built at Belfast, Ireland, in 1856, and after the Civil War opened, was soon in service with a reputation for speed, as a blockade runner. In May of 1862, she was sighted by the U.S.S. *Somerset*, a little wood, sidewheel former ferryboat with all the power of a teakettle. Unfortunately for the *Circassian*, when ordered to halt for a search, she attempted to run by the *Somerset* to escape. The latter fired shots across her bows and when the *Circassian* failed to stop, fired a ball through her, and she halted. Adjudicated as a prize of war at Key West, she was taken into the U.S. Navy as a despatch vessel and captured several blockade runners with her superior speed. After the war, the captain and crew of the *Somerset* were the happy recipients of over \$300,000 in prize money from her capture.

As a Confederate blockade runner, the *Circassian* undoubtedly carried many letters through the blockade into New Orleans. As a despatch vessel, she also carried mail into and out of New Orleans in her trips from Boston to the Rio Grande, visiting and supplying the off shore blockaders en route.

Sold out of the Navy after the war, the *Circassian* was converted to a sailing ship by the removal of her engines, a rather sad fate for a steamer that had shown her heels to the best ships in the U.S. Navy and overtaken the fastest of the Confederate blockade runners.



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## HENRY C. HENSEL

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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**THE 90¢ 1869 STAMP ON COVER**  
**RICHARD SEARING**

In two earlier articles, lists of 24¢ 1869 covers (*Chronicle* 93:42) and 30¢ 1869 covers (*Chronicle* 97:48) were presented, and the covers discussed. Until 1968 at least one cover had survived bearing the 90¢ 1869 stamp, but this item was stolen and to date has not been recovered. Therefore, to have something to write about, the scope of this article has been broadened.

The 90¢ 1869 carmine and black bicolor stamp has long represented a pinnacle of desire for many U.S. classic collectors. The stark black portrait of the recently martyred President, within the ornate red frame, should have appealed to all Union patriots of the period. However, the head of Lincoln being placed on the 90¢ value rather than on the 10¢ stamp as originally proposed, very few people in the country—outside of those in the larger cities—ever saw the stamp. Consequently, when a 90¢ 1869 stamp appeared on a bulky package of court depositions, or on an overweight letter of any description, it was often removed to be placed in a stamp album or otherwise kept by the sentimentally inclined. A similar fate awaited the stamp at those foreign destinations to which overweight business mail was normally sent. Such a stamp was sure to catch the eye of the foreign collector or of those people who liked to save the unusual.

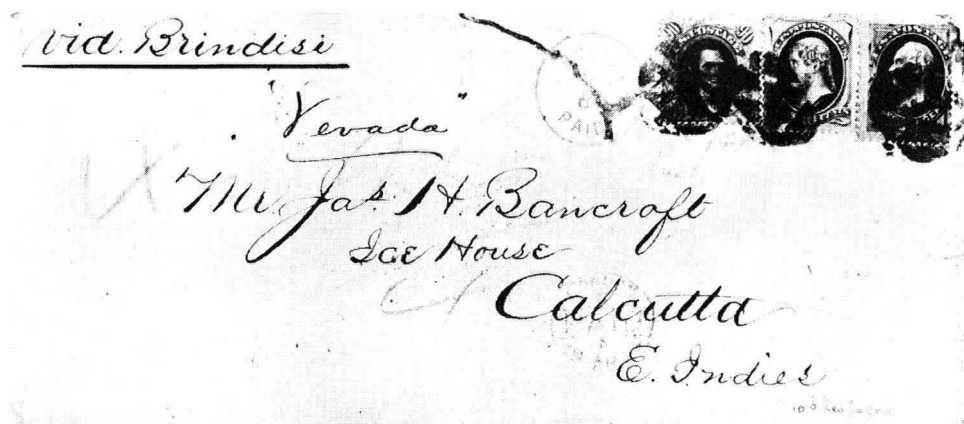


Figure 1: Only genuine use of a 90¢ 1869 stamp on full cover; stolen in 1968 and never recovered.

Many years back, I remember reading an article by an elderly collector who recalled receiving mail from the U.S. during 1869-70 in Switzerland, where he was attending school. The heavier packages contained strips of the 90¢ Lincoln stamp which were removed as they came in. Perhaps even some overweight letters bore this stamp. The story at least shows that the 90¢ Lincoln was in use at the time and that many were initially saved.

The stamp agents' records show that a total of 47,360 90¢ stamps were printed and delivered to the government stamp agent.<sup>1</sup> However, there is arguable evidence that fewer than 25,000 of the stamps actually were issued to the public. Records indicate that late in 1870 a large number of the stamps were redeemed for the 1870 issue and destroyed by the Post Office Department.<sup>2</sup> If we assume that only 25,000 stamps were issued and apply my earlier

1. W. K. Herzog, "Quantities of Stamps Issued During the 1869 Period," *Chronicle* 89:31.

2. L. G. Brookman, *The United States Postage Stamps of the Nineteenth Century*, New York, 1966, Vol. II, p. 188.

“rule of thumb” that about one cover survives for every 5,000 stamps issued, the result is that we should expect fewer than five covers to have survived. This result would be consistent with the statistics of the 1860 90¢ stamp where four or five covers survive from 30,000 stamps issued.<sup>3</sup>

The late Elliott Perry stated in his “Pat Paragraphs” that he had knowledge of at least two more covers that bore the 90¢ 1869 stamp and the late Dr. Chase also stated “I have seen two and believe others exist.”<sup>4</sup> The comments of these renowned philatelists notwithstanding, only one cover accepted as genuine has turned up. This cover is known as the “ice house” cover and was discovered in India before the First World War. It was shown in color in the October 1977 issue of *The American Philatelist* and a clearer photo is shown as Figure 1.

This cover was last recorded in the late J. David Baker’s classic cover collection which was stolen from Baker’s home in 1968. When the collection was recovered in 1975, the only item missing was the unique “ice house” cover. Its whereabouts are presently unknown. We shall inquire further into the birth of this unique cover after a brief survey of the “ruins” of former 90¢ covers.

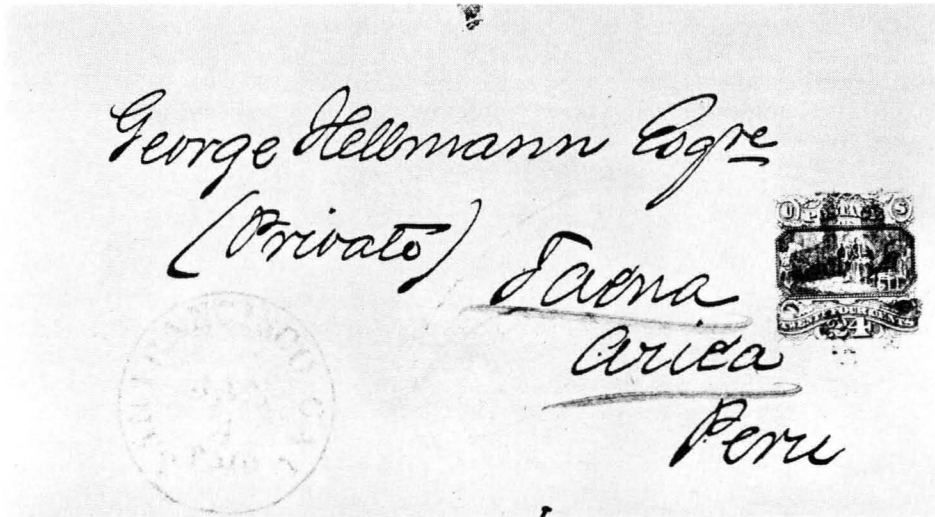


Figure 2: Possible original use of 90¢ 1869 stamp on cover. Two stamps are missing in paying the \$1.32 six times rate.

The closest approximation to another surviving 90¢ 1869 cover surfaced in the cover shown in Figure 2, during the sale of the Sidney Hessel collection in 1976.<sup>5</sup> A six-times-rate cover from the Davis correspondence to Peru shows similar markings and indicates a \$1.32 payment. The cover in Figure 2 has recently been the subject of a short but stimulating article by Elliott Coulter.<sup>6</sup> His examination of the cover under ultraviolet light reveals that two stamps are missing. The areas exposed closely approximate the large square form of the higher value 1869 stamps. The date of the cover was probably January 4, 1871, when the 22¢ per ½ oz. rate was in effect. The most likely stamp combination was two 24¢ stamps plus a 90¢ for a 6¢ overpayment of the \$1.32 (6 x 22¢) postage required. We must remember that in this period the 1868 grilled stamps, the 1869 issue, and the 1870 grilled and ungrilled issues were all available to pay this rate. But regardless of which issue was used, the cover “ruin” in Figure 2 remains one of the most spectacular “maybe” covers in U.S. philately.

The next best “ruin” of a 90¢ 1869 is a piece sold in the Siegel Rarity Sale in 1964 and shown in Figure 3. The 90¢ stamp is tied to a piece which shows

3. R. M. Searing, *Chronicle* 88:244.

4. C. S. Chase, *Classic United States Stamps 1845-69*, Herman Herst, Jr. Publisher, 1962; p. 38.

5. Hessel Sale Part III, H. R. Harmer, 4 November 1976, lot 599.

6. E. H. Coulter, “The Unraveling of a Puzzle,” *1869 Times* #12, August 1978, p. 8.

a red credit "9." The catalog description suggested this could represent a triple rate to Brazil, via French mails, in 1869 (3 x 33¢). However, the May 10 date is early for the 90¢ 1869 and the 33¢ per ¼ oz. rate expired in January 1870. The true rate paid is not known, and we can only imagine what the full cover once looked like.



