

May 1981 (No. 110)

THE CHRONICLE

The

# Chronicle

of the U.S. Classic Postal Issues

May 1981

Volume 33, No. 2

Whole No. 110

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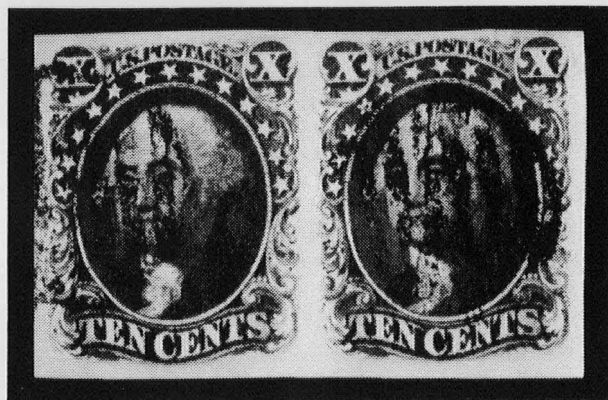


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**IN MEMORIAM**  
**MELVIN WALKER SCHUH**  
**1908 - 1981**

"How swiftly the sands run," to quote the late Lester L. Downing, and it seems most appropriate to quote him in this instance because it was through Lester that Mel Schuh became interested in the Society and went ahead to serve with such an outstanding record.

Melvin Schuh was born in Westboro, Massachusetts, on May 29, 1908, the son of a Baptist minister. A graduate of Amherst College, class of 1929, he was a member of the Theta Delta Chi fraternity. He married Vivian Lamont and they had three children, David, Melinda and Richard.

Except for his service in World War II with the 80th Field Hospital, Mel's only employer was the State Mutual Life Assurance Company of America, from which he retired as a Vice President. Mel was a member of the Morning Star Lodge, A. F. & A. M., of Worcester, and both he and Vivian were active in their church choir.

Mel became interested in stamps as a young boy and continued his interest compiling a fine United States general collection, which he disposed of in later years to concentrate on his true love of transatlantic covers. In this field Mel became a true authority. Many of his fine covers were used as illustrations by his good friend George Hargest in his book, *History of Letter Post Communications Between the United States and Europe 1847-1875*.

Mel's philatelic associations were legion: A. P. S., U. S. Postal History Society, Collectors Club of N. Y., Philatelic Group of Boston, Worcester Stamp Club, a director of the Boston University Philatelic Library. He became Secretary-Treasurer of the Classics Society in 1960. Ten years later he became Treasurer when the duties of the office were divided. In 1972 he became President and served for three years. His wisdom, good judgment and affability did much to strengthen our Society in those years.

Another of Mel's enthusiasms was politics. He served for many years as Republican state committeeman for Massachusetts.

Mel was awarded the Society's Ashbrook Cup for 1964 for his research into the complexities of the transatlantic mails and for his promotion of the Society's rapid growth and financial stability. At the 1970 annual meeting Mel received the Elliott Perry Cup for 1969 for his ten years of dedicated service as Secretary-Treasurer, and his continuing contributions to study of the transatlantic mails.

Mel Schuh passed away in Worcester, Massachusetts, on January 15, 1981, after only a few days in the hospital. To have listed this true gentleman among one's friends is indeed an honor.

A.E.B., Jr.,



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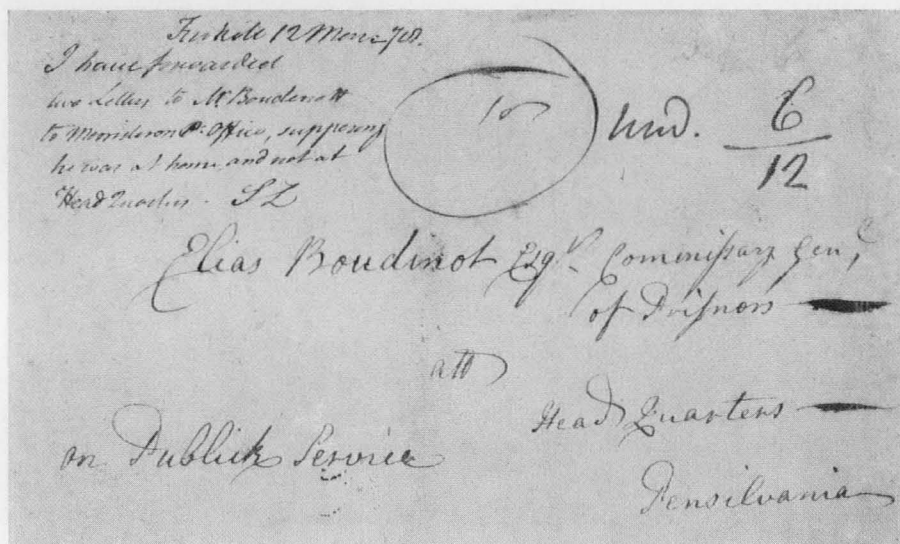
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June 13, 1981

Our first public auction of U.S. postal history will be held at the Danbury Hilton Inn, Danbury, Conn. The well annotated catalog for this auction which features significant U.S. postal history of the 1685-1899 period is available, with prices realized after the sale, by sending \$5.00.



## LETTER TO VALLEY FORGE

Folded letter, discussing the difficulties of prisoner exchange, from Joshua Mesereau (signed in code but docketed) in Boston March, 1778. Addressed to Elias Boudinot at Valley Forge. Sent via Fishkill, N.Y. where it was postmarked "Fishkill 12 March 78" and rated "Way 6" (dwt.), ms "I have forwarded two letters to Mr. Boudinot to Morristown, P.O. supposing he was at home and not at Headquarters - S.L." note of Sam Loudon, P.M. of New York functioning at Fishkill during the occupation of New York. Ms "und 6 (dwt) = 12" rated upon arrival.

Some soldiers had it harder than others during the Valley Forge Winter! This item will be included in our first auction.

## THE EDITOR'S PAGE

It should be apparent that the *Chronicle* now has a new printer. For many years — back to the period Larry Davidson and Ed Christ were editors — the journal has been printed at Columbia, Mo. The increasing difficulties and delays of this long distance operation have made this move necessary. The *Chronicle* is now being produced by an experienced firm in Canton, Ohio, only a few miles away. There have been a few minor changes, mostly technical or cosmetic, and there may be some experimental changes in the future, to improve the format. As always, your suggestions and comments — favorable or otherwise — will be welcomed.

It may take a couple of issues to get the bugs out, but by then we expect to restore and maintain timely publication. Since the principal reason for moving the *Chronicle* to Canton is to insure on-time publication, this is fair warning to all concerned, whether advertisers, editors, authors, etc., that deadlines will be observed much more strictly than in the recent past. As a reminder they are: March 15 for May, June 15 for August, September 15 for November, and December 15 for February.

The current issue contains two articles of interest to the plater — the first by Mort Neinken and Ron Cipolla on the 1c 1851-61 to correct the reconstruction of Plate 3, and the second concerning plate varieties of the 1861 12c by Dick Graham. William Herzog and Leonard Sheriff discuss the very rare triple grills.

Jerome Schwimmer describes and illustrates postal markings and mail operations at Los Angeles during the 1850s, following up his article a year ago on the stampless period. Duane Garrett concludes his series on domestic uses of the 1847 issue, while Phil Wall continues his study of the 5c New York with their use on envelopes. Unusual domestic uses of the bank notes are discussed by Richard Searing.

The foreign mail enthusiast will find four articles on this subject: a thorough account by Michael Laurence of 10c direct mail covers to France during the first half of 1870, Barbara Wallace's analysis of an unusual British mail cover from France, and two short articles by Allan Radin, one on mail prepaid with stamps plus cash, the other about a PCM cover to Mexico. In addition, an expanded Cover Corner is mainly devoted to a puzzling cover from France.

Foreign mail buffs should also read the series by Ryohei Ishikawa on use of the 1869 issue in the Far East. The series of four articles has been appearing in the *1869 Times* since the August 1980 issue and will conclude in the May 1981 issue. The November issue also contains a stimulating article by Jim Stever on mail carriage by the Allan Line. The P.R.A. group has published a very useful five-year index. The *1869 Times* is available from Victor B. Krievins, 69-09 108th St., Apt. 104, Forest Hills, N. Y. 11375, at \$5 an issue.

### 1980 Cup Awards

Because of unavoidable delays the cup awards for 1980 were not decided in time for presentation at the annual meeting at Cleveland in March.

Arthur E. Beane, Jr., chairman of the 1980 Cup Committee, has now announced that the cup awards are being presented as follows:

Chase Cup: to Robert R. Hegland, for his continuing work in reporting plate varieties on the 3c 1857.

Ashbrook Cup: to Charless Hahn, for his studies of freight money charges and covers.

Perry Cup: to Susan M. McDonald, for editing and production efforts in the production of *Simpson's U. S. Postal Markings 1851-61*.

Brookman Cup: to David T. Beals III, for outstanding service to the Society.

## NEW YORK POSTMASTER'S PROVISIONALS USED ON COMMERCIAL ENVELOPES

PHILIP T. WALL

Stanley B. Ashbrook wrote an interesting article, "Envelopes: Can You Show An Early Use?", published in the November 15, 1947, issue of *Stamps* in which he stated commercial envelopes were introduced in England following the adoption of the first adhesive postage stamp. Mr. Ashbrook wrote that he had no record of a 5c New York on a commercial envelope but that such items probably did exist, and then concluded by inviting correspondence from owners of such covers.

Mr. Ashbrook followed up his first article on this subject by a second article, "Envelopes: Some Further Notes on Early Uses," that appeared in the March 6, 1948, issue of *Stamps*. He wrote that by 1841 almost half of the correspondence passing through the Post Office of Great Britain was enclosed in envelopes, but that prior to 1845 the use of envelopes for correspondence through the mail in the United States was practically unknown. He tells us that prior to the passage of the Act of Congress of March 3, 1845, use of an envelope required double postage as the complex postage rates in effect prior to June 30, 1845, were based on single sheets of paper, and single page letters enclosed in envelopes required double postage.

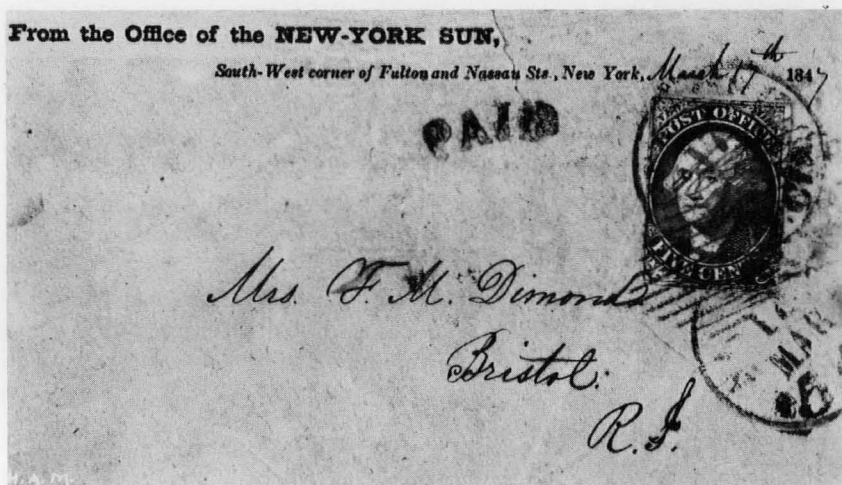


Figure 1. New York Postmaster Provisional on envelope with printed corner card of the New York Sun.

Ashbrook illustrated in his second article a 9X1 on an envelope from the collection of Henry A. Meyer (Figure 1) postmarked March 17 (1847) written by the editor of the *New York Sun* to a lady in Bristol, Rhode Island, informing her that her husband had been saved from a shipwreck in the Gulf of Mexico. This cover was still in the Meyer Collection when it was sold by Robert A. Siegel on June 25, 1969 (Siegel #355). For some reason that cover was not pictured in the Siegel catalog and it realized only \$55 as lot 433 in that sale. As far as I have been able to determine, these are the only articles ever written pertaining to the early use of commercial envelopes in the United States. Because of these Ashbrook articles I have become interested in locating and recording 9X1s used on commercial envelopes.



Sun Newspaper office  
New York March 17<sup>th</sup> 1847

Madam.—

Intelligence was last evening received at this office from Havana, containing full particulars of the loss of the Royal Mail Steamer Tweed, on her late passage from Havana to Vera Cruz.

Among the number of passengers on board, was Mr. F. M. Diamond, who was saved. I enclose slips from our paper with the accounts, presuming that unless you have before heard, it will be a matter of considerable satisfaction to you.

I have the honor to remain,  
Very respectfully Yours,  
Alfred C. Beach.

To Mrs. F. M. Diamond  
Bristol  
P. S.

Figure 1A. Letter enclosed in New York Sun envelope.

The finest multiple use cover is a horizontal pair (positions 18-19) from the famous Hasbrouck find that I discussed in the August 1980 *Chronicle* (whole number 107). This cover was lot 1 in the Stanley Gibbons Ltd. May 1980 sale of covers from the Marc Haas Collection, at which time it realized a hammer price of \$7,000. Duncan Gwynn of that

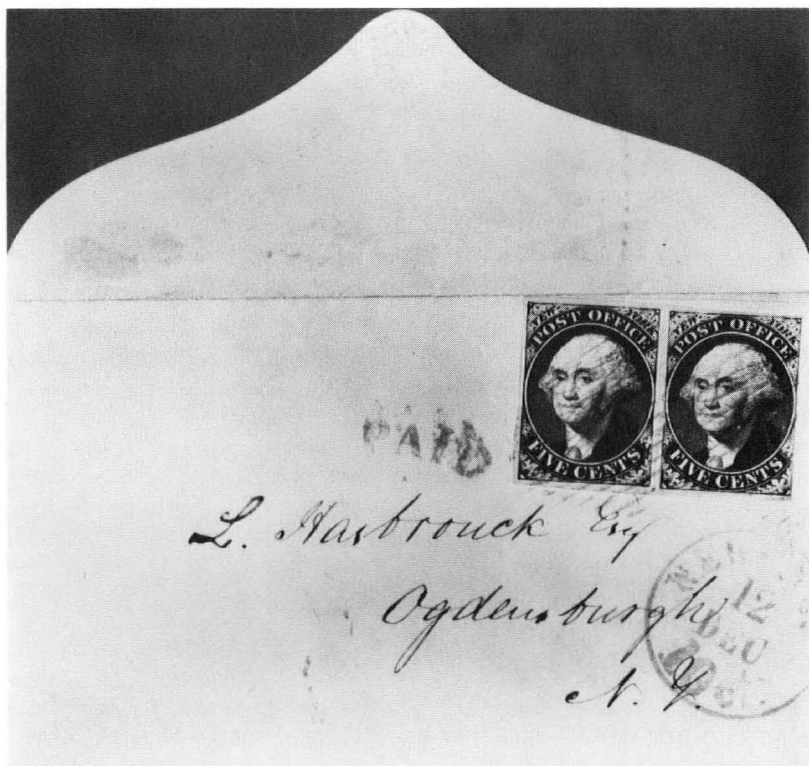


Figure 2. Pair of 5c New York on commercial envelope.

firm's New York office has provided me with an excellent photograph (Figure 2) of the ex Haas cover that shows the back flap of the envelope.

In his article in the February 1978 *Chronicle* (whole number 97) entitled "1847 Covers From New York City," Creighton C. Hart illustrated in Figure 1 on page 24 a 9X1 horizontal pair on cover addressed to Mobile, Alabama. The stamps were cancelled by the New York square grid, and this is the earliest recorded use of Postmaster Morris's stamp being cancelled by this type of grid. In addition to having a very rare type of New York postmark where the "10 cts" is straight rather than curved, this cover has added interest to me because it is the only other 9X1 pair of which I have a record that was used on a commercial envelope. Mr. Hart informs me that he obtained the cover about 30 to 35 years ago from William C. Michaels, then a well-known elderly collector from Kansas City, Missouri, and he does not believe this cover has been sold publicly for at least a half century.

Auction catalog describers in the past were usually quite meager with their descriptions of their covers and brevity was the order of the day. Destinations of covers were seldom furnished and few if any describers bothered to mention when Postmaster Provisional stamps were used on commercial envelopes. For this reason any such list is bound to be somewhat incomplete. Listed below are the other covers with single 5c New York stamps used on commercial envelopes of which I have a record as of March 1, 1981.



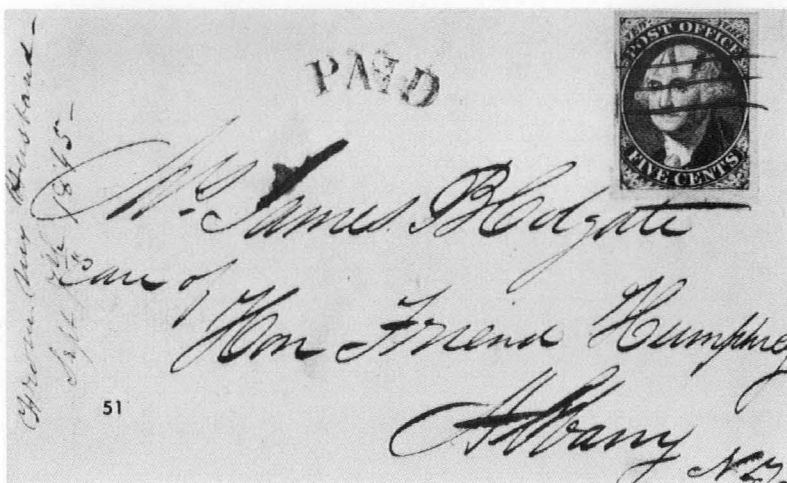
**Figure 3. Envelope used to New Bedford, Mass.**

1. The most recent such envelope cover sold was lot 3 in the Stanley Gibbons Auction Galleries (U.S.) sale held February 18, 1981. This cover (Figure 3) is addressed to New Bedford, Mass., and bears the interesting manuscript endorsement "Steam". It is postmarked 28 Feb (?).

2. Another such cover sold within the past year was in the Harmers of New York, Inc., Postal History sale held June 4, 1980. This sale featured an original find of covers addressed to the Colby and Colgate families. Lot 51 (Figure 4) was a huge margined single from position 40 on an envelope addressed to Albany, New York. This cover now reposes in the collection of a Route Agent living in one of the Middle Atlantic states. Lot 51 realized a hammer price of \$3,750. This cover does not have a postmark on the front but is docketed September 7, 1845.

3. Lot 2 in the Robert A. Siegel sale held January 29, 1963, was a large margined single on envelope addressed to Madison, Morris County, New Jersey. The cover is postmarked November 19 (probably 1845) and the stamp is tied by a red curved PAID. This cover was sold privately in 1976 for \$1,250 and is now in an important Eastern collection.

4. Between 1975 and 1977 H. R. Harmer, Inc., sold the Sidney A. Hessel Collection. Part I was sold October 21, 1975, and lot 97 was a 9X1a (blue paper variety) single on a buff envelope addressed to Philadelphia. This cover from the well-known Fisher correspondence realized \$850. The postmark is



**Figure 4. Large-margined copy on envelope from Colgate correspondence.**

illegible but the cover is docketed March 19, 1847.

5. The H. R. Harmer, Inc., sale of September 14, 1971, had a single on an envelope addressed to Montpelier, Vermont. This cover is postmarked 2 Jan (?) and the stamp is not tied to the cover but is cancelled by three nearly vertical blue pen strokes. This item was lot 16 in that sale and realized \$75.

6. One of the most important sales of United States Postmasters' Provisionals since the Caspary sale was the 278th sale of Robert A. Siegel held November 19, 1964. This sale was particularly strong in 9X1 stamps and covers. Lot 26 (Figure 5) was a small ladies' envelope addressed to New Rochelle, New York, and then forwarded from the adjacent town of Mamaroneck, New York. This cover is one of the true gems of 9X1 philately and has a Philatelic Foundation certificate. It last sold privately in 1976 for \$2,000 and is now in an important Eastern collection.

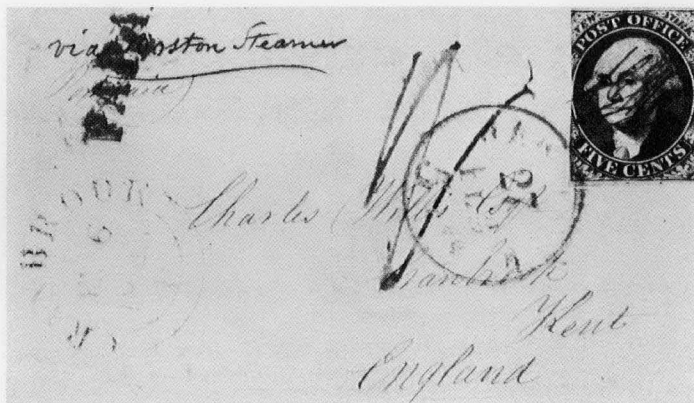


**Figure 5. Ladies' envelope addressed to New Rochelle; then forwarded from nearby Mamaroneck to Pelham P.O.**

7. Lot 2 in the H. R. Harmer, Inc., sale of January 8, 1962, was a large margined single just tied by a red grid (not visible in the photograph) on a small envelope addressed to Upper Red Hook, New York, postmarked 14 Jan (1847). This cover realized \$92.50 in that sale.

8. The only 9X1 on a full commercial envelope with a foreign destination was lot 197 of the John Kaufmann sale held June 9, 1979. This cover (Figure 6) is addressed to Kent, England, and is postmarked 27 Feb. (1846). It has a Cranbrook receiving stamp of Mar 16 (1846) and is rated 1 shilling due.

9. There is one other 9X1 on a commercial envelope in the important Eastern collection referred to in these notes of which I do not have a description.



**Figure 6. Envelope with 5c New York conveyed to Kent, England, by Cunard steamer.**

10. One other item that Ashbrook either intentionally or inadvertently did not mention in his articles in the late 1940s is an envelope front addressed to Manchester, England, and postmarked July 15 (1845). This front with the back flap turned up is pictured on page 374 in the MacGuffin-Ashbrook article on the New York Postmaster's Provisional in the May 1936 issue of the *American Philatelist*. This item will not be illustrated here as it will be pictured in a subsequent article in this series pertaining to the earliest known 9X1 covers.

In the foregoing list I have purposely omitted the following items: (a) a badly defective pair not tied on an obviously fake cover, (b) two items described as being on homemade envelopes and (c) one questionable cover on which the stamp was described as being affixed to the envelope with a stamp hinge.

If any of my readers can add to the above listings, please contact me at 536 Woodvale Drive, Greensboro, North Carolina 27410.

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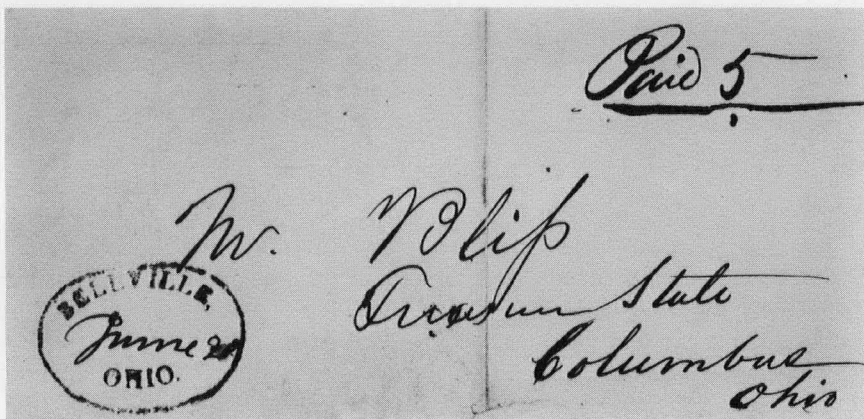
## **AN UNCATALOGED BELLVILLE, OHIO, OVAL**

**SUSAN M. McDONALD**

Oval shapes have many nineteenth century postal history associations. Merchants' cachets appearing on commercial letters were usually enclosed in an oval design. Forwarding agents handstamps such as Harnden's and Hudson's often occurred in oval form, as did many well known express company markings, and a large number of varied packet boat markings. Many auxiliary or special use postal handstamps, such as Too Late, Dead Letter Office, and exchange markings on mail to British North America, took oval form. Oval rating stamps, such as the familiar Baltimore 5 and 10, and the Savannah Confederate PAID 5 and 10 are also known.

Among the most important markings in this shape were the many oval townmarks, largely on stampless covers. Most of these markings were in use 1820-50, but they are known earlier and later — the *American Stampless Cover Catalog* lists a 1791 example from Worcester, Mass., and an Allegany, Cal, use in 1858.

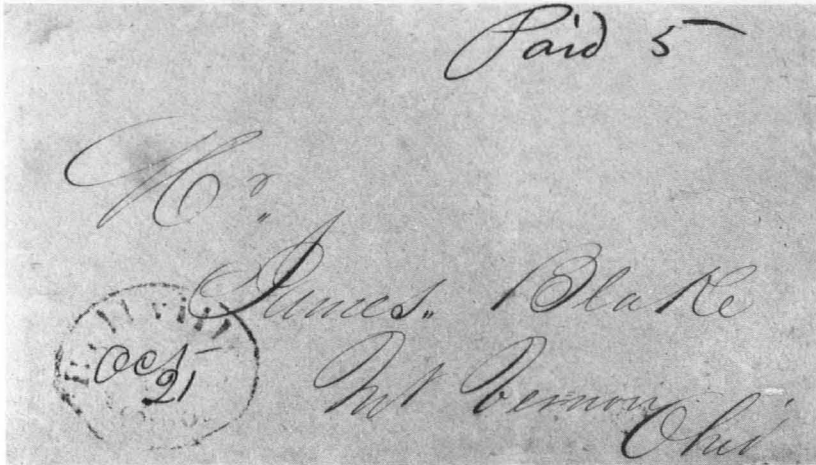
Four main styles of oval postmarks were used: rimless, single oval, double oval, and double-lined oval. Size and shape varied greatly; although some ovals may be similar in size and type face, there does not seem to have been a standard design (the Buffalo and Utica double ovals may be exceptions). Many instruments appear to have been manufactured locally, perhaps by the postmasters themselves.



**Figure 1. Oval postmark of BELLVILLE, OHIO, struck in blue on folded letter dated June 21, 1848.**

After New York state (with about 140 main types), Ohio is the state with the largest number of oval townmarks. The *ASCC* lists 69 major types from 55 towns — the list could be greatly expanded by including all color and typesetting varieties. For example, the 25x20 mm. double oval XENIA OHIO in use 1821-42 occurs with the month type-dated and day in manuscript, with month and day both type-dated, and is known in black, red, and green.

One listing is for "BELLVILLE, /OHIO.," described as in use 1848-49, measuring 34x24 mm. in an irregular oval, recorded in blue and black. The valuation is (B), \$150-250 in 1978 when the catalog was published. This is the marking shown on the cover in Figure 1. The folded letter is dated 1848 and the postmark is struck in deep blue. The uneven and homemade character of the device is readily seen. The attached letter was written by A. J. Beach who had been postmaster during the 1830s until June 4, 1842.



**Figure 2. Unlisted oval of Bellville Ohio, in black on envelope, dated Oct. 21, 1850.**

About two years ago a dealer sent me the cover shown in Figure 2, thinking it was the listed oval, and I nearly returned it on the same assumption. Examination, however, proves it different from the marking in Figure 1 in every respect. The oval measures 32x26 mm., the letters are serified but a different size and both upper and lower case, reading "Bellville/Ohio.", struck in black. The enclosure remains, dated Oct. 21, 1850. Because the marking is rather faintly struck on the dark buff envelope, a tracing (Figure 3) is also shown. Why a small town like Bellville needed two oval postmarks in such a short period can only be guessed — perhaps something happened to the first instrument. Additional examples might determine whether use overlapped. Reports of either Bellville oval would be appreciated.



**Figure 3. Tracing of postmark on cover in Figure 2.**

Bellville is a small community in Richland county about ten miles south of Mansfield. According to Howe's *Historical Collections of Ohio* (1896) it was almost entirely rebuilt following an 1882 fire. The name has sometimes been spelled "Belleville" — it appeared with this spelling in early *Official Registers*, the 1857 edition being the first to use "Bellville," with the two versions alternating thereafter for several editions. The Bellville post office was established Jan. 22, 1824. Manuscript postmarks are known, the earliest so far recorded being dated July 4, 1829, franked by Beach. The manuscript postmarks show both spellings. The first recorded handstamped postmark, a 30.5 mm. circle known 1843-46, used "BELLEVILLE." A second circle marking (30 mm., 1850) had the "BELLVILLE" spelling. The oval instruments apparently came between the two circle ones. The postmaster listed in the 1845 *Official Register* was Elijah Clark, while Jackson Moore was named in the 1847 and 1851 editions (1849 not available). Probably Moore was responsible for the design and preparation of the oval devices.

I want to thank Charles I. Ball for supplying some details on the Bellville post office.

### **DOMESTIC POSTAL RATES FOR THE 1847 ISSUE PERIOD: PART 3**

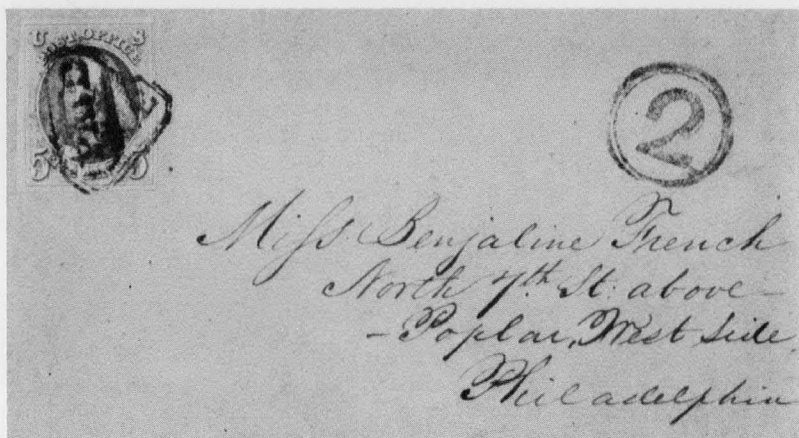
**DUANE B. GARRETT, R.A. 1614**

This is the last of a three article series dealing with the basic domestic rates applicable to the U.S. 1847 issue. The first article, which appeared in the November 1980 *Chronicle*, dealt with the 5c and 10c rates and multiples thereof; the second, which appeared in the February 1981 *Chronicle*, covered the "California" rates, and this final one will deal with a number of remaining rates such as those applicable to drop letters and way usages.

#### **DROP LETTERS**

Under the "Act of Congress of Congress of March 3, 1845".

All drop letters, or letters placed in any post office, not for transmission by mail, but for delivery only, shall be charged with postage at the rate of two cents each.



**Figure 1. This is a drop letter cover, the 5c stamp overpaying the two cent drop letter rate. The markings, all in blue, are characteristic of Philadelphia, (Photo by Richard Wolfers, Inc.)**

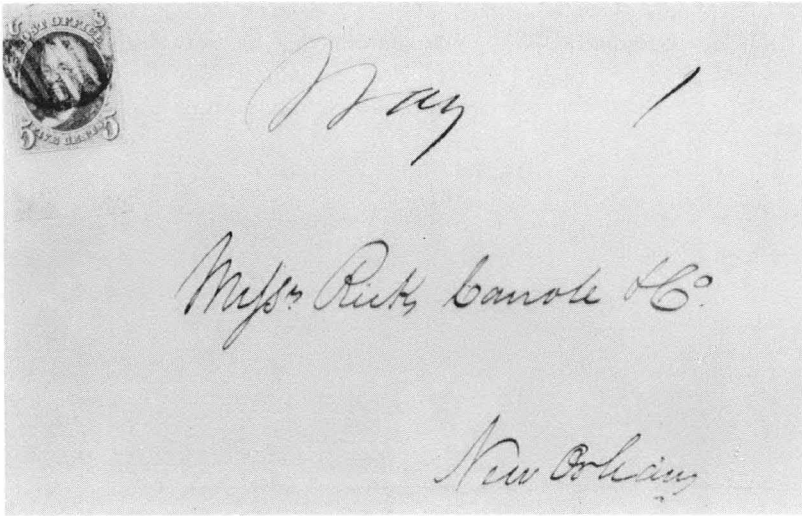
The cover shown in Figure 1 is an example of such a drop letter. While the cover bears no town postmark, the stamp is cancelled by two handstamps that are unique to Philadelphia, blue "FREE" and "PAID" markings in double-line octagons. Additionally, the cover has a blue Philadelphia numeral "2" rating mark in double circles. This and the other drop letters from this correspondence all have full street addresses, a fact that has led Creighton C. Hart to theorize that perhaps the sender did not entirely "waste" three cents as the stamp may have also paid delivery charges.<sup>1</sup> It is certainly curious that no 5c bisect covers have been discovered as they could have been used to pay a number of rates such as this one as there was no official prohibition against bisection during the 1847 issue period.

#### **WAY LETTERS**

A way letter is a cover picked up by a mail carrier on his "way" between post offices. If the carrier had a contract with the Post Office Department, no additional charge was made for this service. Numerous examples exist of such contract carrier way letters, with the folded letters or envelope contents indicating a different origin than that of the town postmark. The marking "WAY 5," which is sometimes seen on covers that first entered the post office at Baltimore, is apparently a reference to such contract carrier way service. If the

1. *Chronicle* 75:119.

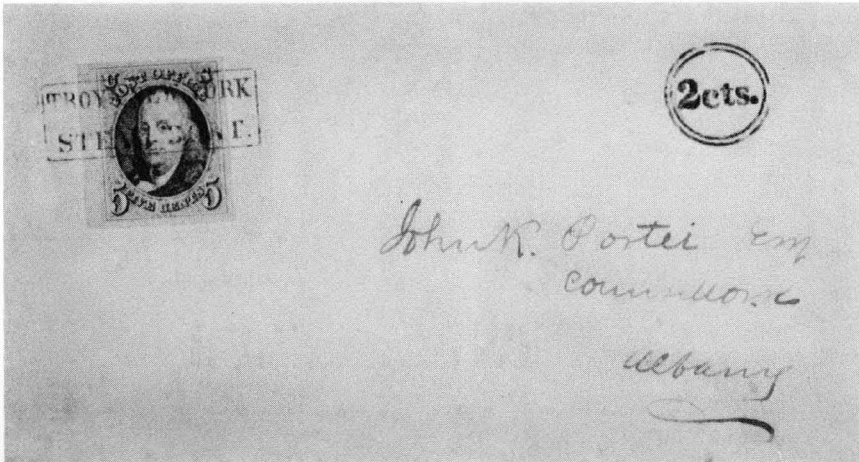




**Figure 2.** This cover originated at Mobile, Alabama, on July 27, 1848, and was sent by a non-contract carrier to New Orleans where the stamp was cancelled in black. The manuscript "Way 1" indicates the additional one cent to be collected from the recipient for this service. (Photo by Richard Wolfers, Inc.)

carrier lacked a contract with the Post Office Department he was entitled to a one cent fee for his services for bringing the cover (and any money collected) to the nearest post office. Figure 2 is an example of such a non-contract carrier way letter. This cover originated at Mobile, Alabama, and, rather than entering the post office there, was carried by a non-contract carrier to New Orleans where the frequently seen black grid cancel was applied. The manuscript "Way 1" indicates the one cent fee that the carrier was entitled to; a charge that the recipient then paid.

#### STEAMBOAT LETTERS

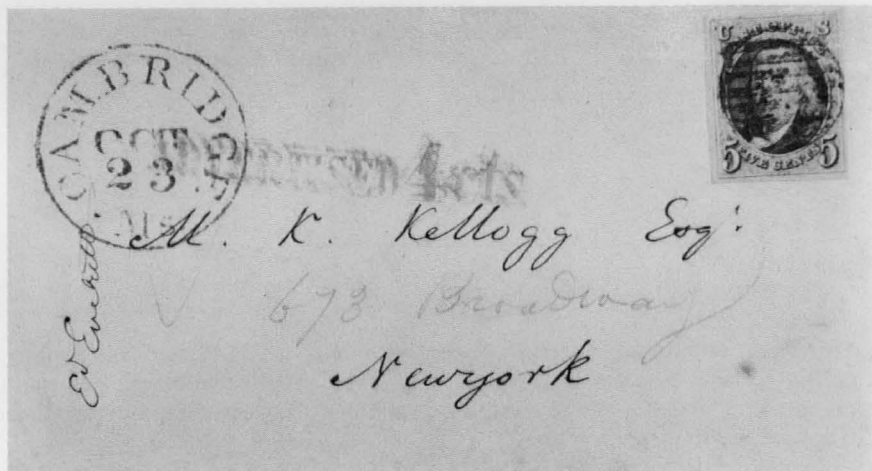


**Figure 3.** This cover illustrates the two cent steamboat letter rate. The "TROY & NEW YORK STEAM BOAT" and "2cts." markings are in blue. (Photo by Richard Wolfers, Inc.)

Mail carried by a non-contract steamboat was subject to an additional charge of two cents, sometimes called the "Captain's Fee." This rate had been in effect since the "Act of Congress of March 3, 1825." The only exception to this rate was the proviso that the charge for such services on Lake Erie was one cent per letter. Figure 3 shows an excellent illustration of this rate.

tion of this two cent rate. The cover originated at New York City (as revealed by the contents) and travelled to Albany, N.Y., via non-contract carrier steamboat (the familiar "TROY & NEW YORK STEAM BOAT" in rectangle). The "2cts." in double circle represents the two cent steamboat rate which was passed on to the addressee.

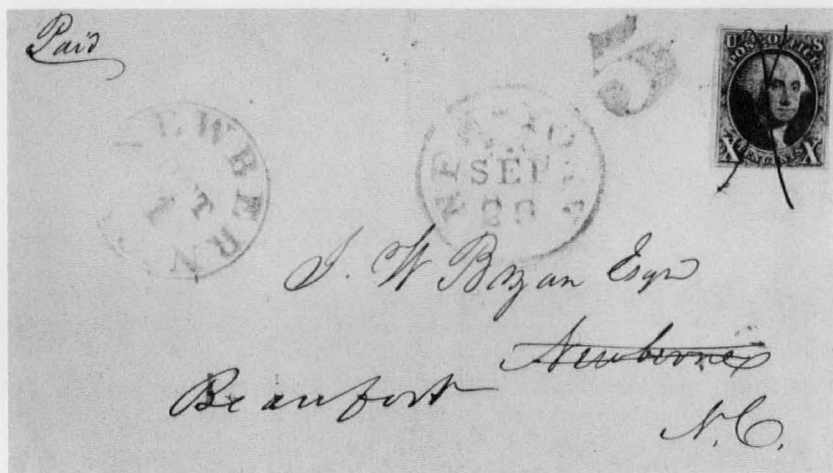
#### ADVERTISED LETTERS



**Figure 4. Uncalled-for mail such as this cover was advertised in a local paper or papers. The cost of this service, up to a maximum of four cents, was passed on to the recipient. (Photo by John C. Peyton, M.D.)**

Uncalled for mail was to be advertised in the local paper or papers having the largest circulation at cost with the maximum charge per letter not to exceed four cents, this fee to be collected from the recipient. Figure 4 is an example of such a cover. This envelope originated at Cambridge, Mass., and went to New York City where it apparently languished for some time. A red handstamp "ADVERTISED 4 cts." was applied indicating the maximum rate was charged and the street address of 673 Broadway was pencilled in as well. The scarcity of advertised covers during the 1847 issue period demonstrates how unwieldy this system was.

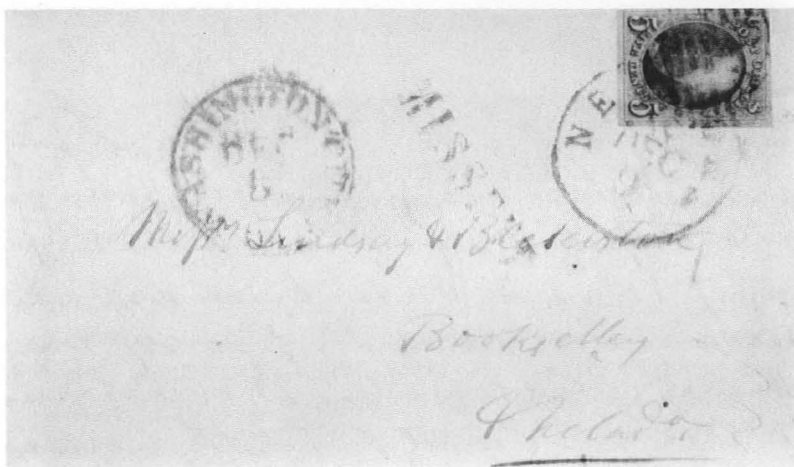
#### FORWARDED LETTERS



**Figure 5. This cover originated at New York City and went to Newbern, N.C., from where it was forwarded to Beaufort, N.C., at an additional cost of 5c which was collected from the addressee. (Photo by Richard Wolfers, Inc.)**

A forwarded letter is one that has been re-routed from the original destination to some other post office at the behest of either the sender or the addressee. In such event, additional postage is charged for the distance between the original destination and the ultimate one. Figure 5 illustrates such a usage. This cover entered the mails at New York City, the 10c stamp paying the over 300 mile rate to Newbern, N.C. The Newbern postmaster then forwarded the letter to Beaufort, N.C., applying the blue Newbern town postmark and the large numeral "5," also in the same color. The 5c under 300 mile rate was collected from the recipient.

#### MISSENT AND FORWARDED LETTERS



**Figure 6. This letter originated at Washington, D.C., and was missent to New York City rather than going to Philadelphia as intended. The cover was forwarded without additional charge to Philadelphia by the New York City Post Office where the handstamp "MISSENT" was applied. (Photo by Richarded Wolfers, Inc.)**

A missent and forwarded letter is one that has been sent to the wrong destination due to an error by the post office. No additional charge was made for such letters. Figure 6 is a cover that originated at Washington D.C., was missent to New York City rather than Philadelphia, and was then forwarded by the New York Post Office (red town postmark) which applied the straightline "MISSENT" marking, thereby indicating that no further charge should be made on this letter.

#### DEMONETIZED USAGES

The 5c and 10c 1847 stamps were demonetized as of July 1, 1851, the Post Office Department declaring that they were no longer valid for postage commencing with that date. Figure 7 is an illustration of a 5c stamp used after demonetization. This cover bears a red Boston town postmark dated July 16 that includes the rating "3cts." in addition to the well known black small Boston "PAID" cancel. This is an 1851 year use according to both the cancel types and the receiving notation on the reverse of the cover, indicating it was used sixteen days after demonetization. This stamp was evidently accepted as payment in full for the then current three cent rate. Most surviving examples of such demonetized period 1847 stamps show that they were accepted as if valid.

#### CONCLUSION

This series of articles was designed to accomplish two purposes. The first was to serve as a basic discussion of the domestic rates encountered on covers with 1847 issue stamps. The second was to "flush out" examples of other domestic rates such as those applied to

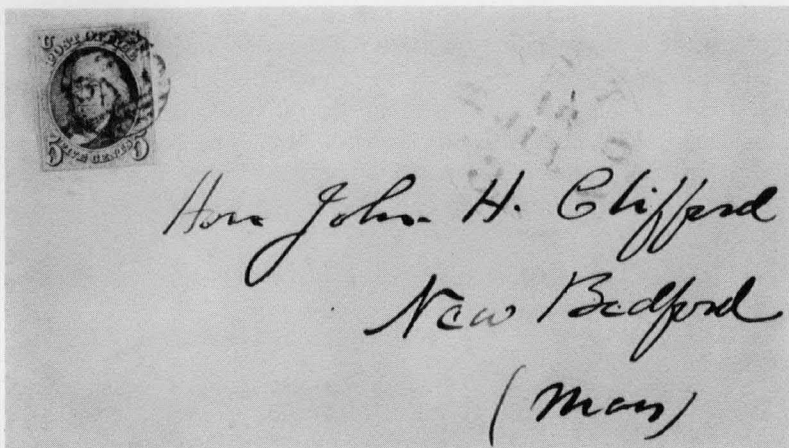
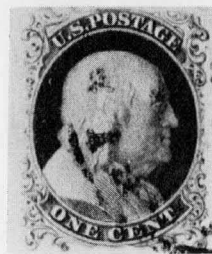


Figure 7. The 5c stamp was accepted as paying the three cent rate in effect on July 16, 1851 — a use sixteen days after demonetization of the 1847 issue. (Photo by Richard Wolfers, Inc.)

lithographed circulars and handbills, magazines, newspapers and periodicals as well as sparking a general discussion of unusual rate covers. To date, interesting and informed comments have been received from Henry L.C. Wenk, III, Herman "Pat" Herst, Jr., and Calvet M. Hahn. I would encourage other readers to contact me so that any unusual rating covers they know of can be dealt with in a future article.