Figure 3: Two 90¢ 1869 stamps on small pieces of original covers. See text for discussion.

Two other small pieces have been recorded which bear the 90¢ 1869 stamp; the first was used from New Orleans on March 11, but doubt has arisen as to the authenticity of this piece. The second piece shows a 90¢ stamp with a New York Steamship cancel, tied to a piece of envelope. This was sold in the Wunsch Sale in 1978 as Lot 542.<sup>7</sup>

At least one bogus 90¢ 1869 cover has surfaced recently and was shown in *Chronicle* 96:267. The cover was presumably a 15¢ rate to France which had had a 90¢ 1869 stamp added in place of the 15¢ stamp; others probably exist in Europe.

Thus, after all is said and done, we haven't much to say about the 90¢ 1869 stamp, even on pieces of cover. The thrust is then back to the only recorded cover and how it was discovered. In this regard, I shall quote extensively from a fine article by E. D. Warshauer which appeared in *Stamps* in 1961.<sup>8</sup> The circumstances surrounding the discovery of the unique cover were set down by the late J. M. Bartels in 1943, when the cover was sold.

On March 19, 1926, the undersigned [Bartels] called on an old friend and stamp collector in New York City at the latter's request. This collector has been known to me for about 30 years. He has spent much time in traveling and about 12 years ago he visited India, where he secured this cover among a few other stamps not on cover.

He had not taken much interest in it due to the fact that the stamp had been torn in opening the envelope, severing the upper left part of the stamp completely. After conferring with several well-known collectors, I decided to have the stamp and envelope repaired. When I secured the cover, I discovered that a 10¢ stamp had fallen off. The former owner thought he would be able to find it among a lot of loose stamps mentioned above, but was unsuccessful. I knew from other covers that the rate for a heavy cover of this kind to India was \$1.12. Fortunately, I found among my stock a 10¢ which matched the cancellation to a very remarkable extent. This has been added to the cover and it is now a very wonderful piece.

Specialists in covers for many years have tried to locate the 90¢ 1869 on an original envelope but so far this is the only one known.

The collector was Mr. Grant Squires and he acquired the cover in 1912 from an original correspondence. Later, Bartels added the following to the record:

The 1869 90¢ on cover is undoubtedly the one I sold to the late Senator Ackerman about 20 years ago. He had a standing offer to pay \$1,000.00 for this stamp on cover but it seemed that none existed. One night I was calling on a collector and noticed in the back of the album this official-size envelope with the 90¢ and to the right of it, two National Banknote stamps; I believe a 10¢ and a 12¢, making a \$1.12 rate. The cover was dated 1873 from Boston to Calcutta; someone at the "Ice House"—nice name for a hot climate. After conferring with several collectors we decided it would be well to have it repaired by an expert. In opening, the 90¢ had been torn in two. It was nicely repaired, making it a very attractive piece. I offered it to Ackerman at \$400 and he was pleased to get it.

7. Wunsch collection, Robert Siegel sale 529, lot 542.

8. E. D. Warshauer, "The Unique 90¢ 1869 Cover," *Stamps*, July 15, 1961, pp. 88-90.

**TABLE I**

<b>90¢ 1869: On Cover or on Piece</b>					
<i>Date</i>	<i>Orig./Dest.</i>	<i>Stamps</i>	<i>Rate</i>	<i>Remarks</i>	<i>Source</i>
8-8-73	Boston/Calcutta	122, 150, 151	4x28¢	Via Brindisi, red "4", London PAID; per Nevada	Ashbrook Spec. Ser. ph-92
?	NYC/ ?	122	?	NY Steamship cancel	Wunsch sale-542
<b>Doubtful</b>					
3-11	N. Orleans/ ?	122	?	Town cancel on piece	Ward Sale 1944
5-10	NYC/Brazil?	122, ?	3x33¢	Red NY "9," Fr. rec. mk.	Siegel 267/47

The letter represents a 4 x 28¢ rate to India via Brindisi, as the manuscript "4" indicates. For his article, Mr. Warshauer did some research on the destination and the addressee.

You will note it is addressed to a Mr. Jas H. Bancroft, Ice House, Calcutta, E. Indies. This intrigued me. [The ice house] was owned and managed by Messrs. Balmer, Lawrie & Co., a well known firm of Calcutta, and presumably Mr. Bancroft was one of their employees. The factory has long since been removed from the original premises and the building demolished. A small street which led to the old factory still exists and, you guessed it, is called "Ice Factory Lane."

In 1953 the cover was mentioned to Stanley Ashbrook, who wrote the following, as quoted in the Warshauer article:

Thanks for mention of the 90¢ 1869 on cover. I suppose you refer to the cover with a 90¢ 1869, also 10¢ and 12¢ Bank Notes. No doubt you do, because I never heard of another one. This cover was sold to Ackerman by Bartels, or Ackerman to Bartels. It came up in a Morgenthau sale in April, 1943—just ten years ago—and I sent for it and photographed it. It is a fact that a 10¢ was missing and Bartels had replaced it. It was also stated that the original 90¢ was torn and the present copy was substituted.

Mr. Warshauer went over the cover carefully and could not agree with Ashbrook that the 90¢ stamp had been replaced; the stamp appeared to be cleverly repaired when viewed under a microscope. The cover was then sent to Ashbrook for viewing, and Warshauer received the following reply:

I have examined the 90¢ stamp on this cover very minutely under my binocular microscope and there is no question whatsoever but that the whole upper left hand corner of this stamp was torn. Therefore, in my opinion, this 90¢ stamp was used originally on this cover. The tear in the stamp coincides exactly with the tear in the envelope—where the tear enters at the left side and where it emerges at the top.

While it was said that a 10¢ was missing and the present one replaced, that story may be true and it may only be gossip. As far as I am concerned, I would never have suspected that this was done had I not been informed that such was the case. In short I see no evidence of such replacement. I carefully examined the back markings and they are unquestionably genuine. The year of use was 1873 and this was a 4 x 28¢ rate "Via Brindisi." The 96 over 4 marking was our credit to the British and our share was 16¢ which was quite correct.

From this information, we see that the stamp was terminally damaged. If whoever subsequently stole this cover soaked the 90¢ stamp off the envelope, he got two parts of a stamp for his trouble. I hold little hope that this unique cover survives today. To survive over a century and be lost in this manner is a sad fate for such a marvelous cover.

There is little more to be said on the topic of 90¢ 1869 stamps on cover. Table I is presented for the sake of completeness.<sup>9</sup> If any reader knows of any other covers or pieces with 90¢ 1869 stamps, please contact the author or the period editor.

9. R. M. Searing, "High Value 1869 Stamps on Original Cover," 1869 PRA 1976 *Register*, p. 88.

## THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

### NINETY CENT BANK NOTE COMPANY STAMPS ON COVER

RICHARD M. SEARING

Nearly five years have passed since my first listing of the known uses of the 90¢ Bank Note issues on cover was published in *Chronicle* 88. During this period some new (unrecorded) covers have surfaced and a few of the question marks in the original tables have been answered.



Figure 1. 90¢ Continental printing used on courthouse cover from Brownsville, Texas, to Galveston, Texas, in June 1875.

Recently my interest in this subject was strongly revived by the sudden appearance of four of the finest 90¢ covers from the 1974 Braus sale. Some of these were described by Maury Waud in *Chronicle* 83:163 where he pictured the famous 90¢ National use to Brazil known as the "Consolidation Coal Co." cover. I sent for this cover and three others from the Robert A. Siegel sale

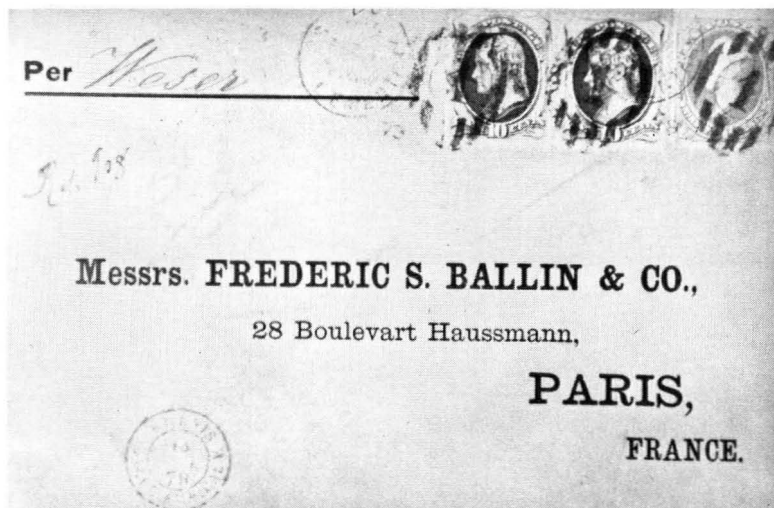


Figure 2. 90¢ Continental printing used from NYC to Paris dated Febr. 1, 1879.

551 last year in order to photograph them for my records. The colors on these covers have to be seen to appreciate their beauty. However, the photos presented here will have to suffice till (and if) the *Chronicle* switches to color illustrations.