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## LOS ANGELES: THE 1851-61 PERIOD

JEROME SCHWIMMER

### INTRODUCTION

This article will deal with both postal and private express company use from Los Angeles of stamps and postal stationery issued in the 1851-61 period. Stampless covers from Los Angeles during this same period were discussed in an earlier *Chronicle* article published in May 1980 (106:86-92).

The earliest known use of a stamped cover from Los Angeles is 1854, although the office was established in 1850. All earlier known covers are stampless. The 1847 issue is not known from Los Angeles; the earliest stamps on Los Angeles covers are from the 1851 issue.

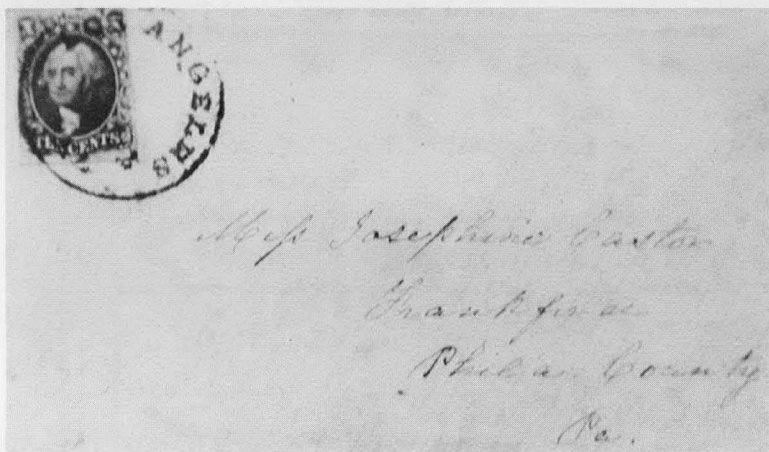


Figure 1. Earliest known hand-stamped Los Angeles townmark on cover with adhesive stamp.

### POSTMARKS OF THE PERIOD

A manuscript postmark was used in Los Angeles from 1850 to 1854, as was discussed and illustrated in the previous *Chronicle* article. The three primary types of handstamp postmarks used in the 1851-61 period are illustrated on the covers in Figures 1, 2 and 3.

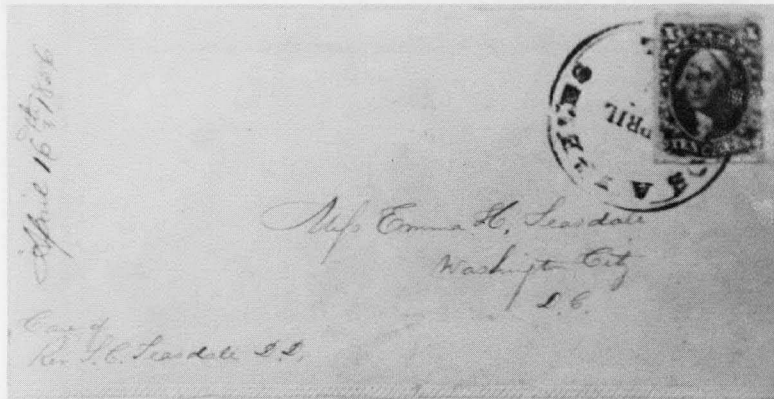
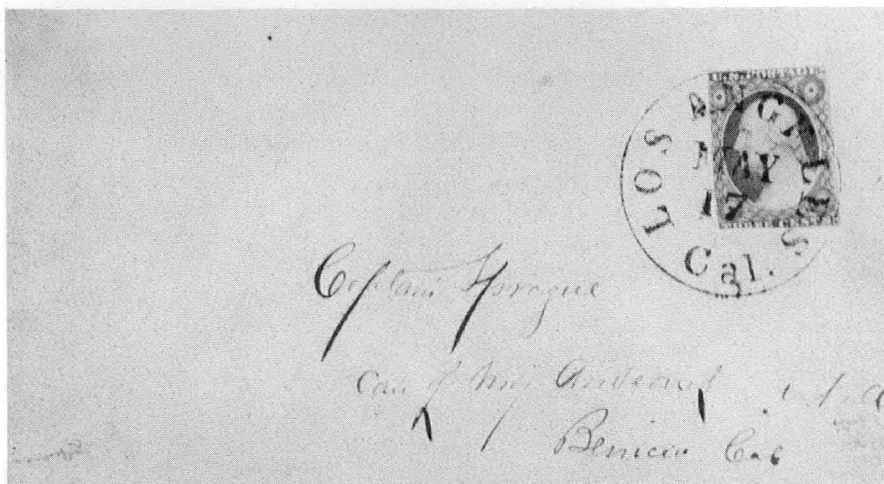


Figure 2. Townmark type used at Los Angeles office 1855-1858.

The earliest handstamp postmark used in Los Angeles is a 32mm. undated circle. The postmark reads LOS ANGELES/CAL, entirely in upper case letters. This style postmark,

totally without date indicia, was short-lived. Its use is documented only in 1855. It is shown in Figure 1 cancelling an imperforate 10c green adhesive of the 1855 issue.

The succeeding postmarks used in the period all bore month and day of use but did not show year of use. The 32 mm. postmark, with modifications, was used in this office from 1855 to 1858. The double circle variety of this dated postmark, shown in Figure 2, also cancels an 1855 10c imperforate. The docket entry on this cover is April 16, 1856.



**Figure 3. Balloon townmark; use begun in 1858.**

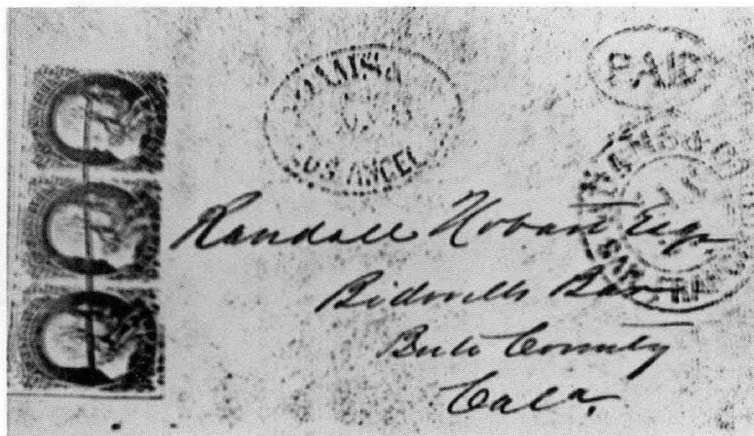
Beginning in 1858 and continuing through the 1860s, a 38 mm. single circle "balloon" postmark was used in the Los Angeles office. This postmark reads LOS ANGELES/Cal. Its early use is shown in Figure 3, cancelling a 3c imperforate stamp of the 1851-56 issue, paying the under 3,000 mile rate to Benicia, Cal.

No straightline, oval, rimless or other type of postmark is known used at Los Angeles in the 1851-61 period.

#### THE PRIVATE EXPRESS COMPANIES

In this 1851-61 period, adequate mail service was not provided by the Post Office Department to California. Service, especially to the mining camps and towns in the interior of the state, was provided largely by the private express companies. The franked envelopes of four express companies are known used from Los Angeles in the 1851-61 period. They are illustrated in Figures 4, 5, 6 and 7.

**Figure 4. Cover carried by private express company from Los Angeles to gold rush town. Note use of adhesives.**

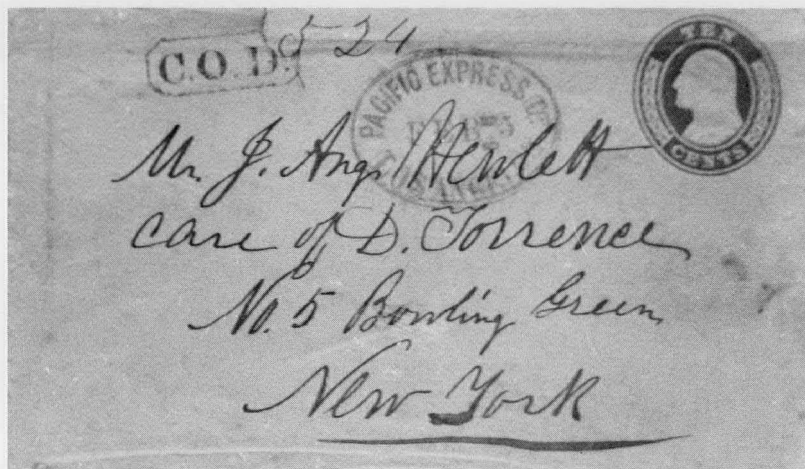


The law required that the regular postage rates be paid on all letters, even when carried outside the mails by the private express companies. Following the first issuance of govern-

ment stamped envelopes on July 1, 1853, letters carried outside the mails were required to be enclosed in such envelopes. Many examples of disregard of the law by express companies in this period are found.

Express company Los Angeles markings are known in the 1851-61 period only for *Adams & Co.*, *Pacific Express Co.*, *Freeman & Co.*, and *Wells Fargo & Co.* While others provided express service to Los Angeles in this period, there is no evidence of Los Angeles markings of any other company.

Adams & Co. was the first express company to employ a Los Angeles handstamp. Adams opened its office in Los Angeles for the conduct of an express and banking business in 1853 and continued its operation until its financial failure and collapse in 1855. At the time of its failure, it was the largest of the western express companies. A cover carried by Adams & Co. from Los Angeles to Bidwells Bar, a northern California mining town, is shown as Figure 4. The cover bears the single oval Adams & Co. Los Angeles town of origin marking, together with the Company's double circle San Francisco transit marking and the Company's paid oval marking. The 3c postage is paid to the government by a strip of three 1c imperforate stamps of the 1851-56 issue. The stamps were likely precancelled by Adams & Co.<sup>1</sup>



**Figure 5. Carried outside U.S. mails by Pacific Express Co. with company's Los Angeles markings.**

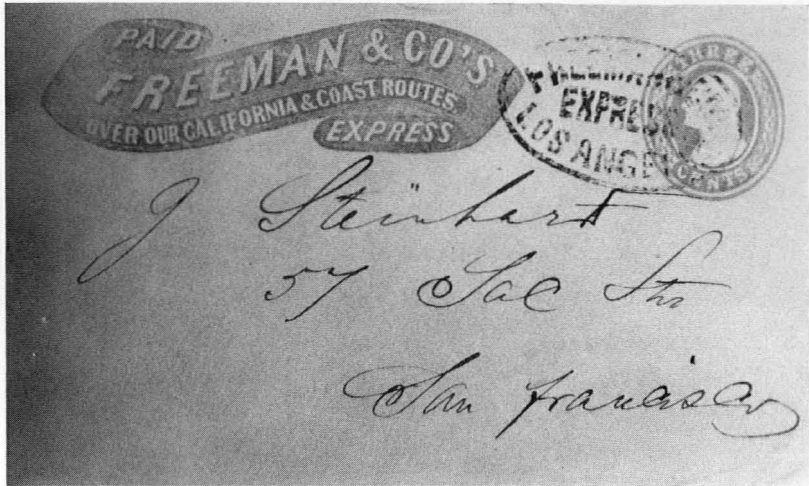
Pacific Express Co. was organized in early March 1855 by employees of the defunct Adams & Co. This company appears to have gained substantial control of the limited express business of Los Angeles in 1856, but by April 1857 Pacific Express Co. was in financial difficulties, and it ceased all its operations. A 10c Nesbitt envelope with Pacific Express Co. Los Angeles oval handstamp is shown as Figure 5. While the government charge (for doing nothing) was prepaid, it appears from the C.O.D. marking that the express company charge for carrying the letter was not paid until delivery to the addressee in New York.

Also following the failure of the giant Adams & Co., John M. Freeman, an early California expressman, again organized a Freeman & Co.'s Express. It was short-lived, being absorbed by Wells, Fargo & Co. by 1860. During its relatively short existence, Freeman & Co. extended its business throughout the California mining region, and carried express to the Atlantic States and to Europe. Shown in Figure 6 is a 3c Nesbitt envelope bearing Freeman & Co.'s Express printed scroll frank, with the envelope stamp cancelled by the company's Los Angeles oval handstamp.

Wells, Fargo & Co. first offered its services to Los Angeles (in conjunction with Leland & McCombe's Express) in 1854. By 1860, Wells, Fargo was preeminent in the express field. Shown on 3c entire in Figure 7 is an example of the early woodblock printed Wells, Fargo &

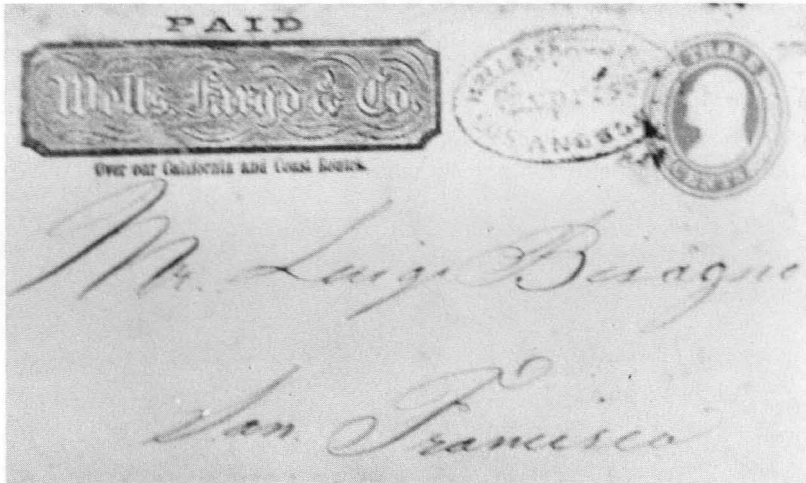
1. Ernest A. Wiltsee, *The Pioneer Miner and the Pack Mule Express*, California Historical Society, San Francisco, 1931.

**Figure 6. Carried by Freeman & Co.'s Express, another short-lived private express company.**



Co. frank, which is seldom found used from Los Angeles. The envelope stamp is cancelled by the early type Los Angeles company cancel. As in the preceding examples, the express company carried the mail for which it was paid by the sender (or recipient). In addition, the sender was required to pay the government postage rate.

**Figure 7. Early type woodblock frank of Wells, Fargo & Co. on cover carried outside U.S. mail from Los Angeles to San Francisco.**



#### POSTAL RATES AND ROUTES

The act of March 3, 1855, made prepayment compulsory on domestic mail, effective April 1, 1855. The prepaid rate for 3,000 miles or less remained at 3c. The rate for over 3,000 miles was fixed at 10c.

Prior to 1858, substantially all of the mail leaving Los Angeles was carried by stage, wagon, oxcart or horseback to the port at San Pedro, where it was transferred by lighters to waiting ships. Mail for the commercial and mining centers to the north was then carried by the coastwise shipping to San Francisco. Mail for the East was, for the most part, carried by ship to Panama, where it was trans-shipped across the Isthmus and placed upon U.S. bound ships.

These rates and routes are illustrated by the covers shown in Figures 1 to 7. Figures 1 and 2 show the over 3,000 mile rate to the east coast and Figure 5 shows the same rate on an express cover — all presumably transported by ship via Panama. The 3,000 mile-and-under 3c rate is shown in Figure 3, and Figures 4, 6 and 7 illustrate that rate on express covers — all addressed to points in California.





**Figure 8. Pictorial overland and stage coach cover post-marked Los Angeles and routed via Butterfield Southern Overland mail.**

A mail contract was awarded on September 16, 1857, to John Butterfield and associates for mail to be carried by stagecoach overland from San Francisco to St. Louis via Los Angeles, the trip to be made in 25 or fewer days over an approximately 2,880 mile route through Arizona, New Mexico, and Texas. The Southern Overland Mail service was commenced on September 16, 1858, and continued until it became a casualty of secession and civil war in 1861. A pictorial stagecoach cover with printed routing instruction per overland mail via Los Angeles is shown in Figure 8. The large circle Los Angeles postmark cancels the 10c adhesive, paying the over 3,000 mile rate to Michigan. Such printed pictorial stagecoach covers are seldom found used from Los Angeles, their use being generally restricted to the then more important commercial and mining towns to the north.



**Figure 9. Cover carried by Wells, Fargo agent from Los Angeles to St. Louis where it was placed in the U.S. mail. Cover was underpaid at 3c; it should properly have been rated at 10c for over 3,000 miles.**

The cover illustrated in Figure 9 was carried in the Wells, Fargo & Co. pouch by an agent of that company riding aboard a Butterfield coach from Los Angeles to St. Louis via the Southern Overland Mail Route. It bears the point of origin Los Angeles Wells Fargo company marking. The letter was placed in the U.S. mail at St. Louis where it was post-

marked, and carried to its destination, the Pension Office in Washington, D.C. The three cents postage it bears would have been adequate to carry the letter from Los Angeles to St. Louis (at the under-3,000 mile "over the mountains rate") or from St. Louis to Washington, D.C., a distance clearly within the three cents rate. The applicable rate, however, for this letter originating at Los Angeles, carried outside the mails to St. Louis and in the U.S. mail to the east coast, was clearly ten cents — the over-3,000 mile rate. The three cents franked cover is clearly underpaid.



**Figure 10. Patriotic cover from Los Angeles to Canada West, exchanged at Chicago. Illustrates West Coast to Canada 15c rate.**

The fifteen cents West Coast to Canada rate is illustrated in Figure 10, paid by the four adhesives of the 1857-60 issues, cancelled by two large circle Los Angeles postmarks. The Chicago exchange marking suggests that the cover was routed via the central overland route. Few Civil War patriotic envelopes are known used from Los Angeles. All known uses are addressed to Canada! The illustrated cover represents the only known pre-war use of a patriotic cover from Los Angeles.

#### CONCLUSION

Throughout the 1851-61 period, Los Angeles remained a small town with strong influences continuing from the Mexican period. It was relatively little changed by the Gold Rush which so radically transformed much of California. Its economy was largely based on cattle raising. A relatively small volume of mail was generated at Los Angeles during this period. Net proceeds from the Los Angeles, San Francisco and Sacramento post offices throughout the period are shown below for comparison purposes.<sup>2</sup>

Fiscal Year	Los Angeles	San Francisco	Sacramento
1852	\$ 52.	\$ 758.	\$ 3,645.
1854	219.	92,049.	7,168.
1856	334.	103,615.	14,848.
1858	303.	111,466.	15,144.

Any information from readers relating to early Los Angeles covers would be greatly appreciated and would be used in preparing a compilation of known covers.

2. W. N. Frickstad, *A Century of California Post Offices*, Oakland, California, 1955.

**THE U.S. ONE CENT STAMP OF 1851-1861:  
THE CORRECTED RECONSTRUCTION OF THE TOP ROW  
OF THE LEFT PANE OF PLATE 3**

**MORTIMER L. NEINKEN AND ROLAND H. CIPOLLA II**

Plate 3 of the One Cent stamp was apparently prepared in early spring of 1856. It developed numerous surface cracks during its manufacture and these cracks developed rapidly. Because of this and perhaps some severe accident, the plate was used for a very short time. Therefore, comparatively few examples from this plate exist and the shortage of examples has made the reconstruction of this plate exceedingly difficult.

This was particularly true in assembling copies for the reconstruction of the top row. Fortunately sufficient pairs and strips were available to reconstruct the entire top row of the right pane. But only one pair was available from the top row of the left pane (Positions 3-4L3). This pair was definitely plated because of a tie in with a vertical strip (4-14-24L), 24L being one of the positions in the forked lightning crack.\* The other definitely known position was 10L3, since a copy was available showing the center line of the plate.

In the late 1950s Mr. Stanley B. Ashbrook made a serious attempt to assemble photographs of every known stamp which could be attributed to Plate 3. He wrote to his numerous collector friends and asked them to send all of their Plate 3 material to him. He photographed all of these on 8 x 10 plates, 36 plates in all. Seven sets of prints were made and distributed to the seven students who financed the project. These photographs were the basic source for the reconstruction of this plate as far as it has progressed.

**Figure 1. Vertical pair, positions 6-16L3. This pair had a key role in reconstruction of the top row of the left pane of Plate 3.**



Of the top row illustrated positions which definitely did not belong in the right pane, there were two vertical pairs. One pair now identified as 6-16L3 is illustrated (Figure 1). This pair played a most important part in correctly completing the reconstruction, as noted below. The other examples were all single copies. Three of these showed a curl in the "S" of POSTAGE and, therefore, belonged together. These "S" curls, the shoulder curls on Plate 7 stamps, the "O" curls on Plate 7, etc., were caused by some foreign material adhering to the transfer roll, and as the roll was used to transfer subsequent positions this foreign substance disappeared.

\* See Neinken book page 228.

Knowledge that the three "S" curl positions belonged together and definite identification of 4L and 10L meant these positions must belong between 5L and 9L, but which were they? Neinken theorized that this curl originated on the transfer roll after the transfer of the center line position, 10L, and he assumed that "S" curl positions might be 7-8-9L.



**Figure 2. Horizontal strip of three, positions 8-9-10L3. This strip helped determine the location of the "S" curl positions.**

About four months ago, a horizontal strip, (Figure 2), was submitted to The Philatelic Foundation for a certificate. It was immediately identified as belonging in the top row of Plate 3, and the right stamp as definitely 10L3. So the strip plates 8-9-10L3, proving that the reconstruction in the Neinken book was incorrect and that the position shown as 1L3 on page 235 was actually 8L3. Since we now have definite plating of 3-4L and 8-9-10L, the "S" curl positions had to be 5-6-7L3. The vertical pair (Figure 1) now identified as 6-16L3 showed part of the adjoining stamp on the left and the vertical alignment and spacing between. Therefore, it was possible to place each "S" curl position properly.

Thus 1 and 2L3 remained to be plated. On a recent visit to Los Angeles to Mr. Earl Oakley, Ron Cipolla was indeed surprised that Mr. Oakley had a top row pair shown in the Neinken book plating as 5-6L3. We note that the plating drawings of 3-4L3 show a short



**Corrected or Improved drawings for positions 66R3, 67R3, 7R3, and 40L3.**



vertical line in the leg of "P" of POSTAGE. The Oakley pair also showed this line. Therefore, under the same theory as the origin of the "S" curls, 3-4L3 and the Oakley pair must be contiguous and the positions are 1-2L3, and the positions of the second vertical pair are 2-12L3.

Mr. Oakley's generous cooperation is deeply appreciated by the authors.

The position shown in the Neinken book as 2L3 is actually 9L3. This position was originally plated from a photograph and the part curl in the "S" of POSTAGE has now proven to be inconsistent. The two vertical pairs have enabled the authors to definitely plate 12 and 16L3.

Separate sheets of the correct reconstruction are included in this issue of the *Chronicle* in the correct size so that they can be placed over the incorrect plating.

In the recent Ryohei Ishikawa sale by Sotheby Parke Bernet, a number of items to be sold were made available prior to the sale by Mr. Andrew Levitt. These permitted the confirmation of positions 66-67R3 and new improved plating drawings are now provided; also a plating drawing of 40L3. The original plating drawing of 7R3 in the Neinken book was made from a photograph. Since then actual examples have been made available to Ron Cipolla who has discovered the plate crack on this position. A revised drawing is herewith included. The above illustrations are in the proper size so that they can be placed over the corresponding positions in the Neinken book.

As in the past, if additional information and/or examples become available, it is hoped that the reconstruction of Plate 3 can be completed at some future time, and the results of any progress will be published in future issues of the *Chronicle*.

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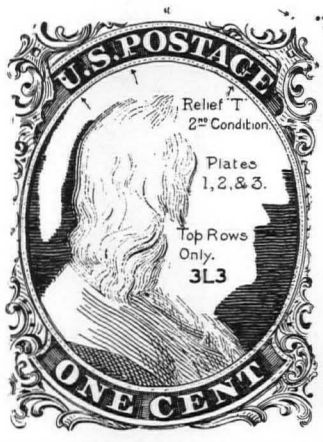
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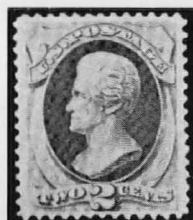
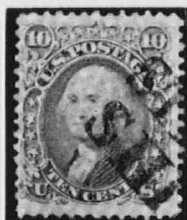
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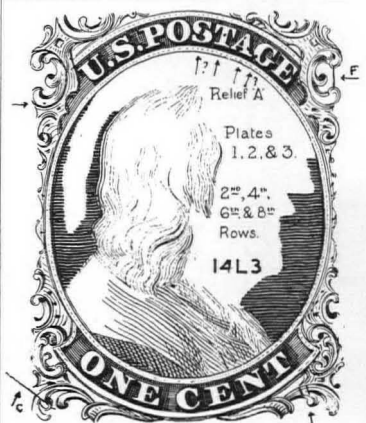
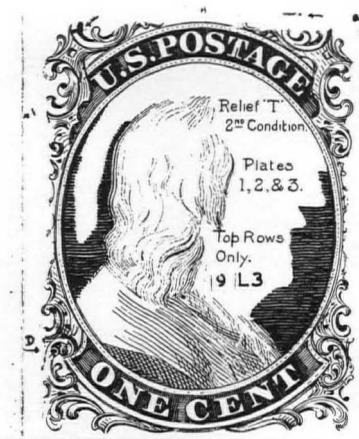
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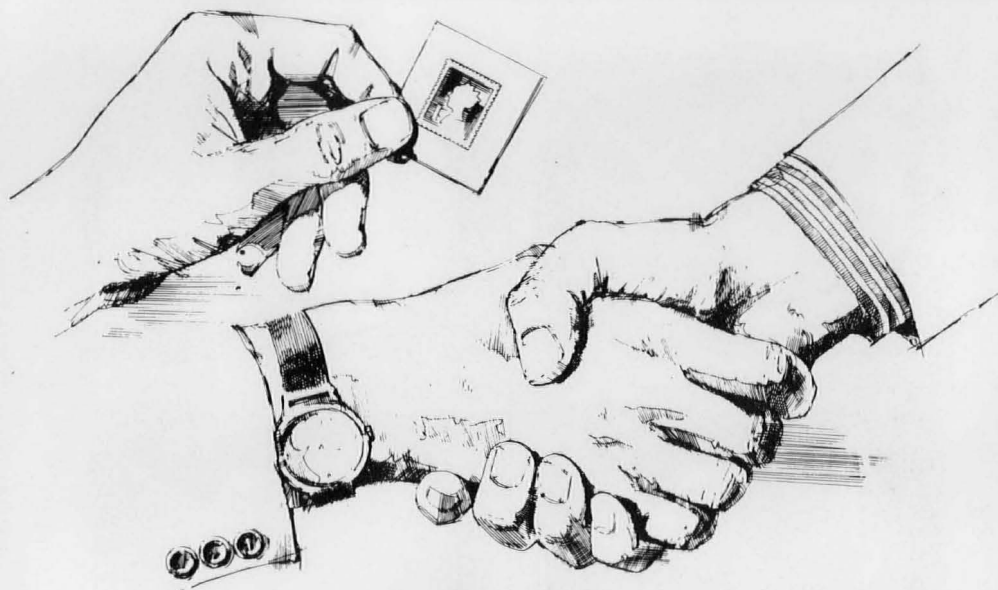
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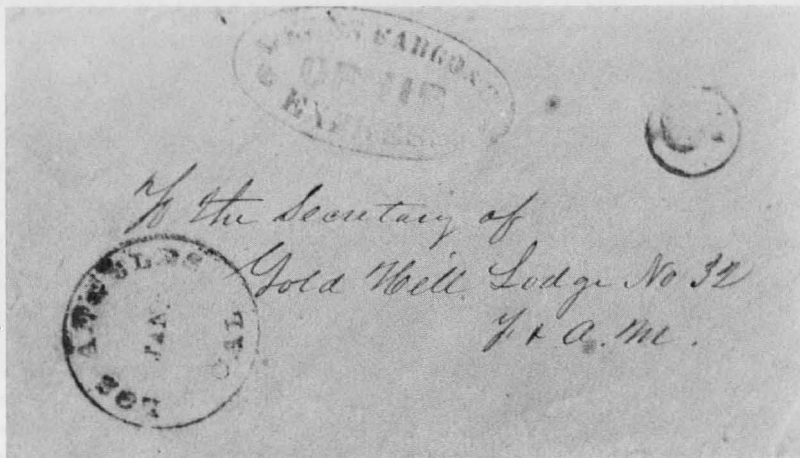


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## CORRECTION

An error appeared in the caption accompanying Figure 4 in the Los Angeles stampless period article published in the *Chronicle* of May 1980 (106:86-92). The Ophir and Gold Hill referred to in the Wells Fargo cancel and in the address on the envelope are clearly California towns of that period. While "Ophirs" and "Gold Hills" abounded in the western states, any attempt to locate either of these towns in Oregon or anywhere but California for this cover was in error.



The caption in the May 1980 article also erred in its suggestion as to origin and routing of the cover. The cover originated in Los Angeles, where it was postmarked, and was placed in the hands of the express company for final carriage to its fraternal lodge destination in California's Mother Lode country.

## TEN CENT GREEN: FURTHER COMMENTS

In response to Cal Hahn's statement (*Chronicle* 109:8) that Scott catalogers believe that more 10c Type III appear on the market than Type II, and that only long term statistics would prove otherwise, Frank S. Levi, Jr., has furnished data for the imperforate stamps #14 (Type II) and #15 (Type III). He has kept annual records for 30 years of all stamps offered and *illustrated* in auction catalogs or private treaty lists. The figures are for off-cover stamps. Although some individual years show a few more III's than II's, the 30 year total supports Mr. Levi's argument that II's are commoner than III's: Type II (#14) 4284; Type III (#15) 3839. It can be observed that the ratio between these totals is very close to that between the actual quantities of each type on the plate.

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## PLATE VARIETIES ON THE 12c STAMPS OF 1861-68, PART II

RICHARD B. GRAHAM

The February 1980 *Chronicle*, No. 105, carried an article displaying two different 12c 1861 stamps with plate varieties, plus a confirming copy on one of the varieties. These were all from the collection of Ray Vogel, and the first of the two, Figures 1 and 1A in the article, seemed to form a pattern of sorts, although the markings were termed scratches. The word "scratch," of course, in the sense used here, usually refers to an accidental gouge in the plate. Such are usually caused by a hard, sharp-edged object having been dropped on the plate so that it skidded along, cutting a curved groove which would hold ink and thus appear printed in the color of the stamp.



Figure 1. At left, a confirming copy of the Roland Rustad 12c plate variety. At right, a confirming copy of the variety of Figure 1, page 38, *Chronicle* 105, with a nice San Francisco "cogwheel" killer. (Courtesy Peter Stafford.)

Mr. Peter Stafford, Hon. Secretary of the American Stamp Club of Great Britain, reports two examples of plate varieties on the 12c, one being a confirming copy of Figure 1 in the previous article, and the other apparently a copy of a 12c plate variety described by Roland Rustad in *Chronicles* 83 and 102, August 1974 and May 1979. In the latter article, Mr. Rustad reported six copies of the particular variety (which has heavy lines through

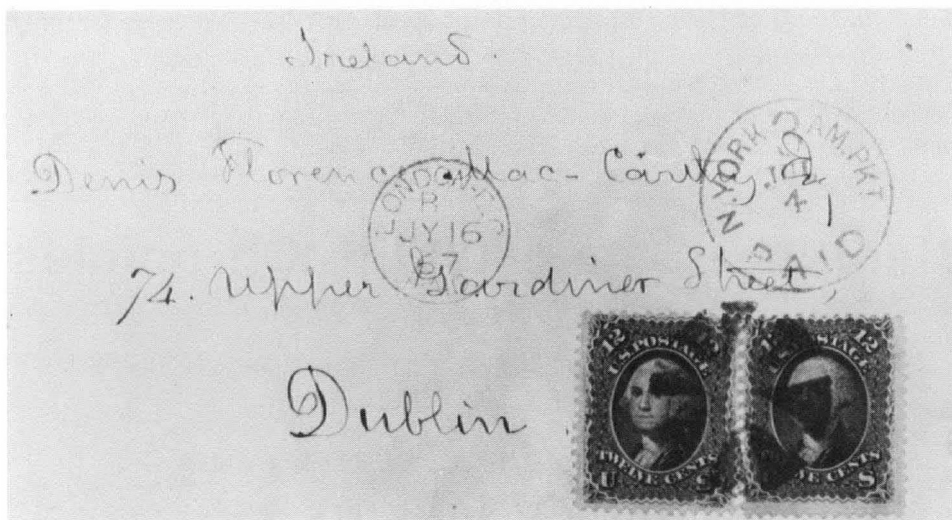


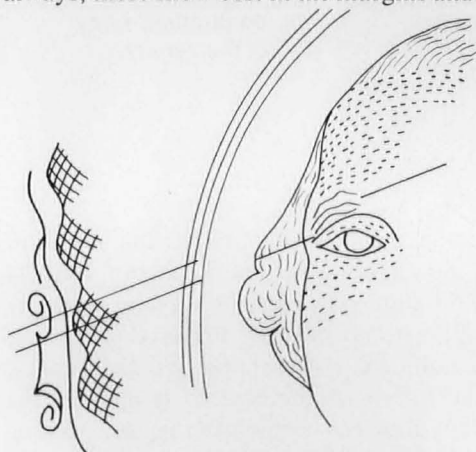
Figure 2. From New York to Ireland by American Packet, July 4, 1867, carried by a pair of 12c plate varieties. (Courtesy Ray Vogel.)

**Figure 2A.** Enlargement of the pair of 12c stamps on the cover of Figure 1, showing the “extra” lines sweeping diagonally from the top of the right-hand margin downward to the left.

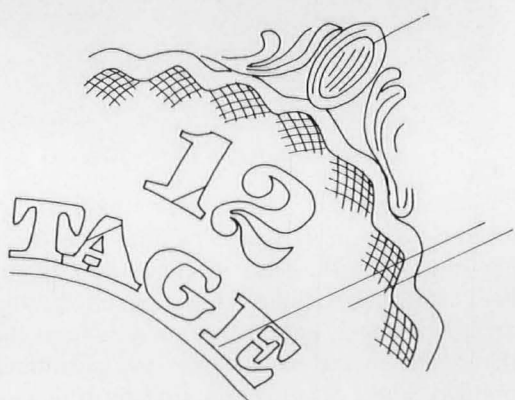


“TA” of “POSTAGE”), two each being without grill (Scott No. 69), with “E” grill (No. 90), and with “F” grill (No. 97). Thus, Mr. Stafford is able to break Mr. Rustad’s triple tie, reporting a third example without a grill. Mr. Stafford’s examples are shown in Figure 1, the confirming copy of the stamp of Figure 1 in *Chronicle* 105 being at the right and the other being the variety Mr. Rustad has reported on in quantity.

Figure 2 shows a cover belonging to Mr. Ray Vogel with a pair of 12c 1861 stamps showing another plate variety. The cover, with the stamps paying the 24c rate to Ireland in July of 1867, apparently originated in New York. (A nice touch: the American Packet credit marking is dated July 4th.) Figure 2A is an enlargement of the right hand stamp of the pair on the cover and a portion of the left stamp, with the area between. Figures 2B (left) and 2B (right) show the details of the plate variety. These drawings were done by Dr. C. E. Taft, using a camera lucida attachment on a binocular microscope, and only the important detail of the variety and enough of the design of the stamp is shown to locate and identify the variety. The variety actually consists of several straight, parallel diagonal lines across the stamp. As always, these show best in the margins and white areas of the stamp design.



**Figure 2B (left).** Drawing of the left side of the right stamp of the pair of stamps on the cover of Figure 2, showing the “extra” lines. (Courtesy Dr. C. E. Taft.)



**Figure 2B (right).** The right-hand side of the stamp of Figure 2, showing the “extra” lines in the design and margin. (Courtesy Dr. C. E. Taft.)



**Figure 3. A 12c with a major plate variety on a cover sent from Bangor, Maine, to France in 1865. (Courtesy Ray Vogel.)**

Figure 3 displays yet another cover from the Vogel collection bearing a 12c 1861 stamp with a plate variety. This cover is a 15c rate from Bangor, Maine, to France in 1865, a 3c 1861 stamp being used with the 12c black. Figure 3A is a close-up of the 12c stamp with another 12c, a confirming copy of the plate variety, laid next to the stamp on the cover. This variety has also been drawn off by Dr. Taft, as shown in Figure 3B, both the left and right borders of the stamp being sketched.

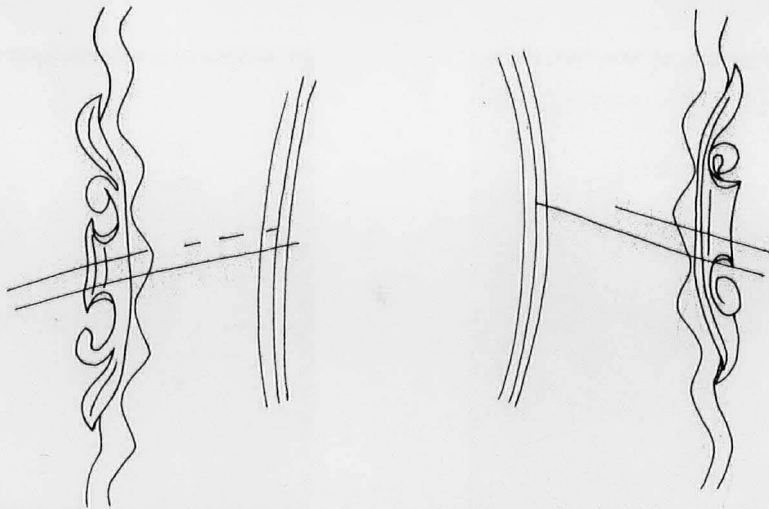


**Figure 3A. At right, the stamp on the cover of Figure 3 enlarged; at left, a confirming copy of the variety.**

This variety has essentially two parallel curved lines, such as might depict the border of an oval lying on its side. The lines pass through the vertical center of the stamp, roughly horizontally, with the curve concave to the top of the stamp. The photos may not show the lines clearly, particularly in the vignette portions of the stamp, but they do pass through that area. From their appearance, they suggest the idea of a calculated shape, and also suggest they were on the plate before the position of the stamp was entered. It is possible the pressure of the design on the transfer roll "closed" or absorbed portions of the line, but they show clearly in the white portions of the stamp and in the margins.

These unusual plate varieties have been termed "plate scratches." In the writer's opinion, although "scratch" may be an appropriate descriptive term, these plate varieties suggest that they are portions of an old design not fully burnished away before the 12c entries were





**Figure 3B. Drawing by Dr. C. E. Taft showing location and arrangement of "extra" lines in the 12c design and the margins.**

made. In short, this particular 12c plate may have been entered on a piece of steel used previously for, perhaps, a banknote or some other form of security printing done by the National Banknote Company, who printed these stamps.

In this writer's opinion, if any stamp of the 1861 issue is ever to be plated, this is the logical candidate. Only one plate, No. 16, was used, and we presume that there were two panes of 100 each. Over 7,000,000 stamps were printed, which is a fair supply for plating, as Plate 1 of the 12c of the 1851 issue has been plated with somewhat fewer stamps than 7 million having been issued from that plate. Black stamps are fine to work with when unused, although with black cancellations, portions of the cancel are sometimes a bit difficult to distinguish from parts of the design without high magnification. However, our thought is that the large number of plate varieties of the 12c 1861 stamp would be a strong aid in plating it. The sweeping curves and apparently *designed* shapes of the "scratches" of these plate varieties suggest that they might form an identifiable pattern if laid out in their original relative positions. Who wants to pick up this as a challenging long term project? Or is someone already working at it?

## **TRIPLE GRILL VARIETIES**

**WILLIAM K. HERZOG AND LEONARD S. SHERIFF**

Triple grill varieties are caused by the sheet of stamps being fed three separate times beneath the grilling roller.<sup>1</sup> Consequently, the true variety must show three separate and distinctive grills: three full grills, two full grills plus a split grill, one full grill plus two split grills, or three split grills. The neophyte sometimes mistakenly confuses the double grill variety of one full grill plus one split grill as the triple grill.

Why a sheet of stamps would be fed three, or even two times beneath the grilling roller is a matter of conjecture. Some may contend it was done on purpose to correct off-register grills, and others may contend it was done inadvertently. A triple or double grill ordinarily would result from either event. One thing is sure, however, the chance of finding a triple grill, caused by feeding a sheet three times, is extremely remote.

Leonard Sheriff, almost unbelievably, has recognized and obtained two 12c "F" grill examples which were offered mistakenly as double grills. Both stamps eventually received P.

1. Although highly unlikely, it is "theoretically" possible for a triple grill to result from two passes beneath the grilling roller. One pass would produce a normal grill, and the second pass would produce two grills, with one of them inverted and both probably of abnormal size, as the result of a paper crease. No stamp impressed with such a triple grill is known to the writers.

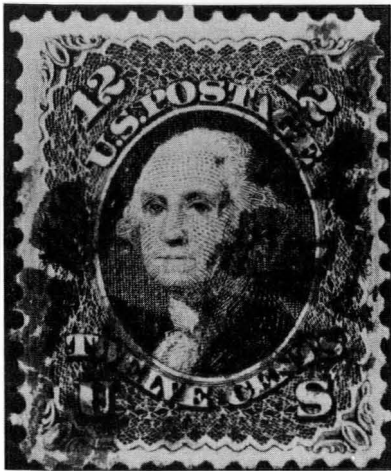


Figure 1. A used 12c "F" grill showing the triple grill variety. Courtesy of Leonard S. Sheriff.

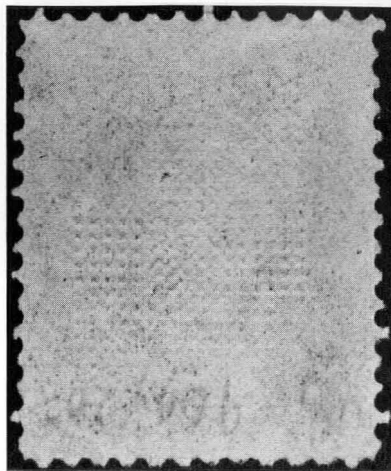


Figure 2. The reverse of Figure 1 showing three overlapping grills in the central area of the stamp.

F. certificates as genuine triple grills. The first of these two 12c "F" grill varieties (Figures 1 and 2), along with the 30c "F" grill variety (Figures 5 and 6), are the only 1867-68 triple grills personally viewed by William Herzog.