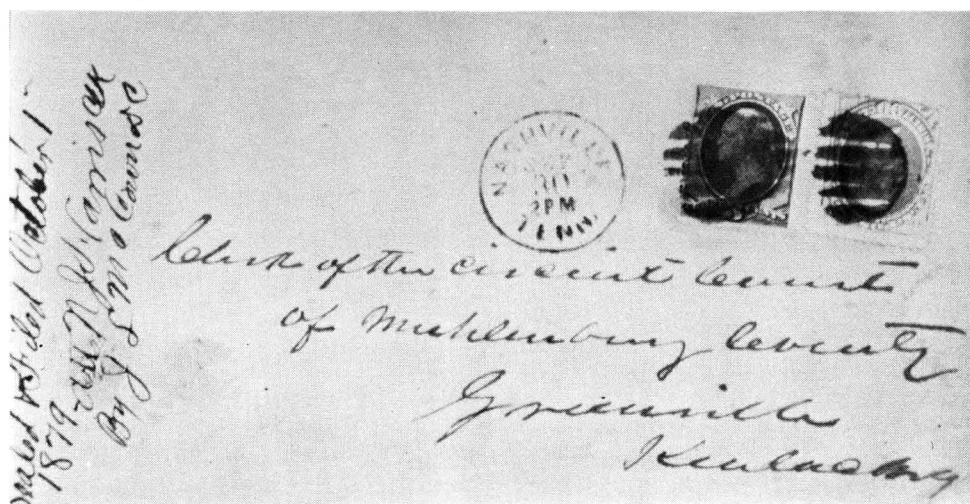


Figure 3. 90¢ Continental used on domestic courthouse cover from Nashville, Tenn., in 1879.

The search for the elusive 90¢ National grilled stamp on cover which was last seen over 60 years ago has had several promising leads fizzle out. One can only hope that, if it still exists, in time we can record it on our lists.

Those readers who have forgotten the "Coal Co." cover will find a good photo in *Chronicle* 83:166. The remaining two recorded National 90¢ covers are pictured in Brookman Vol. II, p. 237, and in *Chronicle* 88:246. Both covers are from the same find; does any reader know the date and details of this find?

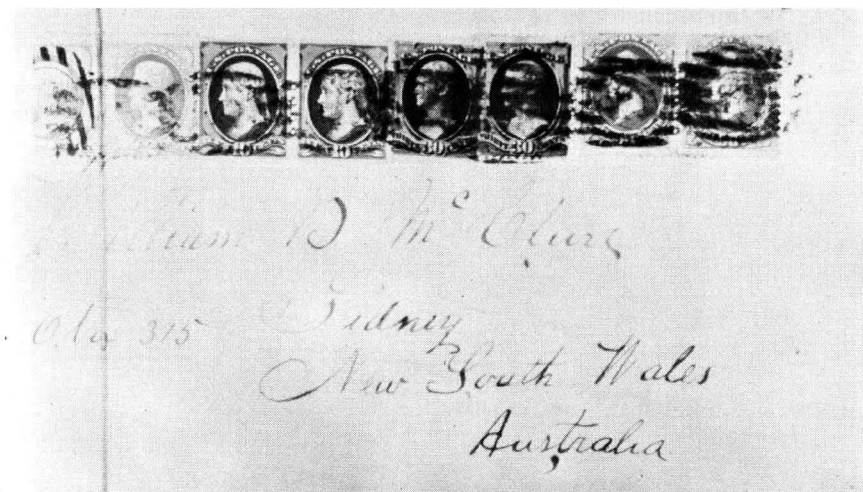


Figure 4. 90¢ American carmine printing showing pair used to pay 22x12¢ per ½ oz. rate to New South Wales in Oct., 1883.

In August 1977 a 90¢ cover was offered for sale at the APS convention in San Francisco as lot 445 of the Siegel sale. In other sales, this cover has been offered as either a National or Continental printing. I sent for and photographed this cover in color together with examples of the 90¢ National grilled stamp and the Continental printing. The results show conclusively that the stamp is the 90¢ Continental shade; the cover is shown in Figure 1 and was listed as a National use cover in *Chronicle* 88. Therefore, to date only three National 90¢ covers have appeared on the record.

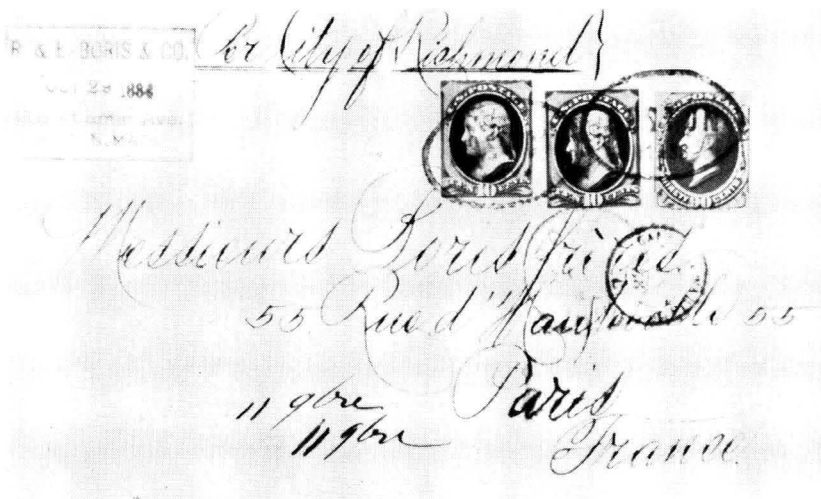


Figure 5. 90¢ American purple shade used from Boston to Paris on Oct. 29, 1888.

The 90¢ Continental use shown in Figure 2 was sold for \$5750 last Sept. as lot 2067 in the Siegel sale; it was sold as lot 353 in the Braus sale. I sent for this lot and photographed it in color so there is no doubt that it is a Continental issue.

The 90¢ Continental use shown in Figure 3 appeared first in *The American Philatelist* 85:802 and was reported following my list in *Chronicle* 88. It represents a refolded courthouse cover paying a 31x3¢ rate on a 15½ oz. package from Nashville to Greenville, Ky., in Sept. 1879.

The recent Siegel sale in Sept. also included a fine usage of a pair of the 90¢ American printing in the carmine shade which sold for \$5500. This cover was sold as lot 447 in the Braus sale and is shown as Figure 4. A backstamp of 11-17-83 indicates a 45 day passage to New South Wales. Since Nov. 1975 I have found only one additional cover of this stamp making a total of eight covers on the record.



Figure 6. 90¢ purple on greatly overpaid domestic letter in NYC during 1891.

The last cover in the Siegel sale shown as Figure 5 was sold for \$7500, and was lot 537 in the Braus sale. This cover represents a very handsome use of the 90¢ purple stamp to Paris. Figure 6 shows another 90¢ purple stamp used on a greatly over-paid cover used locally in New York City. Someone apparently wanted these stamps used on a letter during this period.



**TABLE I**

Update on 90¢ Bank Note Covers				
Date	Stamps	Rate	Orig./Dest.	Source/Notes
<b>National H-grill</b>				
				No new information
<b>National without grill</b>				
6/25/75			Brownsville/Galveston	Delete; see text
<b>Continental</b>				
6/25/75	153, 161, 166	48x3¢	Brownsville/Galveston, Tex.	Siegel 516:445; Fig. 1
9/30/79	158, 166	31x3¢	Nashville/Greenville, Ky.	APS 85:801; Fig. 3
<b>American—Carmine</b>				
11/16/87	191, 203	17x3¢+10¢	NYC/Berlin	H. Rooke 11/70:54
<b>American—Purple</b>				
10/29/88		22x5¢	Boston/Paris	previously listed with year only; Fig. 5
10/12/89		1.75	?/Berlin	listed in Chron. 88 without date
12/21/89	209 (2), 217, 218	?	NYC/Berlin	two stamps missing; F.M. Harvey; Fig. 7
<b>Summary of Totals Recorded</b>				
National H-grill				0
National without grill				3
Continental				9
American, carmine				8
American, purple				10



Figure 7. 90¢ purple used on reduced registered package cover from NYC to Berlin dated Dec. 21, 1889; two stamps are missing.

The last—Figure 7 shows another refolded cover to Berlin bearing the 90¢ purple stamp and missing two additional stamps used on Dec. 21, 1889. With this cover, we have record of 10 existing uses with the 90¢ purple stamp of which possibly seven are from the same find. Can any reader explain how and when this find was made?

The main reason for showing these covers is to put them on the record in one place where future students can refer. The updated listings are shown in table I. Any additional listings are earnestly solicited for this research.

## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

### THE U.S.-U.K. 37¢ PRIVATE SHIP RATE

CHARLES J. STARNES

Stanley Ashbrook in his 1938 text, *The United States One Cent Stamp of 1851-1857*, illustrated an 1857 cover from Oxford, O., to Melbourne, Victoria, franked at 37¢;<sup>1</sup> his explanation was that the cover showed a 37¢ rate to Australia, as listed in the 1852 *Postal Laws & Regulations*. But even Homer nods;<sup>2</sup> the cover was clearly marked with 12¢ credit to Britain on front, and a N.Y. Am. Pkt. cds. on back—proof positive of the 33¢ Br. v. S. rate. Subsequently, George Hargest in 1964<sup>3</sup> discussed the U.S.-U.K. treaty rate, pointing out its broad general definition given in Table D of the 1849 Regulations (“Any British colony or foreign country when conveyed to or from the United Kingdom by private ships”) and the derivation of the rate (5¢ U.S. inland + 16¢ Am. or Br. Pkt. transit + 8d. U.K. private ship transit). Unfortunately for the continuity of the article, Hargest then illustrated the same cover used by Ashbrook, leaving the reader with no pertinent 37¢ usage.