The 1981 *Scott Specialized Catalogue of United States Stamps* lists triple grills on only the following 1867-68, 1869, and 1870 grilled stamps:

Scott No.	Denom.	Unused	Used	Triple Grill Prices
87	2c "E"		X	Line
88	3c "E"	X	X	Line & Line
94	3c "F"	X	X	Line & \$100.00
97	12c "F"		X	Line
114	3c 1869	X	X	Line & \$100.00

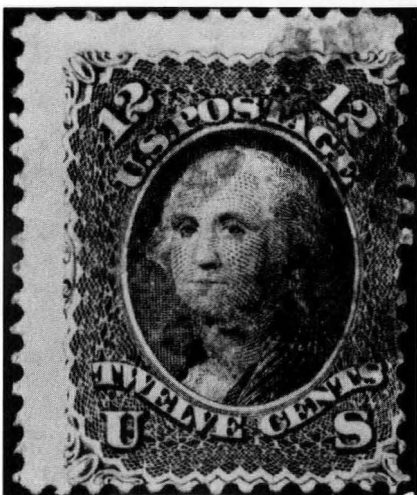
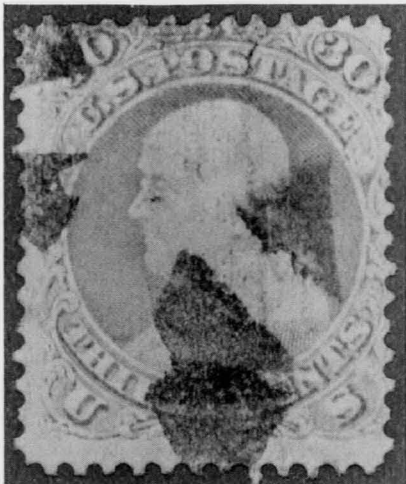


Figure 3. A used 12c "F" grill showing the triple grill variety. Courtesy of Leonard S. Sheriff.



Figure 4. The reverse of Figure 3 showing three seemingly incomplete (weakly impressed) grills which are certified as genuine triple grills by the Philatelic Foundation.



**Figure 5. A used 30c "F" grill showing the triple grill variety. Courtesy of J. Weston Smith.**



**Figure 6. The reverse of Figure 5 showing three overlapping grills. The top-left grill is impressed very weakly.**

Leonard Sheriff checked the certificate records of the Philatelic Foundation for triple grills on the 1867-68, 1869, and 1870 grilled stamps. He found that the only certificates so issued were for his two 12c "F" grill examples! A check of the auction catalogs and philatelic literature available to William Herzog revealed only the following specific stamps:

Scott No.	Denom.	Condition	P. F. Cert.	Source & Notes
97	12c "F"	Used	61793	See Figures 1 and 2.
97	12c "F"	Used	86919	See Figures 3 and 4
100	30c "F"	Used	None	See Figures 5 and 6.
114	3c 1869	Used	None	B. Daniels 11/5-6/53, lot 45.*
121	30c 1869	Used	None	B. Daniels 11/5-6/53, lot 61.*

\* Neither of these lots was illustrated, nor have your writers ever viewed them; therefore, their genuineness is uncertain.

The triple grill on the used 3c 1869 catalogs only \$100.00 (a normal 3c 1869 catalogs \$4.00). When Ben Chapman was queried about this variety, he answered "The triple grill must be a beauty to behold; I've never seen one on the Loco." This statement, coming from a long-time specialist of the 3c 1869, points out, once again, that catalog values are not always indicative of true rarity.

Figures 1 and 2 show the front and back of a 12c stamp impressed with three full "F" grills.<sup>2</sup> This stamp provided the basis for the catalog listing in *Scott*. Figures 3 and 4 show the front and back of a 12c stamp impressed with what appear to be three separate and incomplete grills (?). The P. F. certificate calls the stamp No. 97 with triple grill. Figures 5 and 6 illustrate a 30c stamp with three separate "F" grills. The two top grills run into the perforations, and the top-left grill is quite weak in relation to the other two grills. The 30c "F" grill is not listed in the catalog with the triple grill.

The foregoing is all the information the writers can provide on the subject of triple grills. It should be obvious from the above that triple grills are extremely rare. The fact that the two 12c triple grills were acquired by Leonard Sheriff at separate auctions which described them as double grills suggests the possibility that more careful checks of stamps described as "double grills" might be productive of a few more triple grills. Can anyone shed further light on the subject of triple grills?

2. All stamps recorded with triple grills, as well as double grills, show grills of only the same grill family: three "E" grills, three "F" grills, or three "G" grills.

**1869 COVERS TO FRANCE: THE POST TREATY PERIOD  
PART ONE: DIRECT COVERS**

MICHAEL LAURENCE

INTRODUCTION

In *Chronicle* 96 I wrote about 1869 covers to France from the last months of the U.S.-French postal treaty, which expired on 31 December 1869. I now pick up where the article in *Chronicle* 96 left off, to discuss the 1869 covers to France from the expiration of the French treaty to the outbreak of the Franco-Prussian war. While the focus here is on 10c 1869 covers, these observations should also apply to other covers that passed from the U.S. to France during the first months of 1870. Since 10c 1869 was the most commonly used stamp on correspondence from the U.S. to France during the first half of 1870, this universe of covers seems a reasonable basis for generalization, but its limited nature may have led me astray. Corrections or additions will be much appreciated.

I dwelt extensively, in *Chronicle* 96, on the importance in analyzing these covers, of knowing which steamer line carried them across the Atlantic. This was not out of any excessive fondness for ships or maritime history, but simply to emphasize how the markings and the steamer lines are interrelated. A knowledge of the various lines' departure dates and entry points is a good check against fraud and helps greatly in the analysis of the covers.

This remains true for the covers that went to France after the treaty expired. Simultaneous with the expiry of the U.S.-French treaty there commenced a transatlantic mail strike, involving several of the steamer lines carrying mails between the U.S. and England, precipitated by the dramatic and continuing reduction in postal rates between those two nations. The strike was the cause of some confusion among mail-users in early 1870, and the confusion persists among cover fanciers to this day.

DIRECT CARRIAGE

While the strike substantially affected two of the transatlantic mail carriers, it did not affect the *direct* carriage of mail between the U.S. and France by the two steamer lines that were regularly engaged in this pursuit: HAPAG and the French Line. HAPAG refused for a few sailings to carry mail to England, but respecting its carriage of mail to France, service was not curtailed. Both the French Line and the HAPAG Line continued their previous sailing schedules, and the French mails they carried continued to receive the same French entry markings that had been applied during the treaty period.

When the treaty was in effect during 1868 and 1869, covers via the two direct lines would show credits from the U.S. to France of 3c per rate for HAPAG and 12c per rate for French Line, as discussed in *Chronicle* 96. After the treaty expired, no provision for debits and credits existed. On the U.S. side, the "blanket rate" of 10c per half ounce immediately took force. This was a postal rate enacted by Congress in 1864 to cover instances where regularly scheduled steamers carried mails between the U.S. and nations with which the U.S. had no postal treaty. The rate on such mail was uniformly 10c per ½ ounce, regardless of destination, and it paid domestic and international postage only to the foreign frontier. Internal postage could then be collected from the recipient and retained by the receiving nation.

On the French side, a decree from the French Emperor Napoleon III, imposed on 22 December 1869, called for a French internal postage rate, on such incoming letters, of eight decimes (80 centimes) per 10 grams.<sup>1</sup> This was the same amount that during the treaty

1. Raymond Salles, *La Poste Maritime Francaise*, IV, 228. News of the decree was extensively reported in the 7 January 1870 issue of *The New York Times*, page 5. The 8 decime per 10 gram collection continued for 18 months. On 1 July 1871 it was reduced to 5 decimes per 10 grams.

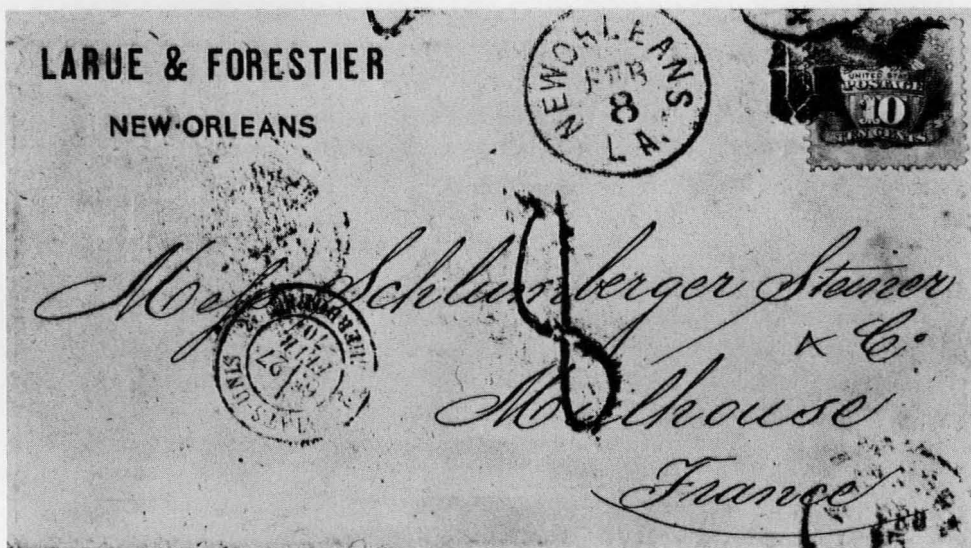


period had been collected (per 7½ grams) on unpaid covers — the equivalent of 15c U.S. In effect, the French were extracting, from their citizens who received such mail from the U.S., an internal collection equivalent to the entire treaty-rate postage, even though the U.S. and international postage had already been paid. Note that while the U.S. postage was rated in half-ounce units (½ ounce = 14.18 grams), the French collection was rated per 10 grams. Thus it is possible for direct covers prepaid with 10c U.S. postage to show French collections of 8 or 16 decimes. Covers prepaid with 20c can show French collections of 16 or 24 decimes, and so on. Note also that in the absence of a postal treaty, unpaid *direct* covers were no longer possible. The 10c prepayment was mandatory on direct covers.

#### DIRECT COVERS VIA HAPAG LINE

The HAPAG Line, a German steamship company under contract to the U.S., continued its Tuesday departures from New York City until the outbreak of the Franco-Prussian War. The HAPAG steamers stopped first at the British port of Plymouth, but their mails to France stayed on board until the next stop, the French port of Cherbourg, across the Channel. The HAPAG steamers then continued on to Hamburg, where they disgorged their direct covers to Germany, which are another story altogether.

Direct covers via HAPAG, entering France at Cherbourg, continued to show the Cherbourg entry markings, the commonest of which, the Cherbourg double circle, is shown as marking 1 in the tracing plate. HAPAG sailing data for 1870 and 1871, including New York departure dates and Plymouth arrival dates, were published by Clifford Friend and Walter Hubbard in *Chronicle* 105. The Friend-Hubbard transatlantic data, which continue to appear serially in these pages, are invaluable and much appreciated research sources for collectors of transatlantic covers.



**Figure 1. DIRECT VIA HAPAG. 10c 1869 from New Orleans to Mulhouse, 8 February 1870. Transit via HAPAG *Westphalia*, departing New York 15 February. Blue Cherbourg double circle shows entry into France on 27 February. Eight decimes internal charge collected from recipient.**

Figure 1 shows a cover from New Orleans to France, typifying a direct cover to France via HAPAG during the first six months of 1870. The New Orleans CDS shows FEB 8 and the 10c 1869 stamp is well tied by the New Orleans "soccer ball" killer. A red New York exchange office marking at lower right shows FEB 15 with an "X" at bottom. This marking, applied either in red or in black, is often seen on blanket-rate 1869 covers from New York — most notably to destinations in the Caribbean and Latin America. The blue Cherbourg double circle shows 27 FEVR 70. According to the Friend-Hubbard data, the HAPAG

*Westphalia* left New York on 15 February 1870 (a Tuesday) and reached Plymouth on the morning of February 26. Next day Cherbourg arrival would be quite reasonable.

By July 1870 the Franco-Prussian War was looming. Deeming it the better part of valor not to expose themselves unnecessarily, the HAPAG steamers stopped going to France. The last HAPAG steamer to call at Cherbourg was the *Hammonia II*, which left New York on Tuesday, 28 June 1870. Three more HAPAG steamers subsequently left New York with French mails but put them off in England. Thereafter the HAPAG steamers retired from the transatlantic run until late in 1870. The stop at Cherbourg was not resumed until the war had been settled, in mid-1871, by which time the Banknote stamps were generally in use.<sup>2</sup>



**Figure 2. "DIRECT" VIA HAPAG, MAILED IN ENGLAND. 10c 1869 from New Orleans to Paris, 29 June 1870. Transit via HAPAG *Allemania*, departing New York 5 July. The Calais entry mark, dated 18 July 1870, confirms that this cover was put off in England.**

Figure 2 shows another New Orleans cover, posted 29 June 1870, addressed to Paris. The red New York exchange office marking at lower right shows JUL 5, departure date of the HAPAG *Allemania*, which landed its Cherbourg mails at Plymouth. The mails to France were then carried by rail to Dover, entering France at Calais. The octagon-in-circle French receiving mark, illustrated as marking 2 in the tracing plate, shows 18 JUL 70. According to Salles, this marking (Salles #1777) was used on the Calais RPO until 1861, after which such covers were marked at the Paris foreign mail office.<sup>3</sup> Apparently the marking device was still on hand, available for emergency use under the unusual circumstances that prevailed during July 1870. A similar cover was illustrated and well written up by Hubbard in *Chronicle* 82.

Covers to France on the next HAPAG crossing, that of the *Holsatia*, which departed New York 12 July 1870, were treated as part paid "via England" and show the "GB/40" accountancy markings and 5 decime French collect markings that I will discuss in the second part of this write-up. I suspect that such treatment was also accorded covers to France on the 19 July sailing of the *Silesia*, which was the last pre-war HAPAG crossing. According to Hubbard, all of *Silesia's* mails from this crossing were landed at Leith, in Scotland.

Appendix A lists all the 10c 1869 covers I know of that travelled to France via the HAPAG line after the expiration of the French treaty. The listing shows 38 covers and is surely incomplete; additions, corrections and comments are welcomed.

2. Walter Hubbard, *Chronicle* 105: 66; *Chronicle* 85: 56.

3. Salles, *op. cit.*, IV, 297.



1



2



3



4



5



6



7



8

**ENTRY MARKINGS OF TYPE FOUND ON COVERS FROM U.S. TO FRANCE DURING EARLY 1870. TOP ROW: (1) Cherbourg double circle, transit via HAPAG line. (2) Calais octagon in circle, found on certain HAPAG covers to France that were landed at England due to disruptions of the Franco-Prussian War. MIDDLE ROW (3-6): Octagonal French packet boat markings, applied on board the fortnightly French Line steamers on day of departure from New York. BOTTOM ROW (7-8): Havre entry markings, found on covers carried via Ruger's American Line (see text).**

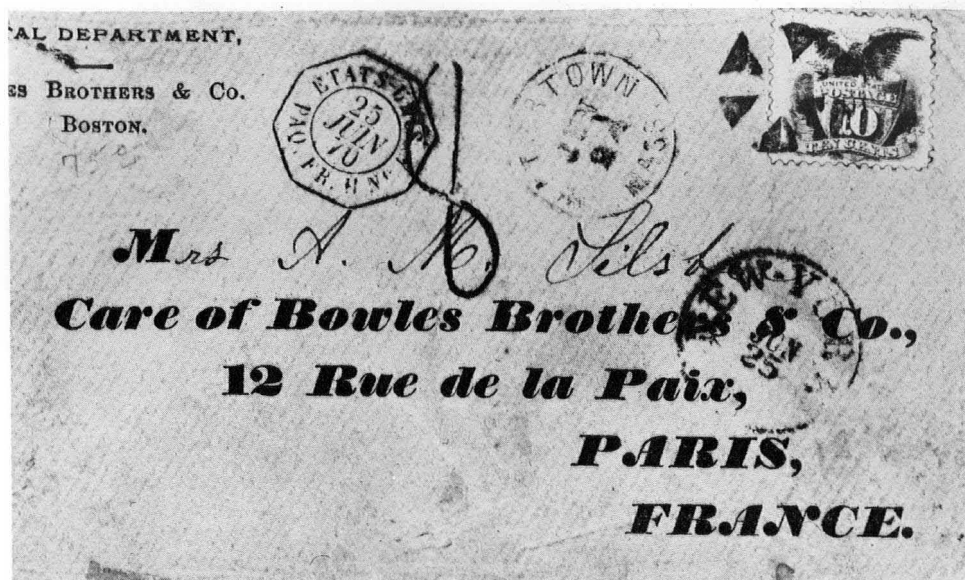
#### DIRECT COVERS VIA FRENCH LINE

With only a few irregularities toward the end of the year, the French line steamers departed New York on alternate Saturdays throughout 1870, debarking their mails at Brest and going on to Havre. While Paris was under seige, the calls at Havre were omitted. Detailed sailing information can be found in Salles, Volume 4, pages 234-235.

As noted, the French entry markings remained the same as prevailed in 1869 and earlier. Direct covers via French line from calendar 1870 continued to show the sequence of Ligne H octagon handstamps of the sort illustrated in the tracing plate as markings 3 through 6. These markings bear numeral codes indicating which French steamer they sailed on. During 1870, "1" was the *Pereire*, "2" the *Lafayette*, "3" the *Ville de Paris*, and "4" the *St. Laurent*. These markings were applied on board the French ship. They show the alternate-Saturday New York departure dates, being the date the cover was deemed to have entered the French mails.

Figure 3 shows a preprinted Bowles Brothers envelope, from Watertown, Mass., to Paris, that typifies direct carriage via French line during 1870. The red New York exchange office marking shows JUN 25, and the black French octagon, showing "No. 4," is dated 25 JUN 70, departure date of the French-line steamer *St. Laurent*. At least half dozen of these bright blue Bowles Brothers envelopes survive from the Silsbee correspondence, and they provide a stunning background for the yellow 10c stamp.

Appendix B lists 29 10c 1869 covers that travelled to France via the French line after the treaty had expired. As always, additions and corrections are solicited. While not germane to



**Figure 3. DIRECT VIA FRENCH LINE. 10c 1869 from Watertown, Mass., to Paris. Transit via French Line steamer *St. Laurent*, departing New York 25 June 1870.**

this write-up, covers all the way up into 1872 are included, just to complete the listing. Note that effective 1 July 1871, the collection of eight decimes per 10 grams was reduced to five decimes per 10 grams. A few late uses of 10c 1869 survive to illustrate this reduced collection.

The Imperial Decree that announced the eight-decime-per-10-gram collect rate in France included a prepaid rate from France to the U.S. of six decimes per 10 grams. This was also available on letters *from* the U.S. to France, if they were posted with French stamps on board the French packets at New York.<sup>4</sup> The French consistently regarded their packets as moveable extensions of French soil — explaining why the Ligne H origin markings typically show the New York departure date.

Figure 4 is one such cover, last seen as lot 628 in the Schatzkes collection of French maritime covers, auctioned in Geneva in February 1978. The photo in Figure 4, taken from the auction catalog, shows a cover from New York to Cognac, franked with two strips of three of the 20 centime Napoleon laureated stamp (Scott #33), well tied by six strikes of the French maritime anchor in a diamond of dots. The crayon “2” at left supports the assumption that the cover is double rated. The oval merchant’s cachet of the firm of Cazade & Crooks, New York, is dated Feb 18 1870, and the double-circle LIGNE H/PAQ. FR. No 3 marking is dated 19 FEVR 1870, which was the New York departure date of the French line steamer *Ville de Paris*. Salles calls this a “line marking,”<sup>5</sup> apparently to distinguish it from the much more common octagonal “origin markings” of the sort shown in the tracing plate as markings 3 through 6. It is tempting to speculate that the double-circle “line marking” was reserved for French-franked shipboard covers such as this one, but prudence dictates

4. *Ibid*, 228. “A noter que des lettres pouvaient être affranchies, au départ de New-York, au moyen de timbres français, à 60 cmes par 10 grammes, mais par la voie des paquebots français exclusivement. Quelques *tres rares* plis sont connus ainsi affranchis avec timbres français oblitérés ancre, ayant été déposés aux boîtes mobiles des paquebots français dans le port de New-York.” My translation is: “Note that letters could have been posted, at New York, with French stamps, at the rate of 60 centimes per 10 grams — exclusively via French packet. Several very rare covers are known thus franked, showing French stamps cancelled by the anchor, having been mailed at the travelling post offices on board the French packets in New York harbor.”

5. *Ibid*, 232.



that such observations await the appearance of more covers. It would be useful to see other covers from this 19 February sailing of the *Ville de Paris*.



**Figure 4. VIA FRENCH LINE WITH FRENCH STAMPS.** Two strips of three, French 20 centime laureated Napoleon (Scott #33), paying twice the 6 decime per 10 grams rate from New York to France. Transit via French Line steamer *Ville de Paris*, departing New York 19 February 1870. An exceedingly interesting example of a cover from the U.S. to France fully prepaid by French stamps.

Needless to say, the cover in Figure 4 is an artifact of very broad postal historical interest. I can even imagine it fitting into a specialized collection of 10c 1869 covers. Other examples of this most unusual rate must exist, unappreciated for what they actually are.

#### DIRECT COVERS VIA RUGER'S AMERICAN LINE

The Postmaster General's Report for 1870 (representing the period 1 July 1869-30 June 1870) makes clear that the indefatigable Ruger brothers completed three mail-carrying sailings to France during fiscal 1870, carrying the equivalent of 7397 rates of postage and receiving the sum of \$122.10 for their efforts.<sup>6</sup> Until recently it was not known when the Ruger sailings occurred, what vessels they involved, or what surviving covers should look like.