From Melbourne May 1855 by “George Marshall” (private ship) to Gravesend, thence from Liverpool by “Pacific” (Am. Pkt.) to New York. London debit to U.S. 16¢; total collect at Richmond, 37¢.

There now can be listed four of these elusive covers, all processed as unpaid to the U.S., three from Victoria and one from Spain. The three Australian covers all date 1854-55, a difficult period for mail transit to England.<sup>4</sup> The Australian Royal Mail Steam Navigation Co., on the via Cape of Good Hope route, lasted less than a year after its start in Aug. 1852; the General Screw Steam Shipping Co., also via Africa, made a few trips and then discontinued service in Dec. 1853, due to the demand for troop transports for the Crimean war. And then the feeder line from Sydney to Singapore, operated by the P. & O. from Aug. 1852, was discontinued early in 1854, leaving the Australians dependent on private (non-contract) vessels for foreign mail transit to England.

1. Fig. 56PP, Vol. II, p. 349.

2. Thus ennobling a miserable evasive tactic, still used to this day, even in international Grand Award exhibits; one assumes the rate to destination is always the total of franking on the cover. After all, if the judges don't catch the error, the exhibitor has avoided considerable study.

3. *The Chronicle*, 47, 32-34.

4. Howard Robinson, *Carrying British Mails Overseas*, pp. 192-195.

The folded letter illustrated here, franked with a 1 sh. '54 stamp for the Victoria ship-letter rate,<sup>5</sup> was posted at Melbourne 16 May 1855 and carried by the *George Marshall* to Gravesend, 8 Aug.<sup>6</sup> The London office did not recognize the partial payment (lowest regular rate, prepaid to U.S. port, was 1 sh. 8d.) and treated the letter as unpaid, debiting the U.S. with black ms. "16" $\phi$  (8d. private ship transit). Carriage from Liverpool was by the *Collins Pacific*, lv. 11 Aug., arr. New York 22 Aug. There the exchange office stamped a black NEW YORK AM. PKT. AUG 22 and black "37" $\phi$ , the total rate to collect at Richmond.

A second cover (lot 2128, Siegel 20-24 Sep. 1974) from Melbourne, 16 Aug. 185- was franked with three ld. '50 stamps, directed "per Argo.". London debited U.S. 32 $\phi$ , 8d. private ship + 8d. Br. Pkt. Total collect was stamped with black "37."

The third cover from Australia, from the J. von Hake collection, is perhaps the most interesting of the group. It is an unpaid letter from Bendigo, Victoria, 14-1853 (a PAID cds. and ms. 10d. may indicate inland postage paid). The U.S. was debited \$1.28 (4x32 $\phi$ ) in England and the letter sent by the *Cunard America*, lv. Liverpool 31 Jan. 1854, arr. Boston 16 Feb. The \$1.28 debit was marked over, a ms. \$1.48 total rate collect added, the U.S. retaining only 4x5 $\phi$  inland on this 1-2oz. letter. A remarkable quadruple rate. . . .

A cover from Cadiz, Spain (lot 228, Siegel 12-14 May 1975), penciled date "August 20, 1857", shows a black "8"d. , a straight-line hdstp. SHIP-LETTER and "32" $\phi$  debit to U.S., with Boston "37" $\phi$  total rate collect.

5. Robson Lowe, *Encyclopedia of British Empire Postage Stamps*, Vol. IV, p. 189.

6. All sailing data are due to the efforts of colleague Walter Hubbard.

## AACHEN FRANCO MARKINGS ON PRUSSIAN CLOSED MAIL—AN UPDATING ALLAN RADIN

In November 1972 George E. Hargest, on the basis of information available after he had written his landmark *History of Letter Post Communication* . . . , revised the table of earliest and latest uses of the various Aachen Franco markings on Prussian Closed Mail contained in the book on page 89.<sup>1</sup> Since in the intervening time still more information has become available, it seems appropriate to make further revisions of the table.

As for the small FRANCO (N),<sup>2</sup> Hargest changed his listed earliest known use from 26 December 1854 to 1 August 1854 because Walter Hubbard had reported a cover bearing this marking with BOSTON/AUG 1/BR PKT exchange office marking, carried by "*Canada* which sailed from Boston on 1 August 1854." (The Aachen marking would, of course, have been applied approximately two weeks later.) But, according to Hubbard's latest tables,<sup>3</sup> which are believed to be reliable, the 1 August date fixes the year as 1855. It is therefore in order to restore the originally listed date of 26 December 1854 for the earliest known use. In a recent article<sup>4</sup> Hargest showed the face of a cover bearing this marking and N. YORK 14 AM PKT/AUG 8 exchange office marking; he stated "On that date in 1855 *Atlantic* of the Collins Line sailed from New York to Liverpool." Unfortunately the reverse, which undoubtedly bears a dated Aachen backstamp, was not shown, so the date of 22 August 1855 (14 days after sailing date) has arbitrarily been taken as the date on which the Aachen marking was applied. The actual date could, of course, be a day, or even two days, earlier or later.

As for the boxed Franco (O), seemingly a truly rare bird among Aachen Franco markings on Prussian Closed Mail covers, in addition to the "one seen"

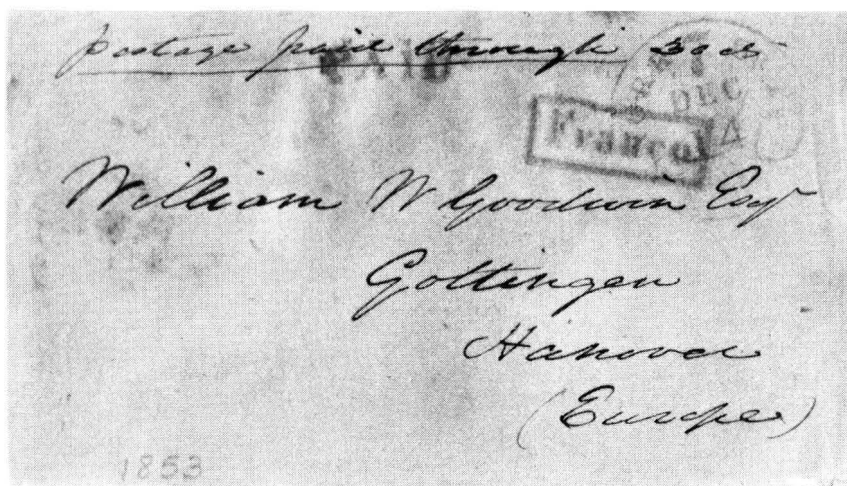
1. *Chronicle* 76:221 (November 1972).

2. Letter designations are those used in Figure 51, p. 88, *History of Letter Post Communication* . . . .

3. *Chronicle* 95:197 *et seq.* (August 1977).

4. *Chronicle* 101:67 (February 1979).

reported by Hargest, another example is illustrated here. It is a prepaid stampless cover to Göttingen, forwarded from Boston to New York to make the next departure. It bears the N. YORK 7 BR PKT/DEC 14 red exchange office marking, a red boxed Franco on the front, and red single circle AACHEN/12-28 marking on the reverse. The year is not shown on the cover but again referring to Hubbard's previously cited tables, it is found that *Europa* sailed from New York on 14 December 1853 and arrived at Liverpool on 26 December. The type of Aachen backstamp is consistent with 1853 use.



New York, 14 December 1853, prepaid to Göttingen. Boxed red Franco, Hargest type O.

As for the boxed AACHEN (date)/FRANCO (P) in blue, Charles J. Starnes has recorded a 1 February 1865 use.

It should be emphasized that listings of earliest and latest uses must always be considered tentative and probably never will be definitive. Particularly noteworthy, as far as marking (P) is concerned, are extraordinarily wide gaps between latest red and earliest magenta, between latest magenta and earliest blue, and between latest blue and expiration of the Prussian Closed Mail Convention on 31 December 1867. Considering the comparative abundance of surviving Prussian Closed Mail covers, there must be some, somewhere, that will narrow, if not close, the gaps. Can any readers show earlier "earliest" or later "latest" uses?

A final note: this article is concerned solely with the Franco markings applied by the Aachen exchange office to prepaid eastbound Prussian Closed Mail, which ceased to exist after the Convention expired on 31 December

#### AACHEN FRANCO MARKINGS ON PRUSSIAN CLOSED MAIL

	<i>Earliest</i>	<i>Latest</i>
Large FRANCO (M)	24 Jan 1853	12 Dec 1854
Small FRANCO (N)	26 Dec 1854	22 Aug 1855
Boxed Franco (O) *	28 Dec 1853	19 Jan 1855
Boxed AACHEN (date)/FRANCO (P)	red	29 Apr 1854
	magenta	26 Jul 1864
	black†	17 Feb 1865
	blue	1 Feb 1865
		11 Aug 1867

\*Only two seen to date.

†Only one seen to date.