The recent appearance of the revised edition of Bonsor's *North Atlantic Seaway* provides the needed sailing information. We now know that in the first half of 1870 the Ruger brothers chartered three different vessels that each made one round voyage to Havre, Bremen, Copenhagen, Stettin, and Christiansand (Norway). These vessels, wooden paddle

6. *Report P.M.B.*, 1870 (Wierenga reprint), pp. 16, 105, 189. As a bibliographic aside, I must note that a reader of an early draft of this manuscript reported that my citations from the 1870 *P.M.G. Report* could not be located in the Wierenga reprint. After purchasing the reprinted reports for 1869, 1870 and 1871, I discovered that in two cases out of three, the foliation in my original reports differed from the foliation in the Wierenga reprints. The report and appended information is in all instances identical. The differences in page numbering spring entirely from differences in front matter and differences in the measure at which the report itself is set. At least for the fiscal years 1869 and 1870, *P.M.G. Reports*, as submitted to the Executive office, contain a four-page table of contents that is lacking in the reports submitted to the House and Senate. In addition, the report itself (which precedes the appended data) is printed in a narrower measure in the Executive version, so as to accommodate marginal summaries, most useful in skimming. The result is that once the tabular (appendix) portion of the reports is reached, a citation in the Executive version will be eight pages higher than the same citation in the Congressional version. At least, this is the case for 1869 and 1870, the two years I have examined for which my original reports differ from the Wierenga reprints. Henceforth I will cite from the reprint editions, but readers so inclined should note that in works I have previously published in this journal and elsewhere, my PMG citations (at least for 1869 and 1870) are not compatible with the recent reprints.



steamers all, departed New York as follows:

RUGER STEAMER	N.Y. DEPARTURE
<i>Ocean Queen</i>	3 March 1870
<i>Rising Star</i>	24 March 1870
<i>Western Metropolis</i>	18 May 1870

Bonsor speculates that the line would probably have made more sailings had it not been for the outbreak of the Franco-Prussian War. And he suggests that the initial success of this extended transatlantic route was responsible for the inauguration of the Baltischer Lloyd service between New York and Stettin in 1871.<sup>7</sup>



**Figure 5. DIRECT VIA RUGER'S AMERICAN LINE. 10c 1869 from New Orleans to Paris, 24 February 1870. Translt via Ruger Brothers' *Ocean Queen*, departing New York 3 March 1870. The red Havre entry marking, which may not be clear in this blow-up of a color slide, is shown as marking #7 in the accompanying tracing plate.**

Figure 5 shows a 10c 1869 cover from New Orleans to Paris. This cover was lot 374 in the Siegel sale of 4 May 1970. The New Orleans merchant catchet reads FEB 24 1870 and the New York exchange office marking shows MAR 3. The daily *New York Times* confirms that on Thursday, 3 March 1870, the steamer *Ocean Queen*, under charter to Ruger's American Line, departed New York for Havre and points north. No other transatlantic mail carrier left New York that day.

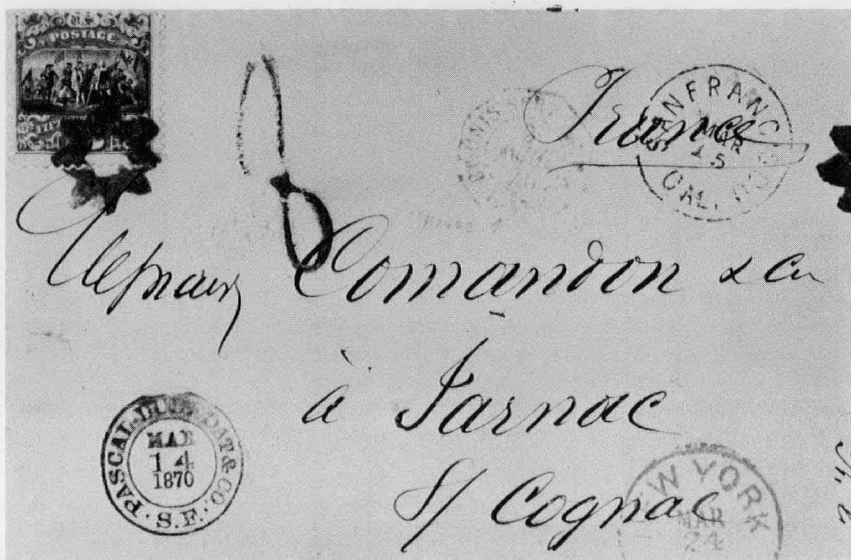
The cover in Figure 5 bears a double circle Havre entry marking that has been artificially enhanced as marking 7 in the tracing plate. While the tracing says 19 MARS, the actual date in the marking may be 13, 18 or 19. This marking is Salles' number 1796, which Salles says was created long before the genesis of the French line, for use on covers carried from the U.S. to France on "non-American" steamers. Salles says this marking was used only once, in error, on a cover in 1857.<sup>8</sup> Here we have another use, 13 years later, and probably not in error. One can imagine a French postal bureaucrat, confronted with the unexpected arrival of a Ruger Brothers mail ship at Havre, digging into the back of a drawer to extract the most nearly appropriate entry marking. It would not have been the first time the French entry markings proved their versatility.

On the cover in Figure 5 the 8 decime collect marking is applied in crayon, rather than with the typical handstamp. This is not necessarily significant, because another cover from

7. N. R. P. Bonsor, *North Atlantic Seaway*, revised edition, Volume 2, page 722. Brookside Publications, Jersey, Channel Islands, 1978.

8. Salles, *op cit.*, page 295.

this same crossing shows the typical handstamped 8. The second *Ocean Queen* cover, bearing a 10c 1869 stamp from San Francisco to Bordeaux, was last seen as lot 513 in the Siegel sale of 29 April 1969. Previously, the cover had been well illustrated as lot 443 in the Henry Gibson sale. It shows the MAR 3 New York handstamp and the same Havre double circle. I would appreciate hearing from any reader who owns these covers or knows their current whereabouts.



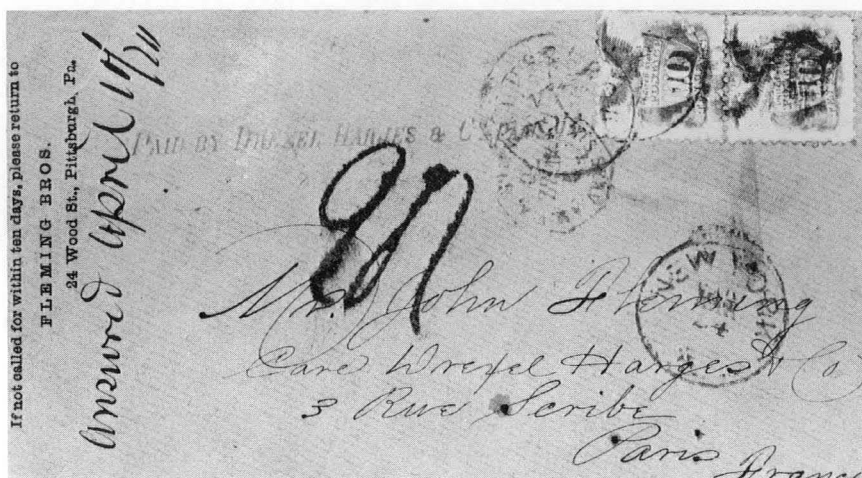
**Figure 6. ANOTHER RUGER BROTHERS COVER. 15c 1869 (Type II), San Francisco to Cognac, 15 March 1870. Transit via Ruger Brothers' *Rising Star*, departing New York 24 March 1870. The red Havre entry marking is of the type shown as #8 in the tracing plate.**

We are privileged to be able to show two covers from the sailing of the Ruger Brothers' *Rising Star* on 24 March 1870. Addressed to Cognac, the cover in Figure 6 is franked with a 15c 1869 stamp (Type II), tied by a bold strike of the eight-point San Francisco hollow star, and datestamped San Francisco MAR 15. The 15c stamp overpays the 10c rate, confirming once again that there was much confusion in early 1870 about postal rates to France.

The New York exchange office marking at lower right clearly shows MAR 24. According to the daily *New York Times*, *Rising Star* was the only transatlantic mail carrier to leave New York that day. The red Havre entry marking, faintly struck, seems to be Salles 1795, a circle-in-octagon marking typically applied to covers arriving at Havre from the U.S. by way of England. I discussed such a use of this marking, on a stampless cover to Havre from July 1869, in *Chronicle* 99, page 200. A tracing of this marking, taken from Salles, is shown as illustration 8 in the tracing plate. The cover in Figure 6 was once owned by Lester Downing, a man who had a good eye for the unusual.

The cover in Figure 7, from an Eastern collection, comes from the Fleming correspondence and bears a pair of 10c 1869s. The Pittsburgh C.D.S., not clearly struck, seems to say MAR 22. The New York exchange office marking definitely says MAR 24. The Havre circle-in-octagon marking, identical to the one on the cover in Figure 6, seems to say 9 AVRIL 70, though on both covers the date might equally well be construed as 3 AVRIL. The French squiggle marking on the cover in Figure 7 represents 24 decimes collected from the recipient. One needs a fairly lively imagination to read this marking as "24," but that's how the stylized French script handstamps rendered this number during the classic era.

I have not yet been able to locate a cover from the 18 May 1870 sailing of the Ruger Brothers' *Western Metropolis*. If the evidence of the previous covers applies, such a cover would show a New York exchange office marking dated MAY 18, and Havre entry mark-



**Figure 7. RUGER BROTHERS AGAIN.** Pair 10c 1869, from Pittsburgh to Paris, via the same Ruger Brothers crossing as the cover in Figure 6. The French marking represents the internal collection of 24 decimes, for a cover weighing between 20 and 30 grams.

ings of one sort or the other dating from late May or early June 1870.

Collectors should examine their holdings of direct covers to France from the first half of 1870, to see if they can locate additional Ruger Brothers covers. Since the line all told carried fewer than 7500 covers, survivors cannot be common. They must be regarded as postal history artifacts of considerable significance.

In the second part of this write-up, which will not necessarily appear next time, I will discuss covers that passed from the U.S. to France, during this same era, via the British mails — both part paid (the 4c covers with the “GB/40” marking showing French collection in multiples of 5 decimes) and fully prepaid (what George Hargest has called “phantom rate” covers). Collectors whom I don’t know, who have information, insights or citations to add to this endeavor, are warmly invited to contribute now, rather than after the article is published.

### APPENDIX A:

#### 10c 1869 COVERS TO FRANCE, DIRECT VIA HAPAG LINE, AFTER 1 JANUARY 1870

CDS	Origin/Destination	Stamps	NY Mkg	Steamer	Cherbourg Entry	FR. Due	Reference
JAN 1	Buffalo/Paris	3-116	JAN 4	HAMMONIA II	15 JANV	16	I Juhring, 789
JAN 4	NYC/Paris	116, Fr. #25	JAN 4	HAMMONIA II	15 JANV	8	Chronicle 88:236
JAN 10	NYC/Bordeaux	116	JAN 11	SILESIA	22 JANV	8	David Beals
JAN 11	Phila./Paris	116	JAN 11	SILESIA	22 JANV	8	John Birkinbine
JAN 11	NYC/Bordeaux	116	JAN 11	SILESIA	22 JANV	8	4 Juhring, 473
JAN 1?	S.F./Bordeaux	116	JAN 25	HOLSATIA	? FEVR	8	Paige, 3-22-57, 264
FEB 8	N. Orleans/Mulhouse	116	FEB 15	WESTPHALIA	27 FEVR	8	Figure 1
FEB 11	N. Orleans/Paris	116	FEB 15	WESTPHALIA	27 FEVR	8	C. Burke-Easton
FEB 15	Boston/Paris	116	FEB 15	WESTPHALIA	27 FEVR	8	Raymond Foley
FEB 22	NYC/Paris	116	FEB 22	HAMMONIA II	8 MARS	8	Harmer, 4-6-80, 186
MAR 8	NYC/Paris	116	MAR 8	HOLSATIA	20 MARS	8	Walter Hubbard
MAR 22	NYC/Bordeaux	116	MAR 22	CIMBRIA	3 AVRIL	8	Mel Schuh
MAR 20	N. Orleans/France	116	MAR 29	SAXONIA	13 AVRIL	8	Elliott Coulter
MAR 24	Washington D.C./Paris	116	MAR 29	SAXONIA	13 AVRIL	8	Siegel 433, 271
MAR 27	Pittsburgh/Paris	2-116	MAR 29	SAXONIA	13 AVRIL	16	R. Kaufmann
APR 5	NYC/Paris	116	APR 5	HAMMONIA II	17 AVRIL	8	Herst 161, 84; ex Haas
APR 12	NYC/Nice	116	APR 12	ALLEMANIA	25 AVRIL	8	Paul Bourke
APR 13	Watertown/Paris	116	APR 19	HOLSATIA	1 MAI	8	SPB 41, 1240

APR 18	Phila./Paris	116	APR 19	HOLSATIA	1 MAI	8	Downing 1311
APR 19	NYC/Paris	116	APR 19	HOLSATIA	1 MAI	8	1869 Times #16, p. 4
APR 19	N. Orleans/Bordeaux	2-116	APR 26	SILESIA	8 MAI	16	Krug 755
APR 19	Pittsburgh/Paris	2-116	APR 26	SILESIA	8 MAI	16	SPB 41, 1247; SPB 51, 694
APR 22	Pittsburgh/Paris	116	APR 26	SILESIA	8 MAI	8	Jack E. Molesworth
APR 26	NYC/Paris	116	APR 26	SILESIA	8 MAI	8	Fred Lopez
APR 26	NYC/Paris	116	APR 26	SILESIA	8 MAI	8	Alan Atkins
MAY 2	Watertown/Paris	116	MAY 3	CIMBRIA	15 MAI	8	R. W. Card
MAY 6	N. Orleans/Gironde	116	MAY 10	SAXONIA	23 MAI	—	Siegel 412, 1073
MAY 6	Watertown/Paris	116	MAY 10	SAXONIA	23 MAI	8	3 Hessel, 589
MAY 9	Cold Spring NY/Paris	116	—	SAXONIA	23 MAI	8	John L. Gemmill
MAY 11	N. Orleans/Bordeaux	116	MAY 17	HAMMONIA II	29 MAI(?)	8	3 Hessel, 590
JUN 6	N. Orleans/Paris	2-116	JUN 14	WESTPHALIA	25 JUN	16	Harmer 2-12-80, 389
JUN 16	Meadville, Pa./Paris	116	JUN 21	CIMBRIA	3 JUL	8	Siegel 417, 1505
JUN 20	Providence/Paris	116	JUN 21	CIMBRIA	3 JUL	8	Special Service #280
JUN 24	N. Orleans/Paris	116	JUN 28	HAMMONIA II	9 JUL	8	Scott Gallagher
JUN 27	Watertown/Paris	116	JUN 28	HAMMONIA II	9 JUL	8	Fred Lopez
JUN 27	Newport RI/Paris	116	JUN 28	HAMMONIA II	9 JUL	8	Walter Hubbard
JUN 29*	New Orleans/Paris	116	JUL 5	ALLEMANIA	18 JUL	8	Figure 2
JUN 29*	N. Orleans/Bordeaux	116	JUL 5	ALLEMANIA	18 JUL	8	Chronicle 82:114

\* Mails for France landed in England — see text.

## APPENDIX B:

### 10c 1869 COVERS TO FRANCE, DIRECT VIA FRENCH LINE, AFTER 1 JANUARY 1870

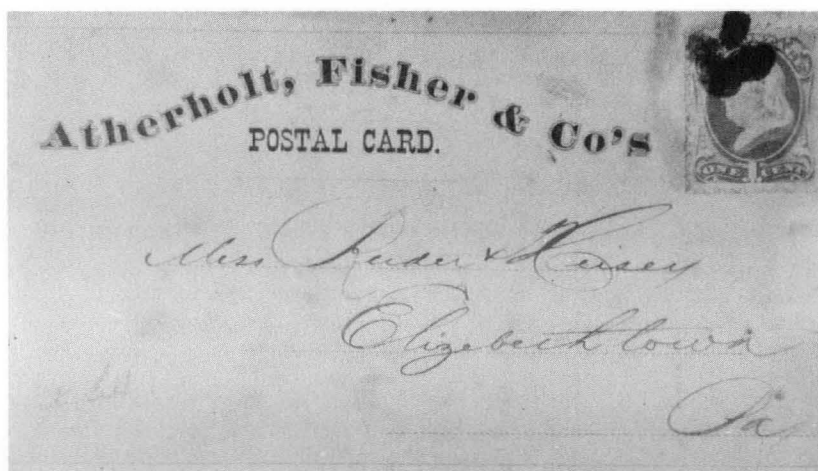
CDS	Origin/Destination	Stamps	NY Depart	Steamer	FR Due	Reference
JAN 22	NYC/Strasbourg	116	JAN 22	LAFAYETTE	16	Spelman 5-1-77, 822
FEB 5	NYC/Paris	116	FEB 5	PEREIRE	8	Ashbrook records (PF)
MAR 5	NYC/Savoy	116	MAR 5	ST.-LAURENT	8	Jeffrey Forster
MAR 5	NYC/Paris	116	MAR 5	ST.-LAURENT	8	Alan Atkins
MAR 5	(?) Lambertville, N.J./Paris	116	MAR 5	ST.-LAURENT	8	Apfelbaum 433, 1068
MAR 19	NYC/Lyons	116	MAR 19	PERIERE	?	Walter Hubbard
MAR 25	N. Orleans/Bordeaux	116	APR 2	LAFAYETTE	8	Henry Nowak
APR 2	Lambertville/Paris	116	APR 2	LAFAYETTE	8	Apfelbaum 433, 1067
APR 6	SF/Bordeaux	116	APR 16	VILLE DE PARIS	8	ex Haas
APR 8	SF/Bordeaux	116	APR 16	VILLE DE PARIS	8	4 Juhring, 474
APR 11	Savannah/Paris	116	APR 16	VILLE DE PARIS	8	Siegel 569, 827
APR 30	NYC/Vaucluse	116	APR 30	ST.-LAURENT	8	4 Juhring, 468
MAY 7	N. Orleans/France	116	MAY 14	PERIERE	8	R. Kaufmann
MAY 11	Pittsburgh/Paris	3-116	MAY 14	PERIERE	32	Siegel 417, 1508
JUN 3	SF/Bordeaux	116	JUN 11	VILLE DE PARIS	16	Ohio collection
JUN 7	Coldspring, NY/Paris	116	JUN 11	VILLE DE PARIS	8	Jack E. Molesworth
JUN 21	N. Orleans/Bordeaux	116	JUN 25	ST.-LAURENT	8	Siegel 529, 411
JUN 24	Watertown/Paris	116	JUN 25	ST.-LAURENT	8	Figure 3
JUL 18	N. Orleans/Paris	116	JUL 23	LAFAYETTE	8	Siegel 452, 546
JUL 19	N. Orleans/Bordeaux	116	JUL 23	LAFAYETTE	16	Elliott Coulter
AUG 18	Cincinnati/Bordeaux	116	AUG 20	ST.-LAURENT	8	Mel Schuh
AUG 19	Wilmington/Paris	116	AUG 20	ST.-LAURENT	8	E. P. Babcock
OCT 28	Yokohama/Paris	116+	NOV 30	VILLE DE PARIS	8	Ashbrook records
		2-113				
NOV 18	SF/Dome	2-116	NOV 30	VILLE DE PARIS	8	4 Juhring, 484
(1871)						
JUL 14	Winnegance, Me./Havre	116	JUL 15	LAFAYETTE	5	Bruce Hazelton
JUL 14	Winnegance, Me./Havre	116	JUL 15	LAFAYETTE	5	Midwest collection
(1872)						
JAN 23	Winnegance, Me./Havre	116	JAN 27	VILLE DE PARIS	5	Bruce Hazelton
MAY 10	S.F./Paris	95, 116,	MAY 18	VILLE DE PARIS	5	PF #87227
		146				
?	New Haven/Paris	2-116 on	?		24	Gibson 456
		U58				



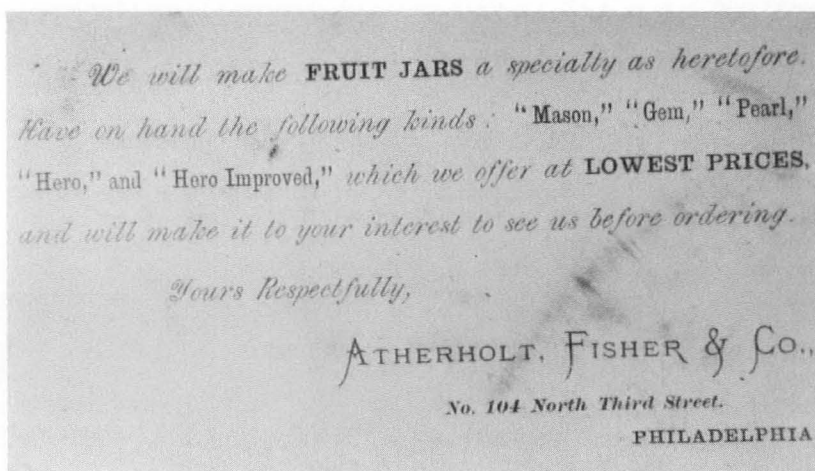
## **UNUSUAL DOMESTIC POSTAL USES OF THE BANKNOTE STAMPS**

**RICHARD M. SEARING**

The banknote period in U.S. postal history encompassed many changes in the rate structure and services provided. Postal uses of the stamps are many and varied with many exotic foreign rates available before the advent of the Universal Postal Union treaty. However, even the lowest value denominations had many uses in the delivery of domestic mail of the period. A fine representation of domestic banknote covers can still be formed without the loss of financial stability and, in what follows, we shall examine some examples of these uses. Many other examples are available so I am sure that many readers have some in their collections.



**Figure 1. Early postal card bearing advertisement for fruit jars with rate paid by 1c grilled banknote stamp.**



**Figure 2. Reverse of postcard showing printed message.**

Figures 1 and 2 show the front and back of one of the earliest advertising postcards that I have recorded. The one cent rate for postcards appears specifically in the postal act of June

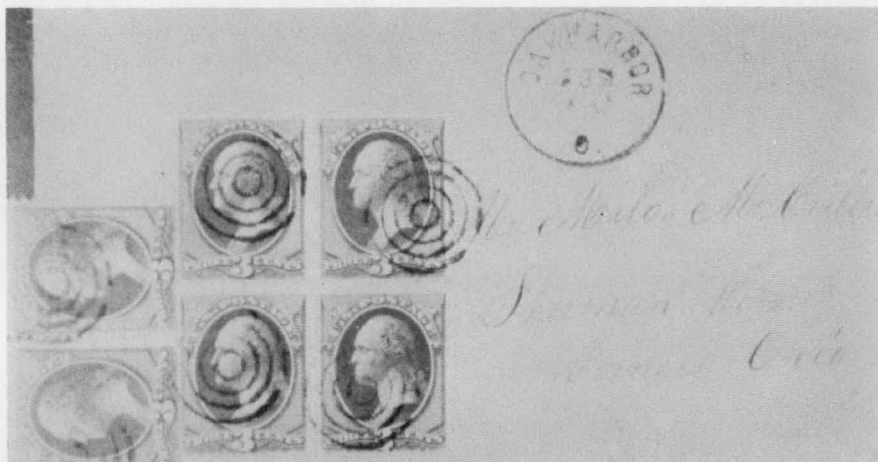


8, 1872; "provides for the issue and transmission by mail of postal cards at one cent each." The card was mailed from Philadelphia to Elizabethtown, Pa., very early in the 1870s and is franked with a fine example of the 1c stamp with the H-grill. The company sending the card was engaged in the sale of glass fruit jars to the retail market for home canning and other uses. I recognize the name "Mason," but the other names shown are unfamiliar. Can any reader supply information on these early glass products?



**Figure 3. Block of five 3c grilled banknote stamps paying 5x3c rate on domestic mail.**

The usage pictured in Figure 3 is very unusual in that it shows a block of five 3c grilled stamps to pay what appears to be a 5x3c rate on a small envelope. This represents one of the largest postally used blocks of this stamp on record. The letter was mailed from Eaton, New York, to Cedarville, New Jersey, on August 19, probably in 1871 or 1872. From the pen notations on the envelope back, the letter probably contained business records, but the envelope does not reflect the weight of 2½ or more ounces represented by the rate of 15c. There is no indication of registration on the envelope so we can only speculate about the actual contents.



**Figure 4. Block of four and pair of 3c ungrilled banknote stamps paying 6x3c rate on domestic mail.**

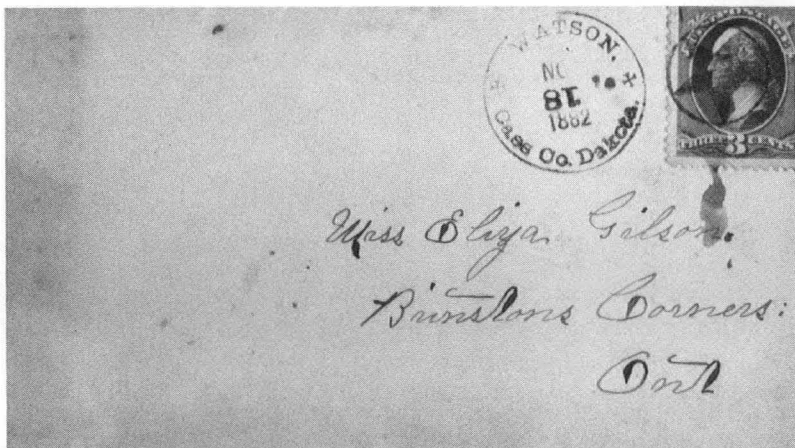
Figure 4 shows the same 3c stamp without the grill in a block of four with a pair paying 18c postage on a small domestic letter. The letter was mailed from Oakharbor, Ohio, to Weaver's Corners, Ohio, on June 10, with no year. The letter bears no registration mark-

ings so we can only guess as to the contents. Blocks of any of the banknote stamps are very scarce on small covers.



**Figure 5.** First day use of 2c brown stamp on October 1, 1883. The rate remained at 2c for over forty years.

A small piece used on the first day of the 2c domestic rate of October 1, 1883, is illustrated in Figure 5. Does any reader possess other covers showing this first day usage?



**Figure 6.** Territorial use from Dakota to Canada on November 18, 1882.

Figure 6 shows a cover submitted to the editor. This uncommon territorial use was mailed from Dakota Territory on November 18, 1882, to Ontario, Canada, with a 3c stamp. The



**Figure 7.** Cover from Washington Territory used during transition to statehood with various markings including "Registry Correct" mailed July 18, 1889.

1875 agreement between Canada and the U.S. provided that each country's domestic rate should apply.

Another domestic banknote cover submitted by an interested reader is shown in Figure 7. This unusual territorial cover from a small town in Washington Territory probably contained a money order. The postmaster evidently canceled it with the M.O.B. marking instead of the registered. The letter went unclaimed and was stamped "RETURNED TO WRITER" and misplaced for 18 months. Figure 8 shows the back of the letter. In the intervening 18 months, Washington had become a state and the postmaster or a replacement noticed the error and marked it Registered on January 12, 1891, and sent it to the dead letter office. The "Correct" oval was applied on January 20. According to the owner, this is the only recorded marking of this type as it was used on registered packages of mail received from other post offices. Hence, this letter was probably the bottom piece in a large bundle and received the marking on the back when the pile was turned over. Are there any other opinions?

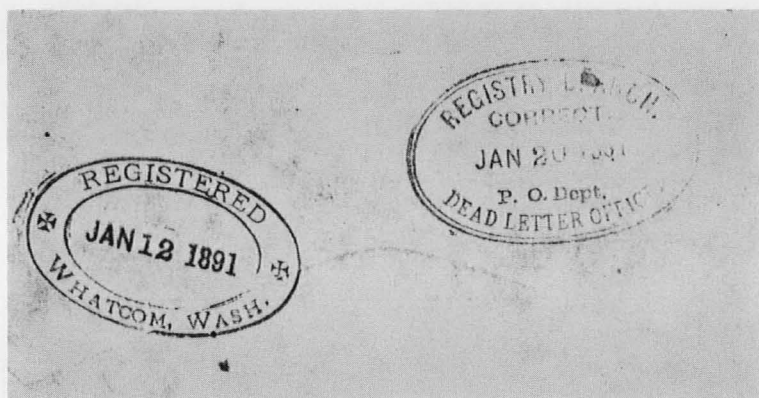


Figure 8. Portion of reverse of cover showing the "Correct" marking.

#### Another Postal Use of the 90c Small Banknote Stamp

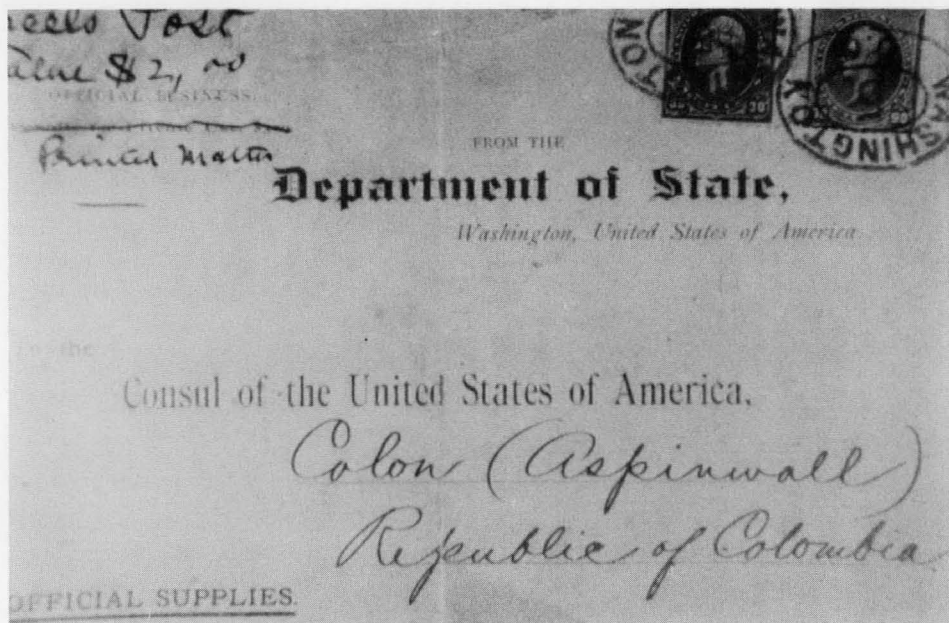


Figure 9. Portion of 11 ounce package showing 90c and 30c small banknote stamps paying the rate to Colombia, S.A. This is the fourth such cover on record bearing the 90c stamp.

The last figure shows a cover submitted by a Midwestern member in response to my article in *Chronicle* 107. This large piece of wrapper was once in the collection of Franklin Roosevelt. The 90c and 30c stamps pay a 22x5c plus 10c registry rate on 11 ounce package sent to the U.S. Consul in Colombia, S.A. The package is thought to have contained stationery supplies for the consulate. Unless there is an overpay, the package was mailed before 1893 when the registration fee was still 10c. Can anyone show another example?

This cover represents the best type of response to a writer's efforts and I thank the owner for taking the time to share it with us all. The sharing of knowledge is its only real purpose. The editor welcomes all correspondence and comments.

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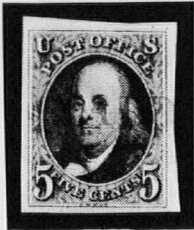
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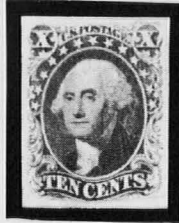
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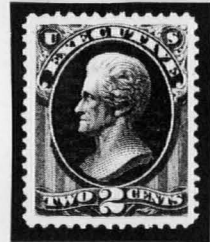
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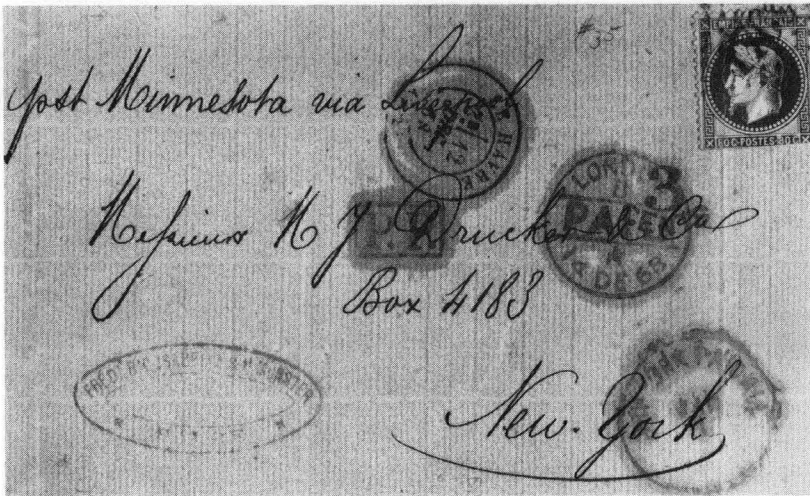
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## 1868 BRITISH MAIL FROM FRANCE

BARBARA J. WALLACE

Though British Mail was employed extensively to convey letters between the U.S.A. and France before and after the period of the 1857-69 U.S.-France Treaty, such uses are quite unusual during the convention period. The inclusion of France as an available destination via British Mail in the Detailed Regulations of the 1 Jan. 1869 U.S.-G.B. Convention<sup>1</sup> laid the groundwork for the 1870 "Phantom Rate" uses discussed by Hargest<sup>2</sup> though neither the 1868 nor 1869 U.S.-G.B. Conventions made reference to mail *from* France.

The subject cover (Figure 1) is franked with one 80c. Napoleon of the January 1868 issue and originated at "Le Havre 12 Dec. 1868" addressed to New York. At lower right is a red circle marking "New York Paid All Jan (1?)." The foregoing traits suggest a common single rate French Treaty use late in that period. The novelty begins with the endorsement "post Minnesota via Liverpool." This steamer was of the Liverpool & Great Western Steamship Co., popularly known as the "Guion Line",<sup>3</sup> established 1866 and not to be confused with the Fernie Brothers *Guion* line which operated in 1863<sup>4</sup> or the *National Line* (1864-1914).<sup>5</sup>



**British open mail, Havre to New York, Dec. 1868; 3c credited to U.S.**

This line of steamships comes to the attention of the student of U.S. postal history in connection with the events following the 1 Jan. 1870 rate and contractor payment changes, whereby this firm accepted the reduced compensation basis for carrying the British mails from the U.S.A. Hubbard and Friend<sup>6</sup> provide sailing tables beginning with the voyage of 15 Dec. 1869 from Liverpool to New York.

The line started up, however, in August 1866 with the 20 day passage of the *Manhattan* from Liverpool to New York carrying 703 passengers plus cargo. After this very slow cross-

1. *PMG Report 1868*, Wierenga reprint ed., 251.
2. George Hargest, *Letter Post Communications*, etc., 168-76.
3. N.R.P. Bonsor, *North Atlantic Seaway*, Vol. II, 1978 ed., 701-11.
4. *Ibid.*, 590-1.
5. *Ibid.*, 599-615.
6. *Chronicle* 103:216-21; 104:289-91.

ing they achieved a passable average westbound time of about 13½ days. The *Minnesota's* maiden voyage Liverpool to New York was 14 Apr. 1867 and by 1869 the line had sufficient ships to provide a weekly service.

The Guion Line is not shown by the PMG as a carrier of mail to or from France in the 1868-9 fiscal year.<sup>7</sup> In the table of contractors for British Mail<sup>8</sup> the "Miscellaneous Line" is shown, which by this time had become synonymous with the Inman or Dale Line.<sup>9</sup> A more promising category is "British Steamship Company" by which means 1,685 "rates of letters" were conveyed to the U.S.A., though none from the U.S.A. to Britain.

One may wonder why a correspondent would specify transport by this ship or line. They were hardly the greyhounds of the seas in this period and, furthermore, the French Line was sailing regularly from Havre, the origin of this letter. Their next departure from that port was *Europe* which sailed December 17.<sup>10</sup> The purpose here is revealed by the letter contents which consist of a shipping advice for cargo consigned to the *Minnesota*.

Since this letter was endorsed to a British ship not customarily engaged in the transport of French Mail, it was marked with a red boxed "P.P."<sup>11</sup> and forwarded to England in accordance with the Anglo-French postal treaty effective 1 Jan. 1857.<sup>12</sup> The 80 c. rate paid by the stamp was still the theoretical British Mail rate from France to the U.S.A. frontier via British Packet. An anomaly arose in view of the fact that there was no provision in the 18 June 1867 U.S.-British Treaty for this long obsolete means of handling the France to U.S.A. mails. The bothersome split rate on transit mail was eliminated by the peculiar language of Article 14:<sup>13</sup>

The amount of postage chargeable by the United States post office, on its own account, upon every single letter sent through the United Kingdom in ordinary mails, addressed to the United States, shall be three cents, and the amount of postage chargeable by the British post office, on its own account, upon every single letter sent through the United States in ordinary mails, addressed to the United Kingdom, shall be one penny.

This provided for a credit to the recipient country for inland postage on *all* letters with no differentiation made for part-paid or unpaid transit mail and became effective 1 Jan. 1868. The treaty language was improved in the 1 Jan. 1869 version<sup>14</sup> whereby the corresponding article (XV) specifies *paid* letters. The U.S.A. credit for transit letters was reduced to two cents resulting in the scarcity of such covers showing a three cent credit to the U.S.A. observed by Hargest, this provision applying only during calendar year 1868.

The matter was handled in this case by applying the red London "PAID" (Alcock & Holland No. 1354).<sup>15</sup> A variation of the quadrisectioned circle packet mark (A&H 2002)<sup>16</sup> in red, "14/12/6/8, L", was applied to the reverse. This is a marking of the "London Head Office" according to Alcock & Holland. The credit to the U.S.A. was expressed with a red "3 CENTS".<sup>17</sup>

As of 1 Jan. 1862, Britain was to receive 1.60 Franc per 30 g. for sea and transit postage

7. *PMG Report 1869*, Wierenga reprint ed., 124.

8. *Ibid.*, 123.

9. *Ibid.*, 129. Table I I illustrates this equation. In the 1870 Report both Inman and Guion are mentioned in the tables by name and the "catch-all" groupings are eliminated.

10. Salles, *La Poste Maritime Francaise*, Vol. IV, 234.

11. A correct application of this marking in its normal period of use on France to U.S.A. mails is shown by Hargest, *op. cit.*, Fig. 41, 69.

12. Salles, *op. cit.*, Vol. IV, 280-1.

13. *PMG Report 1867*, Wierenga reprint ed., 99. For discussion see Hargest, *op. cit.*, 149.

14. *PMG Report 1868*, ed. cit., 244.

15. Alcock & Holland, *British Postmarks*, Cheltenham, England, 1977, 130-1.

16. *Ibid.*, 238-41.

17. Hargest, *op. cit.*, 29, Fig. 11.

on French mail to the U.S.A.<sup>18</sup> For the theoretical 7½ g. letter, this would be 40c. or 4d., the exact amount of just the sea postage for a single letter under the 1868 U.S.-British Treaty. Worse yet for the British, in this instance, the 4d. credit would apply only for the maximum of 7½ g., a lesser weight letter yielding a lesser credit. At best, the British were “left out in the cold” concerning the recovery of the mandatory 3c credit to the U.S.A. for inland postage. They could not return it to France since it was correctly paid and marked in accordance with the prevailing Franco-British treaty.

The entire rate structure was changed as of 1 Jan. 1870 with the official establishment of a fully prepaid rate from France to the U.S.A. via British Mail,<sup>19</sup> which made this a practical route of communication.

18. Salles, *op. cit.*, Vol. VIII, 50.

19. Hargest, *op. cit.*, 176-7.

## MORE ON MAIL PREPAID WITH STAMPS PLUS CASH

ALLAN RADIN

In past issues of the *Chronicle*, George E. Hargest, Calvet Hahn, and John Woollam cited examples of letters prepaid in part by stamps and in part by cash. The consensus appears to be that such covers in the trans-Atlantic treaty mails, particularly incoming to the United States, are rare.



Figure 1. From Oldenburg, fully franked at 5½ groschen (13 c, the single Bremen convention rate, U.S. - Oldenburg, 15 Aug. 1853-1 Jan. 1868) with 1, 2, and ½ groschen '62 issue stamps. Marked PAID, 10 grote and 4½ silbergroschen (both 10 c, the Bremen-U.S. international rate). Transit by N.G.L. “America,” arr. N.Y. 28 Sep. 1863.



Figure 2. From Neuenburg, franked with the 1 groschen '59 stamp, but marked PAID, 10 grote, 4½ silbergroschen, showing the cash payment paying the remainder of the 5½ groschen rate. Transit by N.G.L. “New York,” arr. N.Y. 17 Oct. 1860.



In Apfelbaum's auction no. 477 (12-13 Dec. 1980), lots 1843 and 1845-1848 included 13 covers from the Grand Duchy of Oldenburg to a Dr. Hausmann in Washington, D.C. They were all conveyed in the Bremen mails, and all were prepaid: one fully franked with stamps (Figure 1), three stampless, and no fewer than nine were only partly franked with stamps (Figure 2)!

No doubt such covers are indeed scarce. But if collectors and/or students sought them out specifically, it might turn out that they were not as scarce as previously assumed.

## A PCM COVER TO MEXICO

ALLAN RADIN

Except for British mail between Canada and Great Britain foreign mail in transit via the United States during the treaty mail period is seldom seen. This is particularly true for Prussian Closed Mail (PCM). In his classic work<sup>1</sup> George E. Hargest does treat PCM in transit via the German-Austrian Postal Union (GAPU) comprising the various German states and the Austrian Empire and administered by the Prussian postal system. He makes no mention at all of PCM in transit via the United States.

Article IV of the PCM Convention left room for such transit mails. A Post Office Department order of 15 September 1853<sup>2</sup> listed destinations to which such mail could be sent, along with the applicable rates of postage; prepayment in Prussia was mandatory.

The prepayment to the following destinations was the U.S. and Prussian postage:

- 35c/½ oz. - Cuba, British West Indies, Curacao.
- 45c - Chagres, Panama, Mexico.<sup>3</sup>
- 30c - New Brunswick, Cape Breton, Prince Edward's Island,  
Newfoundland, Sandwich Islands.

Prepayment to Canada was the U.S., Prussian, and Canadian postage - total 35c.

And to the following destinations the prepaid postage was the total of U.S., Prussian, and British rates:

- 59c/½ oz. - West Indies (not British), Carthagen, Honduras, Nicaragua.
- 53c - Bogota, Buenaventura.
- 73c - Ecuador, Bolivia, Chile.
- 57c - Peru.

Shown here is a folded letter to Durango, Mexico, originating in Suhl, 25 Feb. 1857. It bears the familiar Aachen exchange office marking of PCM, in vermilion, denoting credit to the United States for a prepaid letter, 30c in manuscript in this case. (The conventional breakdown is 2c Belgian transit, 18c British transit and packet postage,<sup>4</sup> and 10c U.S. postage to the Mexican frontier.) The New York exchange office unfortunately did not apply its dated handstamp but did apply the red, curved PAID and magenta "35" restatement of the total postage. The cover bears the 15 April 1857 transit marking of Vera Cruz and black handstamped "2" denoting 2 reales postage due.

A question arises: Could letters from any of the listed places be sent in the eastbound PCM via the United States? Perhaps yes if all postage other than the internal in the place of origin had been prepaid with U.S. stamps, as is the case with the rare and spectacular cover from Hawaii to Switzerland illustrated and described by associate editor Charles J. Starnes.<sup>5</sup> That cover, and four other known prepaid eastbound PCM covers from Hawaii, are the only evidence which can be offered.

1. *History of Letter Post Communication* . . .

2. Notes of Postmaster General Horatio King contained in Theron Wierenga's reprint of *1852 Postal Laws and Regulations*.

3. *Ibid.*: "order 25 July 1854 putting Mexico in the 35c list."

4. Actually the U.S., from its share of the postage, paid 8.75 d./oz. bulk British territorial transit charge, if by British packet. See *Chronicle* 49:74.

5. *Chronicle* 93:64.



Folded letter from Suhl, Kingdom of Prussia, to Durango, Mexico. Aachen credit to the United States: 30c in manuscript. New York: PAID and manuscript "35." Red crayon "2/13¼" represents 2 silbergroschen GAPU internal postage and 13¼ silbergroschen foreign postage. Black Vera Cruz transit marking and black handstamped "2" denoting 2 reales postage due.