1867 (even though later North German Union closed mail via England is often, and erroneously, called "Prussian closed mail."). The North German Union Convention, effective 1 January 1868, required that prepaid letters to the United States be marked "Franco." The frugal Prussians had not discarded the handstamps designated (N) and (O), and they were applied to at least a substantial portion of the prepaid westbound North German Union closed mail via England by the Coeln-Verviers sorting car, the exchange office for closed mail.

### A BREMEN CLOSED MAIL—BY ACCIDENT.

RICHARD F. WINTER

The troubles of the Ocean Steam Navigation Co. are fairly well known<sup>1</sup> to those conversant with the U.S.-Bremen mail system. To continue mail transit when the *Hermann* or *Washington* was being repaired, or when they could not make the winter runs, the mails were bagged, sealed, and sent by Cunard to Liverpool, thence by Anglo-Bremen postal convention to Bremen. The first gap in Ocean Line service was from New York, 18 Nov. 1847-20 Feb. 1848, the second, 20 Nov. 1848-20 Feb. 1849.

The author has recently found, among the reports of the Auditor of the Treasury for the Post Office Department, an interesting notation on the outside of a report file (now empty). As was customary (at least into the '60s), the notation summarized the file contents for ready reference. We quote:

3 July 49  
No. 1 \_\_\_\_\_  
Bremen Line

The P.M. of Bremen, Germany (19 March 49), reports the receipt of a Mail bag containing 592 Letters, which bag was by mistake of the New York Post Office thrown on board of a British Packet instead of the American packet "Herman." And that the British Govt. charges £ 42.14.3 for conveying said bag to Bremen through England.

The P.M. of New York acknowledges the error, says it was done by one of the clerks. Both the Bremen & English Mails having been made up at his office at the same time. Recognizes the service of foreign transportation of a Mail Bag (containing 592 letters) thrown by mistake of the New York P.O. upon a British Steamer instead of the "Herman" (on February 20, 1849) and paid for by the P.M. of Bremen, Germany, at \$206.79, for conveying said bag through England to Bremen and refer the same to the Auditor to credit the P.M. of Bremen with the above amount.

(signature)  
July 6, 49

It appears that the "British Packet" referred to above must have been the Cunard *Niagara*, which left Boston 21 Feb. 1849; the New York mails to Britain would have been closed on the 20th and sent to Boston for transit. At New York the letters should have already been marked and rated for the Bremen mails, and would have, later, been marked in London to show the additional British transit charges. How splendid it would be to identify one of those 592 letters!

1. George E. Hargest, *Letter Post etc.*, pp 19-22.

### ADDENDA: THE HAWAIIAN STEAM SERVICE

KENNETH D. GILBART

*Chronicle* no. 99 carried an initial article on Hawaiian Steam Service (HSS) contract sailings and a listing of 37 covers with this marking. Since the time that article was written, new information of significance has come to light and additional covers have been reported.

Most important, *the first contract sailing did commence 5 Sep. 1867 from San Francisco*. We quote from *A Maritime History of Hawaii*<sup>1</sup>:

The Idaho arrived at Honolulu on Sept. 17, 1867 as the "inaugural aloha ship" [sic] under the new treaty with the California, Oregon, and Mexico S.S. Co.

1. Jim Gibbs, *A Maritime History of Hawaii, Shipwrecks in Paradise*, p. 90. Superior Publishing Co., 708 6th Ave. N, Seattle, Washington.

## ADDITIONAL HAWAIIAN STEAM SERVICE COVERS

Year	<u>HNL Postmark date</u> <u>Vessel Departure date</u>	<u>Vessel Arrival date</u> <u>SF Postmark date</u>	Stamps	Ref.
1868	<u>3 Apr.</u>	<u>15 Apr.</u>	HA # 32 +	(1)
	<u>3 Apr.</u>	<u>17 Apr.</u>	US # 78 pr.	
	<u>22 Jul.</u>	<u>5 Aug.</u>	HA #32 +	(2) lot 551
	<u>22 Jul.</u>	<u>5 Aug.</u>	US #68	
	<u>5 Oct.</u>	<u>18 Oct.</u>	HA #32 +	(2) lot 550
	<u>5 Oct.</u>	<u>18 Oct.</u>	US #68	
	<u>5 Oct.</u>	<u>18 Oct.</u>	HA #32 strip	(3)
	<u>5 Oct.</u>	<u>18 Oct.</u>	of 3; no US now	
	<u>5 Oct.</u>	<u>18 Oct.</u>	HA #32 +	(4)
	<u>5 Oct.</u>	<u>18 Oct.</u>	US #76 pr.	
1869	<u>14 Nov.</u>	<u>26 Nov.</u>	HA #32 +	(1)
	<u>14 Nov.</u>	<u>26 Nov.</u>	US #68	
	<u>14 Nov.</u>	<u>26 Nov.</u>	US #68	(5) lot 684
	<u>14 Nov.</u>	<u>26 Nov.</u>		
	<u>26 Dec.</u>	<u>8 Jan. 69</u>	HA #32 +	(5) lot 692
	<u>26 Dec.</u>	<u>8 Jan.</u>	US #115 (6)	
	<u>17 Mar.</u>	<u>28 Mar.</u>	HA #32 +	(2) lot 553
	<u>17 Mar.</u>	<u>28 Mar.</u>	US #68	
	<u>22 Apr.</u>	<u>6 May</u>	HA #32	(7) lot 496
	<u>22 Apr.</u>	<u>6 May</u>		
<u>22 Apr.</u>	<u>6 May</u>	HA #32+	(8)	
<u>22 Apr.</u>	<u>6 May</u>	US #89		
<u>28 May</u>	<u>10 Jun.</u>	HA #32 +	(7) lot 499	
<u>29 May</u>	<u>11 Jun.</u>	US #96		
<u>7 Aug.</u>	<u>19 Aug.</u>	HA #32 +	(9)	
<u>7 Aug.</u>	<u>19 Aug.</u>	US #96		
<u>16 Sep. (10)</u>	<u>27 Sep.</u>	HA #32 pr. +	(2) lot 554	
<u>16 Sep.</u>	<u>27 Sep.</u>	US #68		

### References:

- 1) Ishikawa coll.
- 2) Wolfers Sale, 29 Nov.-1 Dec. 1978.
- 3) Sharbaugh coll.
- 4) Kohlhepp coll.
- 5) Sotheby Parke Bernet Sale, 16 Oct. 1978.
- 6) US stamp apparently added.
- 7) Siegel Sale No. 316.
- 8) Tows Coll. Sale, lot 124.
- 9) Harris Coll. Sale, lot 292.

10) Mr. Sharbaugh states datelined enclosure is clearly Sep. 13, 1868, and that the HSS oval marking was obliterated after postal clerk's realization that the cover had not arrived by contract ship. He also notes this would be the only post-Oct. '68 usage with the HONOLULU U.S. POSTAGE PAID cds., if it was considered '69 usage. Arguments can be made that the cover is either '68 or '69.

This information conforms with the number of sailings paid for under terms of the contract and pushes back by a month and ten days the beginning of the 11th period discussed in the Meyer-Harris text.<sup>2</sup> Still, no HSS marking has yet been identified on a cover which can be assigned to the first return trip, with arrival in San Francisco 8 Oct. 1867.

The second half of the Hughes-Wilkins find of HSS covers surfaced in the Wolfers auction of 29 Nov.-1 Dec. 1978. These covers, plus others not previously

2. *Hawaii, Its Stamps and Postal History*, p. 79. Philatelic Foundation, 1948.

recorded, are listed above in the same format as the original article. There still remain five sailings (through 27 Sep. 1869) not yet recorded with HSS covers; the San Francisco arrival dates are: 8 Oct. 1867, 11 Mar. 1868, 27 Jun. 1868, 29 Jan. 1869, and 20 Feb. 1869.

A cover without the HSS marking, bearing a "Honolulu 26 Nov." cds. and a "San Francisco 10 Dec." cds., with 1869 docketing, has been reported by Mr. Sharbaugh. The dates agree with the contract sailing of 28 Nov.-9 Dec. 1869. Absence of the HSS marking would indicate its use was discontinued sometime during the Sep.-Nov. 1869 period.

The author expresses his gratitude to those who provided the necessary data for this update, and would like to receive any additional notes the readers may have on this bit of Hawaiian philately.

## ADDENDUM: CHRONICLE 65—FRANKING BY STAMPS + CASH

JOHN V. WOOLLAM

George Hargest writes with regard to an 1857 15¢ rate cover to Germany, "one of the few covers known to this editor that clearly indicates that the rate was partially prepaid by stamp, and partially prepaid in cash." In *Chronicle* 80 another example (from my collection, as it happened) was reported by Calvet Hahn—an 1856 24¢ rate to England. A cover described in footnote C, *Chronicle* 93:94 was sent at the 22¢ Bremen rate to Hessen-Kassel by using a Nesbitt '54 Die 5 entire bearing notation "PAID 19, stamp 3/22." Perhaps even more scarce are transatlantic covers to the U.S. showing similar treatment. The accompanying photo shows an 1849 cover from England to Philadelphia, prepaid with a 1d. red and in ms. "Paid d. 11 / stamp" with PAID SHIP and "24" in red.



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4 JANUARY 1870 TO 23 DECEMBER 1875—via PLYMOUTH  
and CHERBOURG to HAMBURG**

CLIFFORD L. FRIEND AND WALTER HUBBARD

(Continued from *Chronicle* 105:68)

**28 DECEMBER 1871 TO 23 DECEMBER 1875—on Thursdays to Plymouth,  
Cherbourg and Hamburg**

1871			ARR NY	PACKET	PD NY	ARR P	NOTES
PD H	Ha	—					
6 Dec			23 Dec	CIMBRIA	28 Dec*	7 Jan (0745)	see note 9
<b>1872</b>							
17 do	23	8 Jan		NO SAILING SILESIA	4 Jan 11 Jan*	22 Jan	to Halifax for coal 4 Jan
24 do	28	13 do		WESTPHALIA	18 Jan	30 Jan (0200)	do 10 Jan
3 Jan	8	22 do		NO SAILING HOLSATIA	Tu 30 Jan*	9 Feb (2345)	do 19 Jan
10 do	14	29 do		NO SAILING THURINGIA	Tu 1 Feb 6 Feb*	16 Feb (1900)	do 26 Jan
17 do	21	2 Feb		NO SAILING HAMMONIA II	Tu 8 Feb 13 Feb*	24 Feb (0930)	
31 do	3 Feb	16 do		NO SAILING CIMBRIA	15 Feb 22 Feb	3 Mar (2200)	
7 Feb	10	22 do		ALLEMANNIA	29 Feb*	12 Mar (1700)	
14 do	17	29 do		SILESIA	7 Mar*	17 Mar (0730)	
21 do	24	8 Mar		WESTPHALIA	14 Mar*	24 Mar (1830)	
28 do	3 Mar	15 do		HOLSATIA	21 Mar	2 Apr (0600)	
6 Mar	9	24 do		THURINGIA	28 Mar	7 Apr (0900)	do 22 Mar
13 do	16	27 do		HAMMONIA II	4 Apr	15 Apr (0110)	
20 do	23	3 Apr		CIMBRIA	11 Apr*	22 Apr (0215)	
27 do	30	10 do		SILESIA	18 Apr*	28 Apr (1915)	
3 Apr	6	17 do		WESTPHALIA	25 Apr	5 May (1200)	
10 do	13	24 do		HOLSATIA	2 May*	12 May (2015)	
17 do	20	30 do		THURINGIA	9 May*	19 May (2300)	
24 do	27	8 May		HAMMONIA II	16 May*	26 May (1930)	
1 May	4	15 do		CIMBRIA	23 May*	2 Jun (1443)	
8 do	11	21 do		SILESIA	30 May*	9 Jun (0430)	sailed ld late f. H
15 do	18	28 do		WESTPHALIA	6 Jun	16 Jun (2200)	
22 do	25	4 Jun		HOLSATIA	13 Jun	23 Jun (1830)	sailed ld late f. H
29 do	1 Jun	11 do		THURINGIA	20 Jun*	30 Jun	
5 Jun	8	20 do		HAMMONIA II	27 Jun*	8 Jul	end FY 1872
12 do	15	26 do		CIMBRIA	4 Jul*	15 Jul (0530)	
19 do	22	2 Jul		SILESIA	11 Jul*	20 Jul (1200)	
26 do	29	12 do		VANDALIA	18 Jul*	31 Jul (0145)	
3 Jul	6	16 do		WESTPHALIA	25 Jul*	4 Aug (2200)	
10 do	13	23 do		HOLSATIA	1 Aug*	11 Aug (1900)	
17 do	20	30 do		THURINGIA	8 Aug*	18 Aug (1800)	
24 do	27	7 Aug		HAMMONIA II	15 Aug*	26 Aug (1000)	
31 do	3 Aug	13 do		CIMBRIA	22 Aug*	2 Sep (0015)	
7 Aug	9	23 do		VANDALIA	29 Aug*	11 Sep (1300)	
14 do	17	27 do		SILESIA	5 Sep*	15 Sep (1130)	
21 do	24	4 Sep		FRISIA	12 Sep*	22 Sep	F/V on this route
28 do	31	10 do		WESTPHALIA	19 Sep*	29 Sep (2100)	
4 Sep	7	17 do		HOLSATIA	26 Sep*	6 Oct (1530)	
11 do	14	24 do		THURINGIA	3 Oct*	13 Oct (0730)	
18 do	21	2 Oct		HAMMONIA II	10 Oct*	21 Oct (0230)	
25 do	28	10 do		CIMBRIA	17 Oct*	27 Oct (2345)	
2 Oct	5	15 do		SILESIA	24 Oct*	3 Nov (1030)	
9 do	12	22 do		FRISIA	31 Oct*	10 Nov (1300)	

9. CIMBRIA'S departure was re-scheduled from 26 December to make the first Thursday sailing.



**1872**

PD	H	Ha	ARR NY	PACKET	PD NY	ARR P	NOTES
16 do		19	29 do	WESTPHALIA	7 Nov*	17 Nov (1700)	
23 do		26	6 Nov	HOLSATIA	14 Nov*	24 Nov (1330)	
30 do	2	Nov	13 do	THURINGIA	21 Nov*	1 Dec (0545)	
6 Nov		9	20 do	CIMBRIA	28 Nov*	9 Dec (0700)	
13 do		16	2 Dec	SILESIA	5 Dec*	16 Dec (1300)	to Halifax for coal 29 Nov
20 do		23	6 do	FRISIA	12 Dec*	22 Dec (2100)	
27 do		30	12 do	WESTPHALIA	19 Dec*	30 Dec (0430)	
4 Dec		7	20 do	HOLSATIA	26 Dec*	6 Jan (0300)	

**1873**

11 do		14	28 do	THURINGIA	2 Jan*	14 Jan	
18 do		21	4 Jan	HAMMONIA II	9 Jan*	20 Jan (0020)	
25 do		28	10 do	CIMBRIA	16 Jan*	26 Jan (1700)	
1 Jan		4	17 do	SILESIA	23 Jan*	3 Feb (2300)	sailed 1d late f. NY
8 do		11	24 do	FRISIA	30 Jan*	9 Feb (1900)	
15 do		18	2 Feb	WESTPHALIA	6 Feb	17 Feb (1100)	see note 10
22 do		25	6 do	THURINGIA	13 Feb	24 Feb (0500)	
29 do	1	Feb	13 do	HAMMONIA II	20 Feb	3 Mar (1920)	
5 Feb		9	19 do	CIMBRIA	27 Feb	10 Mar (1330)	sailed 1d late f. NY
12 do		15	26 do	SILESIA	6 Mar	17 Mar	
19 do		22	6 Mar	FRISIA	13 Mar	23 Mar (1815)	
26 do	1	Mar	13 do	WESTPHALIA	20 Mar	31 Mar (0730)	
5 Mar		8	20 do	THURINGIA	27 Mar	6 Apr (1200)	
12 do		15	26 do	HAMMONIA II	3 Apr	15 Apr (1330)	
25 do		28	8 Apr	HOLSATIA	10 Apr	22 Apr	sailed 2d late f. NY
26 do		29	9 do	SILESIA	17 Apr	28 Apr (0730)	
2 Apr		5	15 do	FRISIA	24 Apr	4 May (1730)	
9 do		12	22 do	WESTPHALIA	1 May	11 May (1515)	
16 do		19	30 do	THURINGIA	8 May	19 May (0130)	
23 do		26	7 May	HAMMONIA II	15 May	26 May (0200)	
30 do	3	May	14 do	HOLSATIA	22 May	1 Jun (1100)	
7 May		10	20 do	SILESIA	29 May	8 Jun (1800)	
14 do		17	28 do	FRISIA	5 Jun	16 Jun (0200)	
21 do		24	4 Jun	WESTPHALIA	12 Jun	22 Jun (1730)	
28 do		31	10 do	THURINGIA	19 Jun	29 Jun (2130)	
4 Jun		7	19 do	CIMBRIA	26 Jun	7 Jul (0500)	end FY 1873
11 do		14	25 do	HAMMONIA II	3 Jul	13 Jul (0715)	
18 do		21	2 Jul	HOLSATIA	10 Jul	20 Jul (1030)	
25 do		28	9 do	SILESIA	17 Jul	28 Jul (0230)	
2 Jul		5	16 do	FRISIA	24 Jul	3 Aug (1530)	
9 do		12	23 do	WESTPHALIA	31 Jul	10 Aug (1300)	
16 do		19	29 do	THURINGIA	7 Aug	17 Aug (1000)	
23 do		26	6 Aug	CIMBRIA	14 Aug	25 Aug	
30 do	2	Aug	14 do	HAMMONIA II	21 Aug	3 Sep	
6 Aug		10	21 do	HOLSATIA	28 Aug	7 Sep (1700)	
13 do		16	28 do	SILESIA	4 Sep	14 Sep (2030)	
20 do		23	3 Sep	FRISIA	11 Sep	21 Sep (2200)	
27 do		30	9 do	WESTPHALIA	18 Sep	29 Sep	
3 Sep		6	17 do	THURINGIA	25 Sep	5 Oct	
10 do		13	25 do	CIMBRIA	2 Oct	13 Oct	
17 do		21	30 do	HOLSATIA	9 Oct	20 Oct (0445)	
24 do		27	7 Oct	SILESIA	16 Oct	27 Oct (a.m.)	
1 Oct		4	16 do	FRISIA	23 Oct	2 Nov (p.m.)	
8 do		11	22 do	WESTPHALIA	30 Oct	10 Nov (0630)	
15 do		18	28 do	THURINGIA	6 Nov	17 Nov (1030)	
22 do		26	6 Nov	CIMBRIA	13 Nov	24 Nov (1200)	
29 do	2	Nov	13 do	HOLSATIA	20 Nov	H 2 Dec	
5 Nov		8	19 do	SILESIA	27 Nov	7 Dec (1430)	

10. MANHATTAN, of the Guion Line, arrived too late at New York to sail with the Wednesday mails on 22 January, so they were added to WESTPHALIA's. She carried 207 bags of which she landed 154—well above the average. They were despatched from Plymouth by express train at 1415 hrs "for London and the North."