It is understandable that PCM transit mail via the GAPU, representing correspondence between the United States and Switzerland, Scandinavia, Russia, Italy, etc., should be more plentiful than PCM transit mail via the United States, representing correspondence to or from the listed western hemisphere places. What lacks a readily apparent explanation, however, is the extreme rarity of the latter.

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| 13. Davis, Perry, Kickley, <b>Official Military Atlas of the Civil War</b> ,<br>1978, 408 pp.   | \$60.00    |
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## HENRY C. HENSEL

### THE MEMORABILIA CORNER

**P.O. BOX 15052**

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

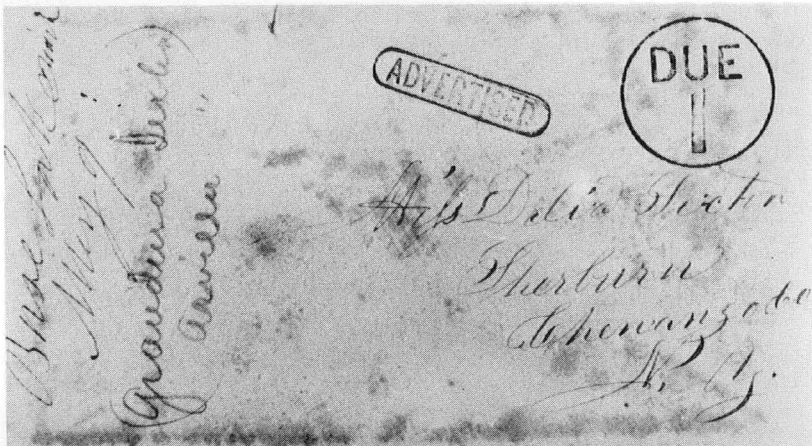
As this is being written, many of us are headed to the 1981 Annual Meeting at Garfield-Perry. The last Cover Corner was in the November 1980 issue, #108. Due to the holiday season we missed being in #109. Before we get into the answers received, please refer back to Figure 3 in #107 with Robert Stone's excellent analysis of a cover carried to Canada on the S.S. *Canima* by the Quebec and Gulf Ports Steamship Company. We received a letter from Kenneth S. Mackenzie, Acting Head of Research, National Postal Museum, 180 Wellington St., Ottawa, Canada K1A 1C6, saying that he is studying this line. Other vessels that carried mails are *Bermuda*, *Muriel*, *Orinoco*, *Trinidad*, *Pretoria*, *Roraima*, *Bermudian*, *Guiana*, *Hadji*, *Parima*, *Caribbee*, and *Korona*. He would be glad to receive copies of covers and any other information to help him write a history of the Q. & G.P.S. Co.

**ANSWER TO PROBLEM COVERS IN ISSUE NO. 108**

Figures 1 and 2 show two Due 1 covers. Not many ventured comments. Robert Meyersburg was brave enough to comment on both. The advertised one he feels was a prepaid stampless prior to Jan. 1856. The rate (3c?) is unmarked, and no Paid marking shows, but there is a ms. town marking different from the address, so this is not a drop letter. Calvet Hahn also analyzed the cover, and writes:

Base Lake, Michigan received a P.O. in 1850 on Route 3815 from Grand Haven at 6 AM once in 2 weeks Tues. by and thru countries of Oceana, Meena, Mason, and Maniotee to Grand Traverse Bay by 6 PM next Fri., 150 miles and back, by following Tues. A stamp was removed upper left where part of pen cancel can be seen. It got to Sherburn and the boxed Advertised and DUE/1 were added for 1c advt. fee.

Cal is working alertly, but has only the photographic illustration. A careful examination of the actual cover shows no evidence of a stamp ever having been applied on face or back, so Bob is probably correct in calling it a stampless cover. The Act of 3 Mar. 1851 set a rate of 1c, plus postage, for an advertised letter.

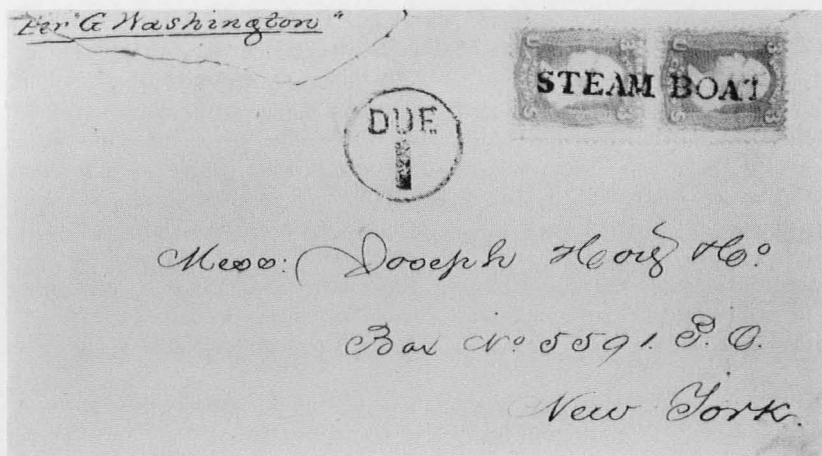


**Figure 1. Cover with manuscript postmark and ADVERTISED and DUE/1 handstamps.**

The cover in Figure 2 with two 3c '61 stamps plus the Due 1 marking for a total of 7c is a real problem. The dauntless and knowledgeable Calvet Hahn writes:

This was presumably carried by one of 4 vessels by that name . . . A shade dating of the stamps might eliminate several of these possibilities. As the stamps were issued in the fall of 1861, the Act of 2/27/61 should apply for steamboat letters e.g., 5c delivered at p.o. for private ship or steamboat letters. (sect. 9). A possible explanation, but one I don't find supported in the remainder of *PL&R's* for 1861 or 1863, is the sect. 9 proviso that the





**Figure 2. Cover with pair of 3c 1861 cancelled STEAM BOAT and marked DUE/1.**

same charge should be levied as when p.o. has contract vessel plus 2c which *might* reach 5c+2c.

The Act of March 3, 1863, provided that prepaid by stamp steamboat letters on non-contract ships would be charged double postage, or 4c delivered at NYC, not the 7c as noted here. Another possible explanation, and perhaps more likely stems from the address at Box #5591 PO. As in earlier days, the Act of Apr. 16, 1862, authorized branch p.o.'s and authorized a charge of 1c for each letter delivered. If we consider the branch office to be forwarded by mail the 6c double fee would apply plus 1c due for handling out. Admittedly this is tortuous reasoning and you may get better from someone more knowledgeable of this time period.

If Prof. Clarence Taft could examine the stamps on this cover, he could guess the year of printing with accuracy. Your Editor's guess is 1863, so Cal's idea of 1c for local delivery may be correct. The Act of 3 Apr. 1860 set a rate of 1c for drop letters delivered by carriers. Another idea is that this was a non-contract vessel, with special rate of 1c instead of the 2c set forth in the Act of 27 Feb. 1861. There were some waterways where a 1c rate was accepted by the private ships, such as Chesapeake Bay, Lake Champlain, the Great Lakes, or Fall River even though not authorized by a PMG Order or an Act. Robert Meyersburg writes that this might be a double weight way letter picked up somewhere enroute to NY, prior to 1 Mar. 1863 when the 1c way fee was abolished. This Editor believes this was a non-contract vessel requiring double postage, and the 1c covered local delivery, with probable period of use 1864-65. The steamer *G. Washington* is reported to have plied the waters between NY and Savannah, so some student could check to see if the owners had a contract, or not. Further comments are invited.

A late answer received from Richard B. Graham outlines another possibility:

This cover represents one of those postal history anomalies so characteristic of the Civil War and immediate post-war eras.

According to the revised postal laws and regulations effective 1 July 1863, both "steamboat" and "ship" letter rates were changed to a uniform rate of double the domestic postage, based upon weight. Previously, ship letters had been charged per letter and not by weight. The difference, prior to 1861, between "ship" and "steamboat" usage was mainly whether the letter was carried over waters considered a postal route of the United States. Such carriage, in both cases, was by ships or boats not having a mail carrying contract with the U.S. Post Office Department. (See *Simpson's USPM*, pages 213, *et seq.* and 263 *et seq.*)

After July 1, 1863, no reason in the *P.L. & R.* existed for such covers to be "Due 1" except where postage was partially prepaid.

The cover shown probably originated at Savannah, Georgia, by being handed aboard the (presumably) U.S. Quartermaster Dept. contract steamer *G. Washington*. The date

of use was after the fall of Savannah (in very late 1864) probably being 1865 or 1866. Although the letter shown is addressed to New York City, the "STEAM BOAT" being a type used there, the presence of the two 3c 1861 stamps precludes its being a double rate ship or steam letter, delivered at the port, with postage adjusted by payment of 1c. (Many *ship* letters prepaid with a 3c 1861 stamp, and with 1c due, and addressed to the port of entry, exist.) The seven cent total was not compatible with any double rate at this date.

The addressee, Joseph Hoy & Co., is the final name, here, evidently of a New York office, of the famous New Orleans firm of Buchannon, Carroll and later, Carroll Hoy & Co., from which so many great covers have come to grace collectors' albums.

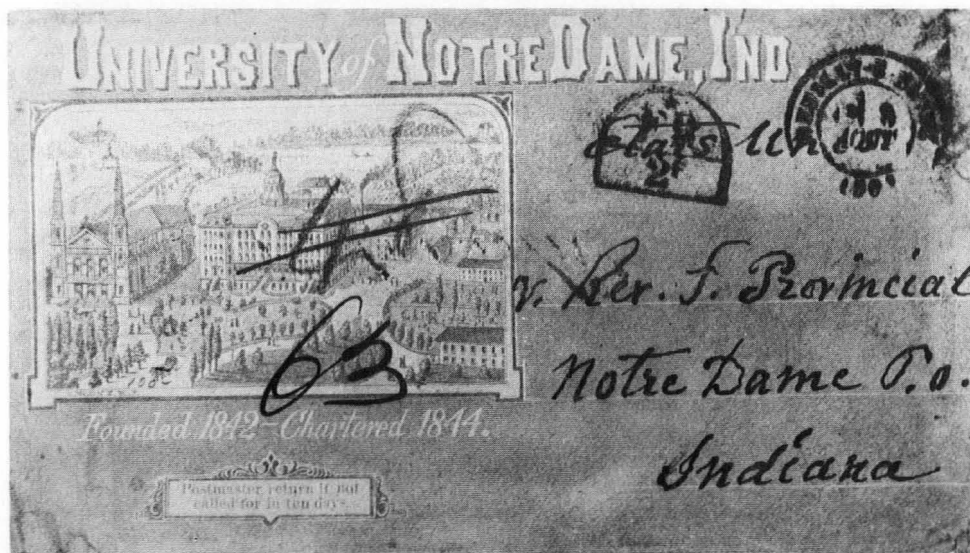
I own a similar cover. It has the same "Steamboat" and "Due 1" handstamps. The cover is addressed to Courtland County, New York, and bears a corner card, "Office Provost Marshal, District of Savannah, Ga." It has postage prepaid by a single 3c 1861 stamp placed over the legend "official business."

From the records of Henry A. Meyer, the marking "STEAM BOAT" in this exact style was in use at New York prior to the Civil War. He had no record of post-war use.

When I first saw these covers, I immediately assumed the use was at Baltimore. Henry Meyer and I had recorded numerous examples of covers with this marking, bearing 3c 1861 or 1869 stamps, with a very similar "Steamboat" handstamp and related with "Due 1" or "Due 2." Mr. Meyer believed that these usages were set up by letters directive from the Postmaster General to the postmasters of the ports involved (aside from Baltimore, others are rare). The reason for the presumed order can only be a matter of speculation until a copy of such a letter is seen. Our theory is as follows:

Under the postal act of 1863, although the postage collected was increased, the distinction between letters carried over domestic mail routes and those carried otherwise was removed. Since the payments of 2c per letter were thus automatically extended to masters of those steamboats plying domestic mail routes not wholly confined to inland waters, it generated competition for the contract routes. Consequently, where there was a good deal of such activity, such as in Chesapeake Bay into Baltimore, orders were issued reducing the fee and also the postage due.

These two covers discussed are the only such examples I've seen where the practice was followed at New York.



**Figure 3. Unpaid cover from France to Indiana at depreciated currency rate.**

Figure 3 shows an overall illustrated cover to Notre Dame in Indiana. Calling it "easy" goaded responders into lengthy answers. Although there is some duplication these answers all have valuable insights to contribute, and therefore are quoted with only minor deletions. (Comments were also received from Dick Graham and Cal Hahn.)

Richard Winter writes as follows:

The key to the problem cover is the French currency marking F\*R over 2F in a tombstone-like shape. This marking, according to Raymond Salles, was used between 1 July 1870 and 1 August 1874 on unpaid French mails sent to the U.S. through England. It was applied to show that the letter was forwarded to England at the 2 franc per 30 grams bulk weight rate in accordance with existing Anglo-French conventions. Since the U.S.-French Treaty expired on 31 December 1869, mails through England were not sent in closed mails and could not be paid to destination; therefore, the portion of transit between France and England was accounted for under existing Anglo-French conventions. Explaining the rates on this letter is a little more difficult. I believe the letter weighed  $\frac{3}{4}$ -1 ounce, requiring four rates by French accounting. Since U.S. and British rates were based on  $\frac{1}{2}$  ounce progression, and French on  $7\frac{1}{2}$  grams, I have arrived at a total fee of 52c due. England marked the letter for 48c debit to the U.S. The New York exchange office crossed out "48" and indicated 63c due in greenbacks. Depreciated currency rates were in effect and required payment of 52c in coin or 63c in notes based on inflation rate on the day of arrival. Based on this difference in rate of notes over coin, I would say the date was August 1870 when the inflation rate was highest of the four possible years. . . . The following is my assessment of the fees for this cover: French transit 40c, British inland 4c, Sea 4c, (48c), plus U.S. inland 4c, total rate 52c.

A wide-ranging and thoughtful response was received from James Pratt:

This problem is reminiscent of an earlier problem cover, from *Chronicle* 92:297. It, too, was sent unpaid from France to the U.S. during the 1870-1874 period, and had two manuscript markings, the lower of which was inked out. While some points concerning the present problem cover seem clear enough, the attempted analysis of the *Chronicle* 92 cover confirms that analysis of this class of mail is not easy.

The 1870-74 period is clear from the "G.B. 2F" British-French tray marking. While this class of marking was established in the British-French Treaty of 1856, it does not appear on mails to the U.S. until 1870, after the U.S.-French Treaty of 1857 expired. This particular style of marking, moreover, was not introduced until July 1, 1870. As of August 1, 1874, these markings were discontinued, since U.S.-French mails were conveyed under the U.S.-French Treaty of 1874. The London transit backstamp corroborates the 1870-74 period, since mail under the 1857 and 1874 treaties was sent through England in closed bags.

The August date in the French postmark excludes 1874, so we are left with 1870, 1871, 1872 and 1873. The choice as between these years can perhaps be made by analyzing the "63" as a due rating in depreciated currency. According to Hargest the actual collections in silver subsidiary coins (through circa 1873) or gold (from circa 1873) would be about 57.9c, 59.1c, 58.9c, and 55.3c for the years in question. At p. 193 . . . Hargest provides a calculation as of August 20, 1873, which produces a collection of 54.54c on a depreciated currency rating of 63c. It is difficult to be precise without the U.S. exchange office date, since the market price of U.S. notes fluctuated daily.

In choosing between these years it is necessary to construct possible ratings for the cover. The conventional analysis holds that the rates were built up based on a 10c charge per quarter ounce (British credit to France, derived from the 2 francs per ounce bulk mail rate) plus a 6c charge per half ounce (2c British inland, 2c British sea, 2c U.S. inland). Britain claimed 14c on a single rate letter, 24c on a quarter to half ounce letter, etc. and marked each letter accordingly. This makes it appear that the "48" is Britain's share of the postage, and this is consistent with a letter exceeding  $\frac{3}{4}$  ounce but not exceeding 1 ounce. The 48 was probably crossed out in the U.S. exchange office so it would not be mistaken for a due rating.

The rub in all this, of course, is that 52c does not convert to 63c absent a most unusual fluctuation in the market price of U.S. notes. Moreover, the conventional explanation of how rates were built up on unpaid France-U.S. mail during the 1870-74 period seems to violate Article XIV of the then effective U.S.-British Treaty of 1868, which provides as follows: "The combined territorial and sea rates upon transit correspondence sent in ordinary mails to be accounted for by one office to the other shall be the same that are paid

by the inhabitants of the country through which the correspondence is forwarded." It is this nondiscrimination principle that accounts for the 12c and 10c British mail rates to France, since British-French rates were 8c per quarter ounce from Jan.-June 1870 (Art. XIII of British-French Treaty of 1856) and 6c per third ounce from July 1870-74 (Art. I of British-French Treaty of 1869). To these rates (credited to Britain) were added the U.S. inland and sea charges of 4c per half ounce (15 grams) as per U.S.-British Treaty. Attempts to rate 1870-74 France-U.S. unpaid letters by adding 4c per half ounce to the British-French unpaid rates of 16c per quarter ounce (Jan.-June 1870) and 12c per third ounce (July 1870-74) are subject to objections, however. It is possible that these objections are surmountable but this is a complicated matter and lies outside the scope of this response.

In the analysis of the *Chronicle* 92 cover there was an attempt to bridge the gap between the 36c and 42c ratings by concocting a 6c unpaid letter fine. Hargest, however, states that there were no such fines on this class of mail, and the evidence of single rate covers supports this statement.

It may be that I have a blind spot, and have overlooked some obvious explanation which accounts for the ratings on this cover (and on the *Chronicle* 92 cover). I am anxious to read other responses, in hopes that I will finally see why this cover is "an easy one."

Another answer came from Susan McDonald:

I agree that the Notre Dame illustrated cover is attractive but I don't consider it easy at all. The postmark of origin is not decipherable though it may be Neuilly. The only thing certain is that the month is August. The truncated oval "\*\* FR/2F" is Salles #3124, vol. VIII, 93. Salles states this marking is known used from 1 July 1870, when an additional agreement between Great Britain and France of 21 Sept. 1869 took effect. The relevant provision was for a bulk rate of 2 francs per British ounce. It and three similar markings appear on unpaid mail to the U.S. via England.

According to Hargest (p. 177) unpaid letters such as this could be sent only via England. The British divided the bulk rate by four to obtain a single ( $\frac{1}{4}$  oz.) rate of 5 decimes or 10c. They added British postage of 4c per  $\frac{1}{2}$  oz. (2c inland and 2c sea). These amounts (14c per single  $\frac{1}{4}$  oz. letter) were debited to the U.S. On a  $\frac{1}{4}$ - $\frac{1}{2}$  oz. letter (double French, single British) the debit was 24c; for  $\frac{1}{2}$ - $\frac{3}{4}$  oz. 38c (triple French, double British); a  $\frac{3}{4}$ -1 oz. letter was debited 48c (quadruple French, double British). This letter was apparently in the  $\frac{3}{4}$ -1 oz. range, hence the 48c debit applied by the British exchange office. The U.S. rate on these letters has been inferred at 2c per  $\frac{1}{2}$  oz. (Hargest, pp. 177, 193), so U.S. postage of 4c was added to make a total of 52c due.

The date of this letter must, however, fall within the period of U.S. depreciated currency, so the cover was marked for a collection of 63c in greenbacks. The U.S.-France agreement of 28 April 1874 took effect 1 August of that year, so the cover must date 1870-73 inclusive. The amount of 63c equals 121 percent of 52. This figure does not correspond to the averages given by Hargest in column 6 (p. 187) for the years in question.

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As surmised by some readers, the cover is dated August 1870. It bears a red London transit marking AU 6 70 and a partial black New York receiving mark dated AUG 17 (both on reverse). When queried about the anomaly between the 1/3 oz. rate base on prepaid covers to France via England and the 1/4 oz. unit on unpaid letters from France via England, Charles Starnes agrees that this discrepancy is borne out by cover records and states that the July 1870 change to 1/3 oz. has not yet been fully explained.

### PROBLEM COVERS FOR THIS ISSUE

Figure 4 shows the next problem cover, a buff envelope with red cds and PAID and ms. "20" in black ink. What is probable period of use, and what is a serious question about this item?

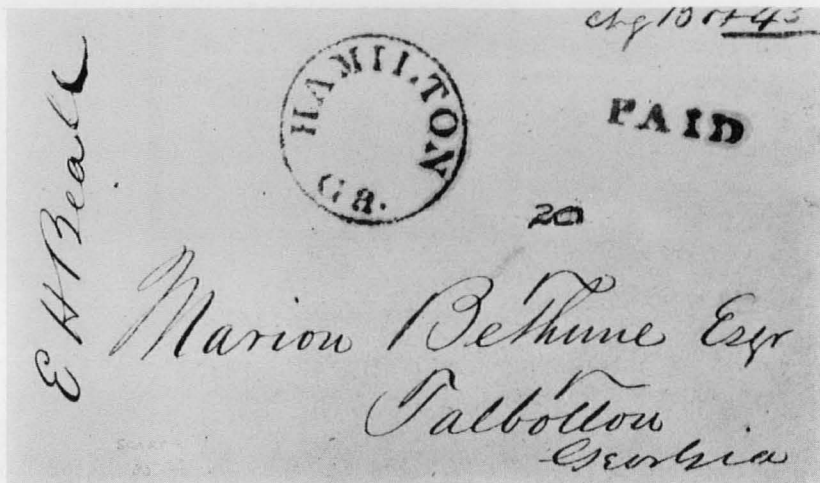


Figure 4. Stampless cover with HAMILTON Ga. postmark in red.

Figure 5 shows an unusual cover, from St. Louis, Missouri, to Wurttemberg in 1849. It bears an adhesive killed in red, same as the St. Louis cds. It is actually a red-orange, and the Havre marking is a similar color, as well as the crayon markings in the UL and UR. The "5" and PAID PART are in black. There is a French transit mark in black on the back of this folded letter: "ETRANGER \*/7/JUIL/49." Will someone endeavor to explain all of this?



Figure 5. From St. Louis to Wurttemberg in 1849.

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