**1873**

PD	H	Ha	ARR NY	PACKET	PD NY	ARR P	NOTES
12	do	16	26 do	FRISIA	4 Dec	15 Dec (0430)	
19	do	23	5 Dec	WESTPHALIA	11 Dec	21 Dec (1720)	
26	do	29	10 do	THURINGIA	18 Dec	28 Dec (1300)	
3	Dec	6	18 do	POMMERANIA	25 Dec	5 Jan (0500)	F/V

**1874**

10	do	14	26 do	HOLSATIA	1 Jan	11 Jan (1200)	
17	do	20	2 Jan	CIMBRIA	8 Jan	19 Jan	
24	do	27	10 do	HAMMONIA II	15 Jan	25 Jan (1830)	
31	do	3 Jan	15 do	SILESIA	22 Jan	1 Feb (1430)	
7	Jan	10	21 do	FRISIA	29 Jan	8 Feb (1130)	
14	do	17	29 do	WESTPHALIA	5 Feb	15 Feb (1200)	
21	do	24	4 Feb	THURINGIA	12 Feb	22 Feb (0630)	
28	do	31	11 do	POMMERANIA	19 Feb	1 Mar (1900)	
4	Feb	7	19 do	HOLSATIA	26 Feb	8 Mar (1830)	
11	do	14	28 do	HAMMONIA II	5 Mar	16 Mar	
				NO SAILING	12 Mar		
25	do	28	11 Mar	FRISIA	19 Mar	30 Mar (0130)	
4	Mar	7	18 do	THURINGIA	26 Mar	5 Apr (0800)	
11	do	14	25 do	WESTPHALIA	2 Apr	12 Apr (1530)	
18	do	21	2 Apr	POMMERANIA	9 Apr	19 Apr (2000)	
25	do	28	10 do	HOLSATIA	16 Apr	26 Apr (1530)	
1	Apr	3	17 do	HAMMONIA II	23 Apr	4 May (1515)	
8	do	11	23 do	FRISIA	30 Apr	10 May (1700)	
15	do	18	30 do	THURINGIA	7 May	17 May (2200)	
22	do	25	6 May	WESTPHALIA	14 May	25 May (0100)	
29	do	2 May	12 do	POMMERANIA	21 May	31 May (1645)	
6	May	9	20 do	HOLSATIA	28 May	7 Jun (0715)	
13	do	16	26 do	SILESIA	4 Jun	14 Jun (2400)	
20	do	23	3 Jun	FRISIA	11 Jun	21 Jun (2200)	
27	do	30	10 do	THURINGIA	18 Jun	28 Jun (1400)	
3	Jun	6	17 do	WESTPHALIA	25 Jun	6 Jul (0030)	end FY 1874
10	do	13	24 do	POMMERANIA	2 Jul	12 Jul (2145)	
17	do	20	1 Jul	HOLSATIA	9 Jul	19 Jul (0930)	
24	do	27	8 do	SILESIA	16 Jul	27 Jul (0100)	
1	Jul	4	16 do	HAMMONIA II	23 Jul	3 Aug (2200)	
8	do	12	22 do	FRISIA	30 Jul	9 Aug (1600)	
15	do	18	29 do	THURINGIA	6 Aug	16 Aug (1545)	
22	do	25	5 Aug	WESTPHALIA	13 Aug	—	see note 11
29	do	1 Aug	12 do	POMMERANIA	20 Aug	30 Aug	
5	Aug	7	19 do	HOLSATIA	27 Aug	6 Sep (1930)	
12	do	15	27 do	CIMBRIA	3 Sep	14 Sep (1500)	
19	do	22	2 Sep	HAMMONIA II	10 Sep	20 Sep (1940)	
26	do	29	9 do	FRISIA	17 Sep	28 Sep (0195)	
2	Sep	5	16 do	THURINGIA	24 Sep	4 Oct (2130)	
9	do	12	23 do	POMMERANIA	1 Oct	11 Oct (1100)	
16	do	19	29 do	SILESIA	8 Oct	18 Oct (1330)	
23	do	26	6 Oct	HOLSATIA	15 Oct	25 Oct (0930)	
30	do	3 Oct	15 do	CIMBRIA	22 Oct	1 Nov (2300)	
7	Oct	10	22 do	FRISIA	29 Oct	8 Nov (1245)	
14	do	17	28 do	THURINGIA	5 Nov	16 Nov (0930)	
21	do	25	6 Nov	SUEVIA	12 Nov	24 Nov (0115)	F/V
28	do	1 Nov	13 do	WESTPHALIA	19 Nov	29 Nov (1615)	sailed ld late f. H
4	Nov	7	17 do	POMMERANIA	26 Nov	6 Dec (0810)	
11	do	14	26 do	SILESIA	3 Dec	13 Dec (1300)	
18	do	21	3 Dec	HOLSATIA	10 Dec	20 Dec (0945)	
25	do	31	11 do	CIMBRIA	17 Dec	27 Dec (1900)	
2	Dec	5	17 do	FRISIA	24 Dec	3 Jan (1320)	
9	do	12	23 do	WESTPHALIA	31 Dec	11 Jan (2015)	

11. *En route* to Plymouth, WESTPHALIA's main shaft broke on 24 August and she was towed into Queenstown by the Spanish steamer *Ponce* on 28 August. She did not arrive at Hamburg until 20 October.

## 1875

PD	H	Ha	ARR NY	PACKET	PD NY	ARR P	NOTES
16 do	19	4 Jan		NO SAILING	7 Jan		
23 do	26	7 do		SUEVIA	14 Jan	25 Jan (0930)	
7 Jan	10	22 do		POMMERANIA	21 Jan	31 Jan (1000)	
				SILESIA	28 Jan	8 Feb (0745)	
13 do	17	31 do		HOLSATIA	4 Feb	14 Feb	
20 do	23	5 Feb		CIMBRIA	11 Feb	22 Feb (1000)	
				NO SAILING	18 Feb		
3 Feb	6	18 do		FRISIA	25 Feb	8 Mar (1200)	
10 do	13	26 do		SUEVIA	4 Mar	15 Mar (2100)	sailed 1d late f. H
17 do	20	3 Mar		POMMERANIA	11 Mar	21 Mar (2150)	
24 do	27	9 do		SILESIA	18 Mar	28 Mar (1820)	L/V to Ha and NY; laid up until 1877
							sailed 6d late f. H & 1d late f. NY
3 Mar	12	23 do		HOLSATIA	25 Mar	5 Apr (1515)	
10 do	13	23 do		CIMBRIA	1 Apr	12 Apr (0900)	
17 do	20	1 Apr		WESTPHALIA	8 Apr	20 Apr (0045)	
24 do	27	6 do		FRISIA	15 Apr	25 Apr (1245)	
31 do	3 Apr	15 do		SUEVIA	22 Apr	3 May (1100)	sailed 1d late f. H
7 Apr	10	20 do		POMMERANIA	29 Apr	9 May (1230)	see note 12
14 do	17	28 do		HOLSATIA	6 May	17 May (1700)	L/V to NY until 1878
21 do	24	6 May		CIMBRIA	13 May	24 May (0030)	
28 do	1 May	13 do		WESTPHALIA	20 May	31 May (0930)	L/V to NY until 1879
5 May	8	18 do		FRISIA	27 May	6 Jun (1240)	
12 do	15	28 do		THURINGIA	3 Jun	13 Jun (1330)	
19 do	22	1 Jun		POMMERANIA	10 Jun	20 Jun (1645)	
26 do	29	9 do		GELLERT	17 Jun	27 Jun (1615)	F/V—ex Eagle Line
2 Jun	5	16 do		SUEVIA	24 Jun	5 Jul	end FY 1875
9 do	12	25 do		HERDER	1 Jul	11 Jul (1730)	ex Eagle Line; see note 13
16 do	19	30 do		CIMBRIA	8 Jul	18 Jul (1630)	
23 do	26	7 Jul		KLOPSTOCK	15 Jul	18 Jul (1630)	ex Eagle Line
30 do	3 Jul	13 do		FRISIA	22 Jul	2 Aug (1145)	
7 Jul	10	21 do		WIELAND	29 Jul	8 Aug (1400)	F/V—ex Eagle Line
14 do	17	27 do		POMMERANIA	5 Aug	16 Aug (1430)	
21 do	24	4 Aug		SUEVIA	12 Aug	23 Aug (1245)	
28 do	31	10 do		GELLERT	19 Aug	29 Aug	
4 Aug	7	17 do		CIMBRIA	26 Aug	6 Sep (0130)	
11 do	14	26 do		KLOPSTOCK	2 Sep	13 Sep	called at Cherbourg 15 Aug for repairs
18 do	21	1 Sep		FRISIA	9 Sep	19 Sep (1700)	
25 do	28	7 do		WIELAND	16 Sep	26 Sep	
1 Sep	4	14 do		POMMERANIA	23 Sep	3 Oct (1215)	
8 do	11	22 do		SUEVIA	30 Sep	9 Oct (1800)	
15 do	18	28 do		GELLERT	7 Oct	16 Oct	
22 do	25	7 Oct		HAMMONIA II	14 Oct	24 Oct (1945)	first voyage on this route for over a year
29 do	2 Oct	14 do		KLOPSTOCK	21 Oct	3 Nov (0400)	rough passage both directions
6 Oct	9	20 do		FRISIA	28 Oct	8 Nov (1400)	

12. POMMERANIA picked up the mails salvaged from the wreck of SCHILLER, of the Eagle Line, on 7 May. The Hamburg American Line officially took over the assets of the Eagle Line on 24 April 1875.

13. The General Postal Union rate of 5 cents (per 1/2 oz) became effective 1 July.

**1875**

PD H	Ha	ARR NY	PACKET	PD NY	ARR P	NOTES
13 do	16	27 do	WIELAND	4 Nov	15 Nov (0500)	
20 do	23	2 Nov	POMMERANIA	11 Nov	21 Nov (1615)	
27 do	30	12 do	SUEVIA	18 Nov	29 Nov (1500)	
3 Nov	9	21 do	GELLERT	25 Nov	5 Dec (1700)	rough westbound trip
10 do	13	26 do	HERDER	2 Dec	15 Dec (0600)	
17 do	21	5 Dec	KLOPSTOCK	9 Dec	21 Dec (0700)	L/V; rough westbound trip
24 do	27	7 do	FRISIA	16 Dec	26 Dec	
1 Dec	4	15 do	WIELAND	23 Dec	2 Jan	
8 do	11	23 do	POMMERANIA	30 Dec		see note 14

14. POMMERANIA, scheduled for 30 December, was purposely delayed until 1 January in order to take out the mails normally carried by the North German Lloyd Line.

**References 1869-1876**

Annual Reports of the United States Postmaster General : Lloyds List : The New York *Daily Tribune* : The New York *Times* : *The Times* : *The United States Mail and Post Office Assistant* (to September 1872).  
 N. R. P. Bonsor : *North Atlantic Seaway* (1955 Edition), pp. 127-9.

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**THE COVER CORNER**  
**SCOTT GALLAGHER, Editor**

The problem covers in the last issue were to and from England, and were selected (as was the new problem cover in Figure 3) in honor of the International Stamp Exhibition being held in London 6-14 May, at about the time you will be reading these pages.

**ANSWER TO PROBLEM COVERS IN ISSUE NO. 105**

Keys to interpretation of the cover shown in Figure 1 are the origin and the date. This folded letter was mailed from England during the period of U.S. retaliatory rates. Legislation authorizing retaliatory charges was passed June 27, 1848; the first section of the Act (quoted by Ashbrook, *Stamps*, June 19, 1948, and by Hargest, *Letter Post Communication*, p. 25) provided:

That the Postmaster General, under the direction of the President of the United States, be and he is hereby authorized and empowered to charge upon, and collect from, all letters and other mailable matter carried to or from any port of the United States, in any foreign packet ship or other vessel, the same rate or rates of charge for American postage, which the government to which such foreign packet or other vessel belongs imposes upon letters or other mailable matter conveyed to or from such foreign country in American packet or other vessels, as the postage of such government, and at any time to revoke the same.

It should be pointed out that neither Britain nor the Cunard service was specified in the legislation; rather it was cunningly worded so that only British vessels were affected.



Figure 1. Cover from Liverpool by the "Sarah Sands" to New York in 1848.

The *Sarah Sands* was an iron screw steamer launched in September 1846 and chartered to the Red Cross Line for the Liverpool-New York run. In 1850 she served on the San Francisco-Panama route (Bonsor, *North Atlantic Seaway*, 1975 ed., I, 184-5).

The stamps prepaid the British outward ship letter fee of 8d at Liverpool on the cover shown, which was formerly in the Lester Downing collection, where it was described as follows:

There was an enclosure in the letter which brought the weight of the letter to more than half an ounce which was not accounted for by the Liverpool post office. On ar-

rival at New York it was first rated a single rate and according to the Reprisal Act, charged an equal amount to that charged in England, 16 cents, but was then found to be over half an ounce, the 16 cents crossed out and 32 cents collected on delivery.

Retaliatory charges were usually associated with mail carried by Cunard contract packets, but applied as well to other ships of British registry, as the phrase in the Act, "foreign packet ship or other vessel," clearly shows.



Figure 2. From San Francisco to Liverpool in 1853 with pair and bisect of the 12¢.

Figure 2 shows a very valuable cover from the Caspary collection, lot #577 in the Harmer auction, with 2½ copies of the 12¢ imperf of 1851. A half dozen readers came up with the correct analysis that the 30¢ was a 1¢ overpayment. James Pratt and Robert Meyersburg wrote in, as did Victor Krievins with these comments:

This cover is genuine in all respects. It was mailed from the West Coast to England, and took the 29¢ Pacific Coast rate, in effect from July 1, 1851-July 1, 1863. This rate was later reduced to 24¢. The 30¢ postage paid in stamps was an overpayment of the 29¢ rate by 1¢. 12¢ 1851s were bisected for use on mail when the Post Office in San Francisco began running short of 3¢ stamps and was most likely also short of 1¢ stamps. This shortage is said to have occurred sometime during August 1853. The "19" is the U.S. credit to Great Britain for a letter posted in the U.S. (16¢ Br. Packet & 3¢ Br. Inland). Prepayment of the 29¢ rate was optional. By order of the Postmaster General on November 10, 1853, stamps which were bisected were not to be recognized and if this letter had been mailed after then, it might have been "due".

#### FURTHER NOTES ON PCM

Will those readers interested in transatlantic rates kindly refer back to Figure 1 on page 69 of *Chronicle* 104. One of the problems of the Cover Corner is that answers come in after the next issue is at the printing shop. One such "Too Late" answer on this cover came in from Dave Anderson. In addition, Allan Radin has written some interesting supplementary comments as follows:

The Prussian closed mail rate is conventional and somewhat fictitious in that sea conveyance, and British and Belgian transit, in closed bags, were not paid on a per letter basis but rather per ounce of the net weight in the bags.

The effective reduction in the PCM international rate, only when prepaid, from 30¢ to 28¢ was not the result of the U.S. internal postage element being reduced from 5¢ to 3¢, but rather the result of the British bulk transit charge being reduced from 17½¢ per ounce to 12½¢ per ounce.

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PROBLEM COVERS FOR THIS ISSUE

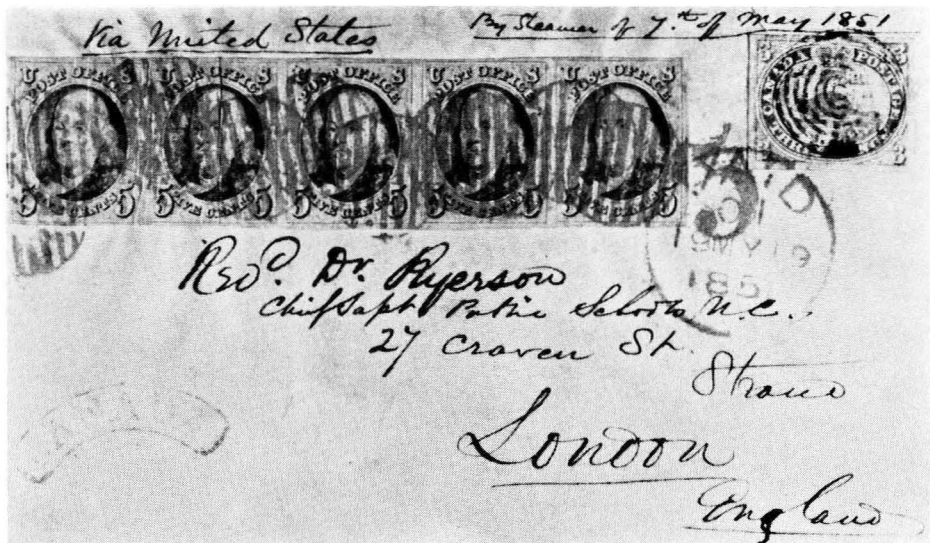


Figure 3. Combination cover from Toronto to London in May 1851.

Figure 3 shows a spectacular cover bearing a 3 pence beaver of Canada and strip of five of the 5¢ 1847. Will several readers please try to explain the rates and routing involved. I don't know if the cover still is in London, but have heard that it was sold to a prominent collector for a price about equal to the current one for a nice block of the 24¢ airmail invert.



Figure 4. N. YORK STEAMSHIP postmark tying 3¢ Banknote to cover to Canada.

Figure 4 shows a cover with 3¢ banknote killed with "N. YORK STEAMSHIP" to Canada. The back of the envelope bears only a Chateauguay Basin receiving mark with MR 18 and what could be '73 or '75 or perhaps '76. The "4" on front is crossed out. The spelling of the ship name is difficult to determine, and a search by the owner of the cover for a ship with such a name was fruitless. Please explain the usage and ms. charges.

Please send your answers and any candidates for future problem covers promptly to the Cincinnati P.O. Box.



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